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Portland Historical Context Statement



City of Portland Planning Bureau
October 1993

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The Portland Historical Context Statement

This document is divided into the following sections

Part I: Historical Overview

Part II: Identification

Part III: Evaluation

Part IV: Treatment

Maps

Part I: Historical Overview

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HISTORIC CONTEXT STATEMENT

For the City of Portland, Oregon

Section I. Historic Overview

PURPOSE

The Portland Historic Context Statement provides a framework for making preservation decisions and setting priorities for historic resources research for the city. It provides background information for more detailed planning for the city's communities, neighborhoods and districts, such as Albina or Laurelhurst. It is intended to be used by those involved in the identification, evaluation, registration and treatment of the city's historic resources.

We anticipate that this is a kinetic document which will be added to and modified as future planning and preservation processes are undertaken. It is a reference tool.¹ For this reason it is written in report form rather than in the narrative style typically used for Historic Context Statements.

THE GEOGRAPHIC HISTORIC CONTEXT STATEMENT

for Portland, as defined by SPHO, focuses on:

- the historic development of the city;
- the identification of significant historical themes;
- the identification, range and distribution of resource types related to historic themes.

HISTORIC THEMES AND CHRONOLOGY

Table 1 illustrates the *Chronological Periods* and eight *Theme* categories which are used to inventory Oregon's historic properties as prescribed by the Oregon State Historic Preservation Office in its *Handbook to Preservation Planning in Oregon*.

THEMES

Four *broad historic themes* are most relevant to identifying and evaluating Portland's existing historic resources:

- 1) Social • Economic • Political
- 2) Transportation • Communications • Infrastructure
- 3) Commerce • Industry • Manufacturing • Technology
- 4) Urban Development

The same themes are discussed for Portland as a whole. The Urban Development Theme can be further subdivided to include residential, commercial, infrastructure, industrial/manufacturing and a variety of cultural themes such as ethnicity, labor, design, education, social issues and the groups formed to address them (e.g. Mazamas,

Chronology + Themes

¹Please see "How to Use This Document" for more information.

charitable organizations, booster groups, etc.) education, religion, fraternal organizations, women's movements, conservation and parks, recreation and open spaces.

TEMPORAL BOUNDARIES

This statement focuses on the period from 1866 to 1945 and encompasses the following chronological periods:

1866 - 1883	Railroads and Industrial Growth
1884 - 1913	Progressive Era
1914 - 1940	Motor Age
1940 - 1945	The War Years

Few historic resources remain from periods prior to 1866. The years prior to this are discussed briefly in order to provide background for the more detailed discussion of the periods following 1866. This summary includes information that is relevant to understanding patterns and places of continuing significance in the city's development.

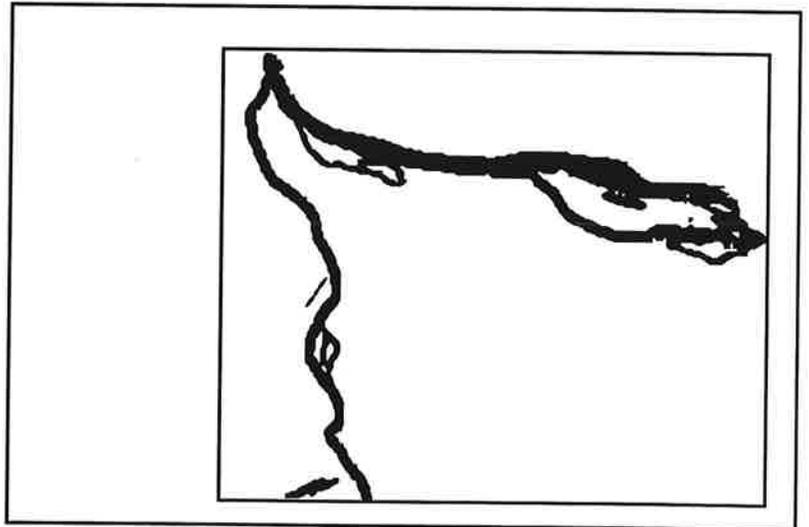
The discussion extends five years into the War and Post-War Era (1941-1967) because it is expected that this document will continue to be used into 1995, when historic resources built in 1945 or earlier will be eligible for consideration. Also the war years in themselves form a discrete period that has significant resources which are distinctly different in character and context to other possible resources from the post-war era.

Summary of Chronological Periods:

1. Pre 1866
2. 1866 - 1883 Railroads and Industrial Growth
3. 1883 - 1914 Progressive Era
4. 1914 - 1940 Motor Age
5. 1941 - 1945 War Years

SPATIAL BOUNDARIES

Portland Urban Services boundary
Illustration: Portland Map -



Limitations of the Study

This Historic Context Statement is a compilation of existing information contained in a variety of reports, theses, books, published articles (see bibliography for sources). In a few cases, primary sources were also used to supplement existing documentation. It is not an exhaustive coverage of Portland's history but rather provides information that will assist in the identification and evaluation of Portland's *existing* historic resources.

Much has already been written about Portland that has not been included in this draft. That which is most relevant to understanding remaining spaces, structures and groupings will be incorporated into this document in the future.

The information that is included in this version plays the role of connective tissue: it discusses themes at the national and regional level that have been played out in Portland. Structures or designed spaces which appear to be unimportant in a local context can be significant if one evaluates it in terms of what was happening in other cities. In addition, material has also been included which draws attention to what is *unique* about Portland and how this influenced what was built and what remains. As historian Carl Abbott has observed Portland is both typical *and* unique. It is the interaction of *both* local conditions and international, national and regional forces that have created Portland's existing historic resources and its distinct character.

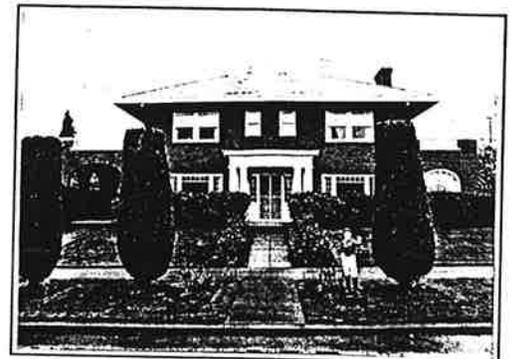
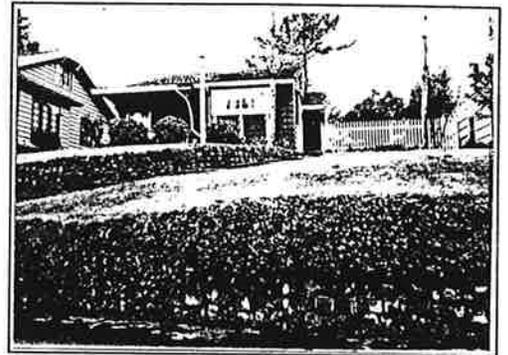
As a guide for future contributors to this document, it also identifies topics that require further research and/or explanation.

Comment

Historic resources include individual buildings, sites and collections of buildings. The majority of properties already identified are buildings. Parks, boulevards, tree plantings, gardens, and other types of open spaces which give neighborhoods and districts a distinct character appear less frequently in the city's inventories. While this is understandable -- as the "backdrop" for community life, such places are often not recognized as designed and therefore tend to be invisible -- it is also unfortunate. This Statement provides sufficient contextual information to allow these important and less well understood resources to be identified, evaluated and protected where appropriate.

How to Use this Document

At the beginning of each chronological period, users of this document can find information about the broad forces that have had a direct impact on Portland's physical environment. Changes in religion, scientific discoveries,



philosophical thought or economic theories always affect the relationships people establish among themselves and with their environment. The rural cemetery movement, for example, led to the creation of Riverview Cemetery and the hiring of a prominent designer to lay it out. The urban parks movement led to the allocation of millions of dollars for the creation and ornamentation of many large and small parks, building of playgrounds and other facilities (Overlook House) in the city. The celebration of the family home as a stronghold of traditional values and refuge from city life resulted in a vast literature which was available to Portlanders, which described these ideals, including drawings and plans for houses, house groupings and landscape treatment. This information was used by individuals, builders, and designers to fashion new houses and subdivisions in late nineteenth and early twentieth century cities throughout the US. The layout of Laurelhurst, including its picturesque park, is a product of the diffusion of these ideas to Portland.

In order to identify and evaluate existing resources it is necessary to understand Portland's development in relation to other cities in the US and in relation to social, political and economic trends of the times. What comes in (people, ideas, resources) interacts with what is already there (natural systems, climate, inhabitants) to create distinct patterns. Abbott sums up the result:

"Portlanders followed national trends and reflected national values when they located their houses and businesses, built their roads, and sorted themselves by class and color. ... Portland differs most strikingly from many Sunbelt cities of the Southeast and West in the viability of its urban core. ... [D]espite the imposing pressures of outward growth, the neighborhoods and shopping districts that developed during the first half of the century retain unexpected interest and liveliness from a previous era. ... It is these older sections within five miles of City Hall that give Portland its readily recognizable character."²

Characterizations of Portland

in Process

- Abbott:
Underlying conservatism. Long tradition of close ties between business and political leaders and long history of Republican government
Did minimum to comply with anti discrimination measures
- MacColl:
- Harrison:

²Abbott (1983), p. 2.

- Others:

Future Additions to this Document

- Fill out broad themes that affected Portland:
 - Example: Conservation movement, its impact of timber industry and how this affected Portland.
 - Example: Industrialization of building: Prefabricated buildings such as those produced by Sears Roebuck and Alladin Homes.
- Exponents of ideas in Portland and physical results of their efforts
 - Lamb -- Parks Movement
 - Ladd -- City Beautiful planning
 - City Efficient and Robert Moses
 - Others
- Research on specific resource types in Portland:
 - Playgrounds and park facilities, including park furniture, such as benches, light standards, shelters, plantings.
 - Residential developments of 1930's and 40's
 - Early automobile related architecture and spaces such as tourist camps, bungalow camps, motels, drive-in commercial establishments, gas stations, shopping centers.
 - Industrial buildings such as warehouses, storage and processing facilities, factories related to food, shipping, timber and related housing if any
 - Early examples of the use of building technologies such as elevators, indoor plumbing, electricity, central heating
 - Early examples of new building types such as apartments, residential structures (Mariners Home, residential hotels, boarding houses) groupings of residences (the first cul-de-sac suburb), gas stations, schools, etc.
 - Examples of designed outdoor environments associated with medical facilities (Asylum), sanatoria (Crystal Springs), resorts, penal institutions, recreation (golf courses, country clubs, stadia, etc.), religious groups, or other special groups (Poor Farm).

INTRODUCTION

Forces that shape a city

Portland's history and development can be understood, at least in part, by seeing it in terms of what geographer Wilbur Zelinsky calls First Effective Settlement. In his words it is "... roughly analogous to the psychological principle of imprinting in very young animals. Whenever an empty territory undergoes settlement, or an earlier population is dislodged by invaders, the specific characteristics of the first group able to effect a viable, self-perpetuating society are of crucial significance for the

later social and cultural geography of the area, no matter how tiny the initial band of settlers may have been."³

Some corollaries to this principles give some insight into the values that physically created Portland's morphology.

Processes:

1. Immigrants were not just a representative sample of whole population. They tended to be more adventuresome, innovators, less tied to community. Whatever attributes they had were decisive in shaping the culture and form of the new city.

In the case of Portland, entrepreneurial New Englanders were the first effective settlers. The initial group formed an uncommonly astute and successful elite who held power well past the frontier stage of development.

2. "Abrupt relocation of people across great distances inevitably generates culture change...."
The process of transferring an old culture resulted in a new one. Why? New conditions, the group who arrived was inevitably modified by experience; they had to start afresh; they were out of known constraints; it required enormous energy to establish a new community.
3. A series of local evolutionary processes:
Certain cultural features become important in new environment that were insignificant in old one.
Small groups of people, scattered, little governmental or social control, slow communications all combined to create an environment in which individual actions or attitudes can have a big impact..
Settlers inevitably responded to a novel environment
Profound and rapid change, new social and economic patterns, modify many aspects of the original culture.
Social or ethnic groups suddenly in closer contact with less buffering possible.
4. New ideas always coming in, especially with improvements in communications.

Technology is an important theme

Technical innovations affected large scale land use patterns, individual structures and daily life patterns. For example, floor layouts, room arrangements and the distribution of people within those spaces were affected by: electric lighting, plumbing and heating innovations. Consider the parlor of the 1880's house, with inhabitants clustered together to receive warmth from the fire and light by candle or lantern. In the cold season there was a subtle, but unmistakable, orientation inward of the entire room, its occupants and their activities. The sheer nuisance of having to keep fires burning tended to constrict the use of

³Zelinsky, p.13

indoor space during the cold season, even when economy was not a consideration, which kept occupants together until it was time to retire to cold bedrooms and hopefully hot water bottle-warmed beds. Electricity and central heating allowed house occupants to disperse themselves throughout the house as they pleased at all hours and in all seasons. And who can comment on the transformations brought on by indoor plumbing? What happened when a facility that previously had been banished to the outer reaches of the lot was finally incorporated into the heart of the house?

Portland's Site and Situation: Some General Patterns

In one hundred fifty years Portland has grown from a small trading village to a commercial center with a population of 1.5 million. It was originally "designed" to be a trade center due to its deep wharfage and excellent location for shipping at the confluence of the Columbia and Willamette rivers. It has maintained its position because of natural amenities and just as importantly, because of its "persevering promoters and investors."⁴ Later, railroad connections, and then roads assured its continuing prosperity as a distribution and manufacturing center.

Portland was one of several mid-nineteenth century towns which were in competition with each other for the role of financial trade center near the confluence of the Columbia and Willamette Rivers. Several of these cities have since been merged into Portland. These include Albina, East Portland, St. Johns, Linnton and Sellwood.

Other settlements, once separated from Portland and from each other by intervening farm and forest landscapes have also been absorbed into Portland. These tended to be located on trails that led to Portland through the mid and late 19th century wilderness, potentially significant among these are Woodlawn, Kenton, Montavilla, Lents and Multnomah Village.

Changes in Portland's economy created cycles of development, periods of boom and bust, which are visible in overall patterns of city form and its historic resources. Population growth and economic health spark building booms, creating areas of homogeneity in the city where development occurred. In the downtown especially, but also in smaller commercial centers such as Sellwood, there has been evidence of shifts in the commercial core as fires, flooding or transit connections alter spatial relationships.
Examples: To Be added

Transportation innovations have had a significant influence on Portland's form. First, river transportation established the river front pattern of docks, wharves,

⁴Vaughan and McMath, p.3

warehouses, backed by clusters of service activities -- accommodation, restaurants, bars, laundries, general stores, etc. During its merchant city phase Portland a relatively small and unified area nestled against the river. Wagon roads slowly began to create linear patterns and nodes at transfer points.

After 1870, both rail and river were important, creating areas of intense industry and warehousing with worker housing within walking distance. This caused a change in both scale and structure as residential areas, railroad yards and warehouses took up new spaces on the edges and as the wealthy moved further away from the downtown. In the 1870's, 80's and 90's, bridges, commuter trains and streetcar lines created fingers of settlement with large undeveloped areas in between.

By 1920, the automobile had radically altered land use and density patterns in the city. Portlanders adopted the car as the favored means of transportation more enthusiastically and more quickly than most American cities. Infill and fragmented low density patterns developed as cars and trucks were adopted by everyone. Traffic congestion threatened to choke the life out of the downtown. Parks planning and residential design too, had to submit to the automobile. Traffic control issues have continued to dominate city plans since.

Portland is a typical American city in that most social and cultural organizations created by its citizens resembled those of Midwestern and Eastern cities (particularly Boston) although these were modified to suit local conditions.

Portland's physical setting and climate created the basis for its unique character. The city's population was more heterogeneous than other Western cities (except San Francisco) although there is little evidence that its citizens were more tolerant. Business people (predominantly male) from NY and New England constituted a larger percentage of the population than was typical. The city has been characterized as "solid," "established" and "old when it was still young." Mt. Hood symbolized its sense of permanence.

Gold Rushes in the 1850's and 60's stimulated Portland's economy at a critical point in its history. Its strategic situation on the Willamette and Columbia Rivers allowed it to control key transportation arteries and to attract the financial institutions essential to its economic health. City, state and federal governments accepted the key role of transportation in the city's future and heavily subsidized those activities that furthered its development. Perhaps most important, the city's promising future

attracted a large number of shrewd and entrepreneurial promoters who quickly recognized, exploited and thus developed the city's commercial potential. For these individuals were amply rewarded financially. They were less adventuresome in their promotion of manufacturing and industry and when they did, it was locally rather than extra-regionally oriented.⁵
to be continued

Generally speaking there has been uniformity in the housing decisions of Portland builders and inhabitants. Until the advent of the cul-de-sac in the 1940's, houses tend to be arranged on gridded streets, facing the street and clustered by income levels. Architectural styles have changed but not quickly and usually conservatively. Ladd's Addition and University Heights are unusual in changing their orientation, but are gridded nonetheless. Laurelhurst and Mt. Tabor subdivisions were consciously arranged to deviate from the grid and to improve the quality of the neighborhood. On the western hills where the well-to-do located to take advantage of the view, streets curved out of necessity rather than for deliberately esthetic reasons, although the result was appealing nonetheless.

Street railways and other utilities encouraged development (often by the same companies) of relatively distant land. This could not have happened without the political and financial support of the city government. In times of rapid development, developers added attractions such as amusement parks (such as Council Crest) or rides (such as the carousel at Hawthorn Park) at the end of the streetcar line, at first to encourage people to ride and then as amenities for new subdivisions that would make them more attractive to prospective buyers. Historic context statements for Portland neighborhoods such as Albina and Laurelhurst describe the creation of streetcar suburbs in more detail.

Information to add here:

What were conditions of working class housing in Portland? And where did they live at the beginning? Directories indicate that the many single men in Portland lived in lodgings, rooming houses and residential hotels all close to the downtown commercial district rather than in residential enclaves. The variations on single family housing and its magnitude should be investigated further. How many members of a family worked? If so, did they work in the same place? e.g.. Factory employment split total labor force into age and sex groupings with often quite contrasting places of work and normally quite distinct tasks.

⁵Merriam, p. 327

Urban Open Space History

There is good documentation for Portland's existing park spaces, facilities and other recreational amenities. This material should be consolidated and added to this document. What is missing is an analysis of the ideas and people whose efforts created existing resources. Some recent work, such as Guzowski's⁶ discuss in detail the role of John Olmsted in the planning and design of individual parks and evaluates the condition and integrity of those remaining. Comparisons should be made with other cities in terms of park development and policy. Although Portland now has an impressive system of open spaces, parks, natural areas and parks, its beginnings were far from promising. Lack of priority for park financing and Portland's natural setting combined to retard park development (relative to other cities of its size) until relatively recently (1970's??) Existing documentation of Oregon parks history appears to downplay the forces of resistance and the reasons behind them.

Physical Character of the Study Area

The Rivers

Its situation at the confluence of two important rivers has had a profound impact on the settlement and development of Portland and Oregon. The Columbia River brought settlers in and allowed shipment of goods from Portland west to Pacific Rim ports and beyond. Native Americans lived on the shores and banks of the Columbia River for at least 7000 years.

Effects of Portland's watery site:

- Sandbars and rapids created settlement places
- Mouth of Willamette overlooked by explorers. People who lived along Willamette were out of the mainstream and didn't control major points at mouth of Columbia and at The Dalles.
- The Dalles has persisted as a point of cleavage since the period of native occupation. Here Lower Chinook tribal groups (Wishram and Wasco) dwelt almost side by side with the Tenino of the Interior.⁷ As a result of this location midway between two major geographic and cultural systems Portland's economy was firmly established.
- Portland economy tied to agricultural hinterland in Willamette and Tualatin Valleys as well as the Great Columbia Plain.



Map showing original conditions and hydrology

⁶Ken Guzowski.....

⁷ Meinig, p. 23

THE LAND

GEOLOGY

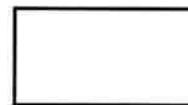
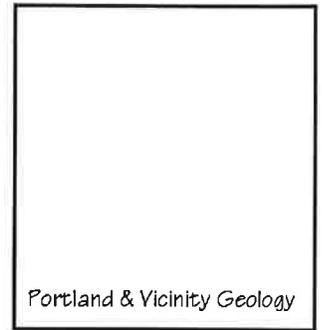
- Volcanic cones - Mt. Tabor
- Tualatin Hills are Columbia River Basalt flows, a series of small volcanics of mid to late Miocene origin, overlain with Portland Hills silt (light brown, 25-100 ft thick) and more recent alluviation, made early travel and road building difficult. -- defined routes and influenced structures built.

LAND FORMS

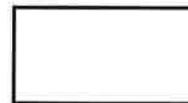
- **Portland Hills** (also called Tualatin Hills) created barrier and instigated efforts to establish Multnomah Co. with seat in Portland

These are steep, narrow range, elev. 800-1100 ft, separating Portland Basin from Tualatin Plains; encompass approx. 66 sq. miles. Portland is near sea level although 100 miles inland. The Willamette is tidal in Portland, as is the Columbia. Some locations in the city are as low as 8 - 30' above sea level..

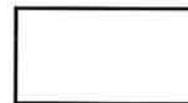
- **Significant mountain peaks** -- Mt. Hood; Mt. St. Helen's; Mt. Jefferson, Mt. Rainier, Mt. Adams. Backdrop of the Cascades create scenic character which continues to attract residents and tourists
- **Portland Hills** (also called, Tualatin Hills)
Encompasses approximately 66 sq. mi.
Steep and narrow, elevation 800-1100', separating Portland Basin from Tualatin Plains
Created barrier during settlement era and instigated efforts to establish Multnomah County with Portland as county seat. Became location of exclusive subdivisions
- **Basin Rim** (foothill areas, such as Willamette Heights) forms a gently sloping bench down towards the NE and eastward toward the Willamette. e.g. Willamette Heights rises from Balch Creek Canyon (100 - 300')
- **Portland Basin** contains Willamette estuary - el. 77 ft. Area is about 150 square miles
Underlain by deposits of sand and gravel very thick (possibly up to 500 ft.) and overlain by more recent alluvium along both Columbia and Willamette Rivers.
- **Columbia Slough**, covering approx. 40 sq. miles of wetlands and lakes; formed by more recent Pleistocene alluviation -- it is a subsection of the Basin. Has been filled, drained, and otherwise substantially modified.
- **Sauvie Island** is a product of Willamette and Columbia Rivers alluviation - about 23 Qs miles of it lies within Multnomah County



1860

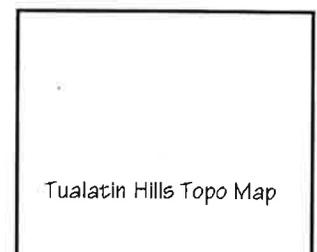


1880



1900

Maps of Early
Roads and Trails

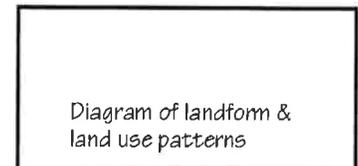


- *Rocky Butte and Mount Tabor* are part of Portland Basin. These are capped by the Boring lava flows.
- The bluff is occupied by the University of Portland.
- Beyond, is the **Butte and Mountain Terrain** composed of Boring lava flows that rise to meet and cap the older Cascade formations.
- *Powell Valley* is a distinct subsection formed by glacial outwash and recent alluviation.
- Foster Rd. forms the S. boundary (verify)
- The *Outer SE district* takes in a small portion of the third topographic division - rough and irregular terrain of middle Pliocene Troutdale formations, overlain in many areas by the Boring lava flows of the late Pliocene era. As these rise in elevation from the southwest to the eastern boundary of Multnomah Co., they begin to overlay the much earlier Miocene formations of the Cascade Range.



Comment

Land forms determined patterns of water access points, roads, and railroads which in turn determined the size and shape of the city as well as distribution of land uses. Land form also determined (or suggested) location of parks, open spaces and drives throughout the city. Many hilly areas were attractive to developers because of views of river and mountains. Also led to need to deviate from grid pattern in laying out subdivisions (Marquam Hill an example of unsuccessful attempt to impose grid)



SOILS

- Alluvium - flood plains and terraces are dominantly deep, silty, moderately dark and somewhat acid. Poorly drained soils are common
- fertile - allowed agricultural and horticultural development
- gravels - mining (e.g. Ross Island)
- building constraints, especially on upland areas
- Man-made constraints created by 19th C filling using industrial waste, sawdust and land fill materials.



VEGETATION

Forest Province - three zones: Western Hemlock
Pacific Fir
Willamette Forest-Prairie

1. Western Hemlock

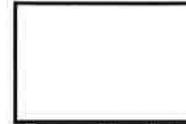
- Found on higher elevations of Portland Hills.
- As found here, Doug fir predominates, not Hemlock due to logging and fire

2. Pacific Silver Fir

- Bull Run Water Reserve is an example of this sub alpine forest zone, found in the extreme southeast corner of Multnomah Co.

3. Willamette Forest-Prairie Zone

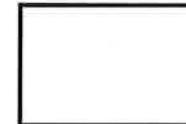
- Covers Portland Basin and lower elevations of Portland Hills and eastern hills.
- On the bottom lands of Willamette and the lowest surrounding foothills
- Douglas fir with grand fir, big leaf maple.
- Oregon white oak in dry areas and succession areas
- Along the rivers, Oregon ash, black cottonwood and willow
- Below Willamette Falls, this vegetation community suppressed by fire, thus creating the prairie land so attractive to settlers.



Western Hemlock



Pacific Silver Fir



Willamette
Forest-Prairie Zone

Comments

- Riparian vegetation covered Portland site
- Surrounding areas (French Prairie) were oak savannah due to burning, which made these areas more attractive for settlement
- Early settlers in Portland areas found land where the vegetation was not too thick; that is on Sauvie Island and on the north side of Columbia Slough, even though it required dyking and draining. Early farming claims also included those areas along the Willamette and Sandy River where alluviation and annual inundation hindered dense forest growth.

CLIMATE

- Overlying air masses flowing from Pacific Ocean through the Columbia Gorge are moist and mild
- Mild winters; moderate summers with cool nights.
- Annual temperature range is very low for this latitude.
- Water need is seasonal, with large surpluses in winter and deficits in summer
- Valley location subject to thermal inversions and concentrations of particulates from industrial and vehicle exhaust which led to air quality problems in later half of 20th C.
- "perfect for growing roses and for ladies' complexions"

HYDROLOGY

- Low, swampy river banks
- Yearly inundation's -- later dikes, filling of wetlands and ravines, dams
- Abundant water, early pollution and search for pure water led to using a variety of water sources (Marquam Creek, Willamette River, Tanner Cr.) before Bull Run Reservoir became major source of city water supply

How Native Americans used the land

Chinook speaking native people s dominated the lower Columbia west of the Cascades from its mouth to the falls at The Dalles. Also up the Willamette (Clackamas groups) up to falls at Oregon City. Below the falls were Cushooks and Chahcowahs. It is reported that the land supported a good life, abundant food, temperate climate and fertile lands based on fishing, hunting and gathering. These groups occupied large semi-permanent villages.

Estuary dwellers (Lower Chinooks)

Small bands lived along the riverside (Upper Chinooks) and particularly on Sauvie Island. This Sauvie group was called the Multnomahs. Lewis and Clark estimated that the island population was about 2400 with another 1800 on the south shore. (Abbott). There may have been as many as fifteen small villages on the island and on south shore.

Centers of trade were at the mouth of Columbia and the place that became The Dalles, where Celilo Falls marked a break in navigation on the river. This was also "the dividing point between the lush coastal lands and the dry ranges and plateaus of the interior. It was also the boundary between the lifestyle of the northwest coast and that of inland tribes such as the Shoshonis, Paiutes, and NezPerce. ... The Multnomahs and other tribes near the lower Willamette lived along the artery of trade but controlled neither of the key points of exchange."⁸

⁸Abbott, p. 11

EXPLORATION 1543 - 1811

Overview

North America was unknown to Europeans at the beginning of this period. Resource seeking stimulated most exploring efforts. At the end of the period, the political future of most of the U.S. was in doubt. Expansionism on the rise, enticing many (especially New Englanders) west to exploit possibilities: furs, salmon, timber.

Local Context

Furs were the most important reason for activity in the Portland area. Mexican, American, British and Russian governments all showed interest in the territory.

Robert Gray (American) entered mouth of the Columbia River in 1792. Captain James Broughton followed the Columbia River inland as far as the Sandy River and claimed the "region" for England.

Lewis and Clark's epochal overland journey: 1804-6.

The era closes with establishment of permanent settlement by Euro-Americans at Astoria (J.J. Astor), 1810 (Pacific Fur Company)

FUR TRADE 1812 - 1825

OVERVIEW

1812 War

1813 Astor sold Fur Co. to Montreal-based North West Co. who dominated Columbia Basin fur trade until 1821.

After 1821, HBC absorbed NWCo. and in 1825 base moved to Ft. Vancouver, 7 miles upstream from mouth of Willamette. The fort was an important communication center and also instrumental in establishing agriculture in Willamette Valley because of McLoughlin's efforts to encourage settlement as well as fur trade.

Native peoples were key actors in the elaborate trading system

MISSION TO THE INDIANS 1826 - 1846

National Context

Rival British and American fur companies made conflicting claims to the Oregon territory. The Treaty of Ghent provided for joint occupation and trading privileges in the Oregon country by Britain and the United States. During the latter part of this period the matter of ultimate "ownership" of Oregon was vigorously debated.

HBC Ft. Vancouver is "focal point of a Columbia Basin trading network extending hundreds of miles into the interior."

By 1830, the fur supply in Portland has all but disappeared and focus moves to upper Columbia and Willamette Valleys
White diseases decimate the Native population. "The Cold Sick" of 1829 lasted for three years and was worst at Sauvie Is. and Ft. Vancouver.

Post 1824 -- impact of Factor McLoughlin
Rise of overland travel (relations with Indians partly responsible. Also settlement).

Claimants use metes and bounds system for establishing boundaries before land surveys. Note river rather than orthogonal orientation for platting, as well as routes and corridors that followed topography.

The period ended with resolution of the boundary question brought about in part by the influx of American settlers in the 1840s.

Note emphasis on town platting rather than farming because of speculation.

1829 Oregon City, located at the navigational head of the Willamette River, established as the capital of the Oregon Territory.

During 1830's Ft. Vancouver was the place. And settlers also moved up the Willamette drawn by the falls and by the big valley that was ready for crops.

1840 First ship built in Oregon on east side of Swan Island

1842 Oregon Trail opened in the wake of Missionary activities.

As settlers poured into the Willamette Valley, several towns developed along the Willamette River within the study area: Linnton and Portland in 1844; St. Johns in 1852.

Discuss various settlements in whole study area

Roads established: Linnton Road and Tualatin-to-Portland Road

Barlow Road - 1st passage through Cascades

Ferry Service across to Ft. Vancouver

Urban Development

Between 1849 and 1865 basic land division and ownership patterns were established. Economic development was limited and based on direct use of natural resources. Most land remained uncleared and undeveloped.

1844 Wm. Overton and Lovejoy claim 640 acres (map)

Winter of 1845, clearing land near the present foot of Washington Street. Proprietors hired surveyors (Thomas Brown) to plat the entire site and to survey eleven and a half miles of roadway to connect the townsite to the agriculturally promising Tualatin Plains. (Map)

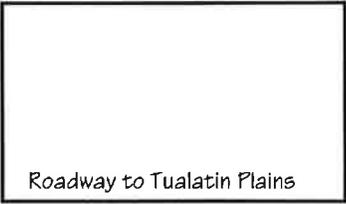


sixteen 200-foot square blocks,
eight lots 50 feet wide by 100 feet/block.

No space was reserved for alleys.

North-south streets were 80 feet wide; cross streets were 60'
From the river's edge at Front Street to the base of the
Tualatin Mountains (usually called the West Hills) near
present 18th Street.

Plat included a proposed public levee or wharf area, which
fell into private hands at an early date, the plan provided
for two publicly-owned areas for park purposes in the
southern half of the town reserved as a public square. Also,
halfway between river and hills a strip of blocks only 100'
wide extended from the northern to the southern edge of the
plat. These blocks were apparently intended to form a park
or grand promenade.



Roadway to Tualatin Plains

Settlement had spread from Ft. Vancouver to Sauvies Island,
along the south shore of the Columbia, and along the
Willamette, centering at the new townsite of Portland
Tanner Creek tannery established by Daniel Lowndale (near
site of civic stadium). Other essential features appear:
butcher, blacksmith, gathering places, church, school,
hospital, houses.

SETTLEMENT, STATEHOOD AND STEAMPOWER 1847 - 1865

Starting point:

Efforts to Americanize Oregon Country. Statehood in 1848

End

Marked by establishment of mechanized industries

BROAD THEMES

Social • Economic • Political

- Statehood in 1848
- Donation Land Claim Law in effect 1850 - 1855
- County boundaries established

Settlement

Settlers tended to claim land that was close to a source of
water. The land on either side of the Willamette was claimed
first and claims spread outward from there. Land changed
hands very soon after claims had been proved. One explanation
for this is that it took capital and several years of labor before
land could become productive. The expenses of clearing forest
land for farming, erecting farm buildings and stocking the farm
forced many settlers to sell their land as quickly as possible or
to subdivide it into lots. The latter course demanded active
promotion of the land as the townsite that was sure to outgrow
and outprosper its rivals.

The Donation Land Act, passed by Congress in 1850, created a
mass migration of settlers to the Oregonian territory. Through
this act settlers were granted free land if they lived on it and

cultivate their claims for four consecutive years. Every male citizen over 21 years of age who arrived in Oregon before December 1, 1850 was given 320 acres (half a section); a married couple received 640 acres (one section). After December 1, 1850, the acreage was reduced to 160 and 320 respectively. This offer of free land expired in 1855. Land was also acquired by purchasing school land. The Federal Government had granted this land to the states to help finance public education. The State of Oregon sold some of this school land in the area of what is now Portland. Other tracts of land were acquired through the "Homestead Acts" which provided the sale of public land at \$1.25 per acre. Another means of land acquisition was the "Military Bounty" land warrant. This warrant was granted to veterans for a specified number of acres; it was also negotiable and the purchaser was then entitled to the acreage.

Change in direction and scale of immigration patterns.
Area between Willamette and Sandy R. fills in due to Barlow Road cutoff (Jackson Powell) map of Barlow Trail Cutoff

Three roads converged just W of Wm Johnson's claim: (1) Milwaukie and Oregon City Road (2). Sandy Road (Willamette Meridian Survey 1854) (3). road to Portland (Foster Rd) This historic junction was several hundred yards west of Lents (Junction).

Other parts of study area: a few claims near Sandy River. Geo Flinn made a claim near Sycamore in 44-5. Rev. Wm Johnson has claim on Johnson Creek (1846). Other claims marked but not proved up.

1846-1850

Downtown Portland takes shape
River steamers replace flatboats and sailing vessels.
First businesses and buildings indicate that the city's trading purpose was fulfilled .

Urban center has more single men (boardinghouses and hotels needed to accommodate)
working class, many from eastern urban centers (find stats for numbers and mix)

California Gold Rush ensures prosperity

Many other townsites platted and promoted, several of which have become incorporated into the city of Portland - East Portland, Sellwod, St. Johns, Albina, Linnton. These towns were centered about docks, warehouses, flour and lumber mills and other commercial and industrial activities. The river, rather than roads, was the primary, and certainly the most reliable, means of transportation and communication among the river towns along the Willamette and Columbia Rivers and to the markets outside the territory. Horses were commonly used to haul farm products in heavy wagons between farm and town, although most people could not afford carriages.

Commercial, industrial and residential uses were not segregated on the basis of land uses. Certain functions and activities clustered together but that was based on the need for frequent interaction. Mills and commercial buildings were generally closest to the riverfront. Houses, hotels and other types of accommodation were located behind the riverfront businesses. Many houses were on lots large enough for barns, various animals and a large garden. The orthogonal grid was the pattern used for laying out townsites. The river or a railway line was the most common orientation point.

Portland's street grid is oriented parallel to the river, whereas St. Johns and Albina were oriented at right angles to the river. Other variations occurred in block sizes, presence or absence of alleys, and differences in lot sizes. Commercial lot frontages were generally narrower (25') than residential lots (typically 50' or 60').

Portland became the entrepôt and center from which settlement spread. It has strong promoters, road connections to agricultural hinterland; steamship connections to markets in CA and beyond; and a newspaper ready to create the image.

1859 - Statehood connects to national though the perception in the east was that it was remote and independent.

County Boundaries - 1854

Multnomah Co. estbl; offices establ. on SW Front Street, in Robinson Bldg.

Platting activities of other landowners

Industry and Manufacturing

Sawmills: Johnson Cr. site, east of Lents

+ cottage industries based on wood: shakes, fences, rails, etc.

Agriculture, Horticulture

CA gold rush creates big market for food - esp. apples, wheat and lumber. Are there any remaining orchards, barns, greenhouses, storage buildings, silos, mills up to 1850's?

Portland growth affects land use patterns in outlying areas.

Farms sizes are smaller. Timber market incites rapid clearing. Land values rose quickly. In 1860 Multnomah Co has 246 farms

Potatoes #1 crop -- Sauvies Island and Columbia R. edge

Apples, Corn # 2 & 3; hay

Transportation

First County road (now MLK Blvd.)

Willamette R. ferry ??

Barlow Road opens in 1846 - around S. side of Mt. Hood then into lower valley over Devil's Backbone and across Sandy River, approx. 3 1/2 mi. S of Multnomah Co. line. Then SW to Oregon City. 1848 - Cutoffs added from Clackamas Co./Sandy region to Portland, through the Powell Valley area.

- 1850 marks beginning of steamboat era with launching of Lot Whitcomb, trading between Astoria and Portland
- 1852 Road from Portland to Springville and Linnton surveyed
- 1858 East Portland and Silverton Plank Road Company (operated until 1870)
- 1860 Oregon Steam Navigation Company -- a consolidation of other companies, which created control over upper and lower Columbia at a time when the Columbia became vital link to boomtowns of eastern Oregon and Idaho gold mines.
- 1870's Barnes Road connects to Washington St, allowing access to foothills land.
- Other important connections: Stagecoach to Sacramento;
Telegraph connects Portland to N.Y. via San Francisco

RAILROADS AND INDUSTRIAL GROWTH 1866 -1883

Starting point:

Ascendancy of the railroads

End point

The first transcontinental railway connection terminated in
Albina - 1883

BROAD THEMES

Social • Economic • Political

In 1870 there was a clear-cut western boundary, roughly the 97th meridian, to the area of continuous settlement. Out of the total U.S. population of 38,500,000 perhaps one million lived west of that line -- in California, Oregon, Utah, Colorado and New Mexico.

During the 1860's there was a "sensational increase in the number of large cities -- those between 250,000 and 500,000 inhabitants. In 1860 NY had been the only one; in 1870 there were five."¹ J. B. Jackson describes the post Civil War years in America this way:

"... During the postwar years, the relationship between Americans and their environment began to change. ... we had acquired new needs, and we looked to the landscape to satisfy them. ... In terms of everyday work, the generation of the postwar years undertook to reorganize the national landscape and bring it up-to-date. With what objective in mind? Growth: but growth of an unheard-of sort, geometric and without discernible limits. It was clear to all and welcome to most that the United States was about to embark on a period of extraordinary expansion, and Berkeley's lines on the course of empire were quoted as a prophecy soon to be fulfilled."

- 1870's national economy shifted from one "buoyed by extravagant railroad construction" to overbuilding, panic in 1873 and depression, the longest in the nation's history.
- Economy diversifies with Post Civil War expansion.
- Mining booms in CA, Klondike, Kootenays, CO., Montana, Idaho.
- The Sanitary Awakening

Commerce • Industry • Manufacturing • Technology

In the years between 1865 and the end of the century, new technologies, materials and techniques transformed the character of buildings and the landscape. Centuries old limitations on size, density and spatial relationships were released. Telephones, the pneumatic tube, elevators, motors, wires and currents all created opportunities for mobility, increasing complexity and expansion. Heating and sanitation systems, light, power and communication systems came to be quite as important and almost as costly as the structural shell itself.²

¹Jackson, p. 17.

²Fitch, p. 176.

With such rapid change obsolescence, particularly technological obsolescence, became an important factor in the growth and development of cities and buildings. To some extent, rapid obsolescence did not apply to housing. Perennial housing shortages and speculation permitted the continued existence of substandard housing. By the end of the century this came to mean central heating, bath and lights, although the majority of accommodations did not yet have such features.

Urban Development

The need for expansion so characteristic of the 1860's and 70's was clearly made visible in of cities throughout the U. S.

Jackson describes the results:

Along the lines of the horse-drawn streetcars, and in the seventies along the lines of the cable cars and elevated railways, cities stretched tentacles into the neighboring farmlands. Small-time contractors built rows of detached dwellings on speculation, encouraged by the eagerness of city officials to extend roads and waterlines out beyond the built-up areas. ... [F]arms without number have been purchased by speculators and divided up into lots, which have been sold to another class of buyers, also speculators.

Horizontal growth, swift, unplanned expansion over the countryside, was what prevailed in the smaller cities and towns, whether factory towns in the East or new railroad towns in the West. No longer limited in size by dependence on a finite source of power -- falling water -- the steam-powered factories which began to multiply in the seventies stretched their brick lengths parallel to the railroad tracks, mile after mile: inexhaustible supplies of coal meant limitless growth. Whereas in former times the workers had lived in a cluster near the factory, now they moved away (when they could) into the newer, more spacious flats and duplex houses provided by speculative builders on the outskirts of town, leaving their former dwellings to the poorer, more recently arrived immigrants.

- Advances in theory and practice of fire and disease control enabled cities to overcome constraints on urban growth, making rapid population growth and large-scale commercial construction possible.

These had significant effects on individual buildings and the look of the city as a whole:

- Need for systems that could supply adequate supply of clean water.
- larger spaces for health care; more space for light, air circulation;
- More stringent building and zoning regulation for affect design of structures -- courtyards, more windows, ventilation systems, sleeping porches; fewer wood buildings; less gingerbread because it was more expensive to insure.
- Wider roads and access places around buildings to allow movement of fire equipment.
- Parks were needed to provide air circulation and to act as "lungs" that would filter the impure air of the city.

Parks and Open Spaces Movement

Municipal parks have a much longer history than do either state or national parks. Park provisions were first introduced in communities, towns and cities of the colonial and early national periods, but it was not until the mid-nineteenth century that a definite park movement took shape. NY City took the first major step toward purposeful and rational establishment of public parks. While the formal inspiration for large public parks came from the English Landscape Garden style, the moral inspiration came from democratic principles. A park was meant to be easily accessible; a natural and spacious area that was conducive to outdoor exercise and was large enough for walking and rambling about free of any intrusion of urban activities, crowds or structures.

Central Park, designed in 1863 by Frederick Law Olmsted and Calvert Vaux is the single most influential example, in both form and concept. Olmsted was able to see the possibilities of using the natural landscape creatively in an urban civilization. Parks brought nature into the city and were the means by which he "hoped to raise urban life to a higher level of civilization."³ For Olmsted, parks in the city symbolized the possibilities of democratic urban life because they were one of the few spaces where all social classes could come together in the city. He insisted that "city building forces must be directed, on a metropolitan scale, toward social, even psychological needs, instead of purely economic ones." Large park expenditures could be justified, he believed, because they were the means of ensuring the mental and physical health of urban populations. These ideas were based on the assumption that the physical environment could exert a beneficial moral influence on human beings. Many other urban environments, including museums, monuments, gardens, and well-kept homes, it was believed, could be similarly uplifting.

For half a century, from 1858 on, cities all across North America built large urban parks designed in the pastoral style. Individual parks were not enough, however. Landscape architects and planners envisioned large systems of open spaces both within and outside rapidly expanding cities, linked by linear parks called *parkways*. Olmsted Sr., Calvert Vaux and H.W.S. Cleveland pioneered in this movement. Brooklyn's Eastern Parkway (1870) is one example, designed by Olmsted and Vaux, while Boston's Metropolitan Park system (1890's) is the best and most influential model.

The Rural Cemetery Movement

The first "rural" cemetery of renown, and the prototype for many others, was Boston's Mt. Auburn Cemetery. Inspired by Pere Lachaise Cemetery in Paris, it was a 72 acre gardensque

³Bender, p 171

park with woods, winding paths and ornamental plantings. By the mid nineteenth century rural cemeteries were "all the rage" as tourist attractions and as popular pleasure grounds for a day's outing. There was scarcely a city of note that did not have one. Cincinnati's Spring Grove Cemetery, originally designed by architect Howard Daniels in 1845, was revamped by superintendent Adolph Strauch, a German horticulturist who settled in Cincinnati and who was long held to be the foremost designer of cemeteries in America. His 1855 "landscape lawn plan" for the 600 acre cemetery made it more spacious and park like.

It ceased to be a motley collection of monuments of every style, each enclosed in its own well-defined space, and became instead an integrated composition of lawns and clusters of trees. As a reorganization of a highly traditional kind of space, Spring Grove was a small but significant instance of the rejection of obsolete boundaries and the perception of a larger, more "natural" unity.⁴

Cemeteries were sited far enough away from cities to be safe from future encroachment, but close enough to visit for a day's outing. They were the first large spaces near cities that were open to the public. Their form became the model for the layout of urban parks, exclusive residential suburbs such as Laurelhurst, sanatoria, campus grounds, hospitals and prisons. Portland's Riverview Cemetery is an excellent example of this type of romantic rural cemetery of the "lawn style".

PORTLAND THEMES

Transportation • Communication • Infrastructure

Portland's connections to the interior and to the south improve during this period through better communications -- telegraph, stage lines, steamboats and the rail bypass and the Celilo Falls Road.

Transcontinental Connection

Henry Villard's Northern Pacific Railroad connected with ? in Deer Lodge, Montana, 1883. There was a monster parade in Portland to celebrate.

California Connection

Two rival railroad companies were formed to get federal land grant to complete the connection. Oregon Central Railway Company (Reed, Ladd, Corbett) used the west side of the Willamette while Halliday's Oregon Central line (later Oregon and California Rail Road) built on the east side. Halliday's company absorbed westsiders in 1870 and received the federal land grant. It was later taken over by Villard in 1876, The connection to California through Medford was finally made in 1883.

⁴Jackson, p. 70.

Interior Connections

The expanding network of rail lines and roads also connected all the different interior mining districts, enabling Portland to maintain a significant role in the mining trade.

Oregon Steam Navigation Company - Willamette Falls Lock improves upriver commerce.

Southern Pacific line connects Portland to California

Street railway lines transformed Portland and the neighboring towns into the present pattern of neighborhoods by spreading the city out into open lands on the east side of the Willamette and onto the northern peninsula between the Columbia and Willamette Rivers. In 1872 a Horse and mule-drawn railway became the first public transport system in the CBD.

Willamette Bridge Railway Company organized to build and operate streetcar lines in East Portland and across Morrison Bridge. In 1899, Glisan Street became one of first electric streetcar lines.

From Third and Glisan, it went along the Steel Bridge into Albina. Albina Light and water Company provided electric power.

Portland Cable Railway Company organized in the same year to connect Portland Heights to the downtown.

Commerce • Industry • Manufacturing

Portland's economy begins to gather steam in the late 1870's and early 1880's in anticipation of the new railroad building. The economy diversified in the 1880's and 90's, led by major transportation companies and about one hundred large merchants who imported, exported and distributed grain, groceries, hardware, liquor and general merchandise. Factories were producing iron products, processing farm products, furniture, and wood products such as milled lumber, windows and doors.

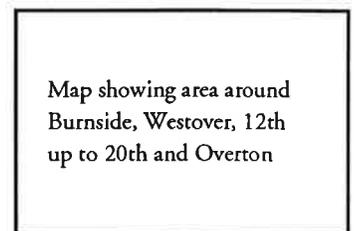
Most industrial and manufacturing activity was in Albina and East Portland while shipping and warehousing was located on the west side of the Willamette in what is now downtown Portland, along First and Second Streets. Tracks went from the waterfront along Fourth St. right through the heart of the downtown. Sawmills were located north of the shipping facilities.

Northwest Portland (western edge) was the location of a variety of businesses: breweries, a nursery and flower business and dairies which took advantage of the availability of land close to residential markets in the vicinity.

Mining created demand for provisions, particularly fruit, and timber, both of which moved from hinterland to Portland where goods are handled, stored and distributed to markets.



Map of Streetcar lines



By working through its advance lines in Lewiston, Walla Walla and The Dalles, Portland dominated as shipping and distribution center for the "Inner Circle" (Clearwater, Salmon, Kootenay and John Day districts) of a competitive network for the mining trade that spanned half the nation. Portland lost out to St. Louis for the Montana mining trade or "Outer Circle" which included The Fraser, Cariboo, Montana, Boise, and Owyhee districts.

Urban Morphology And Planning

Fires in 1872 and 1873 destroyed downtown core (see map). Substantial rebuilding continued until 1878.

Expansion created the need for more building sites and better access to the river, which brought about damming and filling of marshes along the river.

Just beyond the core wealthy residents built large houses on spacious lots (around North and South Park blocks), while poorer residents shifted to less desirable areas on the outskirts of the city.

In the northwest part of the city, there were large tracts of land on the slopes of the hills that still had tree cover. Some of these "high and healthful situations," just above the city were used for schools (Bishop Scott Grammar School) and hospitals (Good Samaritan, St. Vincent's). Modest middle class houses tended to fill in spaces between (for example, north of Burnside, between 10th & 16th).

Nob Hill started to develop during this era. Houses started to push uphill from the river front industrial districts, where many of these new residents owned mills or factories.

Streetcars tied together neighborhoods and towns which previously had developed as separate settlements. The basic pattern was one of nodes of residential-commercial development with relatively large undeveloped spaces in between. As development spread, so previously unused land was developed. This was accomplished by filling and leveling many marshy areas and hillsides, which resulted in diminishing topographic variety so visible in the early settlement period.

Infrastructure

The Portland Water company was established in 1882 by H.F. Leonard and John Green. It consisted of a pumping station at the river near Mill Street.

Water was also collected from the river, Caruthers Creek and other small streams.

One year later they decided to build a new pumping station 5 miles south of the city on the west side of the river on Palatine Hill, adjacent to the deepest part of the channel, where it was pumped to Portland in a 30" wrought iron pipe. The large brick pump house contained two compound duplex pumps each with a 5 million gallon capacity.

Streetcars

Multnomah Street Railway Company and Transcontinental Street Railway Company (Ladd, Corbet directors) both established in 1882

1883 Horse-drawn service on Washington and Burnside, up to 23rd. Also a line along 16th from Burnside to Savier.

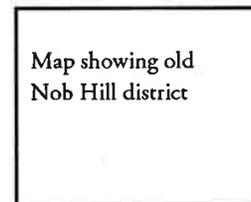
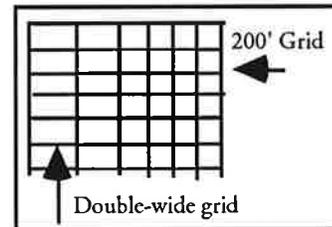
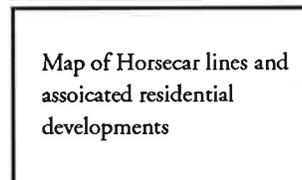
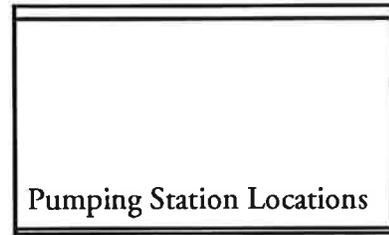
Residential Development

During the 1880's Northwest Portland began to develop as one of the city's most substantial middle and upper class neighborhoods. The area that developed first was around the intersection of B, Washington and Barnes County Roads. Most block platting took place within a few years, between 1869 and 1872. The 200 ft block pattern continued east, north and to the Willamette. Double sized blocks changed the pattern in 1872.

Substantial neighborhoods begin to develop in the NW (Nob Hill). Many of these reflect the dominant period styling of the time -- Queen Anne, Eastlake, Stick Style, Carpenter Gothic, etc.

Street railways made it possible for people to live beyond walking distance from their place of employment. The possibility of developing previously remote areas of the city, such as Sunnyside, Woodlawn, Mt. Tabor Villa, East Portland Heights and Southern Portland also increased speculation on land in those areas. Many new developments had large lots of 1/4 or 1/2 acre, and many of these were situated along ridges and hillsides.

One of the few areas in the city where there was evidence of ethnicity in built form was Chinatown, centered around SW and NW Second and Third Avenues between Oak and Glisan Streets. Balconies, signs, windows and painted decoration, and storefront displays were unmistakable marks of the oriental community. In Chinatown and in other immigrant enclaves of the city, churches, temples or synagogues gave clues about residents in the neighborhood, as did various halls for social gatherings and immigrant aid societies.



Parks • Open Space • Recreation

Originally, there was small concern for providing city recreation places. In 1871, however, there was agitation to return those "park blocks" held privately to public ownership. At their most expansive, the "Park Row" proposals saw a "grand avenue or promenade" extending from the southern edge of town (including the originally deeded park blocks) all the way north to the Willamette River. The result, the proponents declared, would be a workingman's park that would secure health, virtuous pleasure and recreation for families. But the proposal failed.

In 1871, King sold 40 acres of his land west of town to the city for \$800/acres. This was the first land purchased for a city park and became the foundation for Washington Park.

River Cemetery, laid out at the end of this era, was a favorite place for Sunday outings, particularly for people from Sellwood. Noted for its site, flowers and wooded scenery, it was maintained, according to Nyden, by a team of Chinese gardeners who lived in "shambling buildings" at the far end of the grounds. A "Red House" created the original entrance gate but this was removed when the road was realigned.⁵

Riverview Cemetery Association formed in 1882 by an elite and powerful group of Portlanders :

H. Failing	
Edward Failing	Clerk
Wm. M. Ladd	Treasurer
Wm. S. Ladd	Vice-President
Henry W. Corbett	President
Henry J. Corbett	
M.W. Fechheimer	

As was typical of rural cemeteries at that time, the site was located 3 miles south of the city on land purchased by the Association. The 280 acre site, formerly part of the D.L.C.'s of Hector Campbell and Thomas Stephens, was chosen for its situation which combined natural beauty with the capacity for future development and improvement. The prospectus announced that Corbett himself had traveled to Philadelphia in search of a suitable designer. His choice was E.O. Schwägerl, "well-known as one of the most accomplished landscape engineers in the U.S." The prospectus went on to describe the new grounds as beautiful and artistically arranged:

Under his supervision the natural beauties of the situation have been preserved and enhanced by judicious improvement of the entire tract; and that portion already completed, affords ample proof of his taste and skill ... [there is a] pleasing variety of its topography, numerous beautiful drives of easy grade, fine view of the river and surrounding country, an abundant supply of pure water from numerous springs.

The description suggests that Swägerl modeled his design after Adolph Strauch's "lawn cemetery plan" at Spring Grove in



⁵Nyden, p. 34

Cincinnati. According to the prospectus, the trustees wanted a park like appearance in which fences, walls and other enclosures around the plot would be prohibited. A *single* monument was permitted in each lot; shrubbery and foliage were deemed preferable. In general the grounds were laid out "with especially reference to this manner of improvement."

This prominent board of trustees, familiar with the legislative process, ensured that the strict controls could be maintained in the future by arranging for the passing of an Act that would allow for the incorporation of cemetery associations and to give them the requisite powers to control development. This October 1882 legislation was "enacted to enable the cemetery association to give the lot holder perfect title to his lot with all the usual privileges, including exemption from taxation and execution and a complete guaranty against disturbance or violation of graves, but also to make provision for the future *care and protection* of every grave within its borders."

Ethnic Groups- European Americans

South Portland's original population was ethnically diverse with strong Jewish and Italian communities. Early Jewish and Italian settlers spread the word describing the opportunities for work in nearby mills and later arrivals were drawn toward the area by shared ties of culture and language. As this area developed the new Portlanders created neighborhoods not unlike the European villages they left behind. CD 46

Ethnic Groups- Chinese Americans

Before 1868, quantitative restrictions were enforced upon Chinese immigrants, but the Burlingame Treaty (1868) between China and the United States guaranteed free entrance and equal treatment for nationals of both countries. Before summer's end, several ships had begun to bring Chinese directly to Portland from Hong Kong.

During this stage of the city's development, nearly all Chinese settlers congregated near Portland's waterfront. Here, there were a number of hotels and boarding houses that provided lodging and employment. Most of Portland's first Chinese had no intentions of living permanently in the United States and were willing to take any job to make quick money. For the most part these jobs included houseboys, dishwashers, and laundrymen.

Along with laborers, a number of Chinese merchants came to Portland. These merchants imported products from China and promoted further importation of Chinese laborers. Chinatown as a community began to emerge. By the 1870s, the Chinese became the largest ethnic group in Portland, their community spread from Ash to Salmon and from Front to Third. At this time, this area was on the fringe of Portland's commercial core.

Since Chinese immigrants viewed their stay in Portland as temporary, they did not construct any buildings, but rather transformed the simple two to three story brick buildings they occupied. Street scenes along Second Avenue were unique in Portland as facades were punctured with large moon windows and the addition of striking verandas, balconies, and religious figurines. Here they lived in tiny, divided rooms alongside cafes, stores, theatres, and gambling houses.

Education

Bishop Scott School was established in 1870 in northwest Portland. The two-block site west of 19th between Couch and Everett streets was founded under the auspices of Episcopal Bishop E. Wistar Morris to replace the Trinity Boys School that had operated in the outlying town of Oswego from 1856 to 1866. The 1873 City Directory proclaimed it "a boarding and day school for boys and young men", offering French, German, Italian, music, and book-keeping. Among its advantages was a "healthful location described as being "away out in the woods" and "in the pleasantest part of the city". NW12

Medicine

Good Samaritan Hospital, which opened in 1875, enjoyed a high and healthful location in northwest Portland at 21st and L Street. Bishop Morris, founder of the Bishop Scott School, also brought together a board of leading citizens and chose this location in northwest Portland. The hospital's first staff included sons-in-law of John Couch. The hospital closed in 1878-79 for repairs and improvements of a passable road, since its initial access was described as a winding path through the woods. Demand for bed space in 1883 forced closure of an associated orphanage that had been opened by an Episcopal women's group and its conversion to hospital use.

Good Samaritan Hospital was complemented by St. Vincent's Hospital, the oldest continuously operating hospital in Oregon. St. Vincent's was incorporated in 1874 and opened in July 1875. Much of the funds were raised by the Roman Catholic members of the Society of St. Vincent de Paul, while the nursing staff was drawn from the Sister of Providence. The three-story wooded building on 12th between Marshall and Northrup housed 75 beds on opening, expanding to more than 100 by additions in 1880 and 1883. The site was on the edge of Couch's Lake, the large wetland later filled for rail yards northwest of Union Station. It was closer to the bulk of Portland's population, but would have been considered at the time part of a continuous "North Portland" district that stretched as far west as Good Samaritan. NW12

PROGRESSIVE ERA 1884 - 1913

Starting point:

Portland connected by rail to east coast, north and south

End Point:

Marked by outbreak of W.W.I. Progressivism flourished during this period of relative prosperity and more or less died with WW1.

BROAD THEMES

Progressivism

Economic development was brought on by the rise of big business, centralized management, new technologies and social changes. Progressivism can be characterized as an attitude toward change which saw human beings as able to deliberately change institutions, social arrangements and political systems to achieve social results.

Three distinguishing features of Progressivism are:

- eradication of corruption in government
- need to modify government so that it would be easier for the many to control
- extension of governmental functions to relieve social and economic distress.

These tendencies had a direct physical impact on Portland.

- New activist associations formed directed toward social progress and environmental improvement in the city. The temperance movement was a particularly strong in Portland and in the West in general.
- In Northwest Portland medical facilities continued to grow.
- Improving public utility services were also often the focus of progressives, such as municipal health services, hospitals, etc.

Reformers encountered resistance when they challenged the economic elites and their monopoly of conventional wisdom which deemed public health and welfare less important than good waterworks because the latter was the mark of a progressive and advancing city.

Social • Economic • Political

"Pacific Northwest went 'radical' for reform, and in the first decade of the new century led all other regions in the speed with which its states adopted progressive legislation."¹

Between 1898 & 1930, 40 million Americans and 8 million aliens settled west of Mississippi. These years were also ones of

¹ Johansen and Gates, p. 302.

phenomenally rapid development. Culturally speaking, the Anglo-Saxon majority dominated and the values they brought were molded in the eastern US. They brought entrepreneurial skills and business connections.

Differences in demographics of 20th C migrations compared with earlier groups.

- a significant group brought wealth
- reasoned move rather than adventure seeking;
- Families rather than mostly men; came with capital to invest;
- came on trains rather than by wagon train;
- moved into hotels, rather than building shacks and cabins

Political problems in the West:

Monopolies and large corporations influencing political life -- RR companies for example. Tighter controls over railroads and public utilities, banks, insurance companies and corporations. Between 1900 and 1914, complaints were rife throughout the West, about the extraordinary influence of special economic interest groups. For example, political bosses who created alliance between saloons, brothels, gambling halls; local business leaders supported the collusion. In election of 1896, "strong-armed hoods in the pay of local political bosses actually pulled voters out of line at polling places and pushed paid hirelings into the polling booths to cast votes for the machine. Many of these ruffians had been imported from San Francisco."

Growth and population increases created demands for public utilities, gas, electricity, water, transportation, improved sanitation, new social and recreational facilities, public health services, hospitals. New sources of power: from coal to natural gas and electricity. These services revolutionized housekeeping and house building. Many home-based tasks moved into the factory, such as clothes making, soap making, meat processing, baking, candle making, furniture making and home decoration. The tasks that were left, meal preparation, washing, and cleaning were updated by the introduction of new electrical appliances, powered by electricity and gas delivered to every house. Municipal regulations for waste disposal and water supply determine land uses, infrastructure requirements and building structure.

Governments often slow to respond; inefficiency was a problem at all levels. One response was to change decision-making system. The Galveston Plan or Home Rule --rule by commission rather than by mayor and city council -- was favored in the West.

The Labor Movement began to rise

Issues - migratory labor
work week
safety

Working through the People's Power League, William S. U'ren in 1902 secured adoption of the initiative and referendum in Oregon, making Oregon a "laboratory of political democracy as he fostered the adoption of a wide range of political reforms." Child labor and women's working hours (OR statute of 1905), provided for 8 hour day.

IWW was influential. Organized in 1905, it was more militant, attracted "anarchists" and radicals, and was committed to class warfare and revolution, etc.

Expansion of public education slower in West than East during Progressive era, largely because of limited tax base

Commerce • Industry • Manufacturing • Technology

This second industrial era is characterized by big increase in power, speed, energy and adaptability.

By 1900 petroleum emerges as leading energy resource, fueling the new mechanisms of industry and manufacturing.

During the second half of the 19th C. the hand methods of agriculture were replaced by mechanisms. In 1880, it is estimated that harvesting an acre of wheat took 20 man-hours. Between 1909 and 1916, this was reduced to 13; by 1921, to 10.7.

By 1900 western agriculture was highly commercial: fruit and vegetables; grain; livestock;

Irrigation increased production. In 1906 the Pacific Fruit Express of refrigerated railroad cars (Union Pacific and Southern Pacific) carried bulk of Pacific produce eastward, thus allowing expansion of markets into new regions.

There was a big push to develop manufacturing and service industries in order to overcome Wall St. dominance and reliance on east for markets, skills, etc.

Generally, manufacturing was related either to processing raw materials (as opposed to fabrication) or small-scale diversified manufactures for local markets (food and meat processing, lumber mills, flour milling, foundries, printing and many small scale operations).

Tourism begins to develop as an important industry in this period.

Western RR's publish literature and build hotels and resorts
National and State Park movement also stimulated tourism
1899 -- Mt. Rainier established; Crater Lake, 1902

The Parks and Outdoors Movement also spurred tourist development and demand for recreational facilities.

Banks and financial institutions, "one of the most visible manifestations of economic growth" succeeded in channeling funds into west.

Transportation • Communications • Infrastructure

Railroads were the major instrument for economic development

Electric railways craze throughout US, immediately after Union Passenger RR began operating in Richmond, 1888. New urban development patterns as street RR lines create new development farther away from center. This is the golden age of amusement parks and "trolley parks" developed by street and suburban railway companies as a means to boost business on weekends and to improve profits on new residential developments at the end of the lines.

1912 -Congress authorizes Parcel Post thus stimulating mail order business and helps to end rural isolation.

Good Roads movement particularly strong
This inspired efforts to build Columbia Gorge Highway

Urban Development

Notes

From 1898 until 1914 there was a surge of immigration into towns and cities from farms and failing small towns. New techniques (which mechanized rural based work in agriculture, mining, lumbering) encouraged urbanization by drawing more and more people into urban-based jobs - manufacturing, transport, finance, business services. This led to increasing demands for affordable housing, social services, transportation, power and utilities to new communities.

Many western cities took on a Midwestern flavor: squat appearance -- flattened out, a series of connecting villages and communities. Midwestern values favored homes, not tenements; houses, not apartment buildings. Emphasizing the conservative values of their Protestant founders, they stressed abstinence, church attendance, frugality, neighborliness and conformity. Midwesterners were not interested in building cosmopolitan cities like San Francisco."

The Domestic Revolution

The "Cleaning" metaphor guided house management and city management. "Reformers believed that a pure home environment would ameliorate the problems of urban society ... and applied the traditional rituals of housecleaning to the environmental and social problems of industrialism."²

The Parks Movement

Although the parks movement at the beginning of the Progressive era was already twenty years old in the US, few American cities had them. By 1916, a textbook on park engineering began with this comment:

Our larger cities already have their parks ... and it will not be long before all of our American cities will have

²Wright, "Sweet and Clean: The Domestic Landscape in the Progressive Era", p38.

them also -- not merely a few small city squares, but extensive modern parks, reservations and playgrounds, connected by parkways and boulevards.³

There was no longer a question about whether a city should have parks, it was a matter of how many, how to acquire them and how to coordinate them into a park system.

A new type of park appeared during the Progressive era which historian Crazz calls the "reform" park. The large city park with groves of trees, wooded paths and pastoral meadows was supplemented with space designed for organized activities led by play directors, park leaders and efficiency-minded recreation experts. Many were created in working class neighborhoods on vacant or blighted sites. Park designers in this period were more concerned with utility and efficiency than with the artistry of creating pastoral environments for passive enjoyment by a full spectrum of society.

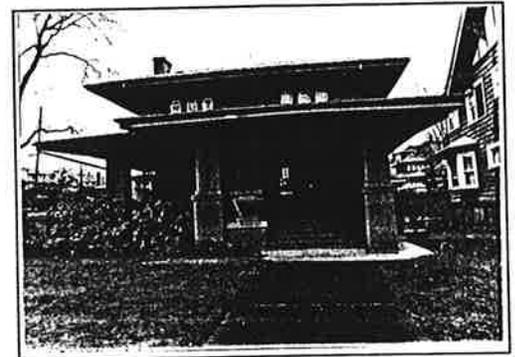
Another new park type in this period was the municipally-run auto tourist camp, designed to provide automobile tourists with accommodation on the road.

Residential

During the Progressive era houses tended to get smaller and the parlor disappeared, signifying a loosening of family ties and interdependence in part brought on by mobility changing social structure, including new roles for women. Fewer servants, new technology, smaller families and increasingly crowded urban spaces all combined to limit the size of residences.

Mechanization of the housing industry created possibility of partial or total prefabrication allowing more houses to be erected between 1890 and 1930 than in the nation's entire previous history.

Houses built by small developers, builders and homeowners. Pattern books and house plans were easily accessible with mass communication through the popular press. Prefabricated building companies start to become significant in the residential market in the late nineteenth and early twentieth century. Examples of companies who started in the housing business between 1895 and 1910 were: Sears Roebuck, Hodgson Company, Montgomery Ward and Alladin Homes. The latter company established one of its four branch factories in Northeast Portland in 1920 ?? Sears was the largest, claiming in its 1939 catalogue that it had sold over 100,000 of its Honor Bilt Modern Homes.⁴



³ Wm T. Lyle, *Parks and Park Engineering*, NY: John Wiley & Sons, Inc., 1916., iii.

⁴ Stevenson and Jandl, p. 19.

Houses built according to off-the-shelf plans or as pre-cut kits were popular for many reasons. House designs were attractive but not daring and there was enough variety to ensure that nearly all tastes could be satisfied. Customers could modify floor plans and materials based on basic models. They were good value, if one followed the directions carefully, and in the era before hand power tools were available, they made it possible for individuals to erect a house without the expense of hiring professional builders and to feel a sense of accomplishment when it was completed. And some companies, such as Sears also offered attractive financing plans for both house and lot.

Alternatives to Single Family Housing: Tenements and boarding houses

Boarding had its beginnings in mill towns in New England, where it solved the problem of housing young, single women from farms who came to mill towns to work. The boarding house became a social institution fulfilling most basic needs. Later it became established as the frame within which aspects of North American ethnicity were defined.⁵ Nevertheless, it was a socially unacceptable form of housing to respectable families.

For single men, who were in the majority, Boarding or taking rooms was the solution. They found accommodation in a number of places -- residential hotels, boarding houses, lodging houses (meals not necessarily included) or "rooms" in the place of work (in the case of people in the hospitality trade) or in homes established by a number of benevolent societies, such as the Mariners' Home

Housing Styles

"Styles in the 1890-1930 years cannot be identified by one or two dominant features and Academic insistence on drawing from a single stylistic format had little effect at the popular level until the 1920's. ... Styles got so fragmented, in fact, that it is necessary to briefly recapitulate the entire history of North American architectural styles in order to keep the 1890-1930 period in perspective and especially to see if and how its styles differed in social function from those of earlier times."⁶

PORTLAND THEMES

Portland grew from isolated frontier town to City connected to the rest of the country by rail, roads, telephone and water. The change took place quickly and abruptly. Changes included the emergence of a powerful upper class that began to define itself spatially (Nob Hill), socially (in the Blue Book) and

⁵Harney, p. 9

⁶Gowans, p. xiv.

economically. Nevertheless, living in Portland was not like living in Boston. Despite established institutions and economic development, some frontier characteristics remained.

In Portland, as in the whole Pacific Northwest, in addition to spurts of growth there was also economic depression, racism and labor unrest and strikes - mostly unsuccessful and sometimes violent.

Pacific Northwest Growth in the 1880's

Portland's economy grew between 1884 and 1893. This was partly the result of increasing demand for lumber as forests in Great Lakes region neared exhaustion. Portland's and the whole Pacific Northwest's prosperity attracted people from the East and the Middle West as well as from Europe and the Orient. Particularly important for the growth of Portland were Italians, Greeks, Russian and Polish Jews, Poles, Finns, Croatians, Swedes and Norwegians.

1890's

Countrywide depression in the 1890's upset the optimistic outlook for continuous growth until 1898 when news of gold discoveries in Alaska and the Yukon overturned the depression in a matter of weeks. Portland continued to receive large numbers of European immigrants

20th Century Portland

By 1900 over half of Portland's residents had immigrated from other countries or were the children of immigrants.

"Portland started the twentieth century with a flourish of boosterism."⁷ In its first 50 years Portland shed its wilderness status and became a fully fledged city. It continued to grow and prosper until World War I with the Lewis and Clark Exhibition of 1905 providing the impetus for another expansionary period and building spurt that lasted until 1913 and then revived between 1922 and 1928.

The Lewis and Clark Centennial Exposition and Oriental Fair was Portland's greatest civic undertaking in the first part of the century. It was a key factor in Portland's development, according to Carl Abbott, stimulating investment in industrial, commercial and residential sectors. Developing the fair site was the city's first effort of planning according to City Beautiful principles and it brought together business leaders who continued to dominate land-use decision making in the city until the mid 1920's.

Boosterism and commemoration of the city's history created the motivation for the fair. Banks, railroads, hotels, utilities,

⁷Abbot, p. 33.

department stores and breweries put up most of the initial funds to plan and organize it, all of whom had an interest in the future growth and development of the city. Their investment paid off -- the Exposition initiated a surge of citywide growth between 1905 and 1912.

A 400 acre site in Northwest Portland was chosen and John Olmsted prepared the site plan in 1903 when he was in Portland to work on a city park plan.

Transportation • Communications • Infrastructure

The key to Portland's economic maturity was the development of a regional transportation network. Portland continued to control the strategic portage rights of way at both The Dalles and the Cascades. The Dalles-Celilo Falls continued to be extremely important even after the railroad changed shipping patterns because a combination of rail and water proved to be the most cost effective way to transport goods.

In 1908 the Spokane-Portland-Seattle RR connection was finished, thereby increasing the movement of goods through Portland from eastern Oregon and the Columbia Plain.

In 1908 the Oregon Electric began operating between Portland and Salem. Portland's interurban and suburban transportation system was "recognized as one of the most complete in the country." Approximately 700 automobiles were on Oregon roads at this time. By 1912 when the Oregon Electric entered Eugene, 10,000 automobiles were registered.

Horse car Lines

The Multnomah Street Railway Company (E.A. Jeffery) began service on Washington and Burnside streets in 1883. Corbett and Ladd's Transcontinental Street Railway Company (1882) ran tracks on Glisan to 22nd, on 14th and on Savier to 26th.

Electric Trolley car Lines

In 1890-1, the street railway companies shifted from horse power to electricity. By the end of the decade, the electric trolleys had been consolidated into two systems: the Portland Railway Company and the City and Suburban Railway Company. In 1906 they merged to become the Portland Railway Light and Power Company. These lines facilitated initial development of Goldsmith's Addition (formerly part of the Balch DLC), although this area was not fully developed until the 20th century.

1899 first electric trolley car line from 3rd and Glisan across Steel Bridge into Albina
Portland Cable Railway Co. organized

Bridges

Built in 1883, the Morrison St. Bridge was the first bridge across the Willamette.

East side streetcar lines

Map of Electric
Streetcar Lines in
Northwest
Portland

1913 Broadway Bridge completed

Bridge building sequence in here:

Water Supply

Portland Water Company (est. 1861 purchases western part of Balch Claim in 1863 and laid pipes to the city using aqueduct and reservoir at 4th and Market. This supply was inadequate and a new pump was built in the Willamette at the foot of Lincoln and a new reservoir at 7th and Lincoln.

By 1885 pollution in Willamette required a new city water supply. The State legislature authorized municipality to purchase existing water works or to construct others to supply needed water. Bull Run, then 30 miles out of the city, was finally established as the source of water. The Palatine Hill waterworks were finally dismantled in the 1920's.

Electrical, gas and telephone utilities expanded their services out to new neighborhoods.

Infrastructure related to the Exposition

As a mini-city, the fair required an extensive infrastructure. A new water system for fire, sewers, sprinklers and to replenish Guilds Lake pumped water from the Willamette. 20 million gallons a day were required just to keep the lake levels constant. Portland Light and Power supplied lines for the fair's 100,000 light bulbs.

Further research is needed on his topic

Commerce • Industry • Manufacturing • Technology

At the beginning of the Progressive era Portland was a small metropolis with traditional regional commercial activities with a few manufacturing specialties: lumber, foundries & machine shops; wooden shipbuilding and wheat exporting. The city then went through a period of explosive growth during which "Portland's aspect was ... almost completely transformed".⁸ In financing timber, wood products and furniture industries Portland banks further stabilized the economy.

Along with sawmills came shingle mills, machine shops, foundries to produce equipment for mills, logging camps and docks. Between 1898 and 1914 Oregon tripled production of timber as a result of extensive mechanization of production methods, new machinery, and planning and integration of sawmills and the extension of steam railroads into remote logging camps.

⁸ ???

East of 16th Street in Northwest Portland the warehouse district expanded in 1906 when the new Spokane, Portland and Seattle Railroad purchased most of the area north of Hoyt from 9th west to 12th street destroying, the process, 18 blocks of working class residences, hotels, lodging houses and shops. Rail spur lines were extended south on 13th Street to Burnside and on 15th Street to Johnson, triggering a massive rebuilding in which dozens of large, multi-story warehouses replaced frame houses and apartments. When land values started to rise as a result of these activities the Northern Pacific Terminal Company acquired even more land in the area in 1909.

Fish canneries multiplied making salmon available to California markets and then to the whole country. Other major increases were in farming and stock raising in Portland's hinterland, the Columbia Plain, creating jobs and the commercial, storage and processing facilities needed to distribute the goods, particularly grain to Alaska and the Orient.

- 1906 Swift and Company start construction on a huge new packing plant.
- 1909 Union Stockyards established in North Portland
- 1910 Stockyards company buys

Warehouse district in Hoyt area 1900

Warehouse district in 1912

By 1910 over 50% of the city's waterfront on both sides of the river, including most of the larger docks, are owned by railroad companies and the Union Pacific Terminal Company. There was no *public* dock space, a situation which led to the establishing the Portland Commission of Public Docks in 1910.

Despite Portland's economic success, increasing competition resulted in Portland losing out to Puget Sound ports for trade dominance for Columbia Plain products. Territories controlled by each railroad company determined whether products would move via Portland or through Puget Sound. By 1910 Puget Sound grain terminals triumphed over Portland, handling nearly double the total quantity of wheat.

Between 1900 and 14 San Francisco emerged as the queen of ports, followed by Seattle. Portland was a secondary port.

Modifications to natural environment: created by new technologies

- Lewis and Clark Exposition- Large scale planning inspired by City Beautiful; natural" site conditions modified for industrial purposes
- River control - Great Flood of 1894 forces shift of downtown core above flood line.
- gravel mining - when did gravel mining first begin?

Urban Development

According to historian MacColl, Portland was dominated by the local business elite "who consistently confused their personal interests with the community's welfare. [In their view] the purpose of city government was essentially to serve economic development, and the religion of government was growth." Abbott echoes this assessment:

Portland's civic leaders recognized no clear distinction between public concerns and the interests of banks, landholders utilities and corporations. Wealthy businessmen and their allies ... repeatedly took the initiative in ordering the physical growth of the city through private committees and semi-independent public commissions. ... From 1905 to 1925, the common purpose behind their efforts ... was ... to provide opportunities for new profits without endangering old investments.⁹

The entire 'Progressive era' in Portland was marked by the impact of electric-powered street cars on residential and commercial development. For a five year period between 1887 and 1893 many new subdivisions were developed on the east side of the Willamette and in the western extension of northwest Portland. There was a second wave of development during the eight year period between 1905 and 1913, sparked by the Exposition.

Rapid growth, particularly in East Portland, strained city infrastructure.

Despite increasing awareness of the need for comprehensive planning the city voted down acting on recommendations of various consultants (Olmsted, Bennett, Bartholemew, Cheney).

Influxes of European immigrants created clusters of ethnic communities within which sprouted immigrant societies, halls and churches. Other clues to their presence could be found in transitory elements such as in spaces where people gathered and in yards where there might be a baking oven or where plants brought from home were grown

There was a larger percentage of immigrants in Portland at the end of the Progressive era than there was at the beginning. The heart of the Scandinavian community was in Albina and in some northeast neighborhoods. Another concentration was in Northwest Portland at first between the river and Nob Hill and later further west as a result of railroad expansion just before the war. There were also large numbers of Irish and "Austrians" (Croatians, Germans, Czechs, and Slovenians) in this area. There was a substantial Jewish population in Portland by 1910 which was concentrated primarily in South Portland. Northwest Portland was a secondary area of concentration for this group as well.

Map showing immigrant areas and churches

⁹Abbott, 1985, p. 48.

Along streetcar lines, such as Burnside, 16th, 23rd, Thurman and Savier there were rows of commercial buildings and in some areas, such as along Burnside, there were also concentrations of apartments.

Other facilities

North Pacific Industrial Exposition Building
on Burnside at 18th
opened 1889

Dance Halls

Bowling Alleys

Theater buildings

Others?

Annexations

As the city grew, low density uses such as market gardens, dairies pastures, marshes and recreation places started to disappear.

City Beautiful Planning Ideas

Lewis and Clark Exposition

Other Manifestations:

Ladd's Addition

Other City Plans??

Nearly 1.5 million out of town visitors to the Exposition created an unprecedented demand for accommodation. Many new hotels and apartment buildings were built close to the fair site, along streetcar lines and downtown.

(This may have been the first appearance of the apartment house in Portland-- a new building type in the US. Further research is needed on this topic)

The Weist Apartments is one remaining example of this new type. Built in 1904 it was designed for wealthy fairgoers, following the nationwide pattern of first constructing new building types for the well-to-do rather than the lower end of the market.

Residential

Streetcar arteries tied together separate cities and communities. A pattern of large and small residential nodes with relatively large undeveloped space in between, typical of the 1880's and 90's, started to fill in during the first twenty years of the twentieth century, especially at the bottoms of hills and ridges where more expensive housing was sited.

Large lots of earlier subdivisions began to be subdivided for apartment structures and large blocks of "Railroad Flats" (? Verify). In some areas new residential development began to squeeze out industrial and agricultural uses such as dairies, nurseries, market gardens and slaughterhouses.

By the end of the Progressive era economic segregation was clearly visible in the pattern of residential development.

Hillside view sites were the choicest and had most expensive

homes. At the bottom of hills and ridges usually abutting wealthy areas and close to shopping districts and streetcars were more modest houses and apartments. Working class housing was located near industrial and manufacturing districts. Some of it was near the downtown and the river front, in buildings left over after middle class owners had left for better locations on the outskirts of town. There were also new neighborhoods such as Kenton located near industries which were no longer tied to river front locations.

In Northwest Portland there were two clusters of working class housing close to lumber mills and shipyards. They became known as "Slabtown" after the slabs and castoff mill ends that workers used to heat their homes. One cluster started during the 1880's around Raleigh, Thurman, 21st and 23rd which spread west along the Savier and Thurman streetcar lines to 27th. The second cluster developed north of Overton and east of 20th.

There were similar working class neighborhoods in inner Southeast Portland.

Developers (many of whom were Nob Hill residents) started to build speculative "cottages" for the middle class in the areas between Nob Hill and the working class district. Houses were built side by side in groups, mostly of frame construction, although David Campbell built six brick row houses in the block bounded by Irving, Johnson, 17th and 18th. Various institutional buildings in the area between the North Park blocks and 17th indicated the presence of North European immigrants: a German Methodist Episcopal church, St. Joseph's Roman Catholic church and school, and a cluster of Scandinavian churches located between 10th and 13th.

Later (1906 -1912) many of these working and middle class districts were demolished to make room for new warehouses and expansion of rail yards.

On the East side, development followed well defined finger ridges extending from east to west along Pine Street, Salmon and Taylor Streets; Clinton and Taggart Streets; Gladstone and Cora Streets (Map)

Kenwood is an East Portland example of a new community for an industry no longer tied to the river.

Portland's neighborhoods during this "romantic styles" period was the work of many small developers, who operated with very limited capital and who conformed to conventional tastes and patterns. In a sense, there was a self-imposed set of zoning rules that kept neighborhoods relatively homogeneous.

Nob Hill continued to develop throughout this period and to extend further west. Some older homes were demolished to make room for new mansions designed by prominent firms such

as Whidden and Lews and Emil Schacht. An imposing new Episcopal church designed by David Lewis relocated from Oak Street to 19th and Everett in 1905 and Chicago architect Solon Beman designed the new First Church of Christian Science on Everett between 18th and 19th street at Flanders.

When a new steel bridge was built across Balch Creek in 1903 it made Willamette Heights accessible by the Thurman Street trolley. The area continued to attract new residents and its success prompted developer Percy Blyth to plant another tract at the end of Thurman Street in 1909.

The exclusive character of the Nob Hill district was enhanced by the addition of private educational institutions such as Hill Military Academy on Marshall between 24th and 25th and the Portland Riding Academy on Johnson between 21st and 22nd streets. For five years between 1911 and 1916 the area also had a school for girls.

House Types and Residential Styles

New housing types appeared, particularly in the NW, near the Exposition site: hotels, apartments, boarding houses and multi-family dwellings such as duplexes and fourplexes. For example William Morgan begins to erect apartment buildings (some very luxurious) all over the city. Some multi-family dwelling (duplexes and fourplexes) were designed to look like single family houses, an attempt to avoid any association with their related but socially unacceptable related building type, the Tenement.

Small apartment buildings of five to ten units were built on the fringes of Nob Hill and near the Good Samaritan Hospital.

Luxury apartments were multi-family dwellings specifically design for occupancy by 'respectable people' (wealthy and upper middle class) and were built to appeal to families who were accustomed to live in single family houses. These structures had features that were specifically added to distinguish them from tenements:

- located in fashionable districts
- ample light and ventilation available to interior
- large floor area
- maid's quarters
- upscale sanitary facilities
- elevators
- general laundry facilities
- steam heat
- speaking tubes
- dumb waiters
- Visible and expensive detailing such as inlaid floors and marble fireplaces.

Portland's 'apartment house king' was William Morgan, who began to erect up-to-date apartments all around the city in



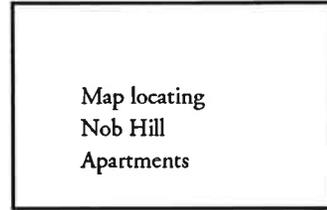
Location of apartment buildings in Portland c. 1910



1903-4. Between 1905 and 1912 he built a number of luxury apartments in Northwest Portland in the Nob Hill area, sometimes replacing mansions built in the 1880's.

Remaining examples include:

705 Davis Building	between 21st and 22nd streets
Wickersham	near. 18th and Flanders (1910)
Belle Court Apts.	Trinity Place (1912)
Trinity Place Apts	(1910)
15th and Everett	
20th and Flanders	
21st and Glisan	
22nd and Glisan	



The Campbell Hotel, built in 1912 on 23rd near Hoyt, is a further variation on the type of residential buildings constructed before WW1. Portland's residential hotels provided affordable accommodation for its large population of single men but they were not desirable residences for families. Typical residents were single men, couples without children and single women whose rent was paid by (perhaps) a wealthy businessman who resided with his family elsewhere. All three groups were slightly suspect because of their marital status and/or lack of children.

Fashionable residential hotels had communal dining rooms instead of private kitchens. In other cases family cooks worked in a downstairs kitchen and servants sent meals into the apartments in dumb-waiters. Less fashionable residential hotels provided no food or kitchen facilities which meant tenants had to rely on restaurants for their meals, could not entertain guests properly and were not exposed to the "moral effect of housekeeping". For women this lack of kitchen facilities and housekeeping activity put their social standing on a precarious footing indeed.

Medical Facilities

The Medical College of Willamette University constructed a new building at 15th and C Streets in 1885, financed by the Oregon Methodists. St. Vincent's Hospital moved to a large site on the steep hillside above Glisan, Hoyt and Irving streets in 1895. The facility included a new nursing school. The Good Samaritan had opened a nursing school five years earlier in 1890. When the Willamette University college moved to Salem late in the 1880's it was replaced in 1919 by a new medical school on Marquam Hill established by the University of Oregon. During the intervening 30 years the school was connected to the Good Samaritan Hospital.

Educational Facilities

In Northwest Portland Couch School (1884) and Chapman School (1893) were built to supplement facilities of the earlier North School and St. Joseph's Schools and to served the densely populated neighborhoods on the north and east edges of

the Northwest area. In Slabtown two new Catholic schools were built:
Sacred Heart School (1885)
St. Patrick's Roman Catholic Church School (1891) at 19th and
Savier streets.

Research Notes and Questions:

Push clubs

Progressive Civic Groups

City Club

Architect's Club

Oregon Civic League

Alpine Club - first mountaineering club in the west.

Lectures (John Muir)

Magazines (*Columbia River Illustrated*)

1894 Mazamas group breaks off from OR Alpine Club, even more active in championing scenic beauties of alpine NW..

History of Housing in Portland

When and where were the first apartments?

What was the extent of boarding and tenement living?

Was there a higher percentage of architects in Portland than typical of American cities?

Who were their clients?

What is the history of sports in Portland

what facilities were built?, when? where

examples -- ballparks, golf courses, racetracks, etc.



MOTOR AGE 1914 - 1940

The Automobile

The Automobile

No part of American life was untouched by the changes created by the automobile. Churches, schools, hospitals and stores became centralized as automobiles increased the distances people could travel. Many local services disappeared, and even rural people had improved access to urban services. By ending much rural isolation, the automobile also brought to a close a period of regionalism in American culture. Weekly trips to the movie theaters exposed Americans to a homogenized view of American life. National brands advertised in county newspapers and increasingly on the radio were readily available in local stores. No longer was the adjoining county or even state so mysterious or inaccessible, nor perhaps was the move of sons and daughters to the city in search of better economic opportunities so seemingly final or distant.¹

The truck was even more important than the automobile in changing the way Americans lived and worked. As engines became more powerful the truck became a marvel of efficiency. They made it easier to move freight out to scattered businesses than to move people into the core, reversing the previous pattern of moving people into the core by public transit. Between 1915 and 1950, when the number of American trucks jumped from 158,000 to 3.5 million and the proportion of trucks to private automobiles doubled, industrial deconcentration began to alter the basic spatial pattern of metropolitan areas.²

The Motor Age begins with the First World War, which spurred demand for lumber, iron, and foodstuffs. Gasoline powered engines and electricity helped industries and manufacturing activities stabilize and expand. Increasing dependency on the automobile and on trucks for commercial transportation brought forth a modern highway system incorporating early market roads and principle highways. Throughout the country the Great Depression affected the state's economy. The period concluded as it began, at the start of a world war.

In the Motor Age development continued along the same patterns established in the Progressive Era. A short but intense boom in shipbuilding during World War I brought the city out of its economic slump of 1914-1916 although after 1918 the demand for wooden ships evaporated. Except for farming, there was steady but unspectacular growth in transportation, processing, wholesaling, and financial activity in Oregon during the 1920's.³ By 1923, the farming industry was declining primarily because of weak markets, over expansion of agricultural lands during the war and the ending of wartime subsidies. During the thirties, as a result of the Great

¹Hugill, p. 349

²F. Jackson, Crabgrass Frontier, p. 184.

³(NWDA, p.21.)

Depression, the rapid growth in the city's population temporarily stabilized.⁴

BROAD THEMES

Social • Economic • Political

1914-1929

During the first part of this period cities and towns grew as a result of migrations from rural areas and from new immigrants. War simply accelerated these flows. The war also increased ethnic mix, especially of Mexicans and blacks. Not coincidentally, during the early 20's the KKK enjoyed some success, particularly in Oregon.

Throughout the period there was open dissent from labor but this and other forms of radical behavior were suppressed. Unemployment, unrest and racial tensions continued into the postwar period.

- The were labor problems everywhere, especially in the Pacific Northwest, particularly in logging.
- Early in 1917, governors in Washington, Oregon and Montana tried to drive out the IWW.
- 50,000 workers off work during August 1917 strike
- At the end of 1917, many joined the Lumbermen's Protective Association; widespread acceptance of 8 hour day.

Internal migrations during the twenties, facilitated by completion of highways during 1920's, resulted in an increasing number of poor (lower middle class) and the beginnings of slums that created problems in 60's.

More and more people coming to the West were over 50. This group had special needs; some of the physical results were new cemeteries, social organizations; increased demand for smaller accommodations, and a new type of eating establishment was born : The Cafeteria, an informal self-service restaurant especially favored by tee totallers in the upper age brackets. The first known example opened its doors in LA, 1912. Many western cities took on a Midwest flavor, the result of new immigrants from that area who retained rural values despite conflicts with urban values of older local residents.

Increasing awareness of conservation, especially with scale of commercial agriculture and as fisheries showed signs of exhaustion. The National Park system was established in 1916 and expanded further during this period as visits to parks increased by more than tenfold, a trend reinforced by Campaigns to "See America First."

Some events in the Conservation Movement in Oregon:

- 1911 Gov. Oswald West preserves Oregon beaches for public use by declaring them public highways

⁴(Portland Bureau of Planning: 1979, p.19)

1920 Oregon's first state park

This period is marked by a growing belief in scientific management and administrative reorganization of state and local governments. The Oregon Conservation Commission is an example of the "efficiency" point of view about natural resources conservation. Public social services were extended and there were increasing appropriations for highways, sanitation, education. Nevertheless, the prevailing mood was one of moderation.

1929 - 1940 Great Depression and the New Deal New Deal measures in 1933

- decline in agriculture, industry and tourism, education
- lots of migrants in Portland and Willamette Valley. People attracted to green and rain. Many found openings in canneries; some as field hands

Housing starts drop drastically (95% nationwide)

Changes in federal policy (Hoover Administration) designed to stimulate housing market were ineffectual.

Commerce • Industry • Manufacturing • Technology

Cars, mobility and shorter working hours created a new tourist market and service industries began to proliferate.

Suburbanization changed distribution patterns. Shopping centers began to develop away from the city center and the downtown declined as a result.

Transportation • Communications • Infrastructure

During the Progressive Era bicycle enthusiasts, under the banner of the League of American Wheelmen had set the stage for the automobile in several ways. Their agitation for improvement of deplorable road conditions marked the beginning of the Good Roads Movement which spread throughout the country. After the introduction of the private automobile, this organization promoted improved roads for automobile use. At first, railroad interests also supported the Good Roads movement because better roads were needed to move farm produce to the railroad shipping points. Their support waned however, as it became clear that trucking drastically reduced the need for the railroad services.

The demise of the horse landscape: trucks could carry many times the load of a horse-drawn wagon. Trucks "completely restructured the shape of the American metropolis by greatly stimulating the deconcentration of industry."⁵ Trucking revolutionized location decisions, making it possible to warehouse and manufacture far from dense urban centers.

The rise of trucking after WWI added further impetus to the development of good roads. Heavy trucks literally devastated existing roads, leading to skyrocketing costs for repairs to roads

⁵ K. Jackson, p.

constructed with the macadam method. Concrete construction and new road building equipment such as the Caterpillar tractor made truck-proof roads possible. By the 1920's concrete roads, the banked curve and concrete curbs had all been adopted throughout the country. The technological complex that created reliable all weather automobiles and hard surface roads literally revolutionized American lifestyles during the 1920's.

Financing road building and maintenance was a problem faced by every state. Initial modern funding for road improvements began in 1907, when the first car license fees were imposed. These early fees went into the state general fund for state-wide distribution. By 1915 Idaho, Oregon and Washington had all established state highway departments. These departments were able to provide the coordination and technical knowledge required for the construction of a system able to accommodate the growing number of cars and trucks and their rapidly increasing speeds. Legislation passed in 1917 created the State Highway Fund. The same year a state bond issue of \$6,000,000 for road purposes was passed.⁶ Oregon pioneered in financing roads with gas tax in 1919, an innovation that was adopted virtually everywhere that cars appeared.

After WWI there was a surge in road building thanks to the sudden availability of vehicles and heavy equipment for construction. The 1916 Good Roads Act began federal government involvement in road construction, although the financial resources they added were minuscule in relation to the funds needed. The following Act in 1921 improved funding by initiating a cost per mile formula. This funding was available only for roads that connected to the interstate system and that adhered to set construction standards. The Act ensured that state highway departments retained control of road building and maintenance.

Road Design: During this period, road construction methods and specifications became increasingly standardized, as did many aspects of life at the time thanks to mass-production methods and the widespread adoption of scientific management principles. Such familiar road features as the white center line, shoulders, super elevated curves, crowns, curbs, directional signs, numbering, limited access, stop signs and intersection lights all made their appearance during this time, making the transition from one state to another, at least on the road, virtually imperceptible.

Air Travel

The Wright Brothers made their first flight in 1903, coinciding with the first continental crossing by car.

⁶MC31

Meanwhile, The railroads declined. The Panama Canal helped by making it cheaper to send bulk commodities by sea rather than cross country.

Urban Development

Characteristics of Automotive Suburbanization between the Wars

Automobile suburbs differed in four major respects from their mass transit related predecessors:

- 1) The overall pattern of settlement
- 2) the length and especially the direction of the journey to work
- 3) the deconcentration of employment
- 4) new forms of low-density, residential architecture.

1) Street railways and trolleys had allowed development of land located miles from downtown areas, but development was limited to space within a few blocks of the lines. Since the lines were usually miles apart, the residential pattern following the lines spread out in fingers from the center. The car allowed development of the large areas in between. By the 1920's the newly accessible fringe areas were growing faster than the central city.

2) Although cars were quickly accepted for recreational purposes their use for going to work took longer. In 1933 a nationwide survey revealed that most people either walked to work or used public transit, even though they owned a car. On the other hand, the car was used for commuting when places of employment were too distant and not served by public transit thus creating more employment opportunities for car owners and location opportunities for businesses. During the thirties the trend of living in one suburb and working in another rather than in the downtown continued to grow.

3) Trucking and deconcentration of employment

In conjunction with better highways and new methods of materials handling that emphasized one-story manufacture, the truck created a new efficiency for outlying industries that was not matched by similar economies in inner-city operations. Between 1920 and 1930, the proportion of factory employment located in central cities declined in every city of more than 100,000 residents in the United States. Warehousing and distribution activities followed factories out to the urban edges, where almost all new industrial construction took place after 1925.

4) New house forms

Automobile suburbs had lower densities and larger lots than any previous urban housing pattern largely because cars opened up more land than was possible with any other form of transportation. Building lots were about 70% larger in automobile suburbs than in streetcar suburbs, making room for various forms of the "ranch house" inspired variously by bungalows, Stickley's Craftsman style homes, Edward Bok's *Ladies Home Journal* and less directly by Frank L. Wright's Usonian houses.

Illustration of house plan offered in *Ladies Home Journal*, c. 1919

Illustration from Stickley's *Craftsman Homes*

Photograph of Portland suburban "ranch style" house c. 1930.

FHA Standards and effects on housing
The Federal Housing Administration set up minimum requirements for lot size, setback from the street, separation from adjacent structures and defined minimum house widths.

FHA programs allowed more families to buy homes, but it also had detrimental impacts on inner city neighborhoods. When it became cheaper to buy a house in the suburbs than to rent, many middle class families left inner city neighborhoods, leaving them open to deterioration and blight. FHA mortgages made it cheaper to buy a new home than to repair an old one and rental housing was subject to tighter restrictions.

As a result of this legislation, many types of dwellings were unacceptable for guaranteed loans, including many substantial (but narrow) inner city houses and apartments. The law favored suburban single family residences in secure homogeneous neighborhoods protected from 'adverse influences'.

Public Housing
In 1937 the United States Housing Act (Wagner-Steagal Act) was passed marking the first time that the federal government accepted permanent responsibility for the construction of decent, low-cost homes by funding local housing agencies. By 1938, thirty-three states had passed enabling legislation. Oregon was not one of them.

New Building Types

The Motel
The rise of the motel, located along commercial strips and often near the outskirts of the city, marked the demise of the downtown hotel as the place for informal social interaction and business and the heart of the city. The motel grew out of the demand for overnight accommodation along highways. Adventurous early motorists preferred the privacy and informality of a roadside cabin to the constraints and inconvenience of large hotels. By 1924 several thousand municipal campgrounds were opened offering cold water and outdoor privies. Cabin camps came next -- tiny clapboard cottages arranged in a semicircle and often set in a grove of trees. Initially called 'tourist courts' these establishments were cheap, convenient, and informal, and by

1926 there were an estimated two thousand of them, mostly in the West and in Florida.⁷

In 1926 a San Luis Obispo entrepreneur used the term motel to describe a type of short term accommodation where the patron could park the car outside the room. During the thirties, motels were often associated with crime and the "hot pillow trade". "In 1940 FBI Director J. Edgar Hoover declared that most motels were assignation camps and hideouts for criminals."⁸ After the war, motels gained new respectability as they became modernized, cleaner, larger, more efficient, standardized and franchised.

The Drive-in Theater

The rise of drive-ins meant that downtown movie theaters and old vaudeville houses lost audiences. In 1933 a forty-car parking lot in New Jersey became the first (known) drive-in theater. Most drive-ins were located on relatively inexpensive land on the outskirts of cities, often along the commercial strips that led into town. Subdivisions and shopping centers (many with multi-screen cinema theaters) engulfed their territory and TV's finished off the golden age of the drive-in.

Gasoline Service Stations - a summary

Phase 1

Motorists buy gasoline bought the bucketful wherever they could find it.

Phase 2. The Filling Station (1902-1920±)

Invention of the gas pump: Old hot water heater, gauge, garden hose and pump which measured outflow. Single pump outside a retail store. Many located on outskirts of town, closer to bulk filling stations and for safety.

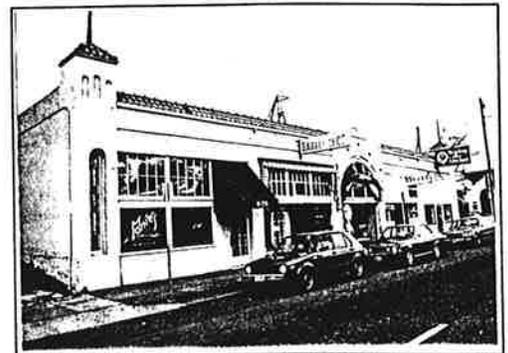
Phase 3 Full Service Stations (1920 - 1950 ±)

Gas stations become one of the most widespread kinds of commercial buildings in the US. Fanciful styling.

Phase 4 Corporate Identity (1935 - 1970's±)

Around 1935 standardization in stations "reflecting mass-marketing techniques of billion-dollar oil companies."

Noteworthy examples: the drumlike Mobil stations designed by NY architect Fred Frost; Texaco's white and red stations designed by Walter Dorwin Teague.



The Shopping Center

The Guinness Book of Records lists Roland Park Shopping Center (1896) as the world's first shopping center but Robert Wood VP of Sears is credited with starting a revolution in retailing by recognizing the need to locate large-scale retail stores outside the downtown core in order to provide ample free parking for potential suburban customers who wished to avoid downtown congestion. This revolution severely threatened the health of

⁷ K. Jackson, p 252.

⁸K. Jackson, p. 254.

downtown business districts in virtually every American town and city.

The "shopping strip," designed to serve motorists rather than pedestrians (Burnside in Portland?) was a precursor of the full scale suburban mall.

Shopping strips were often located on bypass roads, often near streetcar stops where a cluster of shops may have appeared earlier.

Generally these streets "radiated out from the city center toward low-density residential areas, functionally dominating the urban street system. They were the prototypes for the familiar highway strips of the 1980's which stretched far into the countryside."⁹

Country Club Plaza (1923) in Kansas City was the model for the planned regional shopping center in which leasing policy determined the composition of a concentration of retail stores. It was a themed (Spanish-Moorish) environment, that included recreation (waterfalls, fountains, flowers, tree-lined promenades), other services (physicians and other professional offices) in addition to free parking (tastefully screened behind brick walls) and a variety of retail shops.

Within ten years the Kansas City formula was recognized as the best method of retailing for an automobile-oriented society. Economic depression in the thirties and W.W.II limited full flowering until the 1950's. Seattle's Bellview Shopping Center (1946) was one of only eight shopping centers in the US at that time. Raleigh, NC's major planned shopping center (1949) marks the beginning of the phase of flowering. 1956 marks the advent of the enclosed, climate-controlled mall (Minneapolis).

Sandy Boulevard in Portland may be a hybrid of motel strip and shopping street.

The Garage

At first cars were stored out of doors (although the weather destroyed the paint finish) or in stables, along with animals. Fire hazard from exposed gasoline tanks meant that cars were stored away from the house. After WWI expensive houses began to include garages in their plans. By the mid-1920's driveways were commonplace and garages were expected additions in new houses. Large garages often included accommodation above for the chauffeur (found in wealthy neighborhoods). In middle class areas, garages were much smaller, most barely large enough for the car, and were often prefabricated and portable. Landscape designers advised owners to screen these utilitarian structures with planting or trellises and vines.

Until 1925± garages were at the back of the lot. By 1935 it had moved forward beside the house and after W.W.II the car

⁹ K. Jackson, p. 258.

became part of the family with garage a conspicuous component in the facade of the house. For a time after the war, the carport gained favor, especially in mild climates but its popularity was relatively short-lived (perhaps because of security?).

PORTLAND THEMES

Adjustment to the Automobile

Between the Wars, Portland adjusted to the automobile, grew slowly and suffered somewhat less from the effects of the Depression than many eastern cities, although factory operatives and waterfront workers were hard hit.¹⁰ Nevertheless, when Roosevelt came to office 40,000 people in the Portland area were on relief and 24,000 householders were registered with the Portland Public Employment Bureau.

During the 1920s and 1930s Portland's central area reached its greatest concentration and the metropolitan area remained tied to this one major center as development occurred all around. In older neighborhoods, slum conditions and crowding worsened while other buildings nearby lay vacant and deteriorating.

At the same time, the majority of residential development was at increasingly lower densities. Rapid spatial expansion soon overtook formerly separate small towns,¹¹ which then served as subcenters.¹²

Commercial and industrial land use began to assume its modern configuration in the 1920's and 30's as factories and industrial uses moved even further north.

Transportation • Communication • Infrastructure

Electricity

Electric power was introduced in 1915 by Portland General Electric. Board member C.F. Swigert strongly influenced the decision to build a line through what at the time was not a very densely populated area.¹³

In 1937 the Bonneville Authority was created to distribute electricity in Oregon, Washington and Idaho.

Possible historic buildings and installations associated with PGE and BPA?

Passenger Services and Transit

¹⁰NW21-22

¹¹(Multnomah 1950)

¹²SSS457

¹³CD119

Water based and rail transport declined during this period; river steamer service on the Willamette River finally stopped 1920. Streetcar use declined after 1926.

Portland bus service started with F.M. Reed's daily jitney service in 1915. Jitney buses were privately owned automobiles operating as public passenger carriers. They "spread like a plague of odoriferous mechanical locusts over the cities ... cutting deeply into the revenues of street railway companies."¹⁴ David Carver incorporated the Portland Trackless Car Company in 1915 to distribute interurban passengers throughout the city. Improvements to these early bus systems met the rising demand of increasing patronage as passenger rail service declined. Passengers preferred new buses with their slightly faster schedules to aging interurbans. Nevertheless, road improvements were hampered by high labor costs and city indebtedness, which gave a last boost to the interurbans. Their busiest years were between 1918 and 1921.

Oregon Electric operated trains to Eugene, offering sleeper and parlor car service. The Southern Pacific red trains made frequent suburban runs and some through trips to Corvallis. The Portland Railway, Light and Power Company maintained heavy suburban traffic and weekend resort travel.

Cars

"Engineers on the electric trains ...[began] to notice that more and more automobiles were cluttering the country roads - tourists with running boards overloaded with wondrous camping paraphernalia, Sunday drivers out for a ride, farmers on the way to market, drummers and salesmen on their rounds."¹⁵ In 1920 the automobile was a major element in passenger and freight transport, with 100,000 vehicles operating in the state. By 1925 there were 200,000 and in 1930 there were 250,000 licensed vehicles.

The increase in the number of automobiles registered proportionately decreased interurban traffic. Traveling salesmen deserted first (it was easier to carry heavy samples in an automobile), then the enthusiasts who preferred driving independently, then came commuters who believed it was cheaper than riding.

Interurban lines were abandoned, the result of highway competition, and rights-of-way turned over for roads. The Troutdale line of the Portland Railway Light and Power Company was the first instance of this phenomenon.

Roads and Bridges

¹⁴ p. 116, Randall V. Mills, "Recent History of Oregon's Electric Interurbans", III, *Oregon Historical Quarterly*, 46 :2 (June 1945) pp 112 - 139

¹⁵ Mills, p. 121.

In 1915 the Macadam Road that led from Multnomah to Portland was made a part of the paved Capitol Highway.

- 1913 Columbia River Highway construction began.
- 1916 Columbia River Highway completed. This project was inspired by the Good Roads Movement and caused even more interest in preserving scenery. Osmon Royal donated the scenic vista at Crown Point. Simon Benson and George Shepard donated land around Multnomah and nearby waterfalls. These lands were outside city limits but Portland accepted them anyway.

Local budgets were strained to pave and widen city streets and construct new bridges. Heavy trucks began to add to traffic congestion and to road deterioration, both on highways and in the city.

Oregon became the first state west of the Mississippi to have a paved highway running its entire length with the completion of the Pacific Highway through the Willamette Valley in 1922.¹⁶ The first Rand McNally Road Atlas, published in 1926, shows an impressive and interconnected network of good roads throughout the country. The map highlights the significance Oregon's Pacific Highway in joining the north-south and the east-west road systems.

The Interstate Bridge opened in 1917.

Sellwood Bridge: constructed 1925

Burnside Bridge: reconstructed, 1926.

For several blocks west of the bridge Burnside was widened into a major east-west thoroughfare making it an attractive location for automobiles sales and service businesses.

The Ross Island Bridge: constructed in 1927.

The St. Johns Bridge, (local landmark designation): constructed in 1931, the first suspension bridge built west of the Mississippi River.

Research Note:

There may be remaining "dead" railroad equipment in Portland (e.g. Oregon Electric) being used as diners (as in Eugene Electric Station) or as tourist cabins.

Waterfront

In 1938 came approval for construction of 27 miles of interceptor sewers to be built along the Columbia Slough and both sides of the Willamette, financed by a surcharge on water rates. Two years later voters agreed to finance the widening of Front Street, thus ensuring the renaissance of the waterfront district.

Air Travel

In 1929, Portland's first commercial airport [extant] was established on Swan Island. In September 1927, before construction was completed, Charles A. Lindbergh landed *The*

¹⁶SSS443

Spirit of St. Louis at Swan Island's Airport during his triumphal tour of the United States, following his solo flight to France in May 1927. Tex Rankins, a famous early aviator and a friend of Amelia Earhart, had a flight school on Swan Island. During World War II, Swan Island housed the Kaiser shipyards and has since become the service headquarters for the Port of Portland.

Commercial • Industrial • Manufacturing • Technology

Flour prices dropped drastically during the late 1920 (\$3.50 to \$1) seriously undermining Portland's position as the world's largest individual grain exporter.

In the downtown area the detrimental effects of the car and truck became evident in the "running down and building-out process."¹⁷ Industries, such as the Jantzen clothing factory which relocated to Sandy Boulevard, were no longer tied to the railroad or the downtown. Portland's downtown waterfront became blighted, given over to rubble and deteriorating warehouses. By early 1930's 2/3 of Portland's manufacturing jobs were north of the Broadway Bridge, on both sides of the Willamette.

Uptown retail centers, characteristic of automobile era cities, developed in Northeast Portland (Hollywood and Walnut Park) and Northwest Portland (West Burnside area)
Shipping

New marine terminals were built north of Broadway bridge

Urban Development

Patterns

In 1914 the Portland City Council approved a plan for the city by the nationally known planner Edward H. Bennett. Predicting a population of two million for Portland, Bennett's *The Greater Portland Plan* focused on street and railroad traffic, on the separation of economic functions for greater efficiency, and on the enhancement of the city's natural beauty.¹⁸ While his population projections were optimistic, Bennett failed to anticipate the impact that the automobile would have on street design and urban infrastructure.

The car changed the shape of the city. New residential areas opened up further away from downtown (Mt. Tabor; Grant Park, Concordia, Eastmoreland; West Hills neighborhoods of Westover, King's Heights, Council Crest, Dunthorpe). In the process, more rural land became urban.

Hollywood Park Retail area and Walnut Park in Northeast Portland

West Burnside Retail Area

¹⁷ Abbott, p. 94.

¹⁸(Abbott 1983: p. 62)

During the 1920's changes in the city's morphology occurred at the site scale where reorganization, lot subdivision, increasing scale of structures for housing (larger apartment buildings) and industry (the spreading horizontal spaces of warehouses and factories) and changing land uses altered the aspect of the city outside the downtown core. For example, large family garden plots had been typical throughout the city, but during the 1920's these became uneconomical and a burden for a newly mobile population.

Within the downtown, the zoning code made more visible the distinctions between new, spacious neighborhoods for the well-to-do and older low-status neighborhoods with apartments and small houses. Multi-family housing units (apartments, duplexes, four-plexes) became more numerous in formerly single family areas although in total this land use accounted for only 1% of the total 45% of the city's land area zoned for it.

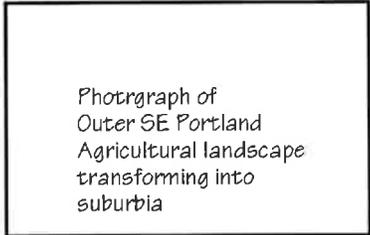
New patterns emerged in outlying areas, such as Southeast Portland where farm land changed to residential uses. The whole pattern was quite different from earlier similar land use shifts. The scale was bigger, largely determined by the need to plan for cars at the individual lot scale, the neighborhood scale and the city scale. Car servicing, storage and recreational use created new building types and new spatial relationships. Despite the relatively large scale of suburban lots on the periphery, relative to the size of surrounding farmland, these newly developed residential lots were small by comparison. Brand new predominantly single story houses arranged along the curves (engineered for cars) of lighted streets with curbs and sidewalks contrasted markedly with the pattern of two story farmhouses, barns, machine sheds, picket fences, orchards, garden plots and fields connected by rough gravel or dirt roads of the nineteenth century settlers' landscape.

As new residential areas opened up farther away from the city center, old areas experienced resettling. Changes were evident in churches, social services, recreation facilities and population densities.

Older close-in neighborhoods, such as Nob Hill, changed into industrial-commercial and support facilities for wage earners. The spacious single family houses became apartments, hotels, gaming establishments, even warehouses, since industrial facilities were no longer tied to the river.

Shifting activity in the downtown.

Due to flooding, the loss of shipping activities and bridge bypasses, Front Avenue was left blighted and neglected. Debate continued about how to redevelop this area until the 1930's. The first step taken was a new seawall and interceptor sewer that became the meeting point between river and city in 1929, thus establishing a new era in Portland's relationship with the river.



Photograph of
Outer SE Portland
Agricultural landscape
transforming into
suburbia

Portland voters rejected the first "stringent" zoning ordinance before them in 1920. The 1924 zoning ordinance, written by the Planning Commission (established 1918) and the Portland Realty Board, passed and remained in effect until 1959. This ordinance created four zones:

- single-family,
- single & multifamily,
- business-manufacturing
- unrestricted.

There were no regulations governing heights of buildings, yard dimensions, or building density. The ordinance served to accelerate the spread of apartments, retailing and industry at the expense of single family housing. As a result of small-scale speculation and piecemeal growth, formerly homogeneous areas became 'break-up zones' of mixed uses, such as Goose Hollow, Nob Hill, South Portland, Lower Albina.

Examples of New Deal projects in Portland:

Planning Commission and public works department used Civil Works Administration relief funds to keep more than one hundred architects, draftsmen and technicians busy ... gathering housing data, preparing land use maps, and preparing specifications for city improvements.

WPA funds allowed completion of the inventory of land uses, zoning, population patterns, housing types, assessed valuation and tax delinquency. The maps helped to give Portland a national reputation among city planners after they were exhibited at national conferences and distributed by the National Resources Committee.¹⁹

The Bureau of Reclamation's Columbia River Project and Grand Coulee Dam brought down the price of power and made new irrigated lands available for small farmers, thus strengthening the agricultural base. The project created 10,000 small farms (of less than 160 acres) from newly irrigated lands in the Columbia River Basin. Oregon Senator Charles McNary during the 1930's supported construction of this multi-purpose river development program.

Report on Public Recreational Areas 1936

This report was prepared using data gathered for the WPA funded land use inventory.

- Emphasized economic and stabilizing value of parks
- identified neighborhoods most in need of new playgrounds and recreation facilities
- identified vacant land that could be used for parks or traded for park land use.

¹⁹ From Abbott, p. 114

- identified vacant land that could be used for parks or traded for park land use.

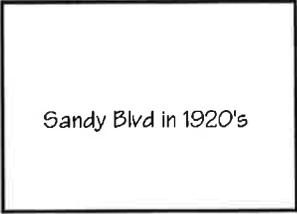
The Federation of Civic Leagues pushed through a ten year tax levy in 1938 to fund recommended improvements after it had been voted down in 1936.

Bartholomew Plan (1932)

in process....

Amburn Mass Transit Plan (1935)

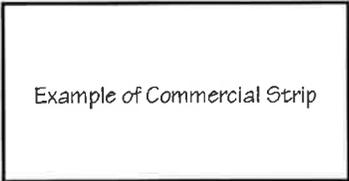
In 1935 the Civil Works Administration completed W. W. Amburn's Proposed Mass Transit Plan, marking the beginning of Federal Government involvement in local transportation planning. It recommended that rail freight, rail passenger, streetcar, and automobile traffic be separated in the Downtown in order to alleviate traffic congestion. Most significantly, it recommended that streetcars be removed from the Broadway, Burnside, and Morrison Bridges to allow for their unrestricted use by automobiles. The Amburn Plan heralded the end of the streetcar era in Portland. By 1935, the private automobile was the dominant mode of mass transit.



Commercial strips -

Commercial strips are variations on the Main Street pattern that developed during the nineteenth century which grew rapidly in both the downtown and along the main arteries of residential neighborhoods such as St. Johns and Albina. Streetcar commercial strips, formerly strung out along the trolley lines, began to cluster more tightly in suburban shopping districts such as those at:

- Union and Killingsworth
- 42nd and Sandy
- 50th and Powell
- Bybee and Milwaukee.



The pattern was dense, with buildings taking up their complete frontage and abutting the sidewalk. Until after 1945±, the car only intensified this density and the importance of the street. Along these commercial corridors, streets were widened, straightened and freed of obstacles that would impede the flow of traffic.

In the city center cars had to be stored. Multi-story garages, looking like the office buildings beside them, were built to handle off street parking. Streets were widened for curbside parking and parking lots began to appear around large buildings.

Open parking lots, where they existed, were usually located at the rear of the buildings.



Sandy Boulevard developed as a typical 1920's car strip.

Hotels , municipal camping and Tourism,

Climate, good roads, spectacular scenery and high car ownership in Portland area all contributed to an increase in tourism.

example: "Tuck in at Tuckers" All States Auto Camp, 2710 Sandy Boulevard, on the Columbia River Highway -- Opposite Inverness Golf Course.

to be continued



2710 SANDY BLVD. ON COLUMBIA RIVER HIGHWAY--OPPOSITE INVERNESS GOLF COURSE

Commercial trucking changed industrial land patterns throughout the city. Manufacturing and warehouse businesses that had clustered near wharves and railroad spurs were freed by the flexibility of truck transport to relocate. Along with this change came the need for more space -- for parking and maneuvering and loading.



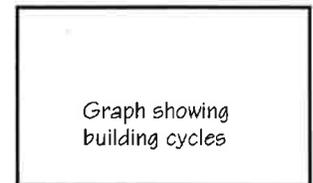
Businesses moved to cheaper land away from the downtown, leaving areas near the wharves and railroads (East Portland, Sellwood and downtown) open to blight or reuse. Wharves in East Portland and downtown were finally demolished during the 1930's. Most industry relocated along railroads or on the waterfront north of downtown where the river was wider. Through an amendment to the State constitution in 1915, St. Johns had been annexed to Portland thus making its refurbished waterfront docks and wharves available to relocated industries and support services.



The development of the Port of Portland during this era brought a corresponding increase in manufacturing and shipping. Associated with this were two important land reclamation projects. Guild's Lake and Swan Island were filled during the 1920s creating the large industrial parks of north Portland.

Residential Development

The combined value of residential and commercial building permits for the City of Portland dropped from boom years in 1908-1912 to a low point in 1917, recovered steadily to a new peak in 1925, fell slowly in 1927 and then precipitously to another low in 1934 before starting a slow recovery.



Construction of single family houses peaked in 1924 and apartments in 1926.²⁰ Thousands of new houses were built on vacant lots on the east side. In the city as a whole, between 1921 and 1925 an average of 3400 new houses were built a year. The bulk of single family housing was built in newer neighborhoods that had been laid out during the Exposition boom, but had never filled in, such as Eastmoreland, Richmond, Mount Tabor, Laurelhurst, Grant Park, Alameda, Concordia, Piedmont and Kenton, all of which were close to the downtown (between 2.5 and 5 miles) and accessible by streetcar.



Apartments , multifamily housing and hotels

Apartment building that began in the Progressive era continued, despite concerns by social workers and housing

²⁰ NW22

reformers that they threatened the quality of family life.²¹ By the end of 1926 400 new apartment buildings were constructed due to unprecedented availability of 70%, 80% and even 90% mortgages. Almost all new duplexes and apartments were built within a two-mile radius of the Burnside Bridge, billing land at the base of the West Hills and encroaching on older east side neighborhoods zoned for apartments. Many of these were built between Hawthorne and Fremont. Building code restrictions on cellar apartments, interior rooms, small yards and narrow courtyards were usually successfully appealed, and were particularly numerous after the 1924 Zoning Ordinance was passed.

In the deteriorating downtown waterfront area unsanitary and unhealthy conditions in residential hotels caused public concern, as did shantytowns on Ross Island, on the unhealthy Guild's Lake fill area and the slopes of Sullivan's Gulch.

Industrialized Housing

Aladdin Co.

Aladdin was the first company "to offer full build-it-yourself-entirely services. The company started in 1904 in Bay City, Michigan by Will and Otto Sovereign. They later established branch factories in Harrisburg, Mississippi; Wilmington, NC.; Portland, OR. and Toronto, Canada.²² Due to its conservative financing policies it was one of the few house factories that survived during the Depression.

Another company in Portland specialized in small homes for company towns. (Kenwood houses??)

Culture

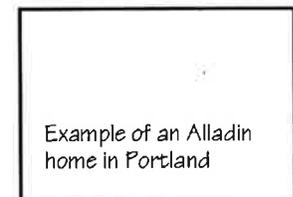
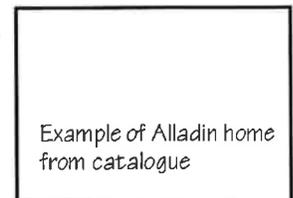
Recreation in process

Social & Humanitarian

Housing Code Revision Committee formed to investigate abuses, led by Reed College professor, Jessie Short. Portland Planning and Housing Association formed in 1929 to fight declining housing conditions and lobby for changes. Housing Code Amendments designed to ensure light and air in dwellings was adopted in 1934. A Housing Code Commission replaced the Revision Committee and they fought abuses common in apartment buildings.

Education

During this period the development of parks proliferated in the Albina community. Land acquired in the 1920s became the Irving, Alberta,



²¹ Abbott, p. 86, referring to the *Bulletin* of the Portland Planning and Housing Association, Dec. 1929.

²²Gowans, p.

Dawson, and Overlook Parks in the 1930s. A parks levy passed in the thirties also funded boulevards on Willamette Boulevard, Ainsworth, Portland, and Fairmount Streets.

In 1936, a report entitled Public Recreational Areas once again surveyed existing parks and recommended the purchase of additional park land. The plan stressed the neighborhood as a planning unit and recommended that parks and playgrounds be used to "hold the city together."

A charter amendment approved by the voters in 1938 contained a ten-year park program to purchase land for additional neighborhood parks, playgrounds, and playfields. The 1939 Ten Year Park Plan recommended additional land. This trend toward increasing neighborhood livability through public improvements has continued into the present decade. Areas zoned for multiple dwellings were downzoned to single-family areas in order to preserve residential residential values and aid in the establishment of neighborhood parks.

Dawson Park, in the proposed **Eliot Historic Design Zone**, was across the street from the church. Dawson was called "Fighting John" by local businessmen for his work on obtaining pavement and street lights on North Vancouver Avenue.²³ Born in 1869, Reverend John Dawson, for whom Dawson Park [extant] is named, came from Ireland to the United States in 1890. In 1902, he arrived in Portland and became the pastor of the Episcopal Church, the Church of the Good Shepherd on the northeastern corner of Vancouver and Graham, where the Emanuel Medical Building is now located. Dawson died in 1956.

The onion dome cupola [extant] from the Hill Block Building, razed for the Emanuel Hospital renewal project, was built by Charles H. Hill, the first mayor of Albina and is now located in Dawson Park. The Hill Building was located in the heart of the business district at the intersection of Russell and William Avenues near the proposed **Eliot Historic Design Zone**, before Albina was incorporated in 1887. The Albina Pioneers Association, in 1952, presented a memorial drinking fountain in Dawson Park in honor of the early residents of the Albina community.

As the city was expanding outward and the countryside was being developed, outdoor recreational opportunities were gradually becoming less accessible to Portlanders. To counteract this a program of neighborhood park development began. These small parks usually contained play equipment, game shelters and sometimes a swimming pool. In the 1930s an interest in natural parks led to the acquisition of large chunks of the Tualatin Mountains to form Forest Park.

Religion

In northwest Portland St. Patrick's Church and associated school, the central community institution for many of the

²³(Albina Pioneers' Association Mss.)

Roman Catholic immigrants who settled in Slabtown, began to feel the loss of parishioners that would render it obsolete after World War II. NW23

The Roman Catholic diocese joined the move to Northwest Portland, building Immaculate Conception Cathedral in 1925 at 18th and Couch streets. The site had previously been occupied by Dr. Henry Jones, a founder of St. Vincent's hospital.

Ethnicity

After 16 years of sharply restricted immigration to the United States, the 1940 Census found a decline in foreign born residents in northwest Portland. although Portland had many ethnic communities dispersed in clusters throughout the city. The black community however, less than 2000, was more concentrated in Albina and Northwest Portland.

Asian-Americans lived near the downtown, although a minority of them lived in Albina and in Southeast Portland.

Ethnic Groups -Jewish American

In addition to an aging Protestant elite population in northwest Portland, many of the apartments also appealed to Jewish families whose businesses success allowed them to move from the older South Portland neighborhood. The construction of a new Beth Israel Synagogue in 1927 confirmed Northwest Portland as an important Jewish neighborhood. After the previous synagogue at 12th and Main was lost to arson in 1923, the congregation debated whether to rebuild on the old site or relocate. The choice of Northwest Portland represented the triumph of younger members such as Julius Meier over older members such as Ben Selling and Joseph Simon. The site was the old George Flanders house, sold to the congregation by his daughters who were still living there. As Portland's most "modern" congregation, Beth Israel grew rapidly in its new location and survived the financial stress of the depression.

Ethnic Groups- African Americans

When African Americans began to purchase the older housing stock once occupied by European immigrants, the Portland Realtor Board became worried. An article appeared in the March 6, 1919 issue of the Oregon Journal with the headline "Realty Board Intends to Stop Sales to Negroes, Orientals."²⁴ The members were instructed by the Board's executive committee not to make any sales to such groups in "white residential districts" such as Concordia and Irvington. The rule was adopted, reportedly because of the "depreciation in property values which follows the influx of colored or oriental population."

As a result of this policy, Portland's African American population was confined to the area between the Steel and Broadway bridges- what is now the location of Memorial

²⁴(MacColl: 1979)

Coliseum. The Portland Realty Board's action firmly established a long-standing tradition of exclusionary housing practices. These policies greatly affected the physical, cultural and social shape of the Albina community.

Ethnic Groups- Japanese Americans

Portland's Japanese community inherited the base hostility reaped upon the Chinese. Oregon's legislature in 1923 passes several bills restricting Japanese ownership of land and commercial licensing. These were later ruled invalid due to Japan's treaties with the United States, but anti-Japanese sentiment continued to escalate. In the 1920s the Portland Realtor Board instructed all agents to guide all Asian clients towards the Ladd's Addition and away from white neighborhoods.

Labor

in process

Conservation Movement

in process

1921 Scenic Preservation Association (made up of a score of prominent Portland citizens) in response to issues such as trucking improvements that led to truck logging and threats to forests and scenery

The turning point for the conservation movement in Oregon came when Stephen Mather and Madison Grant came to the West Coast and met with civic leaders from Portland, urging them to preserve roadside beauty and to extend Crater Lake park.

Architecture

No other city has experienced such a succession of inter-related architectural firms as the Whidden& Lewis/Doyle/Belluschi trimvirate, each dominating a successive 20 year period from 1890 to 1950. During the Motor Age, first Doyle (1910 to 1930) then Belluschi (1930 to 1950) were the predominant designers in Portland. Pietro Belluschi, received the A.I.A.'s coveted Gold Medal in 1972. SSS467

The heyday of the glazed terra-cotta construction in Portland was during the Motor Age. The introduction of steel as a building material had great effects on the downtown skyline. During this period it was transformed from a dark skyline of a brick and stone city to a light skyline of steel, white brick and glazed terra-cotta. SSS453

In this period Portland began to recognize its architectural achievements. In 1919, to promote interest and appreciation of Portland's architecture, the Oregon chapter, American Institute of Architects, invited a jury to select "the ten most notable examples of architecture; the three most notable examples of landscape architecture; the three most notable examples of sculpture and the five most notable small houses, within ten miles of Portland City Hall."

The jury, consisting of three outside architects, the Curator of the Portland Art Museum, and the Professor of Art at the University of Oregon spent four days examining nominations submitted by Oregon Chapter members. The ten "most notable" buildings were:

- Albina Branch Library [extant] built in 1912 architects Lawrence and Holford
- Westminster Presbyterian Church [extant] built in 1914 ()
- Central Public Library (1914)
- F.J. Cobbs residence (1918)
- Reed College (1912)
- US Bank (1917) by A.E. Doyle
- Wade Pipes' Fenton residence
- Franklin High School (1914), by F A Narramore
- McKim, Mead and Whites's Portland Hotel (1883-90);
- The University Club (1913) by Whitehouse and Fouihoux.

The jury submitted an honorable mention list of 16 additional buildings including the Benson Hotel and the First National Bank in the downtown area.

WAR YEARS 1941 - 1945

Starting point: 1941

Roosevelt and Churchill signed the Atlantic Charter. There was growing concern about a Japanese attack on the US. In September the Oregon Shipbuilding Company produced the first of 330 Liberty ships and 120 Victory ships. The Japanese attacked Pearl Harbor Dec. 7. US and Britain declared war on Japan on Dec. 8.

End point: 1945

Aug. 14 World War II ended.

BROAD THEMES

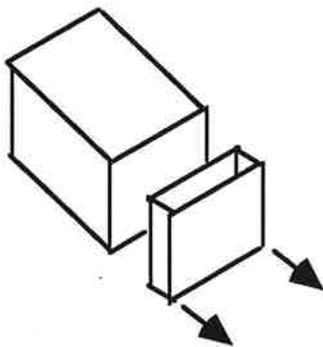
All war boom cities made frantic efforts to provide sufficient housing, transportation, utilities and services especially during 1942 and 1943. By 1944 attention began to shift to postwar development and the peacetime economy.

Social • Economic • Political

Redirection in basic attitudes about structure of communities
End of densely packed buildings oriented to the street and small blocks as a grid

Larger land units defined by major arteries and penetrated by limited-access routes. Within the matrix, buildings freestanding or grouped in clusters, surrounded by generous amounts of open space. Commonplace in outlying areas, but also became an ideal for remaking existing urban commercial core. Widespread use of car was pre-requisite + large areas of inexpensive land near population centers.

Spacious house lots become part of city not just country.
Concentrated development but generous private open space.
Space without garden elements = Yard
A new spaciousness everywhere -- the box + facade explodes into plans with flowing forces



Parking lots surround buildings. During 20's parking space was defined, smaller.



New landscape of giant simple structures punctuating expanses of cleared land with low-lying buildings scattered around. Drive-in facilities are a radical departure.

Motels, gas stations

"The motel emerged as a large, commodious inhabitant of city and town, set in its own space, steadily eroding the traditional patronage of hotels and earlier motels alike. Drive-in movie theaters increase -- alternatives to city center and neighborhood theaters

Theaters in suburbs were either barely distinguishable components of the shopping center or miniature versions of the contemporary department stores.

Drive-in banks as small pavilions or kiosks. Signs more important than buildings

Commerce • Industry • Manufacturing • Technology

Urban Development

Robert Moses: "...the world's most vocal, effective and prestigious apologist for the automobile." according to his biographer Robert Caro. "He did more than any other single urban official to encourage more hesitant officials to launch major road-building efforts in their cities.¹

Continued outward movement of industries toward the beltways and interchanges.

PORTLAND THEMES

One legacy of the war years in Portland was that "Portland and its planners had learned to think big and to seek engineering solutions to the problems of metropolitan growth."² The city changed dramatically during the war years with a large influx of population who came to work in shipbuilding, especially in 1941, '42 and '43. There were 140,000 defense workers in Portland by 1943-44. Congestion, housing problems and discrimination increased with the population, straining services - policing, transportation, fire protection, recreation, schools, health and medical, housing. The physical impact on the city was most apparent in Northwest Portland. Vanport, Edgar Kaiser's city within a city, was the largest war housing project in the US.

Transportation • Communications • Infrastructure

Gasoline rationing doubled the number of public transit users. Transit proved to be inadequate and this created conflicts. Workers came with families and young children which

¹ Crabgrass Frontier, p. 249.

² Abbott, p. 145.

strained school facilities because Portland's aging population had resulted in reductions in the school system.

Commerce•Industry•Manufacturing•Technology

Albina Shipyard

Willamette Iron and Steel

Oregon Shipbuilding

Site: east bank Willamette, 2 mi. S. of confluence

The old airport site on Swan Island was used to construct T-2 tankers. During W.W.II Portland shipyards built more than 1000 ships

Alcoa aluminum plants built in Vancouver and Troutdale contributed to making Portland a major center for West Coast merchant shipping,

High wages earned by defense workers increased buying power. The large percentage of single men created big market for gambling, liquor, prostitution.

With floods of orders from defense work, lumber and logging operations increased cutting and shipping. Traffic on railroads, steam and electric, increased, and increased with gas rationing.

Urban Morphology And Planning

Severe housing shortages.

Portland's center of gravity moved to the north with wartime industry and residential development, both public and private.

Vice establishments multiplied, taking over the area from Union Station to the business district.

In 1943 Robert Moses was commissioned to prepare a report, *Portland Improvement*, for Portland's postwar development. A \$19 million bond issue was approved in 1944 for new sewers, roads, docks and schools. The freeway loop around the downtown area called for in the plan was completed later. The Moses report was criticized in planning journals because "it had little public support ... ignored the possibilities of government planning for regional growth, threw together unrelated projects and neglected housing, health, community facilities and other social needs." but it was enthusiastically endorsed in Portland newspapers.³

Residential Development

Portland's first public housing project of 400 apartments was Columbia Villa in North Portland between the Willamette and Columbia rivers. Other public projects in this area were University Homes and St. Johns Woods. Another project -- Guild's Lake -- was built in Northwest Portland. North of Killingsworth Avenue 700 temporary Gartrell Plan houses were placed on vacant lots within established neighborhoods.

³ Abbott, p. 144 summarizing criticisms by Tunnard and Martin Meyerson in the Spring 1944 issue of *Task*.

Blocks of one-story houses from this period still exist in the Portsmouth, University Park, Concordia, Cully and Parkrose neighborhoods.

4900 apartment units were under construction in summer of 1942, but progress was too slow to solve the housing crisis. In August 1942 Edgar Kaiser pre-empted the City by contracting with the Maritime Commission to build 6000 housing units and then another 4000 on the Columbia River flood plain outside the city limits. The first tenants moved in December 12, 1942. Vanport became the largest defense housing project in the US.

Other housing units continued to be added throughout the city - single family houses, other defense projects, temporary trailer camps, and additional units in Clackamas and Multnomah counties.

Summary of residential activity during the war years:

1941 - gearing up

1942- '43 - a surge of building

1944 - only a few hundred additional houses added.

1945 into '46 - explosive boom in private housing.

New subdivisions continued to develop in a scattered pattern at the edges and just beyond the city limits. Development followed highways and interurban railroads west to Multnomah and Beaverton, south along the Willamette through Milwaukie, Gladstone and Oregon City, and east toward Parkrose and Gresham.⁴

Extension of
Subdivision
development at
edges of Portland

Culture

Ethnicity

Discrimination against southerners (OK, TX, ARK) and open hostility to blacks.

The black population increased dramatically, from 2100 in 1940 to 15,000 in 1945. Housing at Vanport segregated most blacks from rest of city.

In 1942 Japanese Americans, most of whom lived in downtown, were subjected to forced deportation.

According to Abbott, "there was a clear association in 1940 between high status neighborhoods and neighborhoods with low proportions of foreign born whites."⁵ There was no change in this attitude during the war years.

⁴ Abbott, p. 121.

⁵ Abbott, fn. 53, p 296.

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Part II: Identification

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Part II. Identification

-Draft-

Introduction

The identification section of the context statement will identify the resource types within the City of Portland that link the ideas incorporated in the historic overview with physical historic properties that illustrate those ideas. Resource types are a grouping of individual properties based on shared physical or associative characteristics. This section is organized by the established SHPO historical significant chronological periods. Each resource type will include a discussion of its distribution pattern, architectural styles, and landscaping/setting followed by an example of the resource. Most examples are resources from the Albina Community where we have recently completed a two year survey project. The following sources were used in the architecture discussions; Architecture Oregon Style, City Of Albany, 1983, The SHPO Styles List and the Portland HRI Style/Typology List.

Past and Present Surveys

The Portland Historic Resources Inventory published in 1984 includes over 5,000 resources throughout the city. This inventory will be referred to as the HRI and is the foundation of all historic preservation activities performed by the city of Portland. The age distribution of resources in the HRI is as follows;

Prior ^{Before} to 1866	(9 resources)
1866-1883: "Railroads and Industrial Growth"	(78 resources)
1884-1913: "Progressive Era"	(2,434 resources)
1914-1940: "The Motor Age"	(1,775 resources)
1941-1945: "World War II"	(54 resources)
After 1945	(408 resources)

The survey work being done as a part of the Albina Community Plan focuses on updating the Portland 1984 Historic Resources Inventory and bringing it up to current standards. The Portland Planning Bureau is intending to use the Community Planning process to update the Historic Resources Inventory on a district by district basis. This historic overview is intended to discuss the broad development patterns of the City of Portland. As community planning proceeds around the city this overview will be revised to include information derived from the community planning process.

The Planning Bureau has received two grants from the State Historic Preservation Office to help us with this updating project; Phase I (1991-92) and Phase II (1992-93). A total of 815 properties have been inventoried and evaluated.

I. Residential

Residential resources include single detached houses, duplexes, and apartment buildings. This is the largest category of resource types in the Historic Resources Inventory.

Railroads and Industrial Growth (1866-1883)

A. Distribution Pattern

The majority of the remaining resources from this period are located near downtown in neighborhoods such as Lair Hill and Goose Hollow that were not part of an urban renewal districts. A few resources are located further away from downtown in the early neighborhoods of Albina, Northwest Portland, Mt. Tabor, St. John's and Sellwood.

A study as part of the Albina Community Plan revealed only 16 residential properties remaining in the Albina Community from this time period. Eight of these buildings are in the Eliot Neighborhood. The others are scattered in the Irvington, Overlook, Woodlawn and Piedmont Neighborhoods.

B. Setting and Landscaping

The buildings built during this time had no zoning or development code to follow. The setbacks vary greatly. Usually the structures orient to the street.

C. Architecture Style

The Gothic Revival and Italianate styles were popular in Oregon from 1850-1890s. The Italianate style continued to be popular into the Progressive Era. In Albina there are five examples of later Italianate houses the latest built in 1904. Early examples of the Queen Anne style, popular in the Progressive Era, date back to the early 1880s.

Gothic Revival (1850-1890)

The Gothic Revival style was inspired by the romantic and picturesque movement of the late 18th and 19th century in England. The buildings of this style were primarily in churches and single family dwellings, both large and small. The HRI contains two Gothic Revival style churches and one commercial structure during this period. There are no residential structures.

Rural Vernacular (1850-1890)

There are four residential resources defined by the Rural Vernacular style. These early single family house built during the 1870s are rare.

Characteristic Elements:

- Steep gable roof
- Central gables and wall dormer
- Horizontal wood siding
- Front porch with shed or hip roof

Rural Vernacular

Examples:



2149 N.W. 32nd 1872
(site above original shoreline of Guilds Lake)



762 SW 5th Ave, 1879

***Italianate* (1855-1890)**

The inspiration for the Italianate style came from Europe as more Americans traveled overseas after the mid-19th century and viewed elaborate Italian Renaissance villas and French Baroque architecture.

Characteristic Elements:

- Low-pitched hip or gable roofs, sometimes flat.
- Overhanging or projecting eaves with decorative brackets.
- Wood-frame construction with horizontal shiplap siding, or brick construction often with cast-iron supports and decoration.
- Tall windows, often round or segmental arched; bay windows.

Example:

Second Empire (1865-1880)

The second empire style was borrowed from nineteenth-century France. The most distinctive element of this style is the mansard roof with dormer windows. These style was further popularized by the accessibility of architectural plan books.

Characteristic Elements:

- Mansard roof usually with dormer windows
- Deep cornice supported by brackets
- Wood-frame buildings with horizontal siding
- Classical ornamentation, following French Baroque precedents.

Example:



Jacob Kamm Residence
1425 SW 20th Ave, 1871

Progressive Era (1884-1913)

A. Distribution Pattern of Resources

Residential structures built during this period are scattered throughout Portland's inner-city neighborhoods. The majority of the resources on the HRI were built during this time period (2,434).

The majority of the residential structures are single family detached houses. This housing reflects a wide range of socio-economic ranges. In the Albina Community the area know as upper Albina, in what is today the southern portion of the Humboldt Neighborhood, was a fashionable suburb with many mansions like the John Palmer House built during this time. Subdivisions like Piedmont and Irvington were built as upper middle class neighborhoods with clear boundaries from the surrounding lower income housing and commercial and industrial activities. There were also many area of housing built for workingmen and their families.

Scattered throughout these single family neighborhoods there were apartment buildings. These buildings usually had good access to the streetcar lines. Like the single family residences, the apartment buildings were constructed for a variety of income groups. Large, inexpensively constructed apartment houses were built downtown and close to the city's early industrial areas. There were also apartments for wealthier people. The Holman Garden Apartments in the Piedmont Subdivision is a good example of an apartment building for professional workers. There are also many examples of apartments built for very affluent tenants in the downtown and in Northwest Portland.

B. Setting and Landscaping

These buildings were built before zoning required any setbacks from the property line. However, in subdivisions such as Irvington and Piedmont setbacks were imposed as part of the deed restrictions and there is a consistent setback of 20' -25'. In general most single family houses were setback some distance from the street with a yard area in front of their houses. Usually this area was planted with grass and ornamental vegetation. Apartment buildings varied. Some that were designed to look like a large single family house and be compatible with the character of the single family neighborhood would keep the same general setbacks as the houses. Popular at this period was the garden apartment that had "U" or "L" shaped with units that faced a central or side courtyard. Often the apartment building came right up to the sidewalk with little or no setbacks and no off-street parking.

Many of the lots are above the grade of the street and sidewalk. In these cases retaining walls using a number of materials such as cast stone, brick, stone and concrete are built. If the grade change was minimum a short slope to the sidewalk was planted with grass or groundcover. Many of the buildings still retain their original foundation and ornamental plantings.

C. Architectural Style

The Queen Anne style was the most popular during the first part of the Progressive Era. In addition to the continued construction of Italianate houses, a wide range of other styles were introduced during the Progressive Era including the Colonial Revival, Arts and Crafts, and Bungalow. Along with technological advancements of the printing press and the transcontinental railroad, the new styles were popularized by architectural pattern books. House plans were readily available through the mail, as were various manufactured architectural components.

Queen Anne (1880-1900)

The Queen Anne style, inspired by English manor houses, was American's favorite architectural style of the late Victorian era. The new style quickly captured the hearts and imagination of a public trying to break away from restrictive Renaissance designs, but also wanting nostalgic reminders of the past. Examples illustrate how the style adapted to different income levels.

Characteristic Elements :

- Various roof shapes in combination: hip, gable, and conical or pyramidal roofs on towers or turrets.
- Flared chimneys with clustered flues.
- Irregularity of plan and massing: towers and turrets, wraparound porches and verandahs, recessed porches in upper stories.
- Various window shapes: straight topped, round-arched, bay, and dormers, often incorporating stain or leaded glass.
- Wood-frame construction, sometimes brick covered with stucco, and varied wall surfaces: horizontal siding, patterned shingles, and carved wood panels.
- Eastlake decorative elements, especially on the porch.

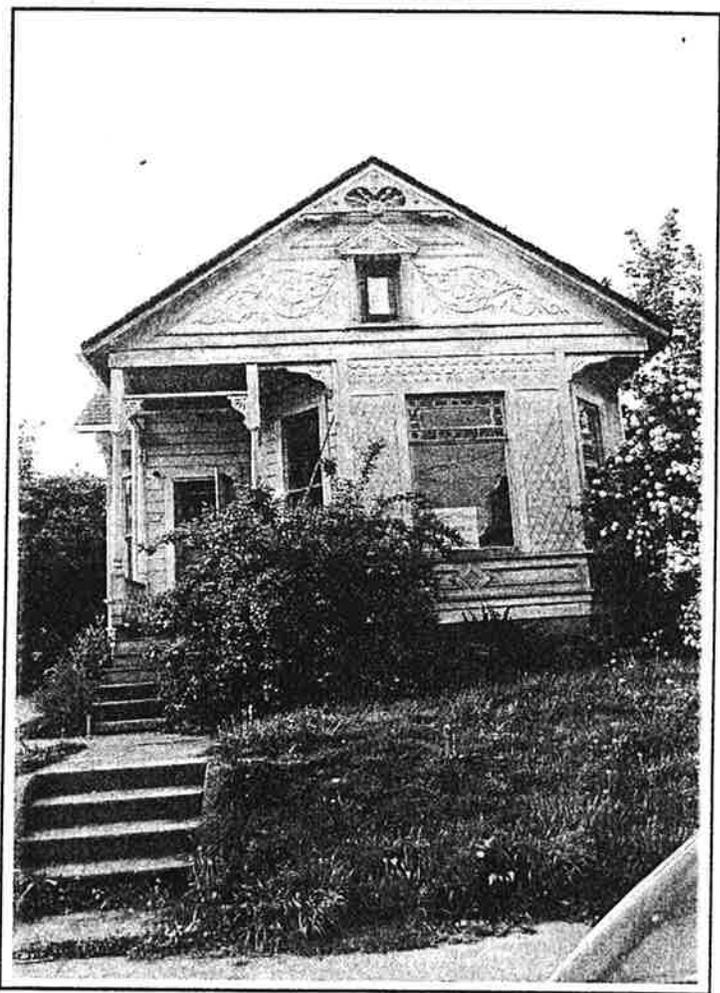
Examples:



John Palmer House.
4314 N. Mississippi Ave. 1898



1312 NE Tillamook St. 1894

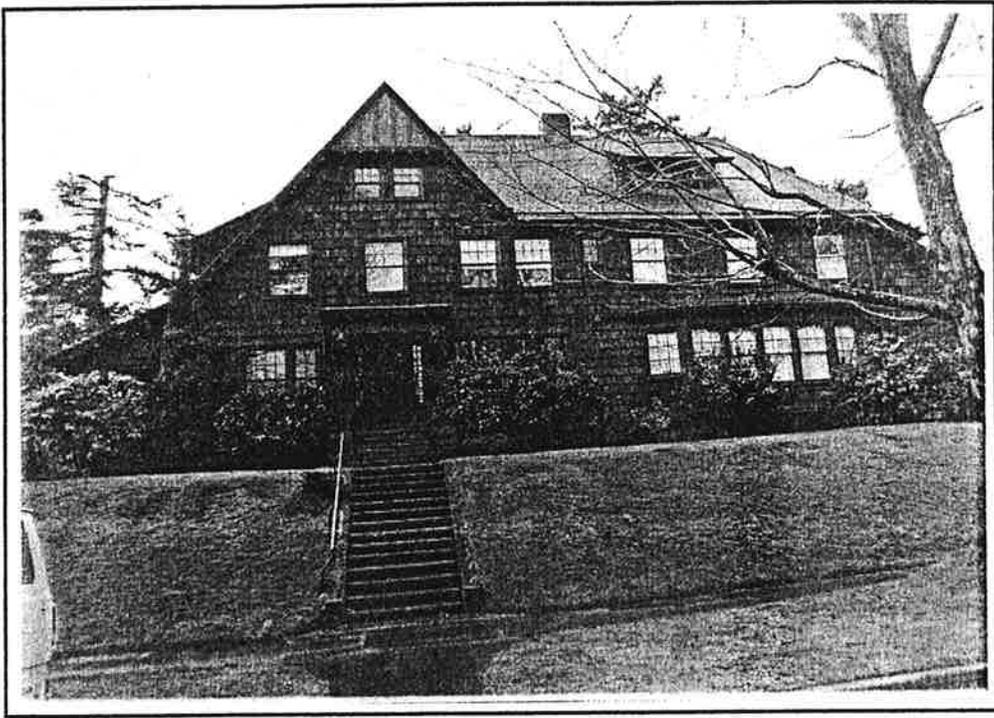


622 NE Tillamook St. 1898

Queen Anne subtypes (1870-1900)

There are several styles that are variants of the Queen Anne style. The **Queen Anne Vernacular** style is a simplified version of the Queen Anne style, in which highly variegated decoration may be absent, but massing, facade organization, and features such as polygonal window bays and verandahs distinguish the houses relating to the Queen Anne style. Corner or partial porches are common. **Eastlake** style is an overlay of ornament on Queen Anne buildings. Decorative elements include; rows of spindles and knobs, turned columns, latticework, circular perforations and cutouts, sunbursts, and curved brackets. The **Stick** style is considered one of the few truly American architectural forms. This style has a characteristic steeply pitched gable roof of the Gothic Revival style along with "stickwork" placed over the siding at vertical, horizontal and diagonal angles that suggests the unseen structural frame of the building. The **Shingle** style, a late variation of the Queen Anne was developed in New England and used in fashionable East Coast resorts and small cottages. The main characteristic of buildings in this style was a completely shingled surface, often left unpainted.

Examples:



Shingle style. 2201-22 NE 21st Ave
1906

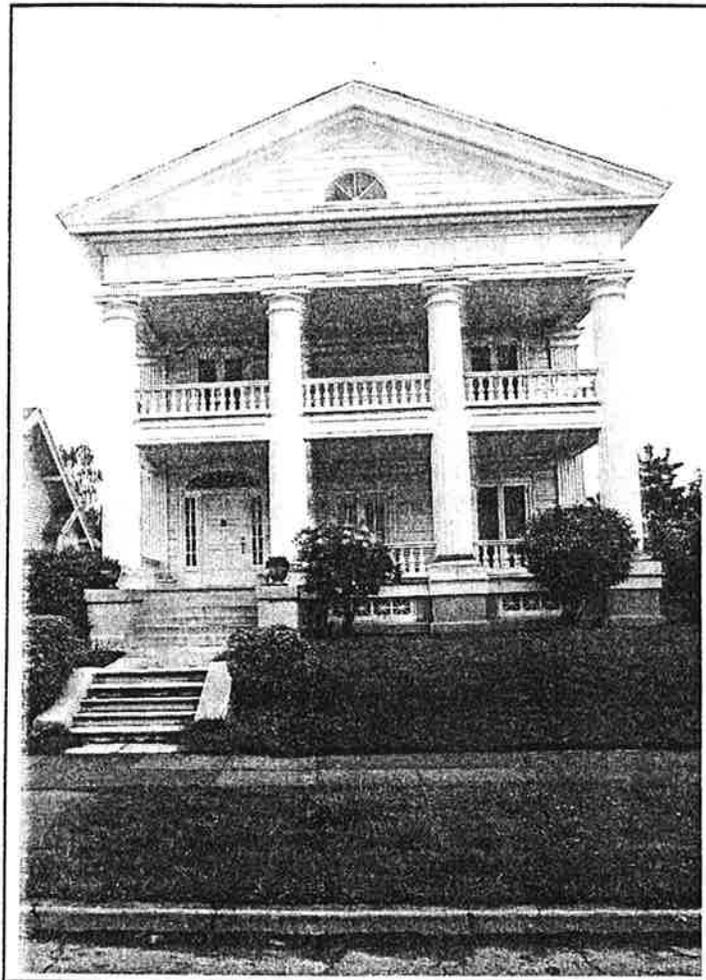
Colonial Revival (1890-1915)

The inspiration for the Colonial Revival style was also sparked by the Philadelphia Centennial Exposition, which focused on the architecture of the Colonial period of American history. The 1893 Chicago Columbia Exposition further promoted the style as many of the buildings displayed Colonial characteristics. Whidden and Lewis, prominent architects, popularized the style in Portland in the early 1890s when the firm opened a Portland office. The Dutch Colonial style was a popular variant of the Colonial Revival. The gambrel roof is the chief distinguishing characteristic.

Characteristic Elements:

- Gambrel, and low-pitched hip and gable roof.
- Classical entablature
- Rectangular form with formal facade organization, usually with bilateral symmetry and central prominent entrance or portico.
- One-over-one double-hung sash windows, dormers, bays, and bows.
- Wood-frame construction with thin weatherboard siding.
- Building trim based on the eighteen-century interpretation of classical architecture- quoins, garlands, swags, columns of various orders, dentil molding- and some Queen Anne elements, such as leaded glass windows.

Example:



4036 N. Overlook St. 1910

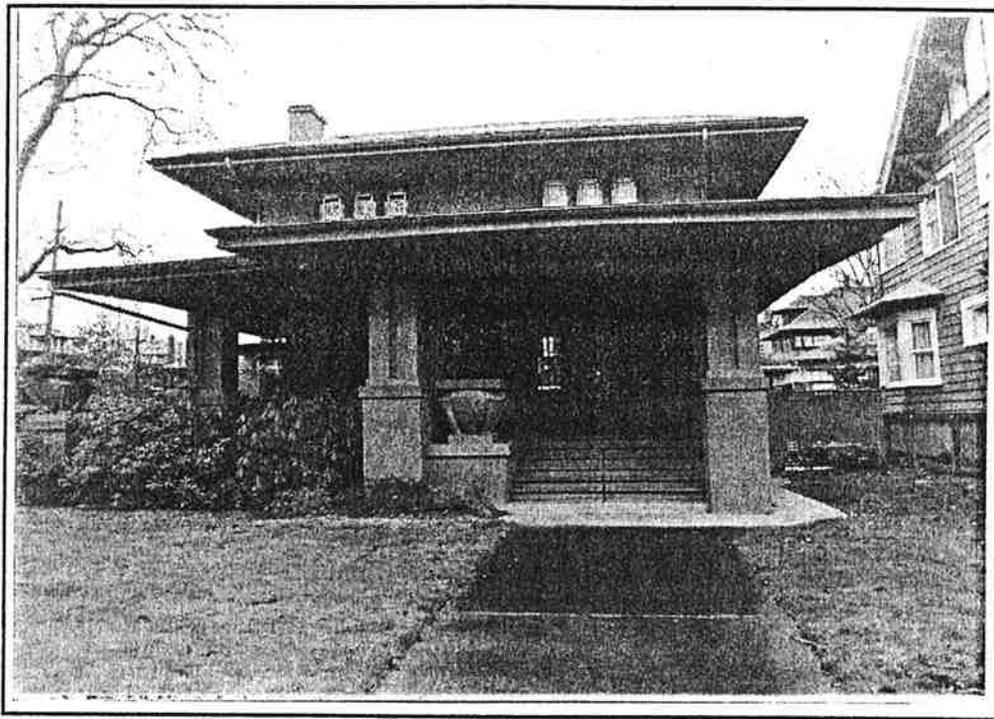
Prairie School (1900-1925)

American architects around the turn of the century began to experiment with more original architectural forms. Frank Lloyd Wright (1867-1959) is the acknowledged master of the Prairie School of Architecture. Wright's design philosophy focused on "organic architecture" that integrated interior and exterior space and considered each building in its relationship to the setting, the client, and the potential construction materials.

Characteristic Elements:

- Low-pitched roof with boldly projecting eaves.
- Large central chimney forming a solid vertical mass.
- Rectangular composition with a horizontal, ground-hugging quality.
- Casement windows, often grouped in continuous bands, sometimes with leaded glass.
- Brick or wood-frame construction, sometimes covered with stucco and banded with dark wooden strips.
- Balconies, terraces, gardens, extended walls, and roof overhangs.

Example:



1617 NE Thompson St.

1909

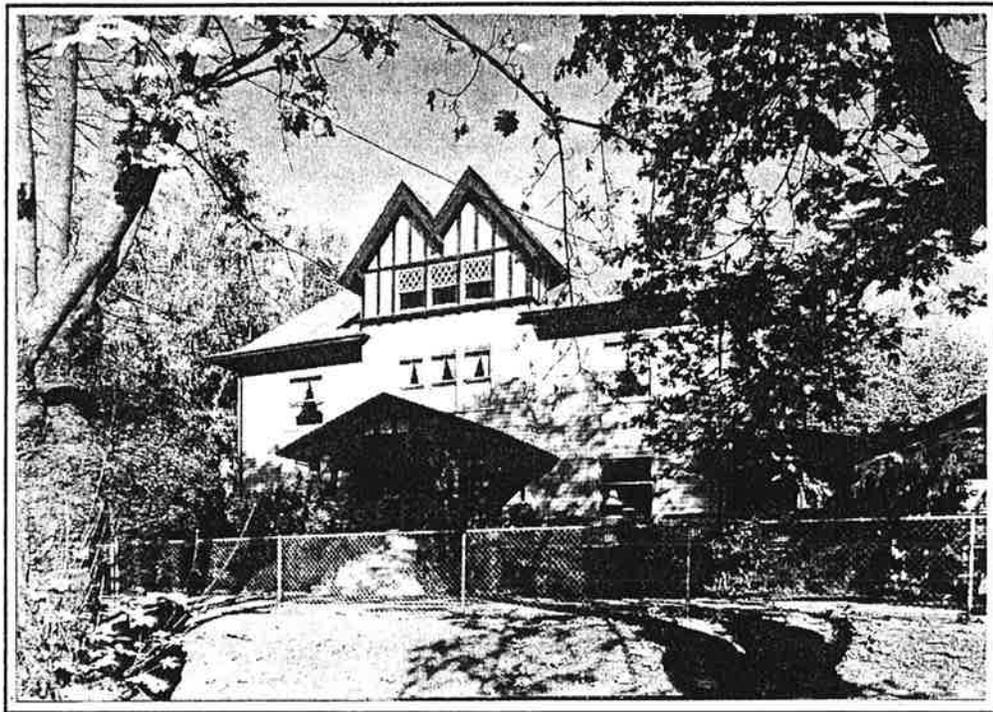
Arts and Crafts (1900-1925).

The Arts and Crafts movement, initiated in England greatly influenced art and architecture in the United States from the 1880s onward. The movement was a reaction to the Industrial Revolution and espoused the virtues of natural materials and fine craftsmanship.

Characteristic Elements:

- Steeply pitched gable roof, often with intersecting or double gable dormers, or with one slope occasionally sweeping close to the ground.
- Asymmetrical composition, generally rectangular, with roof, window and porch projections.
- Casement windows with many small panes, segmental and round arched openings used for accent.
- Stucco, shingle, brick, or horizontal siding sometimes used in combination.
- Simplified English vernacular elements such as simulated half-timbering and simulated thatched roofs.

Example:



2323 NE Tillamook St.
Frank Doornbecker Residence

1902

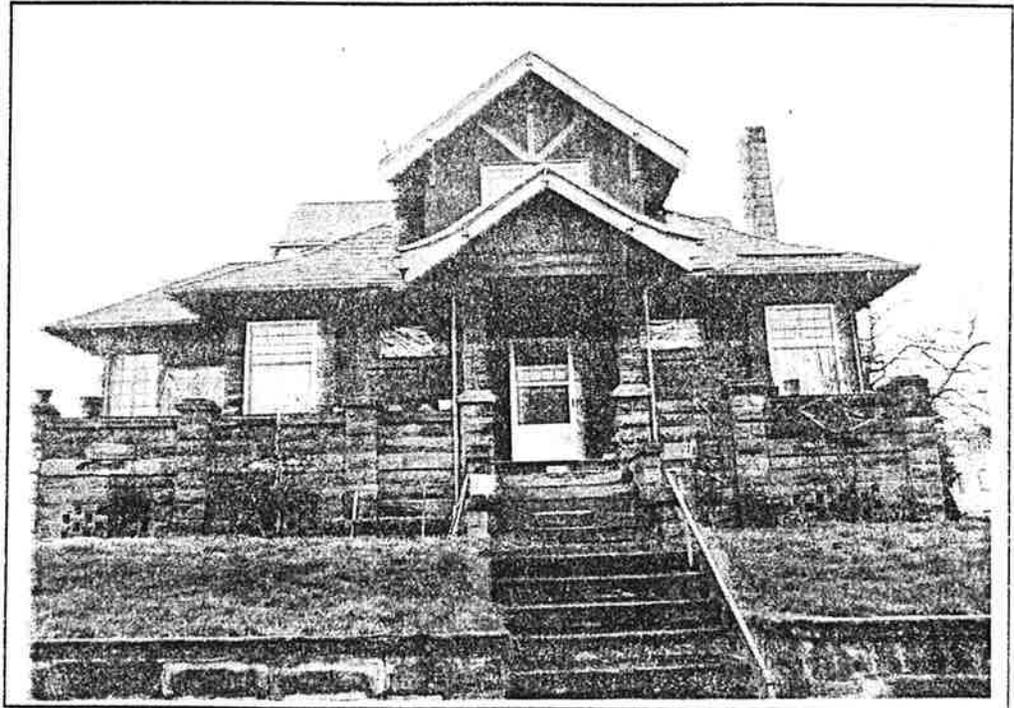
Bungalow and Craftsman (1900-1925).

This is one of the most common styles in Portland. The bungalow, influenced by the philosophy of the Arts and Crafts movement, called for honest of materials and a handcrafted approach to art and architecture. The architect-designed bungalows before the end of the First World War were typically designed for wealthy clients and were very often large and even lavish. After the war, trade magazines, such as *The Craftsman*, provided plans for a more popular, compact bungalow that middle class families could afford, and the style flourished nationally. In addition to single-family houses, the Bungalow style found expression in a few multi-family buildings. Those buildings constructed as duplexes, were designed to resemble single-family residences, the distinguishing feature being the paired entrances and symmetrical facade. In most cases, the division between units is vertical rather than horizontal (see example). The examples also illustrate use of the bungalow style in the Kenton Historic District. The style was used in Swift Meat Company executive's houses as well as for modest worker's cottages.

Characteristic Elements :

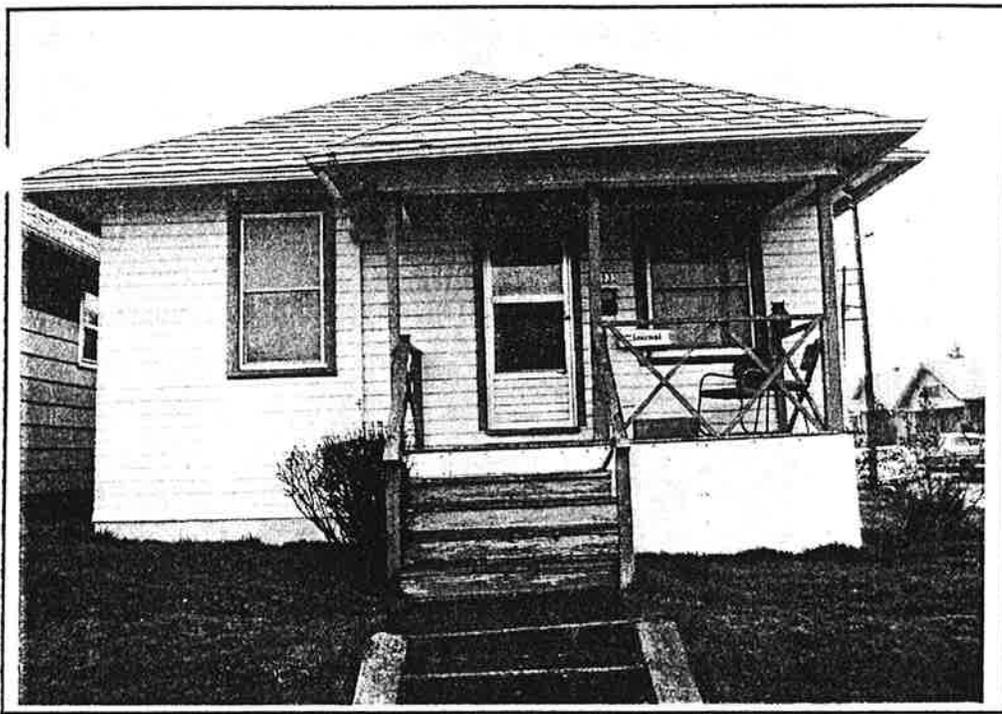
- Low-pitched gable or hip roof with wide overhanging eaves and exposed rafters, exposed purlins, and decorative brackets.
- Exterior chimneys often of cobblestone or rough brick.
- Rectangular composition with horizontal earth-hugging quality
- Double-hung windows with small panes in the upper sash, large windows often flanked by two smaller windows on front facade, and dormer windows with gable, hip or shed roof.
- Wood-frame or brick construction with rustic surface materials (shingles, rock, rough brick).
- Porches, verandahs, sunrooms, and sleeping porches often supported by tapered porch posts.

Examples:



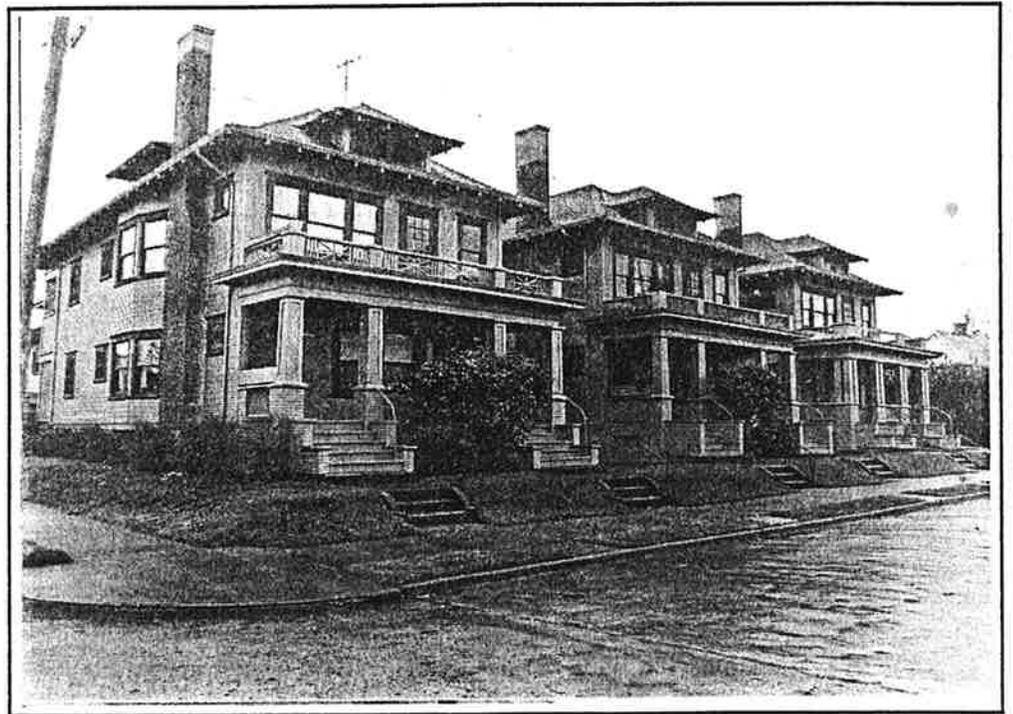
7933 N. Denver Ave.
Swift Meat Co. Executive's House.
-Page 14-

1909



7835 N. Brandon Ave.
Swift Meat Co. Worker Cottage

1910



1901-1912 NE 13th Ave.
(3) Four-plexes

1914

Motor Age (1914-1940)

A. Distribution of Resources

Many of the residential structures built during the Motor Age were infill in existing neighborhoods. As Portland grew during the first part of this time period land close to downtown with easy access to streetcar lines was in high demand for residential development. As the automobile became more common people move further from the downtown and a new series of neighborhoods developed outside the earlier neighborhoods. Another result of the use of the automobile occurred in areas closer to downtown that had poor access to streetcar lines. As people relied more on their cars accessibility to the streetcar lines became less important and these areas developed. An example of this development pattern occurred in the Irvington neighborhood, north of Stanton Street. The nearest streetcar line run along Martin Luther King Jr. Blvd and Broadway. This area not conveniently located to the streetcar lines developed later in the Motor Age while parts of the neighborhood close to the streetcar lines developed earlier.

B. Setting and Landscaping

Generally during this period the setting and landscaping remain the same as in the Progressive Era. The major changes revolved around the adaptation of the automobile. More and more homes had a garage, first the more affluent homes and by the 1940's almost every new house had the option of a garage. Regardless of the architectural style, homes built during this period illustrate some to the first attempts to integrate the house and the automobile. The first garages were detached away from the house usually in a back corner with access along the side lot line or from the alley. As cars became less prone to fires it was safer to build garages closer to the house. In the later part of the Motor Age the first attached garages appear. Parking was not usually provided in apartment buildings built during this period.

C. Architectural Style:

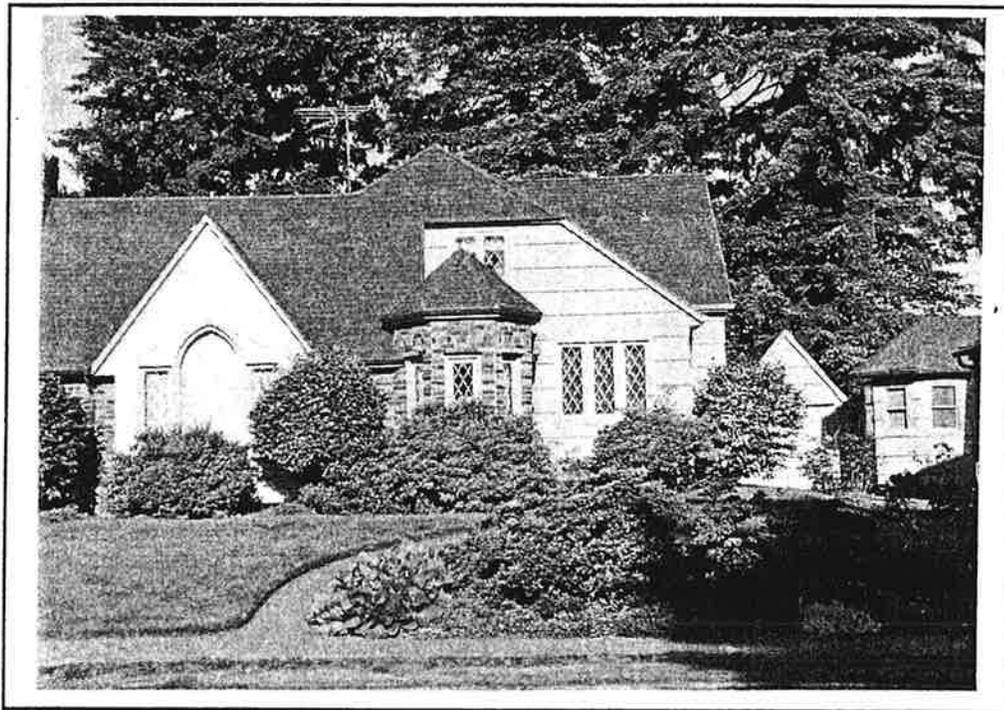
During the Motor Age the Bungalow and Colonial Revival continued to be popular residential styles. Building practices began to change as concrete slowly replaced brick and wood construction, especially in commercial and multi-family dwellings. The Historic Period style is characterized by the simultaneous appearance of all historic modes. Between the wars, architects began to design buildings in various historic styles to meet the needs and tastes of different clients. The Irvington Neighborhood in the Albina Community is a good example of an area developed during this period with many different examples of historic styles.

English Cottage (1910-1935)

Characteristic Elements:

- Medium pitched gable roof with rolled eaves, or gable ends flush with wall surface.
- Prominent chimneys, frequently with compound flues.
- Asymmetrical plan, usually one-and-one-half stories.
- Windows with many small panes; dormer windows, round windows, and round-arched openings.
- Brick construction, sometimes with stucco facade; or wood-frame construction with horizontal or wide shingle siding.
- Picturesque storybook details such as curved sidewalk entry or spider-web window design.

Example:



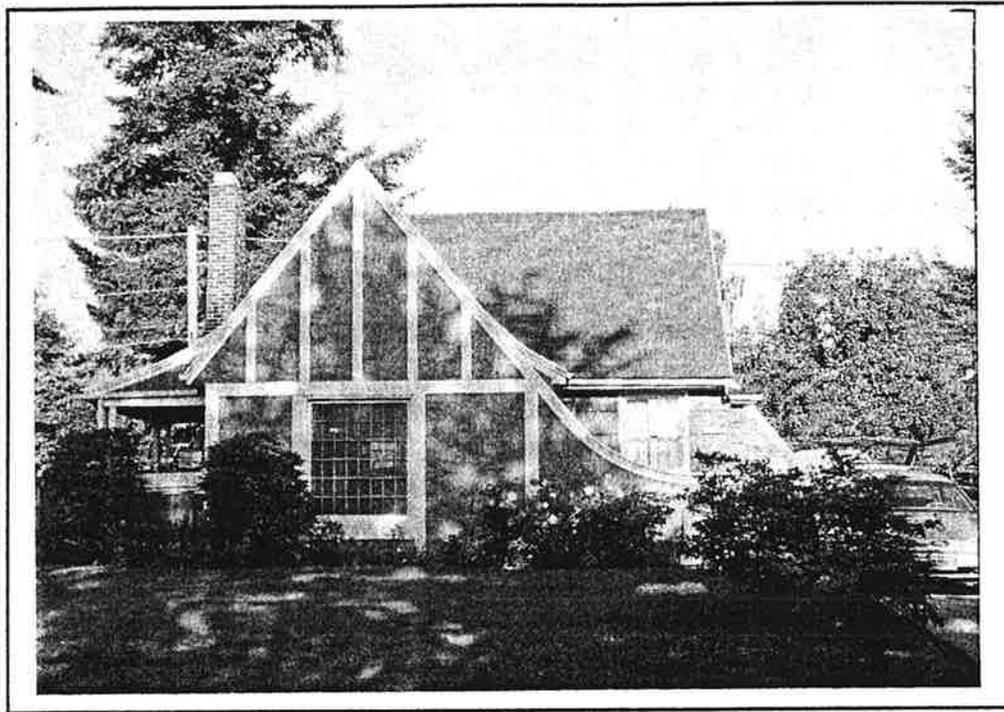
6115 N. Michigan Ave. 1930
Gainsborough Subdivision in Piedmont
Historic District.

Tudor (1910-1935)

Characteristic Elements:

- Steeply pitched gable roof, often double gable dormers, or lower roofs behind ornamental parapets.
- Prominent fluted chimneys.
- Rectangular shape with vertical projections
- Bay, oriel, dormer, and many-paned windows, sometimes leaded glass.
- Brick construction, with bricks sometimes set in intricate designs; wood-frame construction, with stucco finish; or a combination of brick and stucco construction.
- Tudor-arched or rounded-arched openings, especially in the entrance door; quatrefoil or medieval designs in decorative trim, imitation half-timbering. Brick buildings have contrasting stone moldings.

Example:



6227 N. Mississippi Ave.

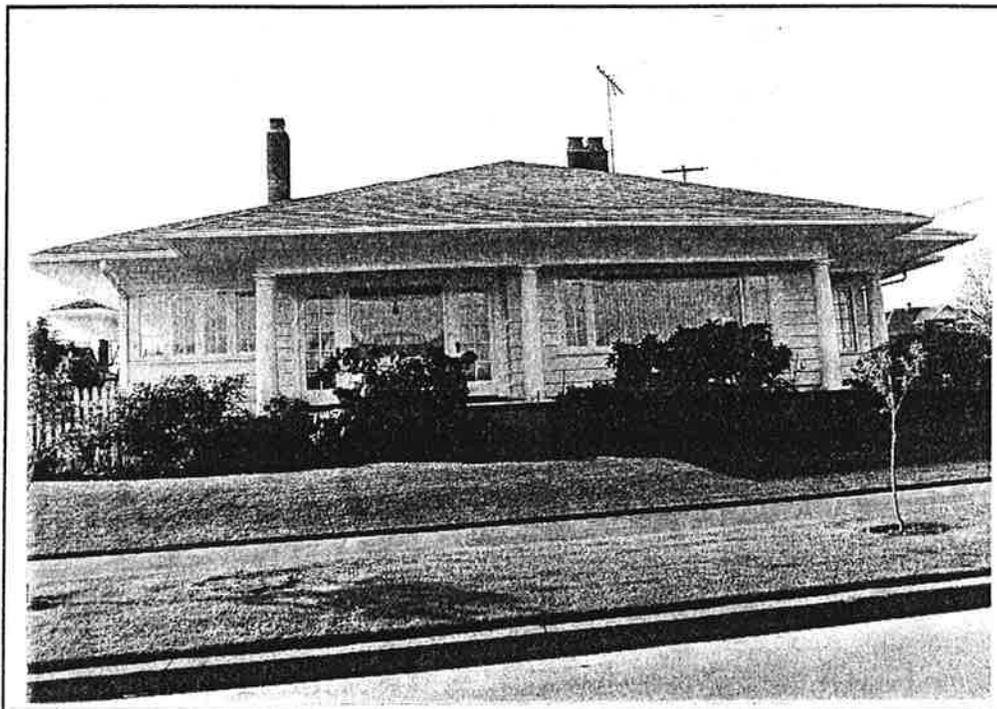
1930

Colonial (1910-1935)

The Colonial style is based on seventeenth and eighteenth-century Colonial architecture, and differ from the Colonial Revival style of 1895-1915 in its attention to more historically correct detailing and the lack of Queen Anne elements such as bay windows or leaded glass. There were three popular versions of this style; the Cape Cod Colonial, the Dutch Colonial and the Georgian.

Characteristic Elements:

- Low-pitched hip, gable, or gambrel roof.
- Small chimney, usually interior.
- Bilateral symmetry
- Small-paned rectangular windows often with shutters, dormer windows, fanlights, and side lights with transoms.
- Wood-frame construction with six-inch or narrower weatherboard siding, or shingles for the smaller Cape Cod cottage.
- Decorative elements include columns in classical orders, pilasters, and broken and scrolled or swan's neck pediments.



7636 N. Denver Ave.

1926



Dutch Colonial. 1811 N. Russett St. 1923
Ralph Montag Residence.

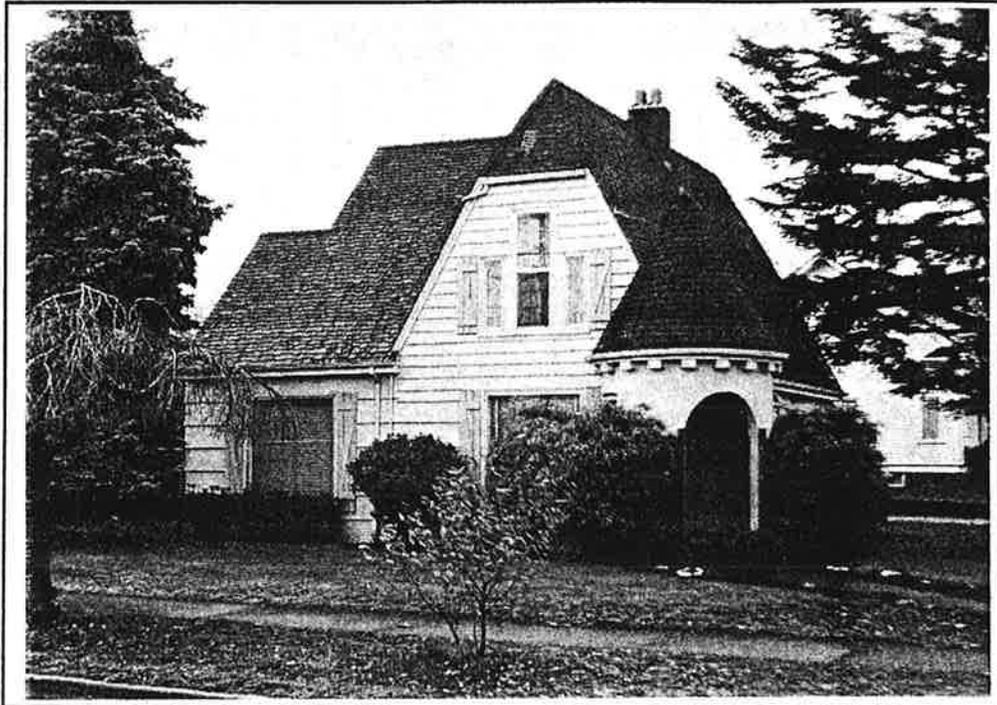
Norman Farmhouse (1910-1935)

This style was inspired by romantic peasant architecture of tenth-century France, particularly in what is now the province of Normandy. This style is popular in the Albina Community.

Characteristic Elements:

- Steeply pitched gable roof.
- Steeply pitched gable porch roof, sometimes with one slope that extends close to the ground.
- Asymmetrical mass, usually one-and-one half stories tall.
- Rounded-arched and segmental-arched window and door openings, windows with small panes.
- Various building materials, chiefly wood shingles or bricks, sometimes stucco and horizontal wood siding.
- Elements such as Tudor arches, half-timbering, and French towers.

Example:



302 N. Portland Blvd.

1937

Mediterranean (1910-1935)

Mediterranean style buildings are based on the vernacular stucco buildings in villages and towns along the Mediterranean sea.

Characteristic Elements:

- Low-pitched hip or gabled roof, often tiled.
- Wooded or wrought-iron railings, balconies, and window grilles.
- Asymmetrical shape in residential buildings.
- Rounded-arched window and door openings, casement windows, and sometimes arcades.
- Wood-frame construction with smooth or textured stucco wall surface, sometimes poured concrete.
- Ornamentation inspired by Spanish or Mexican Baroque architecture, including colorful decorative tiles.

Example:



2310 NE 8th Ave.

1930

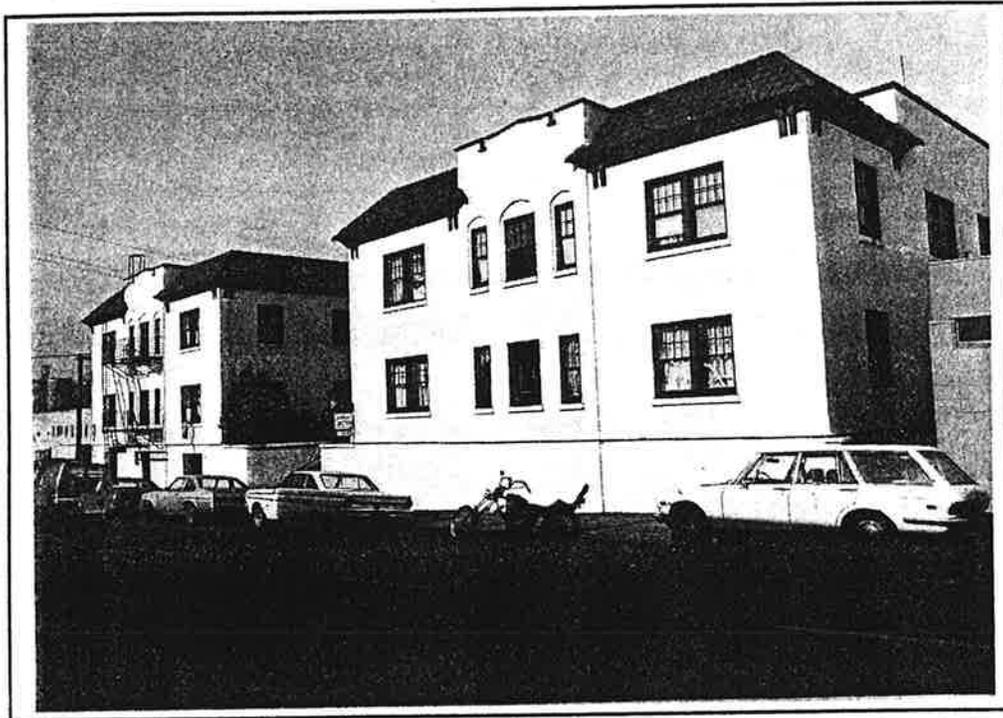
Mission (1910-1935)

The Mission style, inspired by early stone or adobe buildings of the mission period of California history.

Characteristic Elements:

- Low-pitched, often tiled, curvilinear parapets rising above the roof line.
- Projecting roof beams, either real or imitation; square towers sometimes crown the roof.

Example:



Mississippi Court Apartments 1926
2631 N. Mississippi Ave.

World War II (1941-1945)

A. Distribution of Resources

During World War II despite an acute housing shortage due to large numbers of people coming to Portland to work in the war industries, very little housing was built. By far the largest housing project was Vanport built by the Kaiser Company to house the large numbers of workers in their shipbuilding enterprise. Vanport was located south of the Columbia River between I-5 and North Portland Road (now Delta Park). There are a few World War house scattered throughout the city. The largest housing development in the Albina Community during this period was built by A. A. Hunt. Hunt built sixteen small houses on both sides of Blandena Street west of Denver Avenue in the Overlook Neighborhood.

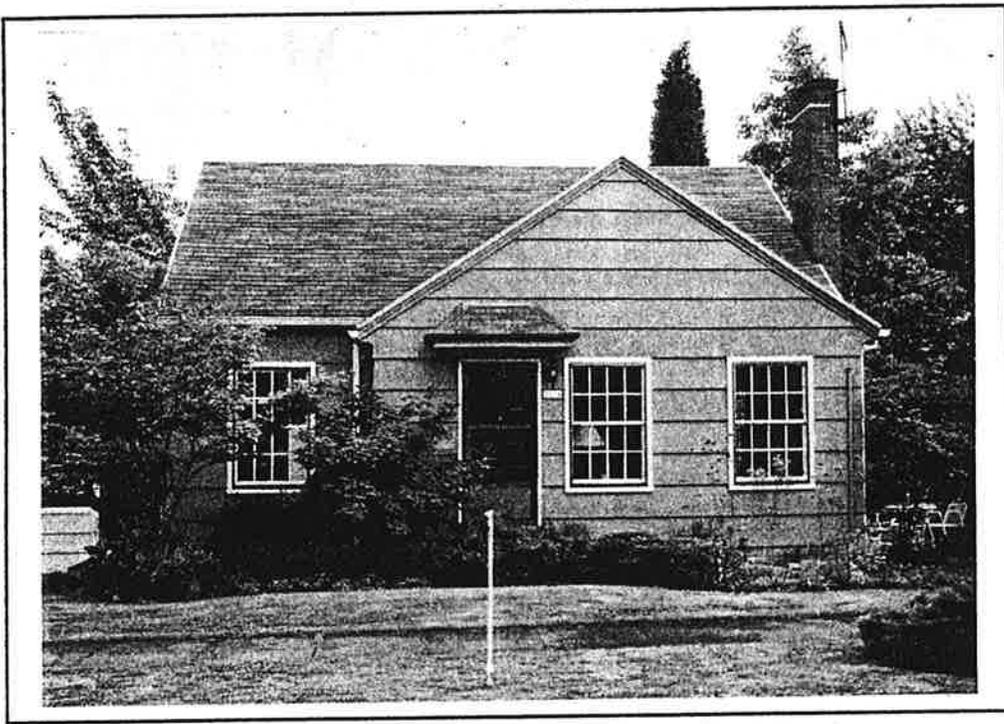
War Housing also was created by adapting the existing housing stock to accommodate more people. This was done through the conversion of single family homes to duplexes and apartments and converting non-residential space, such as commercial, to apartments. These conversions were encouraged by the emergency "war code" that relaxed many of the building and zoning regulations governing such conversions.

B. Setting and Landscaping

Hunt's subdivision, like most world war II infill development, followed the same setting and landscaping characteristics as in the Motor Age. The automobile became increasingly important. In Hunt's subdivision each of the original owners had the option for an additional \$300 to have a detached or attached garage.

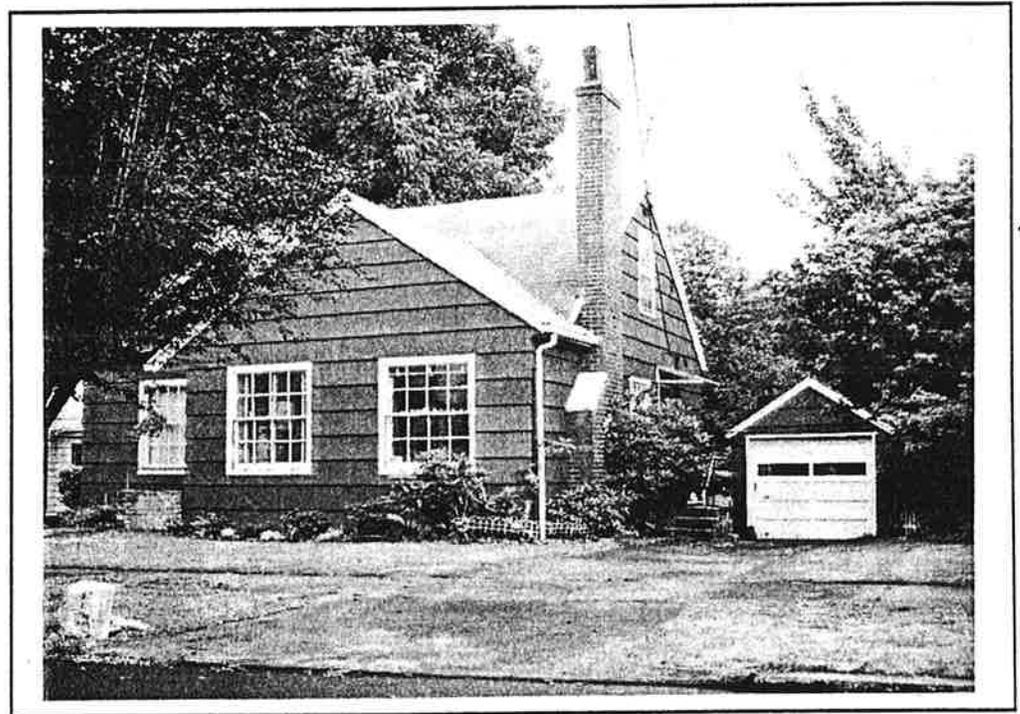
C. Architectural Style

The houses in Hunt's subdivision are of a modest Cape Code style. Most residential structures built during the war continued using the style popular during the Motor Age.



Hunt Subdivision
2106 N. Blandena St.

1944



Hunt Subdivision
2056 N. Blandena St.

1944

II. Commercial

The following discussion of commercial structures concentrates on commercial buildings outside of downtown Portland.

Railroads and Industrial Growth (1866-1883)

The only commercial buildings from this time are located in downtown Portland.

Progressive Era (1884-1913)

A. Distribution Pattern of Resources

The majority of the commercial structure built during the Progressive Era followed the early streetcar lines of N.E. Martin Luther King Jr. Blvd., N. Williams Avenue, N. Killingsworth Street, S.E. Hawthorne Street, S.E. Foster Road, S.E. Woodstock Street, S.W. Jefferson Street, S.E. Grand Avenue, S.E. Brooklyn Street, and S.E. Forty-first Avenue. (Not a Complete List). Commercial structures also existed in small neighborhood commercial centers that were composed of a few retail and services.

B. Setting and Landscaping

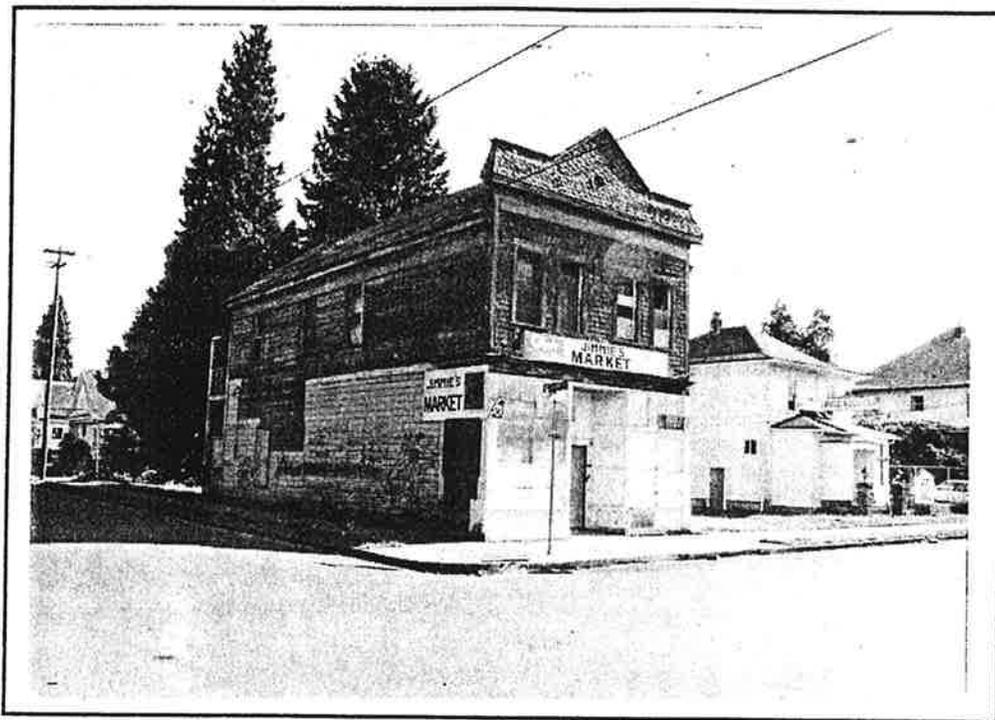
These structures are usually built up to the property line and abut the sidewalk. The orientation is to the street with little attention or detail to the back and sides of the building. Because the structure usually covers the majority of the site there is usually no formal landscaping.

C. Architectural Style

The commercial structures from the Progressive Era are described as "streetcar commercial era" in the Historic Resource Inventory. The structures are one to four stories high. The most common structure is composed of two stories with ground floor retail or office space and housing units above. They are wood or brick construction with Italianate or Queen Anne features and decoration such as bracketed cornices, gabled dormers, bay windows and arched windows. The windows on the first floor are large and orient to the street. The upper stories tend to be a smaller one-over-one double hung windows.

Character Defining Features :

- Brick or Wood Construction
- Ornate brick detailing
- Built up to front property line



503 NE Mason St.
Neighborhood Store

1904



816-820 N. Russell St.
Russell St - Mainstreet of Albina.

1895

Motor Age (1914-1940)

A. Distribution Pattern of Resources

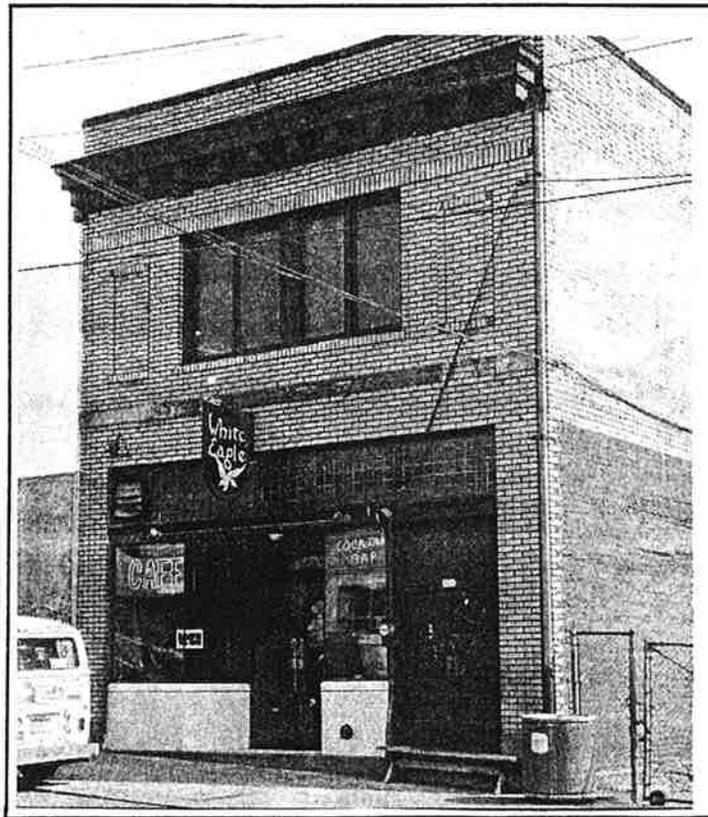
The commercial structures followed the streetcar lines and later the traffic streets. The neighborhood commercial centers described in the Progressive Era continued to add new buildings through the 1920s. When the automobile started to supersede the streetcar as the dominant mode of transportation the distribution pattern of commercial buildings changed. No longer did they have to be on streetcar lines. Some newer businesses located away from the streetcar lines. But often the land along the streetcar lines was a prime location for commercial uses and the obsolete streetcar commercial were replaced with auto-oriented buildings.

B. Setting and Landscaping

The commercial buildings built along the streetcar during this period remain similar to those built during the Progressive Era. However, the automobile changed dramatically the orientation and setbacks of the buildings. In the 1930s Fred Meyer had an automotive store on Martin Luther King Jr. Blvd. Parking was located in the front or side of the building.

C. Architectural Style

Architectural style remained similar to the Progressive Era until the 1930s and the influence of the automobile resulted in more modern styles such as seen in the early garage buildings.

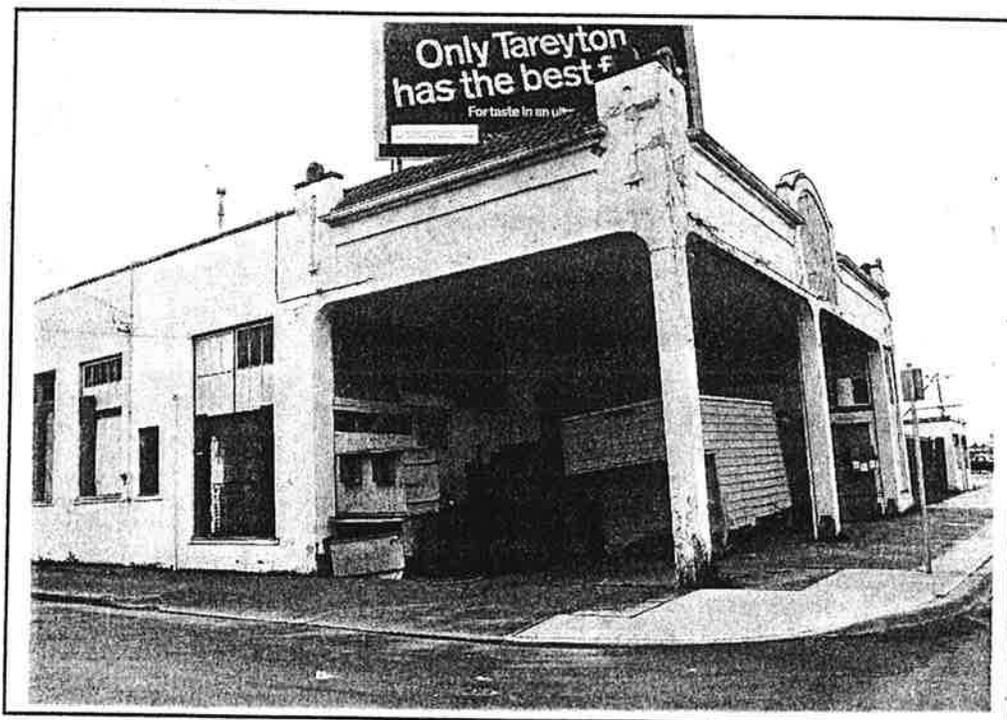


1915, 836 N. Russell St.



2701-2723 NE 7th Ave.
Neighborhood Commercial

1926



3368 NE Martin Luther King Jr. Blvd.
Garage

1920

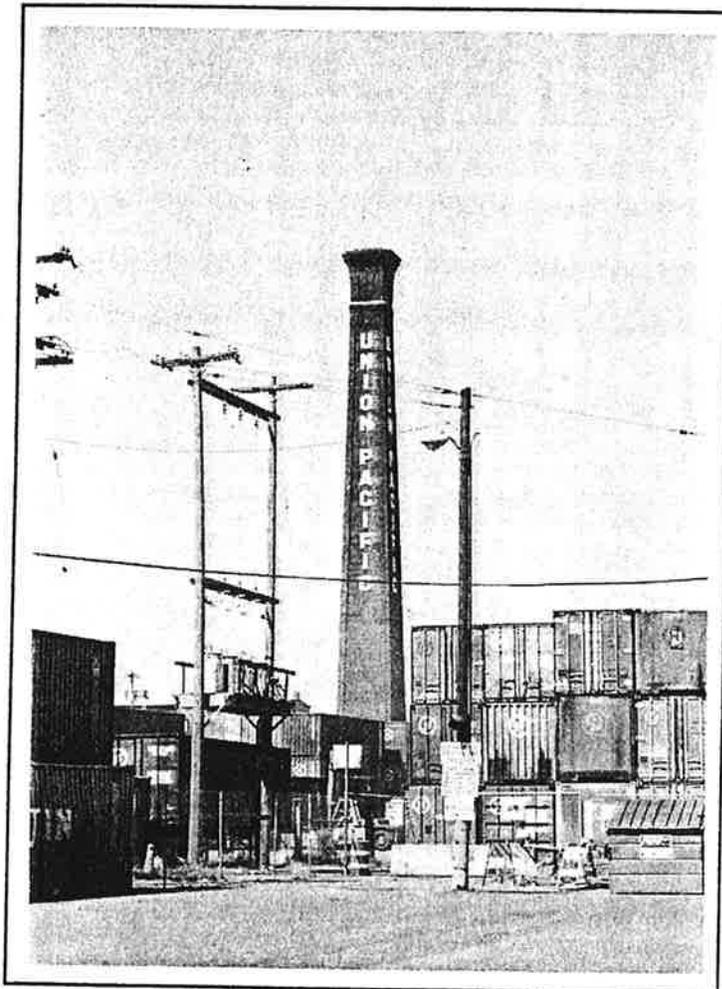
III. Industrial

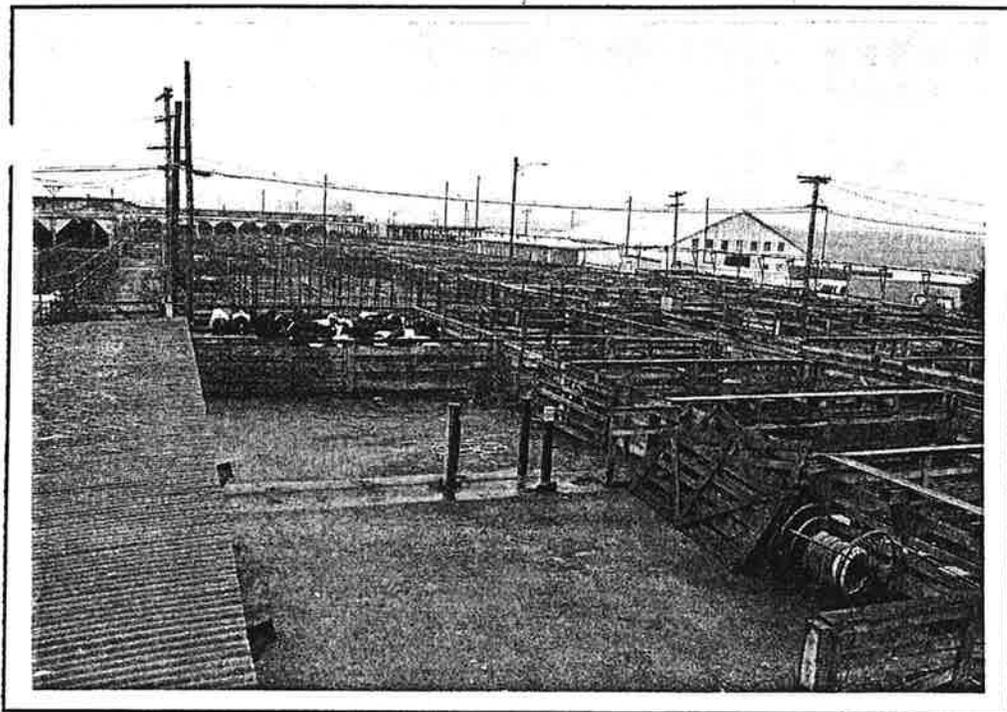
The oldest industrial site in the city of Portland is Swan Island. In 1840 a group of settlers built the first ship in Oregon at this location. The "Star of Oregon" sailed to California where its proceeds bought supplies and livestock for the Oregon settlers.

There are very few early industrial historic resources remaining in Portland. Changing technology and transportation demand that industrial operations must update or replace obsolete structures to remain viable. Industrial resources are also usually located in areas that do not have high visibility to the general public.

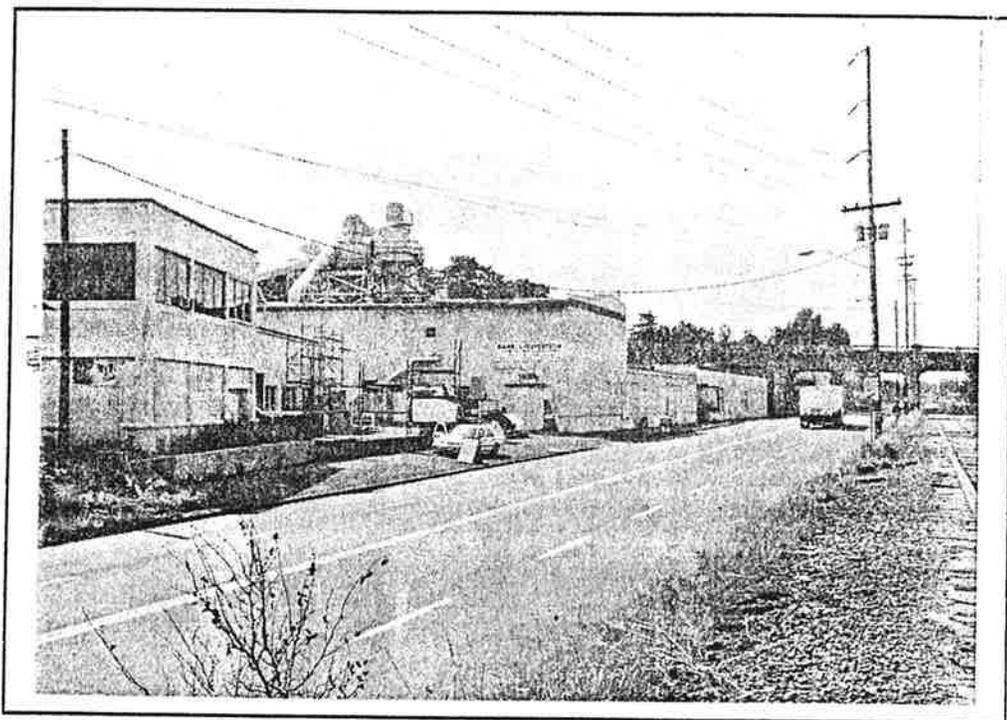
The Pre-World War II industrial resources are grouped in the following locations; along the Willamette River (Lower Albina, Swan Island, and Mocks Bottom, Ross Island ...), and north of Columbia Boulevard along the Columbia slough and near the old stockyards.

Progressive Era (1884-1913)



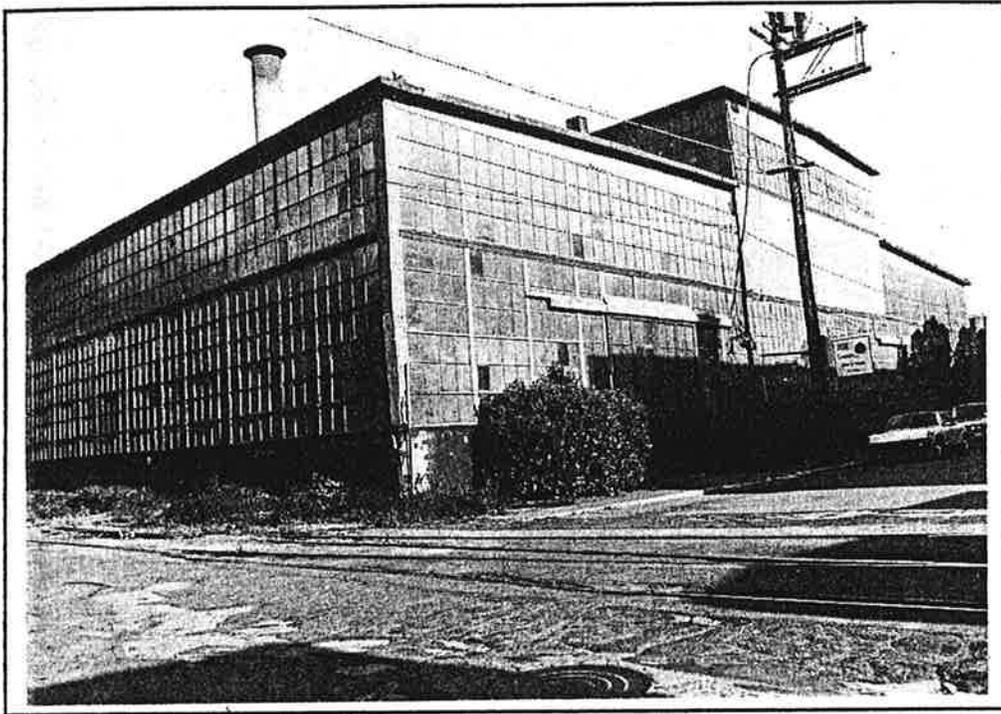


Stockyards 2524 N. Marine Dr. 1909



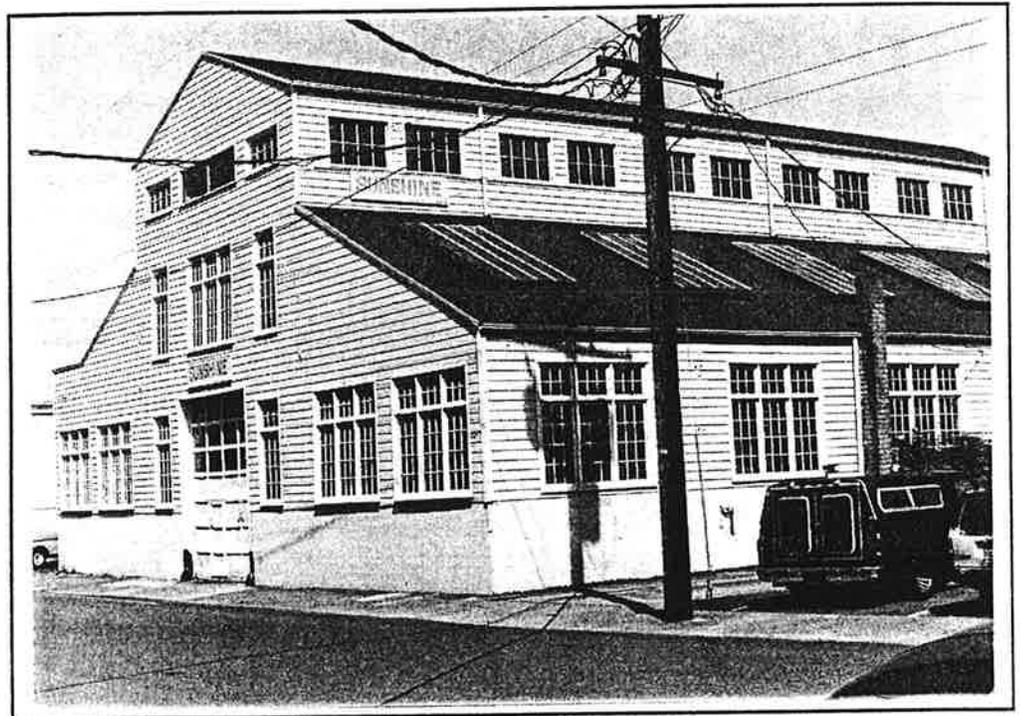
1812-1930 N. Columbia Blvd. 1910
Nicolai Door, Window & Sash Co.

The Motor Age (1914-1940)



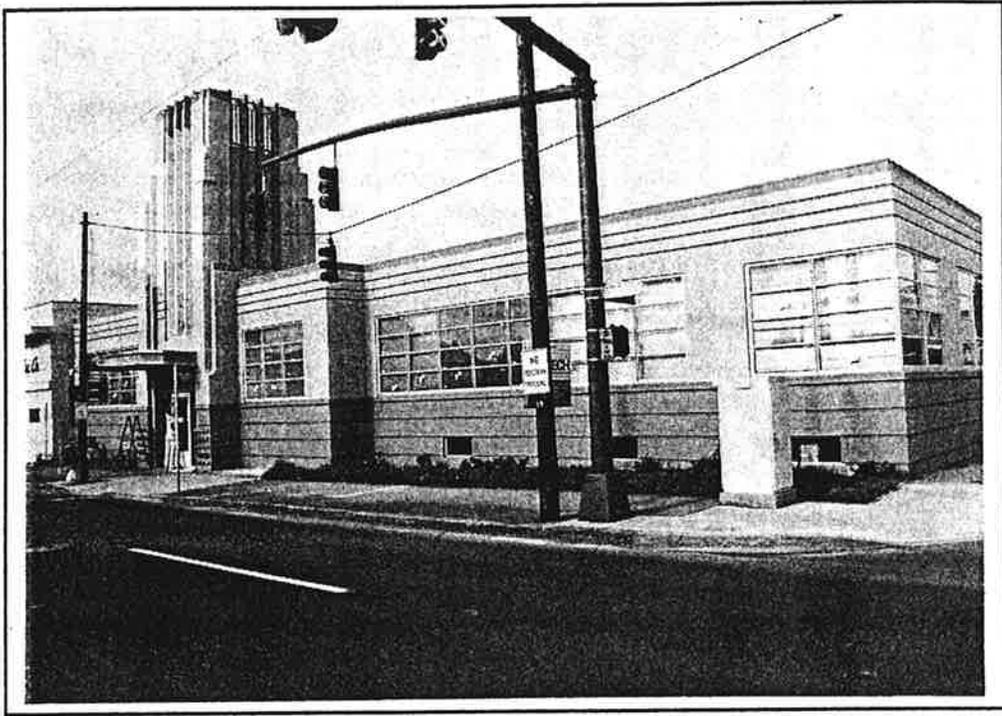
2139 N. Kerby Ave.
Truscon Steel Co.

1924



687 N. Thompson St.

1928



2045 NE Martin Luther King Jr. Blvd.
1936

IV. Parks, Street Trees and Open Space

Parks are a very important amenity in the city of Portland. There are many historic parks in the downtown and surrounding neighborhoods that contribute to the established character and livability of the city. The Olmsted Brothers Park and Boulevard 1903 Plan was the first park and open space master plan. Parks such as Peninsula and Laurelhurst Parks were identified in this early plan.

Parks in Albina

Irving Park- acquired 1920, developed 1936

Alberta Park- acquired 1921, developed 1936

Dawson Park- acquired 1921, developed 1936

Overlook Park- acquired 1920/1925, developed 1936

Farragut Park- acquired 1941

Kenton Park- acquired 1941

Woodlawn Park- Model Cities Project 1970s

Unthank Park- Model Cities Project 1970s

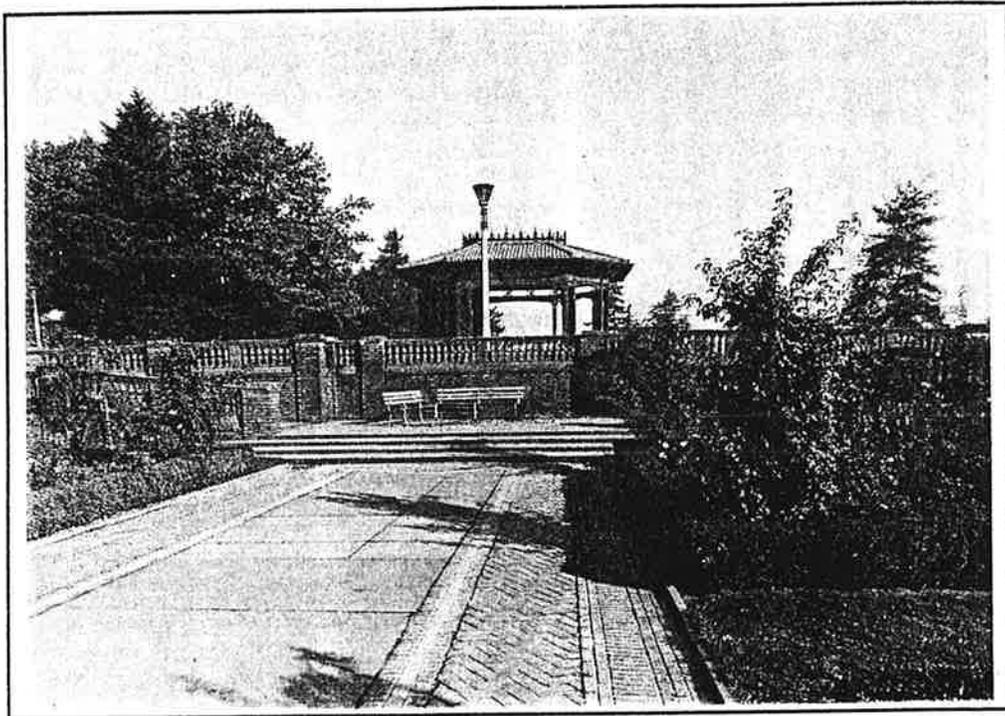
Delta Park

Madrona Park

Arbor Lodge Park

Lillis Albina Park

(Portland Parks Department, August 1992)



6400 N. Albina Ave.
Peninsula Park

1913

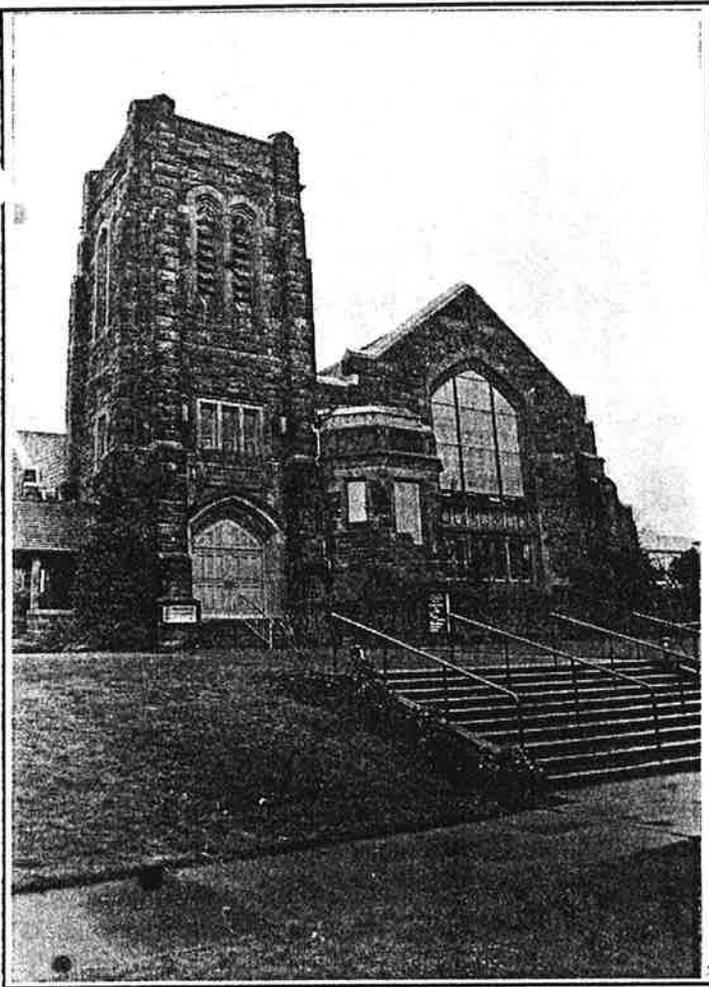
V. Religious Institutions

There are numerous buildings associated with religion located throughout Portland. Often churches reflect ethnic roots of an area, such as the Danish and Norwegian Church in the Humboldt Neighborhood and the St. Stanislaus Polish Church in the Overlook Neighborhood. The Eliot and King Neighborhoods in the Albina Community have large collections of early churches. There are neighborhood landmarks. Typically these buildings are located on a corner, built up to the street with tall steeples.

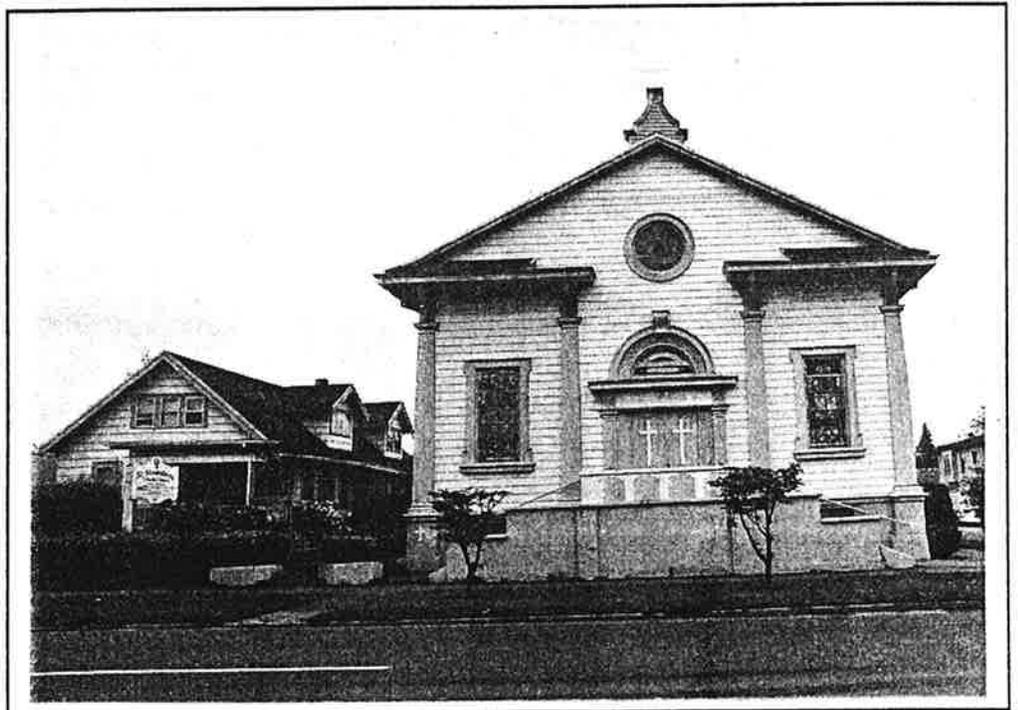


4919-4949 NE 9th Ave
Church of St. Andrews Parish

1928



1624 NE Hancock 1912
Westminster Presbyterian



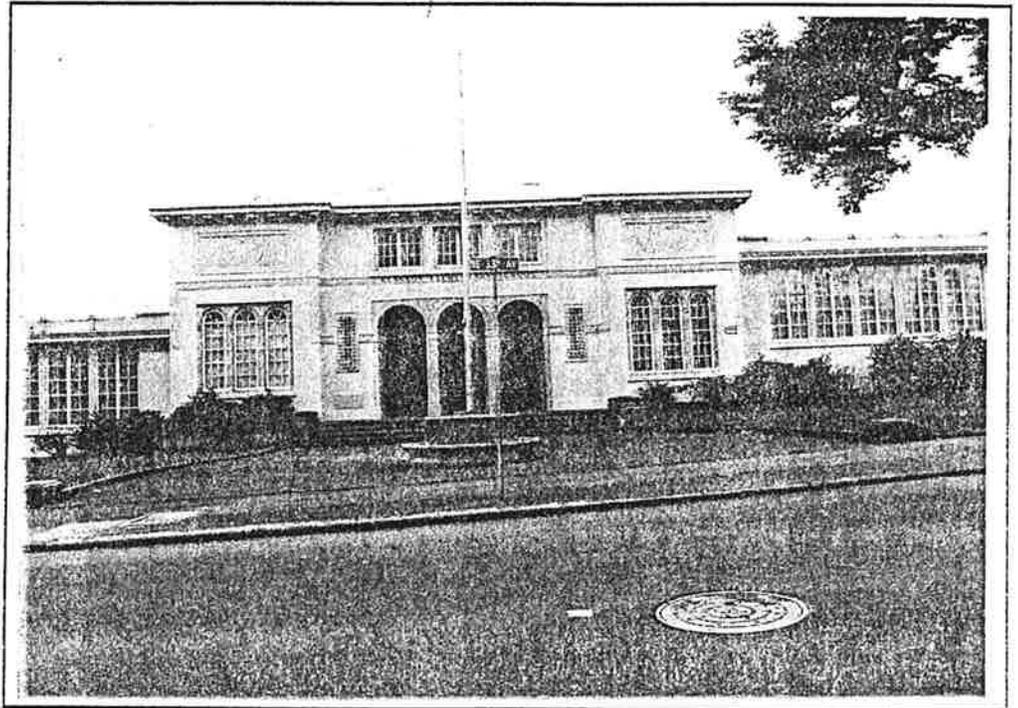
St. Stanislaus Church - Polish 1910

VI. Educational

There are many historic educational resources in Portland.



Stockyard School 7528 N. Fenwick 1913



George Kennedy Elementary School 1915
5736 NE 33rd Ave.
-Page 35-

VII. Social/Humanitarian Buildings

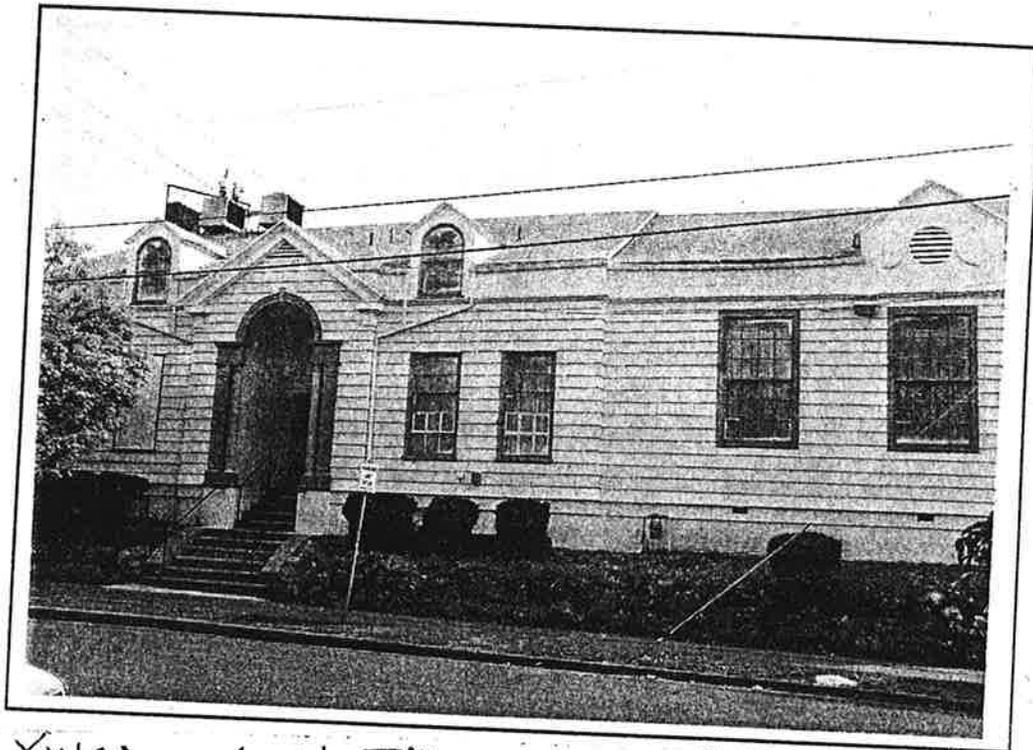
There are many social/humanitarian buildings in Portland. Often these resources reflect the ethnic roots of an area.



Patton Home for the Aged & Friendless
469 N. Michigan Ave.
1902



Sisters of the Good Shepherd Home for
Delinquent Girls (Rosemont)
-Page 36- 597 N. Dekum St. 1902



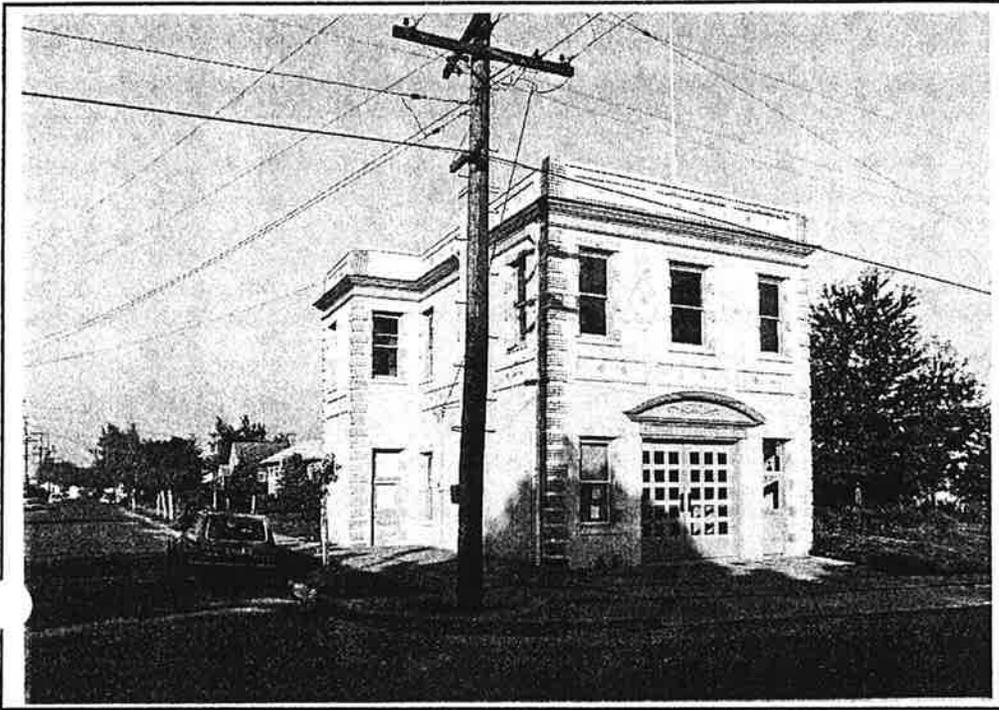
YWCA 6. N. Tillamook St. 1927



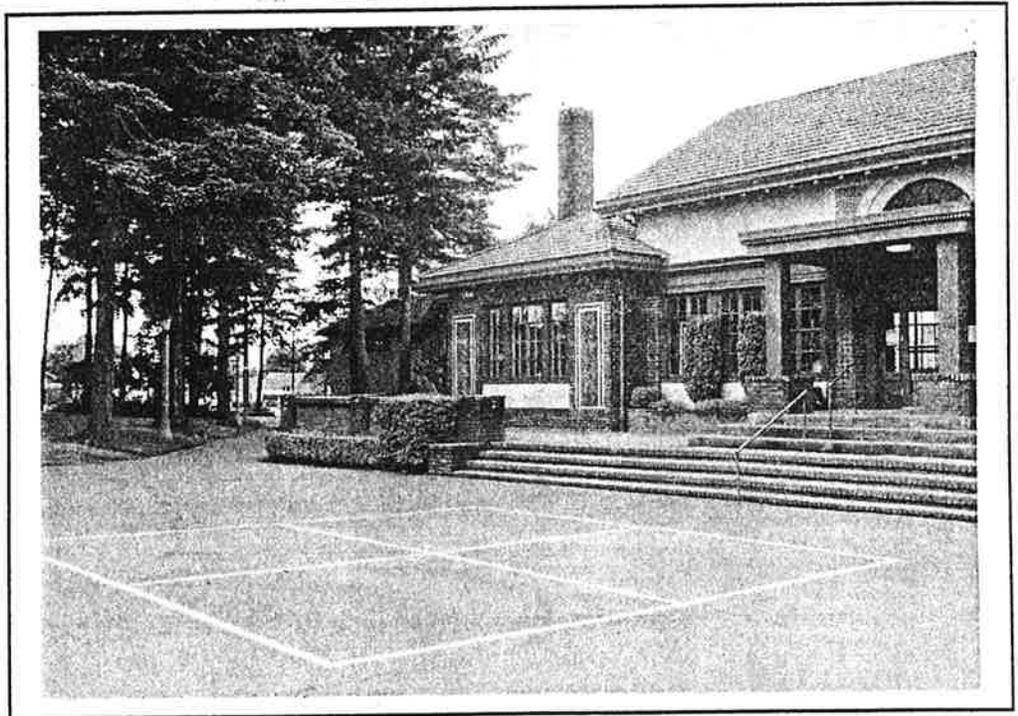
128 NE Russell St. 1914
Hibernian Hall

VIII. Infrastructure and Services

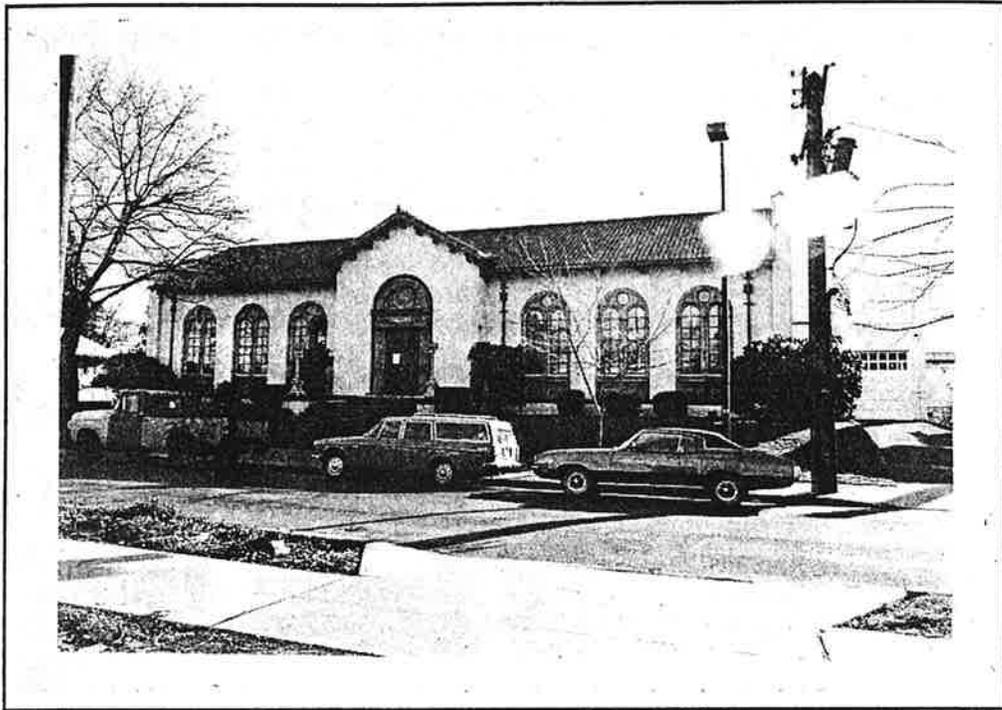
There are many remnants of the infrastructure that supported the development of the city of Portland. Bridges, roads, and railroads linked the Portland areas with each other and the wider metropolitan area. Services such as water, telephone, electricity fostered the growth of the area. Once established the community needed fire and police protections, libraries and community centers and other amenities.



8105 N. Brandon
Kenton Firehouse

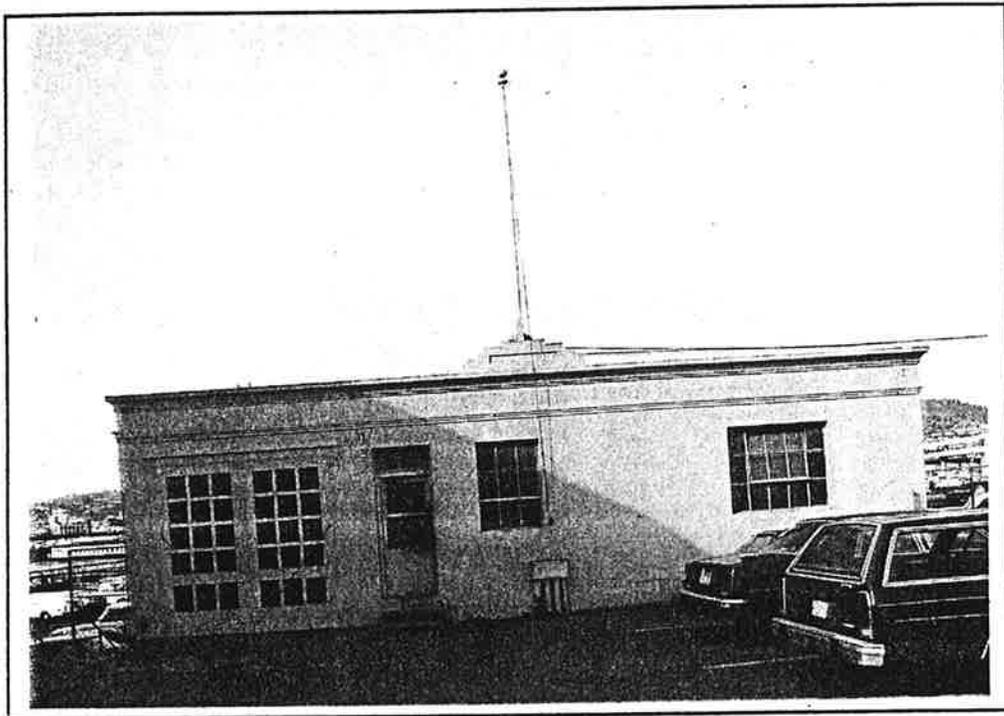


Peninsula Park Community Center
-Page 37- 6400 N. Albina Ave.



216 NE Knott St.
Albania Branch Library

1912



1923
Fireboat Station #2

822 N. River St.

Part III: Evaluation

Part III: Evaluation

Methodology

The update of the historic resources for the city of Portland will be address through the community planning program. The Albina Community, the first community plan to update the inventory, sets the framework for historic resources inventories in future community plans. The following is the methodology used in the Albina Community Plan, future community planning efforts may have to modify this process based on time and staff resources. The Albina Community Update of the Historic Resources Inventory consisted of the following steps.

Establishing Evaluation Committee.

The process of who would participate on this committee was discuss with the State Historic Preservation Office and the Portland Historical Landmarks Commission. Both stressed a balance between experts in the related fields of historic preservation and community representatives. This was accomplished by establishing a 6 member evaluation committee with a rotating neighborhood representative. When the resources from each neighborhood were being reviewed a neighborhood representative was part of the committee. Of the fourteen neighborhoods in Albina only four neighborhoods did not have a representative. Most of the neighborhood representatives had also participated in the survey work for their neighborhood. The six full time members were composed of a liaison to the Landmarks Commission, a member of the American Institute of Architects historic preservation subcommittee, an executive for a local preservation foundation, a professor in urban studies, a professor in geography, and a landscape architect neighborhood-at-large representative. This committee received the approval of the State Historic Preservation Office before they began their work.

Establishing Evaluation Criteria.

The standard evaluation criteria that is used by the State Historic Preservation Office was modified to better meet our needs. Following is a brief outline of these modifications approved by SHPO.

Overall structural changes

- In the categories of *architecture* and *history* we have reduced the choices for each criteria to two; excellent or good. By default any property not excellent or good would be mediocre or poor.
- We have placed *integrity* in a category of its own rather than including it as a criteria in *architecture*. The 1984 HRI used a separate category for integrity and we feel it is appropriate in the update also.
- Where SHPO criteria refers to "community" we have substituted "neighborhood and city" to help differentiate city-wide versus neighborhood significance.

Architecture

- We have added a criteria for evaluating the significance of the Designer/ Contractor. This criteria was part of the 1984 HRI evaluation and we feel it is appropriate in the update also. In Portland there is a lot of pride and interest in local architects that we want to continue to recognize and support.
- We combined the criteria of Design/Artistic Quality and Materials/Construction. We feel that there is redundancy with these two criteria and that they can be addressed properly together.

History

- We did not include the information criteria. We are making the assumption that if a resource scores high during the evaluation then it is likely to yield information that may be important to history.

Environment

- We have combined all three of the SHPO criteria into one. We see the status of a landmark as a highly significant contribution to the character of the area.

Evaluation Workshop

The Bureau hired, as part of a condition of our SHPO grant, a historic preservation consultant to lead a workshop preparing the evaluation committee for its task. This meeting, on April 15, 1993, was held at Peninsula Community Center and attended by the six member committee and twelve of the neighborhood representatives. The evaluation criteria was mailed to the participants prior to the meeting. The committee members discussed and approved the criteria. The consultant gave a brief overview of how to evaluate historic inventory sheets and the group evaluated several examples of different types of resources. At this meeting the Committee decided to meet on Wednesday afternoon from 4:00-6:00 p.m. at the Planning Bureau.

Initial Evaluation

The initial ranking took fourteen meetings to complete (April 21 through July 28 1993). Each committee member was supplied with a packet for each neighborhood that included a picture, site plan and informational data on every property to be evaluated. Each property was evaluated based on the evaluation criteria. The committee with the help of the neighborhood representative discussed how to weigh the criteria and scored each property. No points were determined, staff recorded the box assigned to each appropriate criterion.

Weighting the Criteria

The evaluation committee did not assign points to the evaluation criteria until after their initial evaluation was complete. All evaluation criteria is not equally important when determining the significance of a property. Staff developed a series of test point systems that weighted the criteria categories differently. prepared three "tests" and applied them to a sample of 26 properties.

Test 1 weighs architecture and history equally,
Test 2 weights history higher than architecture,
Test 3 is the same as Test 2 but with more points for integrity.

These tests were applied to a small sample of 26 of the inventoried properties and reviewed in-house by staff in the current and community planning sections. These tests and the in-house comments were shared with the Evaluation Committee. At their July 28th meeting the committee revised the point system. The committee's point system was used to score the properties for community review. It is our intent that both the evaluation criteria and the weighting system be used throughout the city as we update the historic resources inventory. (see evaluation sheet)

Determining Significant Scores

Once the inventory sheets were scored the committee reviewed the properties and determined what score a property must have to be considered a significant resource. The Evaluation Committee proposes where the breaks for each of these categories should occur. The Landmarks Commission will ultimately decide the score breakdowns for the different categories. Out of a possible 37 points the committee proposed the following groups;

Potential Landmark- Those resources with a score of 15+ would be eligible to receive the highest level of protection.

Cultural Interest- Those resources with a score 10 - 14 would be eligible for some form of secondary protection, short of landmark status.

"Background Properties"- Those properties with 9 or less points would receive no protection, information would be retained in the data base.

Community Review

The evaluation worksheets were reproduced in documents by neighborhood and were available for community review. These documents contained information about how to participate in the process. Neighborhoods had two tasks as they reviewed the documents.

- To identify those properties where they do not agree with the evaluation committee's initial ranking. They will have the opportunity to provide information for the evaluation committee to re-evaluate the property.
- To identify where additional survey work may be needed in their neighborhoods and prepare survey sheets on those properties they feel may have been overlooked. These additional survey sheets will be Phase II of the Albina Community Survey.

Final Evaluation

The Evaluation Committee met three times to complete the evaluation, Sept. 1st, 15th, and 16th. Prior to these meetings the committee had assigned several neighborhoods to each member. Each member lead the discussion for their neighborhoods and brought up for discussion properties they felt had been mis-scored and to reconsider the rankings of those properties where neighborhoods' did not agree with the initial ranking and to evaluate those new survey sheets that were prepared.

Comments of Criteria

The criteria and methodology used in the Albina Community Plan is intended to be a city-wide model. However, the committee offers these changes for a better process.

- Landscape was noted on the inventory forms, but there wasn't a specific category were the committee could assign points for significant landscaping or vegetation.
The committee recommends adding a category under environment that directly addresses landscaping and mature vegetation.
- The committee would like to clarify the history categories. Even though the following language is how they applied the criteria the language on the evaluation form did not separate neighborhood significance. *The committee proposes to make the following changes in each of the history categories;*
 - A. Has some association with the life or a person, group, organization, or institution of significance to the neighborhood, city, state or nation OR has strong association with the life of a person , group organization, or institution of significant contribution to the neighborhood.
 - B. Has a some association with an event that has made a significant contribution to the neighborhood, city, state, or nation OR has strong association with an event that has made a significant contribution to the neighborhood.
 - C. Has some association with broad patterns of cultural, social, political, economic, or industrial history of the neighborhood, city, state, or nation OR has strong association with broad patterns of cultural, political, economic, or industrial history in the neighborhood.

The inventory sheets were revised to reflect the changes that occurred during the final evaluation. Inventory sheets for properties with a score of 10 or more were send to the State Historic Preservation Office. To comply with State Land Use Goal 5 for Historic Preservation the inventory will be brought before the Landmarks Commission for adoption as part of the Portland Comprehensive Plan.
(See Part IV: Treatment)

Evaluation Criteria Albina Community Historic Resources Survey

Address: _____

SCORE: _____

History

A. Persons: Associated with the life or actives of a person, group, organization, or institution that has made a significant contribution to the neighborhood, city, state, or nation.

- | | |
|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3 | • Has strong associations with the life of a person, group, organization, or institution of significant contribution to the city, state or nation. |
| 2 | • Has some association with the life of a person, group, organization, or institution of significance contributions to the neighborhood, city state or nation. |

B. Event: Associated with an event that has made a significant contribution to the neighborhood, city, state or nation.

- | | |
|---|---------------------------------------------------------------------------------------------------------------------------|
| 3 | • Has a strong association with an event that has made a significant contribution to the city, state or nation. |
| 2 | • Has some association with an event that has made a significant contribution to the neighborhood, city, state or nation. |

Patterns: Associated with, and effectively illustrative of, broad patterns of cultural, social, political, economic, or industrial history in the neighborhood, city, state, or nation.

- | | |
|---|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6 | • Has strong association with broad patterns of cultural, social, political, economic, or industrial history in the city, state, or nation. |
| 4 | • Has some association with broad patterns of cultural, social, political, economic, or industrial history in the neighborhood, city, state, or nation. |

_____ TOTAL (HISTORY)

Integrity

A. Integrity: Significant because it retains its original design features, materials, and character.

- | | |
|---|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6 | • No changes or minor changes which do not destroy the overall character. |
| 2 | • Major changes to portions of the site, buildings, structure or object with remainder intact, or overall character changed but recoverable through restoration. |
| 1 | • Altered substantially, (includes extreme deterioration). |

_____ TOTAL (INTEGRITY)

Architecture

A. Style: Significance as an example of a particular architectural style, building type, or convention.

- | | |
|---|----------------------------------------|
| 6 | • Excellent or extremely early example |
| 3 | • Good or early example |

B. Designer/Contractor: Significant as an example of work of a designer, contractor or craftsman of city, state or national importance.

- | | |
|---|-----------------------------------------------------------------------------------------------------------|
| 2 | • Excellent example of work of a designer, contractor or craftsman of city, state or national importance. |
| 1 | • Good example of work of a designer, contractor or craftsman of city, state or national importance. |

C. Materials/Construction/Artistic Quality: Significance as an example of a particular material, method of construction, quality of composition, or craftsmanship.

- | | |
|---|---------------------------------------|
| 6 | • Excellent or extremely rare example |
| 3 | • Good example |

D. Rarity: Significance as the only remaining or one of few remaining properties of a particular style, building type, design, material or method of construction.

- | | |
|---|--------------------------------------------------------------|
| 2 | • One of a kind or one of few remaining in the city. |
| 1 | • One of a kind or one of few remaining in the neighborhood. |

_____ TOTAL (ARCHITECTURE)

Environment

A. Setting/Continuity: Significant because the property, and landscaping surrounding the property, contribute to the character or continuity of the street, neighborhood or city.

- | | |
|---|--------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3 | • Property is a conspicuous and well-known landmark in the context of the city and may be taken as a symbol for the city or region as a whole. |
| 2 | • Property is conspicuous and well-known in the context of the neighborhood and is of particular importance in establishing the character of the area. |
| 1 | • Property is compatible with the dominant character of the area. |

_____ TOTAL (ENVIRONMENT)

Assessment of Resource Types

Integrity

The determination of physical integrity involves assessing the extent to which exterior characteristics and original fabric remains. The evaluation criteria has three categories of physical integrity; "no or minor changes", "major changes, but recoverable", and "altered substantially". The committee handle the issues of deterioration and replacement siding in the following way.

Deterioration The committee defined "substantial deterioration" as properties that although quite deteriorated have the majority of their character defining elements intact and could be rehabilitated. They determined these buildings to have "major changes, but be recoverable". "Extreme deterioration" included properties that were so far deteriorated that major parts of their character defining elements were gone and rehabilitation was impossible. These buildings were determined to be "altered substantially."

Replacement Siding If the committee detected inappropriate replacement siding such as aluminum and vinyl the property would be determined to have "major changes but be recoverable". However, if the siding did not alter the appearance or character defining elements then the property would be considered to have "no or minor changes". An example of this would be the Holy Redeemer Church that had been resided but could not be detected from the street. The church used molded plastic for the quions and window pediments. The neighborhood representative said she would probably not have been aware of the change but someone had pointed it out to her.

By giving high integrity points for good craftsmanship the committee is hoping to encourage people to sensitively use replacement siding.

Condition and Rarity

I. Residential

This group of resources includes detached houses, duplexes, and apartment buildings. It represents the single largest group of resources in the Historic Resources Inventory. These buildings include a range of conditions and levels of integrity from excellent to poor. The Albiná Community is an area that has experienced a high degree of dis-investment in certain areas. Many of the resources reflect this in their current condition. Also, throughout the years many of the structures have been updated in ways incompatible with their historic character, such as window replacements, porch enclosures and replacement siding.

II. Commercial

This group of resources includes retail/service buildings, retail/apartment, and auto-oriented buildings. The streetcar era commercial buildings once lined the routes of the streetcars. Today, just a handful of these buildings remain. It is a high priority to protect these few building. Pattern points were given to buildings along Russell Street in the Eliot Neighborhood, Dekum Street in the Woodlawn Neighborhood and in areas were re-developed had removed large numbers of early commercial buildings. The most intact concentrations of streetcar era commercial buildings exist at the intersection of Mississippi and Shaver and along lower Russell Street.

III. Industrial

There are very few of these resources remaining in the Albina community. However, industrial/railroad resources are difficult to protect because industrial sites must adapt to new technology which often makes resources obsolete and expendable. Because of their usual isolated locations and perceived lack of aesthetic appeal, the public generally does not give high priority for the protection of industrial resources. However, it is clear that the industrial and railroad resources illustrate the foundation of the development of the Albina community.

IV. Parks and Open Space

Protect all historic parks and open spaces.

V. Religious Institutions

The Albina Community has many religious buildings. These resources range from very high integrity, such a Westminster Presbyterian Church and Immaculate Heart Church, to more modest buildings with less integrity. Often neighborhood churches are prominent buildings located on corners with high visibility. Structures determined to be neighborhood landmarks and important in establishing the character of the neighborhood should receive high priority.

VI. Education

There are many educational resources in the Albina Community with varying levels of integrity. The School District has replaced all the original multi-paned windows with modern "thermal" windows.

VII. Social and Humanitarian

Since these resources are unique by nature and often reflect the ethnic diversity of an area their preservation is a high priority.

VIII. Infrastructure and Services

Because of the variety of circumstances surrounding these resource types, each property needs to be looked at individually.

Part IV: Treatment

Part IV: Treatment

Treatment Strategies

ORS 660-16 requires the Goal 5 "plan inventory" to become part of the City's Comprehensive Plan (by resolution). The "plan inventory" consists of only those properties that were found to be significant through the evaluation process. In the Albina Community survey it would be those properties that received a score of 10 or above. The Landmarks Commission will review the significant resources and give their advice to the City Council who must take action on a resolution approving the inventory.

All properties that were ranked significant will have an ESEE (Economic, Social, Environmental, and Energy Analysis) developed according to Oregon Administrative Rule 660-16. After this analysis staff will propose protection for those properties where conflicting values do not outweigh preservation goals.

Staff will propose the appropriate protection for those significant resources based on the results of the ESEE. At this time we are proposing that significant resources will have some type of landmark status. However, the current Goal 5 historic resources code amendment project must be completed before the types of locally available protections are clear. This assignment has been transferred from the long-range section to community planning. The amendments have been resting with a joint-committee of the Landmarks Commission and the Planning Commission. We are proposing to bring the revised code language back to the Landmarks Commission at the same time they are reviewing the Albina Community Historic Resources Inventory Update. Hopefully, this will help both review processes by giving the decision makers a set of historic resources to apply the new language and make appropriate adjustments to the code language. Currently our code requires design and demolition review for local landmarks and buildings in a historic design district. Properties on the Historic Resources Inventory have a 150 day demolition delay and required historical landmark designation review.

The final product of this process will be an adopted Historic Resources Inventory for the Albina Community which consists of three sections;

- Protected resources that will receive regulatory protection under provisions of the City's zoning code.
- Properties that were determined significant but are not protected due to the balance of conflicting values identified in the ESEE analysis.
- All properties inventoried, but determined not significant during the evaluation process. They will have no regulatory protection, but will be kept for future use.

Survey Needs

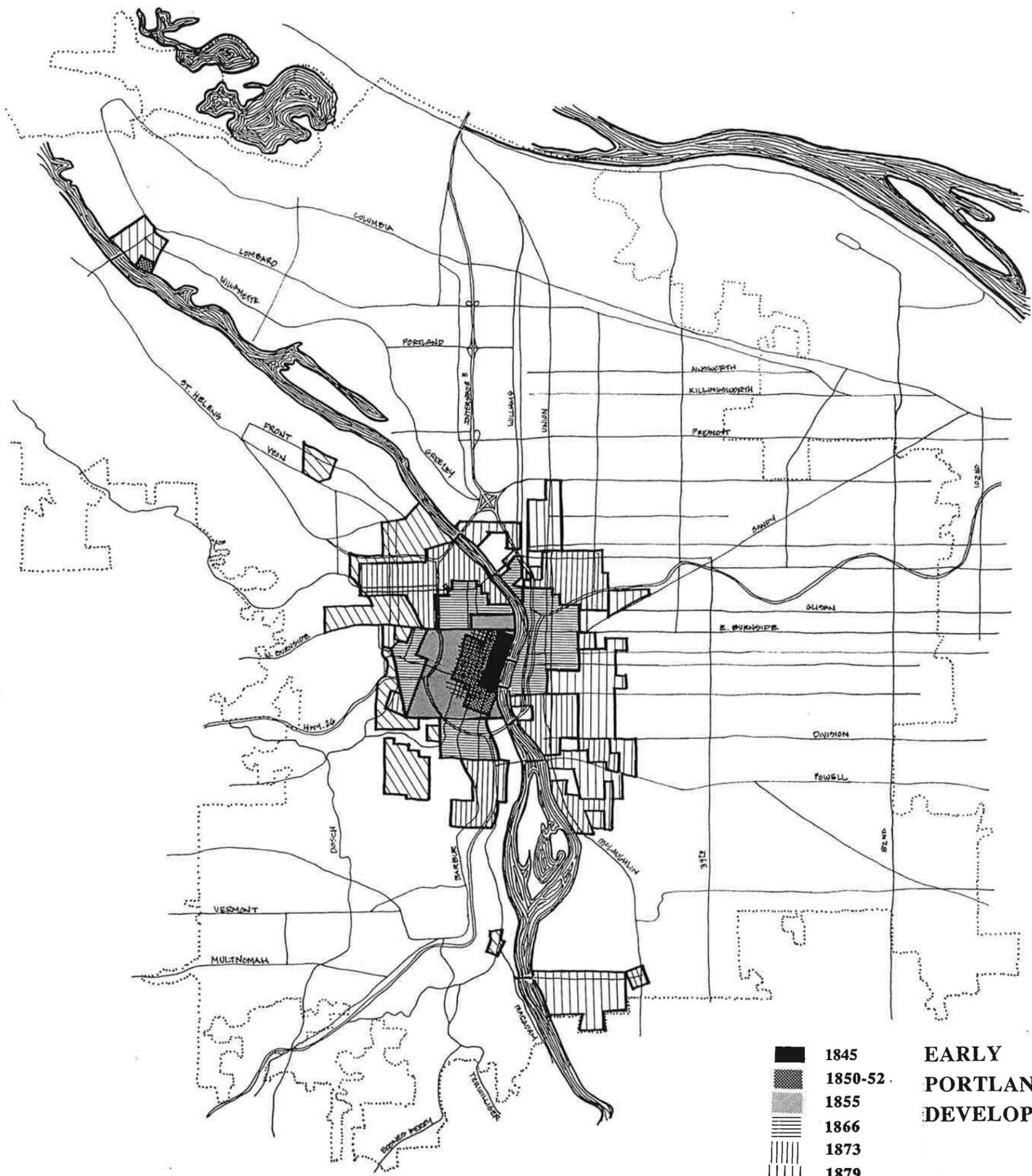
Inventories are not static. Changes occur that make it essential to continue to update them. The Portland Historic Resources Inventory, completed in 1983, is now ten years old and should be updated. Since the completion of the Historic Resources Inventory there have been additional requirements from the SHPO. The most significant is the development of a historical context statement prior to survey work. The 1980s inventory was completed without developing a context statement. As part of the Albina Community grants, a draft of a city-wide Historic Context Statement has been completed. This document will be used in future survey projects.

The Planning Bureau is proposing to update the entire Historic Resources Inventory through the community planning program. The work completed in the Albina Community Plan is the first of this effort. There are also several neighborhoods which are engaged in survey work with minimal support from the Planning Bureau (Northwest Portland, Irvington, and Laurelhurst).

Research Needs

The Planning Bureau has completed a draft of the Portland Historical Context Statement. This draft focuses on broad land use and transportation patterns. A later discussion in more depth on social, economical and political issues will enrich the document. The format of this document has been designed so this additional information may be incorporated.

Maps



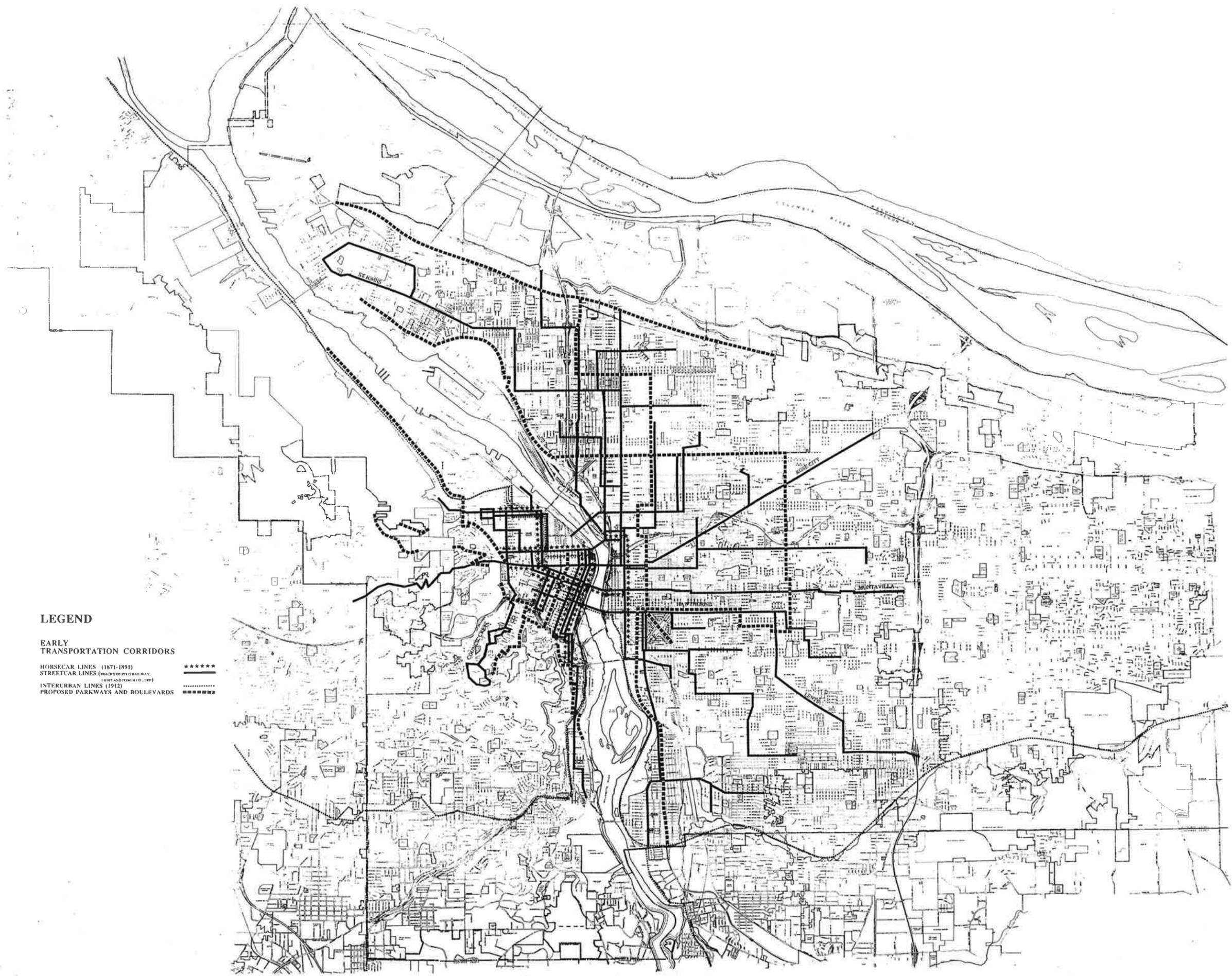
- 1845
- 1850-52
- 1855
- 1866
- 1873
- 1879
- 1884

**EARLY
PORTLAND
DEVELOPMENT**

LEGEND

**EARLY
TRANSPORTATION CORRIDORS**

- HORSECAR LINES (1871-1891) *****
- STREETCAR LINES (TRACKS OF PRT OR RAILWAY,
LIGHT AND POWER CO., 1907)
- INTERURBAN LINES (1912) - - - - -
- PROPOSED PARKWAYS AND BOULEVARDS ■■■■■■



LEGEND

CEMETERIES

- 1- AVAHAI SHALOM (JEWISH)
- 2- CHINESE CEMETERY

CHURCHES/ MISSIONS

- 3- GERMAN ADVENTIST
- 4- FIRST GERMAN BAPTIST
- 5- FIRST SWEDISH BAPTIST
- 6- SECOND GERMAN BAPTIST
- 7- CHINESE MISSION
- 8- SUNNYSIDE GERMAN
- 9- SWEDISH MISSION
- 10- CHRISTIAN CHINESE MISSION
- 11- FIRST GERMAN CONGREGATIONAL
- 12- SWEDISH MISSION
- 13- CHINESE EPISCOPAL MISSION
- 14- ALLIANCE EVANGELICAL MISSION (GERMAN)
- 15- FIRST EVANGELICAL (GERMAN)

- 16- FREE EVANGELICAL BROTHERS (GERMAN)
- 17- ST. PAUL'S EVANGELICAL SYNOD (GERMAN)
- 18- HELLENIC ORTHODOX (GREEK)
- 19- CONGREGATION AVAHAI SHALOM
- 20- CONGREGATION BETH ISRAEL
- 21- CONGREGATION NOVAH ZEDEK
- 22- CONGREGATION SHAAREI TOVAH
- 23- BETANIA DANISH
- 24- IMMANUEL SWEDISH EVANGELICAL
- 25- NORWEGIAN EVANGELICAL
- 26- ST. JAMES (ENGLISH)
- 27- ST. PAUL'S EVANGELICAL (GERMAN)
- 28- SWEDISH EVANGELICAL AUGUSTANA

- 29- SWEDISH MISSION CHURCH
- 30- TABOR PARK CHURCH (SWEDISH)
- 31- OUR SAVIOR'S SCANDINAVIAN EVANGELICAL LUTHERAN (NORWEGIAN)
- 32- EAST SIDE NORWEGIAN DANISH METHODIST EPISCOPAL
- 33- FIRST GERMAN METHODIST EPISCOPAL
- 34- FIRST SWEDISH METHODIST EPISCOPAL
- 35- JAPANESE MISSION
- 36- ST. JOSEPH'S CATHOLIC (GERMAN)
- 37- ST. MICHAEL'S (ITALIAN CATHOLIC)
- 38- CHINESE JESS HOUSE (MISC. CHURCHES)
- 39- JAPANESE BUDDHIST CHURCH

LEGEND

MAJOR RESIDENTIAL AREAS - 1920

HIGH GRADE RESIDENTIAL

- KING'S HEIGHTS, KING'S HILL, WESTOVER TERRACE
- PORTLAND HEIGHTS
- IRVINGTON ALAMEDA
- LAURELHURST
- EAST MORELAND

MEDIUM GRADE RESIDENTIAL

- LADD'S ADDITION & EAST
- UNIVERSITY PARK, PIEDMONT, WOODLAWN
- MT. TABOR

WORKING CLASS RESIDENTIAL

- GOOSE TOWN
- SLABTOWN, NORTHWEST
- SOUTH PORTLAND
- BUCKMAN, SUNNYSIDE
- ALBINA
- ST. JOHN'S

MAJOR RESIDENTIAL LOCATIONS OF FOREIGN (NON-ENGLISH SPEAKING) BORN AND AFRICAN AMERICAN POPULATION CIRCA. 1910

- AS Asiatic
- GE German
- GJ German Jewish
- GR German Russian
- PO Polish
- RJ Russian Jewish
- IT Italian
- CR Croatian
- AM African American
- NO Norwegian
- DA Danish
- SW Swedish
- SN Swedish Norwegian
- IR Irish
- GK Greek
- FI Finnish

