

PORTLAND'S

**-Proposed-  
Local Historic Districts**

**Albina Community Plan**

Eliot Historic District  
Irvington Historic District  
Kenton Historic District  
Mississippi Historic District  
Mock's Crest Historic District  
Piedmont Historic District  
Woodlawn Historic District  
Russell Street Historic District



May 1992  
Bureau of Planning  
City of Portland, Oregon



ALBINA  
COMMUNITY

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# **Albina Community Proposed Historic Districts**

Developed as part of the Albina Community Plan by:

## **Portland Bureau of Planning**

Gretchen Kafoury, Commissioner of Public Utilities  
Robert E. Stacey, Jr. AICP, Planning Director  
Michael S. Harrison, AICP, Community Planning Manager

## **Project Staff**

Julia Gisler, City Planner  
Susan Gregory, Word Processing Operator  
Dick Bellinger, Graphic Illustrator I

## **Field Survey Team**

Michael Harrison, Community Planning Manager  
Julia Gisler, City Planner  
Jean Hester, City Planner  
Kimberly Moreland, City Planner  
Barbara Sack, City Planner  
Paul Scarlett, City Planner

**This is a revised copy of the Albina Community Proposed Historic Districts.  
It has been reformatted, but the content has not been changed. May 20, 1992.**

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# **Introduction**

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As part of the Albina community planning process the Planning Bureau is updating the City's 1984 Historic Resources Inventory. This involves three tasks;

- 1) Reviewing, for completeness and adequacy, the inventory sheets for all historic resources within the Albina Community Plan area.
- 2) Preparing inventory sheets for the ensembles identified in the 1984 Historic Resource Inventory, but never documented.
- 3) Reviewing the historic districts proposed in the 1984 Historic Resources Inventory and creating local historic districts where appropriate.

The first two of these tasks are being accomplished with the help of a grant from the State Historic Preservation Office. This work is being undertaken by volunteers from the different neighborhoods with the Planning Bureau providing coordination and training. Currently over 50 people are actively involved. Staff is also preparing a context statement for the Albina community that will be used to develop criteria to re-evaluate and rank the properties.

## *Introduction*

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This document contains the proposals for the eight historic districts identified in the Albina Community Plan. As a collection, these historic districts illustrate the evolution of the development of the Albina Community. The eight districts have been identified from a number of sources.

- Five of these districts were identified in a 1978 study, Potential Historic Conservation Districts, which was later folded into the 1984 Portland Historic Resources Inventory. These districts are Eliot, Irvington, Kenton, Piedmont and Woodlawn.
- The Russell Street Historic District was identified in the Central City Plan.
- The Mock's Crest Historic District was identified as a large ensemble in the 1984 Historic Resources Inventory.
- The Mississippi Historic District was identified through the community outreach process. Residents of the Boise and Humboldt neighborhoods, as well as planning staff, encourage the creation of a local historic district centered around the ensemble of streetcar era commercial structures at Shaver and Mississippi and the John Palmer House, a National Historic Landmark, on Skidmore Street and Mississippi Avenue.

There are five sections for each historic district proposal. They include the following:

- 1.) Historical Background
- 2.) Development Since the Significant Development Periods
- 3.) Type of Historic Resources
- 4.) Evaluation of Structures, Map and Legend
- 5.) Boundary

## **1. Methodology**

### **Historic District Boundaries**

The boundaries of the five historic districts identified in the 1984 Historic Resources Inventory have been reviewed and modified to reflect the current situation. In some cases the boundaries have been expanded to include historic resources and in other cases drawn tighter to exclude non-compatible development.

The boundary for the Russell Street Historic District as proposed in the Central City Plan, has been reviewed and modified. The boundary for the ensemble of the Mock's Crest Historic District as proposed in the 1984 Historic Resources Inventory has also been reviewed and modified.

Geographical information systems maps were prepared for each district using Multnomah Tax Assessor's data. These maps assigned a period of development to each parcel of land. The periods used were developed by the State Historic Preservation Office.

1866-1883: Railroad and Industrial Growth

1884-1913: Progressive Era

1914-1940: The Motor Age

1941-1967: War and Post-War Era

Staff from the Portland Planning Bureau conducted a visual survey of each of the districts. They identified errors in the data, alterations to historic properties, and the compatibility of new construction to the character of the district. The boundaries that are proposed reflect boundaries of original plats, concentrations of contributing historic resources, changes in visual character, and major traffic streets.

### **Individual Property Classifications**

Each historic district has been assigned a primary and secondary significance time period that corresponds with its development. Together, the historic districts span three development periods.

#### Russell Street and Eliot Historic Districts

Primary Significance = 1884-1913: Progressive Era

Secondary Significance = 1866-1883: Railroad and Industrial Growth

#### Woodlawn, Mississippi, Irvington, Piedmont, Kenton Historic Districts

Primary Significance = 1866-1883: Railroad and Industrial Growth

Secondary Significance = 1884-1913: Progressive Era

#### Mock's Crest Historic Districts

Primary Significance = 1914-1940: The Motor Age

Secondary Significance = 1884-1913: Progressive Era

A map has been prepared for each of the historic districts that assigns each parcel of land one of the following categories:

- Primary Significance Contributing
- Secondary Significance Contributing
- Historic/Non-Contributing
- Compatible/Non-Contributing
- Non-Compatible/Non-Contributing
- Vacant Land

## **2. Design Review**

Title 33, Planning and Zoning Code states that local historic districts are design zones and that a design district may not be implemented without the adoption of a set of design guidelines for the district and an assigned threshold for design review. The guidelines of design acceptability and thresholds are proposed in the Albina Community Plan Design Guidelines.

### **Guidelines of Design Acceptability**

There are two sets of guidelines for historic districts in the Albina Community; residential and commercial. The guidelines have been developed to ensure new development is compatible with the historic character of the districts. Because the character changes from district to district, each district has a historical overview that illustrates the character defining elements for each district.

**Thresholds for Design Review**

In most of these districts the tax assessment has been dropping in the past years. It is important that the design review is not an impediment to development or maintenance. The thresholds have been set lower than in other local historic districts.

- Non-residential property; for exterior modifications under \$200,000 Type II design review, for new development and exterior modification over \$200,000 Type I design review.
- Residential property; for new primary and accessory buildings and for expansions of 500' to existing primary buildings Type I design review.

These thresholds have been set to create a holding pattern for in-compatible development. In most of the historic districts that have experienced infill development, these structures have been the most damaging to the historic character of the districts. If new development and large expansions conform to design guidelines it will reduce the eroding impact of in-compatible new development.

Education is a key element in our historic preservation efforts in the Albina community. It is important to remember that many of these areas have experienced neglect and economic hard times throughout the years. Historic resources should be judged on their historical and architectural significance.

### **3. The Development of the Albina Community**

The proposed historic districts can be divided into three major development periods. First, the development associated with the independent city of Albina before its consolidation with Portland. The next stage of development is characterized by the influence of the electric streetcar. Finally, the wide-spread use of the automobile shaped the development that occurred after World War II.

#### **The City of Albina**

The first inhabitants of the area that came to be known as Albina were the local Indian tribes. The Albina area falls within the tribal grounds of the Clackamas tribe, whose lands extended from the Willamette River east to the Cascade mountains.

Little is known about the tribes in the Albina area. We do know that most of the Indians living north of Willamette Falls were Chinookan-speaking salmon fishers and that they occupied large semi-permanent villages. As with most Native American peoples, their way of life was destroyed by the coming of European American settlers, with their plans for expansion as well as their diseases.

Many of the original European American settlers reached Albina via the Barlow Road, which ended on the east side of the Willamette River south of Albina. Many of Portland's pioneers acquired property through free land grants as provided by the Donation Land Act of 1850. The Act granted free land to settlers who would agree to live upon and cultivate their claims for four consecutive years. The Act gave 320 acres to every male citizen over 21 years of age who arrived in Oregon before December 1, 1850. A married couple was granted 640 acres. After December 1, 1850, single men were granted 160 acres and couples, 320. December, 1855 was the expiration date for this offer of free land.

The original town site of Albina platted in 1872 was close to the waterfront on the east side of the Willamette River, roughly the boundaries of the present day Eliot Neighborhood. Before its consolidation with Portland and East Portland in 1891, the City of Albina was one of many independent river towns along the Willamette River. In 1882, Albina became the western terminus of the Oregon Railway & Navigation Company's line that ran from The Dalles to the banks of the Willamette River and connected with Portland via ferry. The railroad stimulated a flurry of industrial, commercial and residential development. Albina consisted of three areas: the low-lying riverside land developed as industrial land to serve the railroads; the central commercial strip developed along Russell Street, and the adjoining residential areas on the hillsides to the east.

Today, there are remnants of these areas. The railroad continues to dominate the uses along the riverfront. The **Russell Street Historic District** is the main commercial street of the town. The **Eliot Historic District** is a collection of early Victorians of the residential district.

The oldest settled area in the Albina community is the proposed **Woodlawn Historic District**. Woodlawn was initially settled in the 1860s as a rural farming village. It was the only independent town that existed outside of the city of Albina. Woodlawn's character changed dramatically in 1888 when the railroad running from Portland to Vancouver located a train station in the center of the village. This connection to a larger market stimulated development. The commercial uses centered around the train station with residential area surrounding it.

### **Streetcar Era**

The street car era was the most significant to the early development of the Albina community. Many of the land use patterns that we see today have their origins in this period. The first electric streetcar in the Portland area was in the City of Albina. It ran in a loop from the newly constructed Steel Bridge up Interstate Avenue, east on Stanton and then down Williams Avenue where it joined back into Interstate. The heart of the proposed **Mississippi Historic District** contains a selection of the commercial and industrial buildings that grew along that Mississippi streetcar line, an extension of the Interstate-Stanton-Williams loop. Along with increasing commercial development opportunities, the streetcar lines encouraged residential development also. The streetcars allowed easy movement from Albina to jobs in downtown Portland and nearby industrial areas along the Columbia Slough and the Willamette River. While housing for all levels of income was built in Albina, the proposed **Irrington Historic District** and **Piedmont Historic District** were subdivisions that were developed exclusively for upper-middle income families.

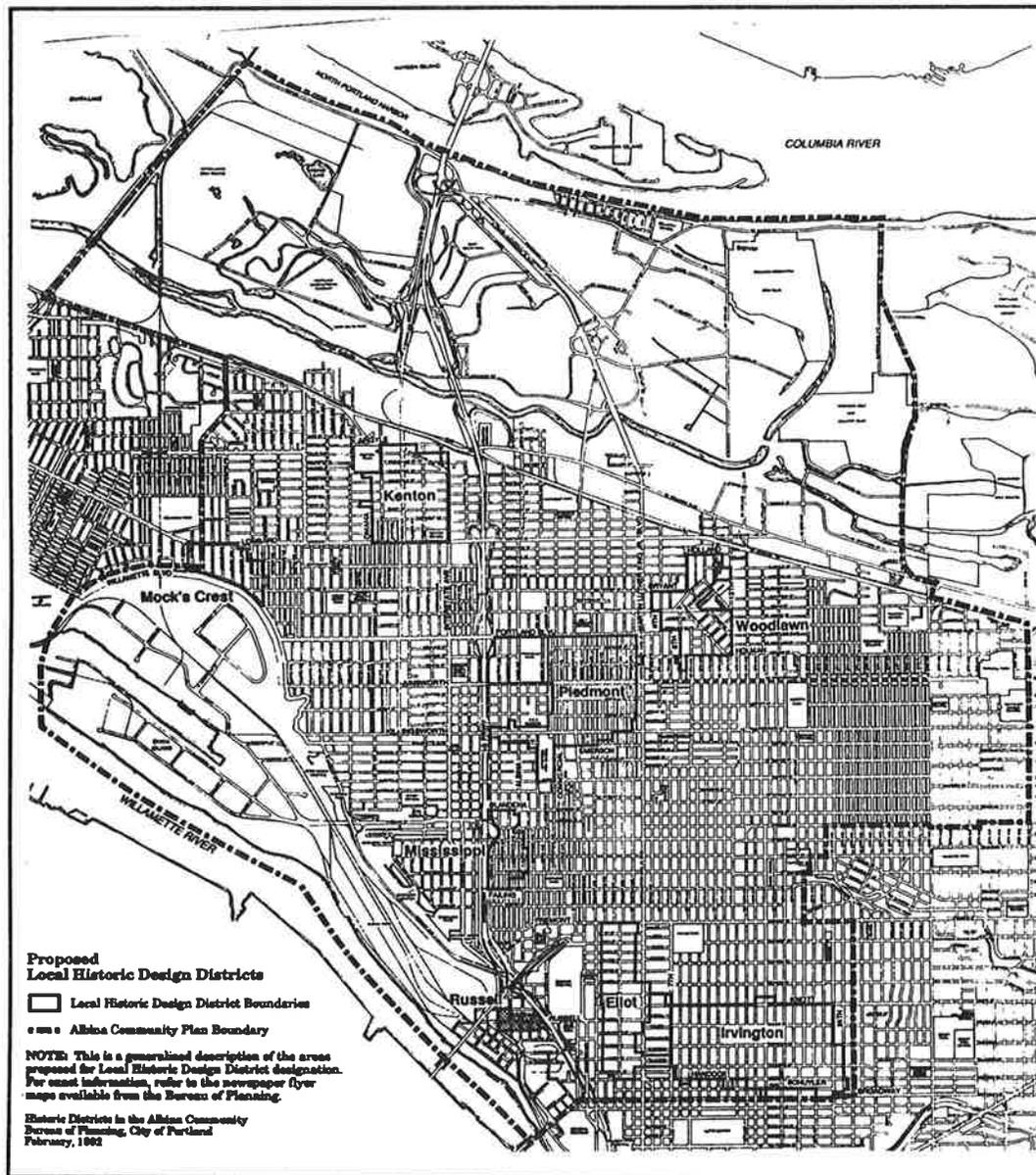
Although the Kenton Neighborhood was always a part of Portland, it was modeled after a company town. Swift and Company, known locally as Union Meat, opened a plant in Kenton along the Columbia Slough in 1909. The proposed **Kenton Historic District** centers along the commercial strip on Denver Avenue. Swift and Company built a private streetcar line along Denver Avenue that ran north to the meatpacking plant. On both sides of Denver Avenue are the surviving housing of the industrial workers and Swift and Company executives.

**The Automobile**

In the 1930s, the street car era was drawing to a close, as the private automobile became increasingly affordable. This shift in transportation from the streetcar to the automobile substantially influenced the development of the city. There was a great amount of infill development throughout the Albina community. Land that had poor access to streetcar lines suddenly became more desirable as people could drive almost anywhere. This transition also marks the period of decline for many of the commercial strips that grew up along trolley cars lines and were unable to adapt to the needs of the automobile such as off-street parking. They also had a hard time competing with the regional shopping centers that popped up around the city after the 1950s.

The residential areas more easily adapted to the automobile. Garages became more important an element in residential design. Where garages originally were far to the back of the site they crept closer and closer to the front of the house. In house built after 1960 it was not uncommon to have a double car garage with off street parking completely dominate the house's appearance from the street. **Mock's Crest Historic District** is the most recently developed proposed historic district in the Albina Community. The majority of the homes in this exclusive subdivision were built after World War II.

# Russell Street Historic District





# **Russell Street Historic District**

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## **1. Historical Background**

The first white settlers in the Albina area built a ship which they sailed to California and sold at Yerba Buena in 1840. A company of nine men was formed to build the ship on the east side of Swan Island. The ship "Star of Oregon" was the first built in Oregon. It was fifty-three feet eight inches long and measured ten feet nine inches at the beam. This was the first manufacturing activity in the City of Albina. Many others would follow.

In April, 1852, James L. Loring settled upon and filed a Donation Land Claim for the land on the eastern bank of the Willamette near the site of the present Fremont Bridge. A few weeks before he died, Loring permitted Joshua and Sara Delay onto his land as tenants. Upon Loring's death, the Delays moved into his house, denied ever having known Loring and filed a Donation Land Claim of their own for the same plot.

Between 1869 and 1872, the immediate area of the Delay parcel which was to soon become Albina was purchased for \$5,600 by William W. Page, George H. Williams, and Edwin Russell, all prominent Portland businessmen. Page was an attorney, Russell was the branch manager of the Bank of British Columbia, and Williams was a former U.S. Senator and Attorney General for Ulysses S. Grant.

In 1872, Williams laid out the general dimensions of the new tract and filed the plat the following year. Russell and Williams then named the new development "Albina" after Page's wife and daughter. At that time, the area was practically a pastoral wilderness without any graded streets. Beyond it to the east and north, the land was heavily forested. But before any real development of the land occurred, Russell was forced into bankruptcy due to the failure of other financial ventures and he sold his interests to James B. Montgomery and William Reid, financiers familiar with railroad and shipping development.

Starting in 1873, industries were generally introduced to Albina as a sawmill and independent yard were built along the river's edge. The city's developers quickly envisioned Albina swallowing up Portland, especially since this was right after the fire of 1873, which had destroyed the majority of Portland's business district. As a result, real estate sales on the east side of the river boomed. At this time, Albina had its own bank, three schools, nine churches, and a newspaper the "Albina Courier".

Russell Street, extending east up the hill from the bank of the Willamette River, was the main street in Albina. Along this street the principle buildings of the early years were located, and later the intersection of Russell and Williams Avenue became the center.

Few, if any, towns in Oregon grew as rapidly as Albina. In 1880 the population had yet to reach 150, but by 1888, the year after its incorporation, the population numbered almost 3,000. As had been the case with East Portland, the primary stimulant for such growth was the railroad. Foremost in Albina was the Oregon Railway and Navigation Company which by 1885 had become the most powerful corporation affecting Portland. Led by directors Henry Failing and William S. Ladd, the company soon came to dominate Albina, primarily through its land holdings subsidiaries. In real estate alone, the OR & N owned over 10,000 feet of waterfront property and controlled nearly 40 city blocks for track and terminal operations along Albina's streets. Albina's main industry thus became the railroad yard which could count as many as 900 cars a day through the city on a labyrinth of sidings, car shops and roundhouses.

Influence of private investment over public welfare in Albina had begun almost as soon as the OR & N gained control of the land. That company's land holdings, the interrelationships of utilities and transit franchises, not to mention the general political manipulation on the part of Portland businessmen, kept Albina heavily dependent on Portland for years. Consolidation, in 1891, strengthened these ties. Albina was in due course "chosen" by Portland businessmen to become the industrial foundation for their burgeoning new city.

Before bridges spanned the Willamette River ferries were the only connection between Albina and Portland. One ferry ran from the foot of Albina Street to Union Station and the other from Russell Street to Fifteenth Street. Later, with the construction of the Morrison and Steel Bridges, streetcars connected Albina and the east bank of the peninsula with Portland.

The political powers of Albina foresaw the expansion of streetcar service and the forthcoming consolidation with Portland, and in an attempt to increase their bargaining power and economic base, convinced the state legislature in 1891 to permit Albina to annex vacant peninsular territory that was nine times larger than its original incorporation city limits—almost the entire north peninsula. When this was completed, Albina contained more land than East Portland and Portland combined. Only five months later, consolidation of the three cities was completed. This left the new city of Portland to provide city services, pay off Albina's municipal debts, and eventually purchase the city's water company.

Until the turn of the century, Albina consisted of three almost separate communities: the low-lying riverside land developed as industrial land to serve the railroads; the central commercial strip developed along the streetcar lines; and the adjoining residential areas on the hillsides to the east. Like most developing cities, all of the three sections contained the full range of buildings, from simple Pioneer styled farmhouses to ornate Victorian mansions to handsome brick hotels and stores.

## **2. Development since 1914**

A commercial strip of retail and office buildings lined the streetcar routes in Albina. By World War I, Russell Street, and Mississippi and Williams Avenue were solidly lined with three and four story brick commercial structures. Today, due to construction of the Minnesota Freeway and the Fremont Bridge, widening of Interstate Avenue and the Emanuel Hospital urban renewal project, practically all of these structures have been demolished. On Russell Street those that remain are concentrated on lower Russell between Interstate Avenue and the Minnesota Freeway. However, even in this area many buildings that once lined this street have been demolished and there are numerous vacant lots.

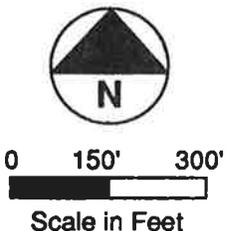
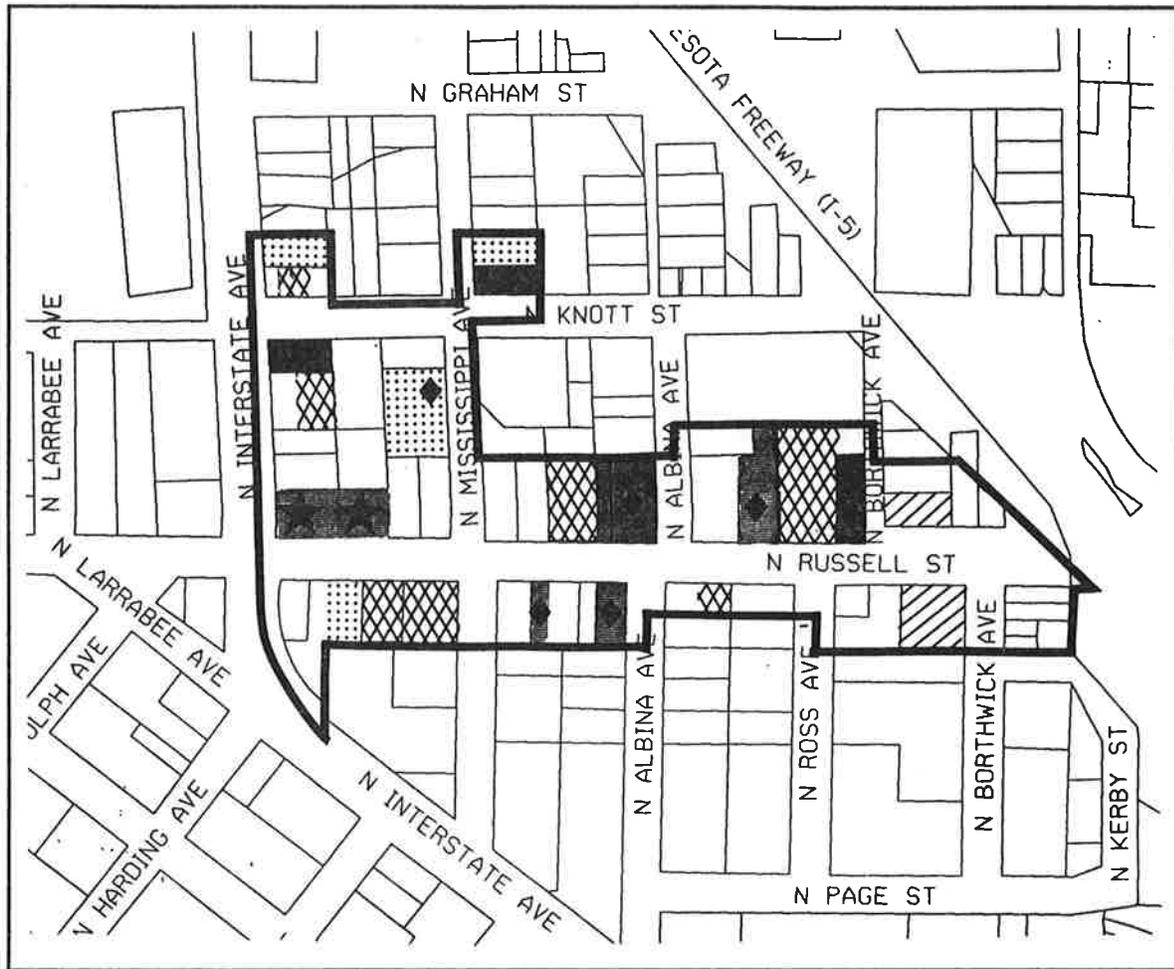
Albina still retains a large commercial and industrial area along the river but the sole remaining element left from its early period is the Union Pacific steam power plant's smokestack. This structure was built in 1887 and is a designated landmark.

The above information is from several sources:

- **"History of the Albina Community,"** a document produced by the 1990 Comprehensive Planning Workshop graduate students at Portland State University (PSU).
- **Potential Historic Conservation Districts**, City of Portland Bureau of Planning, October 1978.
- **Fares, Please! Those Portland Trolley Years**, John T. Babbe, 1982

## **3. Type of Resources**

The historic resources in the Russell Street District are commercial structures. These structures are built up to the sidewalk and side property lines with commercial retail/office space on the ground floor and housing or office space above. The most common building material is brick, but there are several wood frame structures also. The architectural styles include; Queen Anne, Italianate, and Richardsonian Romanesque.



**RUSSELL STREET HISTORIC DISTRICT**

**LEGEND**

-  Primary Historical Significance (Contributing) 18884-1913
-  Historic/Non-Contributing
-  Compatible/Non-Contributing
-  Non-Compatable/Non-Contributing
-  Vacant Land: Surface Parking; Outdoor storage: Garden Space
-  Site listed in 1984 Portland Historic Resources Inventory
-  Designated Landmark and/or listed on National Register
-  Proposed Historic District Boundary
-  No Boundary Suggested in 1984 Historic Resources Inventory

May 1992, Bureau of Planning, City of Portland, Oregon

#### **4. Evaluation of Structures**

##### **Contributing**

Buildings constructed during the primary or secondary historic development periods that have not been significantly altered and contribute to the district's historic character.

- **Primary Historic Significance (10 properties\*)**  
The Progressive Era: 1884-1913
- **Secondary Historic Development Period (0 properties\*)**  
Railroads and Industrial Growth: 1866-1883

##### **Historic/Non-Contributing (4 properties\*)**

Buildings constructed during the historic development period that have been altered so that they no longer contribute to the district's historic character, or buildings fifty years or older that are not constructed during the historic development periods and do not contribute to the district's character.

##### **Compatible/Non-Contributing. (2 properties\*)**

Buildings constructed after the historic development period whose design is compatible with the district. However, because of their late building date they receive a non-contributing status.

##### **Non-Compatible/Non-Contributing (7 properties\*)**

Buildings constructed after the historic development period whose design is not compatible with the district.

##### **Vacant; Parking; Outdoor Storage; Garden Space (30 platted lots\*)**

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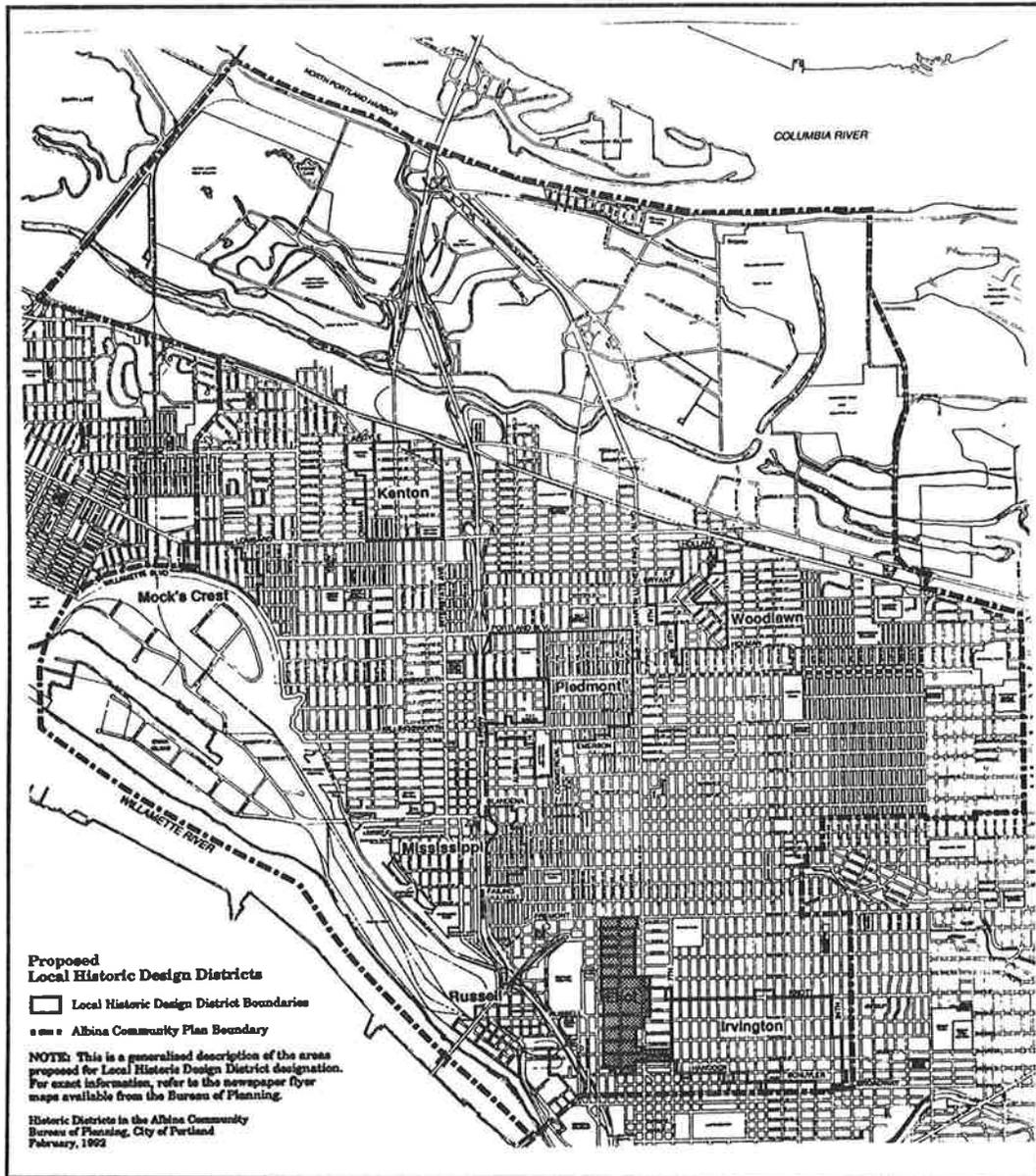
\*These are approximate numbers based on the geographical information system maps, Portland Bureau of Planning, May 1992.

## **5. The Boundary of the District**

A boundary for the Russell Street Historic District was first proposed in the Central City Plan. The boundary was drawn to include the structures on both sides of Russell Street from Interstate Avenue to the I-5 freeway. The historic district covers two plats; Proebstels Addition north of Russell and Albina Addition south of Russell.

The only boundary that has been modified is a portion of the northern boundary. It has been expanded to include historic resources in the block between Interstate and Mississippi Avenues and Knott and Russell Streets. It also extends north to include several historic resources directly north of Knott Street.

# Eliot Historic District





# **Eliot Historic District**

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## **1. Historical Background**

The Eliot Neighborhood has two proposed historic districts; Russell Street and the Eliot Historic District. For more discussion of the City of Albina please refer to the historical background of the Russell Historic District.

Before it annexed large amounts of undeveloped land in 1891, the city of Albina had roughly the same boundaries as the Eliot Neighborhood today. The Eliot Neighborhood is named after Thomas Lamb Eliot, who was the first minister of the First Unitarian Church of Portland. Lamb served as minister for many years but was active in other areas of civic life as well. He helped to establish the Perry Center, Reed College, Boys and Girls Aid Society, Oregon Humane Society, Portland Art Association and the Library Association of Portland. Eliot Hall at Reed is named for him as is Eliot Glacier on Mt. Hood. He was elected superintendent of Multnomah County Schools and urged school reform. Eliot School was named for him and in time the surrounding residents following the practice of many of Portland's neighborhoods took the school's name for the name of their neighborhood association.

Also of significance to the Albina community, Eliot was a member of Portland's first board of park commissioners that raised \$10,000 to bring the Olmsted brothers to Portland to design a system of parks for the City. The Olmsted parks plan for Portland was approved in 1904. The plan still forms the foundation for the City's parks system. Many of the boulevards and parks in the Albina community were identified in the Olmsted Plan.

The Eliot Historic District is a significant part of the residential community to the east of the City of Albina that housed the workers for the industrial activities that occurred along the river. The area contains a large number of turn of the century residences, some dating from the 1880s.

Over the years, the Eliot Historic District has housed a succession of immigrant populations. They were attracted to the area by its affordable housing and location close to industrial and commercial employment centers. Early immigrants had been Scandinavian, Russian-Germans and Irish workers. By 1906, most of Oregon's 1,200 African Americans were living in Albina since it was one of the few places where they were allowed to live and rent houses.

As the railroad yards and industrial districts expanded into the residential areas, a mix of residential, commercial, and industrial structures resulted. This tended to drive out the more affluent managerial and business class and attract workers who depended almost exclusively on the railroad for employment. Many of the single-family houses were divided up into apartments or fell into disrepair.

## **2. Development Since 1914**

Thousands of people migrated to Portland to work in the war industry during World War II and after the war was over, many stayed. This created a severe city-wide housing shortage. Because of its affordable housing many came to live in the Eliot neighborhood. There was a large African American population who came to work during the war and stayed in Portland after the war. A large number of these people lived in Vanport until 1948 when the entire area was flooded and the buildings floated away. Eliot became an area that many of them were able to relocate to. By 1950 the area was an economically depressed, ethnically diverse, and vibrant community.

In 1969, the Model Cities Program concentrated on the Albina area and surrounding neighborhoods by spending \$15 million for housing rehabilitation and public improvements. Most significant among these are the Emanuel Urban Renewal Project, the School District Distribution Center, an elderly housing project and improvements along Russell Street.

Over the years much of the neighborhood has been cleared by a succession of public and private projects that disrupted the community and destroyed vast amounts of housing. The neighborhood commercial has suffered as well. Only a handful of commercial structures that once followed the streetcar line along Williams Avenue still exist. The development of the Lloyd Center, Memorial Coliseum, the Minnesota Freeway and Emanuel Hospital campus changed the neighborhood almost beyond recognition. The district has many vacant lots scattered throughout the area where housing has been removed. During the late 1960s the City of Portland proposed the area south of Fremont and west of Martin Luther King Jr. Boulevard as a future light industrial area.

The above information is from several sources:

- **“History of the Albina Community,”** a document produced by the 1990 Comprehensive Planning Workshop graduate students at Portland State University (PSU).
- **Potential Historic Conservation Districts**, City of Portland Bureau of Planning, October 1978.
- **Fares, Please! Those Portland Trolley Years**, John T. Babbe, 1982

### **3. Types of Historic Resources**

Although the majority of the historic resources in the Eliot Historic District are residential, there are also a number of streetcar era commercial buildings and several churches. There are both single-family and apartments in the district. Many of the single-family structures originally housed the workers in the adjacent industrial area by the waterfront. They tend to have modest Queen Anne style detailing and are built very close together. There is also a large number of larger Bungalow style homes built in the Portland four square plan with dormers and large front porches. There are also a handful of grand Queen Anne houses scattered throughout the district. They tend to be situated on double corner lots.

The district has many boarding houses and apartment buildings that housed the industrial and railroad workers. They tend to be in the Portland four square style and fit very well with neighboring single-family houses. These buildings are generally duplexes and four-plexes with large front porches and two separate front doors.

There are also a number of churches throughout the district. Their architectural styles include Twentieth Century Romanesque and Twentieth Century Gothic. The original congregations of these churches reflected the early ethnically diverse community of Albina.

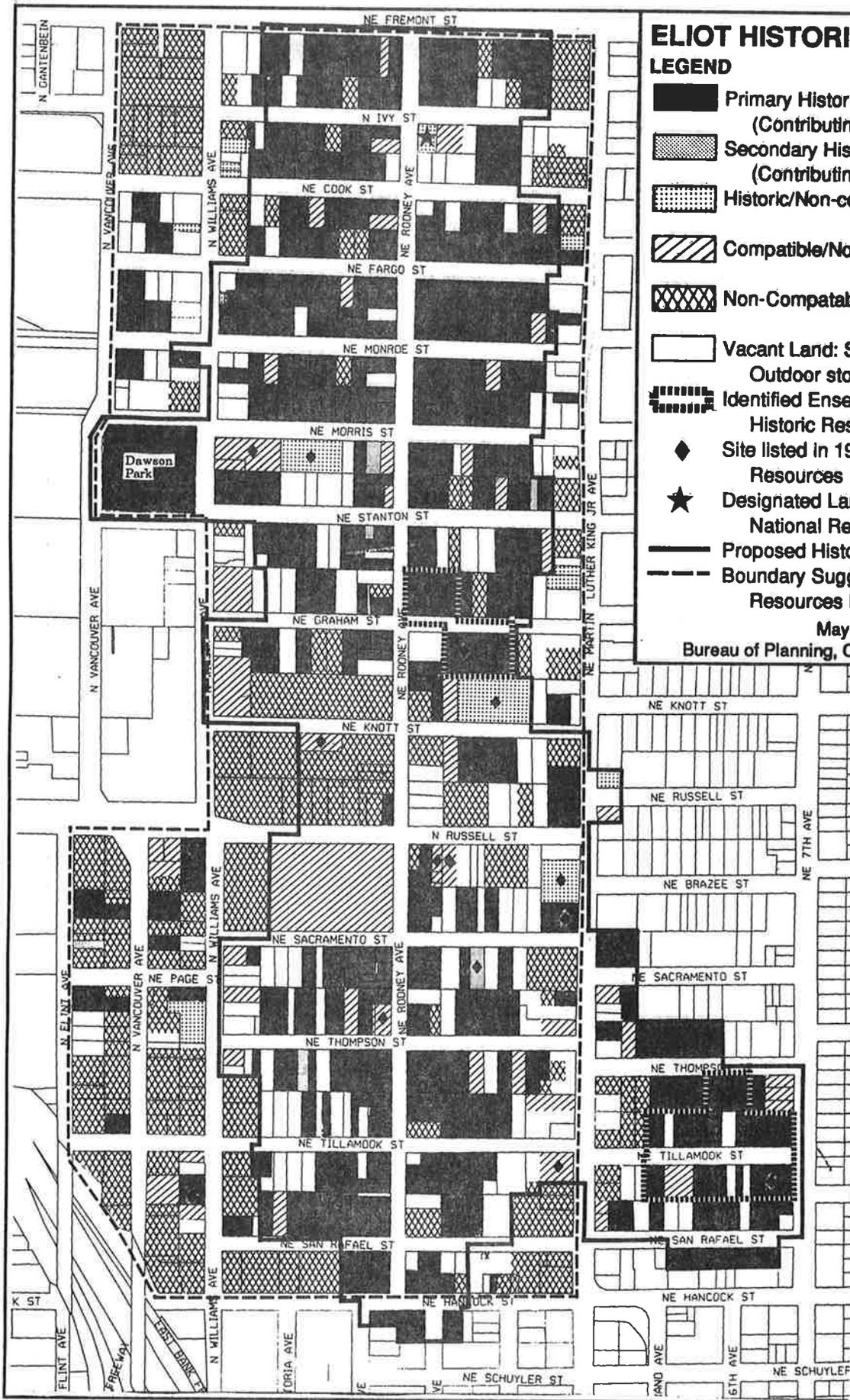
The district has a few commercial structures along Martin Luther King Jr. Boulevard and Williams Avenue where streetcar lines once existed. These structures are built up to the sidewalk and side property lines with commercial retail/office space on the ground floor and housing or office space above. The most common building material is brick, but there are several wood frame structures also. The architectural styles include; Queen Anne, Egyptian, and streetcar era commercial. There is also a Zig-zag Moderne factory built on Martin Luther King Jr. Boulevard.

# ELIOT HISTORIC DISTRICT

## LEGEND

-  Primary Historical Significance  
(Contributing) 1884-1913
-  Secondary Historical Significance  
(Contributing) 1866-1883
-  Historic/Non-contributing
-  Compatible/Non-Contributing
-  Non-Compatable/Non-Contributing
-  Vacant Land: Surface Parking;  
Outdoor storage: Garden Space
-  Identified Ensembles in 1984 Portland  
Historic Resources Inventory
-  Site listed in 1984 Portland Historic  
Resources Inventory
-  Designated Landmark and/or listed on  
National Register
-  Proposed Historic District Boundary
-  Boundary Suggested in 1984 Historic  
Resources Inventory

May 1992,  
Bureau of Planning, City of Portland, Oregon



#### **4. Evaluation of Structures**

##### **Contributing**

Buildings constructed during the primary or secondary historic development periods that have not been significantly altered and contribute to the district's historic character.

- **Primary Historic Significance (440 properties\*)**  
The Progressive Era: 1884-1913
- **Secondary Historic Development Period (4 properties\*)**  
Railroads and Industrial Growth: 1866-1883

##### **Historic/Non-Contributing (6 properties\*)**

Buildings constructed during the historic development period that have been altered so that they no longer contribute to the district's historic character, or buildings fifty years or older that are not constructed during the historic development periods and do not contribute to the district's character.

##### **Compatible/Non-Contributing. (30 properties\*)**

Buildings constructed after the historic development period whose design is compatible with the district. However, because of their late building date they receive a non-contributing status.

##### **Non-Compatible/Non-Contributing (50 properties\*)**

Buildings constructed after the historic development period whose design is not compatible with the district.

##### **Vacant; Parking; Outdoor Storage; Garden Space (125 platted lots\*)**

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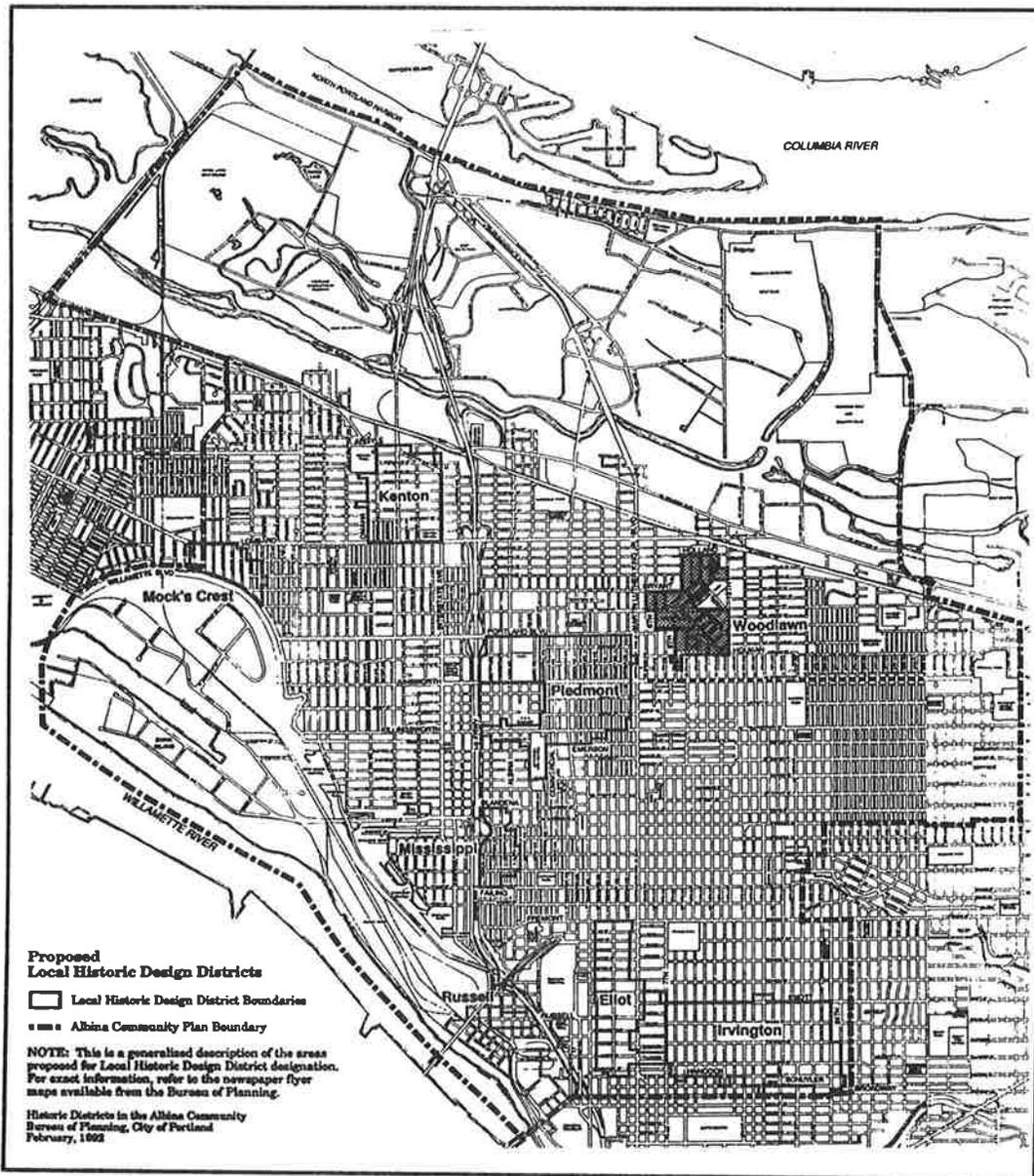
\*These are approximate numbers based on the geographical information system maps, Portland Bureau of Planning, May 1992.

## **5. Boundary of the District**

The proposed boundary has been modified from the 1984 Historic Resources Inventory in several places to include significant historic resources and exclude non-compatible development. With the exception of the area north of Morris Street, the several small plats that cover the Eliot Historic District were all recorded before 1879. The following are the proposed boundaries.

- The northern boundary is Fremont Street.
- The western boundary, which was proposed in 1984 to extend west to Flint Avenue, now jogs along Williams Avenue excluding many non-compatible properties.
- The southern boundary extends as far south as half a block south of Hancock Street.
- The western boundary excludes the non-compatible development along Martin Luther King Jr. Boulevard from Knott Street north to Fremont Street. However, it has been expanded to include the ensemble of Queen Anne cottages along Tillamook Street east of Martin Luther King Jr. Boulevard.

# Woodlawn Historic District





# **Woodlawn Historic District**

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## **1. Historical Background**

Settled originally as a rural farm community in the 1860s and 1870s, Woodlawn developed into a streetcar suburb by the late 1880s and later was annexed into the Portland on July 6, 1891.

Woodlawn was originally an irregularly shaped 320 acre portion of land bounded by Holland Street on the north, Holman Street on the south, Union Avenue on the west, and extending east as far as 13th Avenue. Most of the present-day community of Woodlawn is located on what was the Donation Land Claim of William McClung, who began settlement of his claim on December 15, 1850. Shortly afterwards, the land changed ownership several times.

Besides McClung, other settlers in this area were Jelu Switzler whose father John operated a ferry on the Columbia River connecting Portland and Vancouver. Lewis Love, another pioneer, ran a competing ferry on the same route. Both ferries stimulated the growth of Woodlawn since they made it more accessible from the Washington side of the Columbia as an interim stop on the way to Portland. But Woodlawn as we presently know it did not begin to take shape until the area was purchased in 1888 by the Oregon Land and Investment Company.

Organized by Frank Dekum, Richard and George Durham, and H. C. Stratton, the Oregon Land and Investment Company incorporated on March 1, 1888 for the purpose of acquiring, holding, and disposing of the real estate in the area known as Woodlawn. In addition to acting as real estate agents, the company reserved the right to lay and maintain tracks for railway and streetcar lines on and through the streets, primarily Dekum and Durham Avenues. They also had the power to operate gas lines, water mains, and telephone and electric wires in and through the aforementioned streets. The company then platted Woodlawn on August 24, 1888, and proceeded immediately to build the first six houses in the area and plan whatever was necessary for development of the town.

Later in 1888, the rights to lay, build, and maintain a railroad or streetcar line in Woodlawn was sold to the Portland and Vancouver Railway Company. Directors of this company included Frank Dekum and Richard Durham. Two streetcar lines constructed through Woodlawn by this company were the Woodlawn and Vancouver lines. Both played a major role in the town's development.



## *Woodlawn Historic District*

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In September 1888, the first rails were laid out along Martin Luther King Jr. Boulevard. The Woodlawn line ran north along Martin Luther King Jr. Boulevard in the strip of land that had been dedicated to the railroad by the developers of the neighboring Piedmont Subdivision. At Portland Boulevard it angled across the terrain to the intersection of Durham and Dekum Avenues. At this spot, a depot was located with the station waiting room built in the middle of a triangular park. With the exception of a few recent developments, the Woodlawn Historic District is the only area in the entire Albina Community that does not reflect a strict north/south grid. Woodlawn's commercial center developed around this depot and diagonal streets ran out to the surrounding residential area. The Vancouver line ran parallel to the Woodlawn line, but continued on a straight course all the way to the Columbia River's edge. Both lines ran long trestles in the Columbia Slough and ended at the ferry crossings where passengers, merchandise, and even trains were conveyed to the other side.

By 1897, Woodlawn had developed into a small village with a thriving business district centered around Dekum and Durham Avenues. Walking along these streets one could find a bakery, a drug store, an ice cream parlor, and a doctor's office. A short time later the area boasted two meat markets, a nickelodeon, two delivering grocery stores, and a tobacco store.

A streetcar line ran along Dekum Street from Martin Luther King Jr. Boulevard east to 24th Avenue. Residential development around this commercial area followed the general patterns in Portland at this time. Lots were generally sold to individuals and small contractors who built their own homes and a few speculative houses.

Business continued to flourish into the 1920s, although at a much smaller rate after the completion of the Interstate Bridge in 1917. Besides making the ferry obsolete, the bridge and improved streets greatly facilitated travel to Portland where larger and more numerous shops could be found. Unable to successfully compete with these larger shops, many Woodlawn merchants were forced out of business.

At this point in its history, Woodlawn lost a great deal of its commercial activity and became more residential in character. Even in its most prosperous times, Woodlawn was never considered a rich neighborhood. Instead, it has always been generally classified as a working class neighborhood with solid ties to neighborhood churches and the Woodlawn School. But as the commercial economic climate began to deteriorate, so did the physical state of the neighborhood.

## **2. Development since 1941**

Playing an important role in Woodlawn's more recent history was the development of the Kaiser Shipbuilding Corporation and their recruitment of over 20,000 workers in 1943. The vast majority of these workers were African American and came from the South and East Coast. After finding work in the shipyards, many took advantage of the low cost of homes in Woodlawn. With this influx, the once predominantly white Woodlawn neighborhood became racially integrated.

From 1941-1967 there were several new developments that were not compatible with the earlier established character of the district. The largest industrial use in the area is Grigsby Bros. Paper Box Manufacturing Company located on the triangular block bounded by 7th Avenue, Bryant Street and Madrona Streets. Although this company has been in the Albina Community since 1919 it did not move to its present Woodlawn neighborhood location until 1948. The three houses that remain on this block reflect the type of houses that were replaced by the box factory. During this time there were a number of single-family houses built on infill lots. These newer houses are scattered throughout the neighborhood. They generally had detached garages set back from the street with off-street parking to the side or behind the house. Most of these houses are compatible with the earlier houses built during the period of historical significance because they share similar roof pitch, building orientation and materials.

Gradually, the original Woodlawn residents passed away, and post-war unemployment brought with it the inability to maintain the physical character of the neighborhood. This slow deterioration continued through the 1950s and reached a peak in the late 1960s. In 1967 it was announced that Portland was one of 63 cities to be a recipient of a Model Cities planning grant for distressed neighborhoods. Woodlawn received some of this money. Beginning in July 1970, the Model Cities aid was used to improve streets and sidewalks, expand public facilities, and improve the area's homes. As part of the plan for the following year, 80 houses, among which were some of the area's oldest- were razed to make way for a large park.

There was a second wave of infill single-family houses in the district after 1967. These tend to be less compatible with the district than those built from 1941-1967. The accommodation of the automobile differs substantially in these newer houses. The facades of most of these house are dominated by a one or two car garage with off-street parking in front.

## *Woodlawn Historic District*

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The above information is from several sources:

- **“History of the Albina Community,”** a document produced by the 1990 Comprehensive Planning Workshop graduate students at Portland State University (PSU).
- **Potential Historic Conservation Districts**, City of Portland Bureau of Planning, October 1978.
- **Fares, Please! Those Portland Trolley Years**, John T. Babbe, 1982

### **3. Type of Historic Resources**

In the Woodlawn Historic District there are several commercial structures centered around Dekum and Durham. These commercial buildings are one to two story brick or wood structures, built up to the sidewalk and side lot lines with retail/office space on the first floor and residential/office space on the upper floor.

The residential area that surrounds the commercial area is composed of primarily single-family houses. Architecturally, the types of these early homes were simple, decorated vernacular farmhouses and cottages. These structures had occasional band-sawn decoration, and ornate glass patterns in front door transoms. Later structures showed more ornateness and variety of details associated with Victorian styles. The majority of the houses were built before Portland had a zoning code and the setback varies throughout the district.



#### **4. Evaluation of Structures**

##### **Contributing**

Buildings constructed during the primary or secondary historic development periods that have not been significantly altered and contribute to the district's historic character.

- **Primary Historic Significance (192 properties\*)**  
The Progressive Era: 1884-1913
- **Secondary Historic Development Period (78 properties\*)**  
The Motor Age: 1914-1940

##### **Historic/Non-Contributing (2 properties\*)**

Buildings constructed during the historic development period that have been altered so that they no longer contribute to the district's historic character, or buildings fifty years or older that are not constructed during the historic development periods and do not contribute to the district's character.

##### **Compatible/Non-Contributing. (70 properties\*)**

Buildings constructed after the historic development period whose design is compatible with the district. However, because of their late building date they receive a non-contributing status.

##### **Non-Compatible/Non-Contributing (78 properties\*)**

Buildings constructed after the historic development period whose design is not compatible with the district.

##### **Vacant; Parking; Outdoor Storage; Garden Space (30 platted lots\*)**

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\*These are approximate numbers based on the geographical information system maps, Portland Bureau of Planning, May 1992.

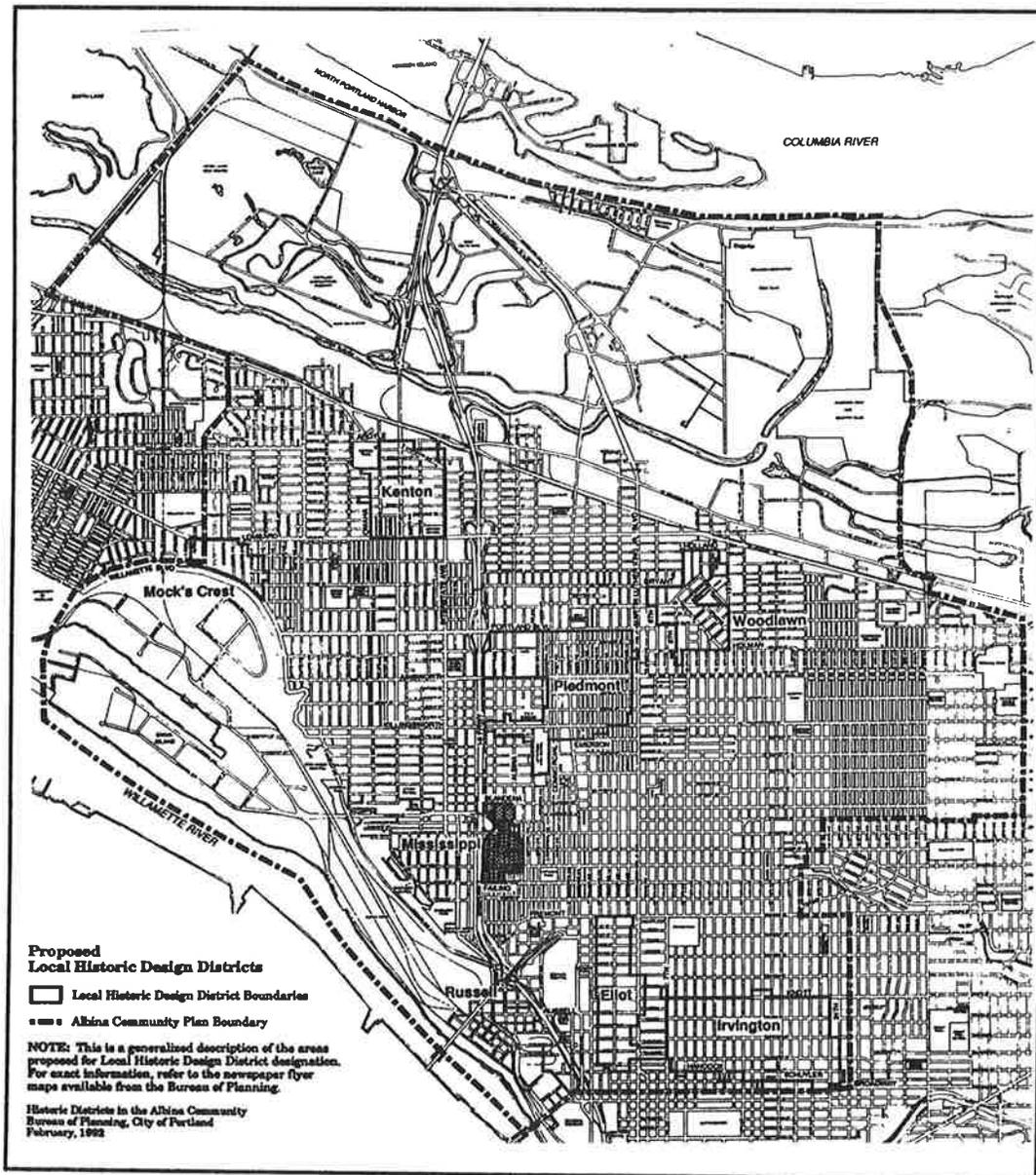
## **5. The Boundary of the District**

The Woodlawn Historic District is the irregularly platted subdivisions of Woodlawn and Scoffins Addition that are centered around the commercial area at Dekum and Durham. The boundary was drawn to reflect these unique plats while excluding non-compatible properties, such as Woodlawn Park and the Grigsby Box Factory. The boundary was expanded from the one proposed in the 1984 Historic Resources Inventory to include an ensemble of homes south of the intersection of 8th and Holman and also to include Woodlawn School built in 1926.

The proposed boundary for the Woodlawn Historic District includes the area that has the unique diagonal street pattern. This creates a rather complicated boundary where the diagonal streets meet the gridiron pattern of the surrounding streets. The major north/south/east/west boundaries are as follows;

- Holman Street, the southern boundary, was the southern boundary of McClung's donation land claim and the division between Woodlawn and Highland Park.
- 13th Avenue, a small alley-like street, is the prominent eastern boundary of the historic district. It is also the boundary between the Woodlawn Subdivision and Columbia Heights.
- 8th Avenue, in the northern portion of the district, is the western boundary between Scoffins Addition and El Tovar to the west.
- Holland Street, the proposed northern boundary, is the division between Scoffins Addition and numerous small smaller plats to the north.

# Mississippi Historic District





# **Mississippi Historic District**

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## **1. Historical Background**

The centrally located retail area of the City of Albina started at Russell Street and developed north along the Mississippi and Williams streetcar lines. The Mississippi Historic District, centered around the intersection of Mississippi Street and Shaver Avenue, was the upper portion of this retail area. By the Second World War, Russell Street and Mississippi and Williams Avenues were solidly lined with three and four story brick commercial structures. For more information about the City of Albina please refer to the historical background for the Russell Street Historic District and the Eliot Historic District.

The Mississippi Historic District centers around the commercial buildings that developed along the Mississippi streetcar lines as well as the surrounding residential area. At the intersection of Mississippi Avenue and Shaver Street two streetcar lines crossed making it a very desirable commercial location. A 1918 city streetcar map showed this intersection had one of only twelve public telephones located in northeast Portland.

The area surrounding the commercial district along Mississippi developed into an economically diverse residential community. Upper Albina became one of the most fashionable residential areas of the greater Portland area. The Palmer House, built in 1894, was one of several mansions of that era that had commanding views of Portland and the West Hills. The streetcars provided access to the growing number of railroad and industrial jobs along the waterfront, making this area attractive to those workers. However, soon after consolidation in 1891, it became popular for Portland's wealthy families to concentrate in a few fashionable neighborhoods primarily located on the west side of the river. Gradually, the residential area around Mississippi Street became predominantly a working class neighborhood.

## **2. Development Since 1941**

Only a few scattered buildings remain of the upper commercial center of the town of Albina. The commercial structures that once lined Mississippi and Williams Avenues have almost all been demolished. The Mississippi/ Shaver ensemble is especially important because these few buildings are the best example of this type of streetcar commercial buildings that still remain. Most of these buildings have been replaced with new commercial and light industrial uses that do not reflect the historic character of the area.



## *Mississippi Historic District*

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The commercial area around Mississippi and Shaver once served a large residential population. Today, that area has been greatly reduced and the businesses are struggling to maintain their economic viability. The Minnesota freeway and the Fremont Bridge access road have isolated the area by creating huge barriers to the west and the south. The Emanuel Hospital urban renewal project also removed housing and reduced the area's residential population.

There has been very little infill development in the Mississippi Historic District. However, due to abandonment and continuously deferred maintenance, a number of houses have been demolished over the years. As a result, many vacant lots are scattered throughout the district creating great potential for infill development. Several of the earlier Upper Albina mansions have been demolished and the Palmer House, now a bed and breakfast establishment, is an elegant reminder of what was once the fashionable early Albina neighborhood.

The above information is from several sources:

- **"History of the Albina Community,"** a document produced by the 1990 Comprehensive Planning Workshop graduate students at Portland State University (PSU).
- **Potential Historic Conservation Districts**, City of Portland Bureau of Planning, October 1978.
- **Fares, Please! Those Portland Trolley Years**, John T. Babbe, 1982

### **3. Type of Historic Resources**

There are two types of historic resources in the Mississippi Historic District; commercial and residential. The commercial structures are concentrated along Mississippi Avenue. These structures are built up to the sidewalk and side property lines with commercial retail/office space on the ground floor and housing or office space above. The most common building material is brick, but there are several wood frame structures also. The architectural styles include; Mediterranean, Queen Anne Vernacular, and typical streetcar commercial.

The residential structures in the Mississippi Historic District are a mix of small worker cottages, as well as more grand homes, like the John Palmer House. There is a large collection of Queen Anne homes dating from the 1880s. Later, houses were often the Bungalow style.



0 200' 400'



Scale in Feet

## MISSISSIPPI HISTORIC DISTRICT

### LEGEND



Primary Historical Significance (Contributing) 1884-1913

Secondary Historical Significance (Contributing) 1914-1940

Compatible/Non-Contributing

Non-Compatible/Non-Contributing

Vacant Land: Surface Parking; Outdoor storage; Garden Space

Identified Ensembles in 1984 Portland Historic Resources Inventory

Site listed in 1984 Portland Historic Resources Inventory

Designated Landmark and/or listed on National Register

Proposed Historic District Boundary

No Boundary Suggested in 1984 Historic Resources Inventory

May 1992, Bureau of Planning, City of Portland, Oregon

#### **4. Evaluation of Structures**

##### **Contributing**

Buildings constructed during the primary or secondary historic development periods that have not been significantly altered and contribute to the district's historic character.

- **Primary Historic Significance (150 properties\*)**  
The Progressive Era: 1884-1913
- **Secondary Historic Development Period (58 properties\*)**  
The Motor Age: 1914-1940

##### **Historic/Non-Contributing (0 properties\*)**

Buildings constructed during the historic development period that have been altered so that they no longer contribute to the district's historic character, or buildings fifty years or older that are not constructed during the historic development periods and do not contribute to the district's character.

##### **Compatible/Non-Contributing. (4 properties\*)**

Buildings constructed after the historic development period whose design is compatible with the district. However, because of their late building date they receive a non-contributing status.

##### **Non-Compatible/Non-Contributing (18 properties\*)**

Buildings constructed after the historic development period whose design is not compatible with the district.

##### **Vacant; Parking; Outdoor Storage; Garden Space (46 platted lots\*)**

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\*These are approximate numbers based on the geographical information system maps, Portland Bureau of Planning, May 1992.

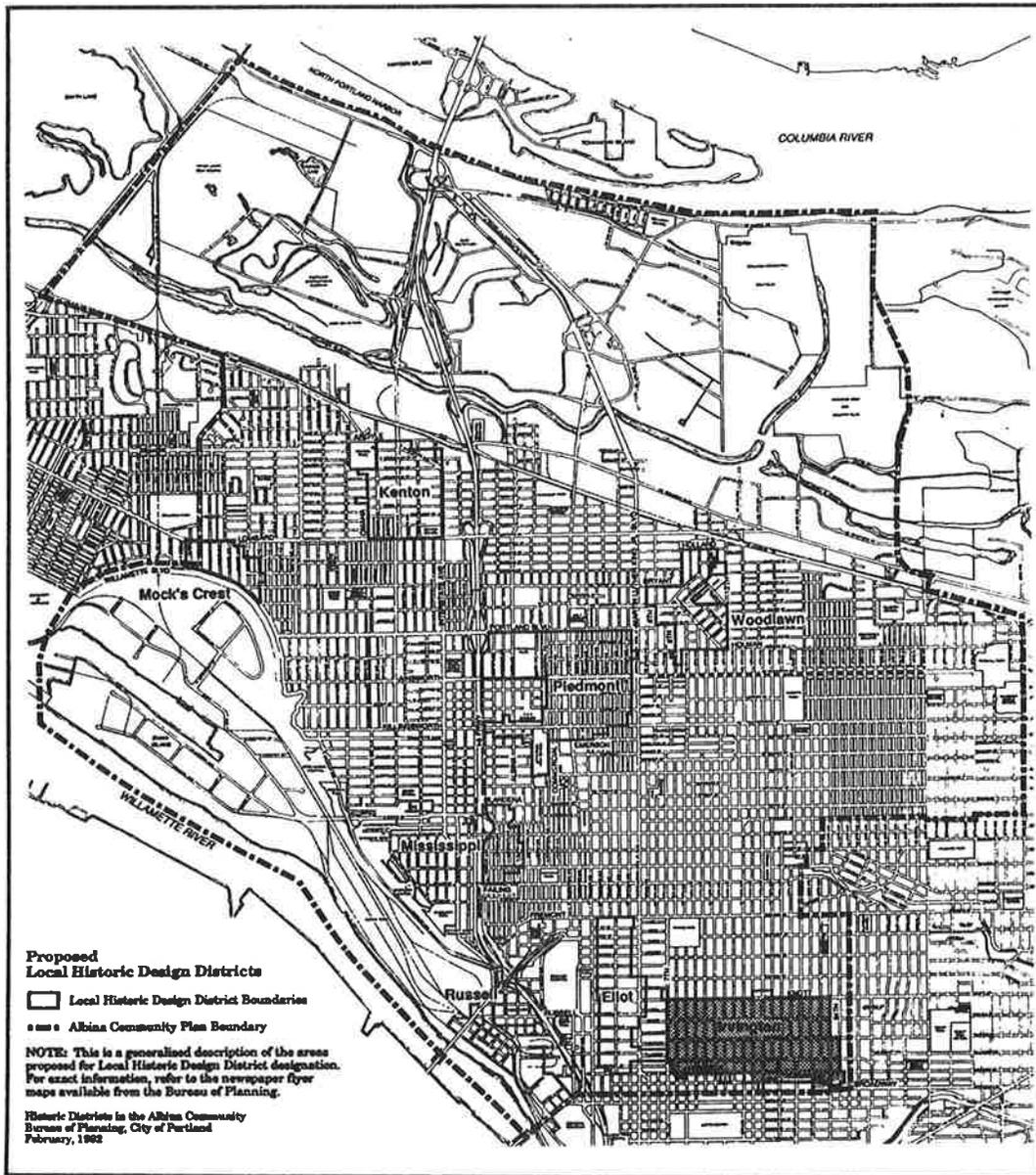
## **5. The Boundary of the District**

The proposed historic district boundaries center around the commercial ensemble at Mississippi and Shaver and the John Palmer House on Mississippi and Skidmore. The historic district covers three plats; Multnomah, Central Albina, and Clifford Additions. The boundary of the Multnomah and Central Albina Additions is Albina Street from Prescott Street south to Fremont Street. These additions, platted before 1879, are two of the earliest recorded in the City of Albina. In the field, they are difficult to distinguish because of the similar development patterns and the block configuration of 50' x 100' lots with alleys. North of Prescott a small portion of the district is located in the Clifford Addition. This addition was platted later and does not contain alleys.

The proposed boundary was drawn to include primary historic resources built before 1914 and to exclude non-compatible new development.

- The western boundary is the I-5 freeway. The Multnomah Addition, which extends west to Interstate Avenue, is divided in half by the Minnesota Freeway (I-5).
- The eastern boundary of Borthwick Avenue and the southern boundary of Failing Street both mark streets where significant non-compatible development begin to encroach into the district.
- The northern boundary goes as far as Blandena Street to include historic resources that surround the John Palmer House on Mississippi Avenue and Skidmore Street.

# Irvington Historic District





# **Irvington Historic District**

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## **1. Historical Background**

The Irvington neighborhood is located upon land whose development can be traced to the Donation Land Claim of Captain William Irving who came to Portland from Scotland in 1849. Irving, a shipbuilder and sea captain, played an important role in the establishment of steam navigation on the Willamette and Columbia Rivers. Irving settled his claim on February 11, 1852. It contained 640 acres and had as its general boundaries the present day streets of Fremont, 7th, Halsey, and 24th, plus a strip of land leading down to the Willamette River. Irving's wanderlust and the Fraser River gold rush, eventually spurred him to move on to British Columbia where he died in 1872. Upon his death, his widow and son John sold the majority of the land claim to Ellis B. Hughes, John W. Brazee, Portland businessmen, and David B. Thompson, twice mayor of Portland and American minister to Turkey.

Spearheaded by wealthy investor Thompson, the group purchased Irving's land in anticipation of realizing quick dividends like other east side lands produced. The land was initially platted in 1874, but did not readily sell. This was partially due to the lack of adequate streetcar service to the area, but predominantly due to the availability of cheaper, more developable lands closer to the already established cities of Albina and East Portland. Early maps and drawings show little actual development prior to 1890. Facing this lack of development, Thompson and other owners sold the remaining property in 1887 for \$62,000.

As the nearby city of Albina's industrial base continued to expand, surrounding areas began to feel pressure to provide residential land for that city's middle and upper class. Due to Irvington's proximity, land there began to sell towards the end of the century. Irvington was included in the large amount of land that Albina annexed shortly before its consolidation with East Portland and Portland in 1891. In only a few short months, Irvington began to receive City of Portland services.

Stimulated to a large extent by the wealth and prosperity brought about by the 1905 Lewis and Clark World's Fair, the original Irvington plot was purchased on January 25, 1908, by the Prospect Park Company. This company was intent upon developing the parcel and later that year circulated a promotional brochure designed to entice upper class home owners with the advantages of living in Irvington.



## *Irvington Historic District*

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The modern improvements in the Prospect Park development included; asphalt streets instead of cobblestone, sewers rather than drainfields and sidewalks on every street. In addition to attracting an upper class residential community, deed restrictions also shaped the physical environment. Residences were limited to one per 50 foot lot, had to cost at least \$2,500 and have a 25 foot front setback. The streets were all 28 feet wide, except Knott Street was 36 feet wide. As secondary portions of Irvington developed, the usual manner was that one house would occupy both corner lots, leaving an expanse of space and greenery along the east/west streets.

By 1910 three streetcar lines were in operation between downtown Portland and the Irvington area. These were the Alberta, Woodlawn, and Irvington lines. All facilitated growth. The Irvington line, the last of the three to begin service, originally ran from downtown Portland to NE 15th and Tillamook. As more homes were built in the neighborhood, the line was extended to NE 15th and Siskiyou. Aside from minor changes, service remained the same until the introduction of motorbuses.

With heightened accessibility to the area, many new houses were constructed. Although some houses were built in the western portion as early as the 1880s, most of the development did not occur until the first two decades of this century. A majority of residences in Irvington initially centered near Tillamook and Hancock Streets. The residences which fill the blocks along these two streets from 7th to about 25th Avenues are a remarkable ensemble of early 20th century residential construction. They range from the very simple pioneer styled Victorians near 7th to high Arts and Crafts styled residences out towards 25th Avenue. Mixed in with these residences are some 1910s and 1920s apartments as the neighborhood's density increased.

Irvington was designed to be strictly residential, prohibiting commercial and industrial uses. There were however, a number of institutional uses that were allowed in the area to support the residential community. The two most notable are Westminster Presbyterian Church and Irvington School. The Gothic Revival Church was built between 1912 and 1914 and reflects the wealth of its congregation. It was designed by Ellis F. Lawrence, the founding dean of architecture at the University of Oregon. Irvington School was built in 1932.

The Irvington District was developed at a time when the automobile first became financially accessible to many people. However, the high cost of owning and operating the machine limited it to the upper class. The upper class homes in the Irvington District, regardless of the architecture style, illustrate some of the first attempts to integrate the house and the automobile. A common solution was a detached garage set at the back of the lot with access down the side property.

## **2. Development since 1941**

The neighborhood maintained its character as a stately neighborhood housing upper middle class residents until after World War II. Beginning in the early 1950s, construction in the downtown and around present day Lloyd Center began to directly affect Irvington's character. As many of the lower-income homes were replaced with newer commercial structures residents were forced to find new homes. Since many could not afford to move any great distance they usually settled in the adjacent areas. Irvington was one such area and with this influx of newcomers came a slow exodus of many longtime Irvington residents. In this process property values plummeted which served to accentuate the problem.

To combat this problem the Irvington Community Association was formed. Founded in 1964, the group sought to stabilize the neighborhood by encouraging residents to remain there. By promoting community interaction, the neighborhood was able to sustain itself. The majority of physical restoration did not occur, however, until the early 1970s when Irvington received part of Portland's Model Cities grant. This money funded community improvements and rehabilitation loans.

Today there is a reversal of the migratory trend of the early 1960s and people are choosing to move back to inner city neighborhoods like Irvington. Property values are increasing and the neighborhood is returning to the niche that it once held- that of a primarily upper middle class neighborhood.

With few exceptions, the new development has occurred primarily in the southern portion of the historic district. Responding to market forces and changes in zoning patterns, there has been a lot of new multi-family structures and commercial uses south of Tillamook Street. Today, Broadway Street, a major commercial street, and the Lloyd Center located further south, make this area attractive to higher density housing and commercial uses.

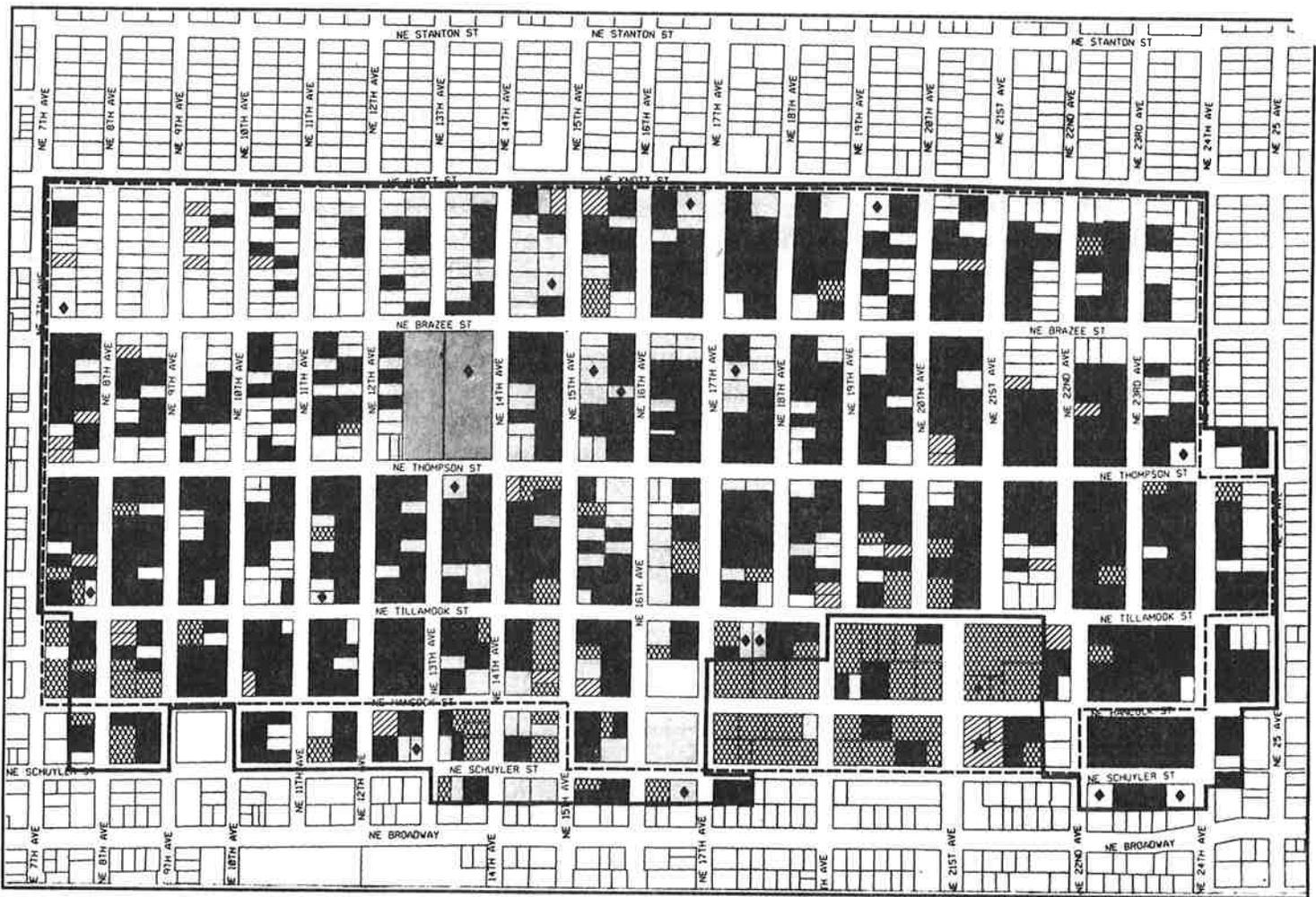
The above information is from several sources:

- **"History of the Albina Community," a document produced by the 1990 Comprehensive Planning Workshop graduate students at Portland State University (PSU).**
- **Potential Historic Conservation Districts, City of Portland Bureau of Planning, October 1978.**
- **Fares, Please! Those Portland Trolley Years, John T. Babbe, 1982**

### **3. Types of Historic Resources**

The Irvington District is not an exclusive detached single-family residential area. There are many fine examples of multi-dwelling housing in the forms of duplex, tri-plex, four-plex, garden apartments, and apartment buildings. These structures have the same materials and architectural styles of the surrounding single-family homes.

The individual structures from this period represent a variety of styles, including American Basic, Arts and Craft, Bungalow, Colonial, Colonial Revival, Craftsman, and Early Modern. Despite the variety of styles, they have a continuity of materials, scale, detailing, orientation, and setback that creates a distinct character and uniformity.



## IRVINGTON HISTORIC DISTRICT

### LEGEND

-  Primary Historical Significance (Contributing) 1884-1913
-  Secondary Historical Significance (Contributing) 1914-1940
-  Compatible/Non-Contributing
-  Non-Compatable/Non-Contributing
-  Vacant Land: Surface Parking; Outdoor storage: Garden Space
-  Site listed in 1984 Portland Historic Resources Inventory
-  Designated Landmark and/or listed on National Register
-  Proposed Historic District Boundary
-  Boundary Suggested in 1984 Historic Resources Inventory

May 1992, Bureau of Planning, City of Portland, Oregon

#### **4. Evaluation of Structures**

##### **Contributing**

Buildings constructed during the primary or secondary historic development periods that have not been significantly altered and contribute to the district's historic character.

- **Primary Historic Significance (640 properties\*)**  
The Progressive Era: 1883-1913
- **Secondary Historic Development Period (360 properties\*)**  
The Motor Age: 1914-1940

##### **Historic/Non-Contributing (0 properties\*)**

Buildings constructed during the historic development period that have been altered so that they no longer contribute to the district's historic character, or buildings fifty years or older that are not constructed during the historic development periods and do not contribute to the district's character.

##### **Compatible/Non-Contributing. (28 properties\*)**

Buildings constructed after the historic development period whose design is compatible with the district. However, because of their late building date they receive a non-contributing status.

##### **Non-Compatible/Non-Contributing (45 properties\*)**

Buildings constructed after the historic development period whose design is not compatible with the district.

##### **Vacant; Parking; Outdoor Storage; Garden Space (18 platted lots\*)**

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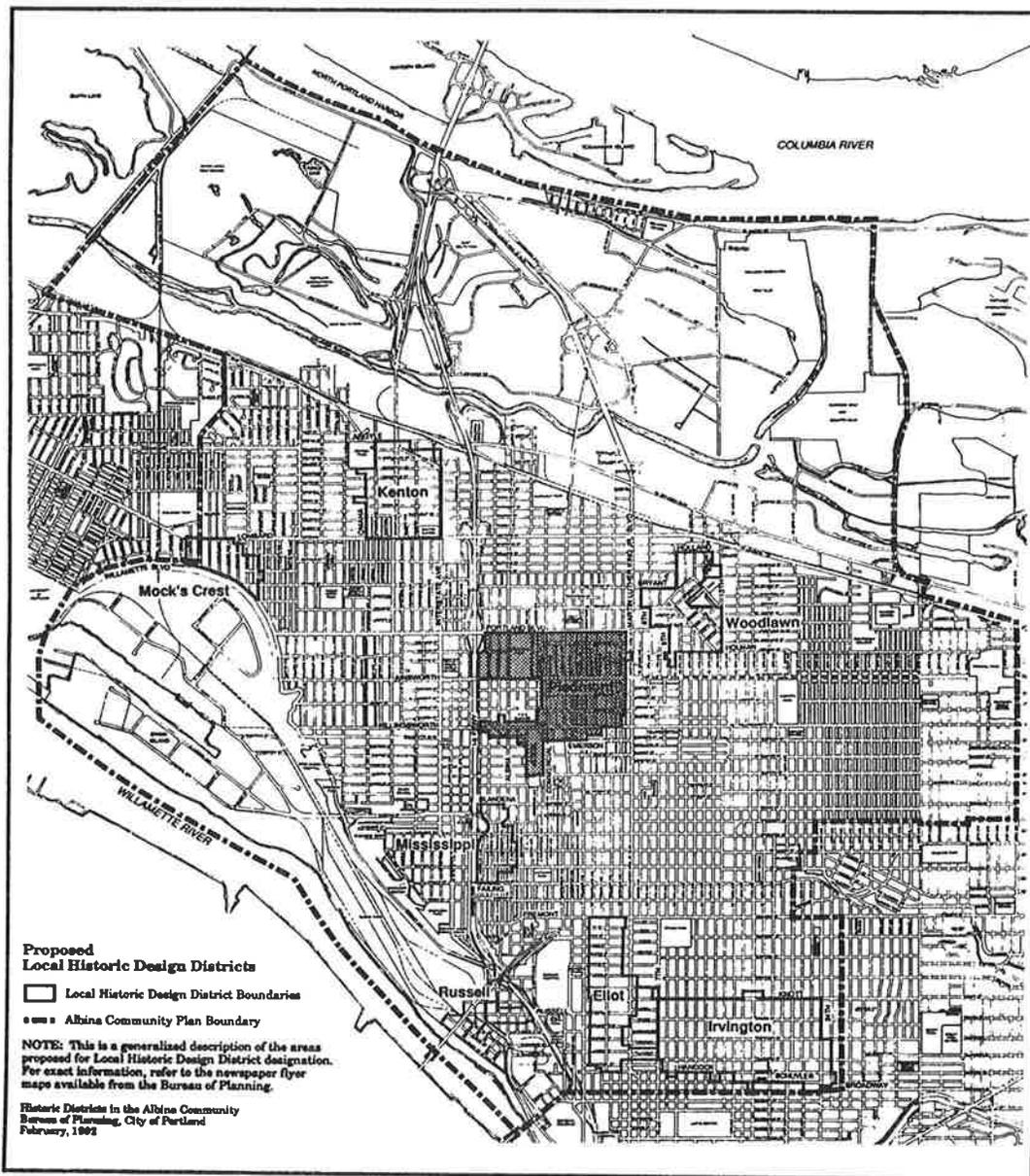
\*These are approximate numbers based on the geographical information system maps, Portland Bureau of Planning, May 1992.

## **5. The Boundary of the District**

The proposed boundaries follow those identified in the 1984 Historic Resources Inventory with some exceptions for new non-compatible development on the south boundary and along Martin Luther King Jr. Boulevard and to include adjacent historic resources in the blocks between 24th and 25th Avenues and Thompson and Hancock Streets. The proposed historic district includes portions of three plats; Irvington, West Irvington, and Holladays Addition.

- The northern boundary of Knott Street was drawn because proportionally there is a smaller number of buildings built before 1914 north of Knott Street than in the area south of Knott Street.
- The eastern boundary runs along 7th Avenue from Knott Street to Tillamook Street where it moves east half a block to exclude non-compatible uses.
- The southern boundary jogs between Tillamook and Schuyler Streets from 7th to 25th Avenues. The changes to the boundary proposed in the 1984 Historic Resources Inventory have been made to exclude non-compatible development or to include clusters of historic resources.
- The eastern boundary has been expanded several blocks from the boundary proposed in the 1984 Historic Resources Inventory to include a grouping of historic resources.

# Piedmont Historic District





# **Piedmont Historic District**

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There are four distinct sub-areas within the Piedmont Historic District.

- The original Piedmont subdivision bounded by Portland Boulevard, Martin Luther King Jr. Boulevard, Killingsworth Street and Commercial Avenue.
- Peninsula Park bounded by Portland Boulevard, Kerby Avenue, Ainsworth Street and Albina Avenue.
- The Gainsborough Subdivision bounded by Portland Boulevard, Albina Avenue, I-5 Freeway and Ainsworth Street.
- Portions of Killingsworth Street from the I-5 Freeway to Martin Luther King Jr. Boulevard.

## **1. Historical Background**

### **Piedmont Subdivision**

The quarter section of land which later became Piedmont was granted to Henry Walsh by the United States Government on March 10, 1866. Pursuant to an 1885 act of Congress, this land was a Bounty Land Claim for his military service in the Mexican-American War.

After changing hands several times between 1870 and 1888 with many legal questions over ownership, the entire parcel was sold for \$24,000 to The Investment Company on June 22, 1888. The Investment Company had recently been incorporated on October 1, 1887, by Edward Quackenbush, William M. Ladd, William Wadhams, and S. P. Lee with the primary intention of investing \$25,000 in developable real estate.

The Investment Company named this tract "Piedmont" due to its topography and mountain views. They invited the Portland and Vancouver Railway Company to extend its tracks to Piedmont. This was done by deeding that company a 20 foot strip of land along Piedmont's eastern edge under the condition that a railway line be built and maintained within that strip which would later become the west side of Martin Luther King Jr. Boulevard. In September 1888, the first rails were laid out along Martin Luther King Jr. Boulevard where they ran along the Piedmont Subdivision up to Portland Boulevard. At this point the line angled northeast into the Woodlawn area and on to the Columbia River.

On October 15, 1889 Piedmont was officially platted and deed restrictions and conditions of sales recorded for those desiring to settle in perhaps Portland's first planned community. Streets were designed to be 60' wide with 15' wide alleys. All water, gas, and sewer pipes as well as all electric, telegraph, and telephone lines except where absolutely



## *Piedmont Historic District*

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necessary for street lights, were confined to the alleys. Cable, electric, and horse cars were allowed on any street as long as there was consent of two-thirds of the street's property owners. The electric system was provided through an exclusive contract between the Company and the City of Albina. This franchise was the last civic act of the independent City of Albina.

The water system was more independent. The Investment Company drilled a 200 foot well and erected a large wooded water tower on Portland Boulevard and Williams Avenue to service the community. The structure itself became a well-known landmark. The water tower was over 100 foot high and also contained an observation deck and an assembly hall. The water tower burned down in 1917 by an act of arson.

Persons intending to construct homes were subject to additional conditions designed to create a high quality residential neighborhood. Homes had to be built at least 25' from the street and 15' from the side lot line. A minimum construction price for a house was set, depending on the lot, at \$2,500 or \$3,000. This was one of the first instances of such restrictions in the Albina community. Other areas that established such regulations were Irvington and later Mock's Crest.

The strict prohibitionist viewpoint of Edward Quackenbush, president of The Investment Company and organizer of the Portland Anti-Saloon League, is evident in the deed restricting any piece of Piedmont property "for the purpose of manufacturing or vending intoxicating liquors for drinking purposes." Industrial and commercial buildings were excluded from the subdivision as well.

Development of the entire subdivision was rapid. Between 1891 and 1907, each of the boundary streets were extended, except Commercial. By 1909, over 140 dwellings had been erected. The residents were primarily upper-middle class professionals who owned their own homes. Most of the workers commuted into Portland, but a few were employed by the Swift Meat Packing Company and the Monarch Lumber Mill, both located in the Kenton neighborhood along the Columbia Slough.

### **Killingsworth Street**

To service these commuters, additional streetcar lines were established. The Williams Avenue line began service in 1905. It traveled over the Steel Bridge up Williams Avenue and west on Killingsworth to the Piedmont car barns. By 1909 the streetcar ran along Killingsworth from Martin Luther King Jr. Boulevard west to Greeley Street. Because the Piedmont Subdivision was exclusively residential, the commercial structures that typically followed a streetcar line were found on the

## *Piedmont Historic District*

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south side of the street from Commercial Avenue to Martin Luther King Jr. Boulevard. West of Commercial Avenue the commercial structures lined both sides of the street. There are several very significant buildings along this portion of Killingsworth Street. Jefferson High School was built in 1909 on the south side of the street between Commercial and Kerby Avenues. North of the high school the North Albina Branch of the Public Library was built in 1912. Across the street to the east of the library the Chapel of the Chimes Mortuary designed, by Richard Sundleaf, was built in 1932.

### **Peninsula Park**

The site for Peninsula Park was identified in the Park and Boulevard Plan for the City of Portland developed by the Olmsted Brothers in 1903. The seventeen acre park was purchased by the city in 1909 for \$60,000 with funds raised in a 1908 bond issue. Originally the site of "Liverpool Liz's Place", it had been a roadhouse and racetrack for quarter-mile horse racing. An auto-park and campground were also included in the original parcel. The park was designed by architects Ellis Lawrence and Ormond R. Bean and developed in 1912 as a part of Portland's City Beautiful Movement.

The formal rose garden in the south portion of the park was designed by Emanuel T. Mische, a famous landscape architect, Park Board member, and later city commissioner. The rose garden was the showplace of its time, with 300,000 visitors in its first year. The official Portland rose, named "Mme. Caroline Testout" was cultivated in this garden. This rose, once planted by the thousands along the streets of Portland, earned Portland the name, "The City of Roses." In 1913, floral enthusiasts selected Peninsula Park as the location for an annual rose show. In 1917, Washington Park on Portland's west side was selected as the site of the International Rose Test Gardens and most of the rose show activities were moved there. However, Peninsula Park still plays an active role in Portland's Rose Festival by hosting the Junior Court coronation each year.

Overlooking the rose garden is an octagonal bandstand that was constructed in 1913. The bandstand is a National Heritage historical structure and was designated a Portland Historic Landmark in 1973. It is the last of its kind in the city. The community center, at the north end of the park, is Portland's first and oldest community center. The Portland Lavender Club, a dance and social group for women over age fifty, originated here, and others were organized after its example. The community center contains an outdoor swimming pool, and assembly hall and two gymnasiums- one for boys and one for girls. In 1915 Peninsula Park's yearly attendance far surpassed any other municipal playground in the city.

### **Gainsborough Subdivision**

The last section of the Piedmont Historic District to develop was the Gainsborough Subdivision. This residential area was eight blocks bound by Portland Boulevard, Albina Avenue, Ainsworth Street and Minnesota Avenue. The homes were built in the late 1920s and 1930s. What is unique about this group of homes is that they all have English Cottage and Tudor style elements in their design. Most of the houses were built during the depression and are small one and two story structures. However, the craftsmanship of the brick facade detailing and the leaded glass windows is exquisite. At the time of their construction the area was considered a "Street of Dreams".

## **2. Development since 1941**

### **Piedmont Subdivision**

The pattern of primarily upper-middle class residents remained up to the Second World War. To outsiders during this time, the area was referred to as "the town of narrow streets and narrow minds". During the second World War, Kaiser Shipbuilding Corporation recruited large numbers of workers into the area. Quite a few of these workers moved into the Piedmont area to be close to the shipyards at Swan Island. This introduced more renters and the area began to lose its strictly owner occupied character.

Overall, most of the original large, single-family dwellings remain in good condition. There has been very little incompatible infill development in the heart of the Piedmont Subdivision; less than ten structures. There have been about 100 houses scattered throughout the district built between 1940 and 1967 that are compatible with the early homes. With the exception of the Piedmont Presbyterian Church and commercial structures along Martin Luther King Jr. Boulevard and Killingsworth Street, the area is exclusively a residential neighborhood.

### **Killingsworth Street**

The character of Killingsworth Street has changed since its days as a streetcar commercial strip. The two largest historically incompatible uses are Portland Community College, Cascade Campus, located north of Killingsworth Street and the Sentry Grocery Store between Jessup Street, Mississippi Avenue, Killingsworth Street and Michigan Avenue with an expanse of parking adjacent to Killingsworth Street. The most intact historic resources are the ensemble between I-5 freeway and Borthwick. The buildings along Killingsworth Street, as is true with many of the commercial strips built along the streetcar lines, were unable to adapt to the changes that occurred after the streetcar system

## *Piedmont Historic District*

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was discontinued. As a result, they became obsolete and the economic viability of the street declined. Over the years the historic buildings along Killingsworth have had many different uses and show signs of deferred maintenance and historically insensitive remodels and alterations.

### **Peninsula Park**

Physically, Peninsula Park remains relatively unchanged. There have been some minor changes over the years, with the addition of a soccer field, picnic shelter, and other recreational facilities. Today, the playground is currently being renovated with funds from the 1990 parks levy.

However, the park has experienced some crime that has kept many residents of the neighborhood away from it. The Piedmont Neighborhood Association, with help from the Community Policing Program and the Portland Parks Department is working to reclaim the park as a safe neighborhood activity center. During the summer of 1991 they hosted a summer concert series.

### **Gainsborough Subdivision**

Two and a half blocks of the Gainsborough Subdivision were razed for the construction of the Minnesota Freeway in the early 1960s. The freeway runs along the western edge of what remains of the Gainsborough homes. Even though the freeway is depressed at this point and the State Highway Department is constructing a sound wall, it still has adverse impacts on the area. Despite the freeway, this area has remained in good condition with a high level of home ownership.

The above information is from several sources:

- "History of the Albina Community," a document produced by the 1990 Comprehensive Planning Workshop graduate students at Portland State University (PSU).
- Potential Historic Conservation Districts, City of Portland Bureau of Planning, October 1978.
- Fares, Please! Those Portland Trolley Years, John T. Babbe, 1982
- "Peninsula Park", Bureau of Parks and Recreation

### **3. Type of Historic Resources**

#### **Piedmont Subdivision**

In the Piedmont Subdivision, with the exception of the National Registered Holman Apartments on Martin Luther King Jr. Boulevard and Holman Street, the area remains strictly single-family houses. The architectural styles range from Queen Anne, American Basic, English Cottage, Colonial Revival and Bungalow. The houses are set back a consistent 25 feet from the front property line. The front yards contain a large number of old fashioned plants. The planting strips are wide and contain a number of mature street trees with wide canopies that cover the street in some areas. Piedmont is fortunate to have a complete system of alleys which lessens the impact of the automobile and utility wires on the streetscape.

#### **Killingsworth Street**

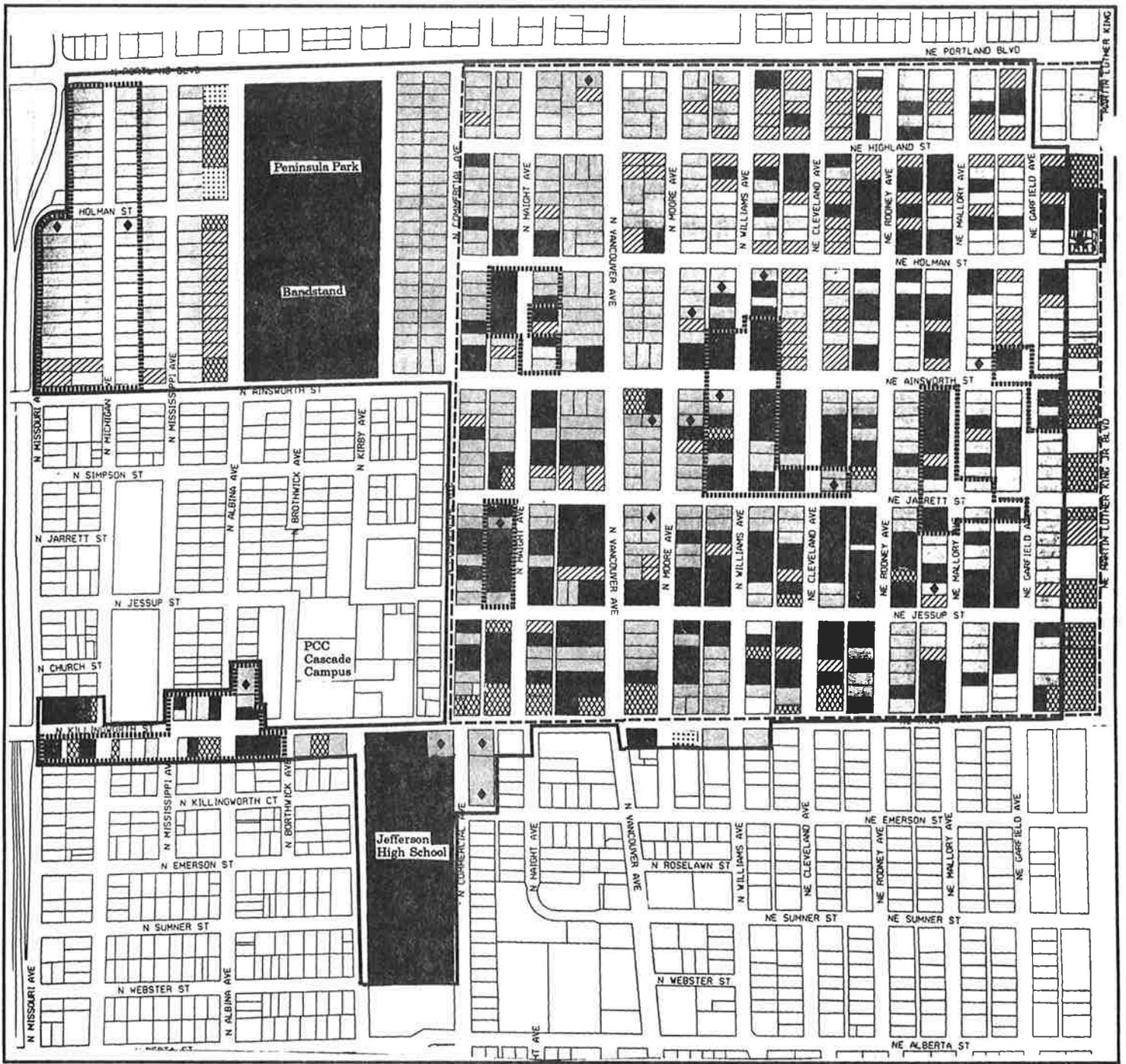
The historic resources along Killingsworth Street are primarily commercial structures built during the streetcar era. These structures are one to two story brick or wood frame, built up to the sidewalk and side property lines with retail/office space on the first floor and residential/office space on the upper floor. There are also a few remaining residential structures along the north side of Killingsworth Street in the Piedmont Subdivision where originally commercial uses were excluded. Most of these houses have been converted to commercial uses.

#### **Peninsula Park**

The entire site of Peninsula Park is of city-wide historical and architectural significance. Important structural features include; the community center, with its stucco walls and tile roof, the bandstand and several detached outbuildings. Important landscape features include; the rose garden with its detailed brick paths and terraces and the planting design scheme of lawn, low shrubs and groves of mature Douglas Fir.

#### **Gainsborough Subdivision**

The Gainsborough Subdivision is a collection of single-family houses of the English Cottage and Tudor style. Every house, with the exception of six Colonial Revival houses, have some type of detailing that reflects these styles. There is fine attention to detail in the craftsmanship of the brick facade, arching door and window openings. The front setback is a consistent 25 feet.



0 300' 600'  
Scale in Feet

## PIEDMONT HISTORIC DISTRICT

### LEGEND

- Primary Historical Significance (Contributing) 1884-1913
- Secondary Historical Significance (Contributing) 1914-1940
- Historic/Non-contributing
- Compatible/Non-Contributing
- Non-Compatable/Non-Contributing
- Vacant Land: Surface Parking; Outdoor storage: Garden Space
- Identified Ensembles in 1984 Portland Historic Resources Inventory
- Site listed in 1984 Portland Historic Resources Inventory
- Designated Landmark and/or listed on National Register
- Proposed Historic District Boundary
- Boundary Suggested in 1984 Historic Resources Inventory

May 1992, Bureau of Planning, City of Portland, Oregon

#### **4. Evaluation of Structures**

##### **Contributing**

Buildings constructed during the primary or secondary historic development periods that have not been significantly altered and contribute to the district's historic character.

- **Primary Historic Significance (225 properties\*)**  
The Progressive Era: 1883-1914
- **Secondary Historic Development Period (500 properties\*)**  
The Motor Age: 1914-1940

##### **Historic/Non-Contributing (5 properties\*)**

Buildings constructed during the historic development period that have been altered so that they no longer contribute to the district's historic character, or buildings fifty years or older that are not constructed during the historic development periods and do not contribute to the district's character.

##### **Compatible/Non-Contributing. (100 properties\*)**

Buildings constructed after the historic development period whose design is compatible with the district. However, because of their late building date they receive a non-contributing status.

##### **Non-Compatible/Non-Contributing (27 properties\*)**

Buildings constructed after the historic development period whose design is not compatible with the district.

##### **Vacant; Parking; Outdoor Storage; Garden Space (15 platted lots\*)**

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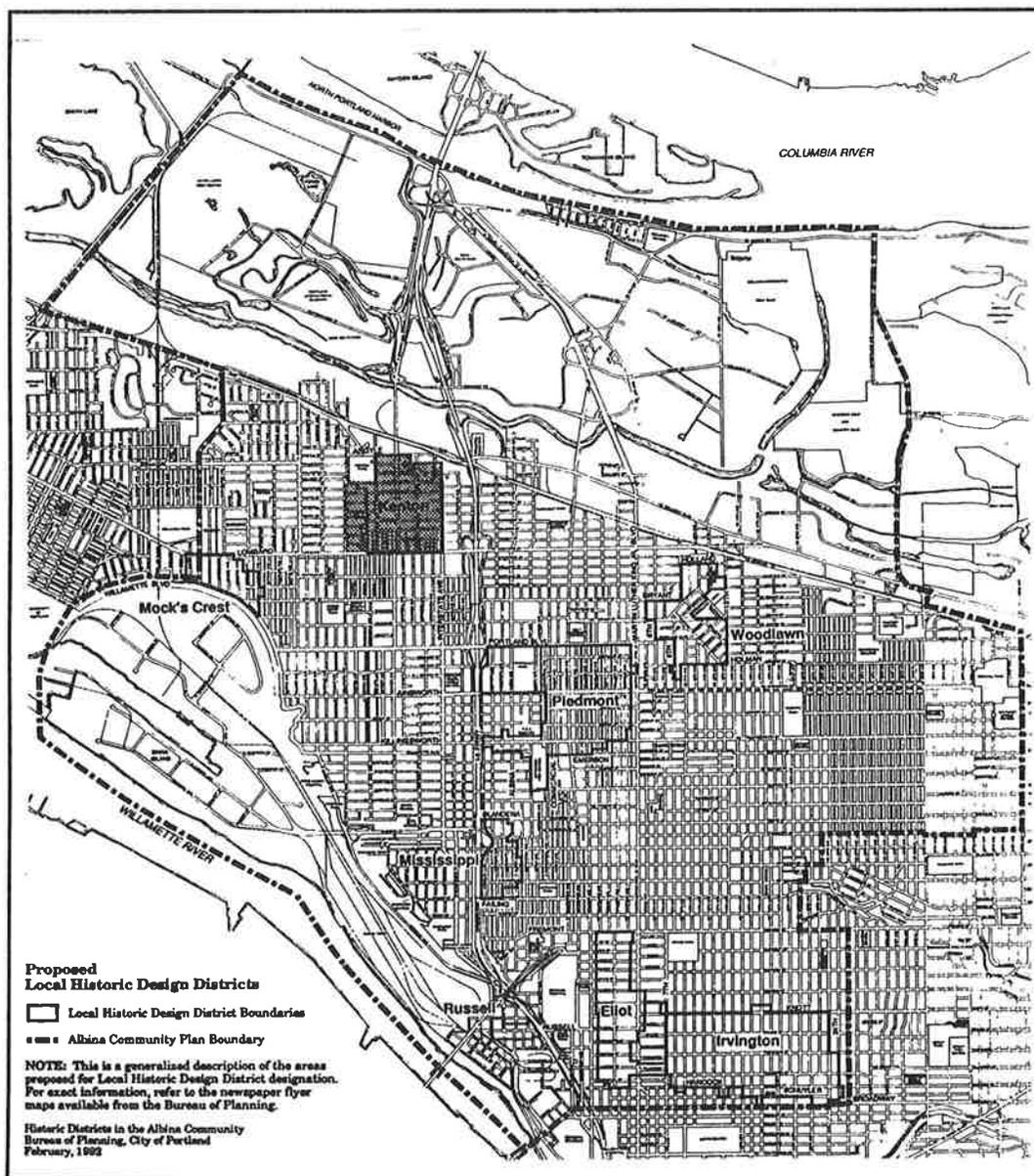
\*These are approximate numbers based on the geographical information system maps, Portland Bureau of Planning, May 1992.

## **5. The Boundary of the District**

The proposed boundary identified in the 1984 Historic Resources Inventory for the Piedmont Historic District which only included the Piedmont Subdivision has been modified to include Peninsula Park, the Gainsborough Addition and portions of Killingsworth Street.

- The northern boundary is Portland Boulevard from the I-5 freeway to Martin Luther King Jr. Boulevard.
- The eastern boundary runs down the alley between Martin Luther King Jr. Boulevard and Garfield to exclude the non-compatible/non-contributing structures along Martin Luther King Jr. Boulevard.
- The southern boundary of the district includes historic resources on both sides of Killingsworth Street from Cleveland Avenue west to the I-5 freeway.
- The western boundary of the Gainsborough Subdivision is the I-5 freeway from Portland Boulevard south to Ainsworth and in the south half of the Piedmont Subdivision the western boundary is Commercial Avenue from Ainsworth Street south to Killingsworth Street.

# Kenton Historic District





# **Kenton Historic District**

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## **1. Historical Background**

Unlike other suburbs of Portland, Kenton is unique in that the district had its origins as a company town for the nationally renown meat packing firm of Swift & Company of Chicago. Situated on a rise two miles south of the company's packing plant on the Columbia Slough, Swift established Kenton as a model community for its employees.

The site for Kenton was originally a portion of a bounty land claim granted to Charles Vincent for service as an Army private during the Apache Indian disturbance. Vincent later assigned this claim to Robert S. Maxy whose name appears on that parcel on the 1850 township map. Late in 1860, Maxy sold his claim to William Love. Upon Love's death, the land passed into the hands of George J. Ainsworth. Several confusing transactions then took place until May 13, 1893, when Henry H. Gilfry and wife, H. Bowyer McDonald and wife, and L.L. Hawkins platted a portion of this land as the Graybrook Addition.

A month later the land was sold to the Associated Banking & Trust Company which had been organized in 1892 for the purpose of investing in and developing real estate. Directors for this company included F. E. Hart, Thomas Grey, and Eugene D. White. The corporation became indebted to the Ainsworth Bank, and on October 28, 1897 the tract was sold to cover its debts by the Multnomah County Sheriff to J. C. Ainsworth for \$15,000. The tract remained relatively undeveloped for years and owes its development to the evolution of the meat industry.

Prior to 1906, the meat industry in Portland was independently operated. The neighborhood butcher was the rule, and only occasionally did several butchers form one company. This is what occurred when Adolph Burckhardt, Thomas Papworth, Morton M. Spaulding, James and John O'Shea, and Emanuel May consolidated their businesses in 1893 to form the Union Meat Company. In 1906, Swift and Company of Chicago purchased the Union Meat Company.

The next year the company sent C. C. Colt to Portland as president of their operations. Colt immediately formed the Kenwood Land Company, which in 1908 purchased 3,400 acres of land along the Columbia Slough for a new meat packing plant and Union Stockyards. As was a contemporary procedure, the company also bought up adjacent land for a company town. This area included the nearly vacant Graybrook Addition and a portion of John Rankin's Donation Land Claim of 1852. Swift planners hoped to name this new subdivision "Kenwood", but this name was in use elsewhere in Portland, so they settled for the name "Kenton".



## *Kenton Historic District*

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Swift Company, known locally as Union Meat Company opened a plant on September 15, 1909 which employed over 1,500 workers. On the basis on Swift's operations, Portland became the central livestock market in the Pacific Northwest by 1911. The area along the Columbia Slough became a very desirable location for industry needing a large expanse of land. With the completion of the North Bank Railroad Bridge across the Columbia in 1907 this area exploded with development. By 1911 there were at least twelve major manufacturing firms located there making this area second only to St. Johns as a manufacturing center. Firms which located adjacent to Kenton included North Portland Box Company, National Wood Pipe Company, North Portland Lumber Company, and the Aladdin Company, makers of ready-cut houses.

Kenton has always been a part of Portland. However, Swift did intend to develop a company town modeled after those of eastern and mid-western cities, but because of the excellent streetcar system in Portland it was possible for Swift workers to live some distance from the plant. According to a promotional article for the subdivision, Kenton was strategically laid out in relation to the packing plant so that the "prevailing wind tends to blow down river away from the home section thus dispelling and dissipating disagreeable orders attendant with the plant's operation". Streets were platted in approximately the same general pattern of peninsular residential blocks. The dominant architectural style was the Bungalow. There was a definite socio-economic hierarchy to the residential development. Laborers in the packing plant usually lived in single-story frame houses located initially west of Denver Avenue and executives often lived in cement block structures either on or east of Denver Avenue.

The Kenton Traction Company opened a trolley along Denver in 1909. The commercial center of the community grew up along this street. In 1909 the Kenton Hotel, constructed of cement block, was opened to provide lodging and meals for visiting cattlemen. In addition to the influence that the company had over the financial workings of the community, an aspect of the aesthetics central to company towns arose. The construction material of cement blocks, or artificial stone, as they were called, became popular after the Lewis and Clark World's Fair. Another reason theorized for the choice of this material was to provide a community visually similar to their hometowns, where ranchers from Eastern Washington and Oregon would feel comfortable.

By 1924, the Kenton area contained approximately three dozen structures constructed with the cement block material and today it retains perhaps the highest concentration of buildings constructed by this method. Most likely, the majority of such blocks came from the supply house of Beneke and Hauser, who had a manufacturing plant nearby at Killingsworth between Commercial and Kerby Streets.

The development of Kenton was spurred by the decisions of Swift and Company. As in most company towns, the company exerted influence in all facets of the area's life. Two illustrations of the extent of this influence could be seen in the operation of ancillary companies. B. S. Joselyn was director of the Kenton Traction Company and also president of the Kenton Construction Company. George F. Henser was president of both the Kenwood Land Company and the Kenton Bank. In such ways the company have control over the land, the transit system, job opportunities, and building construction. Kenton School, originally called, the Stockyard School was built in 1913.

## **2. Development since 1941**

Kenton today is no longer the home of cowboys and cattle drives up Greeley and Denver Avenues. The introduction of refrigeration on a mass scale and decline of the railroads for meat distribution severely dampened the meat industry in Kenton. This produced an economic recession for the community.

There has been scattered infill throughout the historic district over the years. Almost every block has at least one non-compatible new house, some blocks have more.

The above information is from several sources:

- "History of the Albina Community," a document produced by the 1990 Comprehensive Planning Workshop graduate students at Portland State University (PSU).
- Potential Historic Conservation Districts, City of Portland Bureau of Planning, October 1978.
- Fares, Please! Those Portland Trolley Years, John T. Babbe, 1982

## **3. Type of Historic Resources**

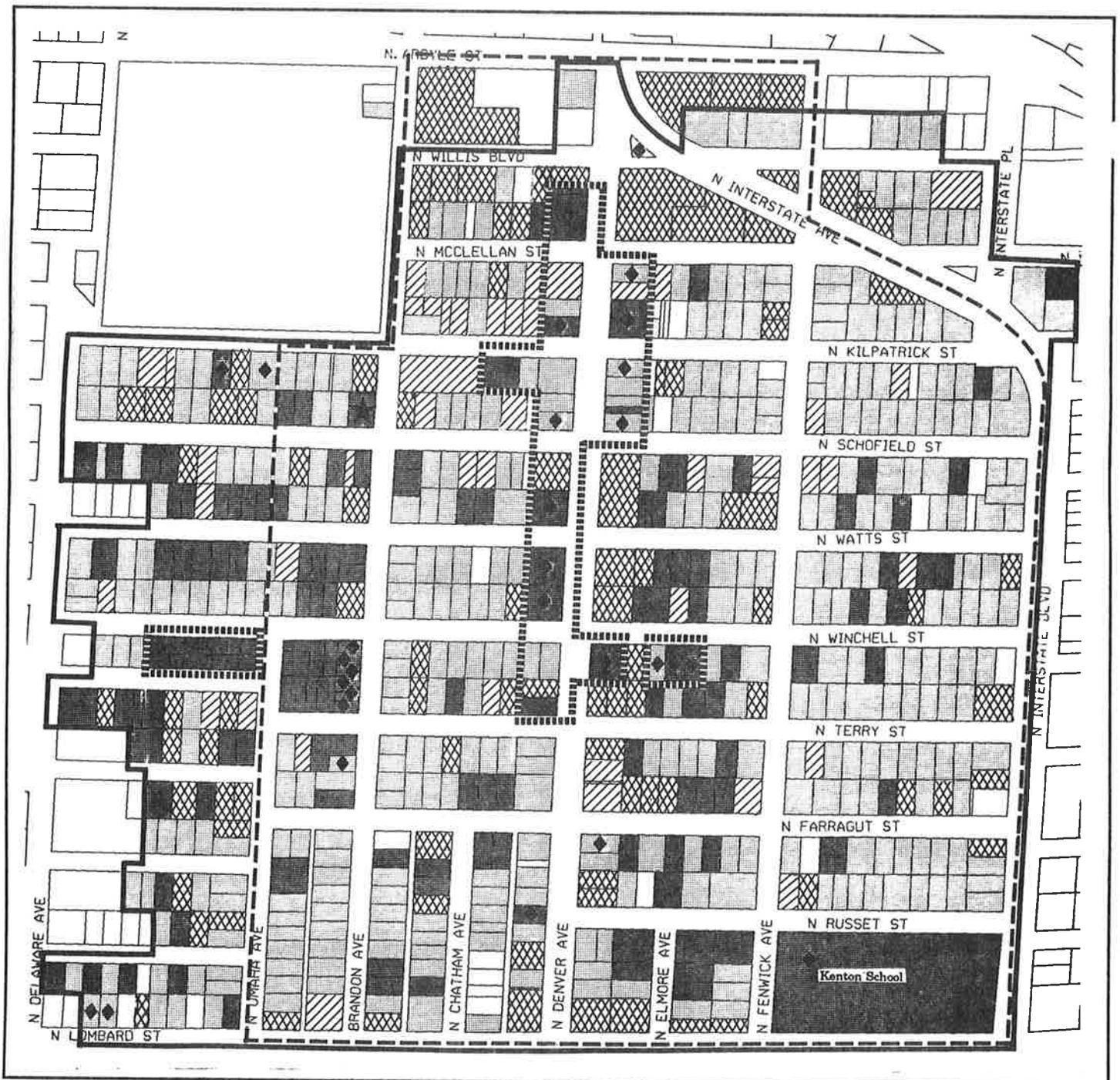
There are two types of historic resources in the Kenton Historic District; commercial and residential. The commercial structures are primarily on Denver Avenue north of Schofield Street. There are also a few historic commercial structures along Lombard Street. These structures are built up to the sidewalk and side property lines with commercial retail/office space on the ground floor and housing or office space above. The most common building material is brick, but there are several wood frame structures also. The architectural styles include; California Mission, Egyptian, and typical streetcar commercial.

### *Kenton Historic District*

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During the height of the Swift & Company's influence there were three types of residential structures; small worker's cottages, larger executive houses, and apartments. Most of the houses were the bungalow style. The worker's cottages typically have a hip roof, hip dormer, and a one-bay porch with porch posts. These houses are concentrated west of Denver Avenue. The larger houses built for the company's executives have more features and details such as bay windows, wide over-hanging eaves, and exposed rafters. These houses are located along Denver Avenue and in the residential area east of Denver Avenue. There were also a number of apartment buildings built along Denver Avenue.

Throughout the Kenton Historic District there are a number of structures built with artificial stone, or cement block. This building material is found in commercial structures, apartments and single-family houses. Sometimes the entire structure consists of cement block. It is also common to see it used for details such as porch columns, foundations and retaining walls.



0 200' 400'

Scale in Feet

## KENTON HISTORIC DISTRICT

### LEGEND

- Primary Historical Significance (Contributing) 1884-1913
- Secondary Historical Significance (Contributing) 1914-1940
- Compatible/Non-Contributing
- Non-Compatable/Non-Contributing
- Vacant Land: Surface Parking; Outdoor storage; Garden Space
- Identified Ensembles in 1984 Portland Historic Resources Inventory
- Site listed in 1984 Portland Historic Resources Inventory
- Designated Landmark and/or listed on National Register
- Proposed Historic District Boundary
- Boundary Suggested in 1984 Historic Resources Inventory

May 1992, Bureau of Planning, City of Portland, Oregon

## **4. Evaluation of Structures**

### **Contributing**

Buildings constructed during the primary or secondary historic development periods that have not been significantly altered and contribute to the district's historic character.

- **Primary Historic Significance (150 properties\*)**  
The Progressive Era: 1884-1913
- **Secondary Historic Development Period (375 properties\*)**  
The Motor Age: 1914-1940

### **Historic/Non-Contributing (0 properties\*)**

Buildings constructed during the historic development period that have been altered so that they no longer contribute to the district's historic character, or buildings fifty years or older that are not constructed during the historic development periods and do not contribute to the district's character.

### **Compatible/Non-Contributing. (45 properties\*)**

Buildings constructed after the historic development period whose design is compatible with the district. However, because of their late building date they receive a non-contributing status.

### **Non-Compatible/Non-Contributing (80 properties\*)**

Buildings constructed after the historic development period whose design is not compatible with the district.

### **Vacant; Parking; Outdoor Storage; Garden Space (22 platted lots\*)**

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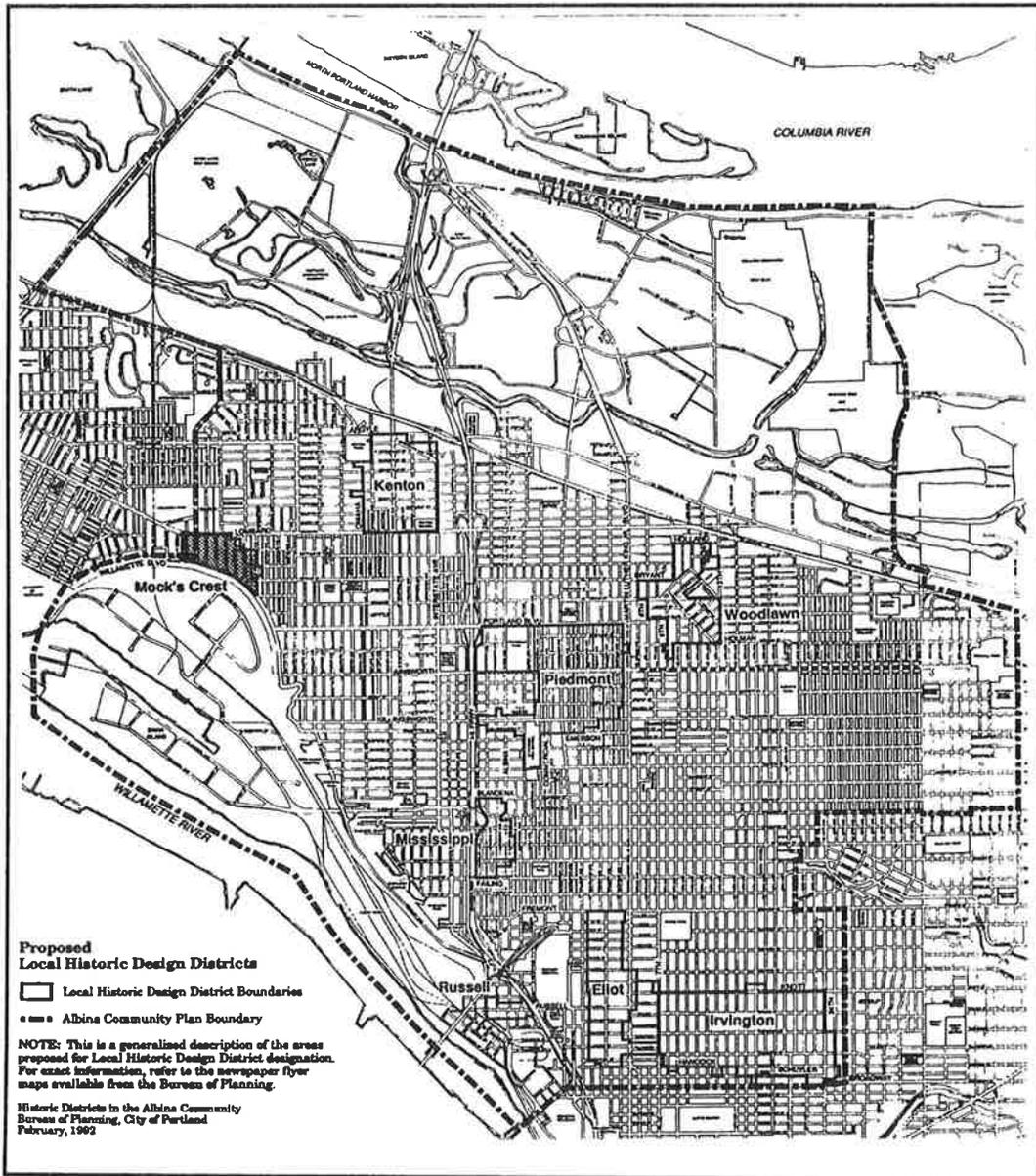
\*These are approximate numbers based on the geographical information system maps, Portland Bureau of Planning, May 1992.

## **5. The Boundary of the District**

The proposed boundaries for the Kenton Historic District have been modified from those proposed in the 1984 Historic Resources Inventory to reflect the original plat boundaries and include significant historic resources. The following proposed boundaries closely follow the boundaries of the original Kenton Addition plat of 1908 and the earlier plats of Murlark and Graybrook Additions in the southwest corner of the historic district.

- The eastern boundary is Interstate Boulevard.
- The southern boundary is Lombard Street. Both Interstate Boulevard and Lombard Street mark the edges of the Kenton Addition plat. They are also major traffic streets that clearly mark the boundaries of the historic district.
- The western boundary has been expanded from the boundary proposed in the 1984 Historic Resources Inventory to include the historic resources west of Omaha Avenue to Delaware Avenue. Delaware Avenue is the boundary between the Kenton Addition and the Peninsular Addition to the west. The proposed western boundary jogs around non-compatible development along Delaware Avenue. The western boundary also jogs around Kenton Park, developed after World War II.
- The northern boundary has also been tightened to exclude non-compatible new development along Argyle Street and expanded to capture historic resources along Willis Boulevard east of Denver Avenue.

# Mock's Crest Historic District





# **Mock's Crest Historic District**

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## **1. Historical Background**

The proposed historic district is part of the donation land claim of Henry A. Mock (Muck) and his wife Elizabeth approved in 1850. The Mocks farmed the land until 1862 when their son, John Mock, returned to the family farm and eventually bought it. Besides being a successful farmer, John Mock was instrumental in bringing a street railway to the peninsula area, and donated land for street building and for Columbia University, now University of Portland. The John Mock house built in 1894 is a National Register Landmark. It is the third house built on the site by the Mock family. It is located two and one half blocks west of the proposed historic district on Willamette Boulevard.

In 1890, the Willamette Bridge Railway completed a steam train line which ran along Lombard Street and connected St. Johns with downtown Portland. This line served a predominantly rural area and was not electrified until 1903. The Mocks family farmed the area that would be the Mock's Crest Historic District until 1912.

The Mock's Crest area was sold to John B. Yeon and his wife Elizabeth M. Yeon for \$150,000 with Simon Benson as the mortgagee in 1912. The conditions and limitations of the sale of the land were very restrictive and greatly influenced how the land was later developed. During the period of 25 years from and after the first day of January 1913 (until 1938) the following restrictions were to be observed:

- No structure other than a single-family detached dwelling could be built.
- 25' front setbacks along Willamette Boulevard and interior streets.
- Housing construction cost no less than \$5000 on lots facing Willamette Boulevard and \$3000 on all other lots.

The structures built before 1924 followed these regulations until the City of Portland adopted its first zoning code. However, because the area was zoned single-family residential the uses allowed and the development standards were very similar to the original deed restrictions.



## **2. Development since 1967**

There has been no infill development since 1967. There has been no alterations to individual houses that substantially detract from the historic character of the district.

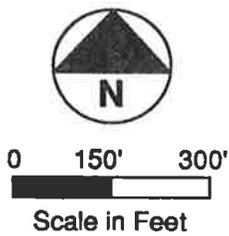
The above information is from several sources:

- "History of the Albina Community," a document produced by the 1990 Comprehensive Planning Workshop graduate students at Portland State University (PSU).
- Potential Historic Conservation Districts, City of Portland Bureau of Planning, October 1978.
- Fares, Please! Those Portland Trolley Years, John T. Babbe, 1982

## **3. Type of Historic Resources**

The proposed Mock's Crest Historic District is a collection of single-family houses, the majority of which were built after World War II. The architecture styles include; English Cottage, Colonial, and Bungalows. In the property deeds there was a higher minimum housing construction cost along Willamette Boulevard than for the interior lots. Generally, these houses are larger and grander than the houses built on the interior lots. The elements that give the district its character are;

- The ornamental street lights located throughout the district.
- The uniform 25 foot front setback.
- The front landscaping of open lawns with ornamental shrubs and trees.
- The majority of the houses are relatively small with many one and one half story structures in the district.



## MOCK'S CREST HISTORIC DISTRICT

### LEGEND

- Primary Historical Significance (Contributing) 1941-1967
- Secondary Historical Significance (Contributing) 1914-1940
- Compatible/Non-Contributing
- Non-Compatible/Non-Contributing
- Vacant Land: Surface Parking; Outdoor storage: Garden Space
- Identified Ensembles in 1984 Portland Historic Resources Inventory
- Site listed in 1984 Portland Historic Resources Inventory
- Proposed Historic District Boundary
- No Boundary Suggested in 1984 Historic Resources Inventory

May 1992, Bureau of Planning, City of Portland, Oregon

## **5. Evaluation of Structures**

### **Contributing**

Buildings constructed during the primary or secondary historic development periods that have not been significantly altered and contribute to the district's historic character.

- **Primary Historic Significance** (110 properties\*)  
War and Post War Era: 1941-1967
- **Secondary Historic Development Period** (90 properties\*)  
The Motor Age: 1914-1940

### **Historic/Non-Contributing** (0 properties\*)

Buildings constructed during the historic development period that have been altered so that they no longer contribute to the district's historic character, or buildings fifty years or older that are not constructed during the historic development periods and do not contribute to the district's character.

### **Compatible/Non-Contributing.** (0 properties\*)

Buildings constructed after the historic development period whose design is compatible with the district. However, because of their late building date they receive a non-contributing status.

### **Non-Compatible/Non-Contributing** (0 properties\*)

Buildings constructed after the historic development period whose design is not compatible with the district.

### **Vacant; Parking; Outdoor Storage; Garden Space** (0 platted lots\*)

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\*These are approximate numbers based on the geographical information system maps, Portland Bureau of Planning, May 1992.

## **5. The Boundary of the District**

The proposed district boundaries follow the boundaries of the ensemble identified in the Historic Resources Inventory, 1984 with the exception of the eastern boundary. The Planning Bureau proposes tightening this boundary from Vincent Avenue one block west to Wabash Avenue for the following reasons;

- Wabash is the eastern edge of the Mock's Crest Addition
- Arbor Lodge, the addition directly to the east, is an older plat. Many of the houses in the Arbor Lodge Addition are older than those in Mock's Crest.
- Even though the ornament street light extend on both sides of Wabash, the street has a different character; several scattered older homes, two houses with substantially larger front setbacks from the consistent 25' setback, and no formal street tree plantings.
- The blocks in the Mock's Crest Addition are oriented north-south and run from Lombard Street all the way to Willamette Boulevard. Arbor Lodge Addition has east-west streets and the blocks are only 400 feet long.

The northern boundary is Lombard Street. The southern boundary is Willamette Boulevard and the western boundary is down the center of the block between Hurst and Foss Avenues. These boundaries follow the original Mock's Crest Addition with the exception of the western boundary which includes approximately two blocks of Mock's Crest Addition that is located outside the proposed historic district. This western line was drawn to correspond with the ornamental street lights located throughout the district that end on Hurst Avenue.