



Appendix B. Determinations of Eligibility



This appendix contains images for which written descriptions are not available. Requests for figure interpretation or other accessibility assistance for this appendix should be directed to the ODOT Senior Environmental Project Manager at (503) 731-4804.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001(483)			
Property Name: Billy Webb Elks Lodge (Current); YWCA (Historic)			
Street Address: 6 N Tillamook Street		City, County: Portland, Multnomah	
USGS Quad Name: Portland	Township: 01N	Range: 01E	Section: 27
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)			
Name of District or Grouping/Ensemble: N/A			
Number and Type of Associated Resources in Grouping/Ensemble: N/A			

Current Use: Civic/Community Center		Construction Date: 1926	
Architectural Classification/Resource Type: Colonial Revival/Civic/Community Center		Alterations & Dates: New siding, roof, and ADA cement ramp in 2008-2009. New entrance door; new windows on west elevation and one on the east and south elevations.	
Window Type & Material: Wood sash single/double hung 8/8, 6/9, 12/12		Exterior Surface Materials: Primary: shingle/cedar square butt shingles Secondary: Cement Decorative: Wood	
Roof Type & Material: side gable roof covered with asphalt shingles			
Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor		Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	



Billy Webb Elks Lodge viewing southwest

Preliminary National Register Findings:		<input type="checkbox"/> National Register listed	
<input checked="" type="checkbox"/> Potentially Eligible:		<input checked="" type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input type="checkbox"/> Not Eligible:		<input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:			
<input type="checkbox"/> Concur		<input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____		Date _____	
Comments:			

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Property Name: Billy Webb Elks Lodge	
Street Address: 6 N Tillamook Street	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): DeYoung & Roald	Owner: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Other
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):	
<p>Description</p> <p>The Billy Webb Elks Lodge is located at the southwest corner of N Tillamook Street and N Williams Avenue intersection. The building is located on a 0.11-acre rectangular-shaped parcel in the Albina District of Portland, Oregon. The site is flat and located within an urban setting. The building is set back approximately 5 feet from the edge of the sidewalk and is surrounded by mounds of fill to create a mostly subterranean basement. Parcel vegetation is limited to the west and east elevations and includes a few ornamental grasses and low-lying shrubs; the north elevation is devoid of vegetation and is the main entrance. The streetscape includes public sidewalks on N Tillamook Street (to the north) and N Williams Avenue (to the east), with deciduous street trees, grass medians, street signs, and wooden utility poles. The southern property line borders a grass-covered vacant lot. At the time of the building's construction, Williams Avenue was a two-way street; currently it is a one-way street. This has affected the vehicular viewing of the building. The building was designed to be viewed from a northern approach, facing south. The entryway and most of the architectural detail are on the north and east elevations. Today, the building can only be approached from the south; as a result, the only view is of the unremarkable southern elevation.</p> <p>The Billy Webb Elks Lodge was built in 1926 and is a one-and-a-half-story building with a side gable, eaveless roof that exhibits the architectural features of the Colonial Revival style. The building has a cement partial subterranean basement and is constructed on a concrete foundation. The floorplan is slightly irregular, but generally features a rectangular massing with a rear projection. The building exhibits a wood board water table that separates the basement from the main level. The building also features a horizontal wood belt course that separates the main level from the attic level, and vertical wood corner boards. The main and attic levels of the building are clad in square butt cedar shingles. The basement level is features cement walls. The main entrance of the building is located on the north elevation and exhibits a recessed portico flanked by paired columns with a pediment/gable roof with eave returns. The building also contains three wall dormers, an asphalt roof, an end wall brick chimney, a centrally located interior brick chimney, and an American with Disabilities Act (ADA) cement ramp with a switchback that runs the length of the northern elevation. Original fenestration consists of wood sash twelve-over-twelve, double-hung windows and six-over-nine double-hung windows on the main level. The building also features wood sash eight-over-eight double-hung windows in the window wells of the basement level.</p> <p>The north elevation features a recessed portico located on the eastern half of the facade with a curved underside and has paired columns and a pediment/gable roof – a ventilator is visible at its peak. The paired columns consist of engaged Doric columns that wrap the entranceway and rounded Doric that support the archway above. The porch opening contains a wood arch with a wood keystone. The original doorway entrance has been widened, as evidenced by the asymmetrical positioning of the hydraulic double doors situated below the six-light transom. Accompanying the recessed portico is a wood sash eight-light window. Flanking the pediment/gable roofed portico are two gable wall dormers with wood sash round-headed windows – six segment fan light over six rectangle light. On the western half of the façade is another wall dormer that features a round ventilator with horizontal wood slats and wood half circle shutters. Fenestration on the western half of the façade consists of three wood sash twelve-over-twelve light double-hung windows, and on the eastern side of the façade flanking the recessed portico are four wood sash six-over-nine light double-hung windows. The single dominating feature of the northern elevation is the ADA cement ramp, which runs the length of the façade. Guardrails are metal with metal balusters with horizontal metal cables threaded through them.</p> <p>The east elevation features a centrally located brick chimney extending to the pitch of an eaveless end gable – historically, this chimney extended past the roof line. The chimney is flanked by four wood sash six-over-nine light double-hung windows on the main level and two new aluminum fixed windows on the attic level. The basement contains two well windows and a cement subterranean stairwell that leads to a window and a cement covered entryway and door. The two well windows that are located to the north of the chimney and are wood sash eight-over-eight light windows. The stairwell contains two short flights of stairs configured at a 90 degree angle and contains two landings – one is located below the window and the other at the threshold of the door. This solid wood door is sheltered by a three-sided cement covered porch. The window within this stairwell is a wood sash with twelve-over-twelve light hung window.</p> <p>The west elevation features three new aluminum fixed windows with vinyl faux muntins creating the appearance of a twenty-four light window. Above these windows in the attic level is a centrally located rectangle vent with horizontal wood slats.</p>	

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The south elevation features a narrow projecting entryway that runs half the length of the elevation. The south wall of this projection is a wood-formed cement wall that appears to be a new addition. On the east façade of this narrow extension is a metal doorway with a glass transom above. Both features are sheltered beneath an asphalt-sheathed shed roof. The other half of the southern elevation contains two large rectangular window openings that have been shuttered with plywood. The elevation also features one small wood sash with a two-over-one light window and a new aluminum fixed window. The basement level is mostly subterranean and contains three window wells adjacent to the cement walkway. One window, the furthest from view appears to be a large rectangular single light window. The other two appear to be wood sash eight-over-eight light windows; however, the lower eight were not visible from the sidewalk.

Alterations to the building since its original construction are evident following a site visit on February 8, 2018; a review of historic images via Google Maps; and analysis of historical documentation. Most recent alterations occurred in 2008 – 2009, when the building underwent a complete renovation that included the construction of an ADA cement ramp that resulted in the removal of all the vegetation, rock wall, and concrete stairs. The work also included a cement landing that was built in its place and installation of new hydraulic double doors. Changes also included basement well windows on the north elevation, a re-siding of the entire building with cedar shingles, and the installation of a new roof. A historic photograph shows cedar shingle siding only occurring on the main level; the attic level had either horizontal wood board siding or stucco. Other alternations have included the shortening of the end gable chimney so its stack aligned with the peak of the gable, and the replacement of the east end-gable window and west end-gable windows with fixed aluminum cased window.

Boundary

The historic boundary of 6 N Tillamook Street is confined by N Tillamook Street to the north, N Williams Avenue to the east, a vacant lot to the south, and a building to the west. It is limited to block 32, lot 20 of the Albina subdivision.

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View: North façade, viewing south



View: North façade, viewing southeast

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View: East elevation, viewing west



View: South elevation, viewing northwest

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View: Billy Webb Elks Lodge historic photograph, viewing southwest, ca. 1920s.

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Significance

Background

The I-5 Rose Quarter Project area is located in the area of Portland historically known as Albina. Due to a number of twentieth-century transportation and urban renewal projects, the area has experienced significant changes in land use, function, and appearance. Emerging from an area of single- and multi-family dwellings and street-front commercial businesses, as well as overland and shipping industries, Albina has become the location for medical facilities, interstate highways, sports entertainment, and hotels, as well as a convention center. The historic resources from Albina's past relate to the neighborhood's evolution over time. The following historical context traces the major historical themes and time periods of the project area.

The Billy Webb Elks Lodge is located on land first settled by James L. Loring in 1852. By 1873, much of the area surrounding the property became known as "Albina" and was platted on a grid of streets (Snyder 1979:83). Beginning in the early 1880s, the need to transport timber from Oregon's forests brought heavy investments to the area from railroader Henry Villard who "made large-scale investments in building projects in Portland, East Portland, and Albina (Roos 2008:10)." By 1885, Albina's vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its "downtown" along N Russell Street and modern-day N Interstate Avenue consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, and fraternal organizations, as well as multiple one- and two-story dwellings (Sanborn Fire Insurance Company 1884 & 1885).

After Albina was consolidated with Portland and East Portland in 1891, this area quickly grew due to the expansive network of street cars and trolleys, which allowed for the dramatic growth in housing and businesses. This expansion was supported by the City & Suburban Railway Company trolley line that ran through the Lloyd District, Eliot, and Boise, in addition to the Portland Railway Company and Oregon Water Power & Railway trolley that ran north on what is today NE Martin Luther King Jr. Boulevard in 1904 (Thompson 2014). The Albina neighborhoods thrived given their central location and access to trolley lines. By 1908, the Lloyd District was heavily residential, with one- and two-story street-facing dwellings, two-story flats, and a row of stores on NE Holladay Street (Sanborn Fire Insurance Company 1908). At this time, Albina's blocks were partitioned and developed with one, one-and-one-half, and two-story street-facing dwellings, as well as commercial storefronts, churches, and boarding houses along NE Russell Street (Sanborn Fire Insurance Company 1908).

By the 1920s, affordable automobiles, rising labor costs, and improved roads led to the gradual downfall and demobilization of Portland's trolley lines with the final removal of the Broadway tracks in 1948 (Thompson 2006:108). By 1924, the larger businesses such as the Mack International Motor Truck Corporation, manufacturing companies, and garages situated themselves next to bridge landings. Apartment buildings also became more prevalent and new two and two-and-one-half story street-facing dwellings were constructed. In 1929, the popularity of the automobile triggered the widening of NE Martin Luther King Jr. Boulevard (Union Avenue). To accommodate this change, buildings were moved, cut back, and demolished, and large department stores, auto-supply stores, and other businesses were constructed along major thoroughfares. This also occurred with the improvement of N Interstate Avenue in 1939, which greatly facilitated interstate overland commerce and freight transport.

At the peak of wartime production (1943-44), the federal government identified 140,000 defense workers in the city and 100,000 in the metropolitan area. This substantial growth placed a strain on public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48).

Through the 1950s, 1960s, and 1970s, Portland undertook several urban renewal projects that significantly altered the urban landscape and displaced and removed the center of the African American community in the Albina area. Major infrastructure projects conducted during this time include the construction of Memorial Coliseum (1960), Lloyd Center (1960), Interstate 5 (1966), and Fremont Bridge (1973) and the expansion of Emanuel Hospital (1970s).

Later changes made to the area, such as the Metropolitan Area Express (MAX) light rail on NE Holladay Street in 1986, the Oregon Convention Center in 1990, the Rose Quarter in 1995, and the Portland Streetcar on NE Broadway in 2012, have also impacted the neighborhood.

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African American Community in Portland/Albina (1850s -1970s)

The history of the African American community in Portland is one of continuous struggle and survival— beginning in 1857, voters approved a state constitution that did not allow slavery, but did allow the exclusion of “Black persons, slave or free, from Oregon” (Pearson 1996:5). At this time, a few African Americans lived in the state, but only as personal servants of Euro-American settlers (Pearson 1996:5-6). Oregon’s “Black laws” prohibited any African American from owning property or voting, and until 1870, a 10 dollar poll tax was required to be paid for every Black person living in the state. In the following years, the African American population increased slightly as Portland became a significant terminal for railroad and shipping and positions of porters, waiters, dining car attendants, and ship attendants became in demand (Pearson 1996:6, 13).

At the turn of the nineteenth century, Albina underwent a significant transition, as the community’s ethnic landscape made up of mostly first and second generation Euro-American immigrants gradually began to shift with the migration of a small African American community that had resided next to Union Station on the west bank of the Willamette in northwest Portland. The land next to Union Station had become desirable to downtown businesses looking to expand; the development caused the displacement of around 800 African Americans (Pearson 1996:7). Albina, historically a working-class community, offered low rents and proximity to jobs in the railroad industry on the eastside of Portland.

During the World War I period, Albina garnered more Black-operated hotels, restaurants, and other businesses as well as fraternal and social organizations and clubs as job opportunities for Blacks opened with the expansion of the railroads occurred (Roos 2008: 33; Millner 2014:4). Following World War I, however, the living situations for African Americans became much worse, largely due to Oregon becoming a center for Nativist sentiments and a stronghold for the Ku Klux Klan. Curfews were imposed. All young Black men were required to be off the streets by sundown, and at any time when accosted, all African American adults had to account for their presence with a job verification. Exclusion from establishments was enforced by revoking the licenses of bars and restaurants that allowed racial intermingling (Pearson 1996:8).

A small turning point came in 1926, when Oregon’s “Black laws” were repealed, and African Americans were allowed the vote; however, this did little to change discrimination (Pearson 1996:8). Racial segregation was also enforced by the manipulation of the housing market by white politicians and businessmen by limiting African Americans to the most impoverished and run-down parts of the city. The Albina area contained some of the oldest and poorest housing in the city (Pearson 1996:4, 7). In spite of these socio-economic impositions, the African American community grew through the 1920s and 30s and reshaped the existing built environment as Albina garnered Black churches, religious missions, and businesses to serve the community bounded by NE Broadway, N Larrabee Avenue, N Hassalo Street, and NE Wheeler Avenue (City of Portland Bureau of Planning 1993:31), and along N Williams Avenue (Gibson 2007:7). It was also not uncommon to find small-scale businesses at individual homes as barbers, beauticians, and grocers erected additions to their homes to allow for neighborhood scale commerce. This continued into the 1940 and 1950s as Albina’s Black population grew from 1,600 to 4,500 (Comprehensive Planning Workshop 1990:44) despite unwritten restrictions that placed barriers on Blacks renting property or patronizing stores and restaurants outside of Albina (Pearson 1996:5-8).

During World War II (WWII), Portland’s wartime industries fostered significant population growth and economic productivity. Prior to WWII, Portland was not an Industrial city. By 1940, approximately 18 percent of the labor force was industrially employed, but by 1945, over 50 percent of the labor force was employed for an industry (Pearson 1996:64). This substantial growth stressed public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48). It also significantly intensified racial tensions within the city as the Black population had increased from 2,100 in 1940 to 15,000 in 1945, many of whom moved to Portland to work in the Kaiser shipyards (Bosco-Milligan Foundation 1995:51). The more the African America population grew, the more they were restricted to a 25-block area near N Williams Avenue in Albina (Pearson 1996:99). Even though the community of Vanport was constructed in 1942 to somewhat relieve the geographic pressures placed upon Blacks, it did little to improve racial relations.

After Vanport was destroyed by a flood in 1948, housing pressures resumed for Blacks as many decided to leave the city or move back to the Albina area (City of Portland Bureau of Planning 1993: 86). In the postwar era, more than 21,000 whites left the area for the suburbs or other Portland neighborhoods between 1940 and 1960 (Gibson 2007:7-8). This drastic change in demographics, in addition to the short-lived postwar economy and the decline in the shipbuilding industry, contributed to the Albina’s high unemployment rates after the war, reframing its image in the public eye. Throughout the 1960s, the close-knit Albina neighborhood grew in political activism as it became a center for civil rights activities. Black civic organizations and churches played a leading role in exacting change in the city and state’s governance to gain improvements in education, employment, and civil rights for Black Oregonians. Unfortunately, from the 1950s and through the 1970s, urban renewal campaigns and an interstate highway destroyed dozens of residential and commercial blocks in Albina, including the heart of the African American community at the intersection of N Russell Street and N Williams Avenue.

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Billy Webb Elks Lodge

The Billy Webb Elks Lodge building was constructed in 1926 and was originally built as project for the Portland Young Women's Christian Association (YWCA). The building was designed by the Portland architectural firm of DeYoung and Roald and has been continuously used as a community center since its construction. For 33 years it served as a segregated branch of the YWCA, then during WWII as a temporary center for the United Service Organization (USO) for African American soldiers and their families, then as a Red Cross relief center for the people affected by the devastating Vanport Flood in 1948, and then as an Elks lodge since its acquisition in 1959 (Burell N.D.:2).

Prior to the construction of the building, a temporary building located on the site had housed the YWCA since 1921. The YWCA had been established to reach out to Portland's small African American community in Portland's Albina District (Leeson 2013). Building funds were primarily provided by Mrs. E.S. Collins, a white woman who was active in the YWCA and who gifted \$12,000 for its construction. The refurbishment costs of the building amounting to \$1,300 were raised by local Black organizations (Kadas 1995:3). During the 1920s, the building was referred to as the "Colored YWCA" or the "Williams Avenue Branch" – this was reflective of the segregation of Portland's diverse population. There were separate clubs for African Americans, Japanese, Chinese, and native/foreign-born white girls (Leeson 2013). The Williams Avenue YWCA was managed by African American women and operated as a community center (Kadas 1995:3).

Once complete, the YWCA building included recreational rooms, entertainment areas, and meeting and gathering rooms for a wide assortment of activities and programs. The facility would have included a gymnasium, an auditorium with a stage, a kitchen, an office, a lounge, and locker rooms for both boys and girls (Kadas 1995:3). Activities and programs were for both sexes and were organized in coordination with the African American church congregations in the neighborhood (Leeson 2013). The YWCA also had clubs for grade and high school girls, with classes in Spanish, sewing, hat making, Bible studies, and dancing, in addition to games and general socializing activities. Other activities provided an opportunity for expression in the community and an opportunity to enjoy the arts which included musical programs, art exhibits featuring Black artists and activities celebrating Negro History Week (Kadas 1995:3).

During WWII, segregation continued into military service, and Black servicemen were excluded from frequenting the newly built whites-only, city-funded service club located in downtown Portland. After numerous complaints about the lack of facilities for Black servicemen, the YWCA offered its building to be used by the USO as a music and recreation site for Black soldiers. However, the city did not support this facility financially as it did the other; as a result, it had fewer amenities (Pearson 1996:107). Though it lacked funding, the center was still important to the servicemen and their families; it provided a place to bond and socialize and a venue where Black musicians could play and highlight their music (Burell N.D.:2).

In 1947, the building was returned to its former use as a YWCA community center. Within a year, in 1948, the building once again opened its doors to accommodate a large disenfranchised group of African Americans who had lived through and experienced the devastating Vanport flood. This time the community center was turned into a Red Cross emergency center and acted as a base to reunite families that had been separated during the flood and the aftermath (Leeson 2013).

During the 1950s, in addition to hosting its regular activities of the YWCA, the building also provided meeting space for such groups as the National Association for the Advancement of Colored People (NAACP), the Oregon Association of Colored Women, the Urban League, and the Congress of Racial Equality (Leeson 2013). For many years, the NAACP had an office in its basement (Kadas 1995:3).

In the late 1950s, the building was sold to the Billy Webb Elks, and the YWCA headquarters was moved downtown after the completion of a new building in 1959. The move of the YWCA came at a time after the passing of the Oregon Public Accommodation Law in 1953, which outlawed racial discrimination in housing, recreation and amusement sites, restaurants, and bars (Leeson 2013). During the nineteenth and first half of the twentieth century, African Americans were denied entry into all-white fraternal organizations, including the Benevolent and Protective Order of the Elks (BPOE). These institutions provided financial, spiritual, and emotional support, and served and supported their communities in many other ways. The African American branch of the BPOE began under threat of death in Cincinnati in 1898. It was modeled after the BPOE and named the Improved Benevolent and Protective Order of the Elks of the World (IBPOEW) and has become the largest African American fraternal organization in the world. The Billy Webb Elks was formed in 1940, and between 1940 and 1959 met at the Fraternal Hall on Williams Avenue until it was demolished to make way for the Memorial Coliseum (Burell N.D.:64-72).

The Billy Webb Elks Lodge was named for a prominent Portland musician, Billy Webb, who led an African American Elks band in the 1920s. The band played in Portland and on steamships on the West Coast (Leeson 2013). Webb was a charter member of the Rose City Elks Club and formed his orchestra from musicians recruited from that lodge. His orchestra featured a piano, saxophone, drums, and a fiddle. Billy Webb died at the age of 45, after falling ill in 1925 (Burell N.D.:72).

By the year 2000, the building had fallen into severe disrepair. In 2008 to 2009, a major renovation was undertaken of the

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Billy Webb Elks Lodge, assisted by the National Association of Minority Contractors of Oregon. Much of the building was restored to approximate its original appearance, with the inclusion of new siding, replacement of a few windows on the secondary elevation, and installation of new mechanical systems. The most significant change was the installation of an ADA cement ramp along the primary northern elevation (Leeson 2013).

James W. DeYoung (1885 – 1968) and Knud A. Roald (1878 – 1965) were two prominent Portland architects that each practiced for 50 years. In 1919, they formed the partnership DeYoung and Roald and partnered until 1930. They were responsible for important commissions in Portland and Vancouver that included the New Heathman Hotel, the Paramount Theater, the Clark County Poor Farm, the Rex Arms apartments, and numerous houses and other works in the area (Ritz 2002:101, 335).

Evaluation

The Billy Webb Elks Lodge retains integrity of location, design, materials, workmanship, feeling, and association due to its retention of location, use of materials and construction techniques common to its build date, and original function. However, it has lost integrity in setting due to the demolition of hundreds of buildings, residential and business, in the immediate and surrounding area from its period of construction. It has also lost its integrity of setting due to N Williams Avenue becoming a one-way street. The flow of traffic is now in the opposite direction of how the building was intended to be viewed and approached. Few buildings within the area from the same era with similar function have survived. The Billy Webb Elks Lodge is found significant at the local level in the area of Social History, Black Ethnic Heritage, and Architecture.

The property is located within the area covered by the Historic and Architectural Properties in the Eliot Neighborhood of Portland, Oregon, National Register of Historic Places (NRHP) Multiple Property Documentation Form (MPDF). The Billy Webb Elks Lodge appears to qualify under the registration requirements for this NRHP MPDF under the Public and Social Buildings property type. As noted under this property type,

To qualify for registration, buildings should have been built between 1888 and 1930. They should retain sufficient integrity to evoke the character of their style of function type. Finally, they should be one of the best examples or most characteristic examples typifying that style or function.

The building was built in 1926, evokes the character of its style and function, and represents one of the only remaining fraternal and social halls remaining in the Eliot neighborhood.

The property is recommended as eligible under NRHP Criteria A for contributions to the local Social History and Ethnic Heritage/Black for its role in being one of Portland's important epicenters for social, recreational, and cultural centers for African Americans. The property provided a meeting space for numerous civic and social groups, acted as an educational center for young women, girls, and boys, was a recreational center for servicemen and their families during WWII, and was a crisis and emergency center. All of these uses impacted the larger community and influenced the greater African American community in Portland.

Under Criterion B, the property is not singularly associated with a local prominent person or group of people; it is therefore recommended as not eligible under Criterion B.

The building appears to be eligible under Criterion C. While associated with prominent local architects DeYoung and Roald, the building represents one of the few remaining public social/fraternal halls remaining in the Eliot neighborhood. The building is significant at the local and state levels and retains a period of significance that corresponds to the date of construction in 1926 to 1968, which was the height of the Civil Rights Movement in Portland. This time corresponds to a period when occupied by the YWCA, USO, Red Cross, and Elks Lodge.

The physical characteristics of the Billy Webb Elks Lodge are aboveground and visible, and existing documentary sources discuss little to no additional information about the property. The Billy Webb Elks Lodge therefore holds little to no potential to yield information significant to the past and is recommended as not eligible under Criterion D. Surface and/or subsurface archaeological survey/testing would be necessary to verify whether archaeological remains would be significant under Criterion D.

Due to the building's exceptional contribution to the Civil Rights Movement at the local and state level within the past 50 years it meets the necessary requirements for Criterion Consideration G.

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Map showing the resource location for 6 N Tillamook Street (Courtesy of PortlandMaps.com).

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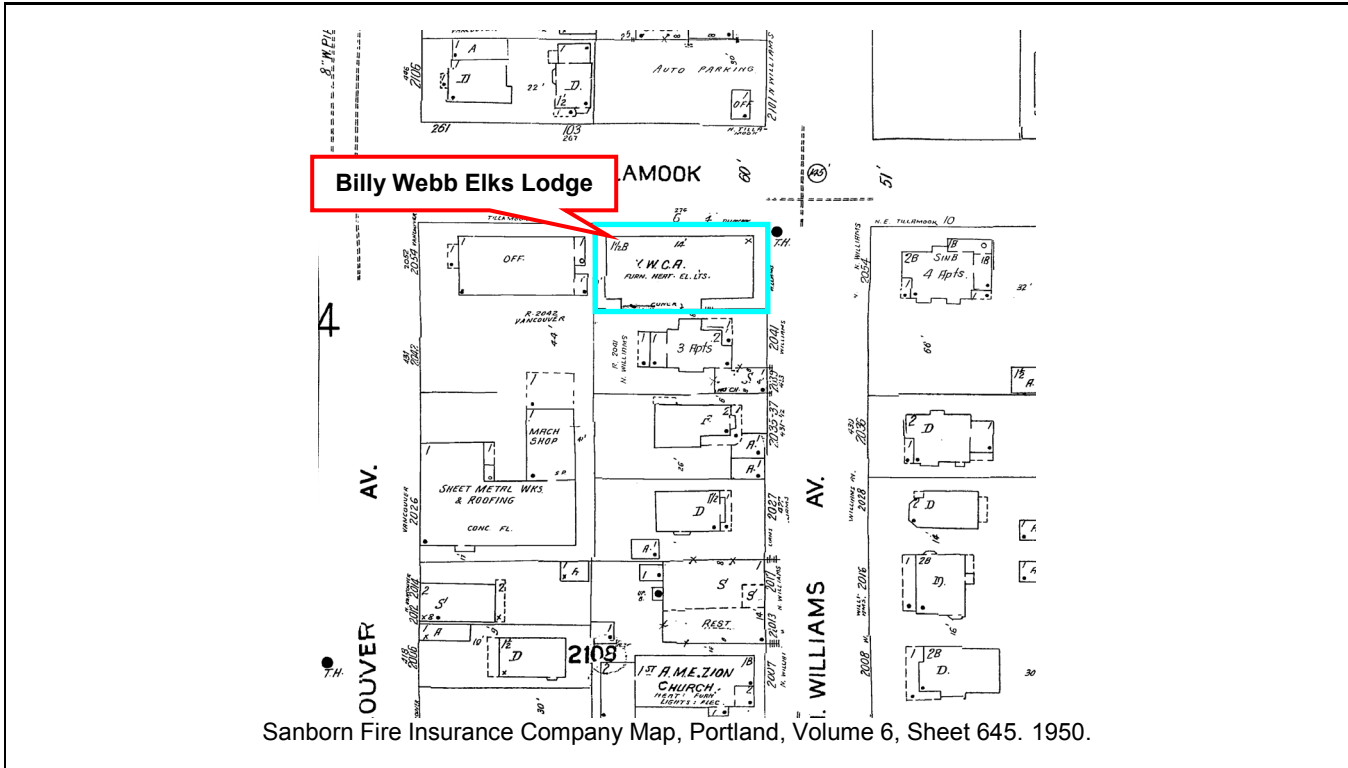
Property Name: Billy Webb Elks Lodge	Street Address: 6 N Tillamook Street	City, County: Portland, Multnomah
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Aerial photograph showing the resource boundary of 6 N Tillamook Street (Courtesy of PortlandMaps.com).

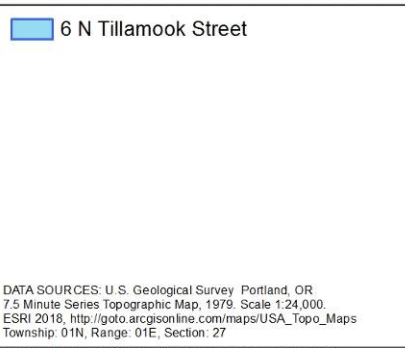
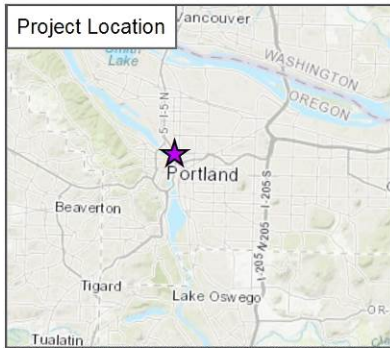
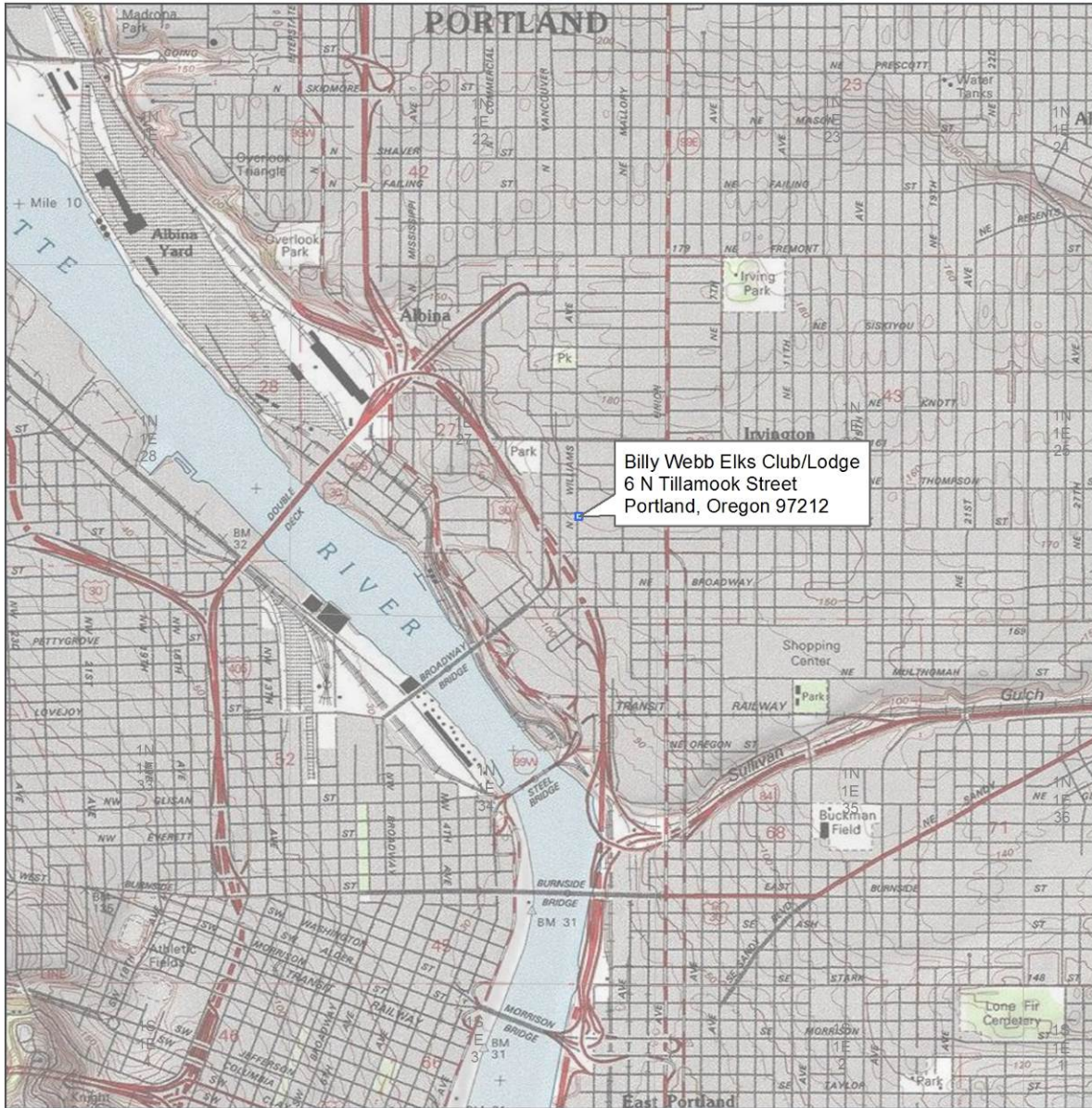
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**I-5 ROSE QUARTER
IMPROVEMENT PROJECT**

**BILLY WEBB ELKS CLUB/LODGE
6 N TILLAMOOK STREET
PORTLAND, OREGON 97212**

0 500 1,000 2,000
Feet
0 150 300 600
Meters

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Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001(483)			
Property Name: Urban League of Portland (Current); The Delair Apartments (Historic); Tivoli Theater (Historic)			
Street Address: 10 N Russell Street (2509-2531 N Williams Avenue)		City, County: Portland, Multnomah	
USGS Quad Name: Portland	Township: 01N	Range: 01E	Section: 27
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)			
Name of District or Grouping/Ensemble: N/A			
Number and Type of Associated Resources in Grouping/Ensemble: N/A			

Current Use: COMMERCIAL: General/Multiple Housing	Construction Date: 1910-11
Architectural Classification/Resource Type: Commercial (Type)	Alterations & Dates: Multiple; see Description
Window Type & Material: Vinyl on second and third story, metal shop front on first level	Exterior Surface Materials: Primary: Brick (buff colored) Secondary: Stucco Decorative: Brick
Roof Type & Material: Flat. Stepped parapet on sides	
Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



Urban League of Portland viewing southwest

Preliminary National Register Findings:		<input type="checkbox"/> National Register listed
<input checked="" type="checkbox"/> Potentially Eligible:	<input checked="" type="checkbox"/> Individually	<input type="checkbox"/> As part of District
<input type="checkbox"/> Not Eligible:	<input type="checkbox"/> In current state	<input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years
State Historic Preservation Office Comments:		
<input type="checkbox"/> Concur	<input type="checkbox"/> Do Not Concur:	<input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible
Signed _____	Date _____	
Comments:		

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Property Name: Urban League of Portland			
Street Address: 10 N Russell Street (2509-2531 N. Williams Avenue)		City, County: Portland, Multnomah	
Architect, Builder or Designer (if known):	Owner:	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> Local Government
		<input type="checkbox"/> Federal	<input type="checkbox"/> State <input type="checkbox"/> Other
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):			
<p>Description</p> <p>The Urban League of Portland is located at the southwest corner of the N Williams Avenue and N Russell Street intersection. The building is located on a 0.25-acre parcel in the Albina District of Portland, Oregon. The site is flat and located within an urban setting. The streetscape includes public sidewalks on N Russell Street (to the north) and N Williams Avenue (to the east), with young street trees on N Russell Street and mature street trees on N Williams Avenue, street signs, and wooden utility poles. The main entrance is centrally located on the north elevation. At the time of the building's construction, Williams Avenue was a two-way street, but currently it is a one-way street. The building was designed to be viewed from a northern approach, facing south; the entryway and most of the architectural detail is on the north and east elevations. Today, the building can only be approached from the south and as such the only view is of the unadorned southern elevation.</p> <p>The Urban League of Portland building was built in 1910-11 and is a three-story corner block building with two primary elevations exhibiting the architectural features of the Commercial style from the period. The building exhibits a U-shaped plan – a two-story L-shape plan with a one-story rectangle separated by a small central space. The building has a flat roof with a projecting pressed metal rounded cornice with boxed fascia on the primary elevations (north and east) and a stepped parapet with metal flashing on the secondary elevations (west and south). Below the fascia is a projecting corbelled brick frieze with a course of soldier-laid brick below. A concrete rounded belt course is located above the first-floor commercial storefronts and above the sign band, creating a dividing line between the commercial space below and the residential space above. The building's surface material is buff brick laid in a running bond on the north and east elevations, stucco on the southern elevation, and painted brick on the western elevation. There are two metal fire escapes stairs and platforms – one each on the north and east elevations.</p> <p>The first story exhibits three bays each on the north and east façades separated by square brick pilasters, with the primary entrance located in the central bay of the north elevation fronting Russell Street and the secondary entrance located in the central bay of the east elevation fronting Williams Avenue. Both entries are recessed. Historically, the main entrance to the building and the apartments above was through the Williams Avenue entrance. Each of the six bays has been significantly altered with new storefront windows, doors, and transoms above. Each bay exhibits eight light transoms – all have been filled (or covered). The same design concept has been applied to the storefront windows. The bottoms of the storefronts feature panels. Thirteen portraits have been placed within the transoms, mostly along the north façade. They depict significant local and national African Americans and include Avel Gordly (state legislator representing North Portland); Gretchen Kafoury (former city and county commissioner); Margaret Carter (state legislator representing North and Northeast Portland); Malcolm X (spokesman for the Nation of Islam and father of the Black Power movement; died 1965); Whitney Young (former director of the National Urban League; died 1971); Martin Luther King, Jr. (leader of the civil rights movement, Nobel Prize winner; died 1968); Rosa Parks (mother of the modern-day civil rights movement; died 2005); Nelson Mandela (former president of the African National Congress; Nobel Prize winner; died 2013); Mercedes Diaz (retired Multnomah County Circuit Court judge); Dr. DeNorval Unthank (physician and co-founder of Urban League of Portland; died 1977); Ruth Standish Baldwin (co-founder of the Urban League; died 1934); George Edmund Haynes (co-founder of the Urban League; died 1960); Edwin C Berry (early Portland Urban League director, later Executive Director of the Chicago chapter; died 1987). Above that, the name plate reads "Urban League of Portland."</p> <p>The second and third stories of the primary façades are defined by eight bays of evenly spaced, oversized window openings. The openings have retained their original configuration. The window surrounds are slightly recessed and include brick sides that are laid in a pattern of a single stretcher brick over two header bricks. The sill is a single row of stretcher bricks with the top distinguished by a single row of soldier bricks. The wood trim within each opening appears to be original or at least replaced with in-kind materials with a rounded projecting wood sill. The windows themselves have all been replaced with vinyl. The original wood sashes consisted of one-over-one, single-hung windows. The windows now feature vinyl sash with a fixed upper pane over a two-light vinyl slider.</p> <p>The east elevation features three bays of shop front windows on the first floor and eight bays of windows on the second and third floors. The original entrance to the apartments and some of the stores was through the central bay (as depicted in the 1924-28 and 1950 Sanborn overlay maps). This recessed entrance is now used as an employee entrance of the Urban League. Each bay contains eight transom lights. Most of the large store windows/display windows have been intentionally covered and painted for aesthetics, much like the transoms above, in a color combination of dark gray for the interior and</p>			

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light gray for the trim. The north and south bay windows have two to three large panes of transparent glass.

The north elevation features much the same as the east elevation – all second and third floors contain eight bays of windows and all retain their original wood trim and brick indented surrounds, but the original one-over-one wood sashed single/double hung windows have been replaced with fixed vinyl upper over two-light sliding lower windows. The first level displays three bays of shop front windows. The main entrance to the building is now on Russell Street and is located in the central bay; the recessed entrance contains glazed double wood doors. Just like the east elevation, each bay contains eight light transoms. Much like the east elevation, about half of the large store windows/display windows have been intentionally covered. The east and west bay windows have two to three large panes of transparent glass. The historical appearance of this façade is unknown, as no photographs have been located except for the 1937 photograph that shows a portion of the north façade (see figures).

The west elevation features a painted brick façade. The façade originally had fenestration openings on the third and second levels – these have since been filled in with brick and plastered over in places and painted. It is unknown if the first level originally had window or door openings. If openings were there historically, they would have been covered over sometime after 1928 (a Sanborn map with the date range of 1924 to 1928 shows no building abutting the west elevation). The third floor contained a series of three centrally located windows with a segmented brick arch displaying a double rowlock brick course. The second story appears to have had only one centrally located window opening. It too displays a segmented brick arch with a double rowlock brick course.

The south elevation features a stucco façade. Originally, the single-story gray painted area housed the Tivoli Theatre from 1910 to 1928 (date range based on movie theatre advertisements from 1910 to 1922 and Sanborn map 1924-1928). On the second- and third-story levels, two original fenestration openings are evident and include centrally located segmented stucco brick arched windows, one on each level. The openings are much the same as those found on the west elevation. The windows have been replaced with fixed vinyl one-over-one windows. The first level displays new window and door openings and includes a series of four rectangle fixed windows at the western end and three door openings evenly spaced along the façade that include a glazed double wood door and glazed two single wood doors. Sometime between 1928 and 1950, a small rectangular single-story building with a shed roof was constructed on the southern elevation (as evident in a 1950s Sanborn overlay map but not in the 1924–1928 Sanborn map). This small building was used as an office in the 1980s to house the “Albina Legal Clinic” as depicted in the ca. 1980s photograph (see figures).

Alterations to the building since its original constructions are evident following a site visit on February 8, 2018; a review of historic images via Google Maps; and analysis of historical documentation. Alterations include new vinyl windows on the second and third floors, new store front windows, doors, and transoms on the first floor. Originally, this building was constructed to accommodate multiple businesses on the first floor and apartments on the second and third floors. Since 1990, when the Urban League of Portland acquired the building, the first story has been used as an office for the organization. This has changed the layout and use of the first floor. The first floor at its height of use could have had up to eight businesses with eight separate entrances. Access could have come from the exterior doors but the historic main entrance on the east elevation also provided entry to multiple stores. Today there are two entrances: a public entrance on the north elevation and a private/employee entrance on the east elevation. Historic photographs show that the first floor has undergone numerous changes to its exterior to accommodate the myriad businesses and uses the building accommodated over the years.

The most significant changes occurred between the late 1930s and the 1960s and included the removal of the northeast corner brick pilaster; this was replaced with a metal rounded post and projecting flat roof marquee. The application of Roman brick veneer sometime in the 1960s on the storefront bottoms extended up to a height of 3 to 4 feet from the ground. The removal of storefront awnings and the filling in/covering over/removal of transom lights to accommodate a sign band area for each establishment were done sometime prior to the 1980s. All of these alterations were removed in the 1990 Urban League renovations, and the façade reconstructed to close to its original appearance, except the awnings were not reinstalled.

Boundary

The historic boundary of 10 N Russel Street is confined to N Russell Street to the north, N Williams Avenue to the east, the Urban League of Portland parking lot to the south, and the abutting building (24-28 N Russel Street) to the west. The boundary includes the exterior walls of the building.

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View: North elevation, viewing south



View: East and south elevations, viewing northwest

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View: North and west elevations, viewing southeast



View: East entry, viewing west

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View: Historic view, viewing southeast, 1937. Urban League of Portland at upper right.

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View: Historic view, viewing southwest, 1962. Urban League of Portland to the left.

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View: Historic view, viewing northwest, 1980.

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Significance

Previous Evaluation

According to the Oregon Historic Sites Database (HSD), the Urban League of Portland was previously recorded "**undetermined**." While appearing in the Oregon HSD, no entry for the property is contained in the report. The property has not been formally determined eligible for the National Register of Historic Places by the National Park Service or another federal agency.

Background

The I-5 Rose Quarter Project area is located in the area of Portland historically known as Albina. Due to a number of twentieth-century transportation and urban renewal projects, the area has experienced significant changes in land use, function, and appearance. Emerging from an area of single- and multi-family dwellings and street-front commercial businesses, as well as overland and shipping industries, Albina has become the location for medical facilities, interstate highways, sports entertainment, and hotels, as well as a convention center. The historic resources from Albina's past relate to the neighborhood's evolution over time. The following historical context traces the major historical themes and time periods of the project area.

The Urban League of Portland building is located on land first settled by James L. Loring in 1852. By 1873, much of the area surrounding the property became known as "Albina" and was platted on a grid of streets (Snyder 1979:83). Beginning in the early 1880s, the need to transport timber from Oregon's forests brought heavy investments to the area from railroader Henry Villard who "made large-scale investments in building projects in Portland, East Portland, and Albina (Roos 2008:10)." By 1885, Albina's vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its "downtown" along N Russell Street and modern-day N Interstate Avenue consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, and fraternal organizations, as well as multiple one- and two-story dwellings (Sanborn Fire Insurance Company 1884 & 1885).

After Albina was consolidated with Portland and East Portland in 1891, this area quickly grew due to the expansive network of street cars and trolleys, which allowed for the dramatic growth in housing and businesses. This expansion was supported by the City & Suburban Railway Company trolley line that ran through the Lloyd District, Eliot, and Boise, in addition to the Portland Railway Company and Oregon Water Power & Railway trolley that ran north on what is today NE Martin Luther King Jr. Boulevard in 1904 (Thompson 2014). The Albina neighborhoods thrived given their central location and access to trolley lines. By 1908, the Lloyd District was heavily residential, with one- and two-story street-facing dwellings, two-story flats, and a row of stores on NE Holladay Street (Sanborn Fire Insurance Company 1908). At this time, Albina's blocks were partitioned and developed with one, one-and-one-half, and two-story street-facing dwellings, as well as commercial storefronts, churches, and boarding houses along NE Russell Street (Sanborn Fire Insurance Company 1908).

By the 1920s, affordable automobiles, rising labor costs, and improved roads led to the gradual downfall and demobilization of Portland's trolley lines with the final removal of the Broadway tracks in 1948 (Thompson 2006:108). By 1924, the larger businesses such as the Mack International Motor Truck Corporation, manufacturing companies, and garages situated themselves next to bridge landings. Apartment buildings also became more prevalent and new two and two-and-one-half story street-facing dwellings were constructed. In 1929, the popularity of the automobile triggered the widening of NE Martin Luther King Jr. Boulevard (Union Avenue). To accommodate this change, buildings were moved, cut back, and demolished, and large department stores, auto-supply stores, and other businesses were constructed along major thoroughfares. This also occurred with the improvement of N Interstate Avenue in 1939 that greatly facilitated interstate overland commerce and freight transport.

At the peak of wartime production (1943-44), the federal government identified 140,000 defense workers in the city and 100,000 in the metropolitan area. This substantial growth placed a strain on public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48).

Through the 1950s, 1960s, and 1970s, Portland undertook several urban renewal projects that significantly altered the urban landscape and displaced and removed the center of the African American community in the Albina area. Major infrastructure projects conducted during this time include the construction of Memorial Coliseum (1960), Lloyd Center (1960), Interstate 5 (I-5) (1966), and Fremont Bridge (1973), and the expansion of Emanuel Hospital (1970s).

Later changes made to the area, such as the Metropolitan Area Express (MAX) light rail on NE Holladay Street in 1986, the Oregon Convention Center in 1990, the Rose Quarter in 1995, and the Portland Streetcar on NE Broadway in 2012, have also impacted the neighborhood.

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African American Community in Portland/Albina (1850s -1970s)

The history of the African American community in Portland is one of continuous struggle and survival— beginning in 1857, voters approved a state constitution that did not allow slavery, but did allow the exclusion of “Black persons, slave or free, from Oregon” (Pearson 1996:5). At this time, a few African Americans lived in the state, but only as personal servants of Euro-American settlers (Pearson 1996:5-6). Oregon’s “Black laws” prohibited any African American from owning property or voting, and until 1870, a 10 dollar poll tax was required to be paid for every Black person living in the state. In the following years, the African American population increased slightly as Portland became a significant terminal for railroad and shipping and positions of porters, waiters, dining car attendants, and ship attendants became in demand (Pearson 1996:6, 13).

At the turn of the nineteenth century, Albina underwent a significant transition, as the community’s ethnic landscape made up of mostly first and second generation Euro-American immigrants gradually began to shift with the migration of a small African American community that had resided next to Union Station on the west bank of the Willamette in northwest Portland. The land next to Union Station had become desirable to downtown businesses looking to expand; the development caused the displacement of around 800 African Americans (Pearson 1996:7). Albina, historically a working-class community, offered low rents and proximity to jobs in the railroad industry on the eastside of Portland.

During the World War I period, Albina garnered more Black-operated hotels, restaurants, and other businesses as well as fraternal and social organizations and clubs as job opportunities for Blacks opened with the expansion of the railroads occurred (Roos 2008:33; Millner 2014:4). Following World War I, however, the living situations for African Americans became much worse, largely due to Oregon becoming a center for Nativist sentiments and a stronghold for the Ku Klux Klan. Curfews were imposed. All young Black men were required to be off the streets by sundown, and at any time when accosted, all African American adults had to account for their presence with a job verification. Exclusion from establishments was enforced by revoking the licenses of bars and restaurants that allowed racial intermingling (Pearson 1996:8).

A small turning point came in 1926, when Oregon’s “Black laws” were repealed, and African Americans were allowed the vote, however, this did little to change discrimination (Pearson 1996:8). Racial segregation was also enforced by the manipulation of the housing market by white politicians and businessmen by limiting African Americans to the most impoverished and run-down parts of the city. The Albina area contained some of the oldest and poorest housing in the city (Pearson 1996:4, 7). In spite of these socio-economic impositions, the African American community grew through the 1920s and 30s and reshaped the existing built environment as Albina garnered Black churches, religious missions, and businesses to serve the community bounded by NE Broadway, N Larrabee Avenue, N Hassalo Street, and NE Wheeler Avenue (City of Portland Bureau of Planning 1993:31), and along N Williams Avenue (Gibson 2007:7). It was also not uncommon to find small-scale businesses at individual homes as barbers, beauticians, and grocers erected additions to their homes to allow for neighborhood scale commerce. This continued into the 1940 and 1950s as Albina’s Black population grew from 1,600 to 4,500 (Comprehensive Planning Workshop 1990:44) despite unwritten restrictions that placed barriers on Blacks renting property or patronizing stores and restaurants outside of Albina (Pearson 1996:5-8).

During World War II (WWII), Portland’s wartime industries fostered significant population growth and economic productivity. Prior to WWII, Portland was not an industrial city. By 1940, approximately 18 percent of the labor force was industrially employed, but by 1945, over 50 percent of the labor force was employed for an industry (Pearson 1996:64). This substantial growth stressed public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48). It also significantly intensified racial tensions within the city as the Black population had increased from 2,100 in 1940 to 15,000 in 1945, many of whom moved to Portland to work in the Kaiser shipyards (Bosco-Milligan Foundation 1995:51). The more the African America population grew, the more they were restricted to a 25-block area near N Williams Avenue in Albina (Pearson 1996:99). Even though the community of Vanport was constructed in 1942 to somewhat relieve the geographic pressures placed upon Blacks, it did little to improve racial relations. After Vanport was destroyed by a flood in 1948, housing pressures resumed for Blacks, as many decided to leave the city or move back to the Albina area (City of Portland Bureau of Planning 1993:86). In the post-war era, more than 21,000 whites left the area for the suburbs or other Portland neighborhoods between 1940 and 1960 (Gibson 2007:7-8). This drastic change in demographics, in addition to the short-lived post-war economy and the decline in the shipbuilding industry, contributed to the Albina’s high unemployment rates after the war, reframing its image in the public eye. Throughout the 1960s, the close-knit Albina neighborhood grew in political activism as it became a center for civil rights activities. Black civic organizations and churches played a leading role in exacting change in the city and state’s governance to gain improvements in education, employment, and civil rights for Black Oregonians. Unfortunately, from the 1950s and through the 1970s, urban renewal campaigns and an interstate highway destroyed dozens of residential and commercial blocks in Albina, including the heart of the African American community at the intersection of N Russell Street and N Williams Avenue.

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The Urban League of Portland

The Urban League of Portland building was constructed in 1910-1911 and was originally built as a mixed-use building with space for businesses on the first level and rooms and apartments for rent on the second and third levels. The *Oregon Daily Journal* reported on October 11, 1911, that the "Delair" at 519 Williams Avenue at the corner with Russell included "newly furnished apartments and single rooms, thoroughly modern, very convenient location, 2 carlines; for further information telephone Mrs. Alice Venable." Later listings for the apartments appear in 1922 as advertising for "3-room apartment with bath, all outside, rent reasonable" (*The Oregon Daily Journal* 1922).

The architect is unknown, but the building is a classic example of commercial buildings constructed during the streetcar heyday, with its corner block design and strong architectural elements evident on both publicly viewed elevations. Initial rail lines along N Williams Avenue were owned by City & Suburban Railway Company, and lines along N Russell Street were owned by Portland Railway Co. and Oregon, Water, Power & Railway Co. (Labbe 1982:88). Today, the rail lines have been removed, and the once two-way street of Williams Avenue has been turned into a northbound one-way street. The Urban League of Portland building is no longer viewed as it was intended, unless as a pedestrian on foot.

The Urban League building has had multiple businesses occupy the first story over the years; these have included the Tivoli Theatre (1910 to 1928), a restaurant, a clothes cleaners, shops, the Citizen Fountain Lunch (ca. 1950s to 1960s), a tavern (ca. 1970s), and J & S Market/ Chucks Market (ca. 1980s). Chucks Market is now located directly to the south on a different property and in a newly constructed mini mart building. Apartments and rooms to rent historically existed on the second and third stories. Since 1990, the building has been owned and occupied by the Urban League of Portland (Kadas 1995).

Original business occupants of the Urban League building included the Tivoli Theatre, located at the southern end of the building occupying the southern bay on the east elevation and the single-story portion of the building (see southern elevation photograph), and shops, including a restaurant and cleaners occupying the other retail/business spaces that fronted N Russell Street. Newspaper advertisements and a Sanborn map place the Tivoli Theatre at the Urban League building from 1910 to 1928 (*The Oregon Daily Journal* 1910; *The Oregon Daily Journal* 1921; Sanborn Maps 1924-1928). The Tivoli was "richly decorated" and had "real opera chairs" with seats for up 400 people with three wide aisles when it opened in November 1910 (*Oregonian* 1910).

The Sanborn maps dated 1924-1928 also show the earliest configuration and plan of the first level. The northern portion of the building that fronted N Russell Street was divided to accommodate six businesses; the design of the building accommodated two business spaces per bay area. The eastern portion of the building that fronted N Williams Avenue was divided into the movie theatre area that took up the southern bay and a shop and the main entrance that took up the central bay. The northern bay area was part of the eastern-most shop that fronted N Russell Street. This same configuration is shown in the 1950s Sanborn overlay map, the only difference being three shop spaces in the northeastern corner of the building were converted into a single space to accommodate a restaurant.

The intersection of N Williams Avenue and N Russell Street was once a thriving African American business district that served the community from the 1920s through to the 1960s until several federally funded redevelopment projects displaced the business district's customer base to make way for the construction of the Legacy Emanuel Hospital complex (Oregon Black Pioneers and Moreland 2013:103). In the early 1970s, the Portland Development Commission purchased and subsequently demolished 188 properties within the proposed expansion area, including the majority of the buildings at the intersection of N Russell and N Williams and along N Williams that had defined the Albina neighborhood, such as the Hill Block Building that was located to the north of the Urban League building (see Historic Photograph dated 1962) (Gibson 2007:13). The Urban League building is one of a few buildings that survived the city's urban renewal efforts.

After WWII, the number of Black-owned businesses increased on N Williams Avenue. Since the 1930s, when Blacks began to gradually settle on the city's eastside, Black community life centered on N Williams Avenue (Portland Bureau of Planning 1993:104). Many African Americans were unable to obtain working capital at local banks and, as such, had to save enough money over the years to open up service shops like little mom-and-pop groceries, dry cleaners, shoe repair shops, general shops, and night clubs (Portland Bureau of Planning 1993:105). Black-owned businesses along N Williams Avenue included Blessed Martin's Day Nursery (1940s), Blue Ribbon Café (1950s), Bop City Records (1950-1970s), Campbells Cleaners/Laundry (1947-94), Cash & Maxey Barber Shop/Maxey's Better Buy Grocery (1960-80), Charlene's Tot and Teen Shop/Melody Amusement Record Shop (date not given), Citizens Fountain Lunch (1950s to 1960s) Cleo-Lillian Social Club (1957-75), Dansby's Auto Service (1970), Deluxe Barber Shop (date not given), Doug's Tavern (1964-1973), Fluff's Shoe Shine (1970-71), and Scotty's Barbecue (1960s) (Bosco-Milligan Foundation 1995).

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

Property Name: Urban League of Portland	Street Address: 10 N Russell Street	City, County: Portland, Multnomah
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The Urban League of Portland was founded at the close of WWII in 1945. It was formed to address issues arising from housing and employment discrimination experienced by the African American community and to change employment practices and attitudes towards Blacks. The Urban League's office was first established in one of Dr. DeNorval Unthank's converted examination rooms located on the westside of Portland at SW Sixth Avenue and W Burnside Street, where the US Bank Tower stands today (Portland Bureau of Planning 1993:90-94). Dr. Unthank served as president of the Urban League three times from 1946 to 1964 (Oregon Black Pioneers and Moreland 2013:74). The Urban League's first director was Edwin "Bill" Berry, who was recruited from Chicago and who held the position from 1945 to 1956 (Kadas 1995).

Early in its history, the Urban League joined with the National Association for the Advancement of Colored People in voter education and registration programs. The Urban League also worked toward opening doors and job opportunities for African Americans that were otherwise not hired due to discrimination. Prior to the Urban League, Blacks had always been hired in service, housekeeping, and/or railroad jobs – positions that would sequester them from the public eye. One of the first jobs negotiated by the Urban League was for elevator operators in department stores. This helped ease the transition of African Americans towards broader employment opportunities (Portland Bureau of Planning 1993:90-94).

Evaluation

The Urban League of Portland retains integrity of location, workmanship, feeling, and association due to its retention of location, use of materials and construction techniques common to its build date, and original function. However, it has lost integrity in setting due to the demolition of hundreds of buildings, residential and business, in the immediate and surrounding era from its period of construction. It has also lost its integrity of setting due to N Williams Avenue becoming a one-way street. The flow of traffic is now in the opposite direction of how the building was intended to be viewed and approached. The alterations to the building's storefronts and upper floor windows have also diminished the building's integrity of materials and design. While these changes have diminished the historical integrity of the building, few commercial buildings within the area from the same era have survived.

The Urban League building is located within the geographic boundary considered in the Historic and Architectural Properties in the Eliot Neighborhood of Portland, Oregon, Multiple Property Documentation Form (MPDF), and the commercial building is a property type covered in that document. The Registration Requirements for the Commercial and Industrial Buildings in the MPDF include the following (Donham et al. 1998):

Commercial and industrial properties make up a significant portion of the Eliot neighborhood. They are primarily important in terms of their function, though some are significant largely because of their style. Some buildings have significance for both function and style. Some functions for these buildings are listed as follows: retail; recreation and culture; industry/processing/extraction; agriculture/subsistence; and warehouse. There is also a growing use for office space.

The building functions represent land use categories in the late nineteenth and early twentieth centuries. Furthermore, the building functions indicate the typical activities and types of businesses available to the area residents. The predominant building styles for commercial and industrial properties are listed as follows: Streetcar Era Commercial; Utilitarian/Industrial; Eclectic; and Modernistic.

To qualify for registration, buildings should have been built between 1890 and 1940. They should retain sufficient integrity to evoke the character of their style or function type. Finally, they should be one of the best examples or most characteristic examples typifying that style or function.

The building appears to meet these requirements as it was constructed within the appropriate time period and is evocative of the commercial style. The building is therefore recommended as eligible under National Register of Historic Places Criterion A for its local significance in the area of Community Planning and Development and African American Ethnic Heritage, and Commerce. The building accommodated multiple African American businesses from the 1940s through to the period when the Urban League acquired the building for its offices in the 1990s. The period of significance, therefore, extends from 1910-1911 to 1968, which includes the time when the building provided commercial services to African American residents of Albina.

Under Criterion B, the property is not singularly associated with a local prominent person or group of people; it is therefore recommended as not eligible under Criterion B.

Under Criterion C, the property does not appear to have been built by a significant architect and is not a particularly exemplary example of the Commercial-style type; as such, the Urban League of Portland building is recommended as not eligible under Criterion C.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

Property Name: Urban League of Portland	Street Address: 10 N Russell Street	City, County: Portland, Multnomah
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The physical characteristics of the Urban League building are aboveground and visible, and existing documentary sources discuss little to no additional information about the property. The Urban League building therefore holds little to no potential to yield information significant to the past and is recommended as not eligible under Criterion D. Surface and/or subsurface archaeological survey/testing would be necessary to verify whether archaeological remains would be significant under Criterion D.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet**

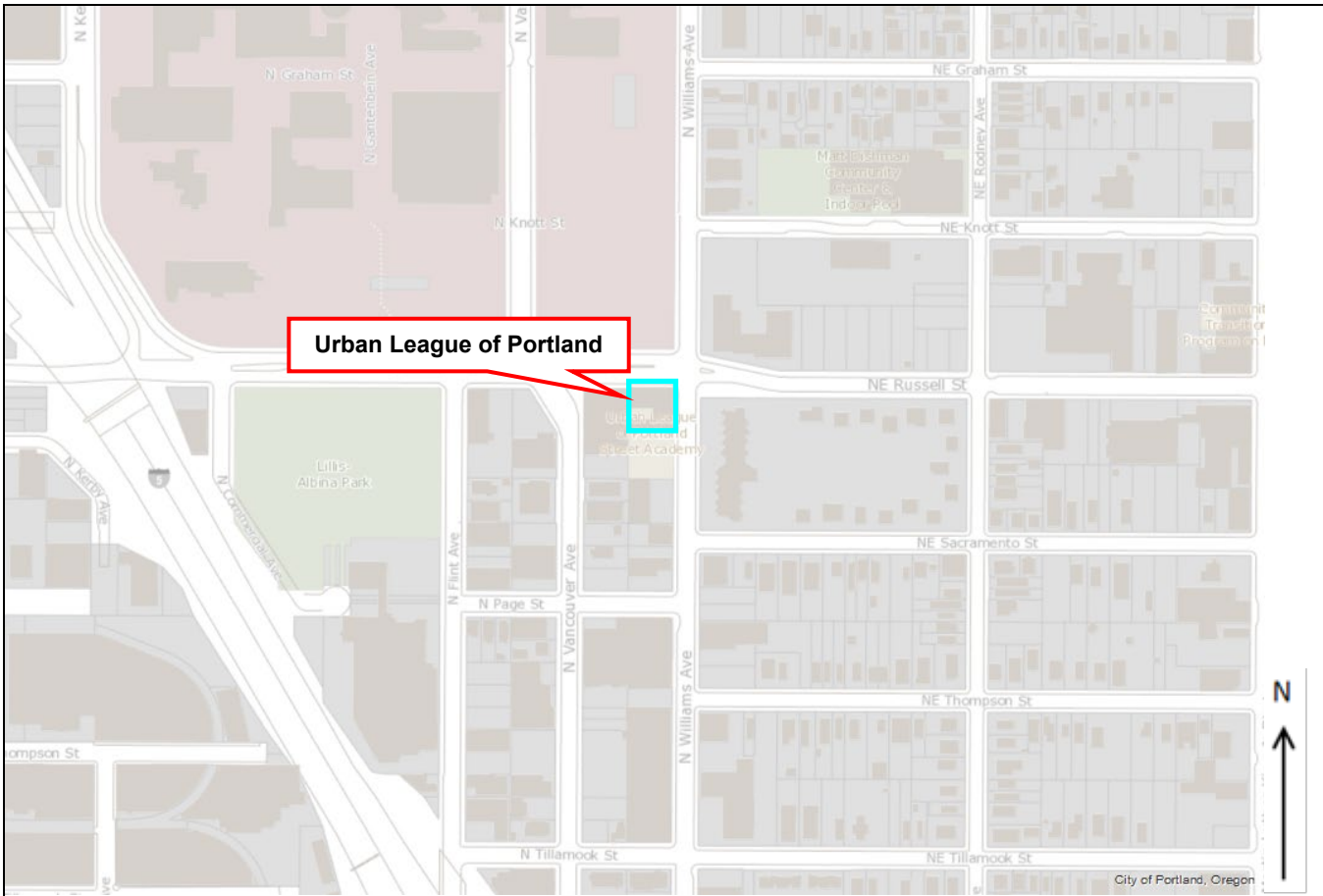
Property Name: Urban League of Portland	Street Address: 10 N Russell Street	City, County: Portland, Multnomah
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OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Maps

Property Name: Urban League of Portland	Street Address: 10 N Russell Street	City, County: Portland, Multnomah
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Street map showing the resource location of 10 N Russell Street (Courtesy of PortlandMaps.com).

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Maps

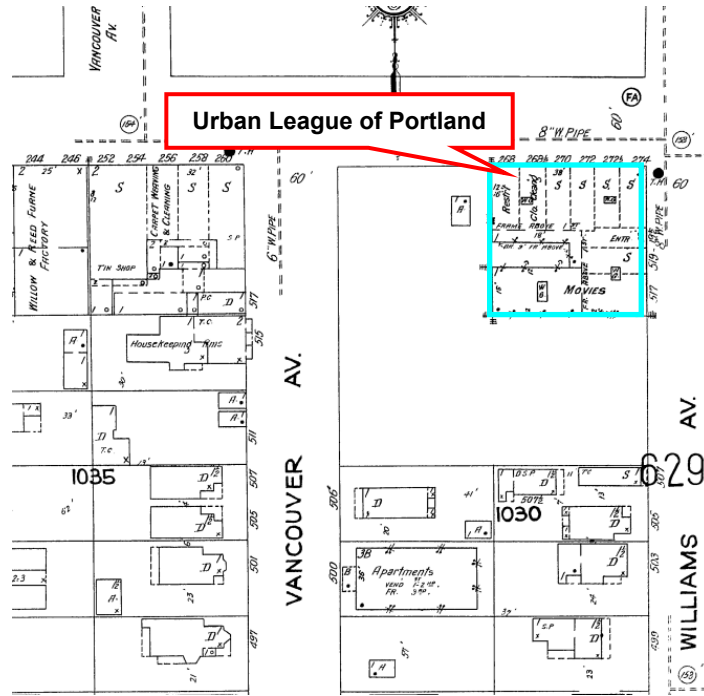
Property Name: Urban League of Portland	Street Address: 10 N Russell Street	City, County: Portland, Multnomah
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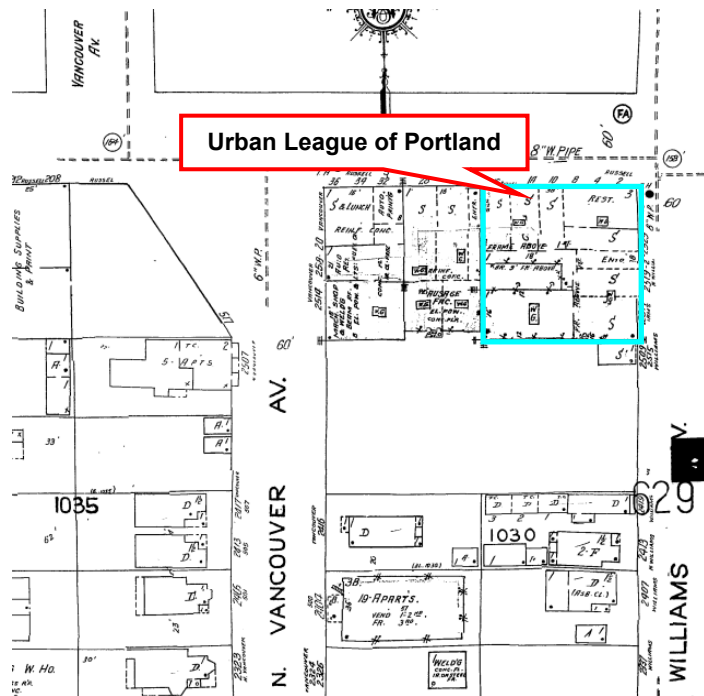
Aerial photograph showing the resource boundary of 10 N Russell Street (Courtesy of PortlandMaps.com).

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Maps**

Property Name: Urban League of Portland	Street Address: 10 N Russell Street	City, County: Portland, Multnomah
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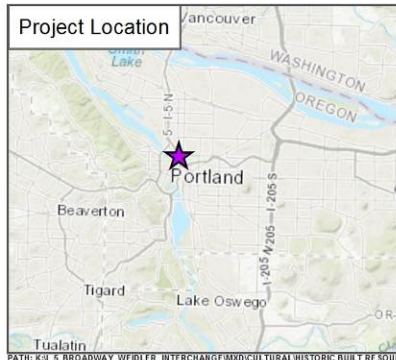
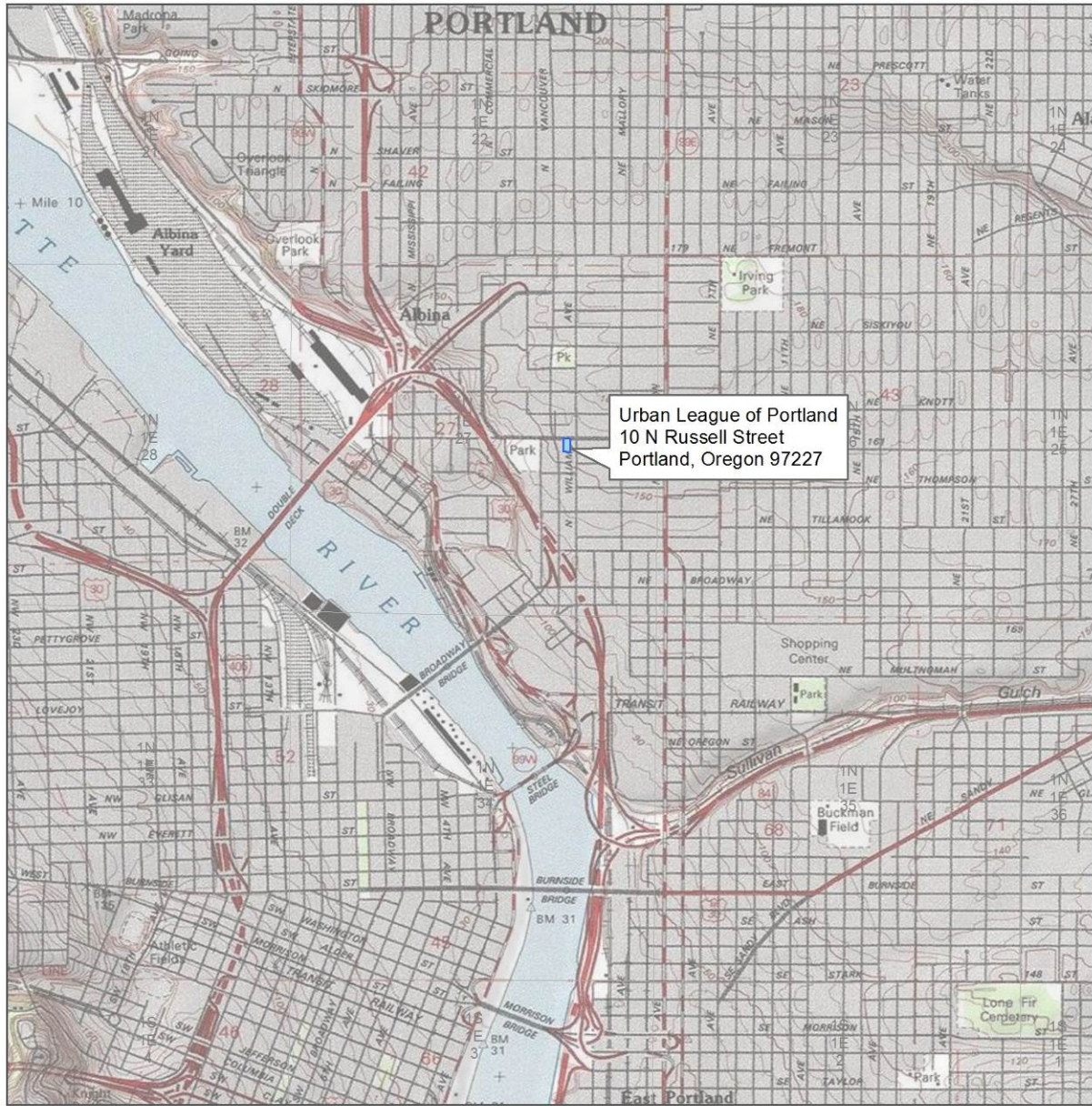
Sanborn Fire Insurance Company Map, Portland, Volume 6, Sheet 628. 1924-1928.



Sanborn Fire Insurance Company Map, Portland, Volume 6, Sheet 628. 1950.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Maps**

Property Name: Urban League of Portland	Street Address: 10 N Russell Street	City, County: Portland, Multnomah
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Project Location

10 N Russell Street

DATA SOURCES: U.S. Geological Survey Portland, OR
7.5 Minute Series Topographic Map, 1979. Scale 1:24,000.
ESRI 2018. http://go.arcgis.com/maps/USA_Topo_Maps
Township: 01N, Range: 01E, Section: 27

PATH: K:\S_BROADWAY_WEDLER_INTERCHANGE\MXO\CULTURAL\HISTORIC\BULLY RE SOURCE\RUSSELL_10_N_USO_SMAP.MXD - USER: MICHELLE.STEGHER - DATE: 2/29/2018

**I-5 ROSE QUARTER
IMPROVEMENT PROJECT**

URBAN LEAGUE OF PORTLAND
10 N RUSSELL STREET
PORTLAND, OREGON 97227

0 500 1,000 2,000 Feet
0 150 300 600 Meters

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001(483)			
Property Name: The Leftbank Annex			
Street Address: 101 N Weidler Street		City, County: Portland, Multnomah	
USGS Quad Name: Portland	Township: 01N	Range: 01E	Section: 27
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)			
Name of District or Grouping/Ensemble: N/A			
Number and Type of Associated Resources in Grouping/Ensemble: N/A			

Current Use: Event Hall	Construction Date: 1920
Architectural Classification/Resource Type: Commercial Style/Manufacturing/Industrial Storage	Alterations & Dates: Multiple; see Description
Window Type & Material: Storefront, metal	Exterior Surface Materials: Primary: Red brick Secondary: Concrete block Decorative: N/A
Roof Type & Material: Flat with parapet, unknown	
Condition: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor



The Leftbank Annex viewing northeast

Preliminary National Register Findings: <input type="checkbox"/> National Register listed	
<input type="checkbox"/> Potentially Eligible: <input type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input checked="" type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input checked="" type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____	Date _____
Comments:	

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Property Name: The Leftbank Annex	
Street Address: 101 N Weidler Street	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): Ernest Kroner, Dave Steel	Owner: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Other
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):	
<p>Description</p> <p>The 1920 Leftbank Annex is located at the northeast corner of the N Weidler Street and N Vancouver Avenue intersection on a 0.23-acre square-shaped parcel in the Lloyd District neighborhood of Portland, Oregon. The site, which slopes downward from east to west, is located within an urban setting that includes public sidewalks with a water mitigation bioswale on N Weidler Street. Other streetscape features include utility poles, traffic signals, streetlight poles, and parking signs. A 0.23-acre asphalt parking lot is located to the east of the property. The parking lot is enclosed with a black metal fence with sliding-gate openings on N Weidler Street and N Williams Avenue. A one-and-one-half story Dutch Colonial-style dwelling (1626 N Vancouver Avenue) and alleyway are located to the immediate north of the property on Tax Lots 1500 and 1400.</p> <p>The Leftbank Annex is a one-story square-shaped commercial-style building that currently serves as an event hall. It features a full basement, a flat roof with stepped parapets on its east and west elevations, and a metal cornice/coping on the south elevation. The property is built atop a concrete foundation and faced with red brick in a running-bond pattern and a smooth concrete water table at the basement level along the Vancouver and Weidler street side elevations. The north and east elevations exhibit concrete masonry unit construction. Fixed recessed multi-light metal storefront windows with brick lintels and sills are used at the first level, and fixed multi-light horizontal metal windows are used at the basement level. Small exterior light fixtures and a projecting vertical metal sign are found on the west and south elevations.</p> <p>The west elevation features two door openings under a suspended metal awning, two multi-light metal windows to the north, and three pairs of large rectangular eight-over-two metal storefront windows above three pairs of eight-light metal windows at the basement level to the south. The door openings consist of a recessed single-light metal double-door with single-light transom and sidelights, and a fifteen-light metal overhead door under a two-light transom.</p> <p>The south elevation includes a recessed double-door opening with single-light metal doors and canted sidelights under a projecting metal awning, as well as a recessed canted six-light transom to the east. A series of four large twelve-over-three metal storefront windows are located above multi-light metal windows at the basement level to the west of the opening.</p> <p>The east elevation consists of a concrete ADA ramp with metal railing and two double-door openings with flush-paneled metal doors under a long suspended metal awning. The ramp is flanked by a double-door and single-door opening with flush-paneled metal doors to the north, and vertical bike racks to the south. The north elevation is absent of fenestration.</p> <p>Alterations to the Leftbank Annex are evident following a field investigation on August 31, 2017, as well as a review of historic images and documents. Changes made to the Leftbank Annex after the date of its construction include the removal of its original two-over-two double-hung windows sometime after World War II (WWII), and again circa 2007 (Agee n.d.; Google Maps 2017). Other changes included the removal of the original chimney and wired-glass skylights circa 2006, and new metal doors circa 2007 (Google Earth 2017). An original garage opening on the south elevation was converted to its existing appearance circa 2007 (Google Maps 2017). In 2010, a new roof was installed, along with HVAC systems and the ADA ramp (Google Earth 2017). New sidewalks, a corrugated metal privacy screen around the HVAC systems on the roof, and exterior lights were added circa 2011 (Google Maps 2017). New openings and the existing bike rack on the east elevation were added circa 2011 (Google Maps 2017). New metal awnings were added on the east elevation in 2013 and on the west elevation in 2014 (Google Earth 2017). New signage was added circa 2015 (Google Maps 2017). A total remodel and reconfiguration of the interior occurred circa 2005-2009 (Leftbank Annex 2017).</p> <p>Boundary</p> <p>The historic boundary of 101 N Weidler Street is confined to the tax boundary of Tax Lot 1300, which includes lots 5 and 6 of block 4, and is bounded by Tax Lot 1500 and 1400 to the north, Tax Lot 1200 to the east, N Weidler Street to the south, and N Vancouver Avenue to the west. The suspended metal awning, vertical bike racks, and an ADA access located on the east elevation extend into lot 3 and 4 of Tax Lot 1200 to the east.</p>	

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
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Continuation Sheet

Property Name: The Leftbank Annex	Street Address: 101 N Weidler Street	City, County: Portland, Multnomah
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View: East elevation, viewing northwest



View: West elevation, viewing southeast

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
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Continuation Sheet

Property Name: The Leftbank Annex	Street Address: 101 N Weidler Street	City, County: Portland, Multnomah
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View: South elevation, viewing northwest



View: Main entrance, viewing north

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

Property Name: The Leftbank Annex	Street Address: 101 N Weidler Street	City, County: Portland, Multnomah
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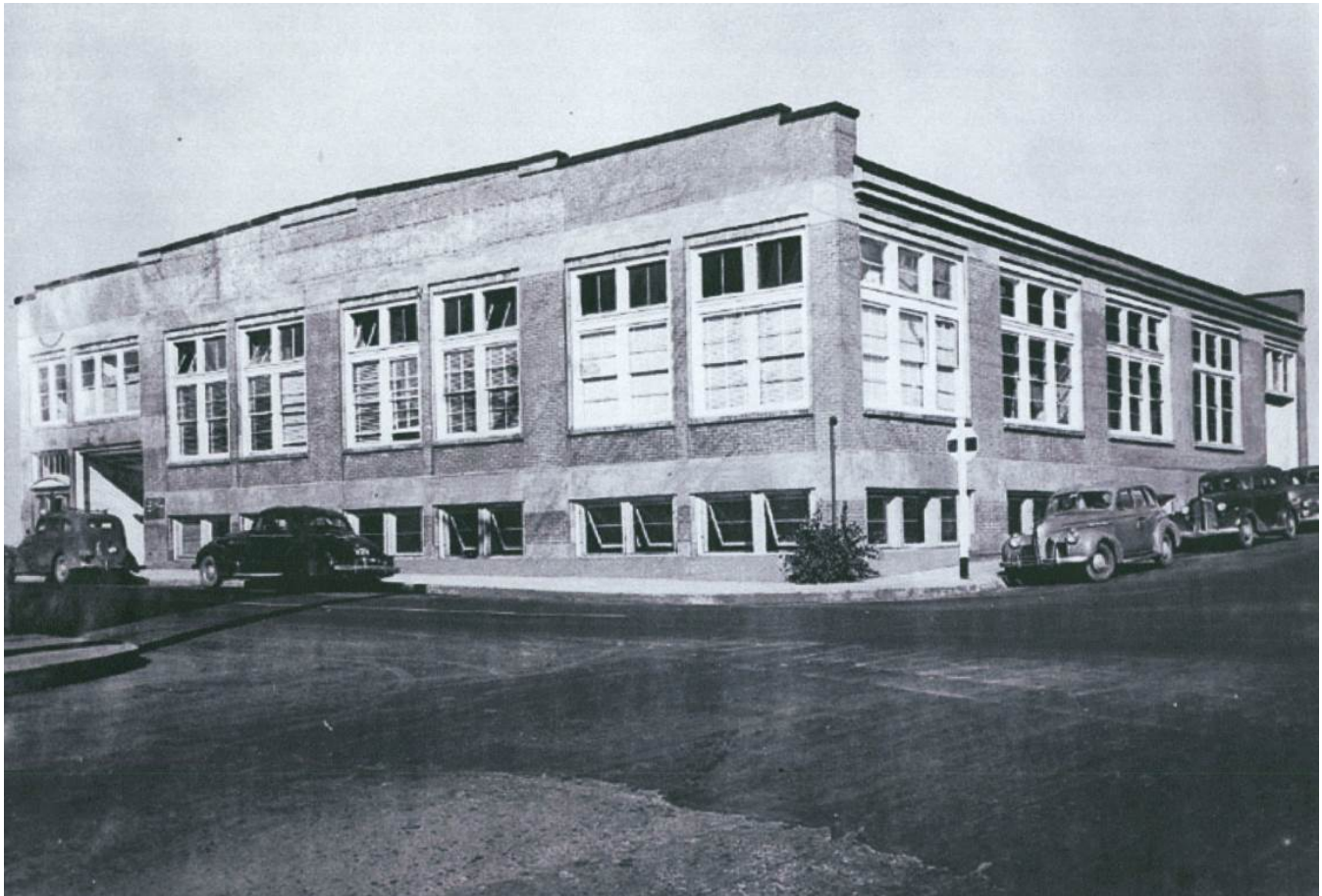
View: Historic view, viewing northwest, 1964. City of Portland Archives. See <https://vintageportland.files.wordpress.com/2011/04/a2005-001-187-eastbank-and-minnesota-freeway-broadway-williams-and-weidler-Nwest-1964.jpg>.



View: Historic view, viewing southeast, 1962. City of Portland Archives. See <https://vintageportland.files.wordpress.com/2011/02/a2005-001-181-eastbank-freeway-construction-near-broadway-and-weidler-east-1962.jpg>.

OREGON INVENTORY OF HISTORIC PROPERTIES
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Property Name: The Leftbank Annex	Street Address: 101 N Weidler Street	City, County: Portland, Multnomah
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View: Historic view, viewing northeast, 1940s. See Agee, Joanna. (n.d.). "The Hazelwood." National Register Preliminary Eligibility Evaluation Form for Historic Resources. Salem, OR: Oregon State Historic Preservation Office.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

Property Name: The Leftbank Annex

Street Address: 101 N Weidler Street

City, County: Portland, Multnomah

Significance

Previous Evaluation

In October 11, 2007, the Federal Transit Administration determined that the Leftbank Annex (with an address then noted as 1618 N Vancouver Avenue) was **not eligible** for the National Register of Historic Places (NRHP) and received concurrence on this determination from the Oregon State Historic Preservation Office on February 6, 2008. Martha Richards and Sharon Kelly (URS) evaluated the Annex in the *Portland Streetcar Loop Project Historic Resources Technical Memorandum* that they prepared for City of Portland, Metro, and TriMet (URS 2007). Due to the amount of time that has elapsed since the previous evaluation and improvements to the building's condition, the property was reassessed.

Background

The Leftbank Annex is located on land first settled by James L. Loring in 1852. By 1873, much of the area surrounding the property became known as "Albina" and was platted on a grid of streets (Snyder 1979:83). Beginning in the early 1880s, the need to transport timber from Oregon's forests brought heavy investments to the area from railroader Henry Villard who "made large-scale investments in building projects in Portland, East Portland, and Albina (Roos 2008:10)." By 1885, Albina's vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its "downtown" along N Russell Street and modern-day N Interstate Avenue consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, fraternal organizations, as well as multiple one- and two-story dwellings (Sanborn Fire Insurance Company 1884 & 1885).

After Albina was consolidated with Portland and East Portland in 1891, this area quickly grew due to the expansive network of street cars and trolleys, which allowed for the dramatic growth in housing and businesses. This expansion was supported by the City & Suburban Railway Company trolley line that ran through the Lloyd District, Eliot, and Boise, in addition to the Portland Railway Company and Oregon Water Power & Railway trolley that ran north on what is today NE Martin Luther King Jr. Boulevard in 1904 (Thompson 2014). The Albina neighborhoods thrived given their central location and access to trolley lines. By 1908, the Lloyd District was heavily residential, with one- and two-story street-facing dwellings, two-story flats, and a row of stores on NE Holladay Street (Sanborn Fire Insurance Company 1908). At this time, Albina's blocks were partitioned and developed with one, one-and-one-half, and two-story street-facing dwellings, as well as commercial storefronts, churches, and boarding houses along NE Russell Street (Sanborn Fire Insurance Company 1908).

By the 1920s, affordable automobiles, rising labor costs, and improved roads led to the gradual downfall and demobilization of Portland's trolley lines with the final removal of the Broadway tracks in 1948 (Thompson 2006:108). By 1924, the larger businesses such as the Mack International Motor Truck Corporation, manufacturing companies, and garages situated themselves next to bridge landings. Apartment buildings also became more prevalent and new two and two-and-one-half story street-facing dwellings were constructed. Much of the area around the present-day Leftbank Annex became more densely developed (Sanborn Fire Insurance Company 1924). In 1929, the popularity of the automobile triggered the widening of NE Martin Luther King Jr. Boulevard (Union Avenue). To accommodate this change, buildings were moved, cut back, and demolished, and large department stores, auto-supply stores, and other businesses were constructed along major thoroughfares. This also occurred with the improvement of N Interstate Avenue in 1939 that greatly facilitated interstate overland commerce and freight transport.

During WWII, Portland's wartime industries fostered significant population growth and economic productivity including the use of the Leftbank Annex. At the peak of wartime production (1943-44), the federal government identified 140,000 defense workers in the city and 100,000 in the metropolitan area. This substantial growth placed a strain on public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48). During this time, as Albina's Black community continued to grow, more than 21,000 whites left the area for the suburbs or other Portland neighborhoods between 1940 and 1960 (Gibson 2007:7-8). This drastic change in demographics, in addition to the short-lived post-war economy and the decline in the shipbuilding industry, contributed to Albina's high unemployment rates after the war, reframing its image in the public eye.

Through the 1950s, 1960s, and 1970s, Portland undertook several urban renewal projects that significantly altered the urban landscape, and displaced and removed the center of the African American community in the Albina area. Major infrastructure projects conducted during this time include the construction of Memorial Coliseum (1960), Lloyd Center (1960), Interstate 5 (I-5) (1966), and Fremont Bridge (1973), and the expansion of Emanuel Hospital (1970s). The construction of I-5, in particular, created the highly trafficked crossroads that currently surround the Leftbank Annex.

Later changes made to the area, such as the Metropolitan Area Express (MAX) light rail on NE Holladay Street in 1986, the Oregon Convention Center in 1990, the Rose Quarter in 1995, and the Portland Streetcar on NE Broadway in 2012, have also impacted the immediate setting of the Leftbank Annex.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet**

Property Name: The Leftbank Annex	Street Address: 101 N Weidler Street	City, County: Portland, Multnomah
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The Leftbank Annex

The Leftbank Annex was built for \$35,000 by Joseph M. Rieg in 1920. It was designed by Ernest Kroner and constructed by Dave Steel (*Morning Oregonian* 1920). Prior to completion in October 1920, a 10-year lease was taken on the property by the Pacific States Telephone & Telegraph company (*Morning Oregonian* 1920). The Pacific States Telephone & Telegraph company signed the lease with the intent to run its construction department out of its office and garage (*Morning Oregonian* 1920). After construction, the Leftbank Annex consisted of a private garage with wired-glass skylights, an office on N Vancouver Avenue, and a mechanic shop on N Weidler Street (Sanborn Fire Insurance Company 1924). Its surroundings consisted of dwellings, a bicycle repair shop, and an auto body shop on Tax Lot 1100 to the east (Sanborn Fire Insurance Company 1924). During WWII, the building was used as a welding and painting school before it was purchased by Dean K. Child from Alexander B. Sparks in 1944 (*The Sunday Oregonian* 1944). Child converted the property "into a machine shop with 130 employees, primarily making airplane parts for Boeing and liberty ships for World War II" (Leftbank Annex 2017). The Neco, Inc., Powder-Power, and Manufactures-Engineers Company, Inc., were based out of the property in 1947 (*The Sunday Oregonian* 1947a, 1947b; *The Sunday Oregonian* 1949).

By 1950, the Leftbank Annex was operating as a mechanic, welding, and woodworking shop called the Scientific Research Co. (Sanborn Fire Insurance Company 1924-1950). Managed by Child, the Scientific Research Co. was a wartime subcontracting plant that produced automatic water carbonators, circle burners, Venetian blinds, laundering equipment, water coolers, foot shifts for Harley-Davidson motorcycles, and in 1948, small toy lift trucks (*The Sunday Oregonian* 1948; Leftbank Annex 2017). Collaboratively with professional golfer Joe Mozel, Child also built "automatic teeing machines for driving ranges" (Leftbank Annex 2017) called Joe Golf Tee Units, throughout the 1950s (Ancestry.com 1955). Between the 1959 and 1979, an oil line company; John L. Hays, the West Coast's first paint consultant; R. R. Todd, and Karl's Machinery worked out of the building (*The Oregonian* 1959; *The Sunday Oregonian* 1965; *The Sunday Oregonian* 1967; *The Sunday Oregonian* 1979).

After Dean Child's death, the property was taken over by his son, David Child. David Child auctioned off much of the existing machine parts and rented out part of the property to two car restoration companies, while at the same time running a machine shop making parts for Freightliner Trucks (Leftbank Annex 2017). The property was sold to Leftbank Development in 2005 and underwent extensive renovations (Leftbank Annex 2017).

Joseph M. Rieg was born on November 8, 1880, in Illinois to Katie Rieg (Ancestry.com 1910). Joseph Rieg started working in Portland as a promoter in 1912 (Ancestry.com 1912). He married his wife, Ida Simmons, on October 24, 1917, at the residence of Mrs. Harvey Wells (*The Oregon Daily Journal* 1917). Around this time, Joseph Rieg was the manager of the Portland Auto show, as well as others around the state (*The Oregon Daily Journal* 1917s). By 1920, Joseph Rieg worked as the manager of the Sand Island Amusement company at Columbia Beach (Jantzen Beach) (Ancestry.com 1920). In 1930, Joseph and Ida Rieg had two children, Joseph M. Rieg (1919-1992) and Janet Rieg (b.1922). At this time, Joseph Rieg was working as a broker for Rieg Ship-Knee Co. (Ancestry.com 1930).

Dean K. Child was born in 1910 to Lester and Caroline Child in Utah (Ancestry.com 1930). In his youth, Child worked at the Multnomah Hotel where he was promoted to promotion manager in 1932 (*Oregonian* 1932). Child was married to Geneva L. Child from Pendleton, Oregon, and had one son, David Child. Around this time, he purchased a lathe from Sears and began learning to become a machinist (Leftbank Annex 2017). By 1940, at the age of 30, Child was a salesman chemist (Ancestry.com 1940) and manager of the Scientific Research Co. In 1956, he became chairman of the Constitution Party of Oregon (*Oregonian* 1956). In 1960, Child moved into the Leftbank Annex and continued to work there until his death in 1986 (Leftbank Annex 2017).

John L. Hays was born on December 12, 1931, in Hood River, Oregon, to Harry and Mary Hays (Ancestry.com 1940). In 1955, he was employed as a driver and married to Margaret Hays. They lived at 2105 SE 96th Avenue, Portland, Oregon (Ancestry.com 1955). By 1960, John Hays worked as a salesman (Ancestry.com 1960). In 1967, John Hays became the first paint consultant on the West Coast and worked to "advise retail and industrial businesses on paint application problems" (*The Sunday Oregonian* 1967). In 1971, at the age of 39, he ran for public office for the new District 20 seat in the Oregon House of Representatives (*The Oregonian* 1971).

Ernest Kroner was born in Goeppingen, Germany, on March 29, 1866. At the age of 16, he arrived in the United States and lived in La Crosse, Wisconsin. He worked for W.B. Parker, constructing buildings for the Cotton Fair in New Orleans in 1884, and for an architect in Houston, Texas, before opening his own architectural practice around 1900 in Portland, Oregon (Ritz 2002:234). Kroner became a licensed architect in 1919 (Ritz 2002:235). He is noted for the Old Fellows Building (1924) in Portland, Oregon, which is included in the NRHP, as well as the McMinnville Junior High School (1913) and Carnegie Library (1913) in McMinnville, Oregon.

Minimal information was found on other persons associated with the property.

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Evaluation

The Leftbank Annex only retains historic integrity of location. Due to the construction of the Memorial Coliseum in 1960, I-5 and associated off ramps in 1966, adjacent parking garages in 1995, and additional vacant lots, its setting has been completely lost. Renovations made to the exterior, including all new metal windows, suspended awnings, and repurposing of openings, have compromised its design, workmanship, and materials. The recent changes in its function and use have contributed to the loss in feeling and association.

Although the building was built during a time of commercial growth common within the surrounding community during the period, newspaper and archival research provided insufficient evidence to associate the property with historically significant events or historic trends. Therefore, the property is recommended as not eligible under NRHP Criterion A.

The Leftbank Annex was owned by a multiple persons who continued the use of the property over time. Research does not reveal their individual significance or significant contributions to the history of Albina or Portland. Therefore, the property is recommended as not eligible for the NRHP under Criterion B.

Given the lack of original material and alteration in design, the property itself does not represent an exemplary example of a significant architectural style, construction, or building type. Its association with local architect, Ernest Kroner, does not reflect the technical or aesthetic achievements of the work of a master, as Kroner's work was typically more elaborate and designed with high-style elements. Therefore, the property is recommended as not eligible under NRHP Criterion C.

The physical characteristics of the LeftBank Annex are aboveground and visible, and existing documentary sources discuss little to no additional information about the property. The LeftBank Annex therefore holds little to no potential to yield information significant to the past and is recommended as not eligible under NRHP Criterion D. Surface and/or subsurface archaeological survey/testing would be necessary to verify whether archaeological remains would be significant under NHRP Criterion D.

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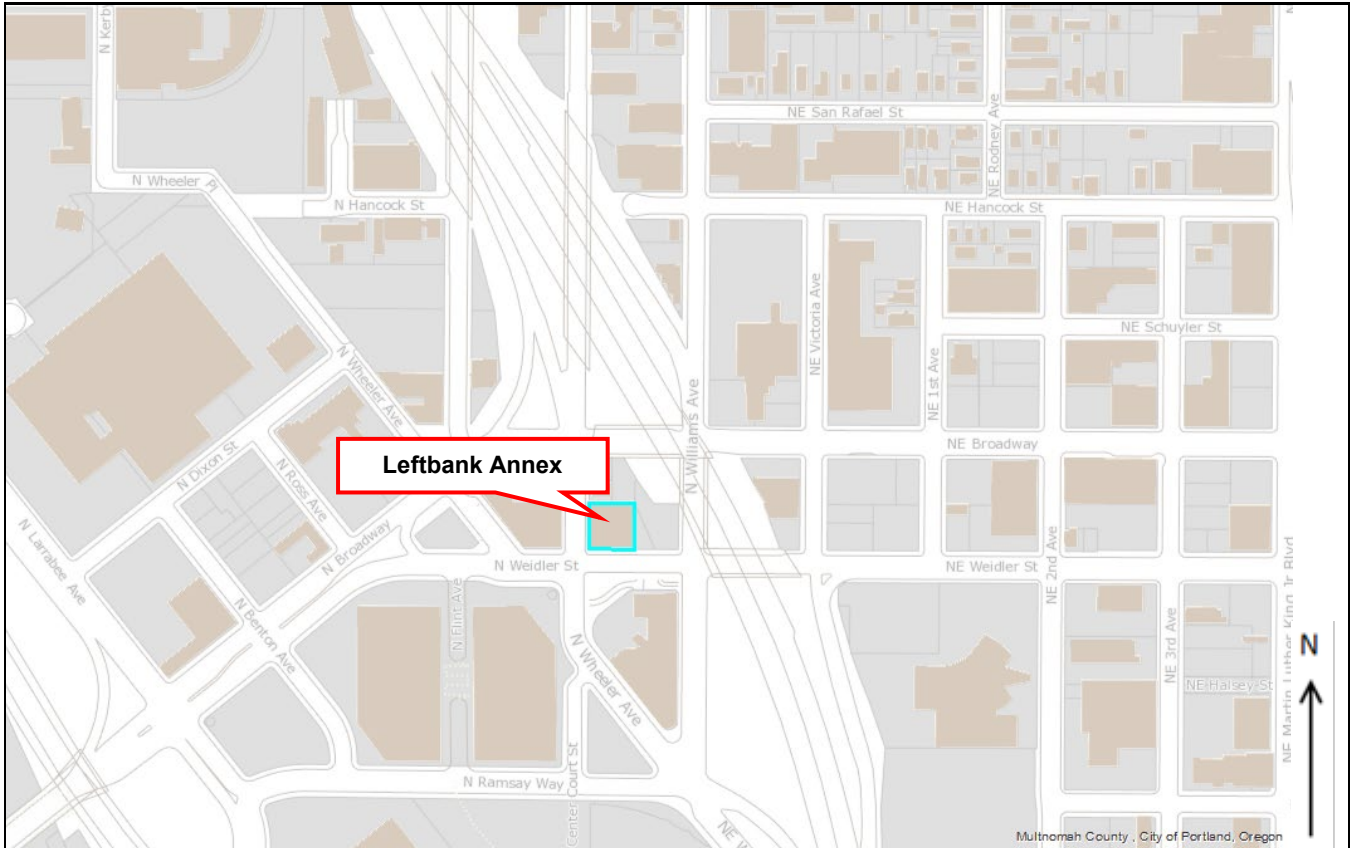
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Street map showing the resource location of 101 N Weidler Street (Courtesy of PortlandMaps.com).

OREGON INVENTORY OF HISTORIC PROPERTIES
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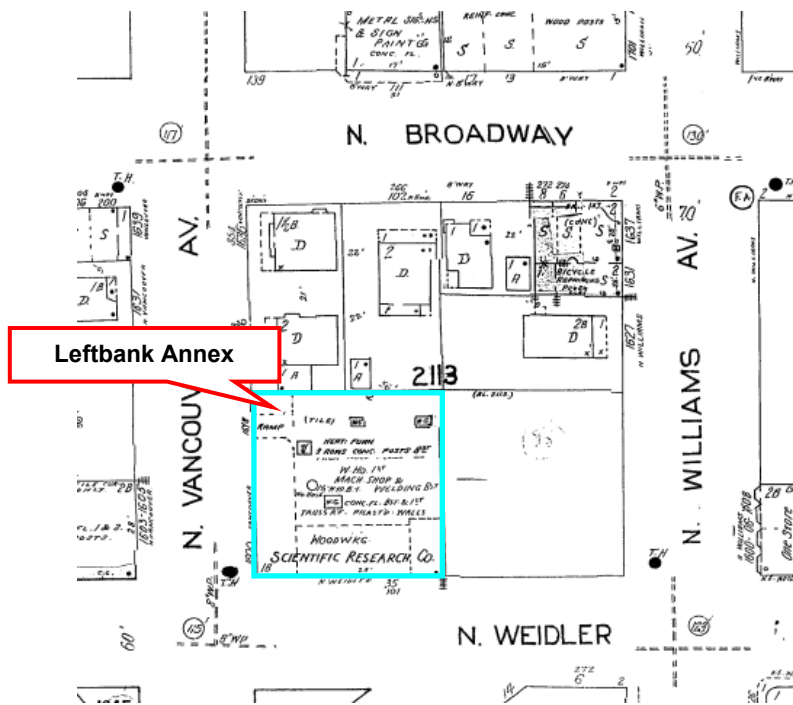
Property Name: The Leftbank Annex	Street Address: 101 N Weidler Street	City, County: Portland, Multnomah
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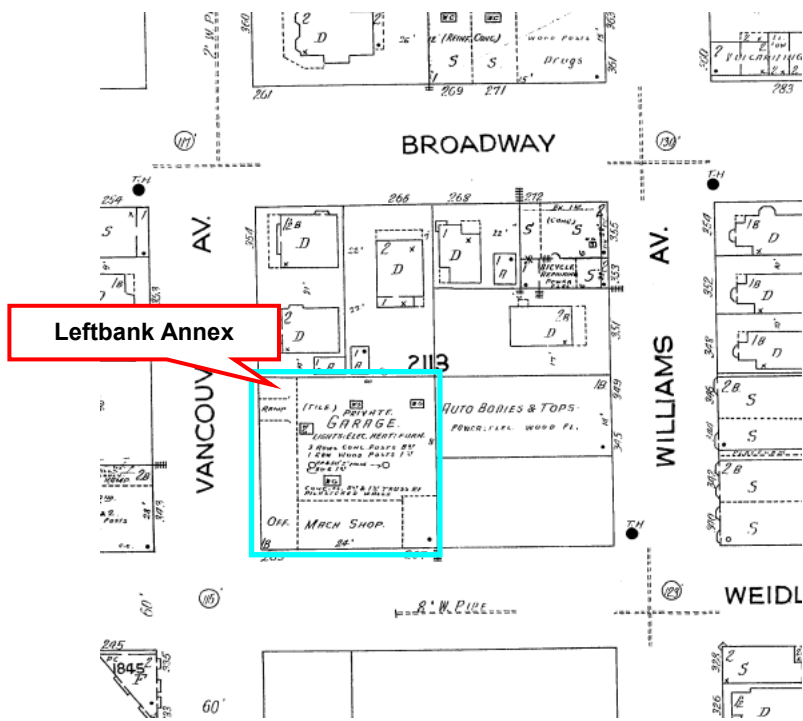
Aerial photograph showing the resource boundary of 101 N Weidler Street (Courtesy of PortlandMaps.com)

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Property Name: The Leftbank Annex	Street Address: 101 N Weidler Street	City, County: Portland, Multnomah
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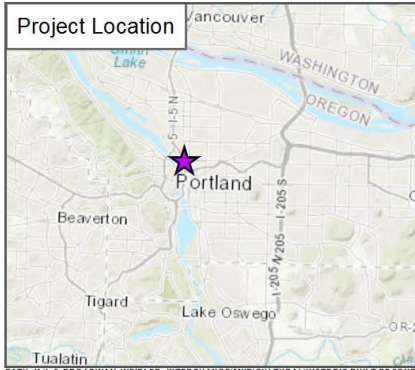
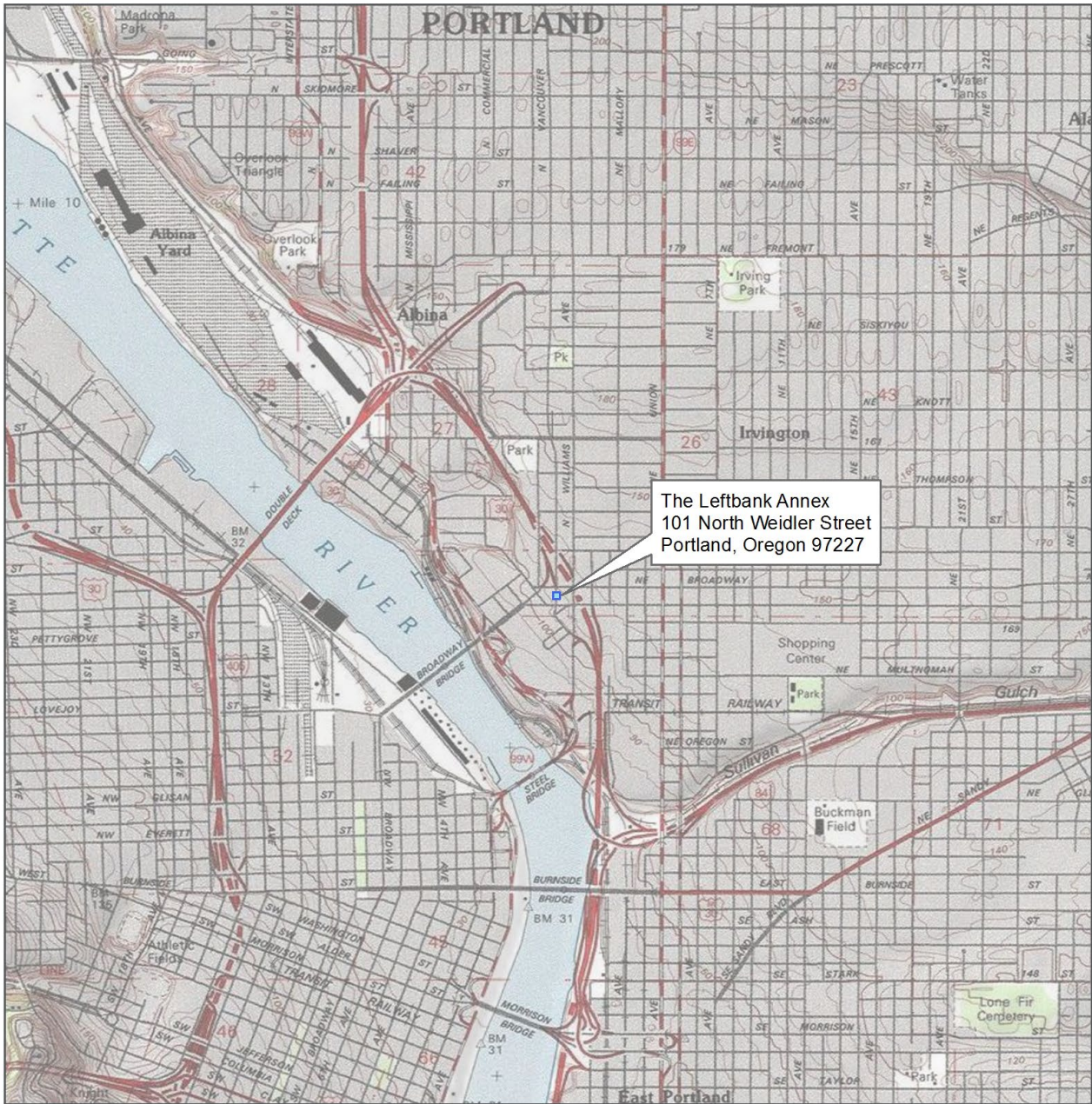
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Sanborn Fire Insurance Company, Portland, Volume 6, Map 657. 1924-1928.

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Property Name: The Leftbank Annex	Street Address: 101 N Weidler Street	City, County: Portland, Multnomah
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 101 North Weidler Street


DATA SOURCES: U.S. Geological Survey Portland, OR
7.5 Minute Series Topographic Map, 1979. Scale 1:24,000.
ESRI 2018, http://goto.arcgisonline.com/maps/USA_Topo_Maps
Township: 01N, Range: 01E, Section: 27

**I-5 ROSE QUARTER
IMPROVEMENT PROJECT**

THE LEFTBANK ANNEX
101 NORTH WEIDLER STREET
PORTLAND, OREGON 97227



0 500 1,000 2,000 Feet
0 150 300 600 Meters



**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001(483)			
Property Name: Buckley, John and Matilda, House; Tillamook Street Barber Shop			
Street Address: 103-105 N Tillamook Street		City, County: Portland, Multnomah	
USGS Quad Name: Portland	Township: 01N	Range: 01E	Section: 27
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)			
Name of District or Grouping/Ensemble: N/A			
Number and Type of Associated Resources in Grouping/Ensemble: N/A			

Current Use: Single-Family Residence	Construction Date: 1907
Architectural Classification/Resource Type: Vernacular/Commercial/Single Dwelling	Alterations & Dates: Barber shop addition (1960)
Window Type & Material: Single-hung, vinyl	Exterior Surface Materials: Primary: Synthetic siding (cement fiber siding) Secondary: Stucco Decorative: N/A
Roof Type & Material: Front-gable, asphalt shingles	
Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor



John and Matilda Buckley House and Tillamook Street Barber Shop viewing northeast

Preliminary National Register Findings: <input type="checkbox"/> National Register listed	
<input type="checkbox"/> Potentially Eligible: <input type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input checked="" type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input checked="" type="checkbox"/> Irretrievable integrity loss <input checked="" type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____	Date _____
Comments:	

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Property Name: Buckley, John and Matilda, House and Tillamook Street Barber Shop	
Street Address: 103-105 N Tillamook Street	City, County: Portland, Multnomah
Architect, Builder or Designer (if known):	Owner: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Other
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):	
<p>Description</p> <p>The John and Matilda Buckley House and Tillamook Street Barber Shop at 103-105 N Tillamook Street is situated on the north side of N Tillamook Street between N Vancouver Avenue and N Williams Avenue in the Eliot neighborhood of Portland, Multnomah County, Oregon. The 0.5-acre square-shaped parcel (tax lot 5700) includes the residence and commercial addition. The property abuts the public sidewalk on N Vancouver and is absent of landscape features. The Buckley House and Tillamook Street Barber Shop is located within a commercial setting and is bounded by N Tillamook Street to the south and the Portland Packaging Company, Inc. (2141 N Williams Avenue) to the west (tax lot 5600), north (tax lot 5800), and east (tax lot 9600). The streetscape and commercial setting includes public sidewalks, mature street trees, wood utility poles, and street signs.</p> <p>The one-and-one-half-story house and one-story barber shop addition were built in 1907 and 1960, according to tax assessor records. The house's steeply pitch front-gabled roof, wide wood freeze, and horizontal board wood siding convey architectural design characteristics similar to that of the Victorian-Era houses common from the late 1870s to 1910. The house has an irregular plan and a concrete foundation with full basement faced with stucco. The house is clad in horizontal synthetic (cement fiber) siding (Hardie board) with cornerboards. The barber shop addition is faced with stucco. The roof of the house has a moderate eave overhang with a wide wood freeze and simple fascia board. It is finished with asphalt shingles and vinyl gutters with aluminum downspouts. A brick chimney projects from the roof on the west slope near the north elevation. The roof of the addition is flat with a short parapet capped with metal flashing. Typical windows on the residence include one-over-one, single-hung, vinyl sash with simple wood surrounds.</p> <p>The south (primary) façade includes the house to the east and the addition to the west. The residence consists of the main entrance to the west and three one-over-one vinyl windows to the east under two symmetrically placed one-over-one vinyl gable windows. The main entrance includes a single-door opening with a six-paneled composite door with mail slot and metal full-light storm door under a traditional metal awning with a hard valance. The entrance is flanked by a sconce and ceramic house number to the west and accessed by a set of concrete steps behind a concrete screen wall that projects from the addition. The basement includes a sunken secondary entrance accessed by a set of concrete steps flanked by concrete side walls. The basement entrance consists of a flush-paneled wood door. The south elevation of the addition consists of a large rectangular two-light wood picture window with a simple wood surround. The entrance to the addition is located on its east elevation near the concrete screen wall below the main entrance of the residence. The addition entrance consists of a single-door opening with a two-light wood door with mail slot under a traditional metal awning with a hard valance and sconce.</p> <p>The west elevation consists of the addition to the south and the house to the north. The west elevation of the addition includes two horizontal vinyl sliding windows with simple wood surrounds under an aluminum gutter that runs the length of the elevation. The west elevation of the house consists of a canted bay window with a hipped roof flanked by a one-over-one single-hung vinyl window below the roof line to the south and a secondary entrance on a one-story covered porch with a hipped roof to the north. The bay window includes three one-over-one single-hung vinyl windows with a detailed cornice. The roof the window is covered with asphalt shingles. The secondary entrance consists of a single-door opening flanked by a one-over-one single-hung vinyl window to the north. Limited views of the west elevation could be seen from the public right-of-way during the field visit.</p> <p>The north elevation of the residence and addition could not be viewed from the public right-of-way on the day of field work; however, it is evident that the south elevation of the residence consists of a full-width, one-story enclosed porch under one-over-one single-hung vinyl gable windows. The porch includes two one-over-one single-hung vinyl windows to the east.</p> <p>The east elevation of the residence abuts the Portland Packing Company, Inc., located to the east. No fenestration or architectural detail was observed.</p> <p>No property or interior access was granted as part of this survey.</p> <p>Alterations to the residence and barber shop addition are evident following a field investigation on February 1, 2018, and a review of historic images. Changes include the construction of the one-story barber shop addition in 1960, and new roofs and the addition of an HVAC unit to the addition in 2008 (Google Earth 2018). Other alterations include the addition of metal awnings in 2009 (Google Earth 2018), Hardie board siding, vinyl windows, vinyl gutters, new aluminum downspouts, and a new composite and metal storm door (dates unknown).</p>	

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Photos

Property Name: Buckley, John and Matilda, House and
Tillamook Street Barber Shop

Street Address: 103-105 N Tillamook Street

City, County: Portland, Multnomah



View: South façade, viewing northwest



View: South façade, viewing north

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
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Supplemental Photos

Property Name: Buckley, John and Matilda, House and
Tillamook Street Barber Shop

Street Address: 103-105 N Tillamook Street

City, County: Portland, Multnomah



View: West and south elevations, viewing northeast



View: Barber Shop Addition, viewing northwest

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet**

Property Name: Buckley, John and Matilda, House and Tillamook Street Barber Shop	Street Address: 103-105 N Tillamook Street	City, County: Portland, Multnomah
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Boundary

The historic boundary of 103-105 N Tillamook Street is confined to the tax boundary of tax lot 5700, which includes 0.05 acres of lot 10 on block 31 of Albina. It is bounded by N Tillamook Street to the south, tax lot 5600 to the west, tax lot 5800 to the north, and tax lot 6900 to the east.

Significance

Previous Evaluation

In August 1995, the Bosco-Milligan Foundation determined that the 1960 barber shop addition of the Buckley House (105 N Tillamook Street) was significant as the Tillamook Street Barber Shop from 1970 to the 1980s. The Tillamook Street Barber Shop was owned and operated by a local barber, Herman Brame. Due to the amount of time that has elapsed since this previous evaluation and changes to the building's appearance since previous evaluation, the property was reassessed. The property has not been formally determined eligible for the National Register of Historic Places (NRHP) by the National Park Service or another federal agency.

Background

By 1873, much of the area surrounding the property became known as "Albina" and was platted on a grid of streets (Snyder 1979:83). Beginning in the early 1880s, the need to transport timber from Oregon's forests brought heavy investments to the area from railroader Henry Villard who "made large-scale investments in building projects in Portland, East Portland, and Albina (Roos 2008:10)." By 1885, Albina's vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its "downtown" along N Russell Street and modern-day N Interstate Avenue consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, and fraternal organizations, as well as one to two-story dwellings (Sanborn Fire Insurance Company 1884 & 1885).

After Albina was consolidated with Portland and East Portland in 1891, this area quickly grew due to the expansive network of street cars and trolleys, which allowed for the dramatic growth in housing and businesses. This growth was supported by the City & Suburban Railway Company trolley line that ran through the Lloyd District, Eliot, and Boise neighborhoods. The Portland Railway Company and Oregon Water Power & Railway trolley ran north on what is today NE Martin Luther King Jr. Boulevard by 1904 (Thompson 2014). The Albina neighborhoods thrived given their central location and access to trolley lines. By 1908, the Lloyd District was heavily residential, with one and two-story street-facing dwelling, two-story flats, and a row of stores on NE Holladay Street (Sanborn Fire Insurance Company 1908). At this time, Albina's blocks were partitioned and developed with one, one-and-one-half, and two-story street-facing dwellings, commercial storefronts, churches, and boarding houses along NE Russell Street (Sanborn Fire Insurance Company 1908).

By the 1920s, affordable automobiles, rising labor costs, and improved roads lead to the gradual downfall and demobilization of Portland's trolley lines with the final removal of the Broadway tracks in 1948 (Thompson 2006:108). By 1924, the larger businesses such as the Mack International Motor Truck Corporation, manufacturing companies, and garages were located next to bridge landings. Apartment buildings also became more prevalent and new two and two-and-one-half story street-facing dwelling were constructed. In 1929, the popularity of the automobile triggered the widening of NE Martin Luther King Jr. Boulevard (Union Avenue). To accommodate this change, buildings were moved, cut back, and demolished, and large department stores, auto-supply stores, and other businesses were constructed along major thoroughfares. This also occurred with the improvement of N Interstate Avenue in 1939 that greatly facilitated interstate overland commerce and freight transport.

At the peak of wartime production (1943-44), the federal government identified 140,000 defense workers in the city and 100,000 in the metropolitan area. This substantial growth placed a strain on public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48).

Through the 1950s, 1960s and 1970s, Portland undertook several Urban Renewal projects that significantly altered the urban landscape, and displaced and removed the center of the African American community in the Albina area. Major infrastructure projects conducted during this time include the construction of Memorial Coliseum (1960), Lloyd Center (1960), Interstate-5 (I-5) (1966), and Fremont Bridge (1973), and the expansion of Emanuel Hospital (1970s).

Later changes made to the area, such as the Metropolitan Area Express (MAX) light rail on NE Holladay Street in 1986, the Oregon Convention Center in 1990, the Rose Quarter in 1995, and the Portland Streetcar on NE Broadway in 2012, have also impacted the neighborhood

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet**

Property Name: Buckley, John and Matilda, House and Tillamook Street Barber Shop	Street Address: 103-105 N Tillamook Street	City, County: Portland, Multnomah
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African American Community in Portland/Albina (1850s-1970s)

The history of the African American community in Portland is one of continuous struggle and survival—beginning in 1857, voters approved a state constitution that did not allow slavery, but did allow the exclusion of “Black persons, slave or free, from Oregon” (Pearson 1996:5). At this time, a few African Americans lived in the state, but only as personal servants of Euro-American settlers (Pearson 1996:5-6). Oregon’s “Black laws” prohibited any African American from owning property or voting, and until 1870, a 10 dollar poll tax was required to be paid for every Black person living in the state. In the following years, the African American population increased slightly as Portland became a significant terminal for railroad and shipping and positions of porters, waiters, dining car attendants, and ship attendants became in demand (Pearson 1996:6, 13).

At the turn of the nineteenth century, Albina underwent a significant transition as the community’s ethnic landscape made up of mostly first and second generation Euro-American immigrants gradually began to shift with the migration of a small African American community that had resided next to Union Station on the west bank of the Willamette in northwest Portland. The land next to Union Station had become desirable to downtown businesses looking to expand; the development caused the displacement of around 800 African Americans (Pearson 1996:7). Albina, historically a working-class community, offered low rents and proximity to jobs in the railroad industry on the eastside of Portland.

During the World War I period, Albina garnered more Black-operated hotels, restaurants, and other businesses as well as fraternal and social organizations and clubs as job opportunities for Blacks opened with the expansion of the railroads occurred (Roos 2008:33; Millner 2014:4). Following World War I, however, the living situations for African Americans became much worse, largely due to Oregon becoming a center for Nativist sentiments and a stronghold for the Ku Klux Klan. Curfews were imposed. All young Black men were required to be off the streets by sundown, and at any time when accosted, all African American adults had to account for their presence with a job verification. Exclusion from establishments was enforced by revoking the licenses of bars and restaurants that allowed racial intermingling (Pearson 1996:8).

A small turning point came in 1926, when Oregon’s “Black laws” were repealed, and African Americans were allowed the vote, however, this did little to change discrimination (Pearson 1996:8). Racial segregation was also enforced by the manipulation of the housing market by white politicians and businessmen by limiting African Americans to the most impoverished and run-down parts of the city. The Albina area contained some of the oldest and poorest housing in the city (Pearson 1996:4, 7). In spite of these socio-economic impositions, the African American community grew through the 1920s and 30s and reshaped the existing built environment as Albina garnered Black churches, religious missions, and businesses to serve the community bounded by NE Broadway, N Larrabee Avenue, N Hassalo Street, and NE Wheeler Avenue (City of Portland Bureau of Planning 1993:31), and along N Williams Avenue (Gibson 2007:7). It was also not uncommon to find small-scale businesses at individual homes as barbers, beauticians, and grocers erected additions to their homes to allow for neighborhood scale commerce. This continued into the 1940 and 1950s as Albina’s Black population grew from 1,600 to 4,500 (Comprehensive Planning Workshop 1990:44) despite unwritten restrictions that placed barriers on Blacks renting property or patronizing stores and restaurants outside of Albina (Pearson 1996:5-8).

During World War II (WWII), Portland’s wartime industries fostered significant population growth and economic productivity. Prior to WWII, Portland was not an industrial city. By 1940, approximately 18 percent of the labor force was industrially employed, but by 1945, over 50 percent of the labor force was employed for an industry (Pearson 1996:64). This substantial growth stressed public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48). It also significantly intensified racial tensions within the city as the Black population had increased from 2,100 in 1940 to 15,000 in 1945, many of whom moved to Portland to work in the Kaiser shipyards (Bosco-Milligan Foundation 1995:51). The more the African America population grew, the more they were restricted to a 25-block area near N Williams Avenue in Albina (Pearson 1996:99). Even though the community of Vanport was constructed in 1942 to somewhat relieve the geographic pressures placed upon Blacks, it did little to improve racial relations. After Vanport was destroyed by a flood in 1948, housing pressures resumed for Blacks, as many decided to leave the city or move back to the Albina area (City of Portland Bureau of Planning 1993:86). In the post-war era, more than 21,000 whites left the area for the suburbs or other Portland neighborhoods between 1940 and 1960 (Gibson 2007:7-8). This drastic change in demographics, in addition to the short-lived post-war economy and the decline in the shipbuilding industry, contributed to the Albina’s high unemployment rates after the war reframing its image in the public eye. Throughout the 1960s, the close-knit Albina neighborhood grew in political activism as it became a center for civil rights activities. Black civic organizations and churches played a leading role in exacting change in the city and state’s governance to gain improvements in education, employment, and civil rights for Black Oregonians. Unfortunately, from the 1950s and through the 1970s, urban renewal campaigns and an interstate highway destroyed dozens of residential and commercial blocks in Albina, including the heart of the African American community at the intersection of N Russell Street and N Williams Avenue.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet**

Property Name: Buckley, John and Matilda, House and Tillamook Street Barber Shop	Street Address: 103-105 N Tillamook Street	City, County: Portland, Multnomah
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John and Matilda Buckley House and Tillamook Street Barber Shop

The John and Matilda Buckley House was built in 1907 on lot 10 of block 31 in Albina. In 1909, Sanborn Fire Insurance Company Maps first show the property (267 Tillamook Street) as a one-and-one-half-story dwelling with a bay window on the west elevation and a one-story porch on the north elevation (Sanborn Fire Insurance Company 1909). At that time, it was the only dwelling on the southern-most lots of block 31 (Sanborn Fire Insurance Company 1909). By 1924, a one-story dwelling facing N Vancouver Avenue was built on lot 10 and a one-story tool house was built on the adjacent lot to the west (these buildings are now not a part of the subject property) (Sanborn Fire Insurance Company 1924). Between 1924 and 1950, a garage was added to the one-story dwelling on lot 10 and the adjacent lot to the west was transformed into a parking lot with a one-story office near the corner of N Tillamook Street and N Williams Avenue (Sanborn Fire Insurance 1924-950). By that time, the Billy Webb Elks Lodge (YMCA) was built to the south of the property on N Tillamook Street and the immediate setting introduced new warehouses and metal working shops, as well as stores and new apartment buildings (Sanborn Fire Insurance 1924-1950).

United States Census records indicate that John J. and Matilda C. Buckley lived at and owned the property in 1910 (Ancestry 1910). Likely the original owners, the Buckley family continued to live at the residence until the late 1920s when they moved to 446 N Vancouver Avenue (Ancestry 1929). Daniel B. and Helen E. Webster lived at and rented the property from 1935 to at least 1940 (Ancestry 1940). The house was advertised for sale in 1945 (*Oregonian* 1945a). Later that year, Samuel E. Johnson and Cecile W. Lucas lived at the address (*Oregonian* 1945b). Between 1945 and 1968, the house was lived in by multiple people, including Emma J. Warfield in 1947 (*Oregonian* 1947), Elouise Janesetta Palmer in 1950 (*Oregonian* 1950), Willie Hurst in 1952 (*Oregonian* 1952), Joe Brown in 1954 (*Oregonian* 1954), Kelsie Turner in 1958 (*Oregonian* 1958), Pat Cassidy and Ann Marie Covvetti in 1960 (*Oregonian* 1960), and Ira H. McQueen in 1968 (*Oregonian* 1968a). However, a historical plumbing permit for the house indicates that the owner during that time was Herman Brame beginning in 1959 with the construction of the one-story barber shop addition (City of Portland 1959). A 1962 oil and gas permit indicates Herman Brame was still the owner (City of Portland 1962). The barber shop (Tillamook St. Barber Shop) was owned and operated by Brame until the 1980s (Bosco-Milligan Foundation 1997:198). No information was found on the property's residence after 1968. The house and barber shop addition is currently owned by Brame LLC (City of Portland 2017).

No information was found on builders, architects, or designers of the house based on a review of historic newspapers, city directories, and other online historic research databases.

John J. Buckley was born around 1862 in Ireland to Jeremiah and Norah Buckley (Ancestry 1907). In 1883, at the age of 21, Buckley immigrated to the United States (Ancestry 1910). John and Matilda C. Smith married on June 15, 1907, in Vancouver, Washington (Ancestry 1907). By 1910, he worked as a check clerk for a railroad freight shop (Ancestry 1910). In 1920, John and Matilda Buckley lived at 247 Tillamook Street and John Buckley continued to work as a check clerk (Ancestry 1920). The Buckylys moved to 446 N Vancouver Avenue by 1930 (Ancestry 1930). Matilda Buckley was born around 1868 in Sweden. She immigrated to the United States in 1887 (Ancestry 1910).

Daniel Bowen Webster was born October 13, 1888, in Burnwell, Nebraska (Ancestry 1961). By 1930, he was married to Helen E. Thomas and worked as a longshoreman in the ship loading industry (Ancestry 1930). Daniel and Helen had four children: Richard, Norma, Maurine, and Jean. In 1940, Daniel Webster continued to work as a longshoreman (Ancestry 1940). Helen Thomas (Webster) was born in 1889 in Iowa before moving to Portland around 1918 (*Oregonian* 1968b). Daniel Webster died on March 3, 1961 (Ancestry 1961). Helen Webster died in 1968 (*Oregonian* 1968b).

Willie Xenophon Hurst was born on June 13, 1919, in New Orleans, Louisiana. He served in the United States Army from May 2, 1942, to October 16, 1945 (Ancestry 1994). He married Dorothy Lee Johnson on July 23, 1958 (Ancestry 1958). At the time, Willie Hurst worked as a tire man and Dorothy Hurst worked as a maid (Ancestry 1958). Dorothy Johnson (Hurst) was born in 1927 in Longview, Texas (Ancestry 1958). Together they had one son, Willie Hurst Jr. Willie Hurst died on December 6, 1994 (Ancestry 1994). Dorothy Hurst died in late April 1984 (*Oregonian* 1984).

Herman Brame was born in 1918 to Major and Estella R Brame in Conway, Arkansas. He served in the United States Army from March 17, 1943, to May 2, 1944 (Ancestry 2004). Shortly after his release from the Army, he married Ernestine Dorris on May 29, 1944, in Conway, Arkansas (Ancestry 1914). Herman and Ernestine Brame came to Portland in the 1940s. He worked as a barber for Dawson's Barber Shop and Cherry St. Barber Shop before owning and operating Tillamook St. Barber Shop from the 1960s to the 1980s (Bosco-Milligan Foundation 1997:25;198). Herman Brame died on April 28, 2004 (Ancestry 2004).

Little to no relevant information was discovered on other persons associated with the property.

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SECTION 106 DOCUMENTATION FORM
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Property Name: Buckley, John and Matilda, House and Tillamook Street Barber Shop	Street Address: 103-105 N Tillamook Street	City, County: Portland, Multnomah
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Evaluation

The John and Matilda Buckley House and Tillamook Street Barber Shop retains historic integrity of location, setting, and feeling due to its retention of original location, minimal changes to its immediate surrounding, and representation of change within the community that reflects neighborhood commercial activity. However, the addition of new windows, siding, and doors has diminished its integrity of design, materials, workmanship, and association.

The property is also located within the area covered by the Historic and Architectural Properties in the Eliot Neighborhood of Portland, Oregon, NRHP Multiple Property Documentation Form. While the building was erected during the period covered by the document (from 1880 to 1947), the dwelling's vernacular architectural form is not sufficiently captured in the document's list of property types. Furthermore, the alterations to the building were completed outside of the period of the document.

Although the property was built during a time of residential growth and reflects a common commercial alteration that was common within the surrounding community in the post-WWII period, newspaper and archival research provided insufficient evidence to associate the property with historically significant events or historic trends. Therefore, the property is recommended as not eligible under NRHP Criterion A.

While John and Matilda were likely the original owners and served as the longest residents of the property, research did not indicate that either made significant contributions in history that have helped define the development of the Eliot neighborhood, early Portland, Oregon, or the nation. Likewise, although the Tillamook St. Barber Shop contributed to the social element of the neighborhood, the shop's proprietor Herman Brame as an individual did not make significant contributions to the neighborhood, city, or nation. Therefore, the property is recommended as not eligible under NRHP Criterion B.

The contemporary alterations made to the residence have compromised its design, materials, workmanship, and association. Additionally, the residence itself is not an exemplary example of a significant architectural style, construction, building type, or a work of a master. Therefore, it is recommended as not eligible under Criterion C.

The physical characteristics of the John and Matilda Buckley House and Tillamook Street Barber Shop are aboveground and visible, and existing documentary sources discuss little to no additional information about the property. The John and Matilda Buckley House and Tillamook Street Barber Shop therefore holds little to no potential to yield information significant to the past and is recommended as not eligible under Criterion D. Surface and/or subsurface archaeological survey/testing would be necessary to verify whether archaeological remains would be significant under Criterion D.

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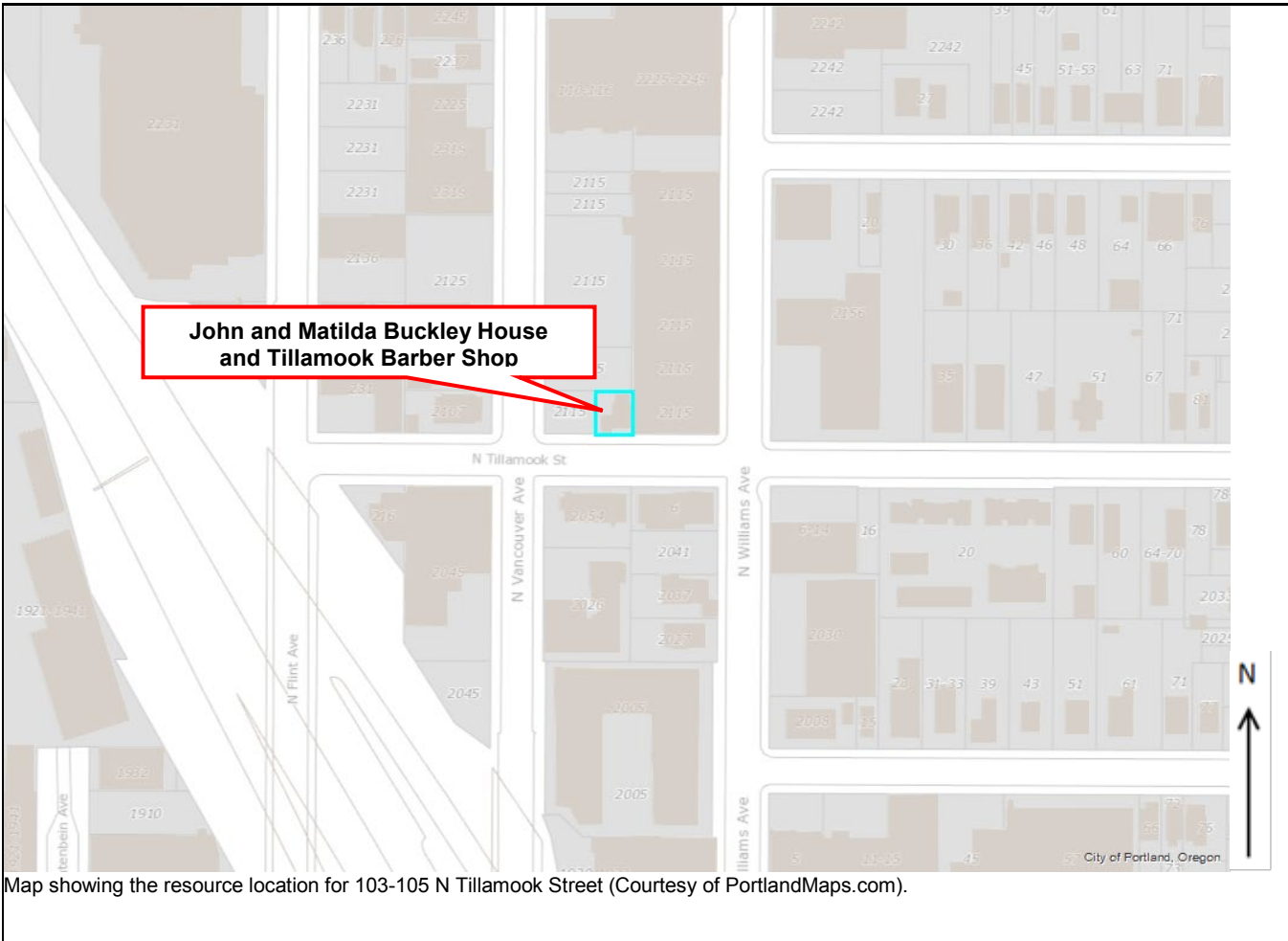
Property Name: Buckley, John and Matilda, House and Tillamook Street Barber Shop	Street Address: 103-105 N Tillamook Street	City, County: Portland, Multnomah
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View: Historic view, viewing southeast, 1962. City of Portland Archives. See <https://vintageportland.files.wordpress.com/2012/06/a2005-001-183-eastbank-freeway-with-broadway-weidler-couplet-1962.jpg>

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Property Name: Buckley, John and Matilda, House and Tillamook Street Barber Shop	Street Address: 103-105 N Tillamook Street	City, County: Portland, Multnomah
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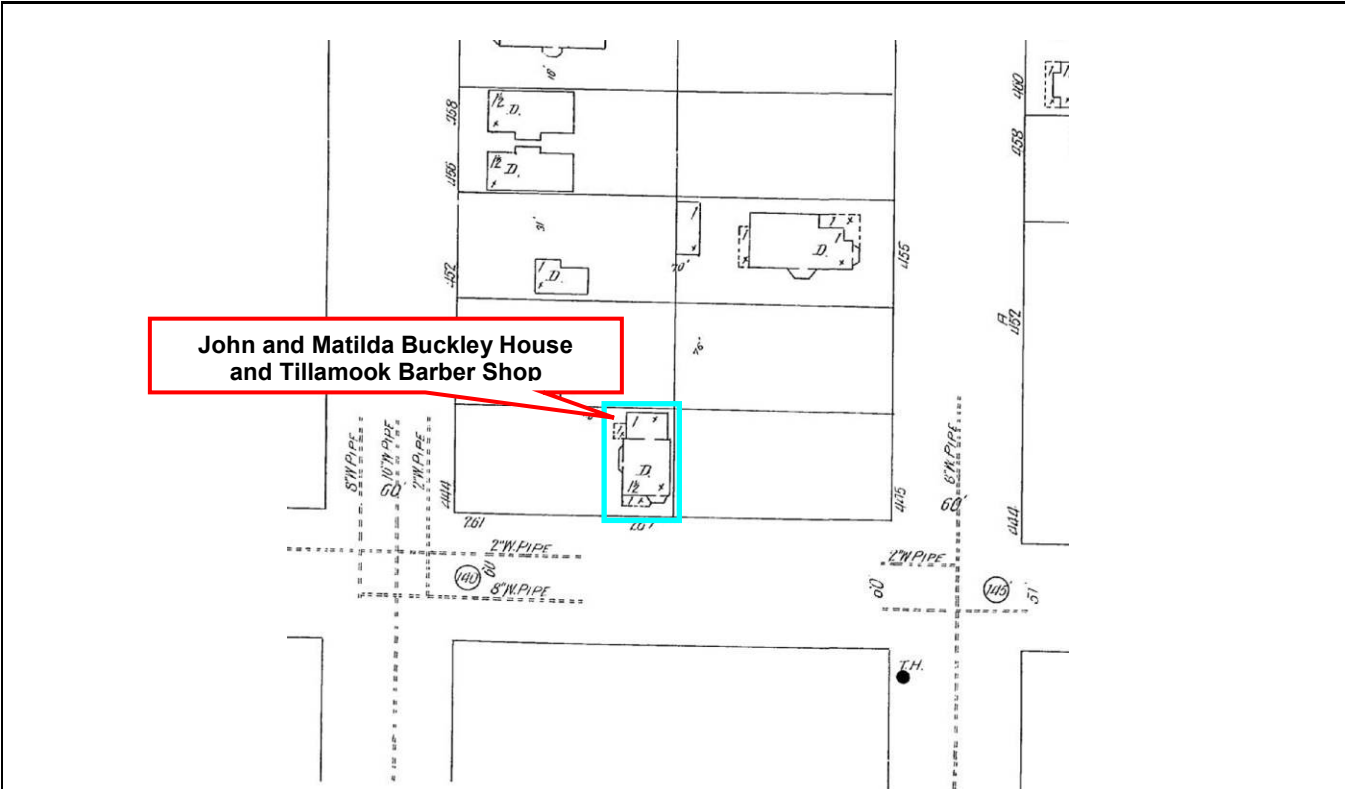
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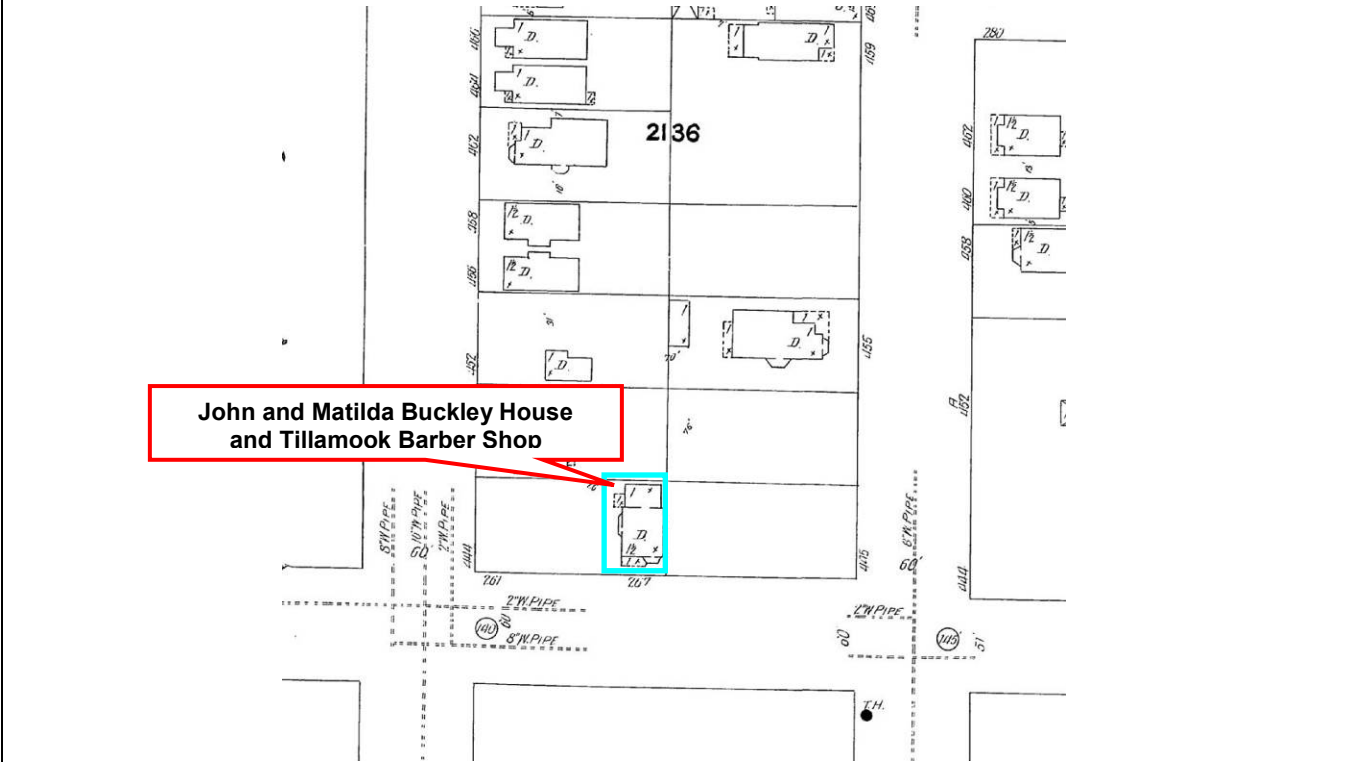


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Property Name: Buckley, John and Matilda, House and Tillamook Street Barber Shop	Street Address: 103-105 N Tillamook Street	City, County: Portland, Multnomah
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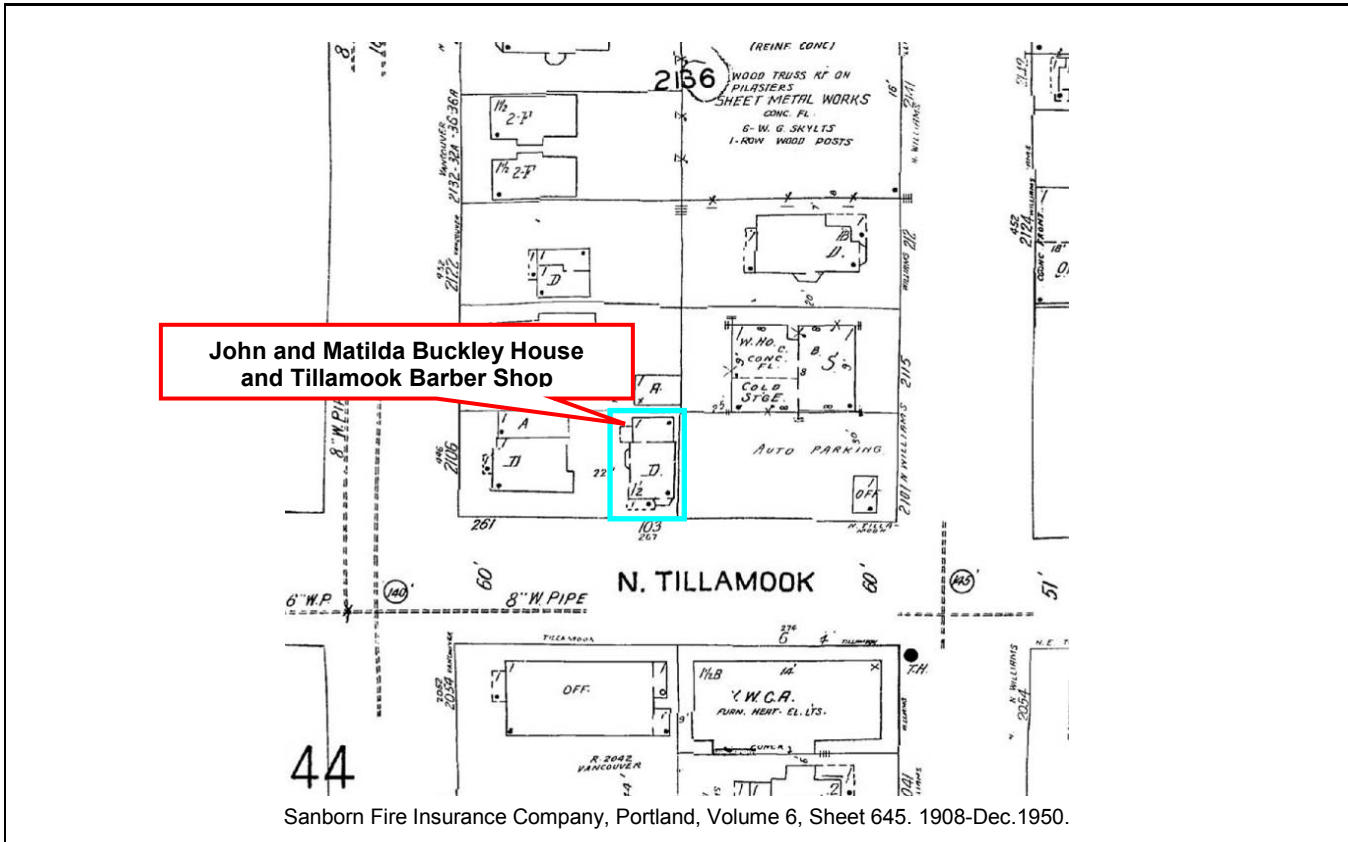
Sanborn Fire Insurance Company, Portland, Volume 3, Map 280. 1908-1909.



Sanborn Fire Insurance Company, Portland, Volume 3, Map 280. 1924-1928.

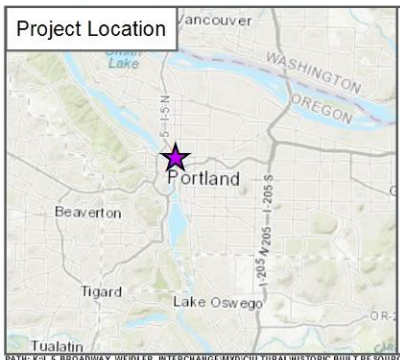
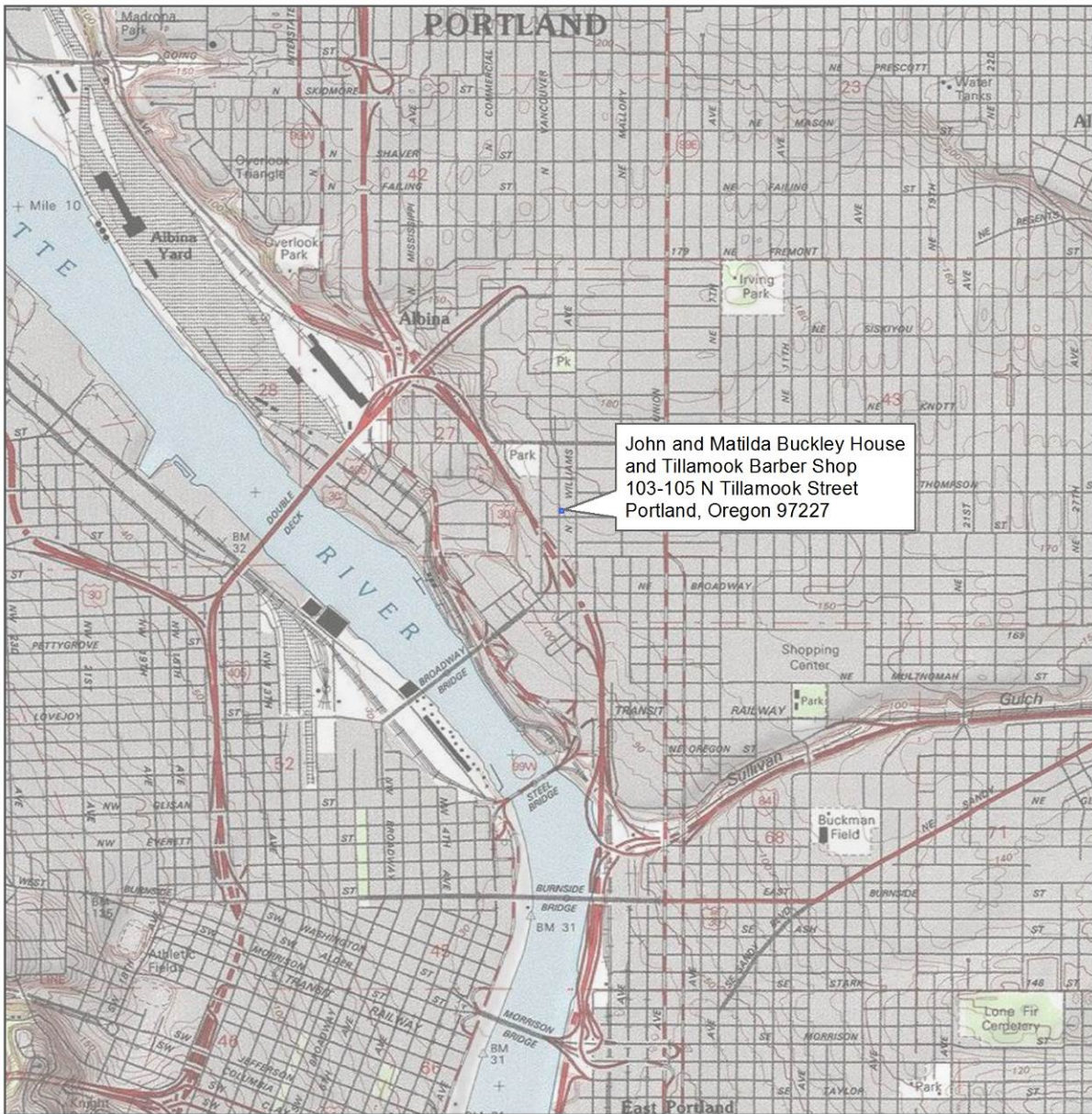
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103-105 N Tillamook Street

DATA SOURCES: U.S. Geological Survey Portland, OR
7.5 Minute Series Topographic Map, 1979 Scale 1:24,000.
ESRI 2018, http://go.to.arcgisonline.com/maps/USA_Topo_Maps
Township: 01N, Range: 01E, Section: 27

PATH: K:\S_BROADWAY_WEIDLER_INTERCHANGE\MXD\CULTURAL\HISTORIC BUILDINGS\TILLAMOOK_103-105_N_USGS\MAP.MXD - U SER: MICHELLE.STEIGNER - DATE: 3/8/2018

I-5 ROSE QUARTER IMPROVEMENT PROJECT

JOHN AND MATILDA BUCKLEY HOUSE AND TILLAMOOK BARBER SHOP
103-105 N TILLAMOOK STREET
PORTLAND, OREGON 97227

0 500 1,000 2,000 Feet
0 150 300 600 Meters

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Agency/Project ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001(483)			
Property Name: W. E. Field Tile Co. Building			
Street Address: 122-140 NE Broadway		City, County: Portland, Multnomah	
USGS Quad Name: Portland	Township: 01N	Range: 01E	Section: 27
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)			
Name of District or Grouping/Ensemble: N/A			
Number and Type of Associated Resources in Grouping/Ensemble: N/A			

Current Use: Retail/Garage	Construction Date: 1926
Architectural Classification/Resource Type: Mediterranean Revival/Retail, Garage	Alterations & Dates: Multiple; see Description
Window Type & Material: Storefront, wood and metal	Exterior Surface Materials: Primary: Stucco Secondary: Tile Decorative: Tile
Roof Type & Material: Flat with parapet, unknown	
Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



W. E. Field Tile Co. Building viewing southwest

Preliminary National Register Findings: <input type="checkbox"/> National Register listed	
<input checked="" type="checkbox"/> Potentially Eligible: <input checked="" type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____	Date _____
Comments:	

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Property Name: W. E. Field Tile Co. Building	
Street Address: 122-140 NE Broadway	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): Tourtellotte and Hummel	Owner: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Other
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):	
<p>Description</p> <p>The 1926 W. E. Field Tile Co. Building is located at the southwest corner of the NE Broadway and NE 2nd Avenue intersection on a 0.23-acre square-shaped parcel in the Lloyd District neighborhood of Portland, Oregon. The site is flat and located within an urban setting. The streetscape includes public sidewalks on NE Broadway and 2nd Avenue, wood utility poles, parking signs, streetlights, traffic signals, and metal trolley poles. A 0.23-acre gravel parking lot is located to the west of the property (Tax Lot 11000). The parking lot is enclosed by a black metal chain-link fence with a sliding gate opening on NE 1st Avenue. A one-story concrete garage (121 NE Weidler Street) abuts the property to the south.</p> <p>The W. E. Field Tile Co. Building is a one-story, square-shaped Mediterranean Revival-style commercial building and garage with a flat roof and parapet. The property is constructed of concrete and finished with stucco on the north and east elevations. The north and east elevations feature a decorative polychrome ceramic tile base, multiple arched wood storefronts with recessed door openings, garage bay openings, decorative ceramic tile applications in geometric patterns, and a Spanish tile roof with battements at the primary entrance and corners of the elevations. Gooseneck light fixtures and bracketed hanging signage are located above occupied storefronts.</p> <p>The primary façade faces NE Broadway and includes the main entrance to the west and three arched wood storefronts to the east. The exceptionally elaborate main entrance is located under a raised roof line between two pilasters with projecting vinyl signs. It consists of single-door opening with a single-light wood door flanked by two large rectangular wood picture windows divided by decorative ceramic tile Egyptian columns. Three recessed multi-light Moorish (horseshoe) arched windows feature diagonally set leaded panes are set within a field of polychrome ceramic tile above each opening. The tile field includes a centrally located flat rectangular sign framed with ceramic tiles. The three storefronts to the west of the main entrance include a less architecturally elaborate recessed single-door opening, with a single-light wood door and transom below a five-light arched transom and bracketed signage with light fixtures. A large wood picture window with a three-light arched wood transom is located to the east of the storefronts near the building's chamfered entrance at the corner of the NE Broadway and NE 2nd Avenue. This entrance includes a recessed single-door bell-arched opening with a single-light wood door under an arched lintel.</p> <p>The west elevation includes a metal storefront with three vertical aluminum windows under a six-light rectangular transom, flanked by a single-door opening with a single-light metal door under a fixed recessed square window and gooseneck light fixture to the south. A garage bay opening with a roll-up door, a single-door opening with a flush-paneled wood door under two infilled wood transoms, and a garage-bay opening with a multi-paneled wood overhead door are centrally located. A three-light wood storefront with a seven-light rectangular painted-out transom is flanked by two arched storefronts with large wood picture windows and multi-light arched wood transoms to the north.</p> <p>The west elevation faces the adjacent parking lot and consists of an unfinished concrete wall with three recessed rectangular multi-light steel windows to the north, three small centrally located fixed square windows under a small siding window, and two rectangular metal windows with upper awning sashes to the south. The south elevation abuts the property located at 121 NE Weidler Street.</p> <p>Alterations to the W. E. Field Tile Co. Building are evident following a field investigation on August 31, 2017, and a review of historic images and documents. Changes made to the W. E. Field Tile Co. Building after the date of its construction include the construction of the abutting garage in 1963, and the demolition of the adjacent one-story L-shaped gas and service station on Tax Lot 11000 circa 1955. Original finials were removed circa 1984 (City of Portland 1984). Recent alterations include the removal of an abutting garage on the west elevation circa 2000 (Google Earth 2017), a new roof in 2005 (Google Earth 2017), and the infill of existing transoms circa 2007 (Google Maps 2017). An original garage opening on the east elevation was converted into a storefront in 2009 (Google Maps 2017). Other changes include the addition of HVAC equipment and new fiberglass skylights circa 2009 (Google Earth 2017), new signage in 2009 (Google Maps 2017), and new square-shaped windows on the west elevation in 2015 (Google Maps 2017). The original W. E. Field Tile Co. sign within the tile field at the primary entrance was replaced with the existing tenants signage circa 2016 (Google Maps 2017). Interior changes were made between 2008 and 2017 (Portland Maps 2017).</p>	

OREGON INVENTORY OF HISTORIC PROPERTIES
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Boundary

The historic boundary of 122-140 NE Broadway is confined to the tax boundary of Tax Lot 10700, which includes lots 8 and 7 of block 214, and is bounded by NE Broadway to the north, NE 2nd Avenue to the east, Tax Lot 10800 to the south, and Tax Lot 11000 to the east. The boundary is marked by the exterior walls of the W.E. Field Tile Company Building.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
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Supplemental Photos

Property Name: W. E. Field Tile Co. Building	Street Address: 122-140 NE Broadway	City, County: Portland, Multnomah
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View: North façade, viewing south



View: West and north elevations, viewing southwest

OREGON INVENTORY OF HISTORIC PROPERTIES
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Supplemental Photos

Property Name: W. E. Field Tile Co. Building	Street Address: 122-140 NE Broadway	City, County: Portland, Multnomah
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View: East elevation, viewing northwest



View: Secondary entrance, viewing southwest

OREGON INVENTORY OF HISTORIC PROPERTIES
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Property Name: W. E. Field Tile Co. Building	Street Address: 122-140 NE Broadway	City, County: Portland, Multnomah
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View: Aerial photograph showing the resource, 1962. Courtesy of the City of Portland Archives.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet**

Property Name: W. E. Field Tile Co. Building	Street Address: 122-140 NE Broadway	City, County: Portland, Multnomah
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Significance

Previous Evaluation

In October 11, 2007, the Federal Transit Administration determined that the W.E. Field Tile Co. Building was **eligible** for the National Register of Historic Places (NRHP) and received concurrence on this determination from the Oregon State Historic Preservation Office on February 6, 2008. Martha Richards and Sharon Kelly (URS) evaluated W.E. Field Tile Co. Building in the *Portland Streetcar Loop Project Historic Resources Technical Memorandum* that they prepared for City of Portland, Metro, and TriMet (URS2007). Due to the amount of time that has elapsed since the previous evaluation and improvements to the building's condition, the property was reassessed.

Background

The W. E. Field Tile Co. Building is located on land first settled by James L. Loring in 1852. By 1873, much of the area surrounding the property became known as "Albina" and was platted on a grid of streets (Snyder 1979:83). Beginning in the early 1880s, the need to transport timber from Oregon's forests brought heavy investments to the area from railroader Henry Villard who "made large-scale investments in building projects in Portland, East Portland, and Albina (Roos 2008:10)." By 1885, Albina's vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its "downtown" along N Russell Street and modern-day N Interstate Avenue consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, and fraternal organizations, as well as multiple one- and two-story dwellings (Sanborn Fire Insurance Company 1884 & 1885).

After Albina was consolidated with Portland and East Portland in 1891, this area quickly grew due to the expansive network of street cars and trolleys, which allowed for the dramatic growth in housing and businesses. This expansion was supported by the City & Suburban Railway Company trolley line that ran through the Lloyd District, Eliot, and Boise, in addition to the Portland Railway Company and Oregon Water Power & Railway trolley that ran north on what is today NE Martin Luther King Jr. Boulevard in 1904 (Thompson 2014). The Albina neighborhoods thrived given their central location and access to trolley lines. By 1908, the Lloyd District was heavily residential, with one- and two-story street-facing dwellings, two-story flats, and a row of stores on NE Holladay Street (Sanborn Fire Insurance Company 1908). At this time, Albina's blocks were partitioned and developed with one, one-and-one-half, and two-story street-facing dwellings, as well as commercial storefronts, churches, and boarding houses along NE Russell Street (Sanborn Fire Insurance Company 1908).

By the 1920s, affordable automobiles, rising labor costs, and improved roads led to the gradual downfall and demobilization of Portland's trolley lines with the final removal of the Broadway tracks in 1948 (Thompson 2006:108). By 1924, the larger businesses such as the Mack International Motor Truck Corporation, manufacturing companies, and garages situated themselves next to bridge landings. Apartment buildings also became more prevalent and new two and two-and-one-half story street-facing dwellings were constructed. Much of the area around the present-day W. E. Field Tile Co. became more densely developed (Sanborn Fire Insurance Company 1924). In 1929, the popularity of the automobile triggered the widening of NE Martin Luther King Jr. Boulevard (Union Avenue). To accommodate this change, buildings were moved, cut back, and demolished, and large department stores, auto-supply stores, and other businesses were constructed along major thoroughfares. This also occurred with the improvement of N Interstate Avenue in 1939 that greatly facilitated interstate overland commerce and freight transport.

During World War II (WWII), Portland's wartime industries fostered significant population growth and economic productivity. At the peak of wartime production (1943-44), the federal government identified 140,000 defense workers in the city and 100,000 in the metropolitan area. This substantial growth placed a strain on public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48). During this time, as Albina's African-American community continued to grow, more than 21,000 Caucasians left the area for the suburbs or other Portland neighborhoods between 1940 and 1960 (Gibson 2007:7-8). This drastic change in demographics, in addition to the short-lived post-war economy and the decline in the shipbuilding industry, contributed to Albina's high unemployment rates after the war reframing its image in the public eye.

Through the 1950s, 1960s, and 1970s, Portland undertook several urban renewal projects that significantly altered the urban landscape and displaced and removed the center of the African American community in the Albina area. Major infrastructure projects conducted during this time include the construction of Memorial Coliseum (1960), Lloyd Center (1960), Interstate 5 (I-5) (1966), and Fremont Bridge (1973), and the expansion of Emanuel Hospital (1970s).

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Property Name: W. E. Field Tile Co. Building	Street Address: 122-140 NE Broadway	City, County: Portland, Multnomah
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Later changes made to the area such as the completion of I-5 in 1966, the Metropolitan Area Express (MAX) light rail on NE Holladay Street in 1986, the Oregon Convention Center in 1990, the Rose Quarter in 1995, and the Portland Streetcar on NE Broadway in 2012, have dramatically changed the immediate setting of the W. E. Field Tile Co. Building. However, these changes have also reintroduced the streetcar on NE Broadway and have contributed to its continuous use as a major thoroughfare. This has in turn has helped contribute to the continued function of the property as a commercial building.

W. E. Field Tile Co. Building

The W. E. Field Tile Co. Building was built in 1926 for William E. Field and designed by Tourtellotte and Hummel (City of Portland 1984). Prior to its construction, the 0.23-acre square-shaped parcel, on which it is built, included a one-story street-facing dwelling located at 330 NE Broadway (Sanborn Fire Insurance Company 1924). The setting at the time consisted of the residential development and garages with a large gulch in the middle of the block (Sanborn Fire Insurance Company 1924). In 1927, the Packard Motor Car company and Mike Borich signed 3-year leases for storefront spaces in the property (*The Sunday Oregonian* 1927). Between 1924 and 1950, many of the dwellings located to the north and west of the building were demolished. The houses were replaced with vacant surface parking lots, a used car dealership, and other auto-related businesses, such as gas stations, service garages, and repair shops (Sanborn Fire Insurance Company 1924-1950). At this time, the W.E. Field Tile Co. Building included seven storefronts, with four on NE Broadway, one at the corner of NE Broadway and 2nd Avenue, and two storefronts on NE 2nd Avenue (Sanborn Fire Insurance Company 1924-1950). A roofing and paint store occupied the storefronts on NE 2nd Avenue and at the corner of the building (Sanborn Fire Insurance Company 1924-1950). In 1938, the store at 122 NE Broadway was called "Mrs. Ulrichs," which sold glassware, vases, pictures, and pillows (*The Oregonian* 1938). Metzger-Parker Company leased the store at 122 NE Broadway to the Minneapolis-Honeywell Regulator company in 1941. At this time, the property was owned by Louise Feehely (*The Sunday Oregonian* 1941), whose husband was also in the tile business like William Field. Over time, the W. E. Field Tile Co. Building was used by multiple businesses including Alfred J. Morea Co. in the 1980s, and more recent businesses, such as Sign-A-Rama in 2007 (Google Maps 2017), Mobile West, KOCH Landscape Architecture (2009), and Creo Chocolate.

William E. Field was born in England around 1884. He was naturalized in 1894 at the age of 10 (Ancestry 1930). In 1905, he was an apprentice, and by 1909 he became a tilesetter (Ancestry 1905, 1909). In 1913, W. E. Field and his brothers founded Fairmount Brick & Tile Co. after buying W. T. Harry's interest in the brickyard located near the Masonic cemetery in Eugene, Oregon (*Morning Register* 1910). Between 1923 and 1926, he ran a tile business out of 817 East 33rd (Ancestry 1925). In 1928, he owned W. E. Field Tile Co., which was based in Portland, Oregon (*La Grande Evening Observer* 1928). By 1930, he was married to Evelyn A. Field and had two children, Mavis and William E. Field Jr. (Ancestry 1930). At this time, he acted as the president of a tile contracting business. One of his more noted works are ceramic mosaic steps at the McMorran and Washburne Department Store Building (725 Willamette Street) in Eugene, Oregon (*The Eugene Guard* 1913). The McMorran and Washburne Department Store Building was listed to the NRHP in 1989.

Louise Muriel Feehely (Jacobsen) was born on September 25, 1904, in Oregon to Hans and Metha Jacobsen from Germany (Ancestry 2012). She married Thomas Feehely and had one daughter, Suzanne (Ancestry 1940). In 1940, they lived in Portland, Oregon, and Thomas worked as contractor for a tile company (Ancestry 1940). In 1941, Louise Feehely was the president and treasurer of the American Art Tile Co, Inc., at 2125 NE 19th Avenue in Portland (Ancestry 1941). Louise Feehely died on March 29, 1941 (Ancestry 2012).

The Tourtellotte and Hummel architecture firm began in 1892 with John Everett Tourtellotte (Ritz 2002:391). In 1896, Charles Hummel started working for Tourtellotte, and in 1900, Hummel became partner. In 1910, the Boise, Idaho, based firm was renamed Tourtellotte and Hummel (Hummel 2017). In 1913, Tourtellotte opened an office in Portland, Oregon, under the name Tourtellotte and Hummel, while Hummel remained in Idaho. The partnership was dissolved in 1922; however, the Portland firm kept its name. At this point, Charles Hummel's son, Frederick Hummel, moved to the Portland office as partner (Ritz 2002:391). After the death of John Tourtellotte and Charles Hummel in 1939, the Hummel sons continued to work on the last few projects under the firm name until WWII (Wright 1982:63). Notable works on the NRHP by Tourtellotte and Hummel include the Boise State University Administration Building (1940), the Washington County Courthouse (1939), the Lithia Springs Hotel (1925), the Hotel Astoria (1923), and the Ada Theater (1927).

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Evaluation

The W.E. Field Tile Co. Building retains historic integrity of location, materials, workmanship, feeling, and association. Due to the continued exterior and interior changes made to the building and the changes made to its immediate surroundings, it has lost integrity of design and setting. However, it is recommended as eligible for the NRHP under Criterion A for retaining significant associations with streetcar development in the Albina area and reflects historically significant development trends in the 1920s. The W.E. Field Tile Co. Building is found significant at the local level in the areas of Community Planning and Development and Architecture.

Although the W. E. Field Tile Co. Building was owned by a prominent tilesetter and tile business owner and occupied by a variety of merchants over time, research does not reveal sufficient information about how the property embodied a specific individual or group's impact on the building community in Portland and/or historical contributions to commerce that would make the building significant. Therefore, the property is recommended as not eligible under Criterion B.

The W. E. Field Tile Co. Building is also recommended as eligible under NRHP Criterion C for its association with renowned architects Tourtellotte and Hummel. Although alterations have been made to the building that have compromised its design, its association with Tourtellotte and Hummel represents the work of a master as is reflected in the number of properties listed on the NRHP by this firm. The building's overall form is similar to other commercial buildings found throughout the city in terms of its now disused corner entrance, underlying storefront bay system, and one-story height. The survival of key architectural features, however, differentiates the building from other examples. These features include eclectic architectural applications of Mediterranean style-inspired parapet pantiles, Egyptian influenced columns, and the ceramic-tiled, Moorish arched storefront. Egyptian influences from this period are sometimes attributed to the discovery of King Tut's tomb in 1922 and other archaeological discoveries in the Middle East (Curl 2005).

The physical characteristics of the W.E. Field Tile Co. Building are aboveground and visible, and existing documentary sources discuss little to no additional information about the property. The building therefore holds little to no potential to yield information significant to the past and is recommended as not eligible for the NRHP under Criterion D. Surface and/or subsurface archaeological survey/testing would be necessary to verify whether archaeological remains would be significant under NHRP Criterion D.

The recommended period of significance for the W. E. Field Tile Co. Building is 1926, the date of its construction.

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Property Name: W. E. Field Tile Co. Building	Street Address: 122-140 NE Broadway	City, County: Portland, Multnomah
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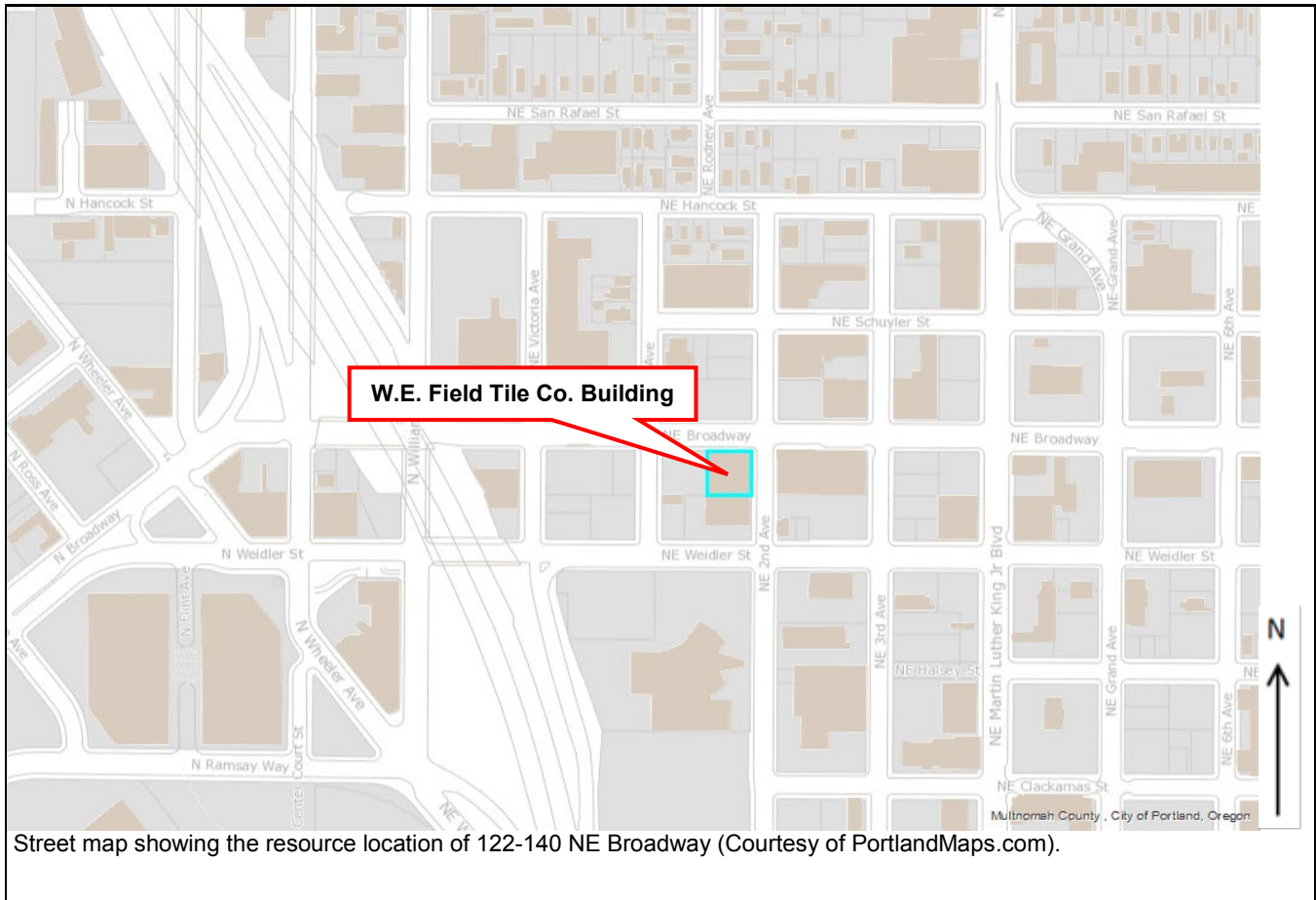
https://oregonencyclopedia.org/articles/portland_streetcar_system/#.WblhsIWGNEY (accessed September 13, 2017).

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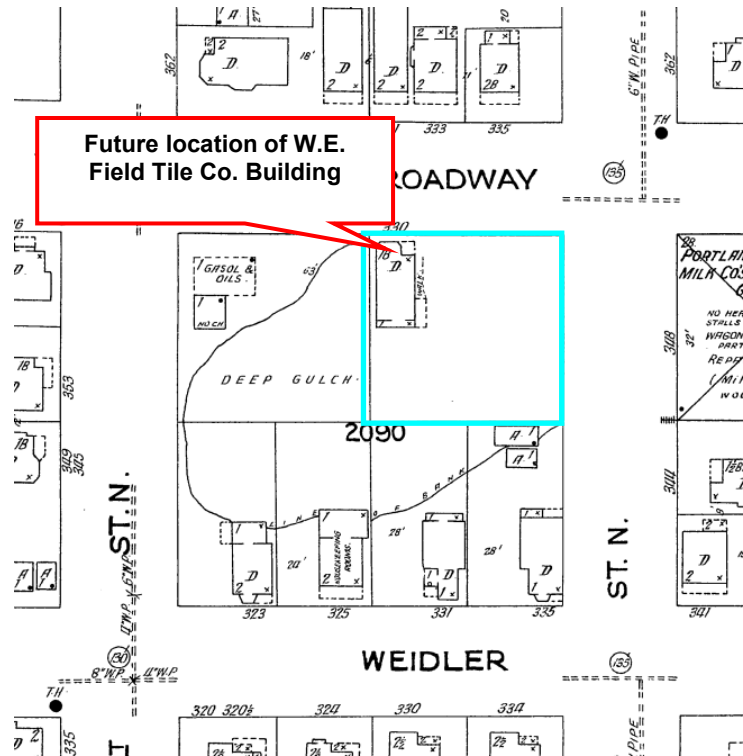
Property Name: W. E. Field Tile Co. Building	Street Address: 122-140 NE Broadway	City, County: Portland, Multnomah
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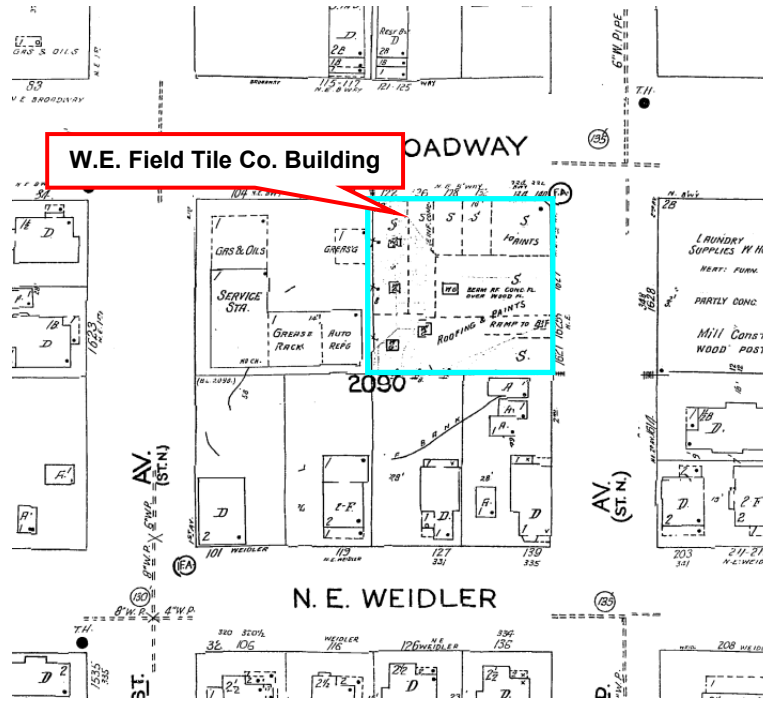
Aerial photograph showing the resource boundary of 122-140 NE Broadway (Courtesy of PortlandMaps.com).

**OREGON INVENTORY OF HISTORIC PROPERTIES
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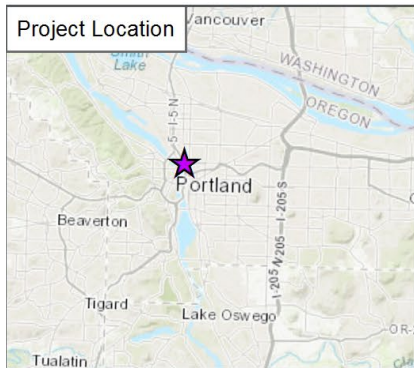
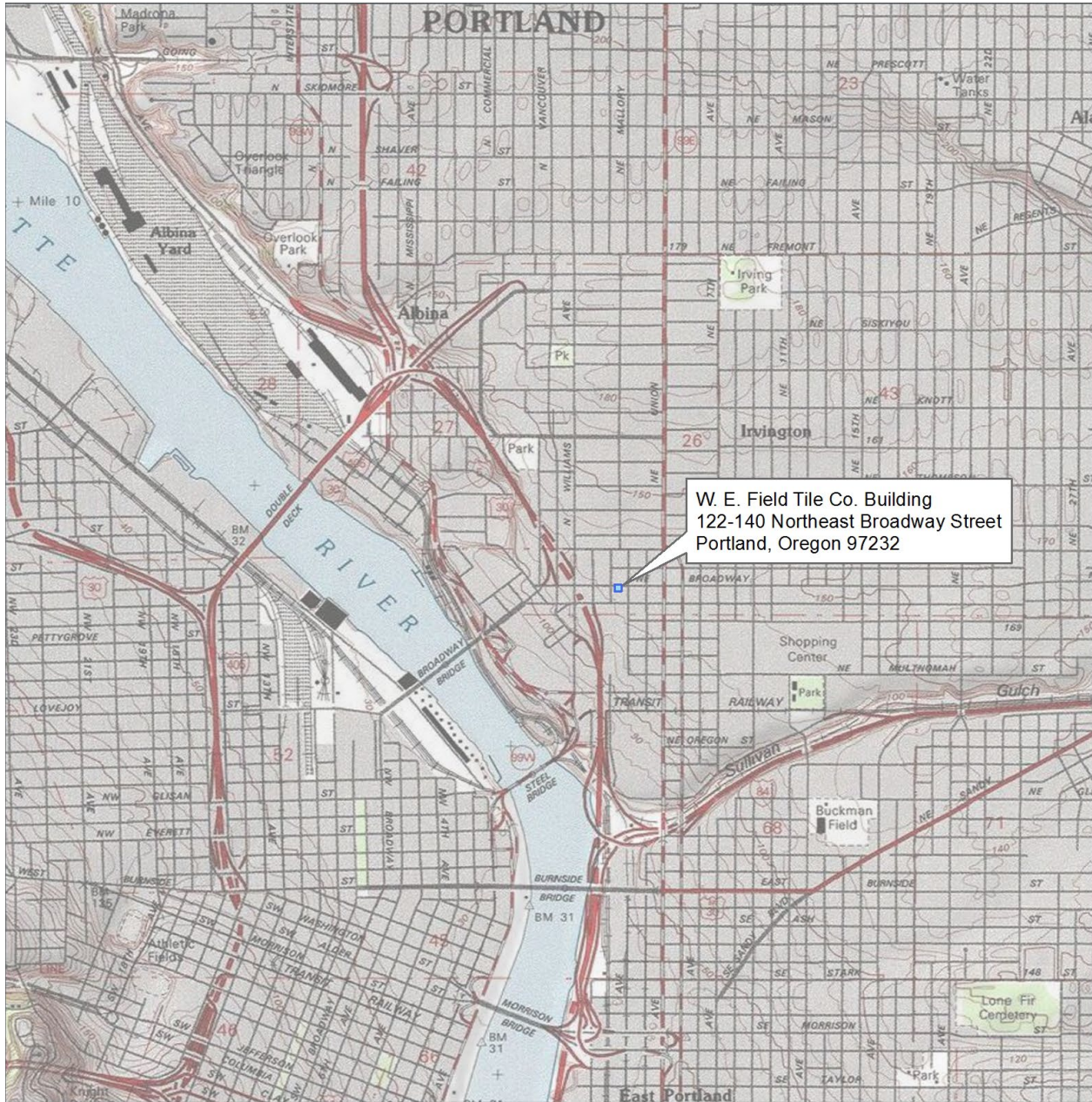
Sanborn Fire Insurance Company Map, Portland, Volume 6, Sheet 657. 1924. (prior to construction of historic property)



Sanborn Fire Insurance Company Map, Portland, Volume 6, Sheet 657. 1924-1950.

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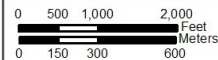
■ 122-140 Northeast Broadway Street

**I-5 ROSE QUARTER
IMPROVEMENT PROJECT**

W. E. FIELD TILE CO. BUILDING
122-140 NE BROADWAY STREET
PORTLAND, OREGON 97232



DATA SOURCES: U.S. Geological Survey Portland, OR
7.5 Minute Series Topographic Map, 1979. Scale 1:24,000.
ESRI 2018, http://goto.arcgisonline.com/maps/USA_Topo_Maps
Township: 01N, Range: 01E, Section: 27



PATH: K:\I_5_BROADWAY_WEIDLER_INTERCHANGE\MXD\CULTURAL\HISTORIC\BUILT_RESOURCES\BROADWAY_122-140_NE_USGSMAP.MXD - USER: MICHELLE.STE GNIER - DATE: 2/20/2018

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Individual Properties**

Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001(483)			
Property Name: The Sullivan Pumping Station (Alder Pumping Station)			
Street Address: 211 NE Everett Street		City, County: Portland, Multnomah	
USGS Quad Name: Portland	Township: 01N	Range: 1E	Section: 34
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)			
Name of District or Grouping/Ensemble: N/A			
Number and Type of Associated Resources in Grouping/Ensemble: N/A			

Current Use: Public Works (Sewage Pumping Station)	Construction Date: 1952
Architectural Classification/Resource Type: Utilitarian/Public Works (sewage pumping station)	Alterations & Dates: See Description
Window Type & Material: Glass block	Exterior Surface Materials: Primary: Concrete Secondary: N/A Decorative: N/A
Roof Type & Material: Flat with parapet, unknown	
Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



Sullivan Pumping Station viewing northeast

Preliminary National Register Findings:	<input type="checkbox"/> National Register listed
<input checked="" type="checkbox"/> Potentially Eligible:	<input checked="" type="checkbox"/> Individually <input type="checkbox"/> As part of District
<input type="checkbox"/> Not Eligible:	<input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years
State Historic Preservation Office Comments:	
<input type="checkbox"/> Concur	<input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible
Signed _____	Date _____
Comments:	

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Individual Properties**

Property Name: The Sullivan Pumping Station (Alder Pumping Station)	
Street Address: 211 NE Everett Street	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): P.S. Lord (Builder)	Owner: <input type="checkbox"/> Private <input checked="" type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Other
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):	
<p>Description</p> <p>The Sullivan Pumping Station, located at 211 NE Everett Street between NE 2nd and 3rd Avenues, is a one-story, concrete (likely poured) masonry, utilitarian style building with a low pitch (or flat) roof. The property, situated underneath the Interstate 5 and Interstate 84 interchange, features the pumping station as well as a metal, two-bay, corrugated metal garage building. Constructed in 1952, the main building appears to consist of three integrated volumes of disparate size. The largest volume features a symmetrical west elevation that consists of a central projecting bay with recessed, oversized metal doors with a fenestration composed of twelve-over-twelve panes. The words "Sullivan Pumping Station 1952" appear directly over the door. The central bay is flanked by recessed walls that are glazed by glass block windows that are positioned high on the wall plan. The low pitch or flat roof is shielded by a false parapet. Coping is only used on the flanking walls, while the central bay lacks a cornice and/or coping. The sides of the facility feature metal doors and glass block glazing, as well as vents. The remaining two volumes, located on the south side of the main volume are only partially visible from the public right-of-way. They appear to be one story in height, with the east volume rising about 4 feet above the west volume. Each of the volumes feature projecting concrete columns that project at the corners of the two volumes, thus creating a recessed wall surface. The buildings feature metal doors and glass block windows, as well as broad horizontal vents. Historical photographs from the 1960s suggest that the west volume was constructed sometime after the facility was originally erected.</p> <p>The second building on the property features two oversized metal garage doors with small windows, in addition to a pedestrian door on its west elevation. It was likely erected in the 1990s. The corrugated metal walls feature wide corrugations as well as windows that are obscured by metal screens. The flat roof is sheathed with similar metal materials. Security lights are positioned over the two garage doors.</p> <p>Boundary</p> <p>The historic boundary of 211 NE Everett Street is confined to the tax boundary of Tax Lot 1-8 TL 600 and 700 of block 70. The boundaries are irregular due to the overpasses, the incongruity of the street grid, and extensive surface parking lots in this area; however, on the tax maps, the boundary is situated between NE Everett Street to the south, NE Flanders Street to the north, NE 2nd Avenue to the west, and NE 3rd Avenue to the east.</p>	

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Property Name: The Sullivan (Alder) Pumping Station	Street Address: 211 NE Everett Street	City, County: Portland, Multnomah
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View: South elevation, viewing northwest



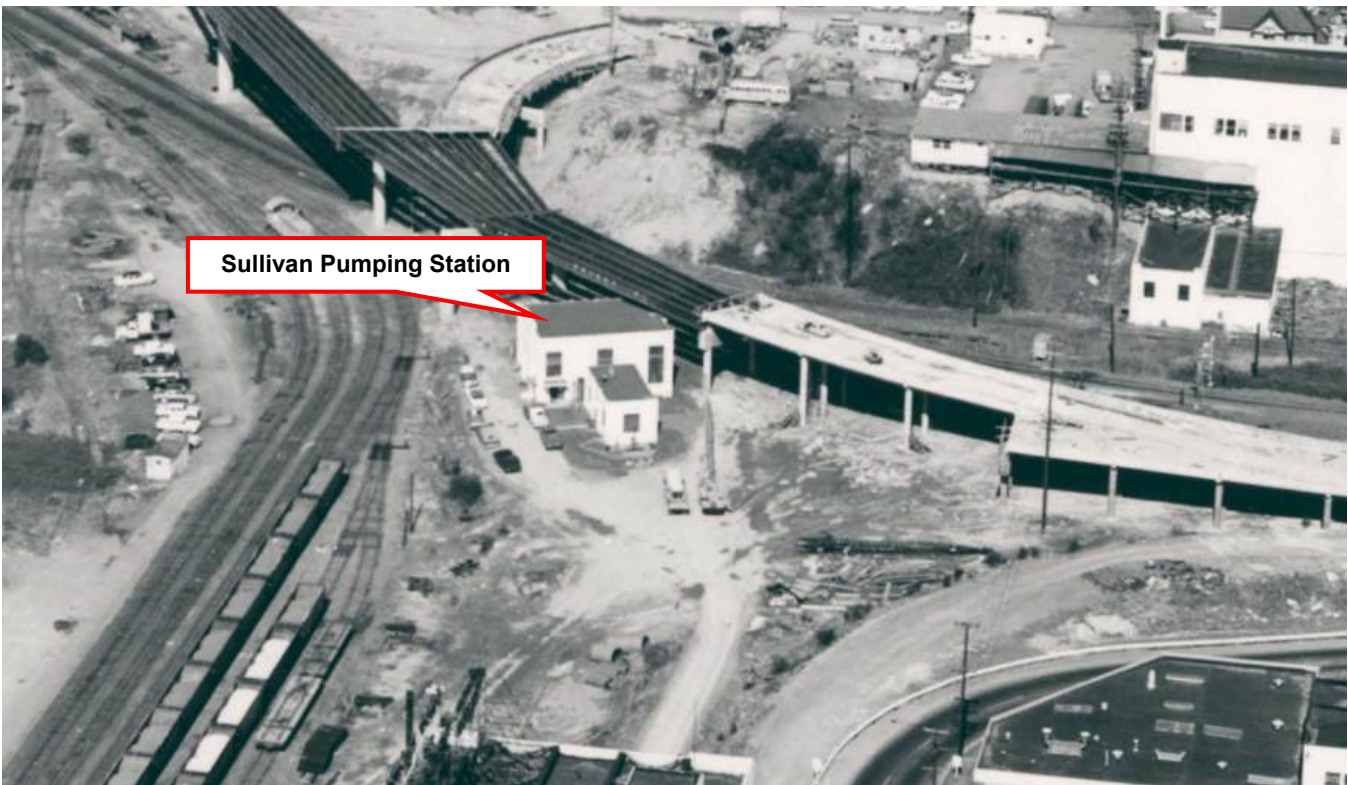
View: 1990s garage, viewing northeast

OREGON INVENTORY OF HISTORIC PROPERTIES
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Property Name: The Sullivan (Alder) Pumping Station	Street Address: 211 NE Everett Street	City, County: Portland, Multnomah
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View: Historical photograph of location of Pumping Station at the head of Sullivan's Gulch prior to construction, 1938. City of Portland Archives. See <https://vintageportland.files.wordpress.com/2012/10/a2010-001-80-aerial-of-ne-waterfront-area-1938.jpg>.



View: Historical photograph showing the Sullivan Pumping Station, 1962. Note: the one-story wing located on the south side of the larger volume and the lack of the third volume. City of Portland Archives. See <https://vintageportland.files.wordpress.com/2010/02/a2005-001-184-eastbank-freeway-connections-to-banfield-freeway-1962.jpg>.

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Property Name: The Sullivan (Alder) Pumping Station	Street Address: 211 NE Everett Street	City, County: Portland, Multnomah
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Significance

Previous Evaluation

According to the Oregon Historic Sites Database, the Sullivan Pumping Station was previously recorded as a part of the *Portland Central City Modern Resources Reconnaissance Level Survey 1945-1985*, which was completed in July 21, 2011. The property is noted in the database as being **eligible/contributing**. The property has not been formally determined eligible for the National Register of Historic Places (NRHP) by the National Park Service or another federal agency.

Background

By 1873, much of the area surrounding the property became known as "Albina" and was platted on a grid of streets (Snyder 1979:83). Beginning in the early 1880s, the need to transport timber from Oregon's forests brought heavy investments to the area from railroader Henry Villard who "made large-scale investments in building projects in Portland, East Portland, and Albina (Roos 2008:10)." By 1885, Albina's vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its "downtown" along N Russell Street and modern-day N Interstate Avenue consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, and fraternal organizations, as well as multiple one- and two-story dwellings (Sanborn Fire Insurance Company 1884 & 1885).

After Albina was consolidated with Portland and East Portland in 1891, this area quickly grew due to the expansive network of street cars and trolleys, which allowed for the dramatic growth in housing and businesses. This expansion was supported by the City & Suburban Railway Company trolley line that ran through the Lloyd District, Eliot, and Boise, in addition to the Portland Railway Company and Oregon Water Power & Railway trolley that ran north on what is today NE Martin Luther King Jr. Boulevard in 1904 (Thompson 2014). The Albina neighborhoods thrived, given their central location and access to trolley lines. By 1908, the Lloyd District was heavily residential with one- and two-story street-facing dwellings, two-story flats, and a row of stores on NE Holladay Street (Sanborn Fire Insurance Company 1908). At this time, Albina's blocks were partitioned and developed with one, one-and-one-half, and two-story street-facing dwellings, as well as commercial storefronts, churches, and boarding houses along NE Russell Street (Sanborn Fire Insurance Company 1908).

By the 1920s, affordable automobiles, rising labor costs, and improved roads led to the gradual downfall and demobilization of Portland's trolley lines with the final removal of the Broadway tracks in 1948 (Thompson 2006:108). By 1924, the larger businesses, such as the Mack International Motor Truck Corporation, manufacturing companies, and garages situated themselves next to bridge landings. Apartment buildings also became more prevalent, and new two and two-and-one-half story street-facing dwellings were constructed. In 1929, the popularity of the automobile triggered the widening of NE Martin Luther King Jr. Boulevard (Union Avenue). To accommodate this change, buildings were moved, cut back, and demolished, and large department stores, auto-supply stores, and other businesses were constructed along major thoroughfares. This also occurred with the improvement of N Interstate Avenue in 1939, which greatly facilitated interstate overland commerce and freight transport.

During World War II, Portland's wartime industries fostered significant population growth and economic productivity. At the peak of wartime production (1943-44), the federal government identified 140,000 defense workers in the city and 100,000 in the metropolitan area. This substantial growth placed a strain on public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48). During this time, as Albina's African American community continued to grow, more than 21,000 Caucasians left the area for the suburbs or other Portland neighborhoods between 1940 and 1960 (Gibson 2007:7-8). This drastic change in demographics, in addition to the short-lived post-war economy and the decline in the shipbuilding industry, contributed to Albina's high unemployment rates after the war, reframing its image in the public eye.

Through the 1950s, 1960s, and 1970s, Portland undertook several urban renewal projects that significantly altered the urban landscape and displaced and removed the center of the African American community in the Albina area. Major infrastructure projects conducted during this time include the construction of Memorial Coliseum (1960), Lloyd Center (1960), Interstate 5 (1966), and Fremont Bridge (1973), and the expansion of Emanuel Hospital (1970s).

Later changes made to the area such as the completion of I-5 in 1966, the Metropolitan Area Express (MAX) light rail on NE Holladay Street in 1986, the Oregon Convention Center in 1990, the Rose Quarter in 1995, and the Portland Streetcar on NE Broadway in 2012, have dramatically changed the immediate setting of the Sullivan Pumping Station.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet**

Property Name: The Sullivan (Alder) Pumping Station	Street Address: 211 NE Everett Street	City, County: Portland, Multnomah
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The Sullivan Pumping Station

Due to its position on the banks of the Willamette River, Portland, the Sullivan Pumping Station was conveniently situated to take advantage of the river way as a critical line of transportation. Its proximity to the river also allowed the city's early residents to empty their sewers directly into the waterway via a system initially composed of open ditches, thus relying on "dilution" as opposed to treatment (City of Portland 2009:9). Significant improvements to the existing system occurred between 1905 and 1914, when voters approved \$29,000,000 in bonds for public works projects that, among other infrastructure, included the construction of sewers that could empty effluent into the river (City of Portland 2009:27); the undesirability of that condition would plague the city's waterfront. Even though 860 American cities operated sewage treatment plants in the 1920s, it would not be until 1951 (Columbia Sewage Treatment Plant) that Portland would begin to address the issue of the river's water quality (Melosi 2000:59). Planners, including Robert Moses, urged the city to start planning for a comprehensive public works program to address the issue (City of Portland 2009:49). Starting in the late 1940s, the city undertook a number of bond measures to raise funds for a comprehensive sewer system that would divert sewage from the river.

The Sullivan Pumping Station, constructed in 1952, partially reveals how the city reached for that goal. Due to the significant amount of post-World War II residential and commercial growth on the east and west sides of the city, there was a concomitant need for improvements to public infrastructure. In 1952, the City undertook efforts to address issues with sewage and its direct passage into the Willamette. Under the leadership of Bowes, the City spent \$18,000,000 between 1950 and 1953 to disconnect the city's west and east side sewer interceptors from the Willamette River. To accomplish this task, a series of new land-based interceptors, as well as a submerged 42-inch pipeline, were constructed. The river bed cut pipeline extended from the west side to the east side of the Willamette. Engineers Ben S. Morrow and J.C. Stevens, along with Seattle's State Construction Company, were contracted to oversee and build the pipeline project (*Oregonian* 1952b).

City Commissioner William A. Bowes announced on January 10, 1952, that the P.S. Lord firm was awarded a contract for the Sullivan Pumping Station in the amount of \$386,233. Situated near the mouth of Sullivan's Gulch, the role of the pumping station was to serve as a lift for all sewage distributed by the "southeast lateral and interceptor system," in addition to the sewage brought via the pipeline from downtown Portland (*Oregonian* 1952a; *Oregonian* 1952b). The facility's design anticipated a pumping capacity of 75,000,000 gallons per day (*Oregonian* 1952a). The facility was to contain "large capacity pumps, transformers, switch gear, bar screens, and necessary motors and controls" (*Oregonian* 1950).

By September 5, 1953, the pumping station began operations as *The Oregonian* announced that "within 30 days no sewage from Portland's spreading east side will flow into the Willamette river" (*Oregonian* 1953). It was designed to "raise sewage which flows from the southeast area 25 feet to the tunnel through which it flows to the treatment plant on N. Columbia boulevard. In full operation the pumping plant will divert to the treatment plant the flow from ten main sewers which now run into the Willamette" and thus "cleansed of much of its present impurities" (*Oregonian* 1953). Despite the construction of this system, throughout the 1970s as much as 10 billion gallons of combined storm water and sewage still spilled into Portland's waterways annually. With the enactment of the federal Clean Water Act in 1972 and a subsequent lawsuit by environmental groups in 1991, the City undertook a comprehensive planning process to address the issue.

The 1950s system has been modified over time, most recently with the construction of the "Big Pipe," which was designed to improve the management of sewer overflows during significant rain events that spilled into the Willamette River each year. Started in 1991, this \$1.4 billion project was completed in 2011 (*Oregonian* 2011). The City's Bureau of Environmental Services currently plans on replacing the Sullivan (also known as the Alder) Pumping Station between 2017 and 2019.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

Property Name: The Sullivan (Alder) Pumping Station	Street Address: 211 NE Everett Street	City, County: Portland, Multnomah
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Evaluation

Although altered since it was originally constructed, the building's modifications observed from the field investigation and from historical photographs indicate that the building's west volume was erected sometime after 1960s. The immediate setting of the property has been dramatically altered due to the introduction of interstate highway ramps over the building, and due to the removal of many structures that were situated nearby. The property also features a non-contributing garage building that was likely erected in the 1990s. The property therefore features diminished historical integrity in the areas of setting and feeling. The Sullivan Pumping Station is found significant at the local level in the areas of Community Planning and Development and Engineering.

Despite these modifications, the building retains integrity of location, association, design, workmanship, and materials. Historical photographs from the 1960s suggest that the west volume was constructed sometime after the facility was originally erected.

The second building on the property features two oversized metal garage doors with small windows, in addition to a pedestrian door on its west elevation. It was likely erected in the 1990s. The corrugated metal walls feature wide corrugations as well as windows that are obscured by metal screens. The flat roof is sheathed with similar metal materials. Security lights are positioned over the two garage doors.

Due to the Pumping Station's direct historical associations with the City's first efforts to disconnect its sewer system from dumping effluent into the Willamette River in the early 1950s, the building is eligible for the NRHP under Criterion A. It is also the first example of a pumping station that the City built as a part of its integrating efforts to divert combined sewers to the Columbia Water Treatment Plant in North Portland. The building does not appear to be eligible under Criteria B and C, as it does not appear to be associated with important people or built by master engineers and is also not a particularly notable example of the property type; sewage treatment and pumping stations in the United States had been built for nearly 50 years prior to its construction. The Pumping Station is not likely to be a part of a larger, system-wide historical district, as much of the 1950s system was updated and/or replaced by the City between 1991 and 2011. The period of significance for the property would be the date of its construction in 1952.

The physical characteristics of the Sullivan Pumping Station are aboveground and visible, and existing documentary sources discuss little to no additional information about the property. The Sullivan Pumping Station therefore holds little to no potential to yield information significant to the past and is recommended as not eligible under NRHP Criterion D. Surface and/or subsurface archaeological survey/testing would be necessary to verify whether archaeological remains would be significant under NHRP Criterion D.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

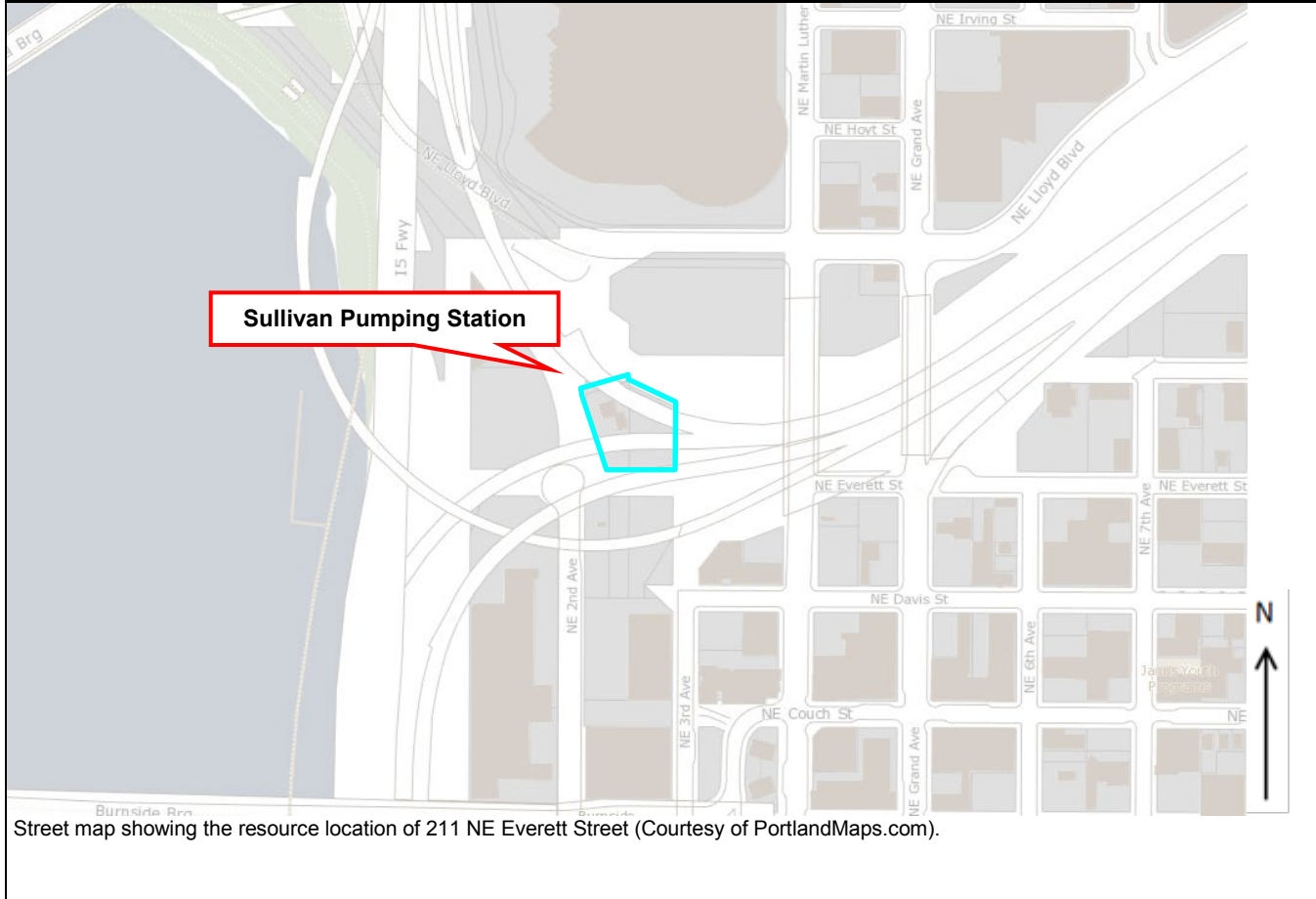
Property Name: The Sullivan (Alder) Pumping Station	Street Address: 211 NE Everett Street	City, County: Portland, Multnomah
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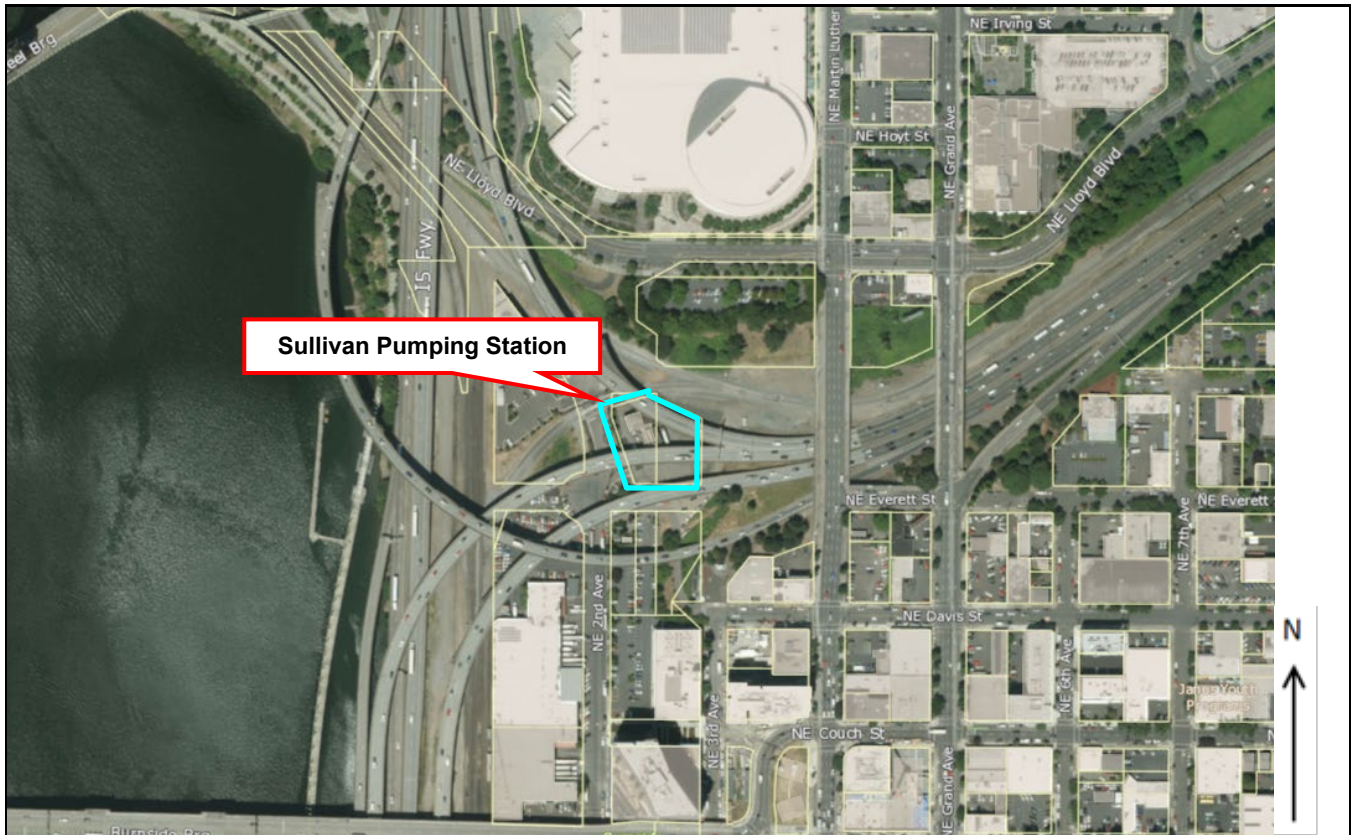
OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Maps

Property Name: The Sullivan (Alder) Pumping Station	Street Address: 211 NE Everett Street	City, County: Portland, Multnomah
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OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Maps

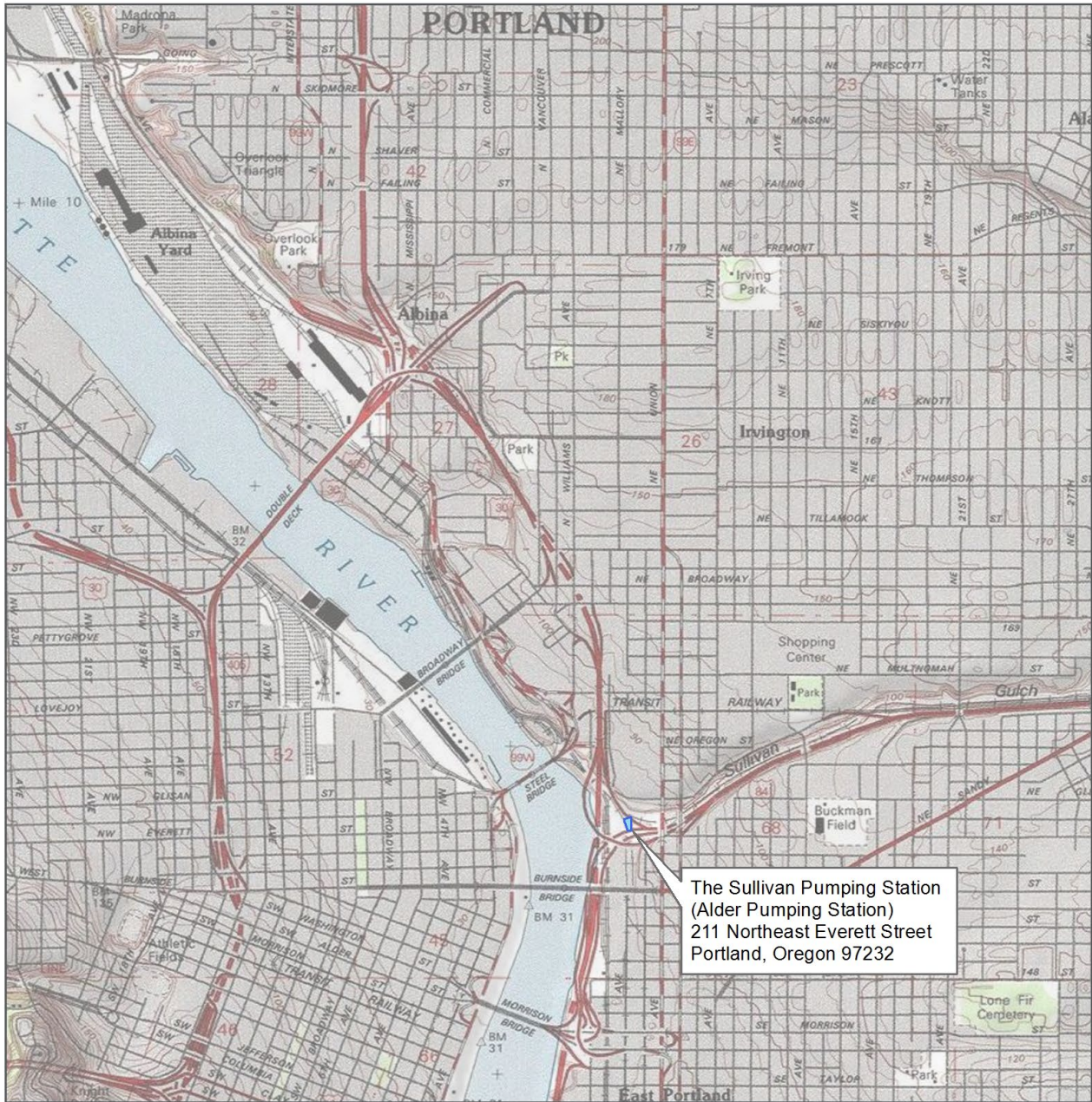
Property Name: The Sullivan (Alder) Pumping Station	Street Address: 211 NE Everett Street	City, County: Portland, Multnomah
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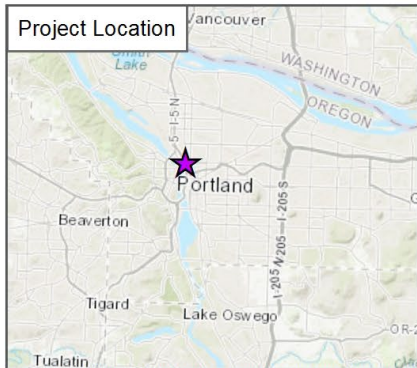
Aerial photograph showing the resource boundary of 211 NE Everett Street (Courtesy of PortlandMaps.com)


**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Maps**

Property Name: The Sullivan (Alder) Pumping Station	Street Address: 211 NE Everett Street	City, County: Portland, Multnomah
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The Sullivan Pumping Station
(Alder Pumping Station)
211 Northeast Everett Street
Portland, Oregon 97232




 211 Northeast Everett Street


DATA SOURCES: U.S. Geological Survey Portland, OR
7.5 Minute Series Topographic Map, 1979. Scale 1:24,000.
ESRI 2018. http://go.arcgis.com/maps/USA_Topo_Maps
Township: 01N, Range: 01E, Section: 34

**I-5 ROSE QUARTER
IMPROVEMENT PROJECT**

THE SULLIVAN PUMPING STATION
(ALDER PUMPING STATION)
211 NORTHEAST EVERETT STREET
PORTLAND, OREGON 97232


**Oregon
Department
of Transportation**

0 500 1000 2000 Feet
0 150 300 600 Meters



PATH: K:_5_BROADWAY_WEIDLER_INTERCHANGE\MXD\CULTURAL\HISTORIC BUILT RESOURCES\EVERETT_211_NE_USGSMAP.MXD - USER: MICHELLE.STEGNER - DATE: 2/26/2018

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001(483)			
Property Name: Malcolm X Dental Clinic			
Street Address: 214 N Russell Street		City, County: Portland, Multnomah	
USGS Quad Name: Portland	Township: 01N	Range: 01E	Section: 27
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)			
Name of District or Grouping/Ensemble: N/A			
Number and Type of Associated Resources in Grouping/Ensemble: N/A			

Current Use: Clinic	Construction Date: 1971
Architectural Classification/Resource Type: Modern/Dental Health Center	Alterations & Dates: See Description
Window Type & Material: Fixed, metal	Exterior Surface Materials: Primary: Stucco Secondary: Wood Decorative: N/A
Roof Type & Material: Flat, rolled asphalt	
Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



Malcolm X Dental Clinic viewing southeast

Preliminary National Register Findings: <input type="checkbox"/> National Register listed	
<input checked="" type="checkbox"/> Potentially Eligible: <input checked="" type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____	Date _____
Comments:	

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Property Name: Malcolm X Dental Clinic	
Street Address: 214 N Russell Street	City, County: Portland, Multnomah
Architect, Builder or Designer (if known):	Owner: <input type="checkbox"/> Private <input type="checkbox"/> Local Government <input checked="" type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Other
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):	
<p>Description</p> <p>The Malcolm X Dental Clinic at 214 N Russell Street is situated at the northwest corner of N Flint Avenue and N Russell Street in the Eliot neighborhood of Portland, Multnomah County, Oregon. The 0.46-acre rectangular parcel (tax lot 2700) includes the clinic and parking lot. The landscape has a slight slope from the east to the west and includes shrubs and bushes within planters that run along the length of the east, north, and west elevations. The planters along the north and west elevations are defined by a short concrete retaining wall that abuts the public sidewalks along N Flint Avenue and Russell Street. Other landscape features include an L-shaped concrete path along the east and south elevations, a 29-space, L-shaped asphalt parking lot east of the clinic on the same parcel, and a post-and-panel business sign at the corner of N Flint Avenue and Russell Street. The Malcolm X Dental Clinic is located within a commercial setting and is bounded by N Flint Avenue to the west, N Russell Street to the north, the Columbia Gorge Model Railroad Club (2505 N Vancouver Avenue) to the east (tax lot 1500), and a house (2415 N Flint Avenue) to the south (tax lot 2600). The streetscape and commercial setting includes public sidewalks, mature street trees, wood utility poles, street signs, and metal U-shaped bike racks.</p> <p>The one-story building was built in 1971, according to tax assessor records. The building's flat roof, narrow paired and grouped full-height windows, narrow full-height ribbon window wall, and stucco cladding convey architectural design characteristics of the late Modern era popularized beginning in the early 1970s. The building has a rectangular plan with a concrete foundation. The building is clad in stucco with wood corner boards and features protruding wood window and door surrounds. The flat roof has a wide projecting cornice with domed downlights. The cornice is faced with stucco and framed with wood trim capped with metal flashing. The roof is covered in rolled asphalt roofing material. Typical windows are grouped and paired with protruding wood surrounds and include fixed full-height narrow windows with metal sashes.</p> <p>The east (primary) façade is asymmetrical and displays the main entrance to the south and seven pairs of fixed full-height narrow metal windows with protruding wood surrounds to the north. The main entrance consists of a double-door opening with two-light wood doors flanked by two fixed full-height sidelight with wood surrounds under a one-story wood porte-cochère. The porte-cochère projects from the main entrance and is supported by two columns faced with stucco and wood trim. The ceiling of the porte-cochère is covered with stucco and includes four square-shaped downlights. A short metal guard rail frames a metal grated vent under the two pairs of windows near the main entrance. A single-door opening with a flush-paneled wood door flanks the windows to the north.</p> <p>The north elevation includes one fixed full-height metal window with a protruding wood surround and exposed air conditioner unit in the transom. A wood sign that reads "214 N. RUSSELL OHSU DENTAL CLINIC" is attached to the elevation near the primary façade to the east. The remainder of the elevation lacks fenestration or architectural detail.</p> <p>The west elevation consists of a group of three fixed full-height narrow metal windows with protruding wood surrounds to the north, and seven pairs of matching windows framed by a secondary entrance to the north and a utility door to the south. The secondary entrance includes a single-door opening with a flush-paneled wood door above a three-stepped concrete stoop with metal railing with a wood cap. The utility door consists of a single-door opening with a flush-paneled wood door with two sets of metal louvers. A wood sign that reads "DENTAL HEALTH CENTER" is attached to the elevation to the south.</p> <p>The south elevation consists of an eight piece, fixed, full-height metal ribbon window with protruding wood surrounds to the east and a HVAC unit near the elevation to the west. The HVAC unit is enclosed in a metal chain-link fence atop the concrete retaining wall.</p> <p>No property or interior access was granted as part of this survey.</p> <p>Alterations to the Malcolm X Dental Clinic are evident following a field investigation on February 2, 2018, and a review of historic images. Changes include a new roof circa 2000 (Google Earth 2018), a new HVAC unit in 2017 (Google Earth 2018), and the addition of signage (date unknown). Alterations made to the landscape include a new concrete path in 2013 (Google Earth 2018) and the removal of mature trees within the planters in 2017 (Google Earth 2018).</p> <p>Boundary</p> <p>The historic boundary of 214 N Russell Street is confined to the tax boundary of tax lot 2700, which includes lots 1, 2, 3, and 4 on block 35 of Albina. It is bounded by N Flint Avenue to the west, N Russell Street to the north, tax lot 1500 to the east, and tax lot 2600 to the south.</p>	

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

Property Name: Malcolm X Dental Clinic	Street Address: 214 N Russell Street	City, County: Portland, Multnomah
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View: West and south elevations, viewing northeast



View: East and north elevations, viewing southwest

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

Property Name: Malcolm X Dental Clinic	Street Address: 214 N Russell Street	City, County: Portland, Multnomah
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View: North elevation, viewing south



View: North and west elevations, viewing southeast

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

Property Name: Malcolm X Dental Clinic	Street Address: 214 N Russell Street	City, County: Portland, Multnomah
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Significance

Previous Evaluation

According to the Oregon Historic Sites Database (HSD), the Malcolm X Dental Clinic was previously recorded as a part of the *Portland Central City Modern Resources Reconnaissance Level Survey 1945-1985*, which was completed in July 21, 2011. The property is noted in the database as being "undetermined." While appearing in the Oregon HSD, no entry for the property is contained in the report. The property has not been formally determined eligible for the National Register of Historic Places by the National Park Service or another federal agency.

Background

By 1873, much of the area surrounding the property became known as "Albina" and was platted on a grid of streets (Snyder 1979:83). Beginning in the early 1880s, the need to transport timber from Oregon's forests brought heavy investments to the area from railroader Henry Villard who "made large-scale investments in building projects in Portland, East Portland, and Albina (Roos 2008:10)." By 1885, Albina's vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its "downtown" along N Russell Street and modern-day N Interstate Avenue consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, and fraternal organizations, as well as one to two-story dwellings (Sanborn Fire Insurance Company 1884 & 1885).

After Albina was consolidated with Portland and East Portland in 1891, this area quickly grew due to the expansive network of street cars and trolleys, which allowed for the dramatic growth in housing and businesses. This growth was supported by the City & Suburban Railway Company trolley line that ran through the Lloyd District, Eliot, and Boise neighborhoods. The Portland Railway Company and Oregon Water Power & Railway trolley ran north on what is today NE Martin Luther King Jr. Boulevard by 1904 (Thompson 2014). The Albina neighborhoods thrived given their central location and access to trolley lines. By 1908, the Lloyd District was heavily residential with one and two-story street-facing dwelling, two-story flats, and a row of stores on NE Holladay Street (Sanborn Fire Insurance Company 1908). At this time, Albina's blocks were partitioned and developed with one, one-and-one-half, and two-story street-facing dwellings, commercial storefronts, churches, and boarding houses along NE Russell Street (Sanborn Fire Insurance Company 1908).

By the 1920s, affordable automobiles, rising labor costs, and improved roads lead to the gradual downfall and demobilization of Portland's trolley lines with the final removal of the Broadway tracks in 1948 (Thompson 2006:108). By 1924, the larger businesses such as the Mack International Motor Truck Corporation, manufacturing companies, and garages were located next to bridge landings. Apartment buildings also became more prevalent and new two and two-and-one-half story street-facing dwelling were constructed. In 1929, the popularity of the automobile triggered the widening of NE Martin Luther King Jr. Boulevard (Union Avenue). To accommodate this change, buildings were moved, cut back, and demolished, and large department stores, auto-supply stores, and other businesses were constructed along major thoroughfares. This also occurred with the improvement of N Interstate Avenue in 1939 that greatly facilitated interstate overland commerce and freight transport.

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Through the 1950s, 1960s and 1970s, Portland undertook several Urban Renewal projects that significantly altered the urban landscape and displaced and removed the center of the Black community in the Albina area. Major infrastructure projects conducted during this time include the construction of Memorial Coliseum (1960), Lloyd Center (1960), Interstate 5 (1966), and Fremont Bridge (1973), and the expansion of Emanuel Hospital (1970s).

Later changes made to the area, such as the Metropolitan Area Express (MAX) light rail on NE Holladay Street in 1986, the Oregon Convention Center in 1990, the Rose Quarter in 1995, and the Portland Streetcar on NE Broadway in 2012, have also impacted the neighborhood.

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Continuation Sheet**

Property Name: Malcolm X Dental Clinic	Street Address: 214 N Russell Street	City, County: Portland, Multnomah
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African American Community in Portland/Albina (1850s -1970s)

The history of the African American community in Portland is one of continuous struggle and survival— beginning in 1857, voters approved a state constitution that did not allow slavery, but did allow the exclusion of “Black persons, slave or free, from Oregon” (Pearson 1996:5). At this time, a few African Americans lived in the state, but only as personal servants of Euro-American settlers (Pearson 1996:5-6). Oregon’s “Black laws” prohibited any African American from owning property or voting, and until 1870, a 10 dollar poll tax was required to be paid for every Black person living in the state. In the following years, the African American population increased slightly as Portland became a significant terminal for railroad and shipping and positions of porters, waiters, dining car attendants, and ship attendants became in demand (Pearson 1996:6, 13).

At the turn of the nineteenth century, Albina underwent a significant transition as the community’s ethnic landscape made up of mostly first and second generation Euro-American immigrants gradually began to shift with the migration of a small African American community that had resided next to Union Station on the west bank of the Willamette in northwest Portland. The land next to Union Station had become desirable to downtown businesses looking to expand; the development caused the displacement of around 800 African Americans (Pearson 1996:7). Albina, historically a working-class community, offered low rents and proximity to jobs in the railroad industry on the eastside of Portland.

During the World War I period, Albina garnered more Black-operated hotels, restaurants, and other businesses as well as fraternal and social organizations and clubs as job opportunities for blacks opened with the expansion of the railroads occurred (Roos 2008:33; Millner 2014:4). Following World War I, however, the living situations for African Americans became much worse, largely due to Oregon becoming a center for Nativist sentiments and a stronghold for the Ku Klux Klan. Curfews were imposed. All young Black men were required to be off the streets by sundown, and at any time when accosted, all African American adults had to account for their presence with a job verification. Exclusion from establishments was enforced by revoking the licenses of bars and restaurants that allowed racial intermingling (Pearson 1996:8).

A small turning point came in 1926, when Oregon’s “Black laws” were repealed, and African Americans were allowed the vote, however, this did little to change discrimination (Pearson 1996:8). Racial segregation was also enforced by the manipulation of the housing market by white politicians and businessmen by limiting African Americans to the most impoverished and run-down parts of the city. The Albina area contained some of the oldest and poorest housing in the city (Pearson 1996:4, 7). In spite of these socio-economic impositions, the African American community grew through the 1920s and 30s and reshaped the existing built environment as Albina garnered Black churches, religious missions, and businesses to serve the community bounded by NE Broadway, N Larrabee Avenue, N Hassalo Street, and NE Wheeler Avenue (City of Portland Bureau of Planning 1993:31) and along N Williams Avenue (Gibson 2007:7). It was also not uncommon to find small-scale businesses at individual homes as barbers, beauticians, and grocers erected additions to their homes to allow for neighborhood scale commerce. This continued into the 1940 and 1950s as Albina’s Black population grew from 1,600 to 4,500 (Comprehensive Planning Workshop 1990:44) despite unwritten restrictions that placed barriers on blacks renting property or patronizing stores and restaurants outside of Albina (Pearson 1996:5-8).

During World War II, Portland’s wartime industries fostered significant population growth and economic productivity. Prior to World War II, Portland was not an industrial city. By 1940, approximately 18 percent of the labor force was industrially employed, but by 1945, over 50 percent of the labor force was employed for an industry (Pearson 1996:64). This substantial growth stressed public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48). It also significantly intensified racial tensions within the city as the Black population had increased from 2,100 in 1940 to 15,000 in 1945, many of whom moved to Portland to work in the Kaiser shipyards (Bosco-Milligan Foundation 1995:51). The more the African American population grew, the more they were restricted to a 25-block area near N Williams Avenue in Albina (Pearson 1996:99). Even though the community of Vanport was constructed in 1942 to somewhat relieve the geographic pressures placed upon blacks, it did little to improve racial relations.

After Vanport was destroyed by a flood in 1948, housing pressures resumed for Blacks, as many decided to leave the city or move back to the Albina area (City of Portland Bureau of Planning 1993:86). In the post-war era, more than 21,000 whites left the area for the suburbs or other Portland neighborhoods between 1940 and 1960 (Gibson 2007:7-8). This drastic change in demographics, in addition to the short-lived post-war economy and the decline in the shipbuilding industry, contributed to Albina’s high unemployment rates after the war, reframing its image in the public eye. Throughout the 1960s, the close-knit Albina neighborhood grew in political activism as it became a center for civil rights activities. Black civic organizations and churches played a leading role in exacting change in the city and state’s governance to gain improvements in education, employment, and civil rights for black Oregonians. Unfortunately, from the 1950s and through the 1970s, urban renewal campaigns and an interstate highway destroyed dozens of residential and commercial blocks in Albina, including the heart of the African American community at the intersection of N Russell Street and N Williams Avenue.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet**

Property Name: Malcolm X Dental Clinic	Street Address: 214 N Russell Street	City, County: Portland, Multnomah
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Malcolm X Dental Clinic

The Malcolm X Dental Clinic was built in 1971 on lots 1, 2, 3, and 4 on block 35 in Albina. It opened in 1971 as a dental center owned by Kaiser Foundation Hospitals (City of Portland 1970). Shortly after it opened, the Malcolm X Memorial People's Clinic, which was owned by Fred Hampton People's Health Clinic Inc., moved to the location where it shared the facilities and equipment until 1980 (Boykoff and Gies 2010:228). The Fred Hampton People's Health Clinic Inc. was operated by the Portland Chapter of the Black Panther Party led by Kent Ford and Percy Hampton. During that time, the Malcolm X Dental Clinic, along with other Fred Hampton People's Health Clinic Inc. run services, such as the Fred Hampton People's Free Health Clinic and food service programs, provided "an alternative form of health care delivery that by most accounts was thriving (Boykoff and Gies 2010:304)." Fred Hampton was a leader in the Black Panther Party who was killed in 1969 during a law enforcement raid in Chicago. The Black Panthers established and/or renamed sponsored health clinics in several cities, such as Portland and Chicago, to memorialize Hampton's sacrifice for the movement (Downs 2016).

The Malcolm X Dental Clinic (Malcolm X Memorial People's Clinic) was founded on March 16, 1970, at 2341 N Williams Avenue by the Neighborhood Committee to Combat Fascism (Black Panther Party) and the Health Research Action Project (*Oregonian* 1970). Staffed with around 20 dentists and dental student volunteers, the clinic provided free dental care for emergency cases, children, and routine adult dental care. Much of the equipment for the clinic was donated from the Fred Hampton Memorial People's Clinic at 109 N Russell Avenue (*Oregonian* 1970). In 1971, the Malcom X Memorial People's Clinic moved to the existing dental center at 214 N Russell Street, where it continued to provide dental care to the local community (Boykoff and Gies 2010:228).

In 1975, the Clinic was taken over by Oregon Health & Science University (OHSU), at which time it began to provide dental care to low-income families, elderly, and handicapped persons (Boykoff and Gies 2010:228; *The Sunday Oregonian* 1981; Zarobe 1983). Between 1975 and the 1980s, the Clinic was named the Dental Health Center (*Oregonian* 1977). In 1980, the Black Panther Party was asked to leave the Clinic by OHSU (Boykoff and Gies 2010:228). Headed by Dr. David Rosenstein, the Clinic was renamed the Cleve Allen Clinic by 1981 (*The Sunday Oregonian* 1981). In the early 1980s, the Malcolm X Dental Clinic (Cleve Allen Clinic) received a grant for the amount of \$1.9 million for the Project Dental Health Program in January 1982 (*The Sunday Oregonian* 1982).

The Malcolm X Dental Clinic is currently owned by the State of Oregon Board of Higher Education (City of Portland 2018) and continues to provide low-income patients with dental care as the OHSU Russell Street Dental Clinic (Boykoff and Gies 2010:309).

The Fred Hampton People's Health Clinic Inc. was founded in 1970, a year after the National Committee to Combat Fascism (Black Panther Party) was formed in Portland (Boykoff and Gies 2010:228). By 1970, the Black Panther Party opened a free children's breakfast program at the Highland United Church of Christ (4635 NE 9th Avenue) and the Fred Hampton People's Free Health Clinic at 109 N. Russell Street (Boykoff and Gies 2010:228). That same year, the Black Panther Party opened the Malcolm X Dental Clinic. Headed by Kent Ford with support from Jon Moscow, the Fred Hampton People's Health Clinic Inc. operations relied exclusively on volunteer doctors, dentists, volunteer medical students, and donations from the medical field and drug companies (Ehrenburg 1970). After much controversy, the Fred Hampton People's Health Clinic Inc. was awarded a 3-month permit to solicit funds for their programs from the Portland Public Solicitations Commission (*Oregonian* 1971). In 1973, the Fred Hampton People's Free Health Clinic was demolished to accommodate a Legacy Emanuel Medical Center expansion (Boykoff and Gies 2010:290). Years later, in 1979, the Fred Hampton People's Health Clinic Inc., the Fred Hampton People's Free Health Clinic, and Portland Chapter of the Black Panther Party dissolved (Gies 2017).

Kent Ford was born in 1943 near Maringouin, Louisiana. In 1955, at the age of 12, Kent Ford moved to Richmond, California. After graduating high school, Ford moved to Portland in 1961 (Boykoff and Gies 2010:286). Fueled by the blanketing discrimination throughout Portland and personal injustice, Ford announced to the public that he, along with the remaining group of a black study group, was forming the Portland Chapter of the Black Panther Party (Gies 2017). Kent Ford remained an active leader in the Black Panther Party throughout its existence and headed the Fred Hampton People's Health Clinic Inc. Ford married Sandra Ford and had one child, Patrice Lumumba Ford (Ford 2004). Sandra Ford was an active member in the Black Panther Party and assisted in the clinics before getting a degree in health care (Ford 2004).

The Health Research and Action Project was co-founded by Jon Moscow in 1970 with the intent to change the system of health care in Portland (Ehrenburg 1970). Jon Moscow was born in 1948 and grew up in Rockville Center, New York. At the age of 17, the attended Reed College, where he was drafted into the Vietnam War in 1966 (Gies 2018). After failing his physical at Fort Hamilton, Jon Moscow forfeited his opportunity to return to the military and returned to Reed College in 1968. After college in 1970, while a writer for the *Willamette Bridge*, Moscow became involved with Kent Ford and helped open the Malcolm X Dental and Fred Hampton People's Health Clinic (Gies 2018). Jon later returned to New York where he works as an educational consultant and grant writer (Gies 2018).

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet**

Property Name: Malcolm X Dental Clinic	Street Address: 214 N Russell Street	City, County: Portland, Multnomah
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Percy Hampton was born in 1950. He attended Catholic school in Portland and graduated from Jefferson High School in 1968 (Boykoff and Gies 2010:286). After high school, he studied at Portland State University, at which time he became involved with the group that would later form the Portland Chapter of the Black Panther Party (Boykoff and Gies 2010:286). Hampton gradually exited from the Party in the early 1970s due to nation-wide internal Party disputes (Griffin 2011). Percy Hampton is a member of Laborers Local 296 and has served as its president twice (Boykoff and Gies 2010:286).

David Rosenstein was the director of the Clinic, a professor, and chairman of the public health dentistry at OHSU School of Dentistry during his involvement with the Clinic in the 1980s (Zarobe 1983).

The Kaiser Foundation Hospitals (Kaiser Permanente) evolved from a private industrial health care program in the late 1930s and early 1940s to a public institution in 1945 (Kaiser Permanente 2018). Beginning with one surgeon, Sidney Garfield, and a general hospital near Desert Center, CA, Kaiser Permanente grew into a financial success with the prepayment system engineered by insurance agent Harold Hatch. After the onset of World War II, Garfield moved his practice to the San Francisco Bay Area with the support of Henry J. Kaiser. In 1945, Kaiser Permanente opened to the public in Northern California (Kaiser Permanente 2018). In 1948, Kaiser Foundation Hospitals, Inc. was formed as a subsidiary of Kaiser Permanente (Bloomberg 2018).

The Oregon Health & Science University was founded in 1974 after the University of Oregon Health and Science Center formed an independent institution as part of the Oregon State System of High Education (OHSU 2018). At that time, the different medical, dental, nursing schools, hospitals, and university programs merged to create one academic health center. It was later renamed Oregon Health & Sciences University in 1981 (OHSU 2018). The OHSU dental school began in 1945 (OHSU 2018).

The Malcolm X Dental Clinic retains historic integrity of location, design, materials, workmanship, feeling, and association due to its retention of its original location, character-defining features, building materials, and historic aesthetic displayed through its historic characteristics. However, given the continued growth of the Legacy Emanuel Medical Center to the north of N Russell Street and other changes made to its immediate surrounding, its integrity of setting has been diminished.

Evaluation

The Malcolm X Dental Clinic is located within the geographic boundary considered in the Historic and Architectural Properties in the Eliot Neighborhood of Portland, Oregon, Multiple Properties Documentation Form, but does not date from the time period covered in that document.

The Malcolm X Dental Clinic is recommended as locally significant under Criterion A in the areas of Community Planning and Development and Black Ethnic Heritage for its reflection of the development of the Eliot neighborhood in the late 1960s and early 1970, and association with the Portland Chapter of the Black Panther Party from 1971 to 1980. The period of significance for the building would extend from 1971 (the year it was built and became associated with the Black Panther Party) until 1980 when it ended its associations with the Black Panther Party.

Under Criterion B, the Clinic is significant for its association with African American activists from 1971-1980, including Kent Ford and Percy Thompson, leaders of the Portland Chapter of the Black Panther Party, and other residents who were active in Portland's Civil Rights Movement.

Although the Clinic retains much of its original materials, character-defining features associated with Modern-style architecture, and workmanship, it is not an exemplary example of a significant architectural style, construction, building type, or a work of a master; therefore, it is recommended as not eligible under Criterion C.

The physical characteristics of the Malcolm X Dental Clinic are aboveground and visible; therefore, it holds little to no potential to yield information significant to the past and is recommended as not eligible under Criterion D. Surface and/or subsurface archaeological survey/testing would be necessary to verify whether archaeological remains would be significant under Criterion D.

The resource meets the requirements of Criteria Consideration G. Less than 50 years old, the Malcolm X Dental Clinic is of exceptional importance to local history for its associations with the Black Panther Party and more generally in the areas of African American civil rights activism and community health care.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet**

Property Name: Malcolm X Dental Clinic	Street Address: 214 N Russell Street	City, County: Portland, Multnomah
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OREGON INVENTORY OF HISTORIC PROPERTIES
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Individual Properties
Continuation Sheet

Property Name: Malcolm X Dental Clinic	Street Address: 214 N Russell Street	City, County: Portland, Multnomah
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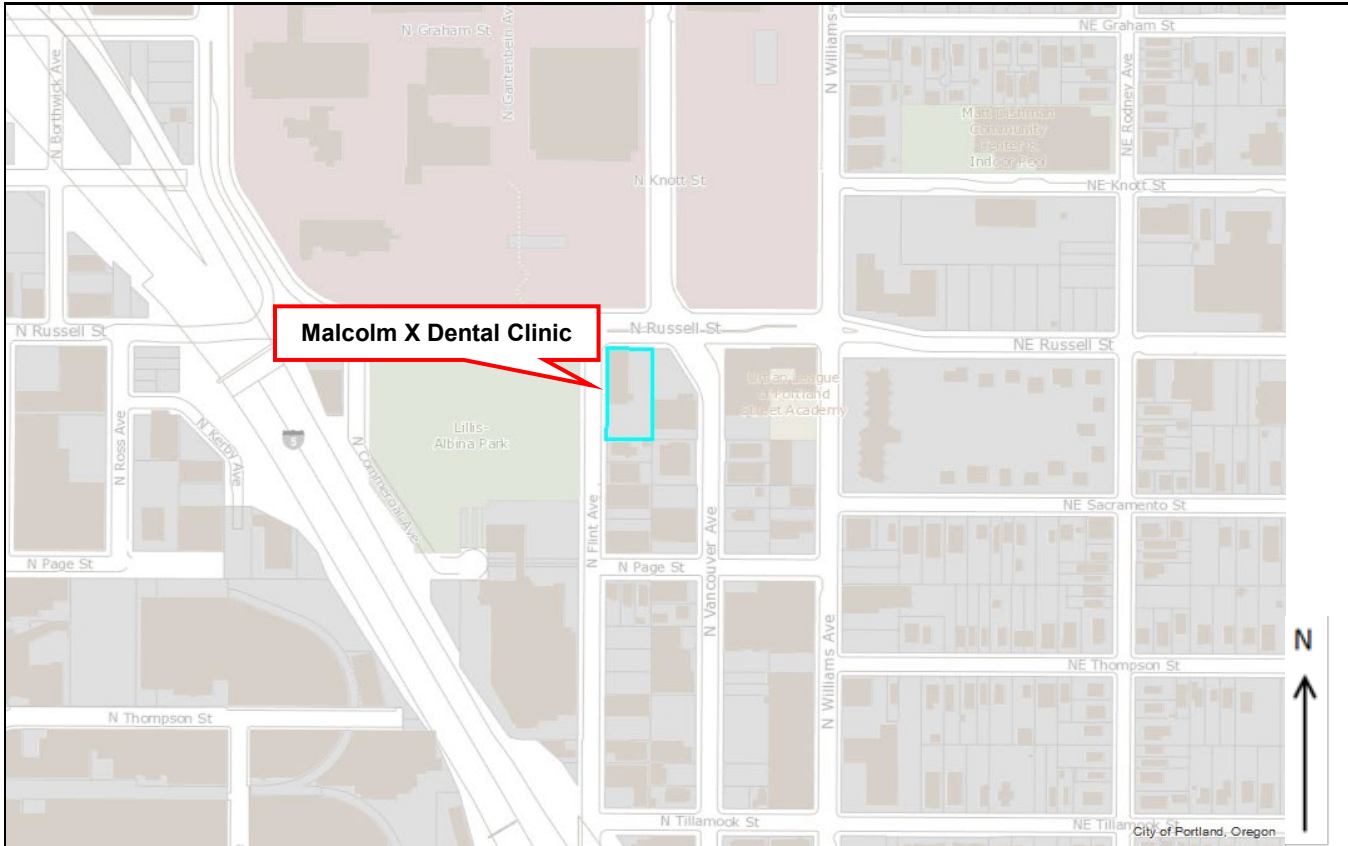
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**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Maps**

Property Name: Malcolm X Dental Clinic	Street Address: 214 N Russell Street	City, County: Portland, Multnomah
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Map showing the resource location for 214 N Russell Street (Courtesy of PortlandMaps.com).

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Maps

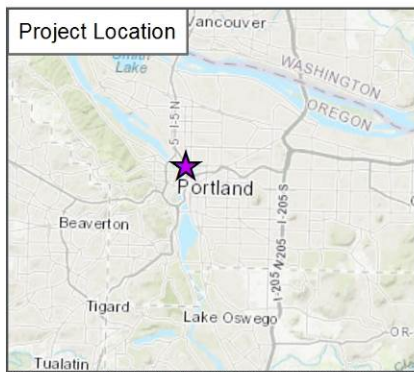
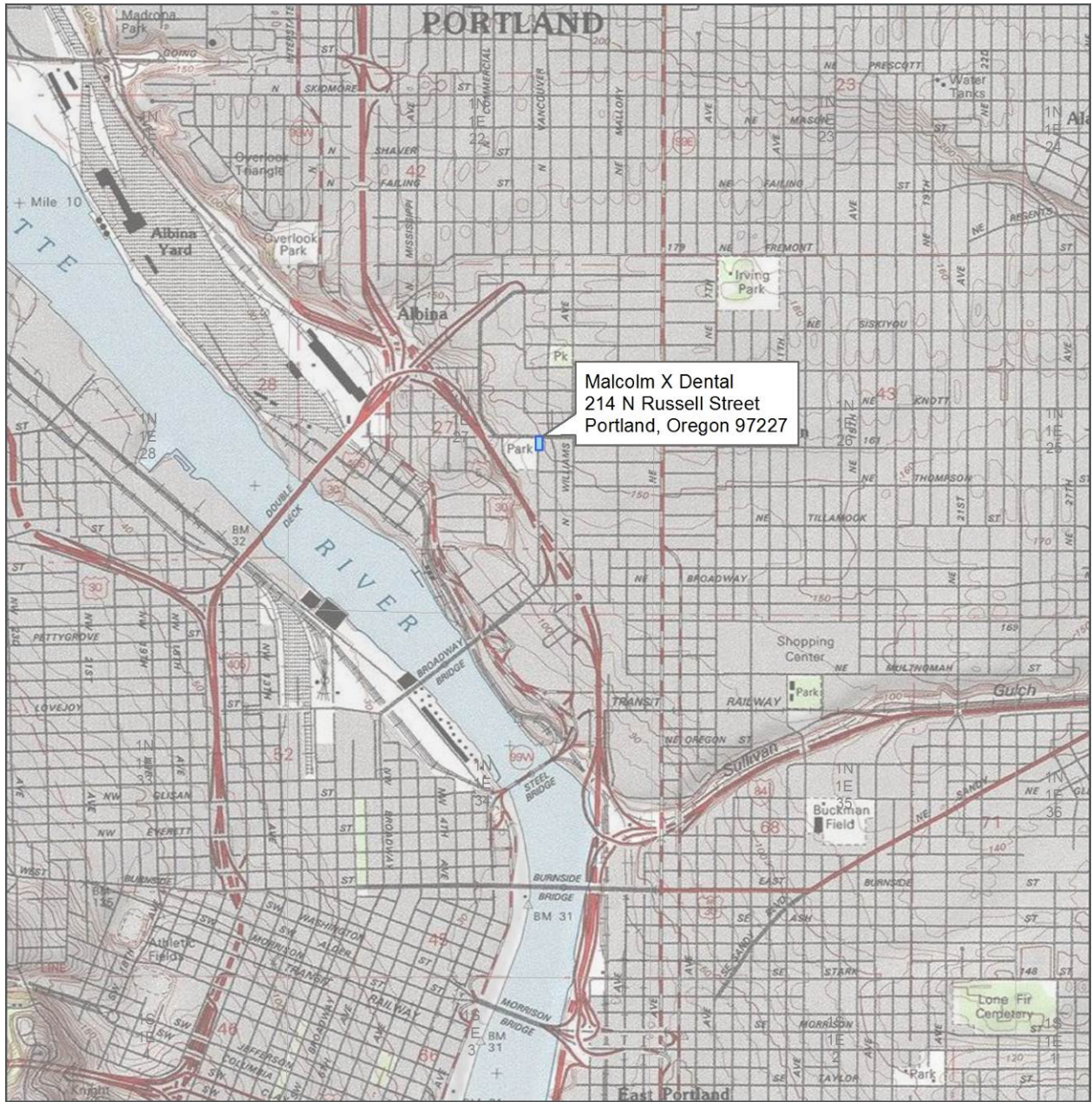
Property Name: Malcolm X Dental Clinic	Street Address: 214 N Russell Street	City, County: Portland, Multnomah
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Aerial photograph showing the resource boundary of 214 N Russell Street (Courtesy of PortlandMaps.com).

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Maps**

Property Name: Malcolm X Dental Clinic	Street Address: 214 N Russell Street	City, County: Portland, Multnomah
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214 N Russell Street

DATA SOURCES: U.S. Geological Survey Portland, OR
7.5 Minute Series Topographic Map, 1979. Scale 1:24,000
ESRI 2018. http://goto.arcgisonline.com/maps/USA_Topo_Maps
Township: 01N, Range: 01E, Section: 27

**I-5 ROSE QUARTER
IMPROVEMENT PROJECT**

MALCOLM X DENTAL
214 N RUSSELL STREET
PORTLAND, OREGON 97227


**Oregon
Department
of Transportation**

0 500 1,000 2,000 Feet
0 150 300 600 Meters

N

PATH: K:\3_BROADWAY_WEDLER_INTERCHANGE\MXD\CULTURAL\HISTORIC_BUILT RE SOURCE\RUSSELL_214_N_USGSMAP.MXD - USER: MCHELLE.STEGNER - DATE: 2/26/2018

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001(483)			
Property Name: The Hazelwood/The Dude Ranch			
Street Address: 240 N Broadway		City, County: Portland, Multnomah	
USGS Quad Name: Portland	Township: 01N	Range: 01E	Section: 27
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)			
Name of District or Grouping/Ensemble: N/A			
Number and Type of Associated Resources in Grouping/Ensemble: N/A			

Current Use: Office Building	Construction Date: 1923
Architectural Classification/Resource Type: Mediterranean Revival/Business/Warehouse/Restaurant/Manufacturing	Alterations & Dates: New windows, terra cotta tiles, and exterior doors as well as a new entrance, the removal of a fire escape, and internal conversions circa 2009.
Window Type & Material: Storefront, metal	Exterior Surface Materials: Primary: Red brick Secondary: Concrete Decorative: N/A
Roof Type & Material: Hipped, clay tile	
Condition: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



The Hazelwood/The Dude Ranch viewing east

Preliminary National Register Findings: <input type="checkbox"/> National Register listed	
<input checked="" type="checkbox"/> Potentially Eligible: <input checked="" type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____	Date _____
Comments:	

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Property Name: The Hazelwood/The Dude Ranch	
Street Address: 240 N Broadway	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): A.E. Doyle	Owner: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Other
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):	
<p>Description</p> <p>The 1924 Hazelwood building is located at 240 N Broadway on an irregular-shaped five-sided lot in the Lloyd District neighborhood of Portland, Oregon. Located within an urban setting, the site is positioned on a slightly sloped hillside that declines towards the west. The site is bounded by N Broadway to the north, N Wheeler Avenue to the west, N Weidler Street to the south, and N Vancouver Avenue to the east. Since its original construction, the building has been attached to two adjacent buildings to the south and east with internal passageways connecting them. The two-story garage on the south end of the lot was constructed in circa 1920. The three-story commercial building on the east end was constructed in 1949, and at that time the three buildings were connected through internal conversions (Agee n.d.). The streetscape includes public sidewalks on all four of these streets, wood utility poles, streetlights, and metal bike racks. Small patches of grass and deciduous trees are situated within sections of the surrounding sidewalk and concrete planters with shrubbery are located along the northeast corner of the lot. A short wooden fence is situated around these planters and provides a barrier between the parking lot and the northern and eastern sidewalks. The 1923 Paramount Apartments (253 N Broadway) are located to the north of the property and the 1920 LeftBank Annex building is located to the east of the property.</p> <p>The Hazelwood building is a triangular-shaped three-story building with architectural features representative of the Mediterranean Revival and Retail styles common during the date of construction. These features include its symmetrical form, large decorative round-arched windows that extend from the ground floor to the second floor, a flat roof, a hooded parapet with rounded terra cotta tiles, a decorative brick cornice, and a belt course. The main entrance to the Hazelwood building is located at the chamfered west corner and features a double-door entrance, a pent roof with rounded terra cotta roofing tiles, and large decorative stucco modillions below the roof. The primary entrance includes single-light wood double doors, a fifteen-light transom window, and a border of ornamental terra cotta tiles. The second and third floors above the main entrance feature multi-light windows with decorative brick hoods above.</p> <p>The northwest elevation features five large decorative round-arched windows with arched terra cotta hood moldings. The top section of the arched windows includes nine-light windows with center awning operation and a decorative terra cotta band underneath. Below this band in each window treatment are three sets of nine-light fixed windows, and below these are vertical multi-light fixed store front windows. The arched forms are connected by flat structural pilasters with ionic details.</p> <p>The southwest elevation also features five large decorative round-arched windows with similar details and window configuration, but lacks the ionic details in its pilasters. The southwest elevation includes a secondary entrance at the base of the middle arch with a double-door entrance, single-light wood double doors, a three-light transom window, and a rectangular metal awning with metal cable supports. The lower section of the arched window to the south consists of a multi-light fixed window treatment. The arched window to its south features an additional entrance with a single-door opening, a single-light metal door, a transom window, and a multi-light fixed window treatment.</p> <p>The east elevation lacks the level of ornamentation seen in the other elevations. It features painted brick in two tones and two alcoves that extend from the second to the third floor. The fenestration consists of multi-light windows with central awning operation on all three floors and a single-opening entrance with a single-light metal door below the northern alcove. The south elevation is almost entirely covered by the two adjoining buildings. The remaining exposed sections include painted brick and multi-light windows.</p> <p>Alterations to the building since its original construction are evident following a site visit on August 31, 2017, a review of historic images via google maps, and analysis of historic documentation. Changes that have been made include the replacement of windows and the terra cotta roofing tiles, the replacement of the main entrance doors and transom window, alterations to the entrance on southwest elevation, the addition of a new entrance on the southwest elevation, the removal of the fire escape on the northwest elevation, and internal renovations circa 2009.</p>	

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

Property Name: The Hazelwood/The Dude Ranch	Street Address: 240 N Broadway	City, County: Portland, Multnomah
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View: Southwest elevation, viewing northeast



View: East elevation, viewing southwest

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

Property Name: The Hazelwood/The Dude Ranch	Street Address: 240 N Broadway	City, County: Portland, Multnomah
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View: East and south elevations, viewing northwest



View: Northwest elevation, viewing northeast

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

Property Name: The Hazelwood/The Dude Ranch	Street Address: 240 N Broadway	City, County: Portland, Multnomah
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View: Historical aerial view, looking southeast, 1930s. See Agee, Joanna. (n.d.). "The Hazelwood." National Register Preliminary Eligibility Evaluation Form for Historic Resources. Salem, OR: Oregon State Historic Preservation Office.



View: Historical aerial view, looking southeast, 1940s. See Agee, Joanna. (n.d.). "The Hazelwood." National Register Preliminary Eligibility Evaluation Form for Historic Resources. Salem, OR: Oregon State Historic Preservation Office.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

Property Name: The Hazelwood/The Dude Ranch	Street Address: 240 N Broadway	City, County: Portland, Multnomah
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View: Historical aerial view, looking north, 1940s. Courtesy of the City of Portland Archives.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

Property Name: The Hazelwood/The Dude Ranch	Street Address: 240 N Broadway	City, County: Portland, Multnomah
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View: Historical aerial view, looking east, 1980s. See City of Portland, "Historic Resource Inventory, 222-240 N Broadway."

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

Property Name: The Hazelwood/The Dude Ranch	Street Address: 240 N Broadway	City, County: Portland, Multnomah
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Boundary

The historic boundary of 240 N Broadway is situated on a triangular-shaped block defined by N Broadway to the north, N Wheeler Avenue to the west, the two-story historic garage to the south, and the three-story commercial building and covered loading area to the east. While the current tax parcel includes the parking lot and all of the buildings on the property, the historic property is limited to the area within the perimeter walls of the 1923 Hazelwood Building but does not include the adjoining c. 1920 garage building and 1949 commercial building or the parking lot. These additional buildings and the parking area on the tax parcel do not contribute to the resource's historical significance.

Significance

Previous Evaluation

In October 11, 2007, the Federal Transit Administration (FTA) determined that the Hazelwood/Dude Ranch was **eligible** for the National Register of Historic Places (NRHP) and received concurrence on this determination from the Oregon State Historic Preservation Office (SHPO) on February 6, 2008. Martha Richards and Sharon Kelly (URS) evaluated the Hazelwood/Dude Ranch in the *Portland Streetcar Loop Project Historic Resources Technical Memorandum* prepared for the City of Portland, Metro, and TriMet (URS 2007). On January 13, 2009, the SHPO responded to a Preliminary Eligibility request for the building by noting that the building may be eligible under NRHP Criteria A and C. Due to the amount of time that has elapsed since these previous evaluations and improvements to the buildings condition, the property was reassessed.

Background

The Hazelwood building is located on land first settled by James L. Loring in 1852. By 1873, much of the area surrounding the property became known as "Albina" and was platted on a grid of streets (Snyder 1979:83). Beginning in the early 1880s, the need to transport timber from Oregon's forests brought heavy investments to the area from railroader Henry Villard, who "made large-scale investments in building projects in Portland, East Portland, and Albina (Roos 2008:10)." By 1885, Albina's vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its "downtown" along N Russell Street and modern-day N Interstate Avenue consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, and fraternal organizations, as well as multiple one- and two-story dwellings (Sanborn Fire Insurance Company 1884 & 1885).

After Albina was consolidated with Portland and East Portland in 1891, this area quickly grew due to the expansive network of street cars and trolleys, which allowed for the dramatic growth in housing and businesses. This expansion was supported by the City & Suburban Railway Company trolley line that ran through the Lloyd District, Eliot, and Boise, in addition to the Portland Railway Company and Oregon Water Power & Railway trolley that ran north on what is today NE Martin Luther King Jr. Boulevard in 1904 (Thompson 2014). The Albina neighborhoods thrived given their central location and access to trolley lines. By 1908, the Lloyd District was heavily residential with one- and two-story street-facing dwellings, two-story flats, and a row of stores on NE Holladay Street (Sanborn Fire Insurance Company 1908). At this time, Albina's blocks were partitioned and developed with one, one-and-one-half, and two-story street-facing dwellings, as well as commercial storefronts, churches, and boarding houses along NE Russell Street (Sanborn Fire Insurance Company 1908).

By the 1920s, affordable automobiles, rising labor costs, and improved roads led to the gradual downfall and demobilization of Portland's trolley lines, with the final removal of the Broadway tracks in 1948 (Thompson 2006:108). By 1924, the larger businesses such as the Mack International Motor Truck Corporation, manufacturing companies, and garages situated themselves next to bridge landings. Apartment buildings also became more prevalent, and new two and two-and-one-half story street-facing dwellings were constructed. Much of the area around the present-day Leftbank Annex became more densely developed (Sanborn Fire Insurance Company 1924). In 1929, the popularity of the automobile triggered the widening of NE Martin Luther King Jr. Boulevard (Union Avenue). To accommodate this change, buildings were moved, cut back, and demolished, and large department stores, auto-supply stores, and other businesses were constructed along major thoroughfares. This also occurred with the improvement of N Interstate Avenue in 1939, which greatly facilitated interstate overland commerce and freight transport.

During World War II, Portland's wartime industries fostered significant population growth and economic productivity. At the peak of wartime production (1943-44), the federal government identified 140,000 defense workers in the city and 100,000 in the metropolitan area. This substantial growth placed a strain on public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48). During this time, as Albina's African American community continued to grow, more than 21,000 Caucasians left the area for the suburbs or other Portland neighborhoods between 1940 and 1960 (Gibson 2007:7-8). This drastic change in demographics, in addition to the short-lived post-war economy and the decline in the shipbuilding industry, contributed to Albina's high unemployment rates after the war, reframing its image in the public eye.

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Property Name: The Hazelwood/The Dude Ranch	Street Address: 240 N Broadway	City, County: Portland, Multnomah
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Through the 1950s, 1960s, and 1970s, Portland undertook several urban renewal projects that significantly altered the urban landscape and displaced and removed the center of the African American community in the Albina area. Major infrastructure projects conducted during this time include the construction of Memorial Coliseum (1960), Lloyd Center (1960), Interstate 5 (I-5) (1966), and Fremont Bridge (1973), and the expansion of Emanuel Hospital (1970s).

Beginning with the construction of the Memorial Coliseum in 1960, many of the black businesses and residences in the surrounding area were demolished. These business owners and residents relocated further north in the Albina area when possible and in effect shifted the center of the black community. After the construction of the I-5 in 1966, the Lloyd District neighborhood continued to change. These changes include the completion of the Metropolitan Area Express (MAX) light rail on NE Holladay Street in 1986, the Oregon Convention Center in 1990, the Rose Quarter in 1995, and the Portland Streetcar on NE Broadway in 2012. Collectively, these resources have transformed this area into an entertainment district.

The Hazelwood/The Dude Ranch

Constructed in 1923, the Hazelwood building was designed by Albert Ernest Doyle (1877-1928), one of Portland's leading architects in the early twentieth century. In 1891, at the age of 14, Doyle began an apprenticeship with the prominent Portland architectural firm of Whidden & Lewis (Ritz 2002:111). He was part of the firm for some of their most important work, including the Concord Building (1891), the old Public Library (1893), the Hamilton Building (1893), and City Hall (1895) (*Oregonian*, February 5, 1978). Doyle has also been credited for the perspective rendering and the construction drawings for the Forestry Building of the 1905 Lewis & Clark Exposition. He was likely its designer as well. He left the firm in 1903 to study architecture at Columbia University in New York City, where he also worked in the office of Henry Bacon (Ritz 2002:111). In 1906, Doyle attended the American School of Archeology in Athens and traveled and studied throughout Europe before returning to Portland later that year.

In 1907, Doyle opened his own firm and over the next two decades was responsible for 20 major buildings in downtown Portland before his death at age 50 (*Oregonian*, January 2, 2009). His firm found early success with the Meier & Frank Building (1909), which was followed by the Lipman & Wolfe Department Store (1910), the Selling Building (1910), the Oregon Hotel (1911), the Woodlark Building (1912), the Multnomah County Central Library (1912), the Morgan Building (1913), the Northwestern Bank Building (1914), the Pittock Block (1914), the east half of the U.S. National Bank Building (1916), and the east half of the Meier & Frank store (1916) (Ritz 2002:112). Later designs included the Bank of California (1924), the west half of the U.S. National Bank Building (1925), the Pacific Building (1925), the Public Service Building (1927), the Broadway Theater (1927), and the Terminal Sales Building (1927). Doyle was also responsible for the designs of the original buildings of the Reed College campus in 1911 and the iconic Benson Bubbler water fountains (1913) located throughout downtown Portland. His early designs often featured classical architectural features, but following World War I, he began implementing more elements of Italian Renaissance (*Oregonian*, January 2, 2009).

Doyle was one of the most prominent architects during one of Portland's most active periods of growth, 1905-29. The multitude of his designs in the city greatly contributed to the architectural style of the cityscape, particularly the downtown area. His work was evident throughout the city and state and contributed to a developing regional style. Doyle's legacy lies in the multitude of his commercial and residential designs and his influence on future architects. Multiple great Portland architects such as Pietro Belluschi studied under Doyle as apprentices at his firm (*Oregonian*, February 5, 1978).

The earliest occupant of the property was the Hazelwood Restaurant, which included a bakery, creamery, and confectionary (Agee n.d.). The Hazelwood was actually an early twentieth-century franchise business that was established in Portland, and Hazelwood Cream Company had a number of other businesses in Portland including one at what is now 928 SW Washington and an additional location at NE 41st and Sandy and a satellite restaurant at Multnomah Falls (Moore 2018)

In 1926, only 3 years after the opening of the Hazelwood Restaurant, the president of the Hazelwood confectionary and restaurant organization, J. Harry Joyce died in Jacksonville, Florida, while attending the annual convention of the National Association of Hotel and Restaurant Men held in Atlanta, Georgia (*The Morning Oregonian*, October 13, 1926). Not long after his death, the president of the Hazelwood Company Limited, F. N. Martin, announced that noted Portland architect Carl Linde was retained to create a 100-person "party room" in the mezzanine floor of the Hazelwood building that was to be in the "modernistic manner" in 1928. The new room was named the "Rose-Marie Room" (*The Morning Oregonian*, April 5, 1928). Perhaps mirroring the turmoil of the Great Depression, the businesses in the building underwent turnover. By 1931, all the Hazelwood locations had closed. In 1933, an "assignees sale" was held at the Hazelwood on Broadway to dispose of \$15,000 worth of equipment formerly associated with the restaurant and candy factory. Subsequent to the sale, the building underwent periods of vacancy and occupation. Businesses that were located at the building included the Home Owners Improvement Co., Century Metalcraft Corporation, and St. John's Welder Supplies. By the end of 1933, with the end of Prohibition, a beer parlor opened in the ground floor of the former Hazelwood Restaurant.

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Property Name: The Hazelwood/The Dude Ranch	Street Address: 240 N Broadway	City, County: Portland, Multnomah
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By 1945, the famous jazz club, the Dude Ranch, opened in the Hazelwood building. Although only in operation for 1 to 2 years before being closed down by the city, the Dude Ranch became a hub for the Portland jazz scene and an integral contributor to the neighborhood and the African American community (McGregor 2004). The venue hosted regional and national acts such as Louis Armstrong, Thelonious Monk, Coleman Hawkins, Lionel Hampton, Art Tatum, and the Nat King Cole Trio (McGregor 2004; Stimson 2007). Following the closure of the Dude Ranch, the Mutual Wholesale Drug Co. purchased the building and the garage abutting it to the south (Agee n.d.). In 1949, the three-story commercial building to the north of the garage was constructed. At this time, internal conversions were conducted to all three buildings to provide access between them. The Mutual Wholesale Drug Co. owned the building for about the next 25 years before selling it to MultiCraft Plastics, who resided there until the early 2000s. After several years of vacancy, it was acquired in 2007 by a local developer who conducted restoration efforts that culminated in 2009.

Evaluation

The Hazelwood building retains integrity of location, design, materials, workmanship, association, and feeling due to its retention of location and use of materials and construction techniques common to its build date. However, it has lost integrity in setting due to the demolition of hundreds of buildings in the surrounding era from its period of construction, as well as the construction of I-5 that runs to the east of the property. Few buildings within the area from the same era have survived and remain with such high integrity. It has also accumulated an addition that was erected in 1949, after its period of significance. The Hazelwood/The Dude Ranch is found significant at the local level in the areas of Entertainment and Architecture. The property is recommended as eligible under NRHP Criteria A and C.

Under Criterion A, the property is locally significant in the area of the entertainment as it relates to the development of Portland's flourishing jazz scene in the mid-1940s, as it was a premier venue in the city for regional and national jazz acts and an integral communal space for the African American community that was centralized in the surrounding Albina District.

Although only in operation for a short period, the Dude Ranch established itself as a key contributor to the success of the Portland jazz scene at the time. Although associated with significant individuals associated with jazz movement, these individuals played at a variety of different venues over time, and there may be other properties that better convey their role in the development of jazz music. The property, therefore, does not appear to be associated with a historically significant person or people and is recommended as not eligible under Criterion B.

Under Criterion C, the property is an excellent example the Mediterranean Revival style prominent at the time of construction and of the work of A. E. Doyle, one of Portland's most well-known and influential architects in the early twentieth century. Accordingly, the period of significance corresponds to the date of construction in 1923 to the closure of the Dude Ranch in 1946. This time corresponds to a period when Doyle designed the building and during the period of occupation by the Dude Ranch.

The physical characteristics of the Hazelwood/Dude Ranch are aboveground and visible, and existing documentary sources discuss little to no additional information about the property. The Hazelwood/Dude Ranch therefore holds little to no potential to yield information significant to the past and is recommended as not eligible under Criterion D. Surface and/or subsurface archaeological survey/testing would be necessary to verify whether archaeological remains would be significant under Criterion D.

OREGON INVENTORY OF HISTORIC PROPERTIES
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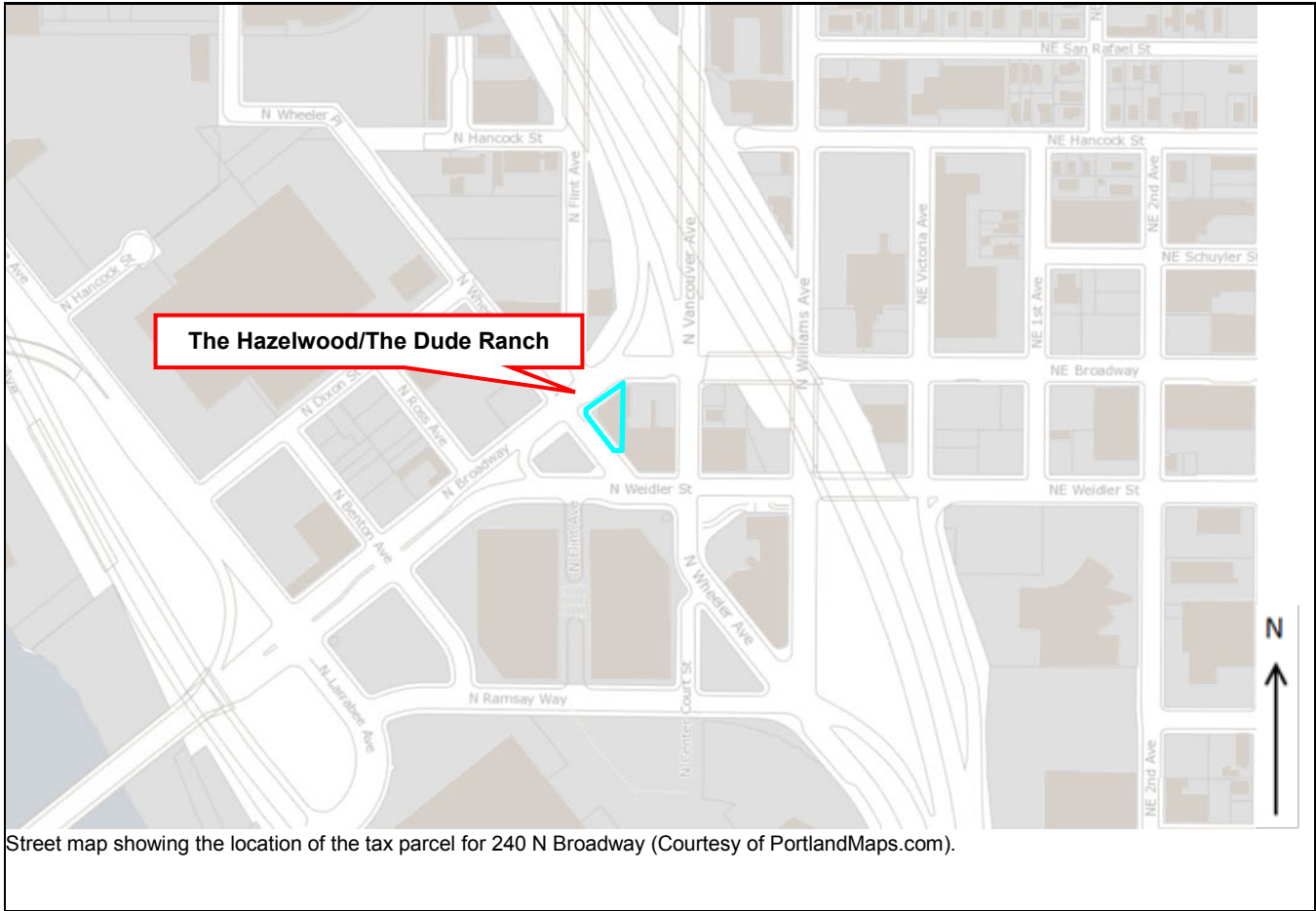
Property Name: The Hazelwood/The Dude Ranch	Street Address: 240 N Broadway	City, County: Portland, Multnomah
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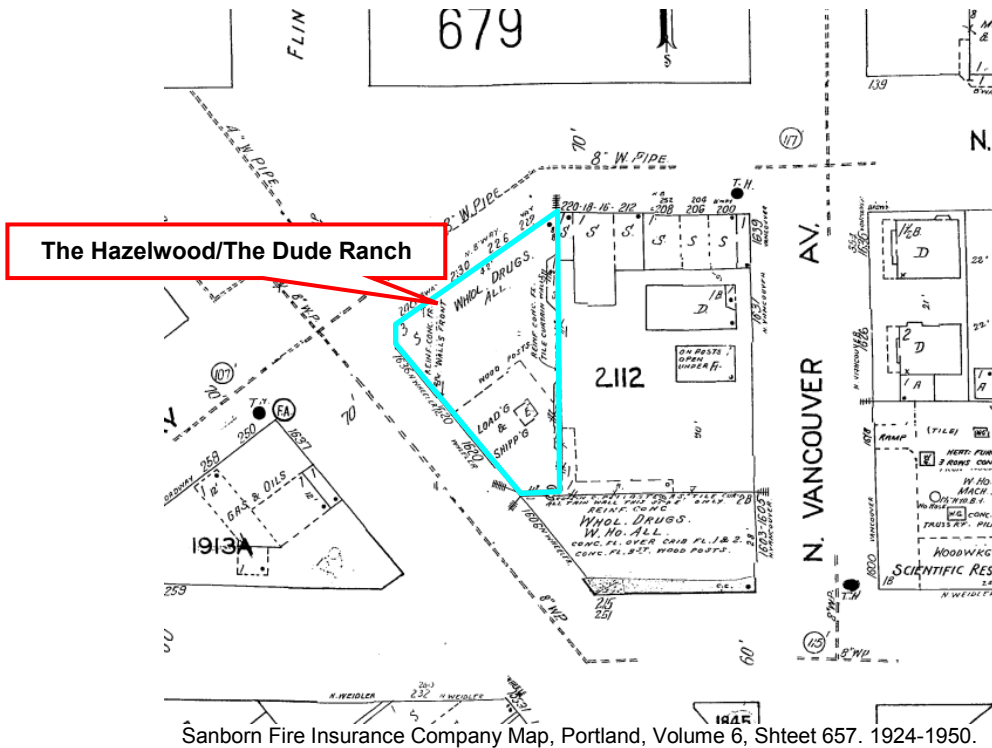
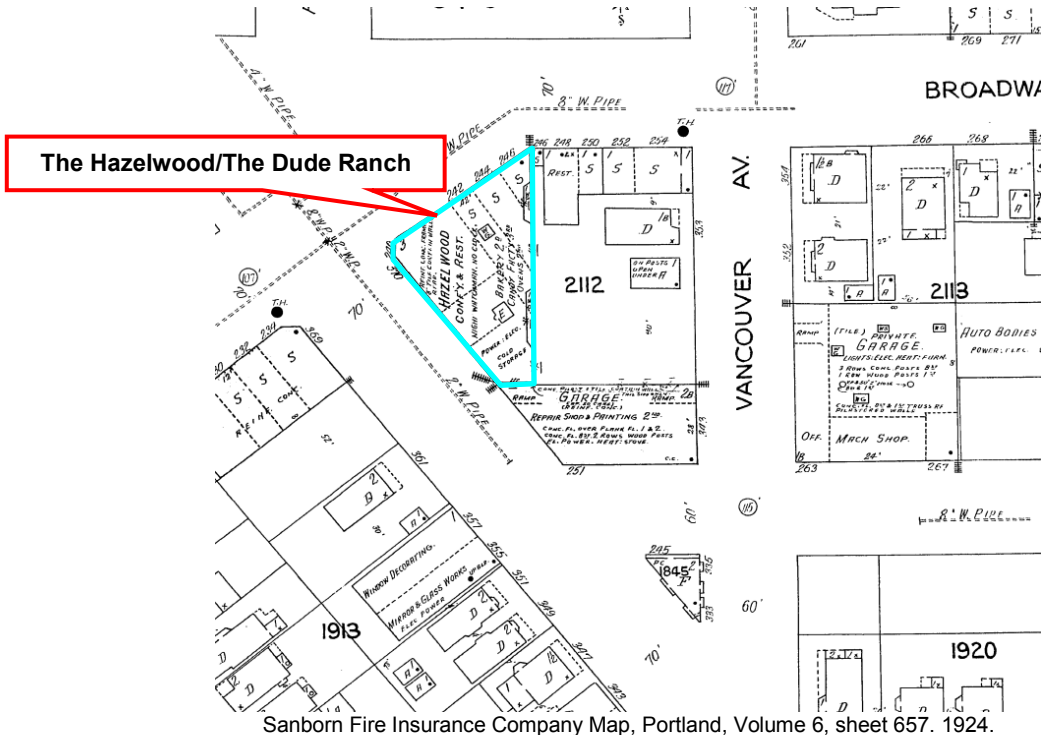
Property Name: The Hazelwood/The Dude Ranch	Street Address: 240 N Broadway	City, County: Portland, Multnomah
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Aerial photograph showing the resource boundary of 240 N Broadway (Courtesy of PortlandMaps.com).

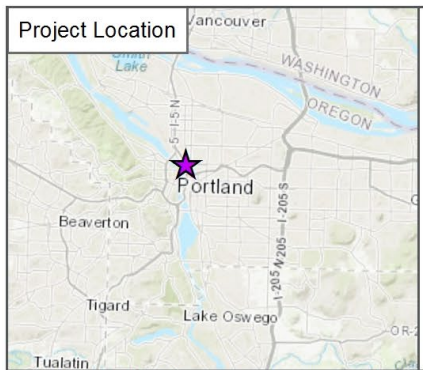
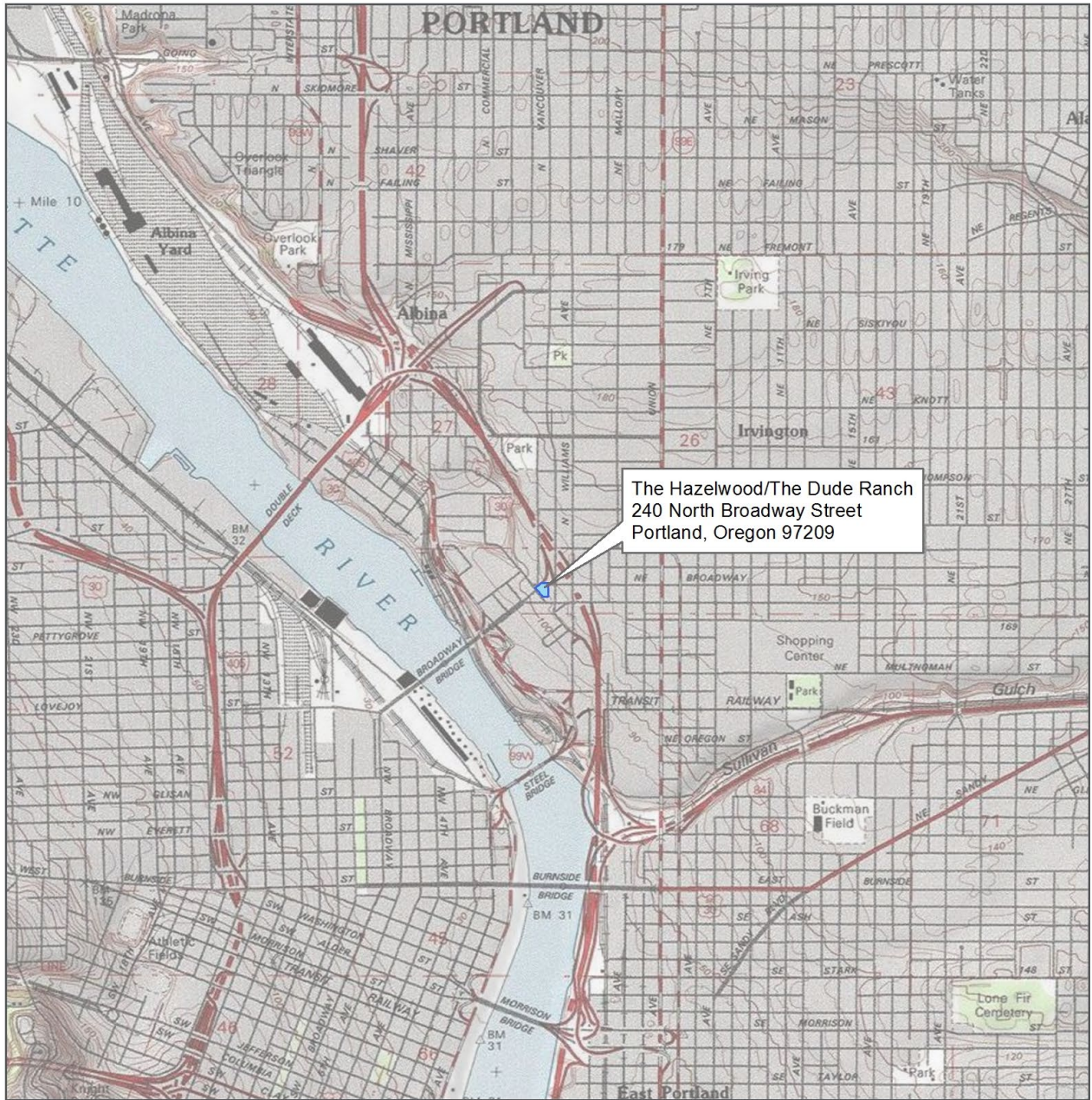
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Property Name: The Hazelwood/The Dude Ranch	Street Address: 240 N Broadway	City, County: Portland, Multnomah
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Project Location

 240 North Broadway Street


DATA SOURCES: U.S. Geological Survey Portland, OR
7.5 Minute Series Topographic Map, 1979. Scale 1:24,000.
ESRI 2018, http://goto.arcgisonline.com/maps/USA_Topo_Maps
Township: 01N, Range: 01E, Section: 27

**I-5 ROSE QUARTER
IMPROVEMENT PROJECT**

THE HAZELWOOD/THE DUDE RANCH
240 NORTH BROADWAY STREET
PORTLAND, OREGON 97209



0 500 1,000 2,000
Feet
0 150 300 600
Meters



PATH: K:\I-5_BROADWAY_WEIDLER_INTERCHANGE\MXD\CULTURAL\HISTORIC\BUILT RE SOURCE\BROADWAY_240_N_USGSMAP.MXD - USER: MICHELLE.STEGNER - DATE: 2/28/2018

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001(483)			
Property Name: Paramount Apartments			
Street Address: 253 N Broadway		City, County: Portland, Multnomah	
USGS Quad Name: Portland	Township: 01N	Range: 01E	Section: 27
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)			
Name of District or Grouping/Ensemble: N/A			
Number and Type of Associated Resources in Grouping/Ensemble: N/A			

Current Use: Apartment Building	Construction Date: 1923
Architectural Classification/Resource Type: Neo-Classical Revival/Multiple Dwelling	Alterations & Dates: Windows replaced (unknown), exterior door replaced (unknown), awnings removed (c. 1962), new flashing and roof (c. 2005), new landscaping (2000)
Window Type & Material: Sliding, aluminum with six-light vinyl muntin inserts	Exterior Surface Materials: Primary: Red brick Secondary: White brick Decorative: Brick lintel hoods and polychrome frieze
Roof Type & Material: Flat with parapet, built-up roofing	
Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



Paramount Apartments viewing northwest

Preliminary National Register Findings: <input type="checkbox"/> National Register listed	
<input checked="" type="checkbox"/> Potentially Eligible: <input checked="" type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____	Date _____
Comments:	

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Property Name: Paramount Apartments	
Street Address: 253 N Broadway	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): Herbert Gordon	Owner: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Other
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):	
<p>Description</p> <p>The 1923 Paramount Apartments are located at 253 N Broadway on a trapezoidal-shaped lot between N Wheeler Avenue and N Flint Avenue in the Elliot neighborhood of Portland, Oregon. Located within an urban setting, the site is positioned on a slightly sloped hillside that declines towards the west. The site is bounded by N Broadway to the south, N Wheeler Avenue to the west, a paved parking lot to the north, and N Flint Avenue to the east. The streetscape includes public sidewalks on all three of these streets, wood utility poles, streetlights, and metal bike racks. The site includes multiple deciduous trees along the east, west, and south elevations. Small shrubs are present along all four elevations, with a larger triangular grouping in front of the main entrance. The 1923 Hazelwood Building (240 N Broadway) is located to the south of the property, and the 1972 Compass Oncology Rose Quarter building (265 N Broadway) is located to the west of the property.</p> <p>The Paramount is a four-story U-shaped Neo-Classical-style apartment building with an asymmetrical plan, a flat roof with metal flashing, and a basement. Representative features of the Neo-Classical style include brick lintel hoods, a polychrome frieze, and a recessed portico entrance flanked by stucco pilasters. The building is primarily constructed of red brick, but features decorative accents consisting of white brick along the frieze and around the windows on the east, west, and south elevations. The frieze features alternating horizontal lines of red and white brick of varying widths. The lowest section of the building is clad with a smooth concrete finish. Built on a slope, larger sections of the basement become exposed towards the west and are clad with the concrete finish. The fenestration consists of replacement aluminum sash horizontal sliding windows (date unknown) on all four floors and the exposed basement in sets of two and four lights. The windows feature imitation muntins sandwiched between two panes of glass to imitate the original multi-pane sashes.</p> <p>The south (primary) façade features a recessed portico entrance flanked by stucco pilasters with decorative metal light fixtures. The pilasters support a decorative lentil that features a dentil band and gold lettering spelling out "PARAMOUNT." The main entrance is accessed by a flight of concrete steps and includes a replacement single-light wood door flanked by matching wood-framed side lights (circa 2011). Above the recessed portico on the second, third, and fourth floors are small rectangular metal balconies with metal hand rails and metal staircases connecting them.</p> <p>The west elevation includes a narrow opening at the center of the elevation, an exterior brick chimney, and a single-door basement entrance. The narrow opening extends approximately to the center of the building and includes additional windows on all sides and on all four floors and basement level. The poly-chrome frieze and decorative brickwork around the windows extends into this opening, but transitions to solely red brick after the first window treatment. The brick chimney is accessed via this opening and features minimal embellishment with white brick at the top, similar to the pattern of the frieze. The basement entrance is accessed via a concrete ramp originating from the southeast corner of the building. The entrance consists of a single-door opening and a glass door with a metal frame. Due to the modern door and metal handrail along the ramp, this entrance is a modern addition (date unknown).</p> <p>The north elevation faces a paved parking lot that was an undeveloped gulch when the building was constructed (Sanborn Fire Insurance Company 1924). This elevation is absent of the decorative brickwork evident in the frieze and along the windows in the other elevations. A metal fire escape is located on the east end with access on all four floors. The east elevation consists of the same window treatments as the other elevations with the surrounding decorative brick work and the decorative polychrome frieze. No basement windows are present in this elevation.</p> <p>When constructed in 1923, the 64-unit building consisted of two- and three- bedroom apartments (<i>Oregon Daily Journal</i> 1922a). However, current listings from Income Property Management (IPM) and apartments.com show only studio and one-bedroom units. Interior photos provided by IPM as well as apartment descriptions indicate significant alterations to original furnishings including the addition of carpet and vinyl floors, modern appliances and cabinetry, and baseboard electric heaters in some units. Original interior French doors and claw foot bath tubs may remain in some units.</p> <p>Alterations to the Paramount Apartments are evident following a field investigation on August 31, 2017, and a review of historic images and documents. Changes made include a new door and sidelights in the main entrance circa 2011(Google Maps 2017), the replacement of the original windows (circa 2000s), the addition of the basement entrance and exterior fire escapes (dates unknown), the removal of awnings (circa 1960), new landscaping circa 2000, and new flashing and roofing material circa 2005.</p>	

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
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Property Name: Paramount Apartments

Street Address: 253 N Broadway

City, County: Portland, Multnomah



View: Façade, viewing northwest



View: Southwest elevation, viewing east

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Property Name: Paramount Apartments

Street Address: 253 N Broadway

City, County: Portland, Multnomah



View: North elevation, viewing southeast



View: East elevation, viewing northwest

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Property Name: Paramount Apartments

Street Address: 253 N Broadway

City, County: Portland, Multnomah



View: Historic Photograph showing Paramount Apartments (Upper Middle Left) and intersection of N Wheeler Avenue and N Broadway, 1940. City of Portland Archives. Image retrieved from <https://vintageportland.files.wordpress.com/2012/07/a2005-001-91-n-broadway-and-wheeler-1940.jpg>.

OREGON INVENTORY OF HISTORIC PROPERTIES
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Continuation Sheet

Property Name: Paramount Apartments	Street Address: 253 N Broadway	City, County: Portland, Multnomah
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Boundary

The historic boundary of 240 N Broadway includes a four-sided, quadrilateral-shaped lot that features a northern side that is larger than its southern side. The block is bounded by N Wheeler to the west and N Flint to the east. N Broadway lies to the south and a vegetated area and parking lot is located to the north. The boundaries of the tax parcel include only up to the exterior surface of the building (inclusive of the interior light well entered from the west) and do not include the sidewalks and vegetated area and parking lot located to the north. During the building's period of significance this lot was vacant, and undeveloped. Historic photographs reveal that the sidewalks were substantially altered after the building's period of significance.

Significance

Previous Evaluation

In October 11, 2007, the Federal Transit Administration determined that the Paramount Apartments were eligible for the National Register of Historic Places (NRHP) and received concurrence on this determination from the Oregon State Historic Preservation Office on February 6, 2008. Martha Richards and Sharon Kelly (URS) evaluated the Paramount Apartments in the *Portland Streetcar Loop Project Historic Resources Technical Memorandum* for the City of Portland, Metro, and TriMet (URS 2007). Due to the amount of elapsed time since the previous evaluation, the property was reassessed.

Background

The Paramount is located on land first settled by James L. Loring in 1852. By 1873, much of the area surrounding the property became known as "Albina" and was platted on a grid of streets (Snyder 1979:83). Beginning in the early 1880s, the need to transport timber from Oregon's forests brought heavy investments to the area from railroader Henry Villard who "made large-scale investments in building projects in Portland, East Portland, and Albina" (Roos 2008:10). By 1885, Albina's vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its "downtown" along N Russell Street and modern-day N Interstate Avenue consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, and fraternal organizations, as well as one- to two-story dwellings (Sanborn Fire Insurance Company 1884 & 1885).

After Albina was consolidated with Portland and East Portland in 1891, this area quickly grew due to the expansive network of street cars and trolleys, which allowed for the dramatic growth in housing and businesses. Supported by the City & Suburban Railway Company trolley line that ran through the Lloyd District, Eliot, and Boise, and Portland Railway Company and Oregon Water Power & Railway trolley that ran north on what is today NE Martin Luther King Jr. Boulevard in 1904 (Thompson 2014), Albina neighborhoods thrived given their central location and trolley lines. By 1908, the Lloyd District was heavily residential with one- and two-story street-facing dwellings, two-story flats, and a row of stores on NE Holladay Street (Sanborn Fire Insurance Company 1908). At this time, Albina's blocks were partitioned and developed with one-, one-and-one-half, and two-story street-facing dwelling, and commercial storefronts, churches, and boarding houses along NE Russell Street (Sanborn Fire Insurance Company 1908).

By the 1920s, affordable automobiles, rising labor costs, and improved roads lead to the gradual downfall and demobilization of Portland's trolley lines, with the final removal of the Broadway tracks in 1948 (Thompson 2006:108). By 1924, the larger businesses such as the Mack International Motor Truck Corporation, manufacturing companies, and garages were located next to bridge landings, apartment buildings became more prevalent, new two- and two-and-one-half story street-facing dwelling were constructed, and parcels became more densely developed (Sanborn Fire Insurance Company 1924). In 1929, the popularity of the automobile triggered the widening of NE Martin Luther King Jr. Boulevard (Union Avenue). To accommodate this change, buildings were moved, cut back, and demolished, and large department stores, auto-supply stores, and other businesses were constructed along major thoroughfares. This also occurred with the improvement of N Interstate Avenue in 1939, which greatly facilitated interstate overland commerce and freight transport.

During World War II, Portland's wartime industries fostered significant population growth and economic productivity. At the peak of wartime production (1943-44), the federal government identified 140,000 defense workers in the city and 100,000 in the metropolitan area. This substantial growth stressed public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48). During this time, as Albina's African American community continued to grow, more than 21,000 Caucasians left the area for the suburbs or other Portland neighborhoods between 1940 and 1960 (Gibson 2007:7-8). This drastic change in demographics, in addition to the short-lived post-war economy and the decline in the shipbuilding industry, contributed to Albina's high unemployment rates after the war, reframing its image in the public eye.

Through the 1950s, 1960s, and 1970s, Portland undertook several urban renewal projects that significantly altered the urban landscape and displaced and removed the center of the African American community in the Albina area. Major infrastructure projects conducted during this time include the construction of Memorial Coliseum (1960), Lloyd Center (1960), Interstate 5 (I-5) (1966), and Fremont Bridge (1973), and the expansion of Emanuel Hospital (1970s).

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

Property Name: Paramount Apartments	Street Address: 253 N Broadway	City, County: Portland, Multnomah
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Beginning with the construction of the Memorial Coliseum in 1960, many of the African American businesses and residences in the surrounding area were demolished. These business owners and residents relocated further north in the Albina area when possible and in effect shifted the center of the African American community. After the construction of I-5 in 1966, the Lloyd District neighborhood continued to change. These changes include the completion of the Metropolitan Area Express (MAX) light rail on NE Holladay Street in 1986, the Oregon Convention Center in 1990, the Rose Quarter in 1995, and the Portland Streetcar on NE Broadway in 2012. Collectively, these resources have transformed this area into an entertainment district, transitioning from the residential and commercial district that was present during the date of construction.

Paramount Apartments

Completed in 1923 for approximately \$250,000, the Paramount Apartments consisted of 64 units comprising two and three bedroom apartments (*Oregon Daily Journal* 1922a:19). It is likely that Herbert Gordon designed and constructed the apartments; however, he was more of a developer than an architect as he had no professional architectural training (Tess 2007). Gordon was responsible for the construction and presumably the design of several other apartment buildings in Portland, including the Granten Apartments (1917), the Campbell Court residential hotel (1923), and the Weitz Apartments (1925). Born in Aliston, Ontario, Canada, in 1873, Gordon moved to Eugene, Oregon, in 1887 where he attended public school and formed a furniture business. He moved to Portland in 1907, where he transitioned to the construction business, building apartments, hotels, and business buildings (Ritz 2002:152). He was also active in real estate and was the president of Lawyers Abstract & Trust Co. from 1912 to 1925. In 1918, Gordon was elected to the legislature, serving until 1926 and then later in 1930 and 1932. He also served as a regent for the University of Oregon from 1921 to 1929.

Prior to the completion and opening of the apartments to the public, the building was sold to P. J. or L. A. Brix, who had purchased four other sites within the city for the development of apartments or hotels (*Oregon Daily Journal* 1922b:92; *Oregonian* 1922:11). In November of 1922, Brix reportedly paid \$225,000 for the property. To partially cover the purchase price, Brix offered in exchange the value of two farms in Clatskanie, Oregon, a 90-x-100-foot parcel at Ash Street and Grand Avenue in Portland, and an apartment building in Vancouver, Washington (*Oregonian* 1922:11). A subsequent report 1 month later reported the sale price as just \$200,000 (*Oregon Daily Journal* 1922b).

Evaluation

The Paramount retains integrity of location, design, materials, workmanship, feeling, and association due to its retention of location, use of materials and construction techniques common to their build date, and original function. However, it has lost integrity in setting due to the demolition of hundreds of buildings in the surrounding area from the period of construction, as well as the construction of I-5, which runs to the east of the property. Few buildings within the area from the same era have survived and remain with such high integrity. The building is the last of 13 pre-World War II apartment complexes within the surrounding three blocks (Teague 2017). The Paramount has maintained its original function since the date of construction; apart from the replacement of the original windows and main entrance, the addition of the basement entrance, and exterior fire escapes, the building appears to retain a high degree of integrity. The property is recommended as eligible under NRHP Criteria A and C. The Paramount is found locally significant at the local level in the areas of Community Planning and Development and Architecture.

Under Criterion A, the property is significant in the area of Community Planning and Development, as it reflects the city's early expansion to the inner-east side in response to the substantial population increase following the Lewis & Clark Exposition of 1905.

The property does not appear to be associated with historically significant persons. Therefore, the property is recommended as not eligible under Criterion B.

The property is also significant under Criterion C as an excellent example of a Neo-Classical apartment building on Portland's inner-east side. The period of its significance, therefore, is its construction date of 1923. The Middle Class Apartment Buildings in East Portland Multiple Property Submission would not apply to this property because the lone associated context with the nomination centers on the "Townhouse Apartments Designed by Ewald T. Pape in Portland between 1920 and 1945" (Tess and Mawson 1996).

The physical characteristics of the Paramount Apartments are aboveground and visible, and existing documentary sources discuss little to no additional information about the property. The Paramount Apartments therefore hold little to no potential to yield information significant to the past and are recommended as not eligible under Criterion D. Surface and/or subsurface archaeological survey/testing would be necessary to verify whether archaeological remains would be significant under Criterion D.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

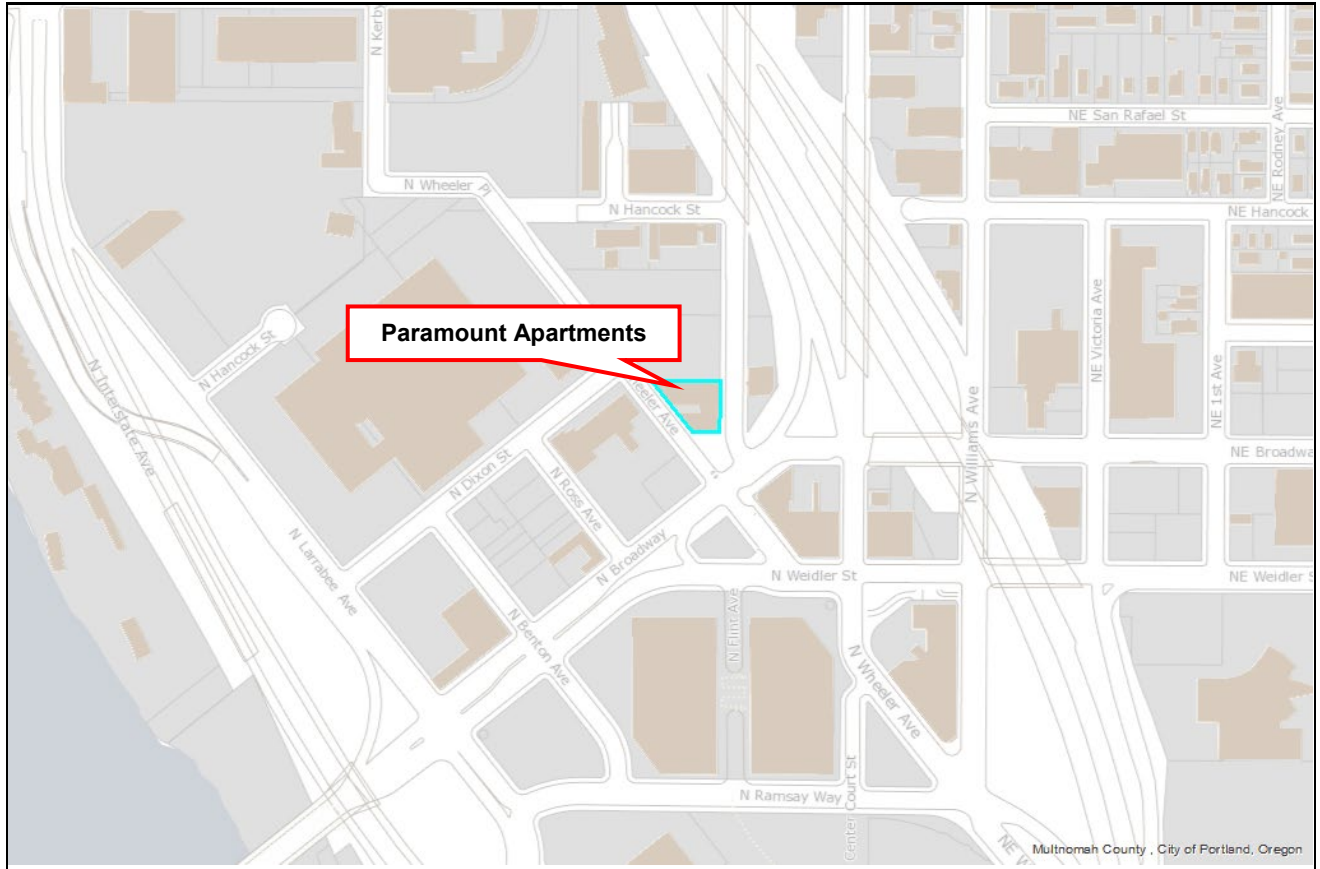
Property Name: Paramount Apartments	Street Address: 253 N Broadway Street	City, County: Portland, Multnomah
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**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Maps**

Property Name: Paramount Apartments	Street Address: 253 N Broadway	City, County: Portland, Multnomah
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Street map showing the resource location of 253 N Broadway (Courtesy of PortlandMaps.com).

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Maps**

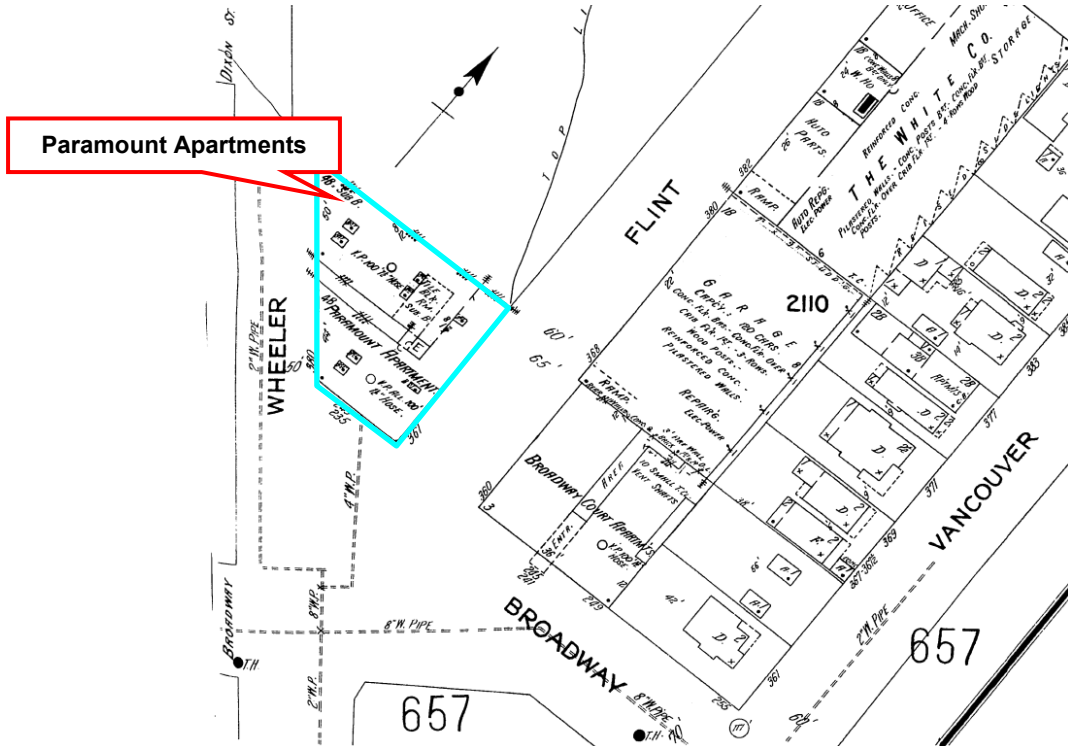
Property Name: Paramount Apartments	Street Address: 253 N Broadway	City, County: Portland, Multnomah
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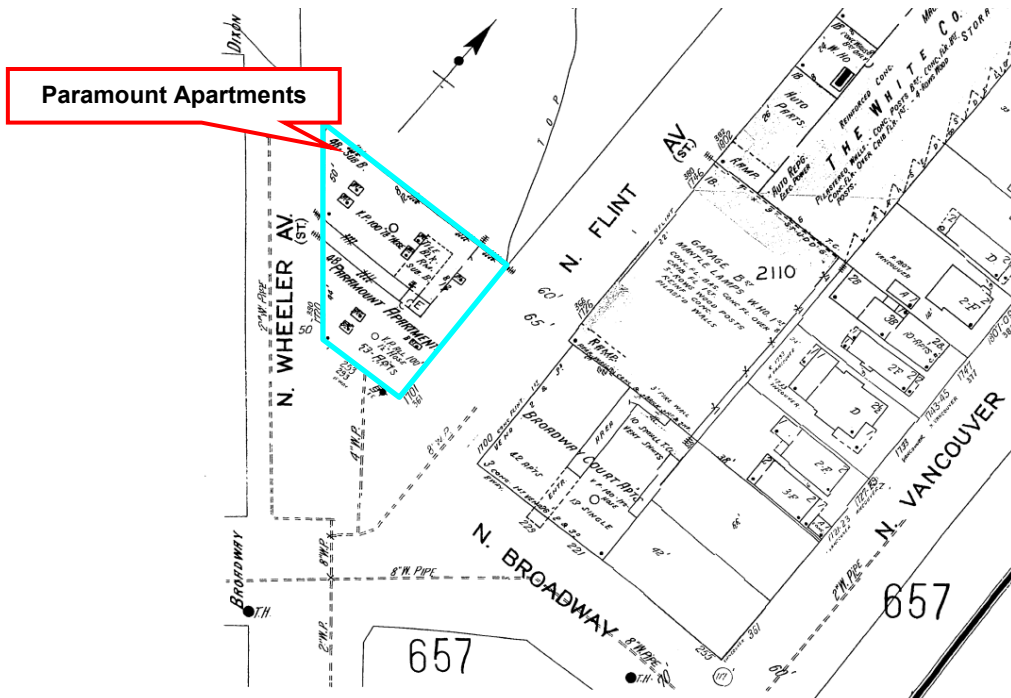
Aerial photograph showing the resource boundary of 253 N Broadway (Courtesy of PortlandMaps.com).

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Maps**

Property Name: Paramount Apartments	Street Address: 253 N Broadway	City, County: Portland, Multnomah
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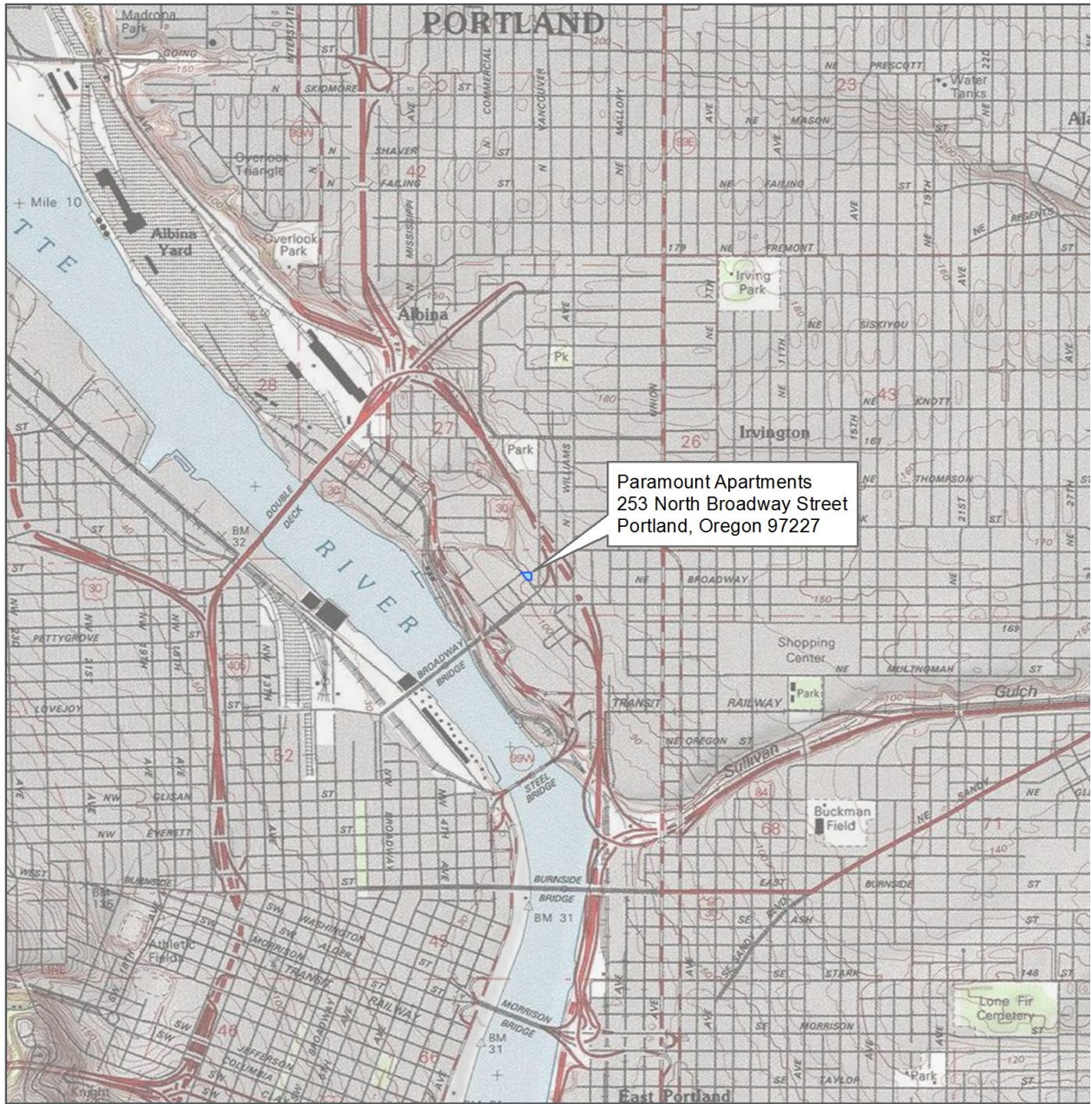
Sanborn Fire Insurance Company Map, Portland, Volume 6, sheet 679. 1924.



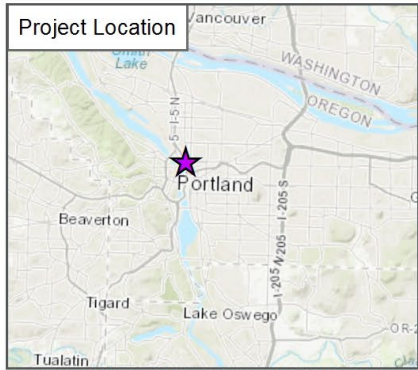
Sanborn Fire Insurance Company Map, Portland, Volume 6, sheet 679. 1924-1950.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Maps**

Property Name: Paramount Apartments	Street Address: 253 N Broadway	City, County: Portland, Multnomah
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Paramount Apartments
253 North Broadway Street
Portland, Oregon 97227



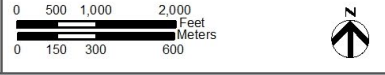
■ 253 North Broadway Street

**I-5 ROSE QUARTER
IMPROVEMENT PROJECT**

PARAMOUNT APARTMENTS
253 NORTH BROADWAY STREET
PORTLAND, OREGON 97227



DATA SOURCES: U.S. Geological Survey Portland, OR
7.5 Minute Series Topographic Map, 1979. Scale 1:24,000.
ESRI 2018, http://goto.arcgisonline.com/maps/USA_Topo_Maps
Township: 01N, Range: 01E, Section: 27



PATH: K:\S_BROADWAY_WEIDLER_INTERCHANGE\MXD\CULTURAL\HISTORIC_BUILT_RESOURCES\BROADWAY_283_N_USGSMAP.MXD - USER: MICHELLE.STEGNER - DATE: 2/28/2018

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001(483)			
Property Name: Serene Court			
Street Address: 1130 NE 1st Avenue		City, County: Portland, Multnomah	
USGS Quad Name: Portland	Township: 01N	Range: 01E	Section: 34
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)			
Name of District or Grouping/Ensemble: N/A			
Number and Type of Associated Resources in Grouping/Ensemble: N/A			

Current Use: Apartment Building	Construction Date: 1912
Architectural Classification/Resource Type: Neo-Classical/Multiple Dwelling	Alterations & Dates: Roof garden removed (date unknown), interior alterations (c. 1976), new awning (c. 2007), new landscaping (c. 2005)
Window Type & Material: Single-hung, wood	Exterior Surface Materials: Primary: Red brick Secondary: Concrete Decorative: Concrete
Roof Type & Material: Flat, unknown	
Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



Serene Court viewing southeast

Preliminary National Register Findings: <input type="checkbox"/> National Register listed	
<input checked="" type="checkbox"/> Potentially Eligible: <input checked="" type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____	Date _____
Comments:	

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Property Name: Serene Court	
Street Address: 1130 NE 1st Avenue	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): MacNaughton and Raymond	Owner: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Other
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):	
<p>Description</p> <p>The 1912 Serene Court apartment building is located at 1130 NE 1st Avenue on a 0.23-acre rectangular lot in the Lloyd District neighborhood of Portland, Oregon. Located within an urban setting, the site is positioned on a slightly sloped hillside that declines to the south. The site is bounded by NE 1st Avenue to the west, the Milano Apartments to the south, and the Legacy Research Institute to the east and north. The streetscape includes public sidewalks along NE 1st Avenue, wood utility poles, streetlights, and a single metal bike rack. Three deciduous trees are situated along the sidewalk of NE 1st Avenue, and many more are located between the east elevation and the Legacy Research Institute. The building is located to the east of the Moda Center (1 N Center Court Street) and to the north of the Oregon Convention Center (777 NE Martin Luther King Jr. Boulevard).</p> <p>The Serene Court is a four-story, rectangular-shaped, Neo-Classical brick apartment building with an asymmetrical plan, a concrete foundation, a basement, and a flat roof with castellated brick details. Representative features of the Neo-Classical style include its symmetrical forms, a cornice of decorative modillions, a belt course, single-hung wood windows with masonry lintels and key stones, and arched windows with balconettes and decorative garlands. The building is primarily constructed out of red brick, but also includes embellishments with concrete in the window lintels, keystones, and garlands. The lowest section of the building is clad with a smooth concrete finish. The fenestration consists of original wood single-hung multi-pane windows on all four floors and a centrally located single-door opening main entrance on the west façade.</p> <p>The west (primary) façade features a recessed primary entrance that is flanked by two sets of two pilasters supporting an entablature. The primary entrance breaks the symmetry on the ground floor as it is slightly south of the center of the façade. The entrance includes a single door opening with a single light door with sidelights. It is accessed by five stone steps that are covered by a canvas awning. With the exception of the first floor, each floor consists of eight multi-pane windows. Each window features masonry lintels and key stones with the exception of the third floor that includes four arched windows with decorative stone garlands and metal balconettes. The brick cladding on the first floor features evenly spaced narrow horizontal grooves spanning the length of the façade with three on the north end and four on the south end. A metal fire escape is attached to the south side of the west façade on the second to fourth floors.</p> <p>The north elevation includes a set of five multi-pane windows on each floor with three smaller centrally located windows flanked by larger windows. The third floor features three centrally located arched windows with decorative garlands and keystones above and a single metal balconette below. A metal fire escape is attached to the east end on the third and fourth floor with a metal ladder extending to the first floor. The brick cladding on the first floor features evenly spaced narrow horizontal grooves spanning the length of the elevation with three on the west end and two on the east end. The south elevation includes three multi-pane windows on each floor with stone lintels and keystones and a short wing extending out a few feet on the east end. This wing includes single multi-pane windows on each floor of the west façade and single arched multi-pane windows on each floor of the south elevation. The brick cladding on the first floor features four evenly spaced narrow horizontal grooves extending from the west end to the projecting wing. The east elevation was not visible from the public right-of-way on the day of fieldwork and thus no description is available at this time.</p> <p>Alterations to the building since its original construction are evident following a site visit on August 31, 2017, a review of historic images via google maps, historic aerials, and analysis of historic documentation. Changes that have been made include the removal of the rooftop garden (date unknown) (<i>The Oregon Daily Journal</i> 1915:30), alterations to the interior materials of the units (<i>The Oregonian</i> 1976:40; Serene Court 2017), the addition of the three deciduous trees along NE 1st Avenue (circa 2005), and the addition of the awning over the main entrance (circa 2007).</p> <p>Boundary</p> <p>The historic boundary of 1130 NE 1st Avenue is confined to the tax boundary of Tax Lot 1800, which includes lots 1 and 2, and is bounded by Tax Lot 2000 to the south, NE 1st Avenue to the west, and Tax Lot 1700 to the north.</p>	

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Photos

Property Name: Serene Court

Street Address: 1130 NE 1st Avenue

City, County: Portland, Multnomah



View: West façade, viewing southeast



View: North elevation, viewing southeast

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Photos

Property Name: Serene Court

Street Address: 1130 NE 1st Avenue

City, County: Portland, Multnomah



View: South elevation, viewing northeast



View: West façade, viewing northeast

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Photos**

Property Name: Serene Court	Street Address: 1130 NE 1st Avenue	City, County: Portland, Multnomah
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View: Interior, viewing east. Apartments.com. See <https://www.apartments.com/1130-ne-1st-ave-portland-or-unit-203/lzesjpe/>.




Historic photograph of Serene Court, *The Morning Oregonian*, January 1, 1913.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Photos**

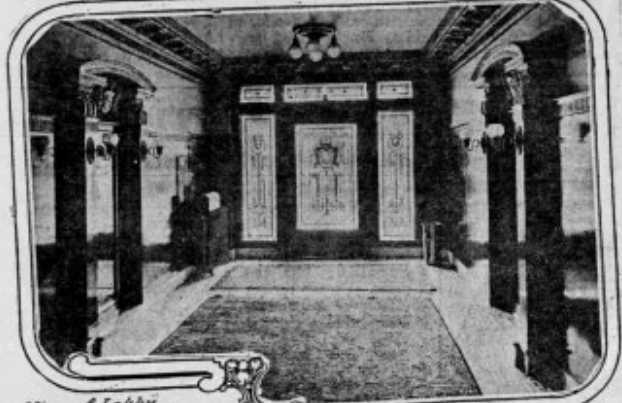
Property Name: Serene Court	Street Address: 1130 NE 1st Avenue	City, County: Portland, Multnomah
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**EAST SIDE APARTMENT HOUSE IS
MODERN IN ALL APPOINTMENTS**


*Serene Court, at East First and Multnomah, Has Striking Features—Large Roof Garden Completely Equipped.
Lobby Is Handsome.*



Exterior View.



View of Lobby.



Roof Garden Reception Room.

ONE of the most modern and completely equipped apartment-houses in Portland is Serene Court, at the southeast corner of Multnomah and East First streets. The structure contains four stories and basement, the exterior being of red pressed brick with white cement trimmings. It was completed a few months ago by M. Olsen, a Portland timberman.

There are 20 apartments, 15 of which contain three rooms each and 11 two rooms each. The three-room apartments have private hallways. All the suites are furnished completely, the carpets, tapestries and furniture being among the best obtainable. The bathrooms and kitchens are tiled.

The roof garden is one of the distinctive features. There is a large open porch, with hardwood floor, the walls being of large panels on three sides. With the buffet, smoking den, piano and complete set of furniture the sun room affords an inviting place for private functions. Adjoining the sun room is a promenade which is to be covered with a canvas roof. A special lighting system for the roof garden has been installed. Hammocks and resting stools also have been provided for comfort in various parts of the roof garden. From the roof garden one can obtain a sweeping view of the business district of the city as well as the West Side hills.

The vestibule to the main entrance and the lobby are finished in Mexican onyx and mahogany and have tiled floors, the ceiling of the lobby being finished in Italian Renaissance effects. The general design of this part of the building is exceedingly striking.

The apartment-house is situated in the district between the new Railroad bridge and Broadway bridge, where there are big improvement projects under way.

Historic photograph of Serene Court, *The Sunday Oregonian*, March 23, 1913.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet**

Property Name: Serene Court	Street Address: 1130 NE 1st Avenue	City, County: Portland, Multnomah
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Significance

Previous Evaluation

According to the Oregon Historic Sites Database (HSD), the Serene Court apartment building was previously recorded in the 1980s during the Portland Historic Resources Inventory and received a Rank III evaluation. The HSD lists the resource as “eligible/contributing” but the property does not appear to have been formally determined eligible for the National Register of Historic Places by the National Park Service or another federal agency.

Background

The Serene Court apartment building is located on land first settled by James L. Loring in 1852. By 1873, much of the area surrounding the property became known as “Albina” and was platted on a grid of streets (Snyder 1979:83). Beginning in the early 1880s, the need to transport timber from Oregon’s forests brought heavy investments to the area from railroader Henry Villard who “made large-scale investments in building projects in Portland, East Portland, and Albina (Roos 2008:10).” By 1885, Albina’s vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its “downtown” along N Russell Street and modern-day N Interstate Avenue consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, and fraternal organizations, as well as multiple one- and two-story dwellings (Sanborn Fire Insurance Company 1884 & 1885).

After Albina was consolidated with Portland and East Portland in 1891, this area quickly grew due to the expansive network of street cars and trolleys, which allowed for the dramatic growth in housing and businesses. This expansion was supported by the City & Suburban Railway Company trolley line that ran through the Lloyd District, Eliot, and Boise, in addition to the Portland Railway Company and Oregon Water Power & Railway trolley that ran north on what is today NE Martin Luther King Jr. Boulevard in 1904 (Thompson 2014). The Albina neighborhoods thrived given their central location and access to trolley lines. By 1908, the Lloyd District was heavily residential with one- and two-story street-facing dwellings, two-story flats, and a row of stores on NE Holladay Street (Sanborn Fire Insurance Company 1908). At this time, Albina’s blocks were partitioned and developed with one-, one-and-one-half, and two-story street-facing dwellings, as well as commercial storefronts, churches, and boarding houses along NE Russell Street (Sanborn Fire Insurance Company 1908).

By the 1920s, affordable automobiles, rising labor costs, and improved roads led to the gradual downfall and demobilization of Portland’s trolley lines, with the final removal of the Broadway tracks in 1948 (Thompson 2006:108). By 1924, the larger businesses such as the Mack International Motor Truck Corporation, manufacturing companies, and garages situated themselves next to bridge landings. Apartment buildings also became more prevalent, and new two- and two-and-one-half story street-facing dwellings were constructed. In 1929, the popularity of the automobile triggered the widening of NE Martin Luther King Jr. Boulevard (Union Avenue). To accommodate this change, buildings were moved, cut back, and demolished, and large department stores, auto-supply stores, and other businesses were constructed along major thoroughfares. This also occurred with the improvement of N Interstate Avenue in 1939, which greatly facilitated interstate overland commerce and freight transport.

During World War II, Portland’s wartime industries fostered significant population growth and economic productivity. At the peak of wartime production (1943-44), the federal government identified 140,000 defense workers in the city and 100,000 in the metropolitan area. This substantial growth placed a strain on public facilities, such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009: 47-48). During this time, as Albina’s Black community continued to grow, more than 21,000 whites left the area for the suburbs or other Portland neighborhoods between 1940 and 1960 (Gibson 2007:7-8). This drastic change in demographics, in addition to the short-lived post-war economy and the decline in the shipbuilding industry, contributed to Albina’s high unemployment rates after the war, reframing its image in the public eye.

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OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

Property Name: Serene Court

Street Address: 1130 NE 1st Avenue

City, County: Portland, Multnomah

Serene Court

The architectural firm of MacNaughton & Raymond designed Serene Court. The firm opened in 1912. Ernest Boyd MacNaughton was born in Cambridge, Massachusetts, in 1880 and graduated from the Massachusetts Institute of Technology with a Bachelor of Science degree in 1902. He moved to Portland the following year and worked under the architect Edgar M. Lazarus for 3 years before opening his own firm with the engineer Herbert E. Raymond. The firm's most significant designs included the Music Building at Whitman College (1910) and the Cumberland Apartments (1910) in Portland, which is listed on the National Register of Historic Places (Ritz 2002:265-266). MacNaughton closed the office in 1920 to form the MacNaughton Trust Co., but continued to design buildings. He became one of the city's most influential citizens, holding a variety of positions, including president of the First National Bank (1932), interim president of Reed College (1948-52), and president of the Oregon Publishing Company (1947-1950).

In 1913, the *Oregonian* described Serene Court as "one of the most modern and completely equipped apartment-houses in Portland" (*Sunday Oregonian* 1913:9). The building featured 11 two-bedroom apartments and 15 three-bedroom apartments that had their own private hallways. Each suite was fully furnished with carpets, tapestries, and furniture "among the best obtainable" at the time. The bathrooms and kitchens of each apartment featured tile flooring. The roof included a garden that overlooked the business district and the west hills and featured hammocks and resting nooks in multiple locations. The building also featured a large sun parlor with a buffet, smoking den, piano, hardwood flooring, large window panes on three sides, and an adjoining promenade. The vestibule to the main entrance and the lobby featured Italian renaissance characteristics and included tile flooring and finishes in Mexican onyx and mahogany.

The building was traded by its original owner Mandius Olsen, a Portland timberman, to W. K. Newell in 1913 for a "highly improved" 320-acre dairy ranch near Gaston, Oregon, and 100 thoroughbred Holstein cattle (*The Oregon Daily Journal* 1917:26). The apartments were valued between \$100,000 and \$110,000 at the time of the transaction. By 1976, it appears that the apartments were renovated to create studio and one-bedroom apartments from the two- and three-bedroom units (*The Oregonian* 1976:40). Current listings for the property state that 26 units remain and some with original features such as Murphy beds, crown molding, built-in cabinetry, and claw-foot tubs (Serene Court 2017).

Evaluation

Serene Court retains integrity of location, design, materials, workmanship, feeling, and association due to its retention of location, use of materials, and construction techniques common to its build date and original function. However, it has lost integrity in setting due to the demolition of hundreds of buildings in the surrounding area from its period of construction. Serene Court is one of the last pre-World War II apartment complexes within the surrounding areas and one of few with such high integrity (Teague 2017). The Serene Court apartment building is found significant at the local level in the areas of Community Planning and Development and Architecture.

Serene Court has maintained its original function since the date of construction; apart from the removal of the rooftop garden, alterations to the interior, and the new awning and landscaping, the building appears to retain a high degree of integrity. The property is recommended as eligible under National Register Criteria A and C.

Under Criterion A, the property is significant in the area of Community Planning and Development, as it reflects the city's early expansion to the inner-east side in response to the substantial population increase following the Lewis & Clark Exposition of 1905. The property does not appear to be associated with a historically significant person. Therefore, the property is recommended as not eligible under Criterion B.

The property is also significant under Criterion C as an excellent example of a Neo-Classical apartment building on Portland's inner-east side. The Serene Court may also be significant for its association with the MacNaughton & Raymond architectural firm. Accordingly, the period of significance corresponds to the date of construction in 1912.

The physical characteristics of the Serene Court are aboveground and visible, and existing documentary sources discuss little to no additional information about the property. Therefore, the building holds little to no potential to yield information significant to the past and is recommended as not eligible under Criterion D. Surface and/or subsurface archaeological survey/testing would be necessary to verify whether archaeological remains would be significant under Criterion D.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

Property Name: Serene Court

Street Address: 1130 NE 1st Avenue

City, County: Portland, Multnomah

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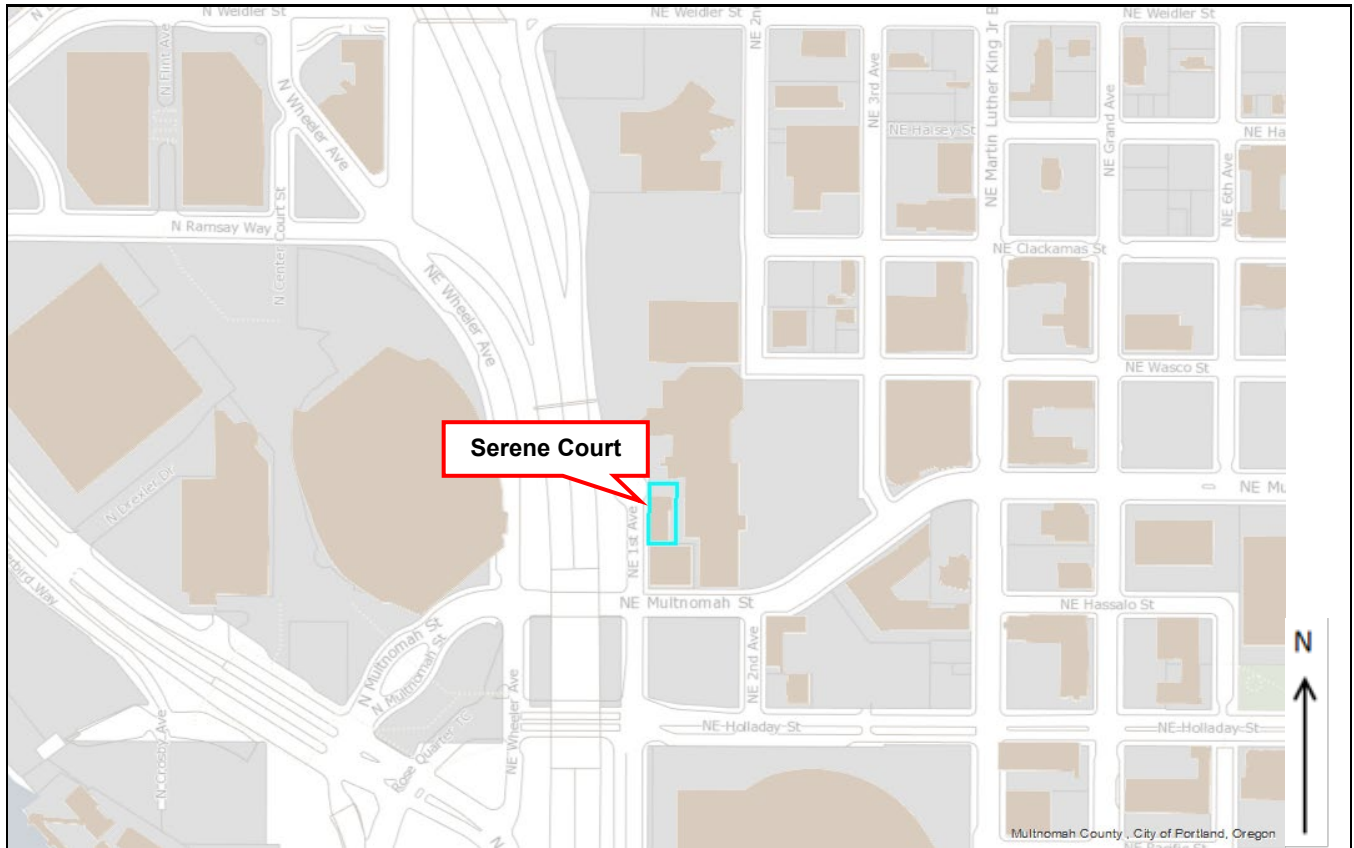
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**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Maps**

Property Name: Serene Court	Street Address: 1130 NE 1st Avenue	City, County: Portland, Multnomah
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Street map showing the location of 1130 NE 1st Avenue (Courtesy of PortlandMaps.com).

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Maps

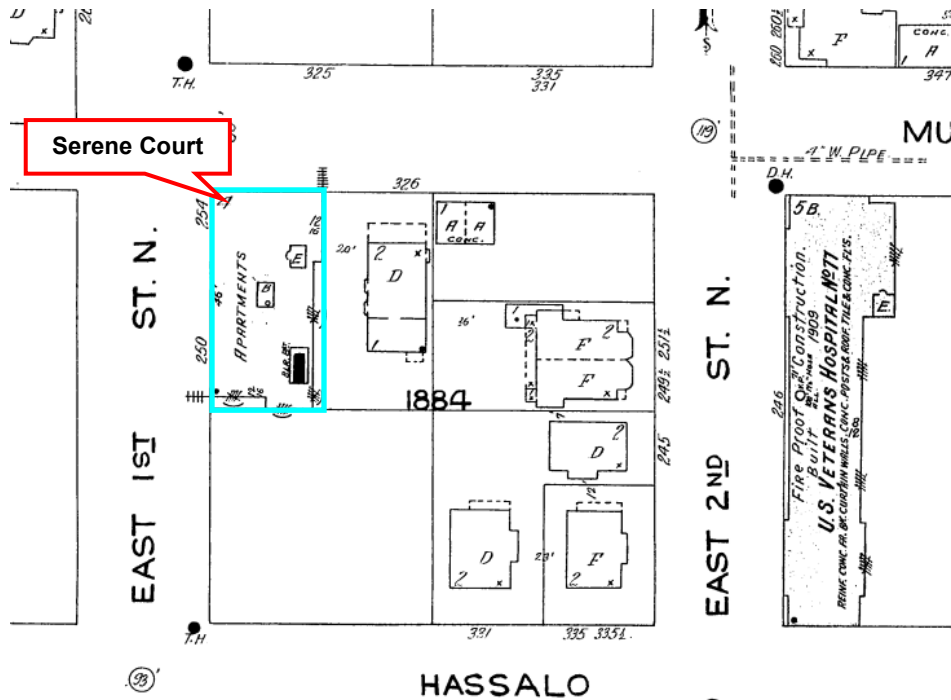
Property Name: Serene Court	Street Address: 1130 NE 1st Avenue	City, County: Portland, Multnomah
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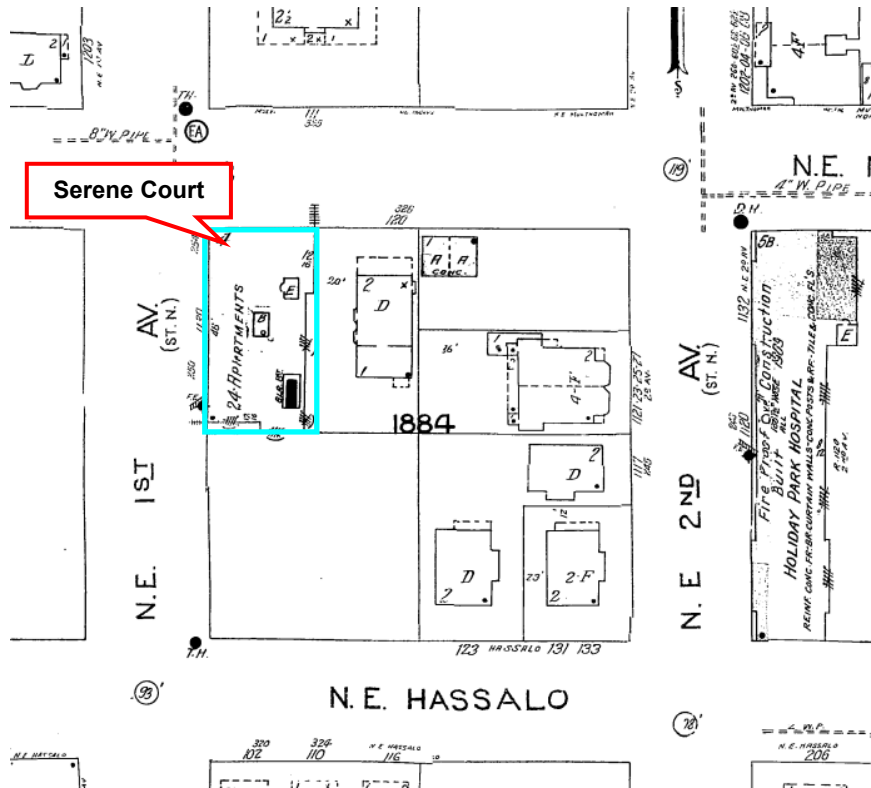
Aerial photograph showing the location of 1130 NE 1st Avenue (Courtesy of PortlandMaps.com)

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Maps**

Property Name: Serene Court	Street Address: 1130 NE 1st Avenue	City, County: Portland, Multnomah
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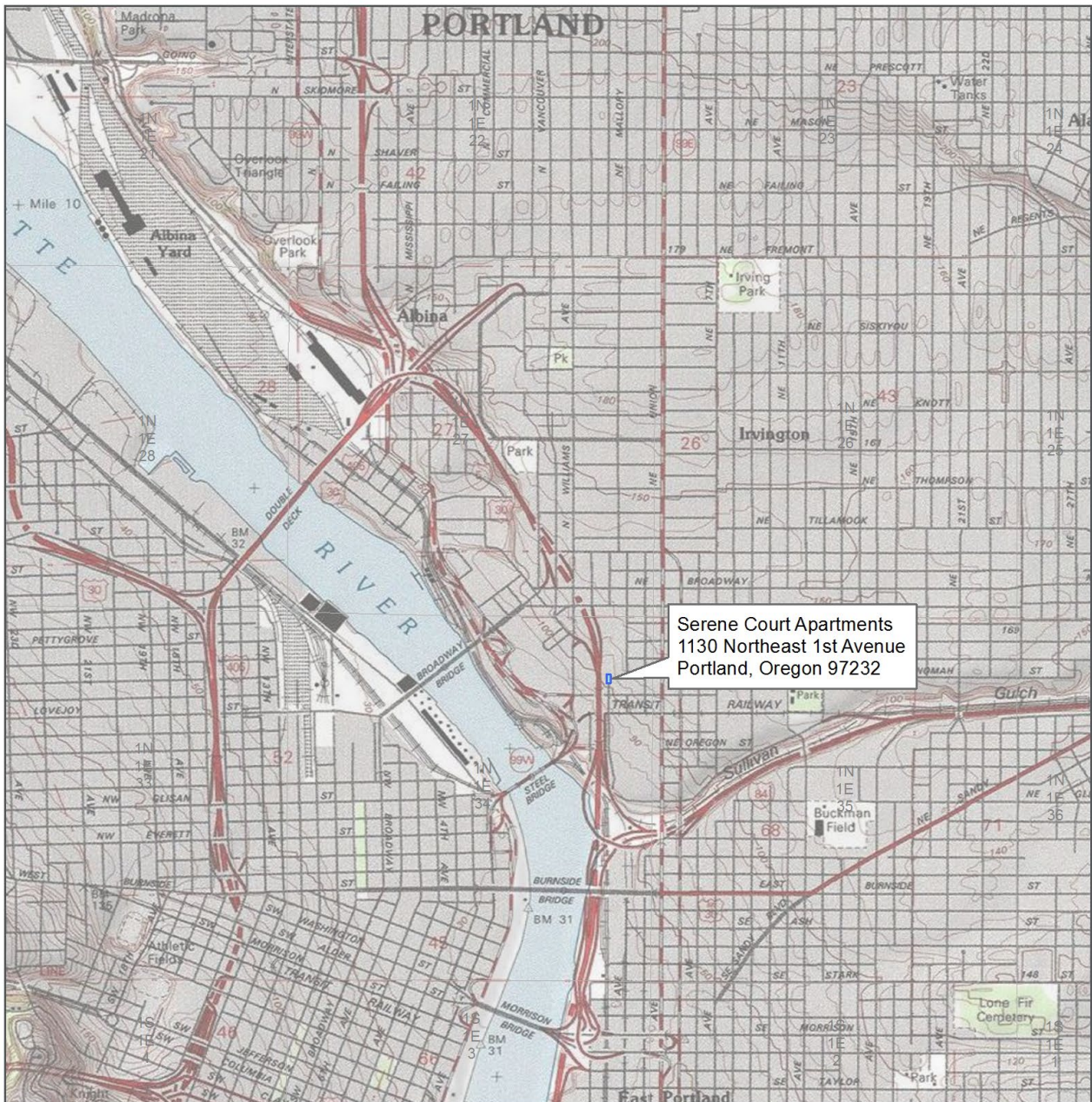
Sanborn Fire Insurance Company, Portland , Volume 6, Sheet 669. 1924.



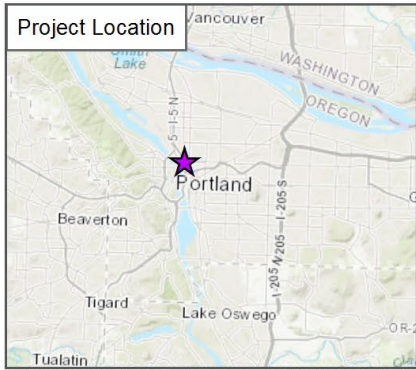
Sanborn Fire Insurance Company, Portland , Volume 6, Sheet 669. 1924.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Maps**

Property Name: Serene Court	Street Address: 1130 NE 1st Avenue	City, County: Portland, Multnomah
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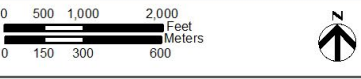
Serene Court Apartments
1130 Northeast 1st Avenue
Portland, Oregon 97232



■ 1130 Northeast 1st Avenue

ODOT I-5 ROSE QUARTER IMPROVEMENT PROJECT

SERENE COURT APARTMENTS
1130 NORTHEAST 1ST AVENUE
PORTLAND, OREGON 97232



DATA SOURCES: U.S. Geological Survey Portland, OR
7.5 Minute Series Topographic Map, 1979. Scale 1:24,000.
ESRI 2018, http://goto.arcgisonline.com/maps/USA_Topographic
Township: 01N, Range: 01E, Section: 34

PATH: K:_5_BROADWAY_WEDLER_INTERCHANGE\MXD\CULTURAL\HISTORIC\BUILT RE SOURCES\1ST_1130_NE_USGSMAP.MXD - USER: MICHELLE.STEGNER - DATE: 2/26/2018

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001(483)			
Property Name: Calaroga Terrace (Current); Calaroga Terrace Retirement Community (Historic); Rosary Tower (Historic)			
Street Address: 1400 NE 2nd Avenue		City, County: Portland, Multnomah	
USGS Quad Name: Portland	Township: 01N	Range: 01E	Section: 34
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)			
Name of District or Grouping/Ensemble: N/A			
Number and Type of Associated Resources in Grouping/Ensemble: N/A			

Current Use: Retirement Community	Construction Date: 1968
Architectural Classification/Resource Type: International/Multiple Dwelling (Retirement Community)	Alterations & Dates: See Description
Window Type & Material: Metal/vinyl sliding doors, arched one-over-one windows, square one-over-one windows, sliding windows.	Exterior Surface Materials: Primary: Brick Secondary: cement Decorative: cement
Roof Type & Material: Flat, unknown	
Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



Calaroga Terrace Retirement Community viewing northwest

Preliminary National Register Findings: <input type="checkbox"/> National Register listed	
<input checked="" type="checkbox"/> Potentially Eligible: <input checked="" type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____	Date _____
Comments:	

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Property Name: Calaroga Terrace Retirement Community	
Street Address: 1400 NE 2nd Avenue	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): Benson Eschenbach, chief architect for Utah Construction and Mining Company	Owner: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Other
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):	
<p>Description</p> <p>The 1968 Calaroga Terrace Retirement Community is located at the northeast corner of the NE 2nd Avenue and NE Clackamas Street intersection on a 0.92 acre square-shaped parcel (owned by Pacific Calaroga Terrace) in the Lloyd District neighborhood of Portland, Oregon. The site is flat and located within an urban setting. The streetscape includes public sidewalks on NE 2nd Avenue, NE Clackamas Street, and NE 3rd Avenue; parking meters; and street signs. The main entrance is located at the southwest corner of the property and is defined by a 3-foot raised cement landscaping bed that runs midway along the southern elevation, is rounded along the southwest corner, and includes two rectangular cement planting beds on the west elevation. The beds feature deciduous trees, low-lying evergreen shrubs, a decorative rectangular pool/water feature, and flowering annuals. The rest of the property is enclosed behind an approximately 15-foot-tall perforated cement wall along NE Clackamas Street (to the south), NE 3rd Avenue (to the east), and along the northern perimeter boundary that abuts the Shilo Inn parking lot. A 6-foot metal chain link fence encloses a portion of the western elevation along NE 2nd Avenue. Along the east and south elevations, the cement wall is set back approximately 8 feet from the curb; this space has been landscaped with deciduous and evergreen trees and shrubs. The northern perimeter has been landscaped along a 3-foot space between the cement wall and the parking lot with a continuous row of 6-foot-tall evergreen shrubs. The Shilo Inn and parking lot is situated on a combined 0.62 acres owned by the Holy Rosary Church and Shilo Inn Rose Garden.</p> <p>The Calaroga Terrace is a 15-story International-style multiple dwelling with an irregular-shaped footprint plan. The tower itself has a cross-plan design with a flat parapet roof with projecting eaves. The building is constructed from concrete and steel and finished with brick and cement on its facades. The Calaroga Terrace Retirement Community contains two lower levels with high vaulted ceilings to accommodate the main entrance floor and parking garage and a common use level and then 13 floors of apartments for senior citizens for either independent living or assisted living. At the ground level is the main entrance and lobby and parking garage; above that is a level dedicated to common areas, including a restaurant with paved open courtyard (located in the northeast quadrangle of the buildings footprint) featuring a single-story free-standing building, raised landscaped beds, and a rock water feature; a chapel; an auditorium; activity rooms; a library; and a second courtyard with a water feature (located in the southeast quadrangle of the buildings footprint). Calaroga Terrace Retirement Community provides 11 apartment configurations with four design options for a studio with one bathroom; six design options for apartments with one bedroom and one bathroom; and one design option for apartments with two bedrooms and two bathrooms.</p> <p>The façade of the building features the interplay of red brick in a running bond pattern and plains of smooth, cement panels in relief. The brick appears to be merely a non-structural curtain wall. The cross-plan tower rests on high flared concrete columns – these formed columns are a dominant feature of the architecture and provide a platform for the residential tower to rest on. The columns in the southwest quadrangle of the building exhibit five rows of conjoined arched T-shape columns aligned in an east-to-east direction to provide an arcade and sheltered entrance to the building and parking garage. The columns on the southeast quadrangle have been enclosed and are part of the common area –a restaurant space with floor to ceiling arched windows. In the northwest quadrangle, these columns have been enclosed on the first level and provide a visual line defining each bay of the above 13 residential floors.</p> <p>Defining the façades of the residential portion of the tower are bays of floor-to-ceiling windows, sliding windows, and projecting and recessing balconies. The projecting concrete balconies are rectangular in shape with metal railings, metal corner posts, and a glass sliding door. The balcony above provides a roof shelter for the balcony below. The recessed balconies have a metal railing in front of a glass sliding door. Windows include rectangular sliding windows, floor-to-ceiling arched one-over-one windows, and floor-to-ceiling square one-over-one windows. The façades are separated into bays of window and balcony combinations. The larger plane façades have bays separated by brick cladding. The cross-plan ends of the building façade tend to have a panel of projecting window bays flanked by gray cement panels with series of arched relief faux window outlines.</p> <p>Other cement design details include a square relief motif along the roof parapet and a belt course of individual square reliefs above the cement column supports along the southwest corner and along the south and east elevations. This same relief square motif is used along the top and middle bands of the cement wall.</p>	

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
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Property Name: Calaroga Terrace Retirement Community	
Street Address: 1400 NE 2nd Avenue	City, County: Portland, Multnomah
<p>Alterations to the exterior of the Calaroga Terrace Retirement Community were not evident following a field investigation on August 31, 2017, and a review of historic images and documents. The majority of changes have occurred on the interior of the building in the form of apartment renovations. In 2015, the interior of the building underwent a complete renovation with every floor being outfitted with slate, tile, and hardwood flooring (<i>The Oregonian</i> 2015).</p> <p>Boundary The historic boundary of 1440 NE 2nd Avenue is confined to the tax lots 1, 2, 3, 4, 5, 6, 7, and 8 of block 61 of the Holladays Addition and is bounded by NE 2nd Avenue to the west, NE Clackamas Street to the south, NE 3rd Avenue to the east, Tax Lot 1700 to the south, and Tax Lot 12000 and the Interstate 5 (I-5) off ramp at NE Victoria Avenue to the northwest.</p>	

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

Property Name: Calaroga Terrace Retirement Community

Street Address: 1400 NE 2nd Avenue

City, County: Portland, Multnomah



View: South and east elevations, viewing northwest



View: North and east elevations, viewing southwest

OREGON INVENTORY OF HISTORIC PROPERTIES
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Continuation Sheet

Property Name: Calaroga Terrace Retirement Community	Street Address: 1400 NE 2nd Avenue	City, County: Portland, Multnomah
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Significance

Previous Evaluation

According to the Oregon Historic Sites Database (HSD), the Calaroga Terrace Retirement Community was previously recorded as a part of the *Portland Central City Modern Resources Reconnaissance Level Survey 1945-1985*, which was completed in July 21, 2011. The property is noted in the database as being "undetermined." While appearing in the Oregon HSD, no entry for the property is contained in the report. The property has not been formally determined eligible for the National Register of Historic Places by the National Park Service or another federal agency.

Background

The Calaroga Terrace Retirement Community is located on land first settled by James L. Loring in 1852. By 1873, much of the area surrounding the property became known as "Albina" and was platted on a grid of streets (Snyder 1979:83). Beginning in the early 1880s, the need to transport timber from Oregon's forests brought heavy investments to the area from railroader Henry Villard who "made large-scale investments in building projects in Portland, East Portland, and Albina (Roos 2008:10)." By 1885, Albina's vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its "downtown" along N Russell Street and modern-day N Interstate Avenue consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, and fraternal organizations, as well as multiple one- and two-story dwellings (Sanborn Fire Insurance Company 1884 & 1885).

After Albina was consolidated with Portland and East Portland in 1891, this area quickly grew due to the expansive network of street cars and trolleys, which allowed for the dramatic growth in housing and businesses. This expansion was supported by the City & Suburban Railway Company trolley line that ran through the Lloyd District, Eliot, and Boise, in addition to the Portland Railway Company and Oregon Water Power & Railway trolley that ran north on what is today NE Martin Luther King Jr. Boulevard in 1904 (Thompson 2014). The Albina neighborhoods thrived given their central location and access to trolley lines. By 1908, the Lloyd District was heavily residential, with one- and two-story street-facing dwellings, two-story flats, and a row of stores on NE Holladay Street (Sanborn Fire Insurance Company 1908). At this time, Albina's blocks were partitioned and developed with one, one-and-one-half, and two-story street-facing dwellings, as well as commercial storefronts, churches, and boarding houses along NE Russell Street (Sanborn Fire Insurance Company 1908).

By the 1920s, affordable automobiles, rising labor costs, and improved roads led to the gradual downfall and demobilization of Portland's trolley lines with the final removal of the Broadway tracks in 1948 (Thompson 2006: 108). By 1924, the larger businesses such as the Mack International Motor Truck Corporation, manufacturing companies, and garages situated themselves next to bridge landings. Apartment buildings also became more prevalent and new two and two-and-one-half story street-facing dwellings were constructed. In 1929, the popularity of the automobile triggered the widening of NE Martin Luther King Jr. Boulevard (Union Avenue). To accommodate this change, buildings were moved, cut back, and demolished, and large department stores, auto-supply stores, and other businesses were constructed along major thoroughfares. This also occurred with the improvement of N Interstate Avenue in 1939, which greatly facilitated interstate overland commerce and freight transport.

During World War II, Portland's wartime industries fostered significant population growth and economic productivity. At the peak of wartime production (1943-44), the federal government identified 140,000 defense workers in the city and 100,000 in the metropolitan area. This substantial growth placed a strain on public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48). During this time, as Albina's African American community continued to grow, more than 21,000 Caucasians left the area for the suburbs or other Portland neighborhoods between 1940 and 1960 (Gibson 2007:7-8). This drastic change in demographics, in addition to the short-lived post-war economy and the decline in the shipbuilding industry, contributed to Albina's high unemployment rates after the war, reframing its image in the public eye.

Through the 1950s, 1960s, and 1970s, Portland undertook several urban renewal projects that significantly altered the urban landscape, and displaced and removed the center of the African American community in the Albina area. Major infrastructure projects conducted during this time include the construction of Memorial Coliseum (1960), Lloyd Center (1960), I-5 (1966), and Fremont Bridge (1973) and the expansion of Emanuel Hospital (1970s).

Beginning with the construction of the Memorial Coliseum in 1960, the area surrounding Calaroga Terrace Retirement Community was subsequently cleared for hotels to service the Convention Center and the Coliseum. After the construction of I-5 in 1966, the Lloyd District neighborhood continued to change. These changes include the completion of the Metropolitan Area Express (MAX) light rail on NE Holladay Street in 1986, the Oregon Convention Center in 1990, the Rose Quarter in 1995, and the Portland Streetcar on NE Broadway in 2012.

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Calaroga Terrace Retirement Community

The Calaroga Terrace Retirement Community was completed in 1967-68 for \$8 million (*The Statesman Journal* 1968:29). The Calaroga Terrace Retirement Community, originally named the Rosary Tower, was planned as part of the Coliseum Gardens, a planned community that was to be located on 10.5 square blocks located between the Memorial Coliseum and the Lloyd Center (*The Oregonian* 1964a; 1964b). The irregular-shaped area would have generally been bounded by I-5 to the west, NE Weidler Street to the north, NE 3rd Avenue to the east, and NE Multnomah Street to the south. The Coliseum Gardens was to include three 25-story high-rise residential towers; two 15-story residential apartments (Rosary Tower and Westhaven) with recreation and hobby facilities; a 250-room Garden Motor Hotel with an Olympic-size heated pool; an activities center with shuffleboard courts, bowling and putting greens; an indoor shopping center with multiple shops including a bank, beauty and barber shops, and drug store; and an ultra-modern 150-bed convalescent hospital with adjoining professional medical center. The planned community was to also include a 1,000-seat theatre-auditorium—see illustration in newspaper advertisement dated February 1964 (*The Oregonian* 1964b).

The concept of the Coliseum Gardens was to build a complex that would be able to attract and sustain a large convention gathering; one that would rival anything in the Pacific Northwest and place Portland ahead of Seattle, in spite of Seattle's left over 1962 World's Fair buildings (*The Oregonian* 1963). The idea was attributed to Theron L. Hedgpeth, a Californian investor who became interested in investing in Portland in the early 1960s after investing elsewhere in the Pacific Northwest including Seattle. His original idea was to build a 350-unit motel and picked future Coliseum Gardens site on suggestion from a Portland city commissioner William A. Bowes who pointed out the "blighted" area between the Memorial Coliseum and the Lloyd Center. Hedgpeth began purchasing property in the area in 1962 (*The Oregonian* 1963).

In May 1963, it was announced that the planned community of the Coliseum Gardens would be located between the Memorial Coliseum and the Lloyd Center and would cost \$35 million dollars. The basic design of the Coliseum Gardens was created by Benson Eschenbach, chief architect for Utah Construction and Mining Company—a firm that had been in business since the 1900s and had been associated with some of the largest construction projects in the country. The other prime contractor was Henry C. Beck Company of Dallas, Texas, which had also been in business since around the turn of the twentieth century and had a history of being involved with multi-million dollar projects. Utah-Beck had been associated in joint projects in 1948 (*The Oregonian* 1963).

The five residential towers were designed to be constructed of brick, steel, stone and concrete, sound proof and fireproof for safety, convenience, and comfort. The development's proponents advertised that every apartment would have its own private sun balcony, floor-to-ceiling sliding glass doors for magnificent views, and other conveniences pertinent to that time and its technology— heating/cooling, tile, carpets, and complete kitchenettes. The Rosary and Westhaven had separate and more detailed descriptions and were both advertised as private apartment residences for mature people of any faith (*The Oregonian* 1963). Both the Rosary and Westhaven Towers were to be non-profit facilities that included housekeeping serves, electricity, heat, hot water, telephone, linen service, three meals a day, a comprehensive medical plan, and the full use of all recreational facilities. The Rosary Tower was sponsored by the Dominican Fathers of the western states and the Westhaven was sponsored by the Portland Lodge No. 142, Benevolent and Protective Order of Elks, and the Oregon State Association of Elks Lodges. Both the Rosary and Westhaven Towers had similar design concepts of the future Calaroga Terrace Retirement Community—a cross-floor plan with 15 floors and individual balconies. In the design plan, the Rosary Tower was placed at the location of Calaroga Terrace Retirement Community (*The Oregonian* 1964b). Each tower would cost about \$5 million in straight construction costs. The towers would be built one at a time so there would likely not be a huge demand on skilled labor, but there would be steady employment over a considerable period of time. The contractors estimated about 15 months to complete with about 200 construction workers. There would be a possibility that two may be under construction at the same time depending on the estimated completion date of each tower and building (*The Oregonian* 1964a).

In less than a year, the Coliseum Garden venture went from \$35 million to \$50 million. The first building to be built was the Dominican-sponsored Rosary Tower and would be sold primarily to Catholics throughout the United States. Next would be the Westhaven. The three 25-story residential apartments would then follow. Hedgpeth hoped that two of the residential apartments would be sponsored by other church or lodge-affiliated groups, and the third tower would be for general residential occupancy. The Coliseum Garden was now expected to house elder citizens and to attract "old" capital to the area. Two other local retirement areas had proved to be successful; Willamette Manor near Milwaukie had long been a successful operation of a Methodist organization, and the Terwilliger Plaza, sponsored by a teacher group in downtown Portland, was growing. An additional example appeared in 1967 at the Holladay Park Plaza, a high-rise retirement community that was associated with the Presbyterian Church (Presbytery of the Cascades) (Holladay Park Plaza 2018). It appeared that this new niche market of elder citizen housing was proving to be a safe investment choice as the initial payments by older citizens required them to have both capital and income. It was proposed that this seemingly new untapped resource would have a great impact on the community's economy that would be equivalent to several fair-sized industrial payrolls. Portland with its climate and scenery would allegedly entice and welcome these newcomers to the city.

OREGON INVENTORY OF HISTORIC PROPERTIES
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It was also advertised as advancing ecumenicalism with so many retirees from different Christian faiths living in very close proximity to each other (*The Oregonian* 1964c).

On June 28, 1965, ground was broken for the Rosary Tower. This marked the first phase in the development of the Coliseum Gardens. The ceremony was officiated and attended by religious leaders, including those from the Dominican Fathers, developer Hedgpeth, and Portland Mayor Terry Schunk. The Rosary Tower was located one city block directly across from the Holy Rosary Church. Completion of the tower was expected to occur between 15 and 18 months, putting its completion date no later than December 1966. Following the construction of the Rosary Tower, a \$5 million dollar professional building located to the north of the Rosary Tower was expected to be constructed next (*The Oregonian* 1965a). It is unknown what transpired between June and November of 1965, but the Rosary Tower was renamed in advertisements as the Calaroga Terrace Retirement Community. The Holy Rosary Church originally owned the parcel that the Calaroga Terrace Retirement Community sits on. It also owned and still does own the parcel to the north of the Calaroga, where the professional building for the Holy Rosary Church was expected. A Shilo Inn rents the land, as does a Starbucks Cafe to the northeast of the Calaroga Terrace Retirement Community from the Holy Rosary Church (City of Portland 2018). The full plan for the site was never fully implemented.

The first advertisement for the Calaroga Terrace Retirement Community, in November 1965, included the first drawing of the Calaroga and described the upcoming tower's floor plan and amenities. The tower would serve people 60 years of age or older; have 12 different all-electric apartment plans to choose from, each with private balcony, air-conditioning, carpeting, drapes, built-in buffet/kitchenette; include a comprehensive medical plan with full-time physician, nurses, hospital, and convalescent care; and feature a meditation chapel and auditorium, laundrettes, and a snack bar. The advertisement also states that 75 percent of the founders' entry fee would be refunded to the person's estate (*The Oregonian* 1965b).

Between 1966 and 1968, a advertisement campaign was geared to attracting a certain type of person to the retirement community, one that would mostly have capital and the means to spend it on their retirement. The Calaroga Terrace Retirement Community was for "people who are used to the finer things in life," who are "used to entertaining their families and friends in elegant surroundings," who are "used to having comfort and convenience at their fingertips," who are "used to fine dining in pleasant surroundings," who are "used to the finest medical care," who are "used to well-kept gardens and yards," who are "used to the companionship of people of like background and social importance," and who are "used to individuality and privacy in the surroundings in which they live." Calaroga residents "do not ask for service, they expect it." (*The Oregonian* 1966).

It is unknown why the other towers were never constructed. The only other building that was constructed within the Coliseum Gardens area was the 1971 Travelodge at the Coliseum, today known as the Crown Plaza Hotel. This building was built at the same location site intended for the "Garden Hotel" as part of the Coliseum Gardens (see *The Oregonian* newspaper advertisement dated 1964b).

Evaluation

The Calaroga Terrace Retirement Community retains historic integrity of location, materials, design, workmanship, setting, feeling, and association due to its retention of location, use of materials and construction techniques common to its build date, its late 1960s redevelopment setting, and original function. The Calaroga Terrace Retirement Community is found significant at the local level in the area of Community Planning and Development and Architecture.

The property reflects historically significant local and national development trends including the redevelopment of the Albina and the Lloyd District neighborhood after the construction of I-5. It also reflects one of the first high-rise retirement communities built in Portland; the property therefore is recommended as eligible under Criterion A.

The property does not appear to be associated with a historically significant person or persons and is therefore recommended as not eligible under Criterion B.

The Calaroga Terrace Retirement Community was designed to be part of a planned community named the Coliseum Gardens and though it retained well-known developers of that time, this singular building taken alone is not an exemplary example of the International architectural style or of the vision the developers had for the complex, which did not come to fruition. The Calaroga Terrace Retirement Community is therefore recommended as not eligible under Criterion C.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet**

Property Name: Calaroga Terrace Retirement Community	Street Address: 1400 NE 2nd Avenue	City, County: Portland, Multnomah
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The physical characteristics of the Calaroga Terrace Retirement Community are aboveground and visible, and existing documentary sources include little to no additional information about the property. The Calaroga Terrace Retirement Community building therefore holds little to no potential to yield information significant to the past and is recommended as not eligible under Criterion D. Surface and/or subsurface archaeological survey/testing would be necessary to verify whether archaeological remains would be significant under Criterion D.

The period of significance for the Calaroga Terrace Retirement Community is 1968, the date of its construction.

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OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Photos

Property Name: Calaroga Terrace Retirement Community	Street Address: 1400 NE 2nd Avenue	City, County: Portland, Multnomah
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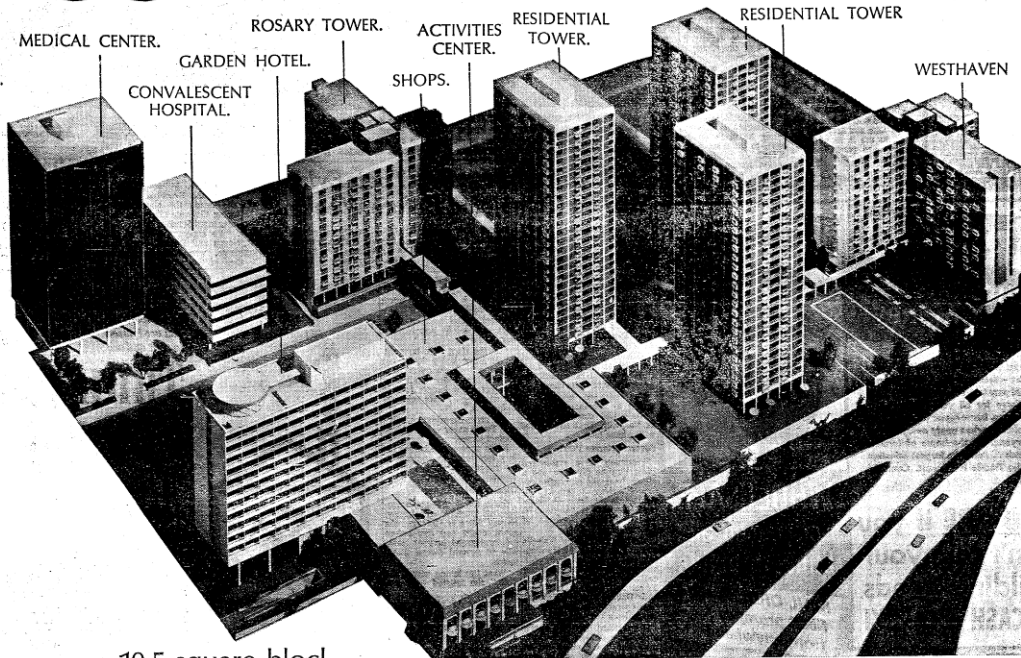


View: Historic photograph from 1969 showing Calaroga Terrace Retirement Community and its proximity to Interstate 5 and the Memorial Coliseum. City of Portland Archives as viewed at <https://vintageportland.files.wordpress.com/2010/05/aerial-of-memorial-coliseum-looking-east-1969.jpg>.

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Property Name: Calaroga Terrace Retirement Community	Street Address: 1400 NE 2nd Avenue	City, County: Portland, Multnomah
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announcing... a new concept in living
COLISEUM GARDENS



a 10.5 square block garden community area in the heart of Portland

Coliseum Gardens is no idle dream. All planning, designing, engineering, property acquisition, and site preparation have been completed. Actual apartments, completely furnished and decorated, have been erected at the site. Conveniently located between Memorial Coliseum and Lloyd Center, five minutes to downtown metropolitan Portland, this contemporary garden community opens new vistas to those who seek the finest living. Coliseum Gardens is a *planned* community: three

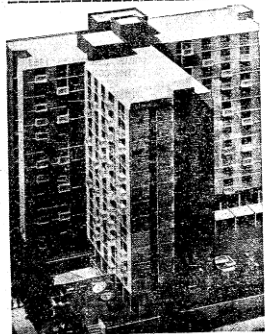
25-story high-rise towers, two-15-story residence apartments, recreation and hobby facilities, 1000-seat theatre-auditorium, 250-room Garden Motor Hotel with Olympic-size heated pool, shuffleboard courts, bowling and putting greens, bank, beauty and barber shops, drug store and an ultra-modern 150-bed convalescent hospital with adjoining professional center.

The five residence towers are designed and built of brick, steel, stone and concrete—fireproof, sound-proof construction for comfort, convenience and safety. Every apartment has its own private sun bal-

cony, floor-to-ceiling sliding glass doors for magnificent views, individually-controlled air conditioning and heating, ceramic tile baths, wall-to-wall carpeting, complete kitchenettes.

Apartments shown during office hours from 10:00 A.M. to 6:00 P.M. weekdays and 1:00 P.M. to 5:00 P.M. Sundays and holidays.

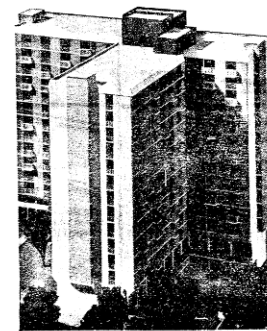
COLISEUM GARDENS
1520 N.E. Second Avenue at Weidler—Portland, Oregon, Telephone: 234-9921.



ROSARY TOWER

A non-profit corporation sponsored by the Dominican Fathers of the western states, Rosary Tower in Coliseum Gardens is a private apartment residence for mature people of any faith. Your "depression-proof" investment in a life tenancy includes: maid service, electricity, lights, heat, hot water, telephone, linen service, three meals a day, full use of all recreation facilities and a most comprehensive medical plan. Send coupon today—

MR. CHARLES E. ROYER, Executive Director, Rosary Tower, 1520 N. E. Second Ave., Portland, Oregon 97232. Please send us more information on Rosary Tower.



WESTHAVEN

A non-profit corporation sponsored by Portland Lodge No. 142, B.P.O. E., and the Oregon State Association of Elks Lodges, WestHaven is a private apartment residence for mature people of any faith or affiliation. Your assured investment in a life tenancy includes: maid service, electricity, lights, heat, hot water, telephone, linen service, three meals a day, full use of all recreation facilities, and a most comprehensive medical plan. Send coupon today—

MR. HAL COPELAND, Executive Director, WestHaven, Elks Senior Home of Oregon, Inc., 1520 N. E. Second Avenue, Portland, Oregon 97232. Send additional information on WestHaven.

Newspaper advertisement for the Coliseum Gardens and the Rosary Tower. Rosary Tower (and WestHaven) are advertised as "private apartments for mature people of any faith." *The Oregonian*, February 2, 1964.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Photos

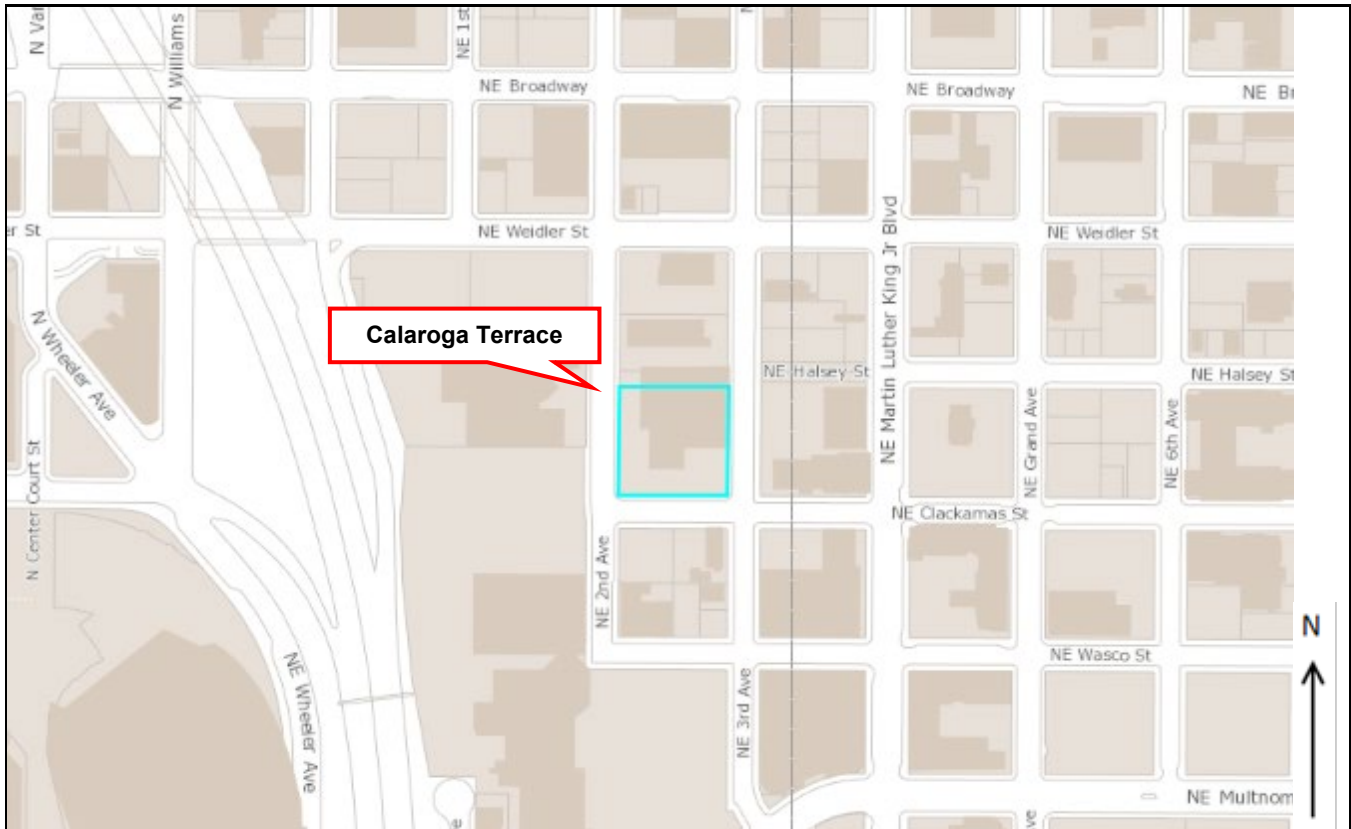
Property Name: Calaroga Terrace Retirement Community	Street Address: 1400 NE 2nd Avenue	City, County: Portland, Multnomah
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Newspaper advertisement for the Calaroga Terrace Retirement Community "now under construction in the fabulous new Coliseum Gardens." *The Oregonian*, November 20, 1966.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Maps

Property Name: Calaroga Terrace Retirement Community	Street Address: 1400 NE 2nd Avenue	City, County: Portland, Multnomah
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Street map showing the resource location of 1441 NE 2nd Avenue (Courtesy of PortlandMaps.com).

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
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Supplemental Maps**

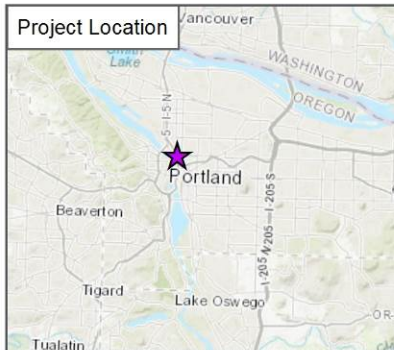
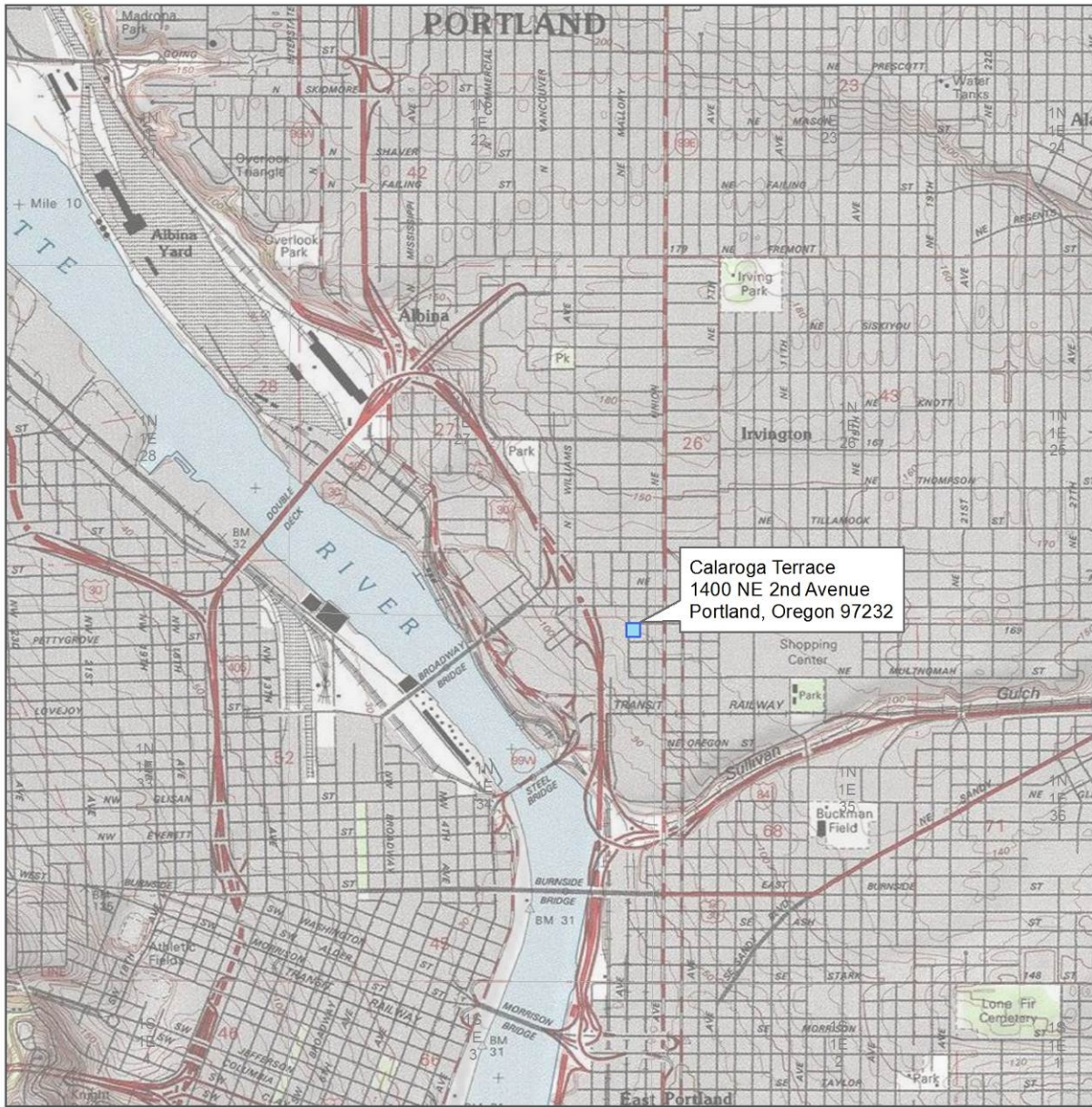
Property Name: Calaroga Terrace Retirement Community	Street Address: 1400 NE 2nd Avenue	City, County: Portland, Multnomah
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Aerial photograph showing the resource boundary of 1400 NE 2nd Avenue (Courtesy of PortlandMaps.com).

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Supplemental Maps**

Property Name: Calaroga Terrace Retirement Community	Street Address: 1400 NE 2nd Avenue	City, County: Portland, Multnomah
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Project Location

1400 NE 2nd Avenue

DATA SOURCES: U.S. Geological Survey Portland, OR
7.5 Minute Series Topographic Map, 1979. Scale 1:24,000.
ESRI 2018, http://go.arcgis.com/maps/USA_Topo_Maps
Township: 01N, Range: 01E, Section: 27

**I-5 ROSE QUARTER
IMPROVEMENT PROJECT**

CALAROGA TERRACE
1400 NE 2ND AVENUE
PORTLAND, OREGON 97232

0 500 1,000 2,000
Feet
0 150 300 600
Meters

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001(483)			
Property Name: (Historic) TravelLodge at the Coliseum; (Current) Crowne Plaza Hotel			
Street Address: 1441 NE 2nd Avenue		City, County: Portland, Multnomah	
USGS Quad Name: Portland	Township: 01N	Range: 01E	Section: 34
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)			
Name of District or Grouping/Ensemble: N/A			
Number and Type of Associated Resources in Grouping/Ensemble: N/A			

Current Use: Hotel	Construction Date: 1971
Architectural Classification/Resource Type: International/Hotel	Alterations & Dates: See Description
Window Type & Material: Ribbon, metal	Exterior Surface Materials: Primary: Concrete block Secondary: Concrete block Decorative: Concrete
Roof Type & Material: Flat with parapet, unknown	
Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



TravelLodge at the Coliseum viewing west

Preliminary National Register Findings: <input type="checkbox"/> National Register listed	
<input checked="" type="checkbox"/> Potentially Eligible: <input checked="" type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____	Date _____
Comments:	

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Property Name: Travelodge at the Coliseum			
Street Address: 1441 NE 2nd Avenue		City, County: Portland, Multnomah	
Architect, Builder or Designer (if known):	Owner:	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> Local Government
		<input type="checkbox"/> Federal	<input type="checkbox"/> State <input type="checkbox"/> Other
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):			
<p>Description</p> <p>The 1971 Travelodge at the Coliseum is located at the southwest corner of the NE Weidler Street and NE 2nd Avenue intersection on a 2.57-acre L-shaped parcel in the Lloyd District neighborhood of Portland, Oregon. The site is flat and located within an urban setting. The streetscape includes public sidewalks on NE 2nd Avenue and NE Weidler Street, street trees, wood utility poles, streetlights, and traffic signals. The site includes an asphalt parking lot with concrete paths and trees to the north and east of the property, and a half-size basketball court to the southeast of the property. The site is enclosed with a short black metal fence along NE 2nd Avenue and NE Weidler Street with manicured hedges and mature deciduous trees. A black metal chain link fence encloses the property to the west and south. A 0.68-acre asphalt parking lot is located northwest of the property (Tax Lot 12000) on NE Weidler Street. The Legacy Research Institute (1225 NE 2nd Avenue) is located to the south of the property (Tax Lot 1700).</p> <p>The Travelodge at the Coliseum is a 10-story Y-shaped International-style hotel with a flat roof with a centrally located corrugated metal elevator overrun. Two rectangular additions are located to the south and west of the 10-story form. Collectively, it is constructed out of concrete and is finished with rough-cut and smooth concrete blocks. The hotel displays a distinctive massing and plan consisting of three concave elevations (also known as the “tri-arc design”) with a row of three-light metal picture windows above a concrete-block base and cantilevered concrete awning at each room. The rooms are divided by a rough-cut concrete pilaster with metal sconce. There are nine rooms per floor. The elevations between the concaved window walls are faced with rough-cut concrete blocks with smooth-concrete blocks in the center. The concrete-block center details on the northeast and southeast elevations extend the roofline and feature a decorative concrete-grid detail. The northwest and southeast elevations include signage to the left of the concrete-block center detail.</p> <p>The primary entrance is located on the east elevation at the ground level. It faces NE 2nd Avenue and features a triangular porte-cochère supported by one stripped column and a concrete walkway with a flagpole and manicured lawn with short hedges. The entrance consists of a multi-light metal vestibule with sliding glass doors under the porte-cochère awning. The entrance is flanked by large three-light metal storefront windows to the south, two patios with short rough-cut concrete block walls under awnings to the north, and small trees and bushes. A secondary entrance is located north of the patios and consists of a single-door opening with a multi-light metal door under an awning. The northwest elevation included utility openings at the ground level. Additions are attached to the southwest and west elevations.</p> <p>The south addition is a two-story rectangular form. It is faced with rough-cut concrete blocks at the ground level and stucco panels at the second level. It has a flat roof with a sight eave overhang. The east elevation includes six tall rectangular fixed metal windows at the ground level and seven fixed square-shaped windows separated by sconces at the second level. The south elevation consists of two bays with multi-light overhead metal doors under a corrugated metal awning to the east with two pilasters to the west. The west elevation includes one double-door opening under a fabric awning to the north. The north elevation of the addition is attached to the 10-story form at the ground level creating a half-covered internal patio. The patio features a stone fireplace and wood pergola. The west addition is a one-story rectangular form with a flat roof. Limited views of this addition could be taken from the public right of way during the field investigation.</p> <p>Alterations to the Travelodge at the Coliseum are evident following a field investigation on August 31, 2017, and a review of historic images and documents. Changes made to the hotel after the date of its construction include the construction on the west addition by 1990 (Google Earth 2017), the demolition of the adjacent gas station on Tax Lot 12000 in 2002 (Google Earth 2017), and the construction of the south addition in 2005 (Google Earth 2017). The basketball court was added in 2006 (Google Maps 2017) and a new roof was added in 2007 (Google Earth 2017). The tinted, double glazed windows of the hotel also appear to have been inserted sometime after the hotel was initially constructed (date unknown).</p> <p>Boundary</p> <p>The historic boundary of 1441 NE 2nd Avenue is confined to the tax boundary of Tax Lot 300, which includes lots 1, 2, 3, 4, 5, 6, 7, and 8 of block 213, and lots 1, 2, 7, and 8 of block 60, and is bounded by NE Weidler Street to the north, NE 2nd Avenue to the east, Tax Lot 1700 to the south, and Tax Lot 12000 and the Interstate 5 (I-5) off ramp at NE Victoria Avenue to the northwest.</p>			

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

Property Name: TravelLodge at the Coliseum	Street Address: 1441 NE 2nd Avenue	City, County: Portland, Multnomah
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View: South elevation, viewing northwest



View: East elevation, viewing northwest

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

Property Name: TravelLodge at the Coliseum	Street Address: 1441 NE 2nd Avenue	City, County: Portland, Multnomah
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View: Northwest elevation, viewing south



View: West elevation, viewing southeast

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet**

Property Name: Travelodge at the Coliseum	Street Address: 1441 NE 2nd Avenue	City, County: Portland, Multnomah
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Significance

Previous Evaluation

According to the Oregon Historic Sites Database (HSD), the Travelodge at the Coliseum was previously recorded as a part of the *Portland Central City Modern Resources Reconnaissance Level Survey 1945-1985*, which was completed on July 21, 2011. The property is noted in the database as being "undetermined." While appearing in the Oregon HSD, no entry for the property is contained in the report. The property has not been formally determined eligible for the National Register of Historic Places by the National Park Service or another federal agency.

Background

The Travelodge at the Coliseum Hotel is located on land first settled by James L. Loring in 1852. By 1873, much of the area surrounding the property became known as "Albina" and was platted on a grid of streets (Snyder 1979:83). Beginning in the early 1880s, the need to transport timber from Oregon's forests brought heavy investments to the area from railroader Henry Villard who "made large-scale investments in building projects in Portland, East Portland, and Albina (Roos 2008:10)." By 1885, Albina's vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its "downtown" along N Russell Street and modern-day N Interstate Avenue consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, and fraternal organizations, as well as multiple one- and two-story dwellings (Sanborn Fire Insurance Company 1884 & 1885).

After Albina was consolidated with Portland and East Portland in 1891, this area quickly grew due to the expansive network of street cars and trolleys, which allowed for the dramatic growth in housing and businesses. This expansion was supported by the City & Suburban Railway Company trolley line that ran through the Lloyd District, Eliot, and Boise, in addition to the Portland Railway Company and Oregon Water Power & Railway trolley that ran north on what is today NE Martin Luther King Jr. Boulevard in 1904 (Thompson 2014). The Albina neighborhoods thrived given their central location and access to trolley lines. By 1908, the Lloyd District was heavily residential with one- and two-story street-facing dwellings, two-story flats, and a row of stores on NE Holladay Street (Sanborn Fire Insurance Company 1908). At this time, Albina's blocks were partitioned and developed with one, one-and-one-half, and two-story street-facing dwellings, as well as commercial storefronts, churches, and boarding houses along NE Russell Street (Sanborn Fire Insurance Company 1908).

By the 1920s, affordable automobiles, rising labor costs, and improved roads led to the gradual downfall and demobilization of Portland's trolley lines with the final removal of the Broadway tracks in 1948 (Thompson 2006:108). By 1924, the larger businesses such as the Mack International Motor Truck Corporation, manufacturing companies, and garages situated themselves next to bridge landings. Apartment buildings also became more prevalent and new two and two-and-one-half story street-facing dwellings were constructed. Much of the area around the present-day Leftbank Annex became more densely developed (Sanborn Fire Insurance Company 1924). In 1929, the popularity of the automobile triggered the widening of NE Martin Luther King Jr. Boulevard (Union Avenue). To accommodate this change, buildings were moved, cut back, and demolished, and large department stores, auto-supply stores, and other businesses were constructed along major thoroughfares. This also occurred with the improvement of N Interstate Avenue in 1939, which greatly facilitated interstate overland commerce and freight transport.

During World War II, Portland's wartime industries fostered significant population growth and economic. At the peak of wartime production (1943-44), the federal government identified 140,000 defense workers in the city and 100,000 in the metropolitan area. This substantial growth placed a strain on public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48). During this time, as Albina's Black community continued to grow, more than 21,000 whites left the area for the suburbs or other Portland neighborhoods between 1940 and 1960 (Gibson 2007:7-8). This drastic change in demographics, in addition to the short-lived post-war economy and the decline in the shipbuilding industry, contributed to Albina's high unemployment rates after the war, reframing its image in the public eye.

Through the 1950s, 1960s, and 1970s, Portland undertook several urban renewal projects that significantly altered the urban landscape and displaced and removed the center of the African American community in the Albina area. Major infrastructure projects conducted during this time include the construction of Memorial Coliseum (1960), Lloyd Center (1960), I-5 (1966), and Fremont Bridge (1973) and the expansion of Emanuel Hospital (1970s).

Beginning with the construction of the Memorial Coliseum in 1960, the area surrounding the Travelodge at the Coliseum was subsequently cleared for hotels to service the Convention Center and the Coliseum. After the construction of I-5 in 1966, the Lloyd District neighborhood continued to change. These changes include the completion of the Metropolitan Area Express (MAX) light rail on NE Holladay Street in 1986, the Oregon Convention Center in 1990, the Rose Quarter in 1995, and the Portland Streetcar on NE Broadway in 2012. Collectively, this transportation infrastructure and new development have transformed this area into an entertainment district that has supported the function of the Travelodge at the Coliseum since its date of construction in 1971.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet**

Property Name: Travelodge at the Coliseum	Street Address: 1441 NE 2nd Avenue	City, County: Portland, Multnomah
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Travelodge at the Coliseum

The Travelodge at the Coliseum was built in 1971 for \$3 million as the Travelodge at the Coliseum motor hotel. Construction began in 1970 at the cost of \$80,000 for excavation and foundation work (*The Oregonian* 1970). It opened on February 2, 1971. When opened, the hotel had 243 rooms, the Raphael Restaurant and Lounge, a coffee shop, meeting rooms, ADA rooms, and a swimming pool (*The Oregonian* 1971). It was also “said to be the first high-rise Travelodge in the Pacific Northwest and the second Travelodge in Portland, Oregon” (*The Oregonian* 1971). An additional advertisement called it “America’s tallest Travelodge you’ve ever seen” (*The Oregonian* 1971). The hotel’s first manager was Anthony Geata who, prior to taking the manager position in Portland, was the general manager of the Travelodge at the Seattle-Tacoma International Airport (*The Oregonian* 1971).

Between 1971 and 1984, the hotel was known as the Travelodge at the Coliseum. A historic photograph from that period shows its appearance (see historic photograph in supplemental photographs section.). After 1984, it was named the Viscount Hotel, and by the 1990s it was a Ramada Inn. In 2001, it was rebranded as a Radisson Hotel, and by 2007, it was a Holiday Inn. It is currently a Crowne Plaza Hotel and Resort. It is likely that once Wyndham Worldwide acquired Travelodge in 2006, they sold the Crowne Plaza Hotel to InterContinental Hotels Group (IHG), who owns Holiday Inn and Crowne Plaza Hotels among other hotel and resort chains (IHG 2017).

Since its date of construction, the Travelodge at the Coliseum has hosted class reunions, public meetings, and political party conventions, as well as other events. Little information about specific persons or architect associated with hotel or its history was discovered in historic newspaper, genealogy databases, and online research.

Travelodge was founded by Scott King after he recognized a need for lodging near event spaces in 1940 (Wyndham 2017). Originally based out of El Cajon, California, Travelodge opened as a budget motel chain with simple amenities. In 1987, it was purchased by Skylight Inn of America. It continued to change hands between 1990 and 2006. It is currently owned by Wyndham Worldwide, which also owns similar tier hotels, such as Days Inn, Super 8, and Ramada.

Travelodge first patented its unique design on March 16, 1970 (see <https://www.trademarkia.com/triarc-73446335.html>). The company apparently utilized the “tri-arc” design as a way of differentiating its brand of hotels from other hotel chains. The design was developed by and implemented across the world by Travelodge (Wong 2018). The design featured many advantages over more traditional rectangular box shapes: each room had a view, the wedge shape of guest rooms allowed them to have unusually large bath and dressing areas, and the central core could house the central hotel functions including elevators, linen rooms, utilities, and ice cube machines that all facilitated economies in construction and operation. Other hotel chains employed similarly distinctive architectural forms into their brand in an effort to “gain the loyalties of American travelers” (Jakle et al. 1996). The 1978 downtown Portland Marriott (1401 SW Naito), for instance, featured a distinctive concave front that distinguished the design by Zimmer, Gunsul, and Frasca Partnership (*Oregonian* 1977).

Crowne Plaza was founded in 1983. Originally labeled as Holiday Inn Crowne Plaza, it was later sold to IHG in 1990.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

Property Name: Travelodge at the Coliseum	Street Address: 1441 NE 2nd Avenue	City, County: Portland, Multnomah
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Evaluation

The Travelodge at the Coliseum retains historic integrity of location, design, workmanship, setting, feeling, and association due to its retention of location, use of materials and construction techniques common to its build date, 1970s-era redevelopment setting, and original function. However, it has lost integrity in materials due to the construction of its two additions and loss of original windows. Although these additions use similar materials, their style and form deviate from its original International-style detailing. The Travelodge at the Coliseum is found significant at the local level in the area of Community Planning and Development and Architecture.

The property reflects historically significant local and national development trends, including the redevelopment of the Albina and the Lloyd District neighborhood after the construction of I-5. It also reflects one of the first high-rise Travelodge facilities built in the United States. Despite multiple changes in corporate ownership and branding, the hotel is nonetheless reminiscent of the trends in urban renewal that re-shaped the landscape of the Albina community into the 1970s. The hotel would therefore be eligible under Criterion A for its associations with Community Development.

The property does not appear to be associated with historically significant persons. Therefore, the property is recommended as not eligible under Criterion B.

Although exhibiting some additions and alterations over time, the Travelodge at the Coliseum reveals how hotel chains created distinctive architectural forms so consumers would associate a hotel's appearance with a brand. The distinctive "tri-arc" design conveys how Travelodge selected an architectural form that reveals the flexibility of reinforced concrete from the period. Due to its architectural importance, it is recommended as eligible under Criterion C.

The physical characteristics of the Travelodge at the Coliseum are aboveground and visible, and existing documentary sources discuss little to no additional information about the property. The Travelodge at the Coliseum therefore holds little to no potential to yield information significant to the past and is recommended as not eligible under Criterion D. Surface and/or subsurface archaeological survey/testing would be necessary to verify whether archaeological remains would be significant under Criterion D.

The recommended period of significance for the Travelodge at the Coliseum is 1971, the date of its construction.

The building would meet the requirements for Criterion Consideration G, as it is less than 50 years old and exceptionally important due to its innovative, patented, "tri-arc" architectural form and as one of the tallest expressions of that form in the United States when it was constructed in 1971.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Photos

Property Name: Travelodge at the Coliseum	Street Address: 1441 NE 2nd Avenue	City, County: Portland, Multnomah
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Supplemental Photos

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**Future Location of the
Travelodge at the Coliseum**

View: Historic photograph from 1969 prior to construction of the Travelodge but showing its proximity to Interstate 5 and the Memorial Coliseum. City of Portland Archives as viewed at <https://vintageportland.files.wordpress.com/2010/05/aerial-of-memorial-coliseum-looking-east-1969.jpg>.

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Weidler and 2nd.

America's tallest Travelodge is open. And it's like no other Travelodge you've ever seen. Ten stories, 243 rooms and suites, each with a panoramic view of the city. Plus color TV, king or queen size beds with luxurious mattresses, coffee shop, heated pool and sundry and gift shop.

We have meeting rooms, too. They'll hold from 25 to 175 people for conferences and from 20 to 150 for banquets.

Speaking of food, try our Raphael restaurant. Specialty of the house is steak and lobster Tempura. But we have all your other favorite steak cuts as well.

You might consider our businessmen's luncheon, too. Or a late snack on your way home from the Coliseum. Or a drink in the Lounge. We have live entertainment every night but Sunday.

Second and Weidler Streets, right across from the Coliseum. Drop by. Never can tell who you might see.

TRAVELODGE at The Coliseum
 233-2000

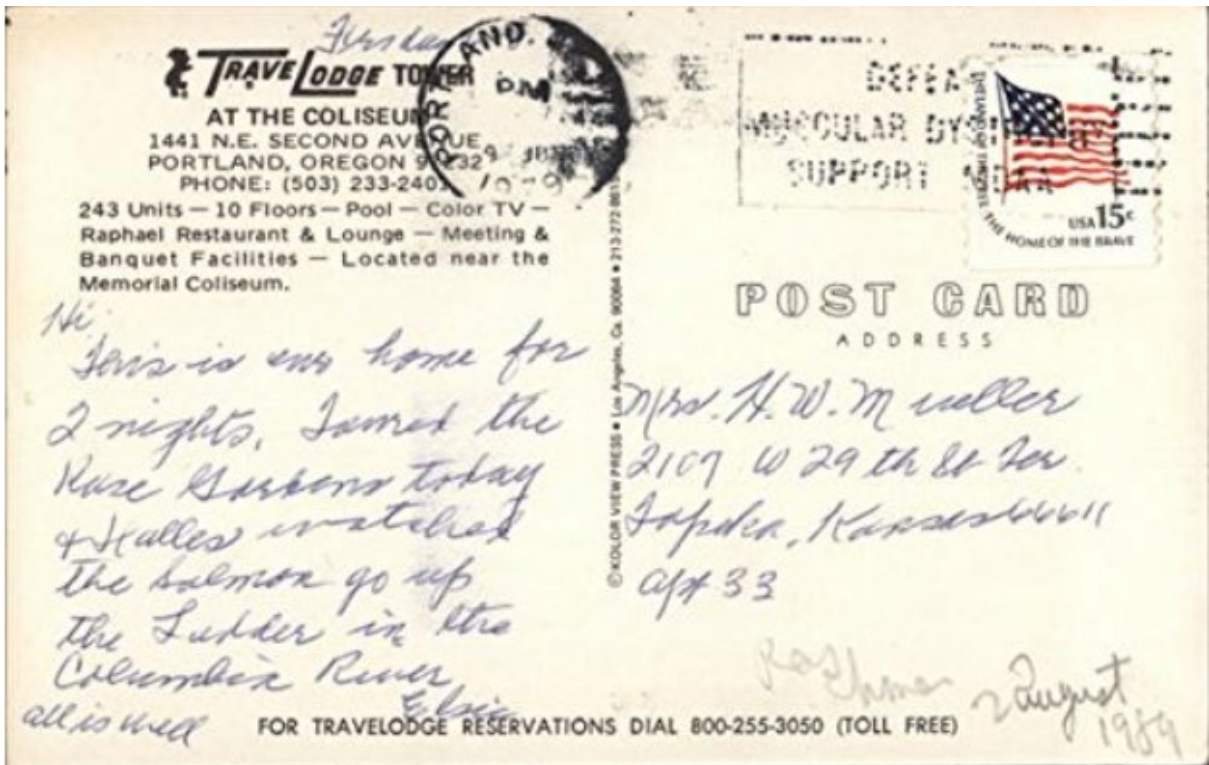
Newspaper advertisement for the Travelodge at the Coliseum. It asserts that the building is "America's tallest Travelodge." *The Oregonian*, February 1971.

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View: Looking west. Historic postcard image of the Travelodge at the Coliseum in Portland, Oregon. Courtesy of <https://wongm.com/2017/10/travelodge-tri-arc-hotels/>.



View: Reverse of historic postcard image of the Travelodge at the Coliseum in Portland, Oregon. Courtesy of <https://www.amazon.com/Travelodge-Portland-Original-Vintage-Postcard/dp/B00P9L7IS2>.

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THE OREGONIAN, TUESDAY, FEBRUARY 2, 1971

The Oregonian BUSINESS

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NEWEST HIGHRISE on the Portland scene is this 10-story, \$3 million Travelodge of the Coliseum Motor Hotel at 1441 NE 2nd Ave. Opening is Tuesday, Feb. 2. Building has 243 rooms, swimming pool. A. N. Gaeta is manager.

Travelodge Motel Ready For Opening In Portland

The \$3 million, 10-storyrooms, swimming pool and Travelodge of the Coliseum wheelchair units. It is at 1441 NE 2nd Ave. near the Memorial Coliseum.

Officials of Travelodge International Inc., El Cajon, Calif., will be present. The motor hotel, said to be the first high-rise Travelodge in the Pacific Northwest, has 243 rooms, a Raphael Restaurant and Lounge, coffee shop, meeting



Anthony Gaeta

Anthony N. Gaeta is general manager. He comes from his post as general manager of the Travelodge at Seattle-Tacoma International Airport. Travelodge is an international motel and motor hotel company, with 451 facilities in the United States, Canada, Mexico and Micronesia. It plans construction of one in Liege, Belgium, this year. The Travelodge of the Coliseum is its second in Portland, the first at 949 E. Burnside St.

Hike Offered In Oil Price

TEHRAN, Iran (AP) — The world's major oil companies offered to raise the price they pay for oil by 20 cents a barrel, but the oil producing states of the Persian Gulf want more, conference sources said Monday.

"Negotiations are continuing, and we have succeeded in narrowing our differences in some areas," said John Collins, spokesman for the companies. "We hope there are prospects of an agreement soon."

During the 90-minute meeting between the two sides Monday, the companies pressed for formal and full assurances from the six Persian Gulf nations that they would not indulge in price leaping, once agreement is reached.

The companies want the agreement to be binding for five years. In addition to an increase of 20 cents a barrel on the posted price of crude from the Persian Gulf, the companies offered an annual 2 per cent price rise to offset inflation, beginning July 1, 1971.

Port Calendar

VESSELS DUE
TUESDAY, FEBRUARY 2nd
 Mobiloil, from San Pedro at Mobil Oil
 Phillips Washington, from California at Phillips Oil
 Walter Rice, from Caribbean at Longview Reynolds
 Irish Stardust, from N. Europe via British Columbia at Terminal 1
 Indian Mail, from Japan via British Columbia at Terminal 1
WEDNESDAY, FEBRUARY 3
 Blumenthal, from N. Europe via Vanc., B.C., at Terminal 2
 Ventura, from N. Zealand via Seattle at Terminal 1
 Alkman, from Japan at Grain Dock.
 Arizona, from Keelung via Seattle at Longview
 David E. Dav, from Benicia at Arco
TO DEPART
TUESDAY, FEBRUARY 2
 Idaho Standard, for California from Terminal 4
 Eagle Leader, for California from Union Oil
 Chennai Oorkam, for India from Kalama Grain
 Fremantle Star, for N. Europe via San

Article about the opening the Travelodge at the Coliseum from *The Oregonian*, February 2, 1971.

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Travelodge "Tri-Arc" design capitalizes on economy and versatility of load-bearing lightweight masonry unit

Still another tradition has been shattered by the "Tri-Arc" design introduced by Travelodge International: whose graceful, contemporary curves and planes dispel any notion that lightweight masonry structures have to adhere to a box-like design.

A new design concept has triggered a major expansion program in the large motor hotel field. Significantly, this new concept provides important cost savings in construction but, equally important, provides a basic design which can be used in almost any kind of site orientation and thus holds design and construction costs to a minimum. Called "Tri-Arc," the design concept derives its name in part from the floor plan created when three equally placed wings radiate outward from a central core.



Tri-Arc design developed by Travelodge International is construction standard for chain, offers numerous advantages over conventional rectangular shapes. Design was selected from among 14 designs on basis of feasibility, cost, compliance with building codes, adaptability and esthetics.

It was developed by Travelodge International for building new facilities worldwide, and makes extensive and innovative use of load bearing lightweight concrete masonry walls. Because it lends itself well to fast, economical construction with good insulation, fireproofing and acoustical damping qualities, lightweight block is becoming almost a standard for walls in buildings with repetitive floor plans. The Tri-Arc design, however, represents its first use in a curved configuration, in this case the concave sides of each wing

According to Travelodge chief executive officer Roger Manfred, the Tri-Arc design was selected from among 14 designs which were thoroughly investigated as to "feasibility, cost, adhering to a variety of building codes, adaptability, aesthetic qualities and other vital statistics." Standardization will permit numerous economies in planning, and yet modifications are relatively simple: by adding or deleting rooms at the end of the wings the overall size of the building can be adjusted to the site without impairing the architectural integrity or symmetry of the structure.

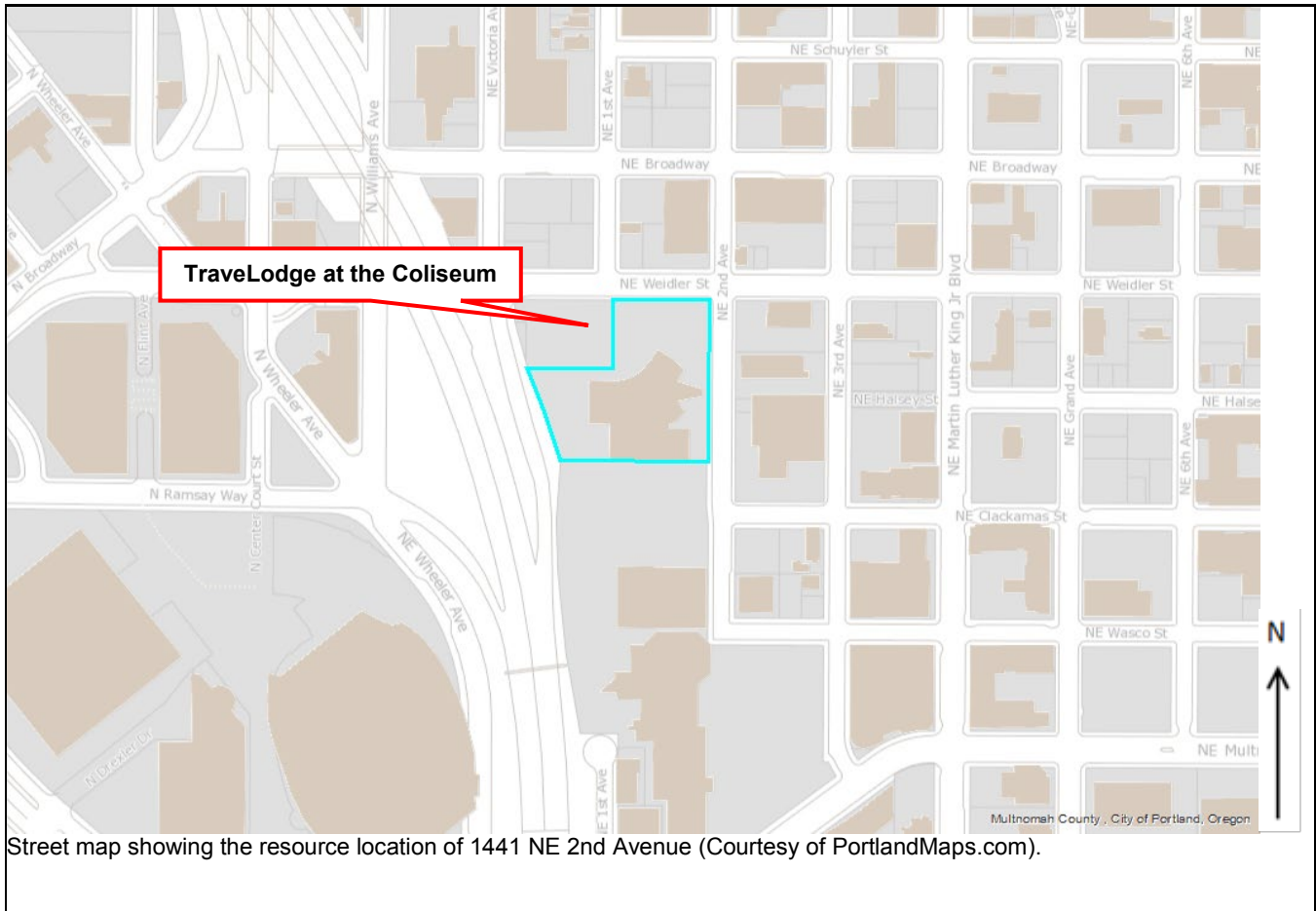
Because of its shape, the Tri-Arc building can be oriented in an infinite number of positions on a site with none of the problems encountered in dealing with rectangular buildings. A typical construction program will see Tri-Arc construction progressing in a "corkscrew" fashion: as pre-cast concrete floor slabs are being positioned on one of the three arcs, masons are completing load bearing walls on a second, while other trades are following the masons and working on the third. In one such application, a story was completed every six working days.

The Houston Travelodge exemplifies the Tri-Arc design and reflects the economy and versatility of load bearing light-weight masonry construction. In all, some 100,000 expanded shale aggregate lightweight masonry units were used in this striking nine-story structure.

As it appears in Marcus Wong, "Waking up in Geelong: Travelodge 'tri-arc' hotels around the world." Author notes that this text appears in a 1970s-era fact sheet on concrete distributed by the Expanded Shale Clay and Slate Institute but the author-provided link is no longer operational. Accessed on January 30, 2018, at <https://wongm.com/2017/10/travelodge-tri-arc-hotels/>.

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Street map showing the resource location of 1441 NE 2nd Avenue (Courtesy of PortlandMaps.com).

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Aerial photograph showing the resource boundary of 1441 NE 2nd Avenue (Courtesy of PortlandMaps.com).

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Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001(483)			
Property Name: The Daskalos House			
Street Address: 1626 N Vancouver Avenue		City, County: Portland, Multnomah	
USGS Quad Name: Portland	Township: 01N	Range: 1E	Section: 27
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)			
Name of District or Grouping/Ensemble: N/A			
Number and Type of Associated Resources in Grouping/Ensemble: N/A			

Current Use: Single Dwelling	Construction Date: 1906
Architectural Classification/Resource Type: Primary: Colonial Revival; Secondary: Bungalow(Type) / Single Dwelling	Alterations & Dates: See Description
Window Type & Material: Vinyl (fixed and double-hung)	Exterior Surface Materials: Primary: Horizontal Board Secondary: Shingle Decorative: N/A
Roof Type & Material: Gambrel	
Condition: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



View of Daskalos House viewing east

Preliminary National Register Findings:		<input type="checkbox"/> National Register listed
<input type="checkbox"/> Potentially Eligible:	<input type="checkbox"/> Individually	<input type="checkbox"/> As part of District
<input checked="" type="checkbox"/> Not Eligible:	<input type="checkbox"/> In current state	<input type="checkbox"/> Irretrievable integrity loss
	<input checked="" type="checkbox"/> Lacks Distinction	<input type="checkbox"/> Not 50 Years
State Historic Preservation Office Comments:		
<input type="checkbox"/> Concur	<input type="checkbox"/> Do Not Concur:	<input type="checkbox"/> Potentially Eligible Individually
		<input type="checkbox"/> Potentially Eligible as part of District
		<input type="checkbox"/> Not Eligible
Signed _____	Date _____	
Comments:		

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Property Name: The Daskalos House	
Street Address: 1626 N Vancouver Avenue	City, County: Portland, Multnomah
Architect, Builder or Designer (if known):	Owner: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Other
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):	
<p>Description</p> <p>The Daskalos House is a one-and-a-half story, gambrel roof residence located at 1626 N Vancouver Street in Portland, Oregon. The dwelling exhibits Colonial Revival detailing while illustrating a bungalow form type. Constructed in 1906, the house is situated on a half-lot (50 feet by 50 feet) in the Broadway commercial area that lies in close proximity to the Rose Quarter, Memorial Coliseum, and Interstate 5 (I-5). The original setting of the house has been dramatically altered from the period of its construction, as much of the area was originally small-scale commercial and residential in use. The building is oriented on an east-west axis with the west façade serving as the primary elevation. The building rests on a concrete foundation that appears to have a stucco covering. The building is bounded to the north and east by surface parking lots, to the northeast by an elevated, freestanding billboard, the LeftBank Annex to the south, and N Vancouver Street to the west. The lot slopes down from east to west such that the front (west) façade is elevated above the street and is approached via stairs.</p> <p>The dwelling is sheathed on the first floor with horizontal, beveled board. The gable ends and the front gable dormer feature plain wood shingles, and the roof is covered with composition shingles. The front (west) façade is approached via a series of ten stairs that terminate within a foot of the sidewalk along N Vancouver Street. The porch features replacement railings that consist of horizontal tubular steel and metal newels. The front full length porch features Doric Order columns that support a continuous plain frieze that wraps a horizontal support beam. The porch shades a fenestration composed of a two panel with single fixed light front door with covered transom and a three-part window consisting of flanking fixed pane sidelights and a fixed picture window and transom window. This elevation also includes a gable dormer that features windows as well as a wide frieze board, plain eave, and enclosed pediment. The fenestration consists of a vinyl storm over a wood single-hung window flanked by a fixed sash of equal size. In the dormer's pediment lies a single wood fixed pane window. Several overgrown arbor vitae are the only indications of domestic landscaping.</p> <p>The most prominent feature on the north elevation is the dwelling's gambrel roof form that exhibits a broad kick and cornice returns. Each vertical level of the building is marked by a wide frieze board that signals the changes in exterior sheathing from the beveled board on the first floor to the plain shingles on the half story and attic. A one-and-a-half story projection on this side of the building likely signals the interior stair location. The fenestration consists of a ground floor solid wood door with classically inspired trim surround that likely leads to the basement. An additional wood panel door is located on a rear kitchen/pantry. The door has lost its glazing but still retains the turn knob for the doorbell. A flanking window to this second door has been covered over. The first floor features three windows. The westernmost window features a rectangular single fixed pane. A pair of windows to the east consists of fixed vinyl window as well as a wood window covered by a vinyl storm window. The second floor features two vinyl storm windows that cover the original wood windows. A continuous eave, decorated with modillions creates another horizontal division thus forming a pedimented gable. The gable is fenestrated by a diamond-shaped fixed pane window.</p> <p>The east elevation features a single boarded up window and a series of eye-level windows that have been boarded over. A vertical piece of trim marks the location of the small pantry entered via the northeast corner door.</p> <p>The first floor of the south elevation features two boarded up windows and two vertical pieces of trim. The trim may mark a former door location. The half-story features a diamond shaped fixed pane window and a pair of single pane fixed windows. All of the windows appear to be replacements. Like the north elevation, a continuous eave is decorated with modillions. The south gable has lost its original siding and it has been re-sheathed with vertically installed T1-11.</p> <p>Boundary</p> <p>The historic boundary of 211 NE Everett Street is confined to the tax boundary composed of Elizabeth Irvings Addition, Block 4, W ½ of Lot 7. The boundaries consist of approximately 50 feet by 50 feet exclusive of the sidewalk. The historic resource boundary does not include the surface parking lots to the north and east. It also does not include the billboard on an adjacent parcel to the northeast. The city block where the resource is located is bounded by N Vancouver Avenue to the west, N Broadway to the north, N Williams Avenue to the east, and N Weidler to the south.</p>	

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View: North elevation, looking south.



View: North and east elevations, looking southwest.

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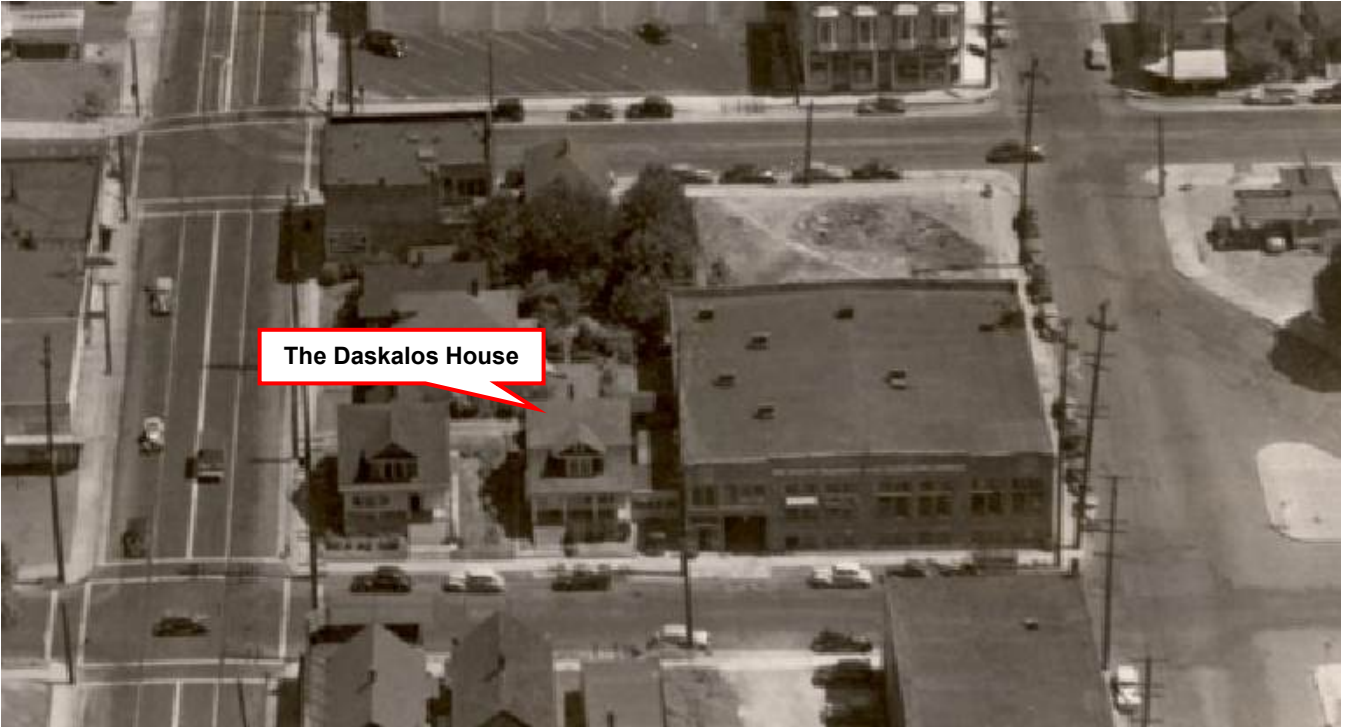
View: South elevation, looking northeast.



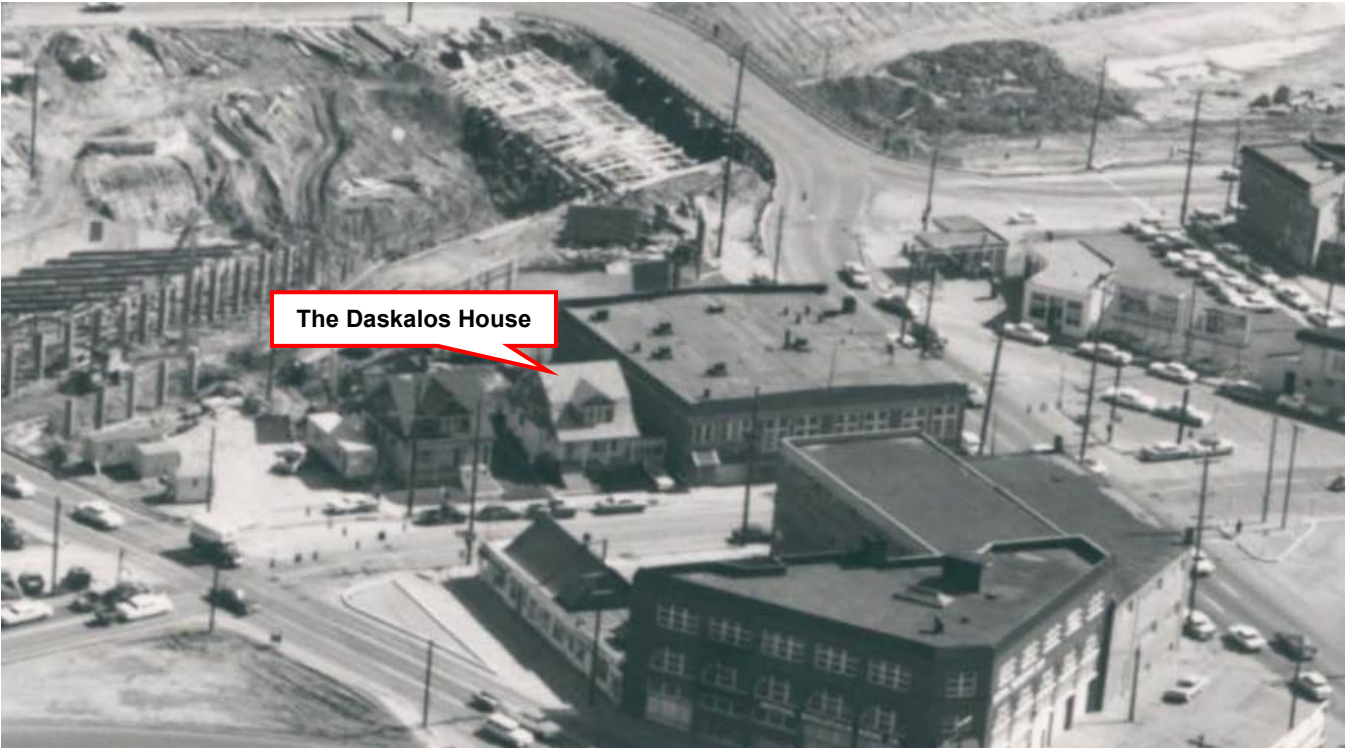
View: West and south elevations, looking northeast.

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View: Historic view, viewing east, 1948. City of Portland Archives.



View: Historic view, viewing east, 1962. City of Portland Archives.

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Significance

Background

The Daskalos House is located on land first settled by James L. Loring in 1852. By 1873, much of the area surrounding the property became known as “Albina” and was platted on a grid of streets (Snyder 1979:83). Beginning in the early 1880s, the need to transport timber from Oregon’s forests brought heavy investments to the area from railroader Henry Villard, who “made large-scale investments in building projects in Portland, East Portland, and Albina (Roos 2008:10).” By 1885, Albina’s vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its “downtown” along N Russell Street and modern-day N Interstate Avenue consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, and fraternal organizations, as well as multiple one- and two-story dwellings (Sanborn Fire Insurance Company 1884 & 1885).

After Albina was consolidated with Portland and East Portland in 1891, this area quickly grew due to the expansive network of street cars and trolleys which allowed for the dramatic growth in housing and businesses. This expansion was supported by the City & Suburban Railway Company trolley line that ran through the Lloyd District, Eliot, and Boise, in addition to the Portland Railway Company and Oregon Water Power & Railway trolley that ran north on what is today NE Martin Luther King Jr. Boulevard in 1904 (Thompson 2014). The Albina neighborhoods thrived given their central location and access to trolley lines. By 1908, the Lloyd District was heavily residential with one- and two-story street-facing dwellings, two-story flats, and a row of stores on NE Holladay Street (Sanborn Fire Insurance Company 1908). At this time, Albina’s blocks were partitioned and developed with one, one-and-one-half, and two-story street-facing dwellings, as well as commercial storefronts, churches, and boarding houses along NE Russell Street (Sanborn Fire Insurance Company 1908).

By the 1920s, affordable automobiles, rising labor costs, and improved roads led to the gradual downfall and demobilization of Portland’s trolley lines with the final removal of the Broadway tracks in 1948 (Thompson 2006:108). By 1924, the larger businesses such as the Mack International Motor Truck Corporation, manufacturing companies, and garages situated themselves next to bridge landings. Apartment buildings also became more prevalent and new two and two-and-one-half story street-facing dwellings were constructed. Much of the area around the Daskalos House became more densely developed (Sanborn Fire Insurance Company 1924). In 1929, the popularity of the automobile triggered the widening of NE Martin Luther King Jr. Boulevard (Union Avenue). To accommodate this change, buildings were moved, cut back, and demolished, and large department stores, auto-supply stores, and other businesses were constructed along major thoroughfares. This also occurred with the improvement of N Interstate Avenue in 1939, which greatly facilitated interstate overland commerce and freight transport.

During World War II, Portland’s wartime industries fostered significant population growth and economic productivity. At the peak of wartime production (1943-44), the federal government identified 140,000 defense workers in the city and 100,000 in the metropolitan area. This substantial growth placed a strain on public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48). During this time, as Albina’s Black community continued to grow, more than 21,000 whites left the area for the suburbs or other Portland neighborhoods between 1940 and 1960 (Gibson 2007:7-8). This drastic change in demographics, in addition to the short-lived post-war economy and the decline in the shipbuilding industry, contributed to Albina’s high unemployment rates after the war, reframing its image in the public eye.

Beginning with the construction of the Memorial Coliseum in 1960, many of the Black businesses and residences in the surrounding area were demolished. These business owners and residents relocated further north in the Albina area when possible and in effect shifted the center of the Black community. After the construction of the I-5 in 1966, the Lloyd District neighborhood continued to change. These changes include the construction of the Metropolitan Area Express (MAX) light rail on NE Holladay Street in the early 2000s, the Oregon Convention Center in 1990, the Rose Quarter in 1995, and the Portland Streetcar on NE Broadway in 2012. Collectively, this transportation infrastructure and new development have transformed this area into an entertainment district, thus transforming it from the residential and commercial district that was present during the date of the Daskalos House’s construction.

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The Daskalos House

The Daskalos House was constructed in 1906 in the community of Albina. Early newspaper records indicate that the house was put up for sale in 1908 for \$1,750 and was noted as a "new 6-room house" that was only "1/2 block from carline" (*Oregonian*, November 8, 1908:7). The residence's first owners rented one to two rooms within the house between 1910 and 1913 (*Oregonian*, January 21, 1910). By 1928, the house was owned by Constantine Daskalos and his wife Ella (City of Portland Permit Records 1928, 1943). Constantine was arrested on several occasions in the 1920s for violating Prohibition.

In 1927, he was arrested while assisting with the operation of a still in Newberg and, in 1929, he was fined for possessing liquor in his garage (*Oregonian* April 22, 1927:18; October 11, 1929:9). In 1945, he was also cited for drunk driving (*Oregonian*, August 25, 1945). The Daskalos family raised several children at the house, including William, Christian, Helen, and John (U.S. City Directories 1938). In the 1950s, William R. Daskalos, who was married to Charlotte B. Cowles, operated several businesses, including a Texaco gas station and the Daskalos Brothers Motors (at 6501 NE Union) (*Oregonian* January 11, 1942:21). John R. Daskalos operated a successful Rapid Car Wash, the first such facility on the west side of Portland, in 1955 but by that time no longer lived in the house (*Oregonian*, March 3, 1970). It appears that Helen Daskalos, a 35-year employee of the Oregon State Employment Division's Youth Opportunity Center, likely inherited the house and stayed at the residence until her death in 1974 (*Oregonian* May 26, 1974:60). An estate sale was subsequently held in 1979, which noted that "Everything goes 60 yrs. Collection" (*Oregonian* October 6, 1979:54).

Evaluation

The property is recommended as not eligible for the National Register of Historic Places (NRHP), either individually or as part of a district, under Criteria A, B, and C.

The house lacks integrity of materials, workmanship, setting, association, and feeling due to the significant alterations that have occurred over time. The setting of the house has been significantly impacted, as nearly all of the single-family residential properties formerly located near the house have been demolished over time due to the construction of I-5 in 1962, in addition to the installation of surface parking lots that now encircle the building. With the exception of arborvitae in the front yard, landscaping associated with the domestic function of the house has been removed. In addition, all of the windows of the house appear to have been replaced or covered with vinyl storm windows and/or covered over with wooden boards. The front staircase balustrade, rails, and newels have been replaced with horizontal metal tubes. The exterior siding on the south elevation has also been partially covered by T1-11. Lastly, the house's garage is no longer existent. While the house retains its overall form and design as well as location, the loss of materials and setting has affected the house's ability to convey its association with historic events or people, historical feeling, and workmanship.

In addition to lacking integrity, the Daskalos House does not appear to be associated with significant events or patterns of events. The house served as a rental early in its history and then as the residence for members of the Daskalos family from the 1920s to 1970s. The house would therefore not be eligible under NRHP Criterion A.

While members of the Daskalos family were modestly influential in the automobile and car wash business in the 1940s and 1950s, those particular family members who achieved a modicum of success did not occupy the house during their rise to prominence. The house would therefore not be eligible under NRHP Criterion B.

The house's relatively common form type (bungalow) and gambrel roof profile are still relatively common in Portland. The house's lack of historical integrity also diminishes its historical characteristics and the house is of a relatively common form of domestic architecture in Portland. Better examples of the house type appear in the Irvington Historic District (NR-listed) and the North Buckman Historic District (DOE).

The house, therefore, does not represent the distinctive characteristics of type, period, or method of construction nor does it represent the work of a master, possess high artistic values. It is therefore not eligible under NRHP Criterion C.

The physical characteristics of the Daskalos House are aboveground and visible, and existing documentary sources discuss little to no additional information about the property. The Daskalos House therefore holds little to no potential to yield information significant to the past and is recommended as not eligible under Criterion D. Surface and/or subsurface archaeological survey/testing would be necessary to verify whether archaeological remains would be significant under Criterion D.

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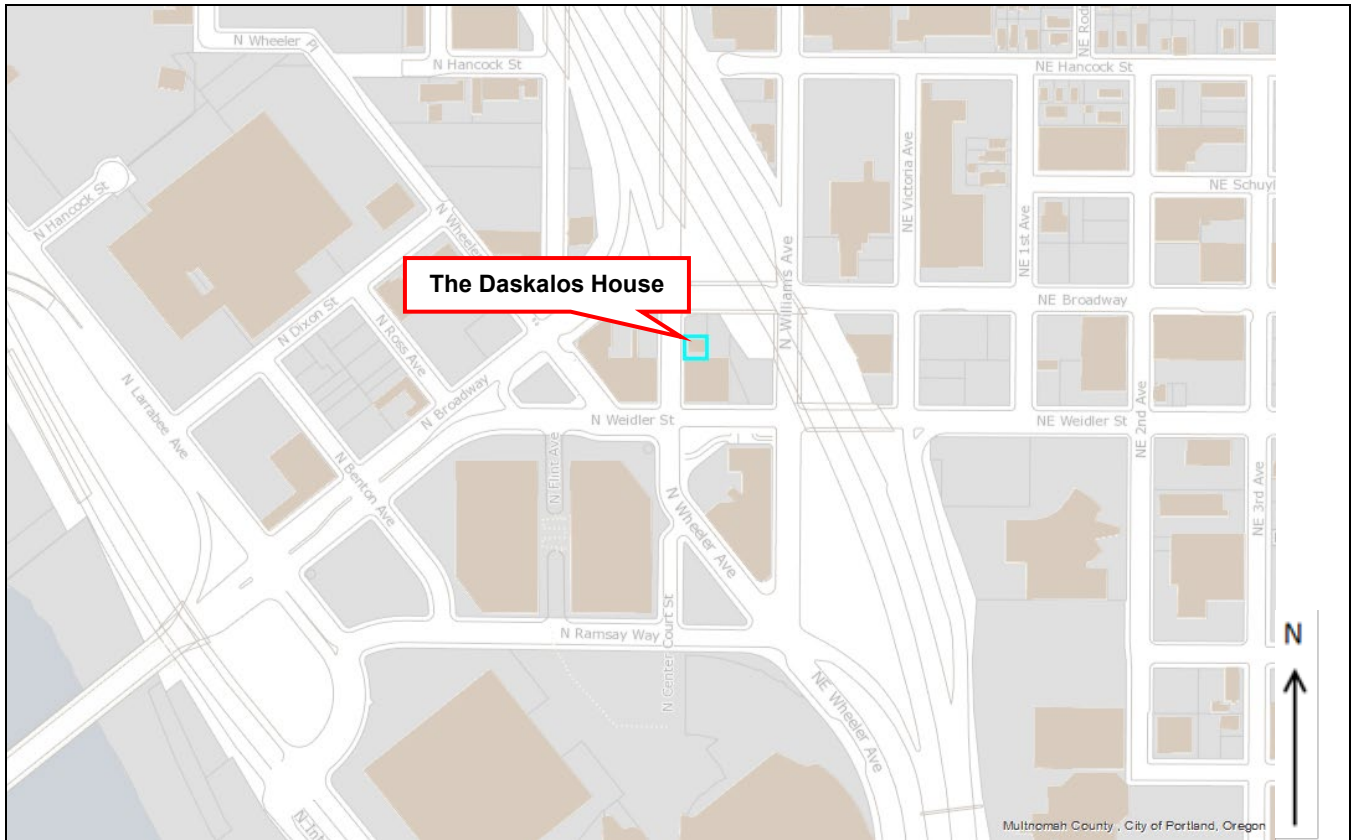
Thompson, Richard M. 2014. "Portland streetcar system."
https://oregonencyclopedia.org/articles/portland_streetcar_system/#.WblhsIWGNEY (accessed September 13, 2017).

Thompson, Richard. 2006. *Portland's Streetcars*. Charleston, SC: Arcadia Publishing.

U.S. City Directories, Portland, 1938.

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Street map showing the resource location for 1626 N Vancouver Avenue (Courtesy of PortlandMaps.com).

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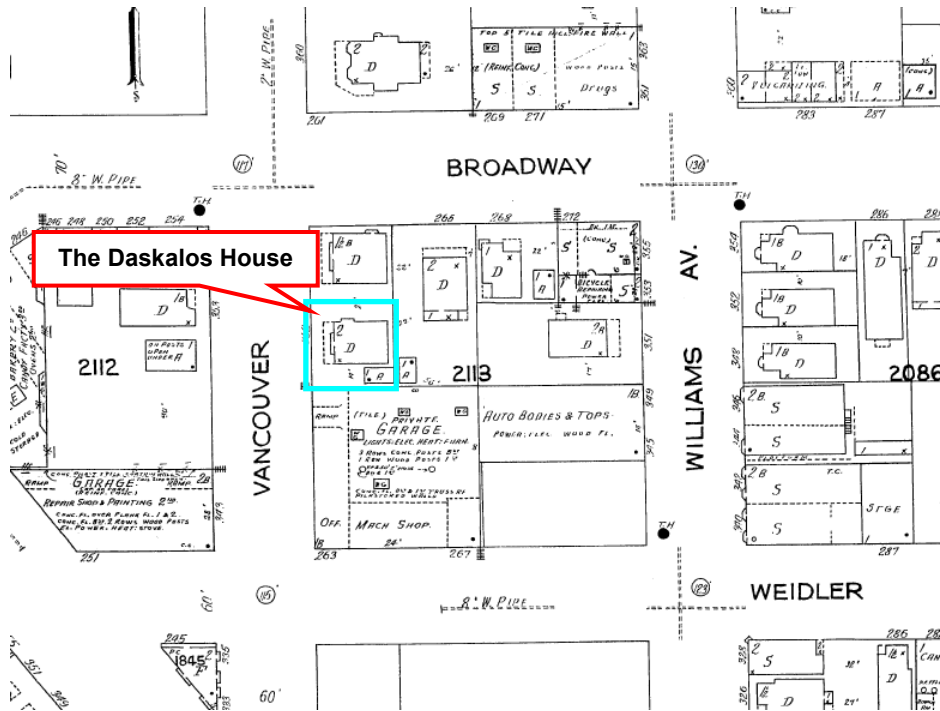
Property Name: The Daskalos House	Street Address: 1626 N Vancouver Avenue	City, County: Portland, Multnomah
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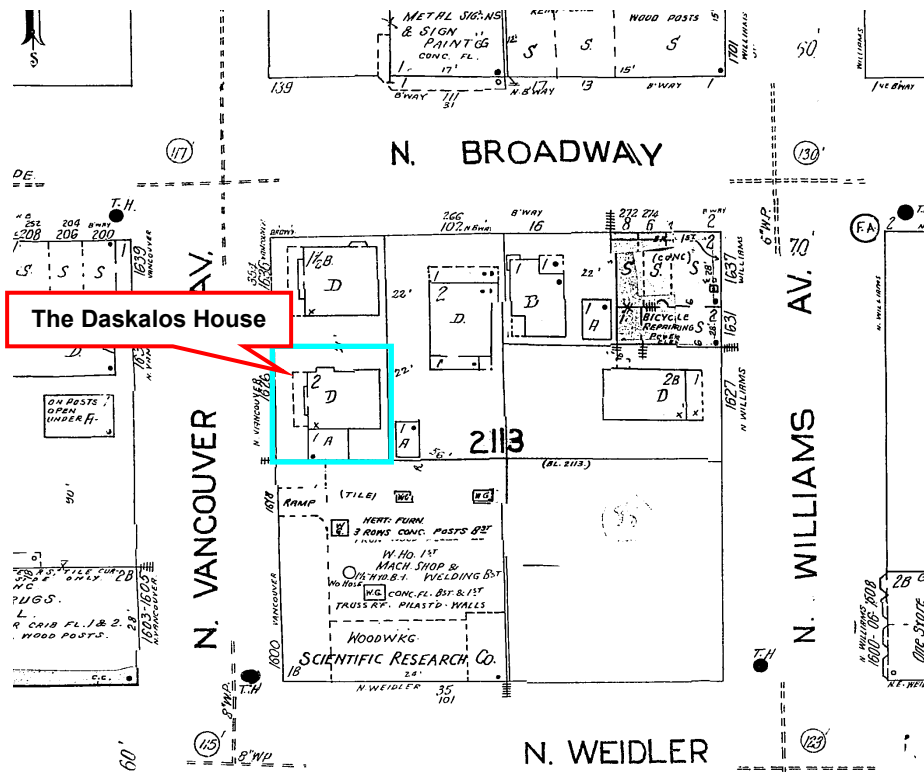
Aerial photograph showing the resource boundary of 1626 N Vancouver Avenue (Courtesy of PortlandMaps.com).

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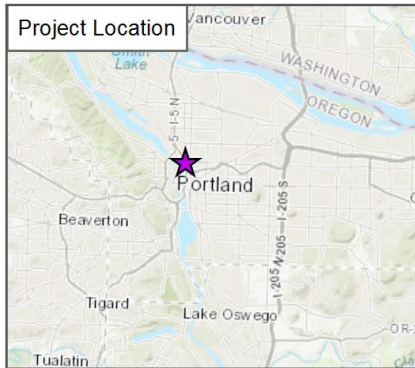
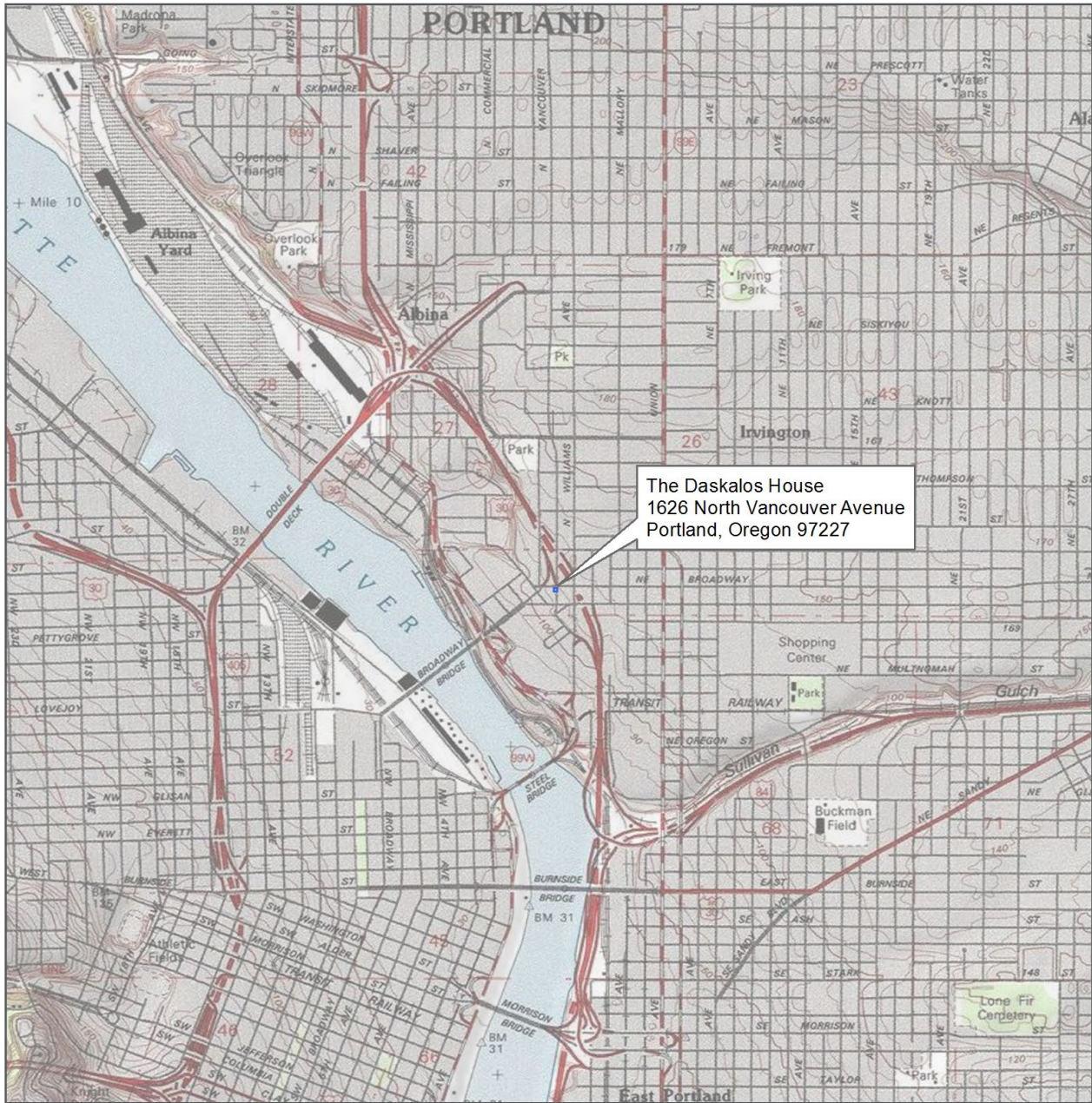
Sanborn Fire Insurance Company Map, Portland, Volume 6, Sheet 657. 1924



Sanborn Fire Insurance Company Map, Portland, Volume 6, Sheet 657. 1924-1950.
(Note a change to the garage location)

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1626 North Vancouver Avenue

DATA SOURCES: U.S. Geological Survey Portland, OR
7.5 Minute Series Topographic Map, 1979. Scale 1:24,000.
ESRI 2018, http://goto.arcgisonline.com/maps/USA_Topo_Maps
Township: 01N, Range: 01E, Section: 27

**I-5 ROSE QUARTER
IMPROVEMENT PROJECT**

THE DASKALOS HOUSE
1626 NORTH VANCOUVER AVENUE
PORTLAND, OREGON 97227

**Oregon
Department
of Transportation**

0 500 1,000 2,000
Feet
0 150 300 600
Meters

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Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001(483)			
Property Name: Mount Olivet Baptist Church			
Street Address: 1734 NE 1st Avenue		City, County: Portland, Multnomah	
USGS Quad Name: Portland	Township: 01N	Range: 01E	Section: 27
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)			
Name of District or Grouping/Ensemble: N/A			
Number and Type of Associated Resources in Grouping/Ensemble: N/A			

Current Use: Religion: General (Church)	Construction Date: 1923
Architectural Classification/Resource Type: Late 19th and 20th Century Revivals: Late Gothic Revival	Alterations & Dates: See Description

Window Type & Material: Romanesque arched with Gothic style stained glass	Exterior Surface Materials: Primary: Gray Brick Secondary: White Stucco Decorative: White brick
Roof Type & Material: Intersecting gabled roof/asphalt shingles	
Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



Mount Olivet Baptist Church viewing southeast

Preliminary National Register Findings:		<input type="checkbox"/> National Register listed	
<input checked="" type="checkbox"/> Potentially Eligible: <input checked="" type="checkbox"/> Individually <input type="checkbox"/> As part of District			
<input type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss		<input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:			
<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually		<input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____		Date _____	
Comments:			

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Property Name: Mount Olivet Baptist Church	
Street Address: 1734 NE 1st Avenue	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): Morrison H. Vail	Owner: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Other
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):	
<p>Description</p> <p>The Mount Olivet Baptist Church is located at the southeast corner of the NE 1st Avenue and NE Schuyler Street intersection, on a 0.17-acre rectangular-shaped parcel in the Albina District of Portland, Oregon. The site is flat and located within an urban setting. The building is set back approximately 10 feet from the edge of the sidewalk and is surrounded by manicured green grass and pruned shrubs with the main entrance facing west. A concrete path connects a parking lot (not included within the historic property) to the church and also leads to a wooden American with Disabilities Act (ADA) compliant wood ramp providing entry on the east side of the church. The streetscape includes public sidewalks on NE 1st Avenue (to the west), NE Schuyler Street (to the north), and NE 2nd Avenue (to the east) with young street trees, grass medians, street signs, and wooden utility poles. The southern property line borders an adjacent parking lot that is also not affiliated with the church. Tall evergreen shrubs set against a vertical wooden board fence shield the church and its landscape from this parking lot.</p> <p>The Mount Olivet Baptist Church, built in 1923, is a one-and-a-half-story building with a ground-level basement exhibiting architectural features of the Late Gothic Revival style. The building exhibits a T-shape plan with a steep-pitched intersecting gable roof with a slight parapet capped with metal flashing. The roof is covered in asphalt shingles. Defining the northwest corner of the building and protruding through the roof is a square-opening crenulated bell tower; the main entryway is an arched opening with double doors is at its base. The main body of the building, constructed with gray brick in a seven-to-one common bond, sits atop a yellow-painted cement block constructed basement on a concrete foundation. White brick juxtaposed to gray brick provides architectural ornamentation on the building. White brick quoins define the vertical protruding edges of the building and the vertical surrounds of the door and windows. White brick is also used for the three-course Romanesque style arches over the door and fenestration openings, the apron row of rowlock bricks below each window opening, the soldier row brick belt course providing a visual separation between the basement and the main building, the vertical supporting buttresses on the west and east end gables, and for the outlining of the crenulated bell tower. The main fenestration throughout the building is wood sash consisting of paired and single Gothic-style arched stained-glass windows with a couple of one-over-one, wood sash windows. All stained-glass windows are covered with clear storm/anti-vandalism protective glass. Basement level windows are rectangular wood sash with iron bars.</p> <p>The west elevation features the main entrance at the base of the bell tower, located at the northwest corner, and a projecting intersecting end gable aligned with the southern elevation. The basement is at street level, requiring a double-wide flight of approximately 13 concrete steps to access the entrance. This entire elevation, except for the basement level, is constructed in gray brick and architecturally embellished with white brick. The main entrance features a semi-circular arch and contains a circle top stained-glass transom over a set of double metal doors located behind an arched set of iron gates. Further up, the bell tower also contains a narrow, arched stained-glass window and above that in the lantern section, a square opening – this has been shuttered with plywood – these once had horizontal wood slats. The end gable contains a centrally located arched paired stained-glass window flanked by brick support buttresses, to the south of the paired stained-glass window is a rectangular wood sash one-over-one light window. Centrally located above the paired stained-glass window is an arched vent with horizontal wood slats. The northern façade of this protruding end gable contains a single arched stained-glass window. At the basement level within the end gable are two doors behind iron gates; one contains an aluminum awning. The intersecting side gable contains one arched stained-glass window. All arched fenestrations, the vent, and the main entrance contain three white brick arched courses; two courses are header orientation and one is of stretcher bricks. Below each window, vent, and bell opening is an apron of rowlock bricks. The vertical portions of each door and window opening, vent, and bell opening exhibit an alternating pattern of stretcher and header bricks, the same pattern that is found in the quoins of the protruding corners of the bell tower and the corners of the building.</p> <p>The north elevation features an end gable with a centrally located arched, paired stained-glass window; an arched vent with horizontal wood slats is located above the paired window. The bell tower, emphasized by its crenulated parapet, is located in the northwest corner and protrudes the northern façade slightly. The bell tower contains three centrally located vertical openings; two are closed over openings and one was for ventilation accommodating in the past horizontal wood slats. The fenestration consists of narrow arched stained-glass windows. The lantern section contains a square opening and has been shuttered with plywood as the western elevation. Much like all the window, vent, and bell town openings on the western façade, the north elevation contains the same white brick architectural detail of three white brick arched courses along the top, an apron of rowlock bricks along the bottom, and similar brick quoin patterns along the vertical portions of each. Below the soldier row belt course is a centrally located basement door—a set of hydraulic-opening double doors with a single light</p>	

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in the upper half with a metal gate in front of it. Two corner stone plaques (one red granite the other gray cement) are located at the basement level below the bell tower. They both read "Mount Olivet Baptist Church/ 1907 Rebuilt 1921/ Rev. J.W. Anderson. Pastor."

The east elevation features an intersecting projecting end gable aligned with the southern elevation. The end gable contains a centrally located arched paired stained-glass window flanked by stucco brick support buttresses and by an arched stained-glass window and a rectangular wood sash one-over-one lighted window, respectively. Centrally located above the paired stained-glass window is an arched vent with horizontal wood slats. The end gable is stuccoed, though in places such as the peak of the end gable the underlying brick is evident; as such, no brick detail or embellishments are visible around the windows save for an apron of rowlock bricks at the sill of each window and vent. Towards the northern end of the end gable is a full-story brick column with quoin details on its edges and a red, painted wood door at its base. The northern façade of this projecting end gable exhibits gray brick and a single arched stained-glass window. The basement level, though at street level on the north and west elevation, is mostly subterranean on the east elevation. Windows on the end gable are small and rectangular with fixed metal bars. The intersecting side gable exhibits exposed gray brick like the west and north facades and contains two arched stained-glass windows. These windows exhibit the same three-course arch over each window. Below them at the basement level are two sliding rectangular windows with security metal bars. These windows are larger compared to the end gable basement windows due to more of the subterranean basement being exposed. This elevation also contains an ADA access wood ramp. The door appears to be on the south elevation.

The south elevation features an intersecting end gable with a protruding brick chimney stack at the southeast corner of the end gable. Just as the east elevation, the entire façade is covered in white stucco; as such, the brick detail and ornamentation are not visible save for an apron of rowlock bricks below each window and vent. The end gable contains three evenly spaced, horizontally positioned arched windows, but it is unclear whether they feature stained-glass windows or not. Above these is a centrally positioned vent with horizontal wood slats. On each side of the end gable, portions of the intersecting side gable are visible; here in these spaces are two stepped rectangular openings – one is a one-over-one light window covered with metal bars and the other a door entry also with metal bars. The southeast corner door appears to provide entrance to the church via the ADA ramp. Some additions have occurred at the basement level. A wooden staircase with railing and a landing has been attached at the lower southwest corner. A free standing wooden shed with a gabled roof and with vertical composite wood siding has been installed on the property. A new fence has also been installed, delineating the southern and southwest corner of the property.

Alterations to the building since its original construction are evident following a site visit on February 1, 2018, a review of historic images via Google maps, and analysis of historic documentation. Additions include the construction of an ADA wood ramp along the western elevation. There is also a wood staircase and landing on the southern elevation, the installation of a detached wood shed on the southern grounds, and the installation of a wood fence along the southern perimeter. Changes include the shuttering of the lantern section opening on the bell tower. Clear protective storm windows/anti-vandalism glass has been installed over all stained-glass windows. Metal bars over basement windows and doors have been added. There appears to have been one infilled doorway, on the west end gable. In the opening, the bricks and mortar appear newer and the bricks appear to be a different size and have been laid in a different pattern.

Boundary

The historic boundary of 1734 NE 1st Avenue is confined by NE 1st Avenue to the west, NE Schuyler Street to the north, a parking lot affiliated with the church to the east, and a parking lot to the south. For the purposes of this evaluation, the boundary of the historic property only includes the tax parcel upon which the church is situated and does not include the parking lot.

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View: West elevation, viewing east



View: East elevation, viewing west

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View: South elevation, viewing north



View: West and south elevations, viewing northeast

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Significance

Previous Evaluation

According to the Oregon Historic Sites Database (HSD), the Mount Olivet Baptist Church was previously recorded "**Eligible/Contributing**." While appearing in the Oregon HSD, no entry for the property is contained in the report. The property has not been formally determined eligible for the National Register of Historic Places (NRHP) by the National Park Service or another federal agency.

Background

The I-5 Rose Quarter Project area is located in the area of Portland historically known as Albina. Due to a number of twentieth-century transportation and urban renewal projects, the area has experienced significant changes in land use, function, and appearance. Emerging from an area of single- and multi-family dwellings, street-front commercial businesses, and overland and shipping industries, Albina has become the location for medical facilities, interstate highways, sports entertainment, and hotels, as well as a convention center. The historical resources from Albina's past relate to the neighborhood's evolution over time. The following historical context traces the major historical themes and time periods of the project area.

The Mount Olivet Baptist Church is located on land first settled by James L. Loring in 1852. By 1873, much of the area surrounding the property became known as "Albina" and was platted on a grid of streets (Snyder 1979:83). Beginning in the early 1880s, the need to transport timber from Oregon's forests brought heavy investments to the area from railroader Henry Villard, who "made large-scale investments in building projects in Portland, East Portland, and Albina (Roos 2008:10)." By 1885, Albina's vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its "downtown" along N Russell Street and modern-day N Interstate Avenue consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, and fraternal organizations, as well as multiple one- and two-story dwellings (Sanborn Fire Insurance Company 1884 & 1885).

After Albina was consolidated with Portland and East Portland in 1891, this area quickly grew due to the expansive network of street cars and trolleys, which allowed for the dramatic growth in housing and businesses. This expansion was supported by the City & Suburban Railway Company trolley line that ran through the Lloyd District, Eliot, and Boise, in addition to the Portland Railway Company and Oregon Water Power & Railway trolley that ran north of what is today NE Martin Luther King Jr. Boulevard in 1904 (Thompson 2014). The Albina neighborhoods thrived given their central location and access to trolley lines. By 1908, the Lloyd District was heavily residential, with one- and two-story street-facing dwellings, two-story flats, and a row of stores on NE Holladay Street (Sanborn Fire Insurance Company 1908). At this time, Albina's blocks were partitioned and developed with one, one-and-one-half, and two-story street-facing dwellings, as well as commercial storefronts, churches, and boarding houses along NE Russell Street (Sanborn Fire Insurance Company 1908).

By the 1920s, affordable automobiles, rising labor costs, and improved roads led to the gradual downfall and demobilization of Portland's trolley lines, with the final removal of the Broadway tracks in 1948 (Thompson 2006:108). By 1924, the larger businesses such as the Mack International Motor Truck Corporation, manufacturing companies, and garages situated themselves next to bridge landings. Apartment buildings also became more prevalent and new two and two-and-one-half story street-facing dwellings were constructed. In 1929, the popularity of the automobile triggered the widening of NE Martin Luther King Jr. Boulevard (Union Avenue). To accommodate this change, buildings were moved, cut back, and demolished, and large department stores, auto-supply stores, and other businesses were constructed along major thoroughfares. This also occurred with the improvement of N Interstate Avenue in 1939, which greatly facilitated interstate overland commerce and freight transport.

At the peak of wartime production (1943-44), the federal government identified 140,000 defense workers in the city and 100,000 in the metropolitan area. This substantial growth placed a strain on public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48).

Through the 1950s, 1960s, and 1970s, Portland undertook several urban renewal projects that significantly altered the urban landscape and displaced and removed the center of the African American community in the Albina area. Major infrastructure projects conducted during this time include the construction of Memorial Coliseum (1960), Lloyd Center (1960), Interstate 5 (I-5) (1966), and Fremont Bridge (1973) and the expansion of Emanuel Hospital (1970s).

Later changes made to the area, such as the Metropolitan Area Express (MAX) light rail on NE Holladay Street in 1986, the Oregon Convention Center in 1990, the Rose Quarter in 1995, and the Portland Streetcar on NE Broadway in 2012, have also impacted the neighborhood.

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African American Community in Portland/Albina (1850s-1970s)

The history of the African American community in Portland is one of continuous struggle and survival— beginning in 1857, voters approved a state constitution that did not allow slavery, but did allow the exclusion of “Black persons, slave or free, from Oregon” (Pearson 1996:5). At this time, a few African Americans lived in the state, but only as personal servants of Euro-American settlers (Pearson 1996:5-6). Oregon’s “Black laws” prohibited any African American from owning property or voting, and until 1870, a 10 dollar poll tax was required to be paid for every Black person living in the state. In the following years, the African American population increased slightly as Portland became a significant terminal for railroad and shipping and positions of porters, waiters, dining car attendants, and ship attendants became in demand (Pearson 1996:6, 13).

At the turn of the nineteenth century, Albina underwent a significant transition as the community’s ethnic landscape made up of mostly first and second generation Euro-American immigrants gradually began to shift with the migration of a small African American community that had resided next to Union Station on the west bank of the Willamette in northwest Portland. The land next to Union Station had become desirable to downtown businesses looking to expand; the development caused the displacement of around 800 African Americans (Pearson 1996:7). Albina, historically a working-class community, offered low rents and proximity to jobs in the railroad industry on the eastside of Portland.

During the World War I period, Albina garnered more Black-operated hotels, restaurants, and other businesses as well as fraternal and social organizations and clubs, as job opportunities for Blacks opened with the expansion of the railroads occurred (Roos 2008:33; Millner 2014:4). Following World War I, however, the living situations for African Americans became much worse, largely due to Oregon becoming a center for Nativist sentiments and a stronghold for the Ku Klux Klan. Curfews were imposed. All young Black men were required to be off the streets by sundown, and at any time when accosted, all African American adults had to account for their presence with a job verification. Exclusion from establishments was enforced by revoking the licenses of bars and restaurants that allowed racial intermingling (Pearson 1996:8).

A small turning point came in 1926, when Oregon’s “Black laws” were repealed, and African Americans were allowed the vote; however, this did little to change discrimination (Pearson 1996:8). Racial segregation was also enforced by the manipulation of the housing market by white politicians and businessmen by limiting African Americans to the most impoverished and run-down parts of the city. The Albina area contained some of the oldest and poorest housing in the city (Pearson 1996:4,7). In spite of these socio-economic impositions, the African American community grew through the 1920s and 30s and reshaped the existing built environment, as Albina garnered Black churches, religious missions, and businesses to serve the community bounded by NE Broadway, N Larrabee Avenue, N Hassalo Street, and NE Wheeler Avenue (City of Portland Bureau of Planning 1993:31), and along N Williams Avenue (Gibson 2007:7). It was also not uncommon to find small-scale businesses at individual homes, as barbers, beauticians, and grocers erected additions to their homes to allow for neighborhood scale commerce. This continued into the 1940 and 1950s, as Albina’s Black population grew from 1,600 to 4,500 (Comprehensive Planning Workshop 1990:44) despite unwritten restrictions that placed barriers on Blacks renting property or patronizing stores and restaurants outside of Albina (Pearson 1996:5-8).

During World War II, Portland’s wartime industries fostered significant population growth and economic productivity. Prior to World War II, Portland was not an Industrial city. By 1940, approximately 18 percent of the labor force was industrially employed, but by 1945, over 50 percent of the labor force was employed for an industry (Pearson 1996:64). This substantial growth stressed public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48). It also significantly intensified racial tensions within the city, as the Black population had increased from 2,100 in 1940 to 15,000 in 1945, many of whom moved to Portland to work in the Kaiser shipyards (Bosco-Milligan Foundation 1995:51). The more the African American population grew, the more they were restricted to a 25-block area near N Williams Avenue in Albina (Pearson 1996:99). Even though the community of Vanport was constructed in 1942 to somewhat relieve the geographic pressures placed upon Blacks, it did little to improve racial relations. After Vanport was destroyed by a flood, housing pressures resumed for Blacks, as many decided to leave the city or move back to the Albina area (City of Portland Bureau of Planning 1993:86). In the Post-War era, more than 21,000 whites left the area for the suburbs or other Portland neighborhoods between 1940 and 1960 (Gibson 2007:7-8). This drastic change in demographics, in addition to the short-lived post-war economy and the decline in the shipbuilding industry, contributed to the Albina’s high unemployment rates after the war, reframing its image in the public eye. Throughout the 1960s, the close-knit Albina neighborhood grew in political activism, as it became a center for civil rights activities. Black civic organizations and churches played a leading role in exacting change in the city and state’s governance to gain improvements in education, employment, and civil rights for Black Oregonians. Unfortunately, from the 1950s and through the 1970s, urban renewal campaigns and an interstate highway destroyed dozens of residential and commercial blocks in Albina, including the heart of the African American community at the intersection of N Russell and N Williams.

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The Mount Olivet Baptist Church

The Mount Olivet Baptist Church was built in 1923 with architectural plans provided by Morrison H. Vail (Kadas 1995). Planning, land purchase, and fundraising for the new church began in 1921 (*The Oregon Daily Journal* 1921). The cornerstone of the church reads “1907 Rebuilt 1921 / Rev. J.W. Anderson.” These dates reference the original construction of the church on the westside of Portland in 1907 and then the rebuilding of the church at its present location on NE 1st and NE Schuyler in 1923. The original location of the Mount Olivet Baptist Church congregation was at N 7th Street, between Everett and Flanders (*The Oregon Daily Journal* 1907) on the west side of Portland in the North Burnside District. This one-story building was constructed in 1907 with lumber donated from four yards and with funds raised by the congregation (*The Oregon Daily Journal* 1907).

The Mount Olivet Baptist Church was one of four African American churches that were established in the North Burnside District during the late nineteenth and early twentieth century to serve Portland’s African American community that predominately resided there. The district was generally bounded by Burnside Street to the south, 12th Avenue to the west, and the Willamette River to the north and east. The churches played an important role in the African American community by responding to its congregation’s spiritual, economic, educational, political, and social needs. The religious leaders of these congregations emerged as leaders for social and civil rights change. They spoke out against the discrimination of housing and employment practices and criminal injustices directed at the Black community (Portland Bureau of Planning 1993:16-18).

The moving of the church to the east side of Portland, specifically northeast Portland in the Albina District, came as a consequence of land within the North Burnside District becoming more desirable to white developers and downtown businesses wanting to expand. The subsequent development push caused the displacement of around 800 African Americans (Pearson 1996:7). Albina, historically a working-class community, offered low rents and proximity to jobs in the railroad industry on the eastside of Portland. The funneling of African Americans into northeast Portland continued into the 1940s and was supported by city officials as a means to avert racial tensions from Euro-Americans. The increase in the African American population, however, increased racist attitudes and with that came more discrimination as buying or renting property or patronizing stores and restaurants outside of Albina became impossible (Pearson 1996:5-8). As a result of this sequestering and unwritten segregation, the Black population grew in the Albina, Eliot, and Boise neighborhoods (Gibson 2007:7). Following World War I, the living situations for African Americans became much worse, as Oregon became a Ku Klux Klan stronghold (Pearson 1996:8). In January 1921, plans for a new building to house the Mount Olivet congregation was announced by Rev. J. W. Anderson -- whose name appears on the present cornerstone (*The Oregon Daily Journal* 1921), and by June of that same year negotiations were under way to purchase land on the eastside of Portland and to “erect a modern brick structure” (*The Oregon Daily Journal* 1921) at East First and Schuyler Streets for the cost of \$25,000 (*The Oregon Daily Journal* 1922). About a fifth of the donations came from business men of the city; the remainder was raised over a 2-year period by the congregation (*The Oregon Daily Journal* 1921, 1922).

Once Mount Olivet Baptist Church was rebuilt on its present location, it became an important spiritual and civic center where organizations such as the National Association of the Advancement of Colored People (NAACP), the Brotherhood of the Sleeping Car Porters, and other informal social groups gathered to work towards the betterment of the community. The church had a section entitled “Mt. Olivet News” in the Black newspaper *The Advocate* that provided gathering information for specific groups and lecture series. The community had a significant impact on local race relations before, during, and after the Civil Rights Movement, particularly from 1954 to 1968 (Gordon 2017:8). Some of the most significant members and religious leaders of Mount Olivet church who had a significant impact on the African American community included Rev. James W. Anderson, Clarence E. Ivey, John C. Logan, Rev. Johnathan L. Caston, Rev. James J. Crow, Deaconess Essie Lee Evans, and Rev. John Hiram Jackson.

Before the Civil Rights Movement, Rev. James W. Anderson, the first reverend at the 1st and Schuyler Mount Olivet Baptist Church site, was a significant social justice figure who worked toward improving the economic independence and vitality of the Oregon African American community. He was active not only at this Baptist church but prominent in the general Black Baptist community. He held a number of positions in the 1920s, such as secretary and superintendent for the Northwest Coast Baptist Association, and was secretary for District Two at the National Convention in 1926. He was also responsible for creating the Bend Colored Men’s Business Club in Central Oregon (Gordon 2017:9).

Church member Clarence E. Ivey was active in the community fighting for civil and labor rights of the Black community from 1926 through to his death in 1961. He was a member of the local chapter of the Brotherhood of Sleeping Car Porters and organized the meetings at the Olivet church. In 1930 he became the president of the NAACP and the president in 1950 of the Oregon Fraternal Association, and the first Black member of the local Red Cross Board (Gordon 2017:9).

The Advocate, a Black newspaper instrumental in means of communication in the community, was founded by John C. Logan. He was a member of the Olivet Church and at times served as the church secretary. Arriving in 1889, Logan was an

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early pioneer to Oregon and was active in recruiting other southern Black men to move to Oregon. He also founded the Black chapter of Grand Lodges of Masons in Portland, a social club and source of economic support for numerous Black Portlanders (Gordon 2017:10).

Rev. Johnathan L. Caston was a supporting pastor at Mount Olivet during the late 1920s and into the early 1930s. He also held many positions within the NAACP, including regional leader, chairman of the executive board, and branch delegate at a conference. As a community leader, he used his role to improve race relations locally and nationally and to foster allies with the white community. He spoke at local Presbyterian churches, Reed College, and to a group of white pastors known as the Friars (Gordon 2017:10).

Another influential pastor was Rev. James J. Clow, who led Mount Olivet from 1936 through 1962; he was also at Mount Olivet during the period of the Civil Rights Movement. He was also chairman of the committee on Racial Education for the Emergency Advisory Council for Negroes of Portland and advocated for housing and labor rights for Black Oregonians while in that position (Gordon 2017:10).

One of the few known and influential woman at Mount Olivet was Essie Lee Evans. A deaconess at Mount Olivet, she came to Portland in the mid-1940s and was deeply involved with the church's social outreach programs. A charter member of the Portland chapter of the National Council of Negro Women, she worked toward social justice and civil rights for Black Portlanders (Gordon 2017:10).

Rev. John Hiron Jackson, a notable and highly influential pastor at Mount Olivet, was at the church during the period of the Civil Rights Movement. He led the church from 1964 through to 1987 and was a highly visible religious figure while carrying out his civil rights work and continued his involvement with the church and community until his death in 1994. During the Civil Rights Movement, he was instrumental in organizing marches, sit-ins, and demonstrations all over Portland and frequently corresponded with politicians and national civil rights leaders. Jackson was also active in the Albina Ministerial Alliance, NAACP, the Urban League, and other organizations that sought to obtain equal rights politically, socially, and economically for African Americans. He also held meetings and recruited for these organizations at the Mount Olivet Baptist Church. Through the 1970s and 1980s, Jackson continued to advocate for equal rights and improved race relations (Gordon 2017:10).

Mount Olivet Baptist Church congregation has been in existence since 1907, when it received a contract of permission to organize from the Baptist Home Mission Society. The church is still active to date but not at this location.

Morrison H. Vail appears to have been an architect that worked and resided in Dixon, Illinois. There is no record of Vail having lived or worked in Oregon or Washington, and he appears to be completely unknown to the Pacific Northwest. However, a search of the national newspaper archives revealed that an architect by that same name lived and worked in Dixon, Illinois, and died in 1949 (*Dixon Evening Telegraph* 1949:6). Similarly, an independent blogging site by the name of "Building the Social Gospel – an episode in American religious architecture" lists Morrison H. Vail as an architect who was born Charles Morrison Huggins Vail in 1866 and who practiced in Dixon, Illinois. The blog site indicates that Vail was nationally known through publications of plan books for both houses and churches (Building the Social Gospel 2018). No other source was found to verify this national notoriety of publication of plan books.

Little information was discovered during research on other persons associated with the property.

Evaluation

The Mount Olivet Baptist Church retains integrity of location, design, materials, workmanship, feeling, and association due to its retention of location, use of materials and construction techniques common to its build date, and original function. However, it has lost integrity in setting due to the demolition of hundreds of buildings in the immediate and surrounding area from its period of construction to make way for Memorial Coliseum and I-5. Few buildings within the area from the same era have survived and remain with such high integrity. The Mount Olivet Baptist Church is the only African American church to retain its original eastside building in the Albina District. The other three buildings have all been demolished.

The property could be evaluated under the Historic and Architectural Properties in the Eliot Neighborhood of Portland, Oregon Multiple Property Documentation Form (MPDF). It would be included under the Public and Social Building property type. The registration requirements for this property type require it to be:

built between 1888 and 1930. They should retain sufficient integrity to evoke the character of their style of function type. Finally, they should be one of the best examples or most characteristic examples typifying that style or function.

As the building was erected within the time frame (1923) and represents one of the best examples of its type in the

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
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Continuation Sheet

Property Name: Mount Olivet Baptist Church	Street Address: 1734 NE 1st Avenue	City, County: Portland, Multnomah
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neighborhood, the Mount Olivet Church is recommended locally eligible under NRHP Criteria A and C. In addition to meeting the requirements of the MPDF, the church is also significant for its associations with historical events that lie outside the MPDF's time period. This additional period of significance is noted below.

Under Criterion A, the church is significant in the areas of Social History and Ethnic Heritage/Black for influencing the greater African American community in Portland through its promotion of improved social conditions in the Great Depression, Post World War II, and Civil Rights eras.

Though the property is associated with local prominent church leaders and members, the significance of the property lies within the use of the church to further the civil rights of the African American community in Portland; therefore the property is not associated with a singular historic person and is recommended as not eligible under Criterion B.

Under Criteria C, it does not appear to have been built by a significant architect, but the church is nonetheless a noteworthy example of a potential pattern book-designed, Late Gothic Revival style, African American church. The Mount Olivet Baptist Church is therefore recommended as eligible under Criterion C.

The physical characteristics of the Mount Olivet Baptist Church are aboveground and visible, and existing documentary sources discuss little to no additional information about the property. The church building therefore holds little to no potential to yield information significant to the past and is recommended as not eligible under Criterion D. Surface and/or subsurface archaeological survey/testing would be necessary to verify whether archaeological remains would be significant under Criterion D.

The period of significance for the Mount Olivet Church property is 1923, the date of construction, to 1968, a date commonly associated with the height of the Civil Right Movement in Portland.

The Mount Olivet Baptist Church meets the requirements of NRHP Criteria Consideration A, as the building primarily derives its significance from architectural distinction and its historical importance.

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SECTION 106 DOCUMENTATION FORM
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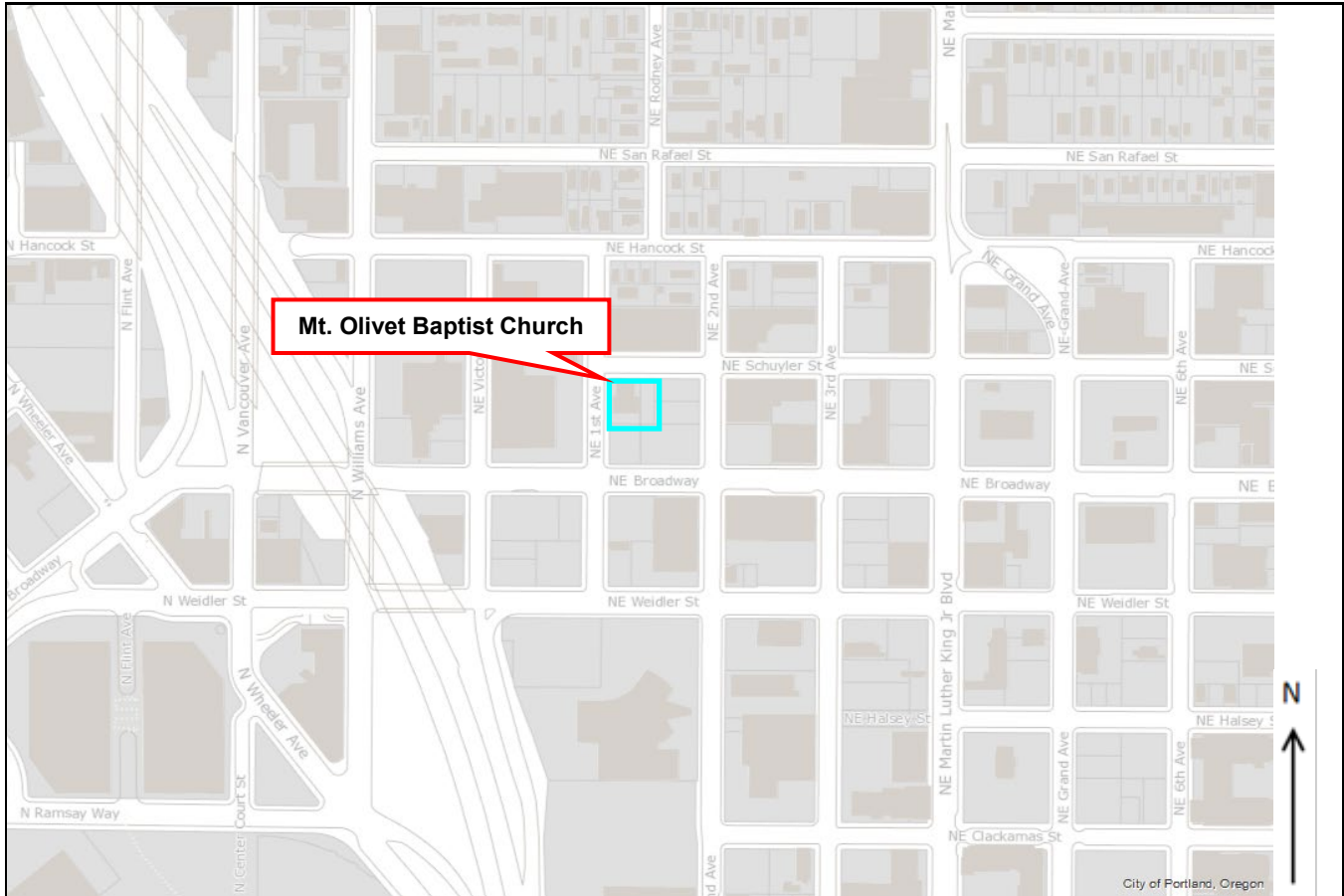
Property Name: Mount Olivet Baptist Church	Street Address: 1734 NE 1st Avenue	City, County: Portland, Multnomah
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Continuation Sheet**

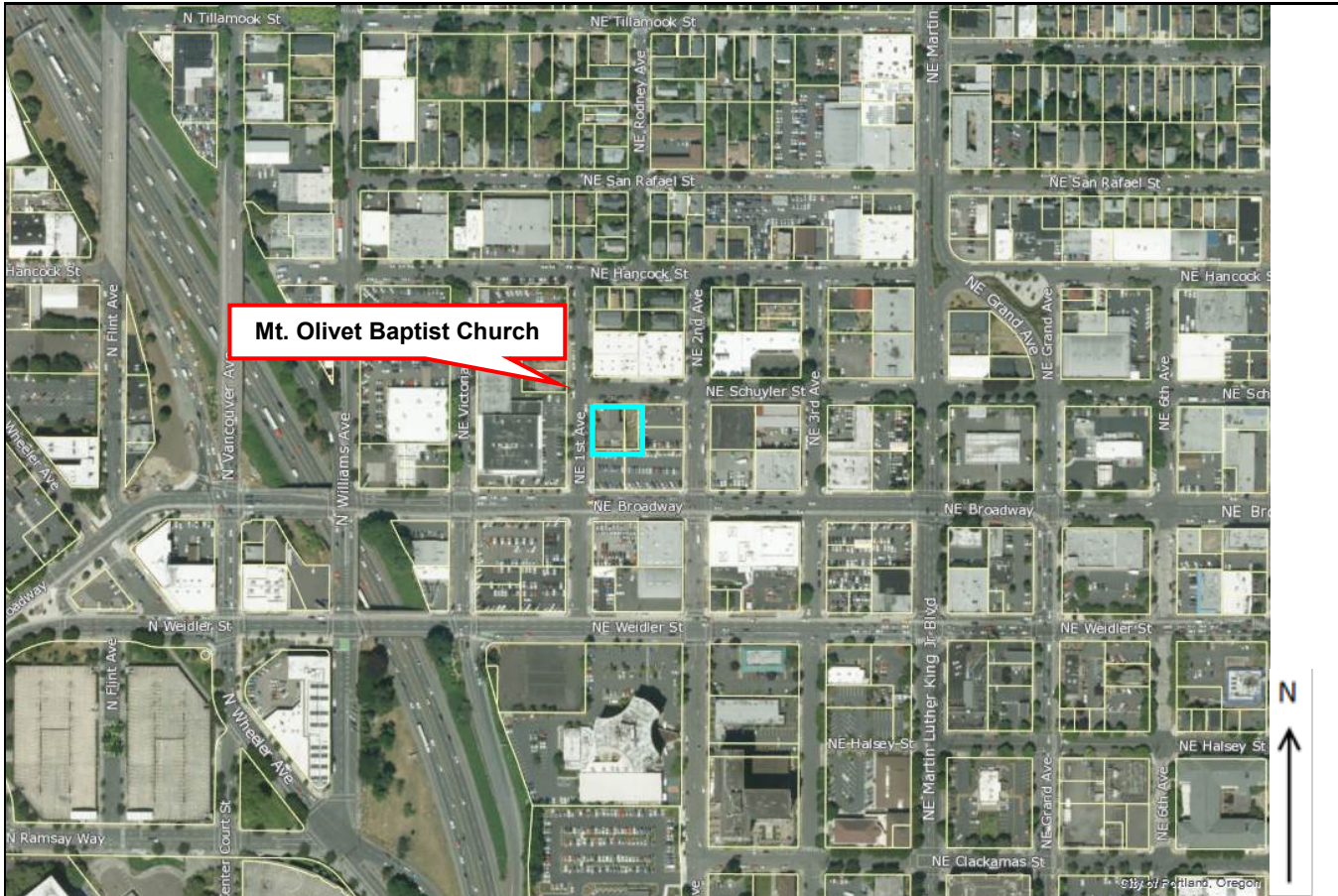
Property Name: Mount Olivet Baptist Church	Street Address: 1734 NE 1st Avenue	City, County: Portland, Multnomah
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Street map showing the resource location of 1743 NE 1st Avenue (Courtesy of PortlandMaps.com).

OREGON INVENTORY OF HISTORIC PROPERTIES
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Individual Properties
Continuation Sheet

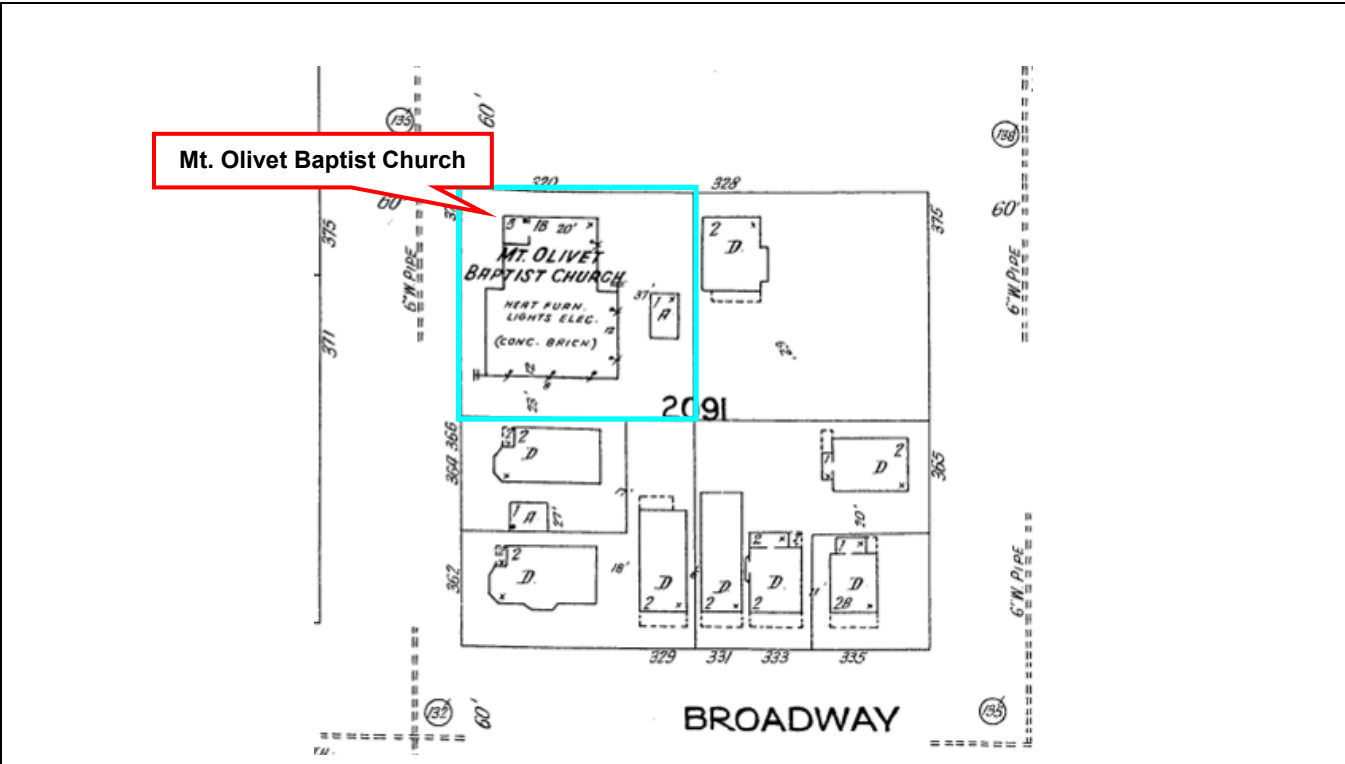
Property Name: Mount Olivet Baptist Church	Street Address: 1734 NE 1st Avenue	City, County: Portland, Multnomah
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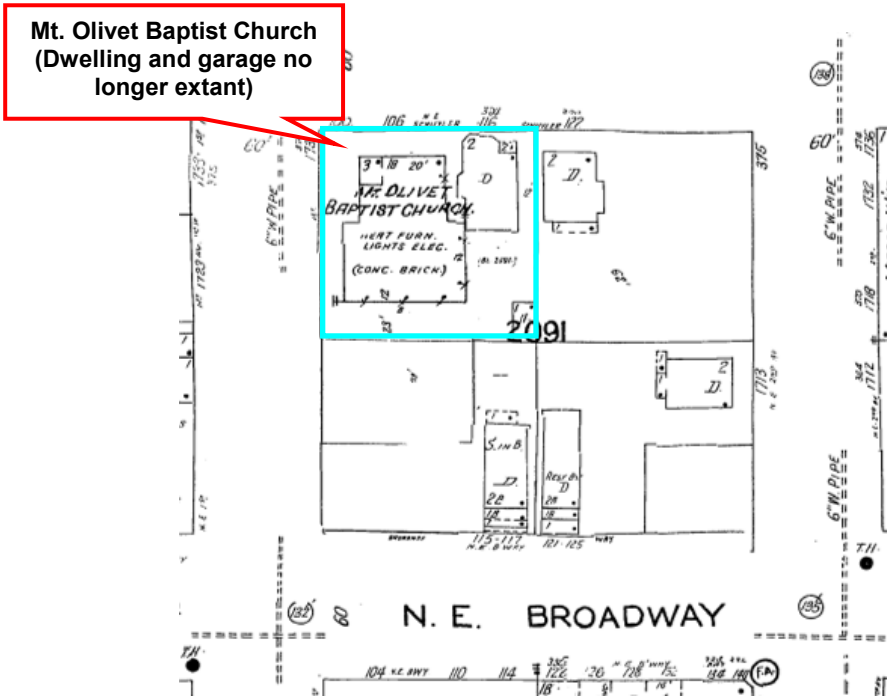
Aerial photograph showing the resource boundary of 1743 NE 1st Avenue (Courtesy of PortlandMaps.com).

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Property Name: Mount Olivet Baptist Church	Street Address: 1734 NE 1st Avenue	City, County: Portland, Multnomah
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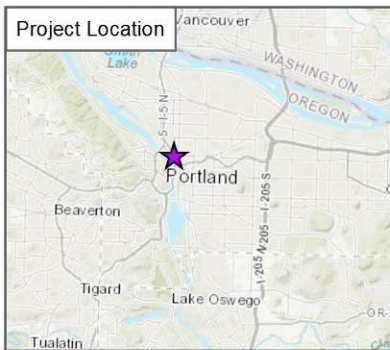
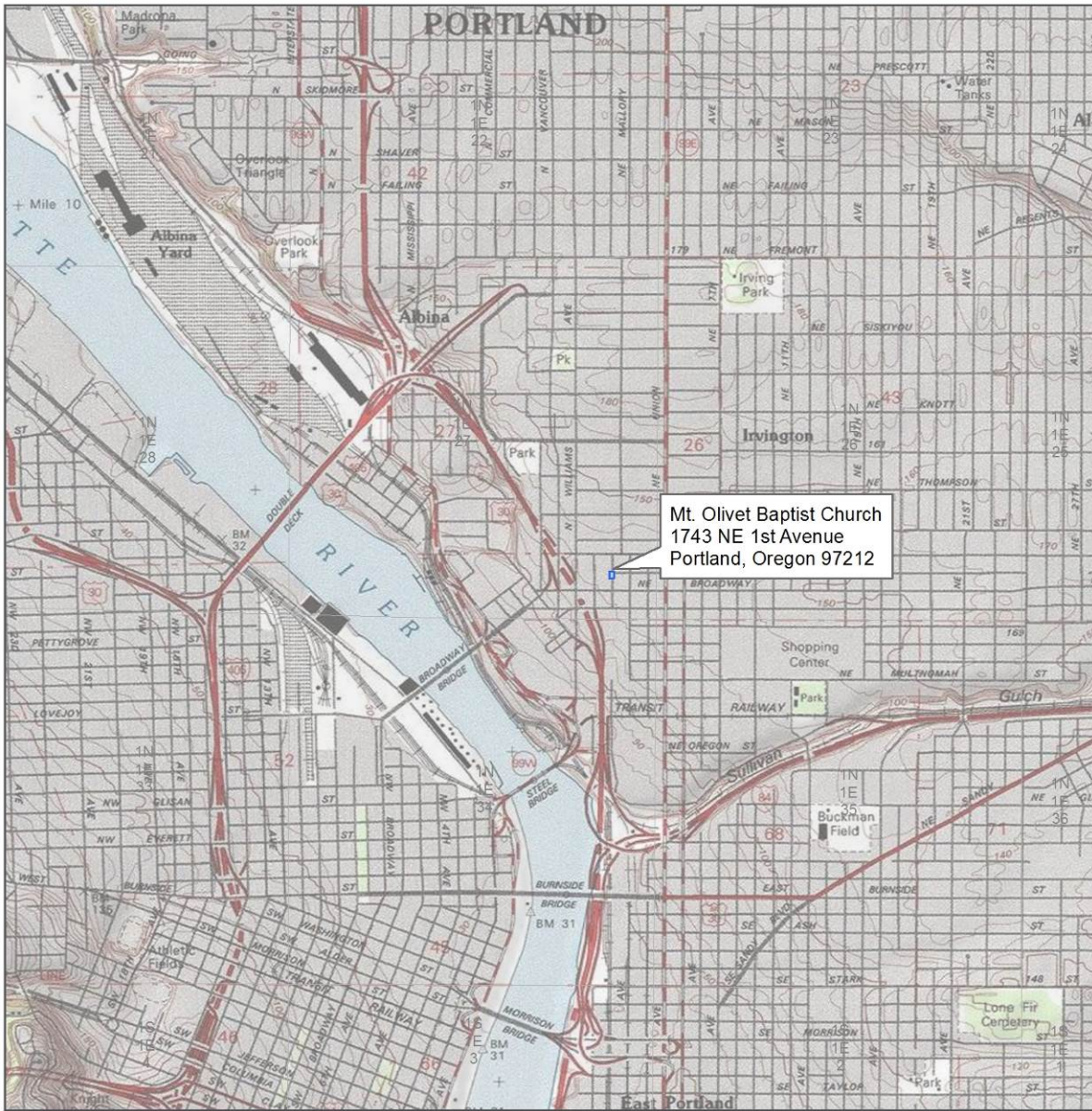
Sanborn Fire Insurance Company Map, Portland, Volume 6, Sheet 659. 1924-1928.



Sanborn Fire Insurance Company Map, Portland, Volume 6, Sheet 659. 1950.

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SECTION 106 DOCUMENTATION FORM
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Continuation Sheet**

Property Name: Mount Olivet Baptist Church	Street Address: 1734 NE 1st Avenue	City, County: Portland, Multnomah
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■ 1734 NE 1st Avenue

**I-5 ROSE QUARTER
IMPROVEMENT PROJECT**

**MT. OLIVET BAPTIST CHURCH
1734 NE 1ST AVENUE
PORTLAND, OREGON 97212**



DATA SOURCES: U.S. Geological Survey Portland, OR
7.5 Minute Series Topographic Map, 1979. Scale 1:24,000.
ESRI 2018, http://gito.arcgis.com/maps/USA_Topo_Maps
Township 01N, Range 01E, Section 27

PATH: K:_9_BROADWAY_WEIDLER_INTERCHANGE\MXD\CULTURAL\HISTORIC_BUILT_F\SOURCE\SYST_1743_NE_05G\MAP\MXK0 - USER: MICHELLE.STEGNER - DATE: 2/26/2018

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001(483)			
Property Name: Holzer, Charles E. and Emma E., House			
Street Address: 2027 N Williams Avenue		City, County: Portland, Multnomah	
USGS Quad Name: Portland	Township: 01N	Range: 01E	Section: 27
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)			
Name of District or Grouping/Ensemble: N/A			
Number and Type of Associated Resources in Grouping/Ensemble: N/A			

Current Use: Residence	Construction Date: 1906
Architectural Classification/Resource Type: Colonial Revival/Bungalow Type/Single Dwelling	Alterations & Dates: New shingle siding, wood skirting, side storm entrance (dates unknown), and rear stairs and porches (c.2004)
Window Type & Material: Wood double-hung sash and leaded stained glass	Exterior Surface Materials: Primary: Wood shingles and horizontal boards Secondary: Concrete Decorative: Applied architectural decoration (Wood)
Roof Type & Material: Bellcast side gable roof with composite shingles	
Condition: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



Charles E. and Emma E. Holzer House viewing northwest

Preliminary National Register Findings:		<input type="checkbox"/> National Register listed
<input checked="" type="checkbox"/> Potentially Eligible:	<input checked="" type="checkbox"/> Individually	<input type="checkbox"/> As part of District
<input type="checkbox"/> Not Eligible:	<input type="checkbox"/> In current state	<input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years
State Historic Preservation Office Comments:		
<input type="checkbox"/> Concur	<input type="checkbox"/> Do Not Concur:	<input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible
Signed _____	Date _____	
Comments:		

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Property Name: Holzer, Charles E. and Emma E., House			
Street Address: 2027 N Williams Avenue		City, County: Portland, Multnomah	
Architect, Builder or Designer (if known):	Owner:	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> Local Government
		<input type="checkbox"/> Federal	<input type="checkbox"/> State <input type="checkbox"/> Other
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):			
<p>Description</p> <p>The 1906 Charles E. and Emma E. Holzer House is located at 2027 N Williams Avenue on a rectangular lot in the Eliot neighborhood of Portland, Oregon. Located within an urban setting, the site is positioned on mostly flat terrain. The site is bounded by N Williams Avenue to the east, a large residential/commercial building under construction to the south, a commercial building to the west, and a hair studio and spa in a former single family residence to the north. The streetscape includes public sidewalks, a single bike lane on the west side of N Williams Avenue, deciduous trees, and utility poles. The house is slightly raised above the street with a slightly sloping front yard declining towards N Williams Avenue. A short concrete wall runs north-south along the eastern property line, connecting to the wall of a former concrete two-car garage (no longer extant) to the north and running west along the southern driveway until at grade with the yard. A wooden fence runs along the northern and western property lines and includes a small extension from the northern fence line to the north elevation of the house.</p> <p>The Holzer House is a rectangular-shaped 2½ story building with architectural features representative of the Colonial Revival-style applied to a Bungalow house form type that was relatively common during the date of construction. These features include the side gable roof, ornamental brackets, symmetrical design elements, and a recessed front porch with ionic columns, carved capitals, and a frieze of plaster garlands. The east façade features an asymmetrically located main entrance flanked by a three-sided bay window with a central transom window to the south and a fixed leaded glass window to the north. The entrance includes a single-door opening with a single-light multi-panel wood door with a transom window above. A low balustrade borders the porch with simple balusters. First floor cladding consists of horizontal wood boards with wood shingles in the upper section. Cladding of all upper levels consists of wood shingles. The second floor includes two symmetrically spaced double-hung wood windows. An oval-shaped wooden oculus window with decorative trim work is above at the attic level. Other features include corner boards on the first floor, returning eaves, and a bellcast gable roof on the front facing dormer with bargeboards.</p> <p>The south elevation consists of a first floor three-sided bay window with a central transom window flanked by a fixed leaded stained glass window to the east and a double-hung wood window to the west. Above the bay window is a small curved balcony and a single-door opening with a two-light wooden door. The balcony is flanked by one double-hung wood window and two fixed wood windows. A modern storm entrance with a shed roof and two fixed windows are on the west end. The basement appears to have two windows, but they are not highly visible.</p> <p>The west elevation was not visible from the public right-of-way. However, images from Google Maps and Zillow.com show a large wooden staircase and a porch at the attic level (Google Maps 2018; Zillow 2018). The staircase appears to connect at each level of the house. The second floor includes two multi-light patio doors with side lights and the attic level includes a single-light multi-panel wood, a double-hung wood window and a fixed wood window (Zillow 2018). The staircase is likely a more modern alteration to the house to provide egress for multiple housing units.</p> <p>The north elevation includes an asymmetrically located entrance with a single-door opening and a single-light single panel wood door. Located between the basement and first floor, this entrance appears to provide access to the basement. Fenestration consists of three, double-hung wood windows on the first floor, a double-hung wood window with a storm window between the first and second floor, three double-hung wood windows on the second floor, two with storm windows, and one double-hung wood window at the attic level. Most of the visible windows exhibit lambs tongue stops and likely date from the house's construction. Other smaller windows that appear on the side elevations of the house are obscured by what appear to be storm windows.</p> <p>Alterations to the building since its original construction are evident following a site visit on February 1, 2018, a review of historic images via Google Maps, and analysis of historic documentation. Changes that have been made include replacement wood shingle siding, new wood skirting under the porch, the construction of a storm entrance on the south elevation, and the addition of the rear staircase and porches (dates unknown). Landscaping has changed with the addition and removal of shrubbery and trees along the south, east, and north elevations since circa 1981 (City of Portland Bureau of Planning and Sustainability 1981). A single car garage was constructed circa 1950 and removed prior to 1995 (Sanborn Fire Insurance 1950; Kadas 1995).</p> <p>Boundary</p> <p>The historic boundary of 2027 N Williams Avenue is confined to the tax boundary of Tax Lot 17, Block 32 of the Albina Addition.</p>			

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

Property Name: Holzer, Charles E. and Emma E., House

Street Address: 2027 N Williams Avenue

City, County: Portland, Multnomah



View: East façade, viewing west



View: East façade, viewing southwest

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

Property Name: Holzer, Charles E. and Emma E., House

Street Address: 2027 N Williams Avenue

City, County: Portland, Multnomah



View: North elevation, viewing southwest



View: South elevation, viewing northwest

OREGON INVENTORY OF HISTORIC PROPERTIES
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Individual Properties
Continuation Sheet

Property Name: Holzer, Charles E. and Emma E., House	Street Address: 2027 N Williams Avenue	City, County: Portland, Multnomah
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View: Historical photo, looking west, circa 1981. See Bosco Milligan Foundation.

OREGON INVENTORY OF HISTORIC PROPERTIES
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Property Name: Holzer, Charles E. and Emma E., House	Street Address: 2027 N Williams Avenue	City, County: Portland, Multnomah
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Significance

Previous Evaluation

In August 1995, the Bosco-Milligan Foundation determined that the Charles E. and Emma E. Holzer House was significant for its association as the home of Civil Rights activists William E. and Lorene Banister during the “war years.” William Banister was a partner in the Francis Motor Car Company and Lorene was a board member for the local chapter of the National Association for the Advancement of Colored People (NAACP) in the early 1950s, contributing to the passing of the Public Accommodations Bill in the Oregon Legislature in 1953. Due to the amount of time that has elapsed since these previous evaluations and changes to the building’s condition, the property was reassessed.

Background

By 1873, much of the area surrounding the property became known as “Albina” and was platted on a grid of streets (Snyder 1979:83). Beginning in the early 1880s, the need to transport timber from Oregon’s forests brought heavy investments to the area from railroader Henry Villard who “made large-scale investments in building projects in Portland, East Portland, and Albina (Roos 2008:10).” By 1885, Albina’s vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its “downtown” along N Russell Street and modern-day N Interstate Avenue consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, and fraternal organizations, as well as multiple one- and two-story dwellings (Sanborn Fire Insurance Company 1884 & 1885).

After Albina was consolidated with Portland and East Portland in 1891, this area quickly grew due to the expansive network of street cars and trolleys, which allowed for the dramatic growth in housing and businesses. This expansion was supported by the City & Suburban Railway Company trolley line that ran through the Lloyd District, Eliot, and Boise, in addition to the Portland Railway Company and Oregon Water Power & Railway trolley that ran north on what is today NE Martin Luther King Jr. Boulevard in 1904 (Thompson 2014). The Albina neighborhoods thrived given their central location and access to trolley lines. By 1908, the Lloyd District was heavily residential with one- and two-story street-facing dwellings, two-story flats, and a row of stores on NE Holladay Street (Sanborn Fire Insurance Company 1908). At this time, Albina’s blocks were partitioned and developed with one, one-and-one-half, and two-story street-facing dwellings, as well as commercial storefronts, churches, and boarding houses along NE Russell Street (Sanborn Fire Insurance Company 1908).

By the 1920s, affordable automobiles, rising labor costs, and improved roads led to the gradual downfall and demobilization of Portland’s trolley lines with the final removal of the Broadway tracks in 1948 (Thompson 2006:108). By 1924, the larger businesses such as the Mack International Motor Truck Corporation, manufacturing companies, and garages situated themselves next to bridge landings. Apartment buildings also became more prevalent, and new two and two-and-one-half story street-facing dwellings were constructed. Much of the area around the present-day Leftbank Annex became more densely developed (Sanborn Fire Insurance Company 1924). In 1929, the popularity of the automobile triggered the widening of NE Martin Luther King Jr. Boulevard (Union Avenue). To accommodate this change, buildings were moved, cut back, and demolished, and large department stores, auto-supply stores, and other businesses were constructed along major thoroughfares. This also occurred with the improvement of N Interstate Avenue in 1939, which greatly facilitated interstate overland commerce and freight transport.

At the peak of wartime production (1943-44), the federal government identified 140,000 defense workers in the city and 100,000 in the metropolitan area. This substantial growth placed a strain on public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48).

Through the 1950s, 1960s, and 1970s, Portland undertook several urban renewal projects that significantly altered the urban landscape and displaced and removed the center of the African American community in the Albina area. Major infrastructure projects conducted during this time include the construction of Memorial Coliseum (1960), Lloyd Center (1960), Interstate 5 (I-5) (1966), and Fremont Bridge (1973) and the expansion of Emanuel Hospital (1970s).

Later changes made to the area, such as the Metropolitan Area Express (MAX) light rail on NE Holladay Street in 1986, the Oregon Convention Center in 1990, the Rose Quarter in 1995, and the Portland Streetcar on NE Broadway in 2012, have also impacted the neighborhood.

OREGON INVENTORY OF HISTORIC PROPERTIES
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Property Name: Holzer, Charles E. and Emma E., House	Street Address: 2027 N Williams Avenue	City, County: Portland, Multnomah
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African American Community in Portland/Albina (1850s -1970s)

The history of the African American community in Portland is one of continuous struggle and survival— beginning in 1857, voters approved a state constitution that did not allow slavery, but did allow the exclusion of “Black persons, slave or free, from Oregon” (Pearson 1996:5). At this time, a few African Americans lived in the state, but only as personal servants of Euro-American settlers (Pearson 1996:5-6). Oregon’s “Black laws” prohibited any African American from owning property or voting, and until 1870, a 10 dollar poll tax was required to be paid for every Black person living in the state. In the following years, the African American population increased slightly as Portland became a significant terminal for railroad and shipping and positions of porters, waiters, dining car attendants, and ship attendants became in demand (Pearson 1996:6, 13).

At the turn of the nineteenth century, Albina underwent a significant transition as the community’s ethnic landscape made up of mostly first and second generation Euro-American immigrants gradually began to shift with the migration of a small African American community that had resided next to Union Station on the west bank of the Willamette in northwest Portland. The land next to Union Station had become desirable to downtown businesses looking to expand; the development caused the displacement of around 800 African Americans (Pearson 1996:7). Albina, historically a working-class community, offered low rents and proximity to jobs in the railroad industry on the eastside of Portland.

During the World War I period, Albina garnered more Black-operated hotels, restaurants, and other businesses as well as fraternal and social organizations and clubs as job opportunities for Blacks opened with the expansion of the railroads occurred (Roos 2008: 33; Millner 2014:4). Following World War I, however, the living situations for African Americans became much worse, largely due to Oregon becoming a center for Nativist sentiments and a stronghold for the Ku Klux Klan. Curfews were imposed. All young Black men were required to be off the streets by sundown, and at any time when accosted, all African American adults had to account for their presence with a job verification. Exclusion from establishments was enforced by revoking the licenses of bars and restaurants that allowed racial intermingling (Pearson 1996:8).

A small turning point came in 1926, when Oregon’s “Black laws” were repealed, and African Americans were allowed the vote, however, this did little to change discrimination (Pearson 1996:8). Racial segregation was also enforced by the manipulation of the housing market by white politicians and businessmen by limiting African Americans to the most impoverished and run-down parts of the city. The Albina area contained some of the oldest and poorest housing in the city (Pearson 1996:4, 7). In spite of these socio-economic impositions, the African American community grew through the 1920s and 30s and reshaped the existing built environment, as Albina garnered Black churches, religious missions, and businesses to serve the community bounded by NE Broadway, N Larrabee Avenue, N Hassalo Street, and NE Wheeler Avenue (City of Portland Bureau of Planning 1993:31), and along N Williams Avenue (Gibson 2007:7). It was also not uncommon to find small-scale businesses at individual homes as barbers, beauticians, and grocers erected additions to their homes to allow for neighborhood scale commerce. This continued into the 1940 and 1950s as Albina’s Black population grew from 1,600 to 4,500 (Comprehensive Planning Workshop 1990:44) despite unwritten restrictions that placed barriers on Blacks renting property or patronizing stores and restaurants outside of Albina (Pearson 1996: 5-8).

During World War II, Portland’s wartime industries fostered significant population growth and economic productivity. Prior to World War II, Portland was not an Industrial city. By 1940, approximately 18 percent of the labor force was industrially employed, but by 1945 over 50 percent of the labor force was employed for an industry (Pearson 1996:64). This substantial growth stressed public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48). It also significantly intensified racial tensions within the city as the Black population had increased from 2,100 in 1940 to 15,000 in 1945, many of whom moved to Portland to work in the Kaiser shipyards (Bosco-Milligan Foundation 1995:51). The more the African American population grew, the more they were restricted to a 25-block area near N Williams Avenue in Albina (Pearson 1996:99). Even though the community of Vanport was constructed in 1942 to somewhat relieve the geographic pressures placed upon Blacks, it did little to improve racial relations. After Vanport was destroyed by a flood, housing pressures resumed for Blacks, as many decided to leave the city or move back to the Albina area (City of Portland Bureau of Planning 1993:86). In the Post-War era, more than 21,000 whites left the area for the suburbs or other Portland neighborhoods between 1940 and 1960 (Gibson 2007:7-8). This drastic change in demographics, in addition to the short-lived post-war economy and the decline in the shipbuilding industry, contributed to the Albina’s high unemployment rates after the war, reframing its image in the public eye.

Throughout the 1960s, the close-knit Albina neighborhood grew in political activism as it became a center for Civil Rights activities. Black civic organizations and churches played a leading role in exacting change in the city and state’s governance to gain improvements in education, employment, and civil rights for Black Oregonians.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
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Continuation Sheet

Property Name: Holzer, Charles E. and Emma E., House	Street Address: 2027 N Williams Avenue	City, County: Portland, Multnomah
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Unfortunately, from the 1950s and through the 1970s, urban renewal campaigns and an interstate highway destroyed dozens of residential and commercial blocks in Albina, including the heart of the African American community at the intersection of N Russell and N Williams.

Charles E. and Emma E. Holzer House

The building was originally owned by Charles Emil Holzer and his wife Emma Elizabeth Holzer née Schlegel (City of Portland Bureau of Planning and Sustainability 1981; Ancestry 1900). Emma was born in Ohio to Swiss immigrants John R. Schligel and Lizzie Schligel née Bartel in circa 1874 (Ancestry & Church of Jesus Christ of Latter-day Saints 1880; Ancestry 1910). Charles was born in Switzerland on April 29, 1867 (*Oregonian* 1950:24). He immigrated to the United States with his father Charles F. Holzer and mother (name unknown) in 1871, and they all moved to Portland from Denver in 1883 (*Morning Oregonian* 1911:11). Charles and Emma were married in 1893 and had four children: Ella I. Holzer, Robert E. Holzer, and Walter F. Holzer, and a fourth that did not survive into adulthood (Ancestry 1900; Ancestry 1910). Charles E. and Charles F. Holzer both worked in the sheet metal industry (Ancestry 1910; *Oregonian* 1950:24). Federal census records indicate that the Holzers lived on the property as early as 1900 and resided there until circa 1920 when they were listed in the Riverdale neighborhood of Portland (Ancestry 1910; Ancestry 1920). At the time of his death in 1950, Charles was the last surviving charter member of the Portland Sheetmetal Workers Union. He had taught for 16 years in the Portland trade school and ran his own business. He also served 8 years on the state apprenticeship council and was awarded the gold medal from the Master Craftsman guild of Oregon for his work with sheet metal (*Oregonian* 1950).

By 1922, advertisements for sleeping rooms for “employed people” to rent in the house were listed in the *Oregonian* newspaper (*Morning Oregonian* 1922a; *Morning Oregonian* 1922b). The entire seven-room house with a furnace was listed for rent by 1923 (*Morning Oregonian* 1923). Newspaper advertisements and articles as well as census records indicate that the building was a rental property through the 1960s (*Sunday Oregonian* 1924; *Morning Oregonian* 1928; *Morning Oregonian* 1936; Ancestry 1940).

Lorene C. Banister and her husband William E. Banister moved into the house from 2207 N Williams Avenue in 1943 (Bosco-Milligan Foundation & Architectural Heritage Center 1997). Lorene was born in Indiana on July 29, 1905, and William was born in Texas circa 1898 (Ancestry 1935-2014; Ancestry 1940). William was a partner in the Francis Motor Car Company and worked as a porter. Lorene was a board member for the local chapter of the NAACP in the early 1950s, contributing to the eventual passing of the Public Accommodations Bill in the Oregon Legislature in 1953 (Bosco-Milligan Foundation & Architectural Heritage Center 1997; City of Portland Bureau of Planning and Sustainability 1981). In 1953, Lorene was listed as a captain for the NAACP membership campaign (*Oregonian* 1953). The couple resided in the house until 1950 before eventually moving to NE Stanton Street in 1953. Hattie Wasson moved into the house after the Banisters and provided care for elderly and disabled individuals during the 1960s and up to 1975 (Bosco-Milligan Foundation & Architectural Heritage Center 1997). She was listed as the owner in 1981 (City of Portland Bureau of Planning and Sustainability 1981).

Evaluation

The Charles E. and Emma E. Holzer House retains integrity of location, design, materials, workmanship, association, and feeling due to its retention of location and use of materials and building techniques specific to its construction date. However, it has lost integrity in setting due to the demolition of numerous buildings in the surrounding era from its period of construction. The Charles E. and Emma E. Holzer House is found significant at the local level in the area of Architecture.

The property is located within the area covered by the Historic and Architectural Properties in the Eliot Neighborhood of Portland, Oregon, National Register of Historic Places (NRHP) Multiple Property Documentation Form. While the building was erected during the period covered by the document (from 1880-1947), the dwelling’s Colonial Revival style would fall under the property type “Eclectic Style Buildings” and appears to meet the registration requirements for that property type. The requirements include:

To qualify for registration, Eclectic style buildings should display most or all of the elements mentioned in the previous description section [of the MPDF]. As a general rule, the buildings should have been built during the period between 1895 to 1930. Furthermore, they should retain sufficient stylistic and structural features to evoke their period of construction.

The property is therefore recommended as eligible under NRHP Criterion C.

Research does not reveal sufficient information about how the property relates to an event, series of events, or pattern of an area’s development. Therefore, the property is not recommended as eligible under NRHP Criterion A.

Although associated with Lorene Banister, who was a board member of the NAACP, research indicates that she was only a board member for 1 year at most while living in the building. Research does not reveal sufficient information that the

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property is associated with a specific individual or group who has made a historic contribution at the local, state, or national level. Therefore, the property is not recommended as eligible under NRHP Criterion B.

Under Criterion C, the property is eligible for the NRHP as an excellent example of the Colonial Revival style as applied to a Bungalow form type prominent at the time of construction within the Eliot neighborhood. It retains good integrity and is significant at the local level.

The physical characteristics of the Charles E. and Emma E. Holzer House are aboveground and visible, and existing documentary sources discuss little to no additional information about the property. The Charles E. and Emma E. Holzer House therefore holds little to no potential to yield information significant to the past and is recommended as not eligible under Criterion D. Surface and/or subsurface archaeological survey/testing would be necessary to verify whether archaeological remains would be significant under Criterion D.

The period of significance for the Charles E. and Emma E. Holzer House is 1906, the date of its construction.

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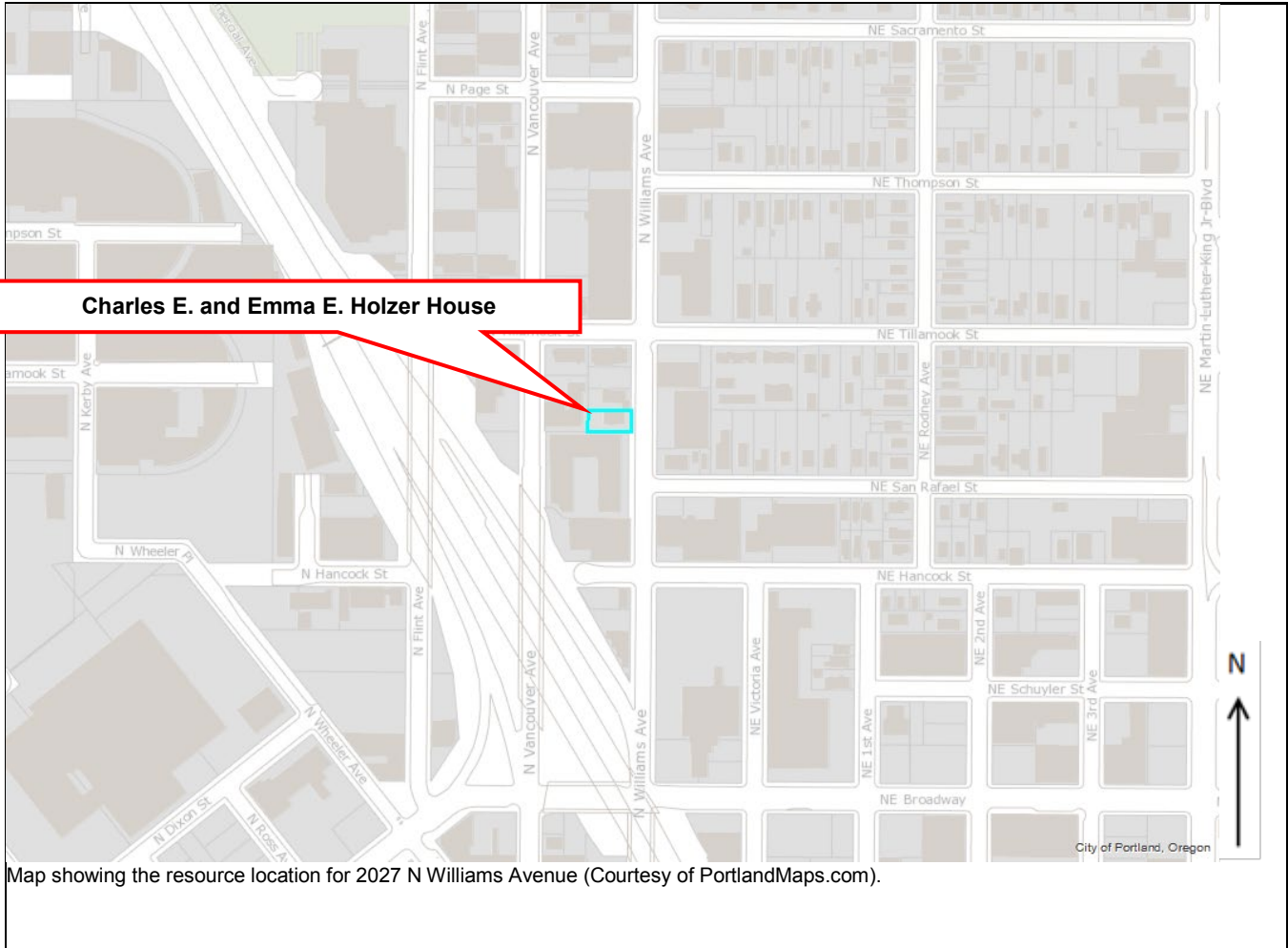
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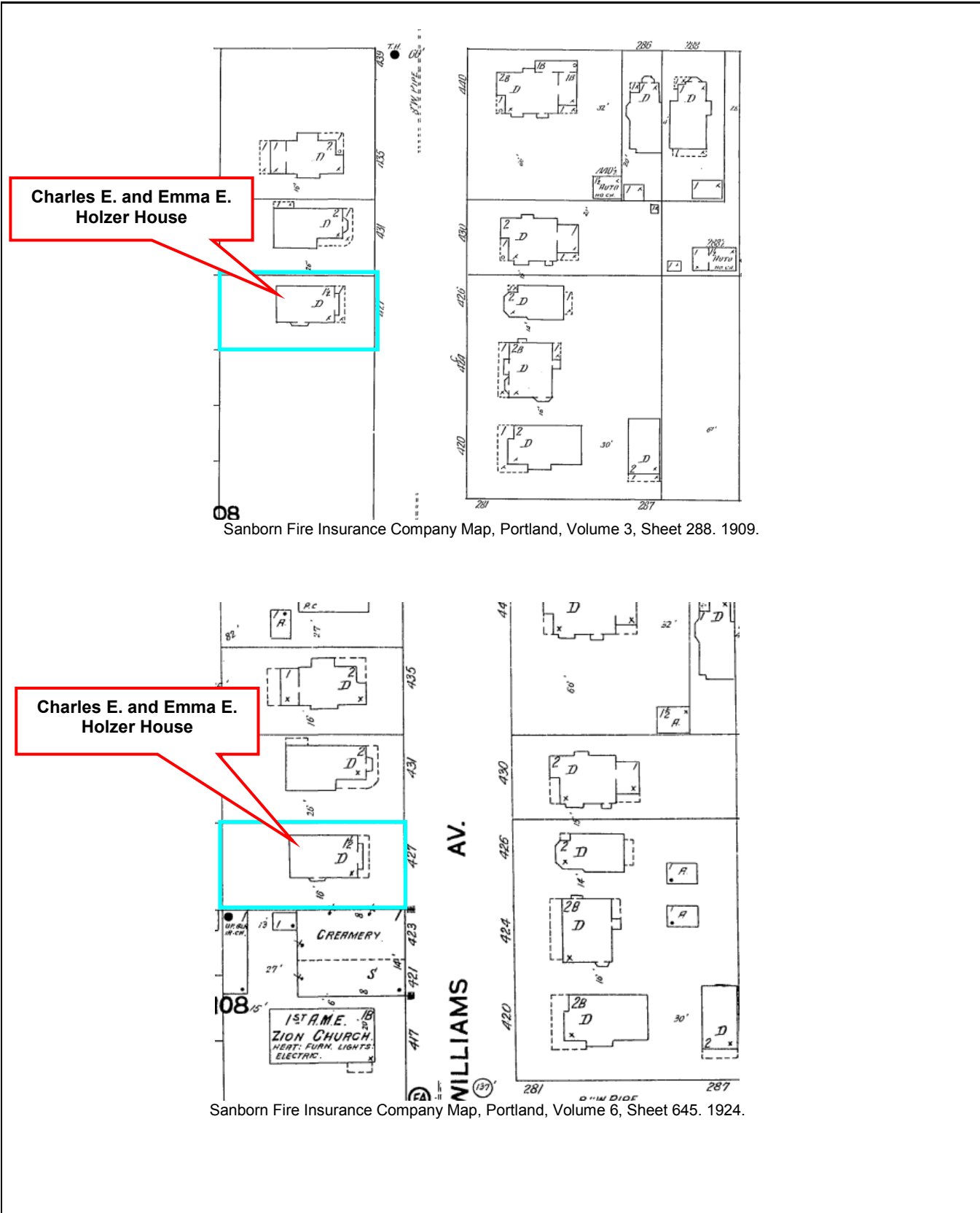
Property Name: Holzer, Charles E. and Emma E., House	Street Address: 2027 N Williams Avenue	City, County: Portland, Multnomah
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Aerial photograph showing the resource boundary of 2027 N Williams Avenue (Courtesy of PortlandMaps.com).

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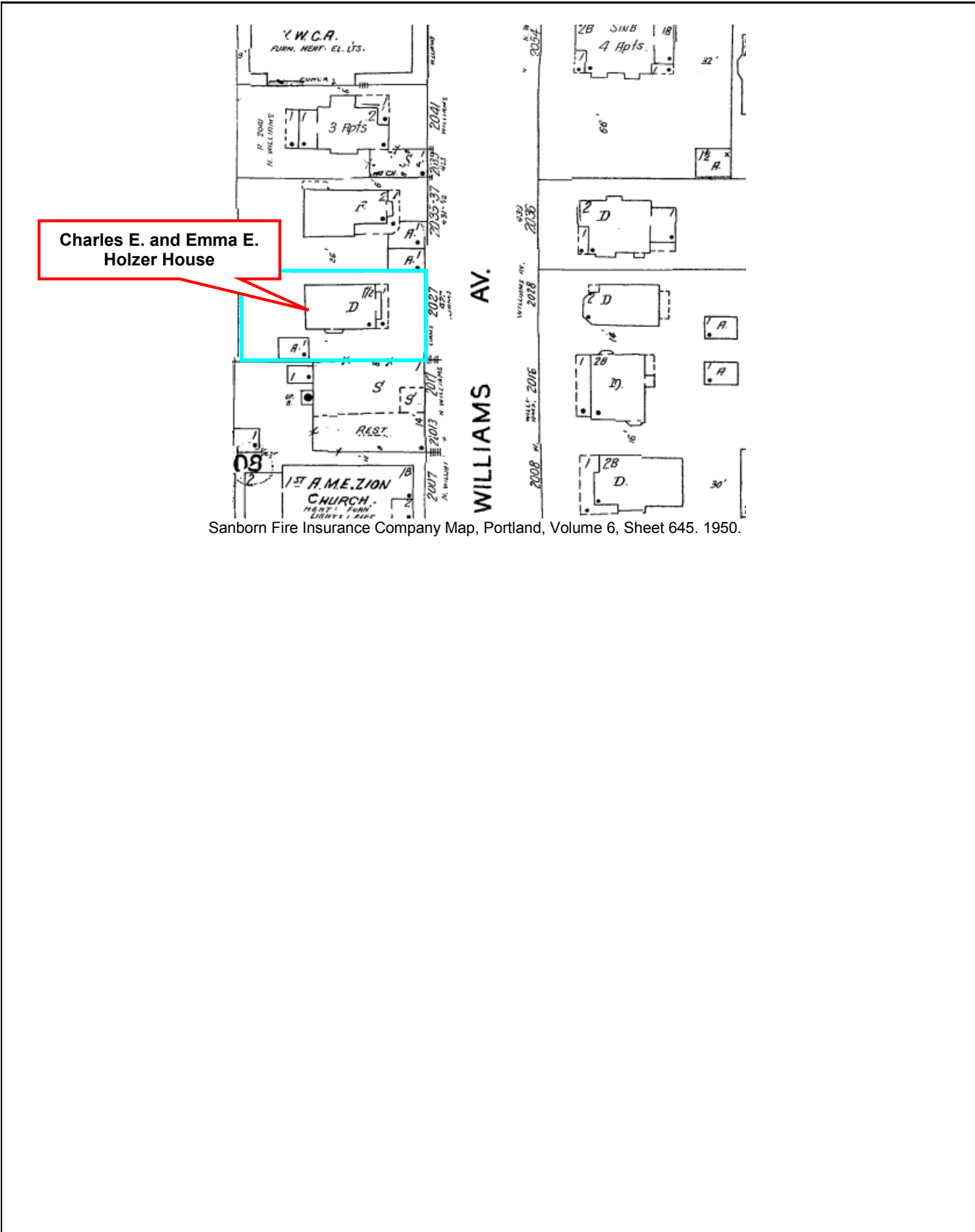


Charles E. and Emma E. Holzer House

Charles E. and Emma E. Holzer House

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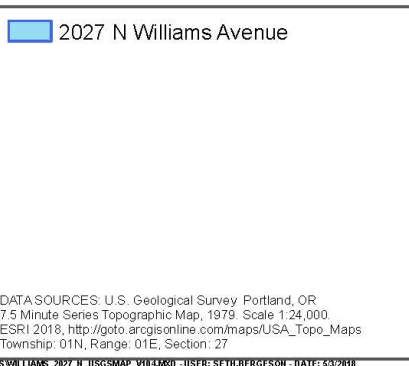
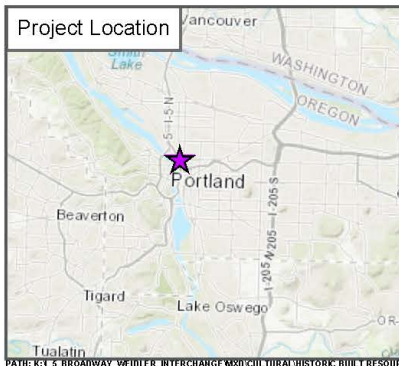
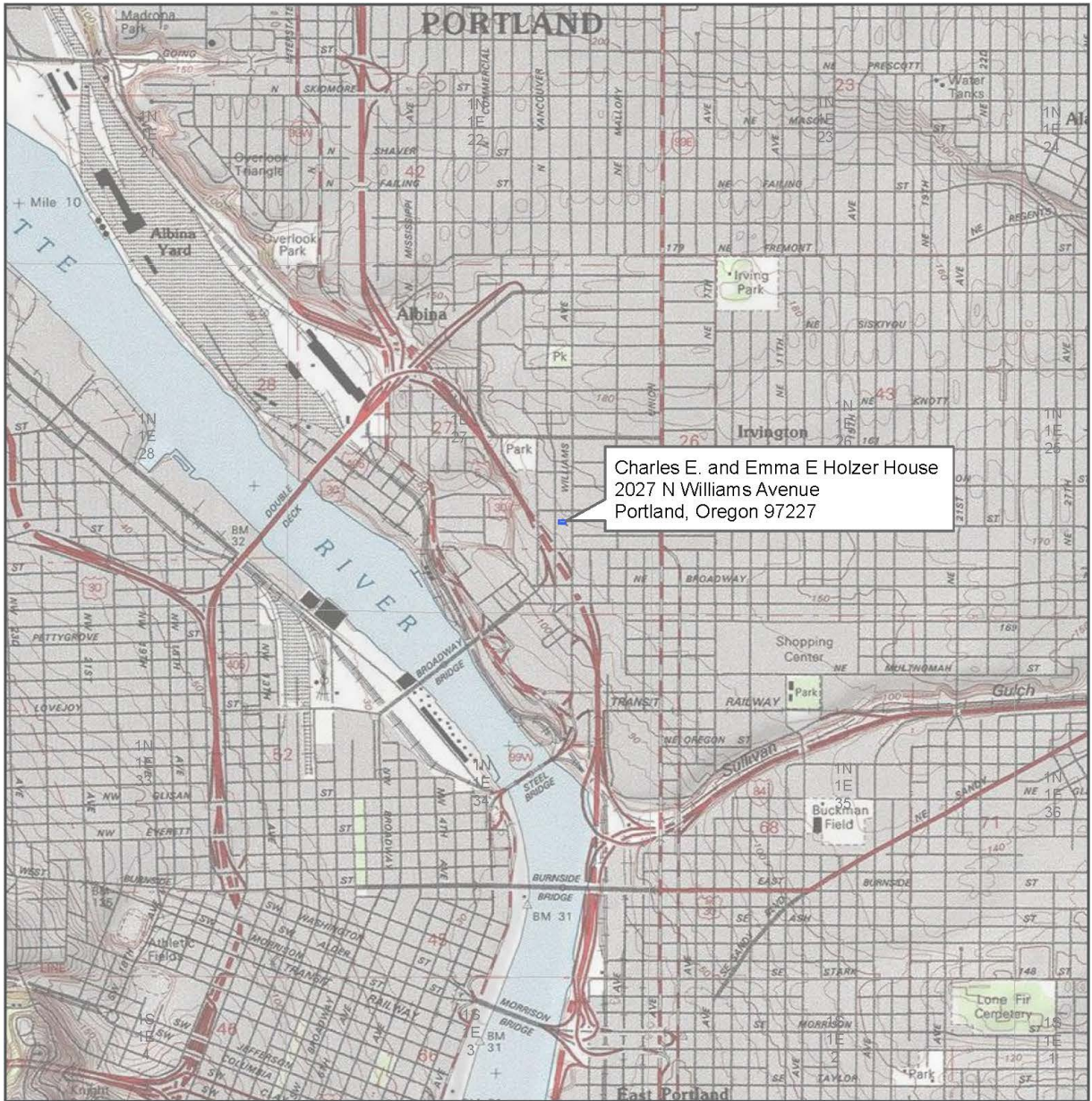
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Sanborn Fire Insurance Company Map, Portland, Volume 6, Sheet 645. 1950.

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**I-5 ROSE QUARTER
IMPROVEMENT PROJECT
CHARLES E. AND EMMA E
HOLZER HOUSE
2027 N WILLIAMS AVENUE
PORTLAND, OREGON 97227**

Oregon
Department
of Transportation

0 500 1,000 2,000 Feet
0 150 300 600 Meters

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Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001(483)			
Property Name: Wiggers, W. H. and Dora, House			
Street Address: 2037 N Williams Avenue		City, County: Portland, Multnomah	
USGS Quad Name: Portland	Township: 01N	Range: 01E	Section: 27
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)			
Name of District or Grouping/Ensemble: N/A			
Number and Type of Associated Resources in Grouping/Ensemble: N/A			

Current Use: Business	Construction Date: 1893
Architectural Classification/Resource Type: Queen Anne/Specialty Store	Alterations & Dates: New concrete masonry unit foundation (pre-2002). New vinyl windows, siding, and composite roof shingles (dates unknown). Construction of rear porch (c. 2002). Garage doors and roof removed (c. June 2012).
Window Type & Material: Double-hung, fixed, and casement windows. Double-hung vinyl windows	Exterior Surface Materials: Primary: Horizontal wood board Secondary: Wood shingle Decorative: Wood
Roof Type & Material: Complex roof with composite shingles	
Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor



W. H. and Dora Wiggers House viewing southwest

Preliminary National Register Findings:	<input type="checkbox"/> National Register listed
<input type="checkbox"/> Potentially Eligible: <input type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input checked="" type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input checked="" type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____	Date _____
Comments:	

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Street Address: 2037 N Williams Avenue		City, County: Portland, Multnomah	
Architect, Builder or Designer (if known):	Owner:	<input checked="" type="checkbox"/> Private <input type="checkbox"/> Federal	<input type="checkbox"/> Local Government <input type="checkbox"/> Other
<input type="checkbox"/> State			

Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):

Description

The 1893 W. H. and Dora Wiggers House is located at 2037 N Williams Avenue on a rectangular lot in the Eliot neighborhood of Portland, Oregon. Located within an urban setting, the site is positioned on mostly flat terrain. The site is bounded by N Williams Avenue to the east, a single-family residence to the south, a commercial building to west, and an empty lot to the north. The streetscape includes public sidewalks, a single bike lane on the west side of N Williams Avenue, deciduous trees, and utility poles. The house is slightly raised from the street with a slightly sloping front yard declining towards N Williams Avenue. A short concrete wall runs north-south along the eastern boundary of the property, connecting to the wall of a former concrete two-car garage to the south and running west along the northern property line until at grade with the yard. A wooden fence runs along the northern, western, and southern property lines and includes a small extension from the northern fence line to the northeast corner of the house.

The Wiggers House is a rectangular-shaped 1½ story building with a basement and architectural features representative of the Queen Anne-style common during the date of construction. These features include an asymmetrical form, a dominant front-gable dormer, a single-story wrap-around front porch, and a high-level of decorative elements. The complex roof includes three large gabled dormers on the north, east, and south ends, and a small shed gable on the south end. The roof is finished with composite shingles and includes a centrally located chimney and an aluminum gutter system. The building includes a replacement concrete masonry unit foundation that was constructed prior to 2002 (City of Portland 2002) and is clad with wood drop siding on the first floor and a combination of staggered fish scale and rectangular shingles, and rectangular shingles on the second floor. Other features include eave returns, corner boards, and ornamentation in the gables with saw tooth, finial, and sunburst designs.

The east façade features a single-story semi-circular wrap-around front porch, an asymmetrically located main entrance, a three-part six-light bay window, and recessed secondary entrance. The main entrance includes a single-door opening with a single-light multi-panel wood door with a transom window. The secondary entrance also includes a single-door opening with single-light multi-panel wood door with a transom window. The covered porch is supported by wood spindles topped with decorative rounded post face brackets adorned with carved whiplash designs. The porch's fascia features wooden dentil bands and other decorative wood carvings. A low balustrade borders the porch with simple square balusters. A set of concrete steps with metal handrails lead up to the porch from the sidewalk and a pediment dormer with a decorative sunburst design is positioned above the porch entrance. The second floor includes two symmetrically spaced double-hung vinyl windows. The gabled dormer features returning eaves and ornamentation at the peak of the gable with saw tooth, finial, and sunburst designs.

The south elevation includes a combination of wood and vinyl double-hung, fixed, and casement windows. The first floor is clad with wood drop siding and includes two symmetrically spaced double-hung vinyl windows with a smaller double-hung vinyl window between them. Markings in the siding indicate that the central window was once as large as the other two. The second floor is clad with staggered fish scale and rectangular shingles. It includes two double-hung wood windows with a smaller multi-light fixed wood window between them. Two larger double-hung vinyl windows with storm windows attached are positioned underneath the gable dormer. The gabled dormer features a returning eave to the east and ornamentation at the peak of the gable with saw tooth, finial, and sunburst designs. The shed dormer on the east end includes a two-light wood casement window.

The west elevation was not visible from the public right of way on the day of the site visit. However, a modern two-story porch was visible. Images from Google Maps indicate a double-hung window and a single-door opening on the second floor (Google Maps 2018).

The north elevation was only partially visible from the public right-of-way on the day of the site visit. It features a single-story porch supported by three square posts. A single-door entrance is symmetrically positioned within the porch and is flanked by two double-hung wood windows with attached storm windows. Two more double-hung wood windows with storm windows are located further east. The first floor is clad with wood drop siding and second floor includes a combination of staggered fish scale and rectangular shingles and rectangular shingles. The two types of cladding materials are roughly divided at the western edge of the gabled dormer. A seam is visible in the rectangular shingles on the western side of the elevation. Sanborn Fire Insurance Maps do not indicate that any additions were constructed prior to 1950 (Sanborn Fire Insurance 1909, 1924, 1950). Fenestration of the second floor consists of four double-hung vinyl windows with storm windows. The window underneath the gabled dormer is slightly larger than the other three. The dormer features ornamentation at the peak of the gable with saw tooth, finial, and sunburst designs, but not as large or elaborate as the designs in the other two dormers. The side slopes of the gable roof have been altered by raising the roof and decreasing its

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slope for additional living space in the rear of the house. There is also a rear addition.	
<p>The two-car garage lies on a concrete foundation with board-form concrete walls. The garages are separated by an interior concrete wall. A two-level concrete lintel spans each garage door. The roof and garage doors were removed circa June 2012 (Google Maps 2018). The northern garage includes a single-door opening on the northern wall providing access to the basement of the building. According to the Sanborn Fire Insurance maps and an advertisement for the apartments, the garages were constructed after 1924 but before 1943.</p> <p>Alterations to the building since its original construction are evident following a site visit on February 1, 2018, a review of historic images via Google Maps, and analysis of historic documentation. Changes that have been made include the installation of replacement siding, some vinyl windows, and new roofing material (dates unknown). A new foundation with concrete masonry unit blocks was constructed prior to 2002 (City of Portland 2002). The rear two-story porch was added circa August 2002 (Google Earth 2018). The garage doors, roof, and patio with balustrade above were removed circa June 2012 (Google Earth).</p>	

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View: East façade, viewing southwest



View: North elevation, viewing southwest

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View: South elevation, viewing northwest



View: East façade and garages, viewing northwest

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Boundary

The historic boundary of 2037 N Williams Avenue is confined to the property boundary consisting of Tax Lot 18, Block 32 of the Albina Addition.

Significance

Background

By 1873, much of the area surrounding the property became known as “Albina” and was platted on a grid of streets (Snyder 1979:83). Beginning in the early 1880s, the need to transport timber from Oregon’s forests brought heavy investments to the area from railroader Henry Villard who “made large-scale investments in building projects in Portland, East Portland, and Albina (Roos 2008:10).” By 1885, Albina’s vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its “downtown” along N Russell Street and modern-day N Interstate Avenue consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, and fraternal organizations, as well as multiple one- and two-story dwellings (Sanborn Fire Insurance Company 1884 & 1885).

After Albina was consolidated with Portland and East Portland in 1891, this area quickly grew due to the expansive network of street cars and trolleys, which allowed for the dramatic growth in housing and businesses. This expansion was supported by the City & Suburban Railway Company trolley line that ran through the Lloyd District, Eliot, and Boise, in addition to the Portland Railway Company and Oregon Water Power & Railway trolley that ran north on what is today NE Martin Luther King Jr. Boulevard in 1904 (Thompson 2014). The Albina neighborhoods thrived given their central location and access to trolley lines. By 1908, the Lloyd District was heavily residential with one- and two-story street-facing dwellings, two-story flats, and a row of stores on NE Holladay Street (Sanborn Fire Insurance Company 1908). At this time, Albina’s blocks were partitioned and developed with one, one-and-one-half, and two-story street-facing dwellings, as well as commercial storefronts, churches, and boarding houses along NE Russell Street (Sanborn Fire Insurance Company 1908).

By the 1920s, affordable automobiles, rising labor costs, and improved roads led to the gradual downfall and demobilization of Portland’s trolley lines with the final removal of the Broadway tracks in 1948 (Thompson 2006:108). By 1924, the larger businesses such as the Mack International Motor Truck Corporation, manufacturing companies, and garages situated themselves next to bridge landings. Apartment buildings also became more prevalent and new two- and two-and-one-half story street-facing dwellings were constructed. In 1929, the popularity of the automobile triggered the widening of NE Martin Luther King Jr. Boulevard (Union Avenue). To accommodate this change, buildings were moved, cut back, and demolished, and large department stores, auto-supply stores, and other businesses were constructed along major thoroughfares. This also occurred with the improvement of N Interstate Avenue in 1939, which greatly facilitated interstate overland commerce and freight transport.

At the peak of wartime production (1943-44), the federal government identified 140,000 defense workers in the city and 100,000 in the metropolitan area. This substantial growth placed a strain on public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48).

Through the 1950s, 1960s, and 1970s, Portland undertook several urban renewal projects that significantly altered the urban landscape, and displaced and removed the center of the African American community in the Albina area. Major infrastructure projects conducted during this time include the construction of Memorial Coliseum (1960), Lloyd Center (1960), Interstate 5 (I-5) (1966), and Fremont Bridge (1973) and the expansion of Emanuel Hospital (1970s).

Later changes made to the area, such as the Metropolitan Area Express (MAX) light rail on NE Holladay Street in 1986, the Oregon Convention Center in 1990, the Rose Quarter in 1995, and the Portland Streetcar on NE Broadway in 2012, have also impacted the neighborhood.

African American Community in Portland/Albina (1850s -1970s)

The history of the African American community in Portland is one of continuous struggle and survival— beginning in 1857, voters approved a state constitution that did not allow slavery, but did allow the exclusion of “Black persons, slave or free, from Oregon” (Pearson 1996:5). At this time a few African Americans lived in the state, but only as personal servants of Euro-American settlers (Pearson 1996:5-6). Oregon’s “Black laws” prohibited any African American from owning property or voting, and until 1870, a 10 dollar poll tax was required to be paid for every Black person living in the state. In the following years, the African American population increased slightly as Portland became a significant terminal for railroad and shipping and positions of porters, waiters, dining car attendants, and ship attendants became in demand (Pearson 1996:6, 13).

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At the turn of the nineteenth century, Albina underwent a significant transition as the community's ethnic landscape made up of mostly first and second generation Euro-American immigrants gradually began to shift with the migration of a small African American community that had resided next to Union Station on the west bank of the Willamette in northwest Portland. The land next to Union Station had become desirable to downtown businesses looking to expand; the development caused the displacement of around 800 African Americans (Pearson 1996:7). Albina, historically a working-class community, offered low rents and proximity to jobs in the railroad industry on the eastside of Portland.

During the World War I period, Albina garnered more Black-operated hotels, restaurants, and other businesses as well as fraternal and social organizations and clubs as job opportunities for Blacks opened with the expansion of the railroads occurred (Roos 2008: 33; Millner 2014:4). Following World War I, however, the living situations for African Americans became much worse, largely due to Oregon becoming a center for Nativist sentiments and a stronghold for the Ku Klux Klan. Curfews were imposed. All young Black men were required to be off the streets by sundown, and at any time when accosted, all African American adults had to account for their presence with a job verification. Exclusion from establishments was enforced by revoking the licenses of bars and restaurants that allowed racial intermingling (Pearson 1996:8).

A small turning point came in 1926, when Oregon's "Black laws" were repealed, and African Americans were allowed the vote, however, this did little to change discrimination (Pearson 1996:8). Racial segregation was also enforced by the manipulation of the housing market by white politicians and businessmen by limiting African Americans to the most impoverished and run-down parts of the city. The Albina area contained some of the oldest and poorest housing in the city (Pearson 1996:4, 7). In spite of these socio-economic impositions, the African American community grew through the 1920s and 30s and reshaped the existing built environment, as Albina garnered Black churches, religious missions, and businesses to serve the community bounded by NE Broadway, N Larrabee Avenue, N Hassalo Street, and NE Wheeler Avenue (City of Portland Bureau of Planning 1993:31), and along N Williams Avenue (Gibson 2007:7). It was also not uncommon to find small-scale businesses at individual homes as barbers, beauticians, and grocers erected additions to their homes to allow for neighborhood scale commerce. This continued into the 1940 and 1950s as Albina's Black population grew from 1,600 to 4,500 (Comprehensive Planning Workshop 1990:44) despite unwritten restrictions that placed barriers on Blacks renting property or patronizing stores and restaurants outside of Albina (Pearson 1996:5-8).

During World War II, Portland's wartime industries fostered significant population growth and economic productivity. Prior to World War II, Portland was not an Industrial city. By 1940, approximately 18 percent of the labor force was industrially employed, but by 1945 over 50 percent of the labor force was employed for an industry (Pearson 1996:64). This substantial growth stressed public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48). It also significantly intensified racial tensions within the city as the Black population had increased from 2,100 in 1940 to 15,000 in 1945, many of whom moved to Portland to work in the Kaiser shipyards (Bosco-Milligan Foundation 1995:51). The more the African American population grew, the more they were restricted to a 25-block area near N Williams Avenue in Albina (Pearson 1996:99). Even though the community of Vanport was constructed in 1942 to somewhat relieve the geographic pressures placed upon Blacks, it did little to improve racial relations. After Vanport was destroyed by a flood, housing pressures resumed for Blacks as many decided to leave the city or move back to the Albina area (City of Portland Bureau of Planning 1993: 86). In the Post-War era, more than 21,000 whites left the area for the suburbs or other Portland neighborhoods between 1940 and 1960 (Gibson 2007:7-8). This drastic change in demographics, in addition to the short-lived post-war economy and the decline in the shipbuilding industry, contributed to the Albina's high unemployment rates after the war reframing its image in the public eye. Throughout the 1960s, the close-knit Albina neighborhood grew in political activism as it became a center for Civil Rights activities. Black civic organizations and churches played a leading role in exacting change in the city and state's governance to gain improvements in education, employment, and civil rights for Black Oregonians. Unfortunately, from the 1950s and through the 1970s, urban renewal campaigns and an interstate highway destroyed dozens of residential and commercial blocks in Albina, including the heart of the African American community at the intersection of N Russell and N Williams.

W. H. and Dora Wiggers House

The earliest known residents of the property were William Henry Wiggers, his wife Dora Wiggers née Steffen, and their son Steffen who were in the house by 1900 (Ancestry 1900). The Wiggers were listed as the owners at that time and had been married since 1891. William was born in Germany in 1864 and immigrated to the United States in 1885. In the 1900 census he listed his occupation as a house carpenter and in later censuses as a bridge builder (Ancestry 1910, 1920). Dora was born in Illinois in 1869 after her parents emigrated from Germany in 1864. By 1920, Dora's parents, John H. Steffen and Willamina Steffen had moved into the house. A long-time resident of the Albina district, John was active in civic affairs and when it was incorporated as a separate municipality he was elected the community's first mayor (*Morning Oregonian* 1924). He later worked as a postmaster and superintendent for the post office (Ancestry 1900, 1910). Willamina died on February 21, 1921, and John on May 10, 1924 (*Morning Oregonian* 1921).

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Property Name: Wiggers, W. H. and Dora, House	Street Address: 2037 N Williams Avenue	City, County: Portland, Multnomah
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By 1926, it appears that Francis and Ella Philson were residing in the house with the Wiggers. Mr. Philson died that year and Mrs. Philson resided there until 1929 before being remarried (*Morning Oregonian* 1926; *Morning Oregonian* 1929a). Sanborn Fire Insurance Maps do not indicate that the building contained an apartment or was a duplex in either 1909 or 1924, but the 1950 Sanborn Map does indicate the presence of a flat (Sanborn Fire Insurance 1909, 1924, 1950). A November 1929 *Morning Oregonian* advertisement for an upper flat with a furnished garage was listed at the address for \$35 (*Morning Oregonian* 1929b). William Wiggers died on January 25, 1937, and it appears that no members of the Wiggers family resided at the property for much longer (*Morning Oregonian* 1937). On April 9, 1943, the building was listed for sale and stated that the owner was leaving. The advertisement described the property as two five-room apartments each with a full bath, a double concrete garage, and a full paved lot with "Victory garden space" (*Oregonian* 1943).

In the following years, newspapers reveal multiple different residents listed at the property, but few appear to have stayed for multiple years. Reverend Dennis M. Moffit, a Baptist minister, and his wife Emma L. Moffit resided at the property as early as 1950 (Bosco-Milligan Foundation and Architectural Heritage Center 1997). The couple had lived in the Albina District since at least 1935, residing at 2149 NE Union Avenue (Martin Luther King Jr. Blvd.) until at least 1940 (Ancestry 1940). Before becoming a minister, Reverend Moffit had worked as a lumberman in Vernonia, Oregon (Ancestry 1930). He died on August 30, 1952, and Mrs. Moffit followed on March 4, 1958 (*Oregonian* 1952; *Oregonian* 1958). Circa 2003, the building was repurposed to operate as a hair salon (City of Portland 2002).

Evaluation

The Wiggers House retains integrity of location, design, workmanship, association, and feeling due to its retention of location and use of materials and construction techniques common to its build date. However, it has lost integrity in setting due to the demolition of numerous buildings in the surrounding era from its period of construction. The installation of vinyl windows and replacement siding has diminished the integrity of materials. The remaining materials particularly the ornamentation in the eaves and along the porch has helped to retain integrity of workmanship. The design of the house has been diminished by alterations to the roof on the north and south sides of the house and an addition in the rear..

The property is located within the area covered by the Historic and Architectural Properties in the Eliot Neighborhood of Portland, Oregon National Register of Historic Places (NRHP) Multiple Property Documentation Form. While the building was erected during the period covered by the document (from 1880-1947), the dwelling's Queen Anne style would fall under the property type "Queen Anne Style Residences." The requirements include:

Because so few properties survive from that time period, they will not need to display all of the elements mentioned in the previous description to qualify for registration. In fact, most extant examples should qualify due to their rarity.

Properties constructed during the early twentieth century are likewise significant due to their survival. However, because they are more numerous, they should meet more stringent requirements, such as displaying most of the elements mentioned in the previous description section.

As a general rule, to qualify for registration, the dwelling should have been built during the period between 1880 to 1905. Moreover, they should retain sufficient stylistic and structural features to evoke their period of construction.

The property does not appear to meet the registration requirements for this property type due to its current function as a business and lack of original character-defining features of Queen Anne style such as varying window types or stained windows. The siding has also been replaced and incompatible additions have compromised the integrity of the north and south elevations.

Research does not reveal sufficient information that the property is associated with events that have made a significant contribution to the broad patterns of history on either the local, state or national level. Therefore, the property is recommended as not eligible under NHRP Criterion A. Research does not reveal sufficient information that the property is associated with a specific individual or group who has made a historic contribution at the local, state, or national level. Therefore, the property is recommended as not eligible under NHRP Criterion B.

While the building retains integrity of location, design, workmanship, association, and feeling, research and field work do not indicate that it is an prominent example of a building form, architectural style, engineering technique or artistic value at the local, state, or national level. Therefore, the property is recommended as not eligible under NHRP Criterion C.

The physical characteristics of the Wiggers House are aboveground and visible, and existing documentary sources discuss little to no additional information about the property. The Wiggers House therefore holds little to no potential to yield information significant to the past and is recommended as not eligible under NHRP Criterion D. Surface and/or subsurface archaeological survey/testing would be necessary to verify whether archaeological remains would be significant under Criterion D.

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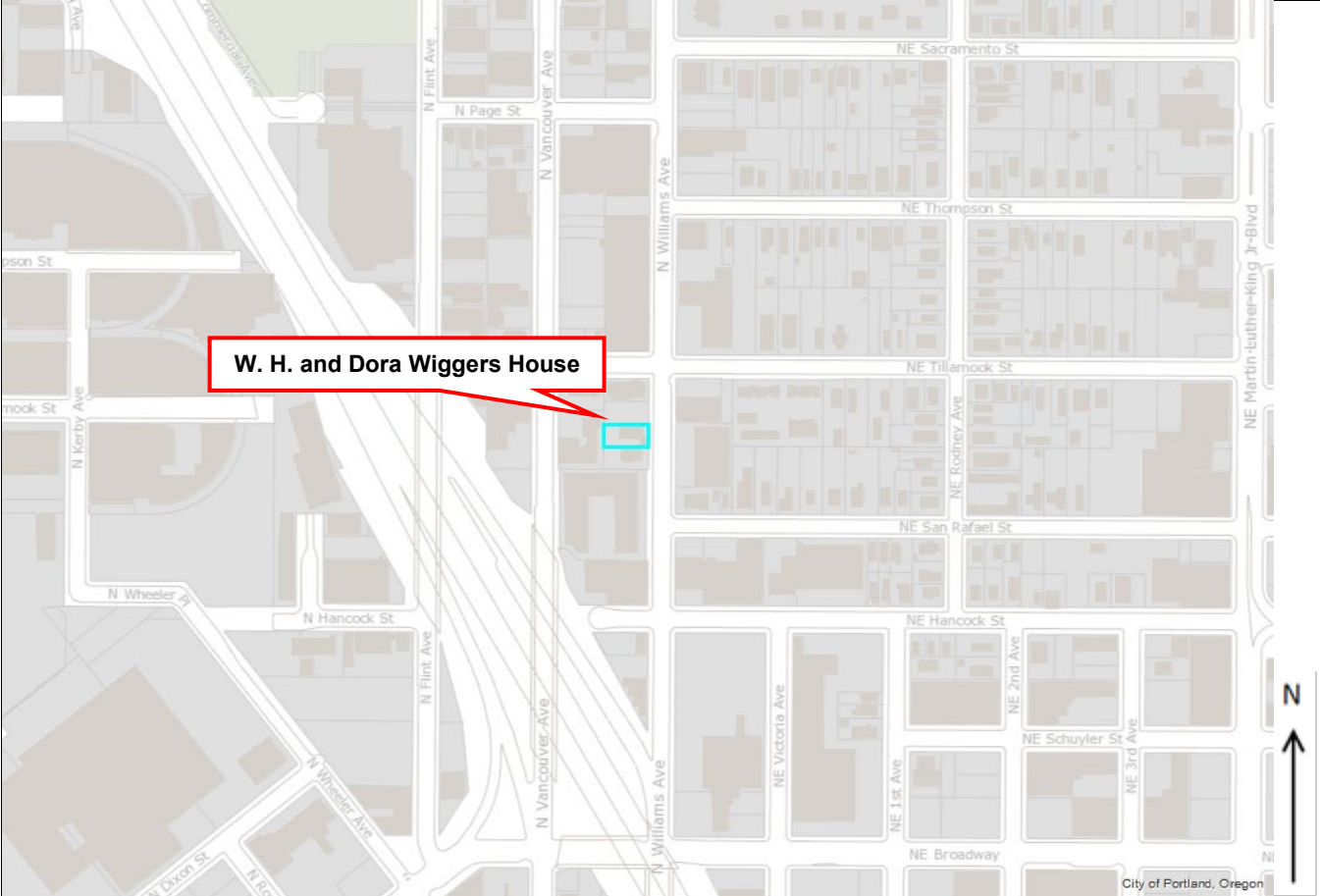
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Map showing the resource location for 2037 N Williams Avenue (Courtesy of PortlandMaps.com).

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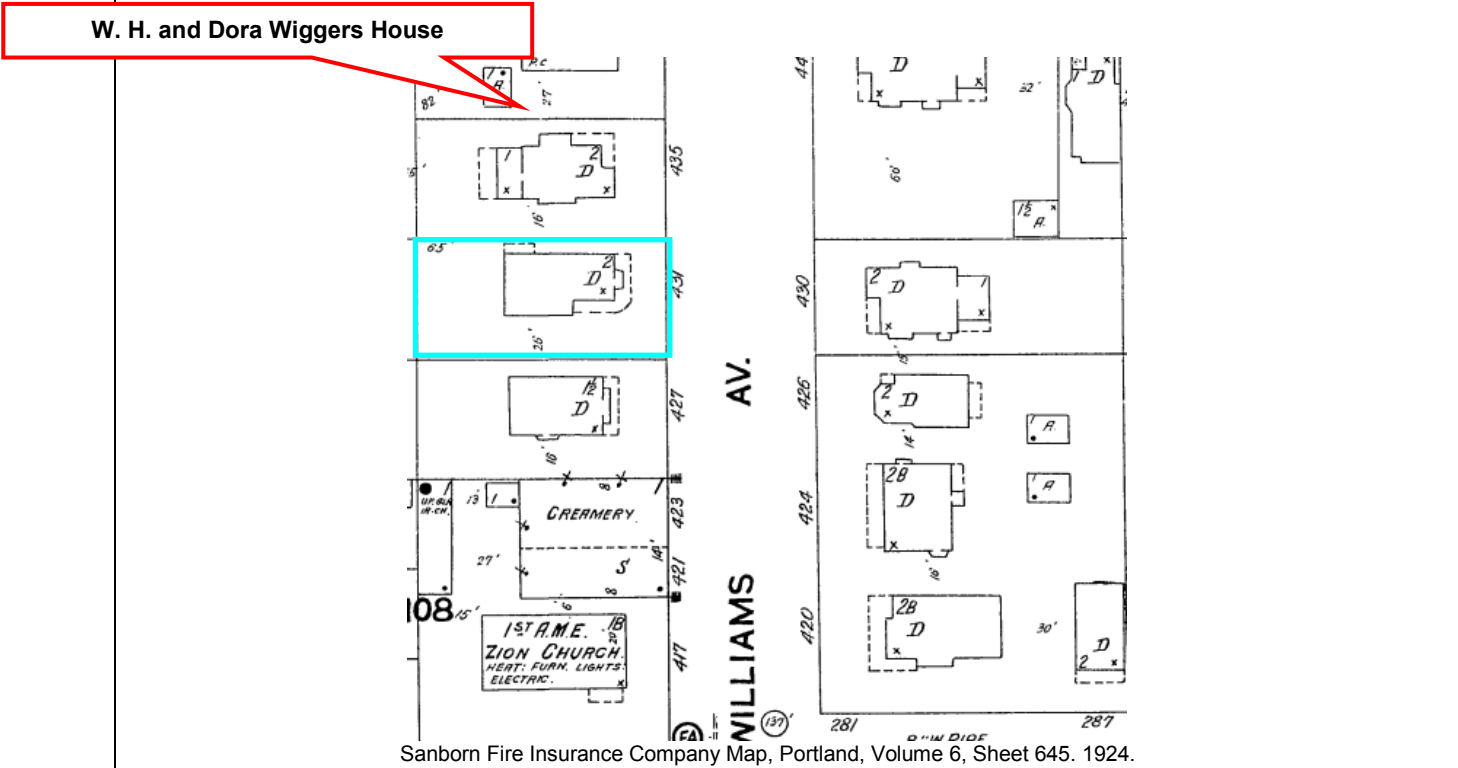
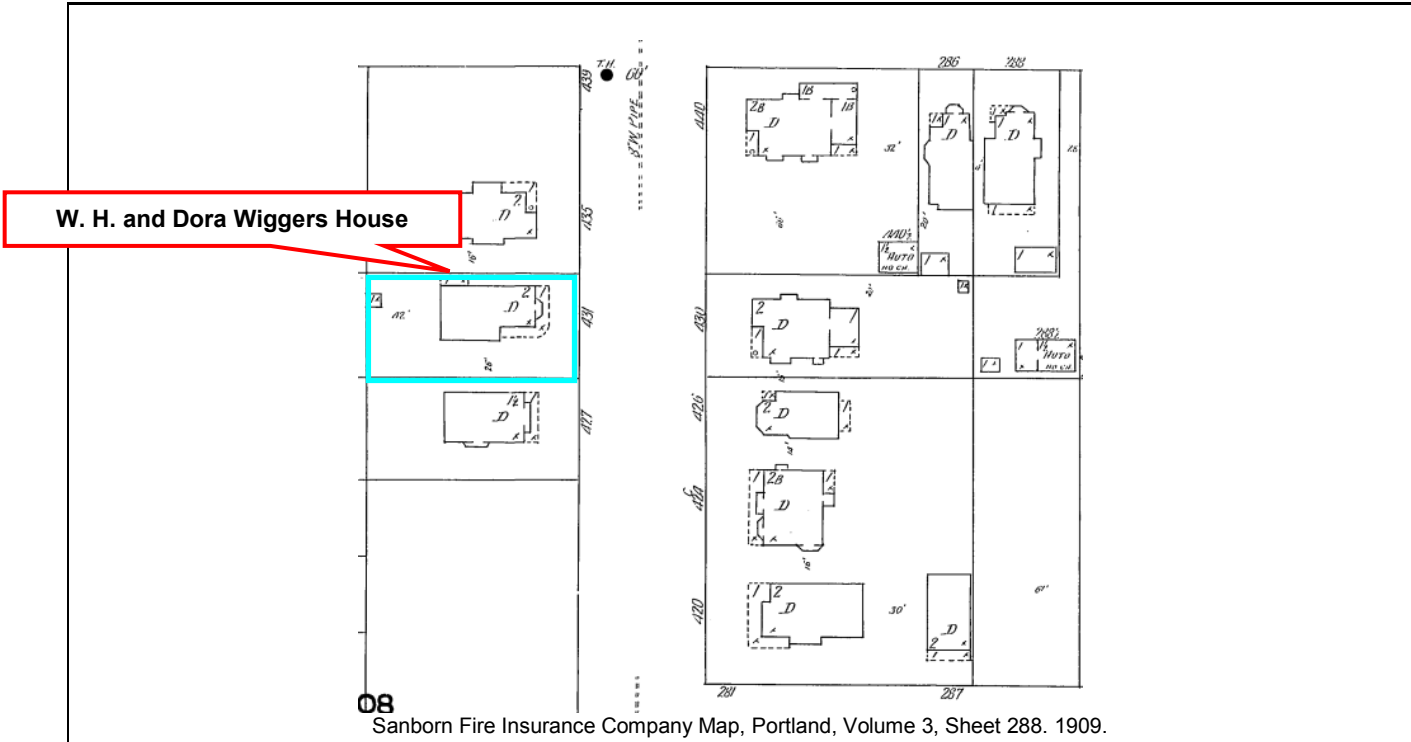
Property Name: Wiggers, W. H. and Dora, House	Street Address: 2037 N Williams Avenue	City, County: Portland, Multnomah
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Aerial photograph showing the resource boundary of 2037 N Williams Avenue (Courtesy of PortlandMaps.com).

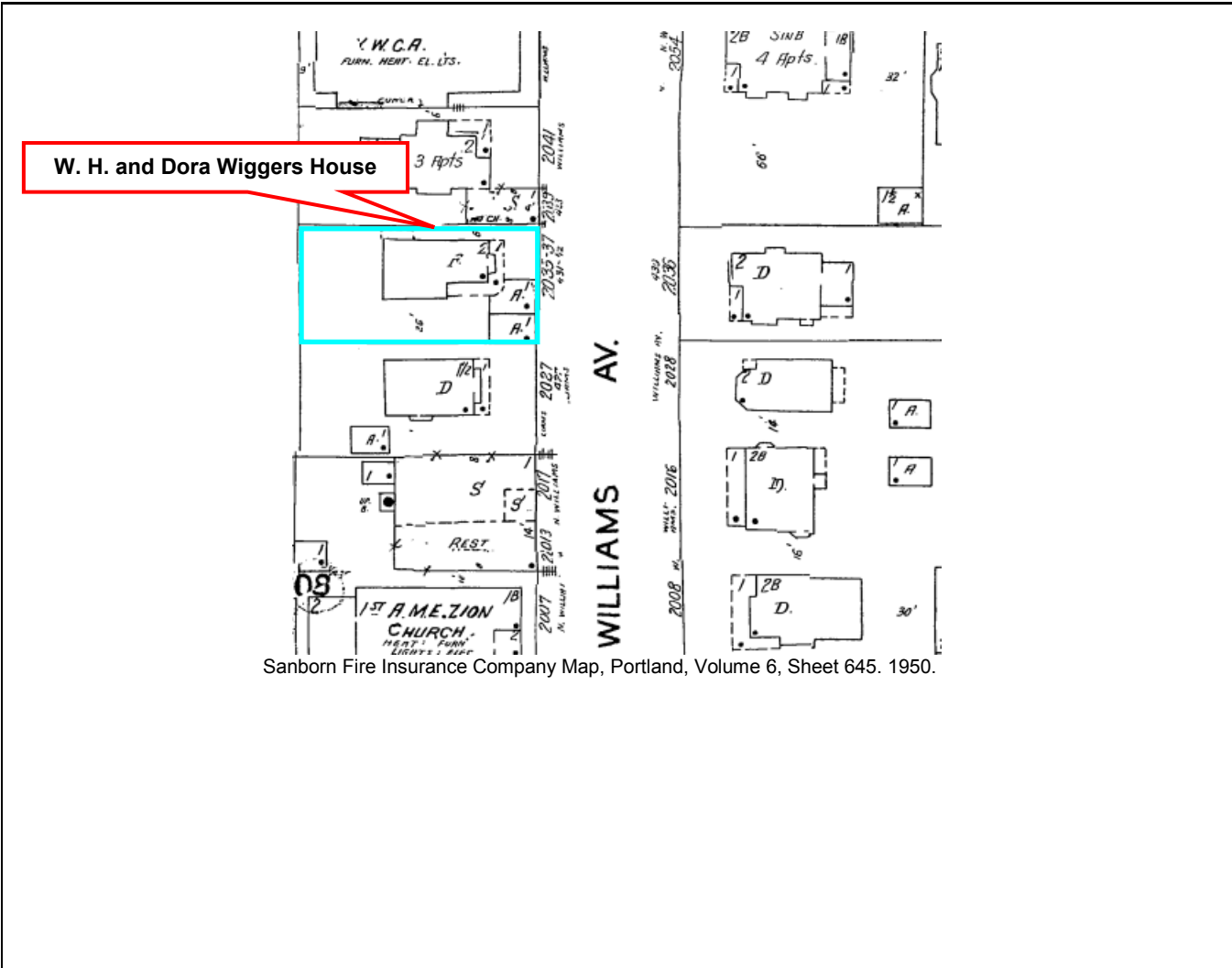
**OREGON INVENTORY OF HISTORIC PROPERTIES
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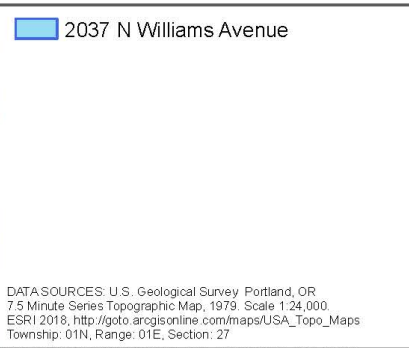
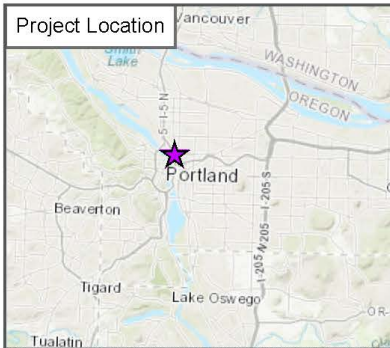
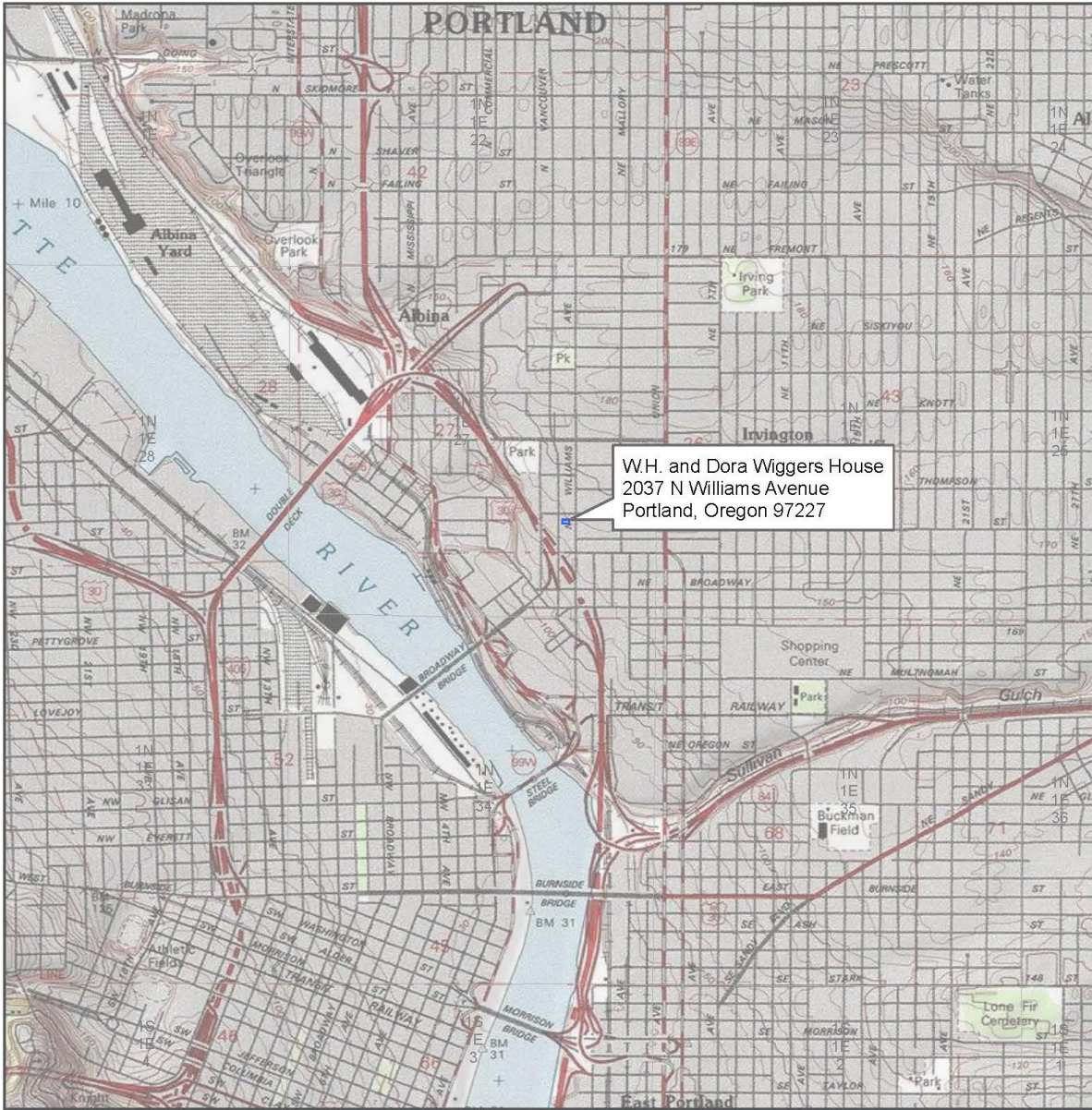
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**I-5 ROSE QUARTER
IMPROVEMENT PROJECT**

**W.H. WIGGERS HOUSE
2037 N WILLIAMS AVENUE
PORTLAND, OREGON 97227**

0 500 1,000 2,000
0 150 300 600
Feet
Meters

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Individual Properties**

Agency/Project: ODOT/Interstate 5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001(483)			
Property Name: Mott Reed, Beatrice, House			
Street Address: 2107 N Vancouver Avenue		City, County: Portland, Multnomah	
USGS Quad Name: Portland	Township: 01N	Range: 01E	Section: 27
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)			
Name of District or Grouping/Ensemble: N/A			
Number and Type of Associated Resources in Grouping/Ensemble: N/A			

Current Use: Multi-Family Residence		Construction Date: 1906	
Architectural Classification/Resource Type: Craftsman/Foursquare		Alterations & Dates: New siding, new roof material, and some replacement vinyl windows (c. 2011) and a new secondary entrance door (c. 2018).	
Window Type & Material: Wood fixed, double-hung, and casement; vinyl single-hung and casement	Exterior Surface Materials: Primary: Horizontal wood board Secondary: Stucco Decorative: N/A		
Roof Type & Material: Two-part hipped roof			
Condition: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor		



Beatrice Mott Reed House viewing west

Preliminary National Register Findings: <input type="checkbox"/> National Register listed	
<input checked="" type="checkbox"/> Potentially Eligible: <input checked="" type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____	Date _____
Comments:	

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Property Name: Mott Reed, Beatrice, House			
Street Address: 2107 N Vancouver Avenue		City, County: Portland, Multnomah	
Architect, Builder or Designer (if known):	Owner:	<input checked="" type="checkbox"/> Private <input type="checkbox"/> Federal	<input type="checkbox"/> Local Government <input type="checkbox"/> Other
<p>Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):</p> <p>Description</p> <p>The 1906 Beatrice Mott Reed House is located at 2107 N Vancouver Avenue on a rectangular lot in the Eliot neighborhood of Portland, Oregon. Located within an urban setting, the site is positioned on mostly flat terrain. The site is bounded by N Vancouver Avenue to the east, N Tillamook Street to the south, and commercial buildings to the west and north. The streetscape includes public sidewalks, a single bike lane on the west side of N Vancouver Avenue, deciduous trees, street lights, utility poles, and a bus stop in front of the property. A short concrete wall runs along the south, east, and north property boundaries. A recently constructed wooden fence is positioned on top of this wall along the eastern boundary and part of the southern boundary. An older and taller fence runs along the remainder of the southern boundary before connecting with a detached single-car garage with a second-story studio in the southwest corner of the property. Shrubbery is planted along the northern property boundary and on either side of the front steps.</p> <p>The Beatrice Mott Reed House is a rectangular-shaped two-and-a-half story building with a basement and architectural features representative of the Craftsman Foursquare-style common during the date of construction. These features include its simplistic form, hipped roof, broad eaves, a large front porch with square columns, and exposed wooden structural elements. The two-part hipped roof with three dormers is finished with composite shingles. The northwest corner of the house is only one story in height, forming a small square notch in the roof form. The building includes a concrete foundation and is clad with Dolly Varden horizontal wood siding. Other features include exposed square rafter ends, pediment dormers, and an aluminum gutter system.</p> <p>The east façade features an asymmetrically located main entrance and a six-light fixed wood window. The entrance includes a single-door opening with a multi-light wood door with two sidelights. A low balustrade borders the porch with spindle balusters. A set of concrete and wood steps with wooden handrails lead up to the porch from the sidewalk. The second floor includes two symmetrically spaced eight-over-one double-hung wood windows. A vinyl casement window is in the front facing dormer.</p> <p>The south elevation includes a single-door opening with a multi-panel wood door at the basement level. This entrance is flanked by two two-light vinyl sliding windows. The first floor consists of a six-light wood bay window and three single-light fixed wood windows. The second floor consists of three eight-over-one double-hung wood windows and a fixed single-light wood window. The dormer includes a vinyl casement window. This elevation also includes a red brick chimney that tapers in beginning at the second floor.</p> <p>The west elevation was only partially visible from the public right-of-way on the day of the site visit, but includes an asymmetrically located single door entrance. This entrance includes a sliding glass door with two porch lights above. A wooden porch is positioned in front of the entrance with stairs leading down to the partially paved backyard. An eight-over-one double-hung wood window is located to the south of the entrance and the second floor contains a double-hung and a fixed wood window.</p> <p>The north elevation was only partially visible from the public right-of-way on the day of the site visit. It features a short centrally located projection topped with a pediment dormer. Images from Google Maps indicate that the basement level consists of a symmetrically located entrance with a flush-panel door and a fixed single-light window within the projection and two other windows below the wood siding on each side of the projection (Google Maps 2018). The first floor includes a centrally located three-light wood window with casement operation for the outer two lights. A single-light fixed wood window is located to the east and an eight-over-one double-hung wood window to the west. The second floor consists of a centrally located double-hung wood window flanked by two eight-over-one double hung wood windows.</p> <p>The two-story garage is on a concrete foundation and the hipped roof is finished with composite shingles. The first floor is clad with stucco and the second floor is clad with vertical wood siding and corner boards. The east facade includes a modern multi-panel overhead door with a two-light flood light above and a second-story single-hung vinyl window. The west elevation includes a first floor fixed vinyl window. The east and north elevations were not visible from the public right-of-way on the day of the site visit. However, images from Google Maps indicate that the north elevation includes an asymmetrically located single-door entrance with a single-door. Wood step lead up to this entrance from a paved patio in the backyard (Google Maps 2018).</p> <p>Alterations to the house since its original construction are evident following a site visit on February 1, 2018, a review of historic images via Google Maps, and analysis of historic documentation. Changes that have been made include the installation of replacement siding, some vinyl windows, new roofing material and the construction of the rear porch and</p>			

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Property Name: Mott Reed, Beatrice, House	
Street Address: 2107 N Vancouver Avenue	City, County: Portland, Multnomah
stairs circa July 2011 (Google Maps 2018). The basement door in the south elevation was replaced no earlier than August 2017. The garage had replacement siding and new roofing material installed circa July 2011. The landscaping has also been altered with the replacement of shrubbery along the southern boundary and the construction of a fence in the southwest corner of the lot circa July 2011. At this time, the metal handrails along the front steps were removed and replaced with wooden ones. A short wooden fence along the south and east property lines was constructed no earlier than August 2017.	

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View: East façade, viewing northwest



View: East façade, viewing southwest

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Property Name: Mott Reed, Beatrice, House	Street Address: 2107 N Vancouver Avenue	City, County: Portland, Multnomah
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View: West elevation, viewing northeast



View: South elevation, viewing north

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Property Name: Mott Reed, Beatrice, House	Street Address: 2107 N Vancouver Avenue	City, County: Portland, Multnomah
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Boundary

The historic boundary of 2107 N Vancouver Avenue is confined to the tax boundary of Tax Lot 11, Block 34 of the Albina Addition.

Significance

Background

By 1873, much of the area surrounding the property became known as “Albina” and was platted on a grid of streets (Snyder 1979:83). Beginning in the early 1880s, the need to transport timber from Oregon’s forests brought heavy investments to the area from railroader Henry Villard who “made large-scale investments in building projects in Portland, East Portland, and Albina (Roos 2008: 10).” By 1885, Albina’s vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its “downtown” along N Russell Street and modern-day N Interstate Avenue consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, and fraternal organizations, as well as one- to two-story dwellings (Sanborn Fire Insurance Company 1884 & 1885).

After Albina was consolidated with Portland and East Portland in 1891, this area quickly grew due to the expansive network of street cars and trolleys, which allowed for the dramatic growth in housing and businesses. This growth was supported by the City & Suburban Railway Company trolley line that ran through the Lloyd District, Eliot, and Boise neighborhoods. The Portland Railway Company and Oregon Water Power & Railway trolley ran north on what is today NE Martin Luther King Jr. Boulevard by 1904 (Thompson 2014). The Albina neighborhoods thrived given their central location and access to trolley lines. By 1908, the Lloyd District was heavily residential with one- and two-story street-facing dwelling, two-story flats, and a row of stores on NE Holladay Street (Sanborn Fire Insurance Company 1908). At this time, Albina’s blocks were partitioned and developed with one-, one-and-one-half, and two-story street-facing dwellings, commercial storefronts, churches, and boarding houses along NE Russell Street (Sanborn Fire Insurance Company 1908).

By the 1920s, affordable automobiles, rising labor costs, and improved roads lead to the gradual downfall and demobilization of Portland’s trolley lines with the final removal of the Broadway tracks in 1948 (Thompson 2006:108). By 1924, the larger businesses such as the Mack International Motor Truck Corporation, manufacturing companies, and garages were located next to bridge landings. Apartment buildings also became more prevalent and new two- and two-and-one-half-story street-facing dwelling were constructed. In the 1930s, the popularity of the automobile triggered the widening of NE Martin Luther King Jr. Boulevard (Union Avenue) in 1929. To accommodate this change, buildings were moved, cut back, and demolished, and large department stores, auto-supply stores, and other businesses were constructed along major thoroughfares. This also occurred with the improvement of N Interstate Avenue in 1939, which greatly facilitated interstate overland commerce and freight transport.

At the peak of wartime production (1943-1944), the federal government identified 140,000 defense workers in the city and 100,000 in the metropolitan area. This substantial growth placed a strain on public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48).

Through the 1950s, 1960s and 1970s, Portland undertook several Urban Renewal projects that significantly altered the urban landscape, and displaced and removed the center of the Black community in the Albina area. Major infrastructure projects conducted during this time include the construction of Memorial Coliseum (1960), Lloyd Center (1960), Interstate-5 (I-5) (1966), and Fremont Bridge (1973) and the expansion of Emanuel Hospital (1970s).

Later changes made to the area, such as the Metropolitan Area Express (MAX) light rail on NE Holladay Street in 1986, the Oregon Convention Center in 1990, the Rose Quarter in 1995, and the Portland Streetcar on NE Broadway in 2012, have also impacted the neighborhood.

African American Community in Portland/Albina (1850s -1970s)

The history of the African American community in Portland is one of continuous struggle and survival— beginning in 1857, voters approved a state constitution that did not allow slavery, but did allow the exclusion of “Black persons, slave or free, from Oregon” (Pearson 1996:5). At this time a few African Americans lived in the state, but only as personal servants of Euro-American settlers (Pearson 1996:5-6). Oregon’s “Black laws” prohibited any African American from owning property or voting, and until 1870, a 10 dollar poll tax was required to be paid for every Black person living in the state. In the following years, the African American population increased slightly as Portland became a significant terminal for railroad and shipping and positions of porters, waiters, dining car attendants, and ship attendants became in demand (Pearson 1996:6, 13).

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
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At the turn of the nineteenth century, Albina underwent a significant transition as the community's ethnic landscape made up of mostly first and second generation Euro-American immigrants gradually began to shift with the migration of a small African American community that had resided next to Union Station on the west bank of the Willamette in northwest Portland. The land next to Union Station had become desirable to downtown businesses looking to expand; the development caused the displacement of around 800 African Americans (Pearson 1996:7). Albina, historically a working-class community, offered low rents and proximity to jobs in the railroad industry on the eastside of Portland.

During the World War I period, Albina garnered more Black-operated hotels, restaurants, and other businesses as well as fraternal and social organizations and clubs as job opportunities for Blacks opened with the expansion of the railroads occurred (Roos 2008: 33; Millner 2014:4). Following World War I, however, the living situations for African Americans became much worse, largely due to Oregon becoming a center for Nativist sentiments and a stronghold for the Ku Klux Klan. Curfews were imposed. All young Black men were required to be off the streets by sundown, and at any time when accosted, all African American adults had to account for their presence with a job verification. Exclusion from establishments was enforced by revoking the licenses of bars and restaurants that allowed racial intermingling (Pearson 1996:8).

A small turning point came in 1926, when Oregon's "Black laws" were repealed, and African Americans were allowed the vote, however, this did little to change discrimination (Pearson 1996:8). Racial segregation was also enforced by the manipulation of the housing market by White politicians and businessmen by limiting African Americans to the most impoverished and run-down parts of the city. The Albina area contained some of the oldest and poorest housing in the city (Pearson 1996:4, 7). In spite of these socio-economic impositions, the African American community grew through the 1920s and 30s and reshaped the existing built environment as Albina garnered Black churches, religious missions, and businesses to serve the community bounded by NE Broadway, N Larrabee Avenue, N Hassalo Street, and NE Wheeler Avenue (City of Portland Bureau of Planning 1993:31), and along N Williams Avenue (Gibson 2007:7). It was also not uncommon to find small scale businesses at individual homes as barbers, beauticians, and grocers erected additions to their homes to allow for neighborhood scale commerce. This continued into the 1940 and 1950s as Albina's Black population grew from 1,600 to 4,500 (Comprehensive Planning Workshop 1990:44) despite unwritten restrictions that placed barriers on Blacks renting property or patronizing stores and restaurants outside of Albina (Pearson 1996:5-8).

During World War II, Portland's wartime industries fostered significant population growth and economic productivity. Prior to World War II, Portland was not an Industrial city. By 1940, approximately 18 percent of the labor force was industrially employed, but by 1945 over 50 percent of the labor force was employed for an industry (Pearson 1996:64). This substantial growth stressed public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48). It also significantly intensified racial tensions within the city as the Black population had increased from 2,100 in 1940 to 15,000 in 1945, many of whom moved to Portland to work in the Kaiser shipyards (Bosco-Milligan Foundation 1995:51). The more the African American population grew, the more they were restricted to a 25-block area near N Williams Avenue in Albina (Pearson 1996:99). Even though the community of Vanport was constructed in 1942 to somewhat relieve the geographic pressures placed upon Blacks, it did little to improve racial relations. After Vanport was destroyed by a flood, housing pressures resumed for Blacks as many decided to leave the city or move back to the Albina area (City of Portland Bureau of Planning 1993:86). In the Post-War era, more than 21,000 whites left the area for the suburbs or other Portland neighborhoods between 1940 and 1960 (Gibson 2007:7-8). This drastic change in demographics, in addition to the short-lived post-war economy and the decline in the shipbuilding industry, contributed to the Albina's high unemployment rates after the war reframing its image in the public eye. Throughout the 1960s, the close-knit Albina neighborhood grew in political activism as it became a center for Civil Rights activities. Black civic organizations and churches played a leading role in exacting change in the city and state's governance to gain improvements in education, employment, and civil rights for Black Oregonians. Unfortunately, from the 1950s and through the 1970s, urban renewal campaigns and an interstate highway destroyed dozens of residential and commercial blocks in Albina, including the heart of the African American community at the intersection of N Russell and N Williams.

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Beatrice Mott Reed House

The earliest known residents of the property were Victor John Carlson, his wife Ida A. Carlson, their daughter Irene E. Carlson and multiple lodgers who were residing in the building by 1910 (Ancestry 1910). Both Victor and Ida Carlson emigrated from Finland in 1899 and 1901, respectively. They were married in 1905 and Irene was born 1 year later. A second child, Harry Victor Carlson, was born in 1911. Victor worked as a contractor in the construction industry, and when he died on July 3, 1931, he was a member of the Builder's Exchange, the Master Builder's association, the Columbia Lodge No. 114, and the Al Kader temple (*Morning Oregonian* 1931; Ancestry 1920, 1930). By 1934, the house was listed for liquidation (*Sunday Oregonian* 1934). Census records indicate that Irene and Ida had moved to San Francisco by 1935 and lived in Santa Barbara by 1940 (Ancestry 1940). The house appears to have remained for sale until at least 1939 (*Sunday Oregonian* 1939).

Beatrice Mott née Brown moved into the house with her daughters Ozie, Eunice, and Jessie Mott in circa 1935-1941 and resided there until her death in 1963 (Bosco-Milligan Foundation and Architectural Heritage Center 1997:166). Census records indicate they may have resided in the house as early as 1935 as renters before purchasing the property in 1940 (Ancestry 1930, 1940). Beatrice was born in Birmingham, Alabama, circa 1897 and moved to Portland in 1918 (*Oregonian* 1963; Ancestry 1940). She became the first Black mortuary employee in the city in 1927 when she began working for the Miller & Tracey Mortuary (Bosco-Milligan Foundation and Architectural Heritage Center 1997:82). In 1943, Beatrice and her three daughters opened the Mott Sisters Style Salon, a dress-making business, in the basement of their house (*Sunday Oregonian* 1945). The business operated at this location until 1960. Beatrice's 1963 obituary reveals that she was also a board member of the NAACP and a Democratic Precinct Committee woman (*Oregonian* 1963).

Evaluation

The Beatrice Mott Reed House retains integrity of location, design, materials, workmanship, association, and feeling due to its retention of location and use of materials and construction techniques common to its build date. However, it has lost integrity in setting due to the demolition of numerous buildings in the surrounding area from its period of construction. The Beatrice Mott Reed House is found significant at the local level in the area of Community Planning and Development, Black Ethnic Heritage, and Architecture.

The property is located within the area covered by the Historic and Architectural Properties in the Eliot Neighborhood of Portland, Oregon National Register of Historic Places (NRHP) Multiple Property Documentation Form. While the building was erected during the period covered by the document (from 1880-1947), the dwelling's Craftsman style would fall under the property type "Eclectic Style Buildings" and appears to meet the registration requirements for that property type. The requirements include:

To qualify for registration, Eclectic style buildings should display most or all of the elements mentioned in the previous description section [of the MPDF]. As a general rule, the buildings should have been built during the period between 1895 to 1930. Furthermore, they should retain sufficient stylistic and structural features to evoke their period of construction.

The property is therefore recommended as eligible under NRHP Criterion C.

The property is recommended as eligible under NRHP Criteria A. Under Criterion A, the property is significant in the area of Community Planning and Development as it reflects how the Black community in Albina operated businesses within their private residences in response to official and unofficial barriers that prevented them from operating such businesses in other areas of the city. Accordingly, the period of significance corresponds to the years of operation for the Mott Sister Style Salon of 1943-60.

Research does not reveal sufficient information that the property is associated with a specific individual or group who has made a historic contribution at the local, state, or national level. Therefore, the property is not recommended as eligible under NRHP Criterion B.

The physical characteristics of the Beatrice Mott Reed House are aboveground and visible, and existing documentary sources discuss little to no additional information about the property. The Beatrice Mott Reed House therefore holds little to no potential to yield information significant to the past and is recommended as not eligible under NRHP Criterion D. Surface and/or subsurface archaeological survey/testing would be necessary to verify whether archaeological remains would be significant under Criterion D.

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Continuation Sheet

Property Name: Mott Reed, Beatrice, House	Street Address: 2107 N Vancouver Avenue	City, County: Portland, Multnomah
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The three daughters of Mrs. Beatrice Reed, Eunis, Azie and Jessie, have opened a style salon in their home at 2107 N. Vancouver avenue. Family has lived in Portland many years

Mott Sisters Style Salon circa 1945. See *Sunday Oregonian*. 1945. "Negroes in Portland: What is Their Postwar Outlook?" June 24.

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Property Name: Mott Reed, Beatrice, House	Street Address: 2107 N Vancouver Avenue	City, County: Portland, Multnomah
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Map showing the resource location for 2107 N Vancouver Avenue (Courtesy of PortlandMaps.com).

OREGON INVENTORY OF HISTORIC PROPERTIES
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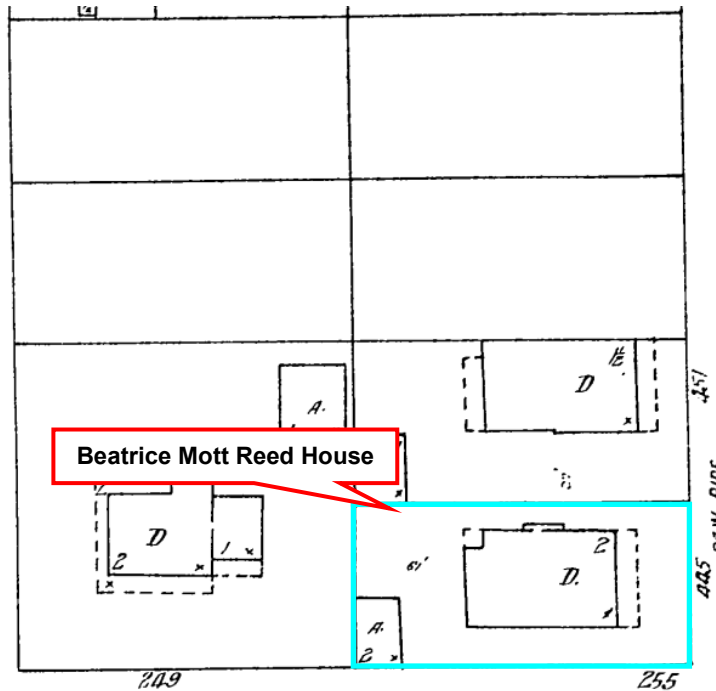
Property Name: Mott Reed, Beatrice, House	Street Address: 2107 N Vancouver Avenue	City, County: Portland, Multnomah
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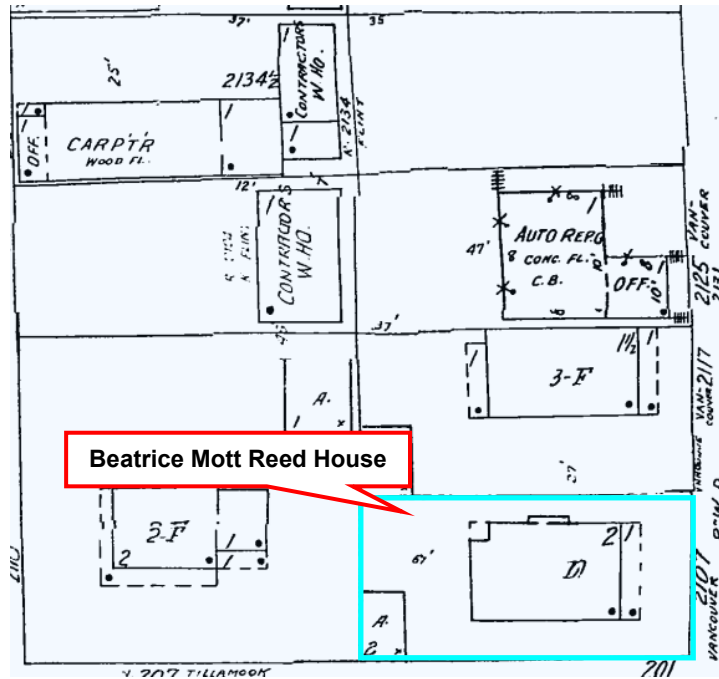
Aerial photograph showing the resource boundary of 2107 N Vancouver Avenue (Courtesy of PortlandMaps.com).

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Property Name: Mott Reed, Beatrice, House	Street Address: 2107 N Vancouver Avenue	City, County: Portland, Multnomah
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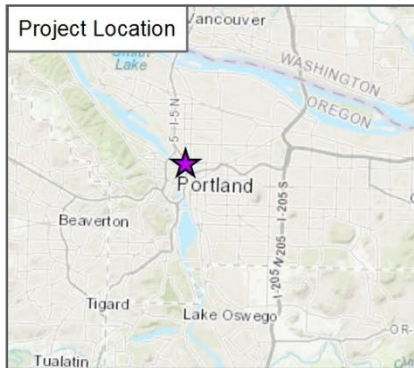
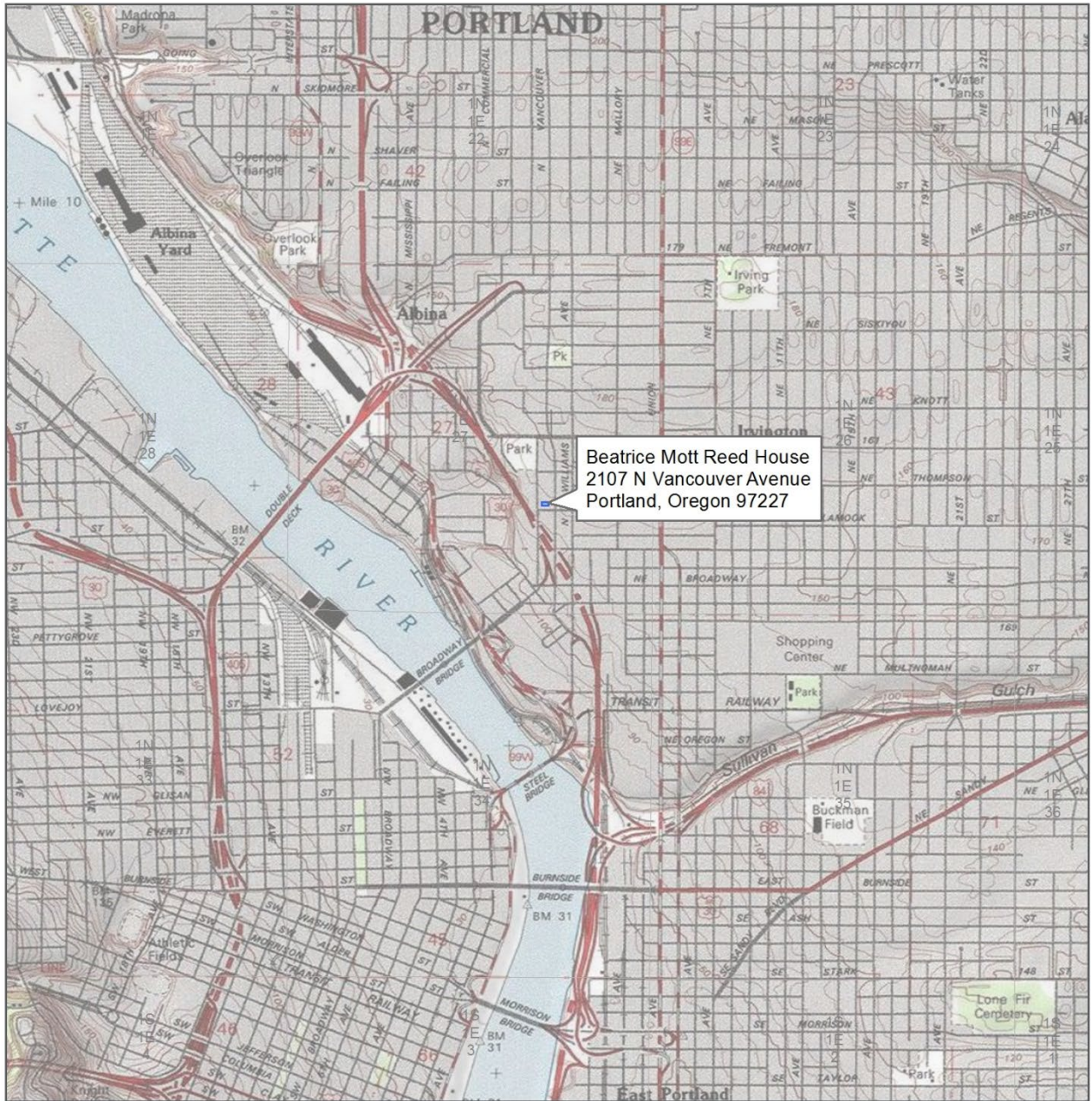
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Sanborn Fire Insurance Company Map, Portland, Volume 6, Sheet 644. 1950.

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Project Location

 2107 N Vancouver Avenue


DATA SOURCES: U.S. Geological Survey Portland, OR
7.5 Minute Series Topographic Map, 1979 Scale 1:24,000.
ESRI 2018, http://goto.arcgisonline.com/maps/USA_Topo_Maps
Township: 01N, Range: 01E, Section: 27

**I-5 ROSE QUARTER
IMPROVEMENT PROJECT**

**BEATRICE MOTT REED HOUSE
2107 N VANCOUVER AVENUE
PORTLAND, OREGON 97227**


**Oregon
Department
of Transportation**

0 500 1000 2000 Feet
0 150 300 600 Meters



PATH: K:\S_BROADWAY_WEIDLER_INTERCHANGE\MXD\CULTURAL\HISTORIC BUILT RE SOURCE\VANCOUVER_2107_N_USGS\MAP.MXD - USER: MICHELLE.STEGNER - DATE: 3/6/2018

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Individual Properties**

Agency/Project: ODOT/Interstate 5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001(483)			
Property Name: Coleman, Perry and Della, House			
Street Address: 2316 N Vancouver Avenue		City, County: Portland, Multnomah	
USGS Quad Name: Portland	Township: 01N	Range: 01E	Section: 27
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)			
Name of District or Grouping/Ensemble: N/A			
Number and Type of Associated Resources in Grouping/Ensemble: N/A			

Current Use: Single-Family Residence	Construction Date: 1900
Architectural Classification/Resource Type: Queen Anne/Single Dwelling	Alterations & Dates: See Description
Window Type & Material: Double-hung, wood	Exterior Surface Materials: Primary: Horizontal board Secondary: Shingle Decorative: N/A
Roof Type & Material: Front-gabled, asphalt shingles	
Condition: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



Perry and Della Coleman House viewing northeast

Preliminary National Register Findings: <input type="checkbox"/> National Register listed	
<input type="checkbox"/> Potentially Eligible: <input type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input checked="" type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input checked="" type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____	Date _____
Comments:	

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Individual Properties**

Property Name: Coleman, Perry and Della, House			
Street Address: 2316 N Vancouver Avenue		City, County: Portland, Multnomah	
Architect, Builder or Designer (if known):	Owner:	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> Local Government
		<input type="checkbox"/> Federal	<input type="checkbox"/> Other
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):			
<p>Description</p> <p>The Perry and Della Coleman House at 2316 N Vancouver Avenue is located on the east side of N Vancouver Street between N Russell and Page Street in the Eliot neighborhood of Portland, Multnomah County, Oregon. The 0.11-acre rectangular parcel (tax lot 800) includes the residence and a shed. The landscape is flat and includes a stone retaining wall with an alcove seating area and steps framed by flat wood disks along the public sidewalk on N Vancouver Avenue. Other landscape features include shrubs and bushes near the west elevation, a wood shadowbox and solid board fence, and a curved concrete path that leads to the main entrance and side yard to the south. The southern boundary of the property is defined by mature trees, bushes, and a segment of a wood shadowbox fence. The Perry and Della Coleman House is located within a residential setting and is bounded by N Vancouver Avenue to the west, a vacant lot (tax lot 700) to the south, Metrofiets Bicycles (2323 N Williams Avenue) and the Terry Family Funeral Home (2337 N Williams Avenue) to the east (tax lots 400 and 500), and a gravel parking lot to the north (tax lot 900). The streetscape and mixed commercial and residential setting includes public sidewalks, mature street trees, and wood utility poles.</p> <p>According to tax assessor records, the one-and-one-half-story residence was built in 1900 but moved to its current location by 1949. The house's steeply pitched, irregular-shaped roof, double-hung wood windows, fish-scale wood shingles, horizontal board wood siding, brackets, and spindlework convey architectural design characteristics of the Queen Anne-style houses common from 1880 and 1910. The building has an irregular plan and a poured-in-place concrete foundation with two-light sliding vinyl basement windows. The house is clad in horizontal V-joint tongue-and-groove wood siding with wood cornerboards, and fish-scale wood shingles below the roof line and within the gables on the north, west, and south elevations. The front-gabled roof has varied roof lines and a moderate eave overhang with a wide wood freeze, detailed cornice, and paired ornamental brackets. It is finished with asphalt shingles and aluminum gutters with downspouts. Typical windows include four-over-one and one-over-one windows with double-hung wood sashes and simple wood surrounds.</p> <p>The west (primary) façade is asymmetrical and consists of a centrally located, one-story ell flanked by a one-over-one double-hung wood window to the north and the main entrance to the south. The ell includes a truncated gable-wall brick chimney flanked by two four-over-one double-hung wood windows above wood paneling detail. The windows are located on the chamfered corners under the roof. The main entrance is recessed under the principal roof and consists of a single-door opening with a single-light multi-paneled wood door and transom. The roof at the entrance is supported by a turned column atop a six-stepped concrete stoop with a metal handrail. An attached metal mail box and security camera frames the entrance door.</p> <p>The south elevation consists of two sets of asymmetrically placed paired, one-over-one, double-hung wood windows.</p> <p>The east elevation consists of a full-width one-story enclosed porch with a hipped roof below a one-over-one double-hung wood gable window. The porch is faced with wood paneling and a vertical wood board skirt, and features eleven six-light wood windows. A secondary entrance is centrally located on the east elevation of the porch and consists of a single-door opening with a single-light paneled wood door under a porch light.</p> <p>The north elevation includes three symmetrically placed one-over-one double-hung wood windows.</p> <p>A one-story square-shaped front-gabled shed faced with vertical wood paneling (T1-11) is located at the southeast corner of the property.</p> <p>No property or interior access was granted as part of this survey.</p> <p>Alterations to the house are evident following a field investigation on February 2, 2018, and a review of historic images. Changes include a new roof circa 2001 (Google Earth 2018), a new metal handrail (date unknown), new vinyl windows (date unknown), security camera (date unknown), and new aluminum gutters and downspouts (date unknown). It is also likely that the porch was enclosed over time based on the use of cladding materials and window style. Alterations to the landscape include the addition of the shed circa 2005 (Google Earth 2018) and the stone retaining wall and alcove (date unknown). According to historic plumbing permits the house was moved to this address from 2307 N Flint Street circa 1959 (City of Portland 1959). It is likely that a new concrete foundation and brick chimney were added at this time. The brick chimney also likely covered over an original window. The existing brick flue that extends through the roof is also likely not original.</p>			

OREGON INVENTORY OF HISTORIC PROPERTIES
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Boundary

The historic boundary of 2316 N Vancouver Avenue is confined to the tax boundary of tax lot 800, which includes lots 8 on block 30 of Albina. It is bounded by N Vancouver Avenue to the west, tax lot 700 to the south, tax lot 400 & 500 to the east, and tax lot 900 to the north.

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View: South elevation, viewing northeast



View: West and north elevations, viewing southeast

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Property Name: Coleman, Perry and Della, House	Street Address: 2316 N Vancouver Avenue	City, County: Portland, Multnomah
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View: South and east elevations, viewing northwest



View: Shed, viewing northeast

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Continuation Sheet

Property Name: Coleman, Perry and Della, House	Street Address: 2316 N Vancouver Avenue	City, County: Portland, Multnomah
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Significance

Previous Evaluation

In August 1995, the Bosco-Milligan Foundation determined that the Perry and Della Coleman House was significant for its association as the home of Rev. Otha and Della Warren from the 1950s to 1970. Otha Warren was a pastor at Mt. Carmel Missionary Baptist Church. Due to the amount of time that has elapsed since these previous evaluations and improvements to the building's condition, the property was reassessed. The property has not been formally determined eligible for the National Register of Historic Places (NRHP) by the National Park Service or another federal agency.

Background

By 1873, much of the area surrounding the property became known as "Albina" and was platted on a grid of streets (Snyder 1979:83). Beginning in the early 1880s, the need to transport timber from Oregon's forests brought heavy investments to the area from railroader Henry Villard who "made large-scale investments in building projects in Portland, East Portland, and Albina (Roos 2008:10)." By 1885, Albina's vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its "downtown" along N Russell Street and modern-day N Interstate Avenue consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, and fraternal organizations, as well as one- to two-story dwellings (Sanborn Fire Insurance Company 1884 & 1885).

After Albina was consolidated with Portland and East Portland in 1891, this area quickly grew due to the expansive network of street cars and trolleys, which allowed for the dramatic growth in housing and businesses. This growth was supported by the City & Suburban Railway Company trolley line that ran through the Lloyd District, Eliot, and Boise neighborhoods. The Portland Railway Company and Oregon Water Power & Railway trolley ran north on what is today NE Martin Luther King Jr. Boulevard by 1904 (Thompson 2014). The Albina neighborhoods thrived given their central location and access to trolley lines. By 1908, the Lloyd District was heavily residential with one- and two-story street-facing dwelling, two-story flats, and a row of stores on NE Holladay Street (Sanborn Fire Insurance Company 1908). At this time, Albina's blocks were partitioned and developed with one-, one-and-one-half, and two-story street-facing dwellings, commercial storefronts, churches, and boarding houses along NE Russell Street (Sanborn Fire Insurance Company 1908).

By the 1920s, affordable automobiles, rising labor costs, and improved roads lead to the gradual downfall and demobilization of Portland's trolley lines with the final removal of the Broadway tracks in 1948 (Thompson 2006:108). By 1924, the larger businesses such as the Mack International Motor Truck Corporation, manufacturing companies, and garages were located next to bridge landings. Apartment buildings also became more prevalent and new two- and two-and-one-half-story street-facing dwelling were constructed. In the 1930s, the popularity of the automobile triggered the widening of NE Martin Luther King Jr. Boulevard (Union Avenue) in 1929. To accommodate this change, buildings were moved, cut back, and demolished, and large department stores, auto-supply stores, and other businesses were constructed along major thoroughfares. This also occurred with the improvement of N Interstate Avenue in 1939, which greatly facilitated interstate overland commerce and freight transport.

At the peak of wartime production (1943-44), the federal government identified 140,000 defense workers in the city and 100,000 in the metropolitan area. This substantial growth placed a strain on public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48).

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Later changes made to the area, such as the Metropolitan Area Express (MAX) light rail on NE Holladay Street in 1986, the Oregon Convention Center in 1990, the Rose Quarter in 1995, and the Portland Streetcar on NE Broadway in 2012, have also impacted the neighborhood.

African American Community in Portland/Albina (1850s -1970s)

The history of the African American community in Portland is one of continuous struggle and survival— beginning in 1857, voters approved a state constitution that did not allow slavery, but did allow the exclusion of "Black persons, slave or free, from Oregon" (Pearson 1996:5). At this time a few African Americans lived in the state, but only as personal servants of Euro-American settlers (Pearson 1996:5-6). Oregon's "Black laws" prohibited any African American from owning property or voting, and until 1870, a 10 dollar poll tax was required to be paid for every Black person living in the state.

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SECTION 106 DOCUMENTATION FORM
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Property Name: Coleman, Perry and Della, House	Street Address: 2316 N Vancouver Avenue	City, County: Portland, Multnomah
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In the following years, the African American population increased slightly as Portland became a significant terminal for railroad and shipping and positions of porters, waiters, dining car attendants, and ship attendants became in demand (Pearson 1996:6, 13).

At the turn of the nineteenth century, Albina underwent a significant transition as the community's ethnic landscape made up of mostly first and second generation Euro-American immigrants gradually began to shift with the migration of a small African American community that had resided next to Union Station on the west bank of the Willamette in northwest Portland. The land next to Union Station had become desirable to downtown businesses looking to expand; the development caused the displacement of around 800 African Americans (Pearson 1996:7). Albina, historically a working-class community, offered low rents and proximity to jobs in the railroad industry on the eastside of Portland.

During the World War I period, Albina garnered more Black-operated hotels, restaurants, and other businesses as well as fraternal and social organizations and clubs as job opportunities for Blacks opened with the expansion of the railroads occurred (Roos 2008:33; Millner 2014:4). Following World War I, however, the living situations for African Americans became much worse, largely due to Oregon becoming a center for Nativist sentiments and a stronghold for the Ku Klux Klan. Curfews were imposed. All young Black men were required to be off the streets by sundown, and at any time when accosted, all African American adults had to account for their presence with a job verification. Exclusion from establishments was enforced by revoking the licenses of bars and restaurants that allowed racial intermingling (Pearson 1996:8).

A small turning point came in 1926, when Oregon's "Black laws" were repealed, and African Americans were allowed the vote, however, this did little to change discrimination (Pearson 1996:8). Racial segregation was also enforced by the manipulation of the housing market by white politicians and businessmen by limiting African Americans to the most impoverished and run-down parts of the city. The Albina area contained some of the oldest and poorest housing in the city (Pearson 1996:4, 7). In spite of these socio-economic impositions, the African American community grew through the 1920s and 30s and reshaped the existing built environment as Albina garnered Black churches, religious missions, and businesses to serve the community bounded by NE Broadway, N Larrabee Avenue, N Hassalo Street, and NE Wheeler Avenue (City of Portland Bureau of Planning 1993:31), and along N Williams Avenue (Gibson 2007:7). It was also not uncommon to find small-scale businesses at individual homes as barbers, beauticians, and grocers erected additions to their homes to allow for neighborhood scale commerce. This continued into the 1940 and 1950s as Albina's Black population grew from 1,600 to 4,500 (Comprehensive Planning Workshop 1990:44) despite unwritten restrictions that placed barriers on Blacks renting property or patronizing stores and restaurants outside of Albina (Pearson 1996:5-8).

During World War II, Portland's wartime industries fostered significant population growth and economic productivity. Prior to World War II, Portland was not an Industrial city. By 1940, approximately 18 percent of the labor force was industrially employed, but by 1945 over 50 percent of the labor force was employed for an industry (Pearson 1996:64). This substantial growth stressed public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48). It also significantly intensified racial tensions within the city as the Black population had increased from 2,100 in 1940 to 15,000 in 1945, many of whom moved to Portland to work in the Kaiser shipyards (Bosco-Milligan Foundation 1995:51). The more the African American population grew, the more they were restricted to a 25-block area near N Williams Avenue in Albina (Pearson 1996:99). Even though the community of Vanport was constructed in 1942 to somewhat relieve the geographic pressures placed upon Blacks, it did little to improve racial relations.

After Vanport was destroyed by a flood, housing pressures resumed for Blacks as many decided to leave the city or move back to the Albina area (City of Portland Bureau of Planning 1993:86). In the Post-War era, more than 21,000 whites left the area for the suburbs or other Portland neighborhoods between 1940 and 1960 (Gibson 2007:7-8). This drastic change in demographics, in addition to the short-lived post-war economy and the decline in the shipbuilding industry, contributed to the Albina's high unemployment rates after the war, reframing its image in the public eye. Throughout the 1960s, the close-knit Albina neighborhood grew in political activism as it became a center for Civil Rights activities. Black civic organizations and churches played a leading role in exacting change in the city and state's governance to gain improvements in education, employment, and civil rights for Black Oregonians. Unfortunately, from the 1950s and through the 1970s, urban renewal campaigns and an interstate highway destroyed dozens of residential and commercial blocks in Albina, including the heart of the African American community at the intersection of N Russell and N Williams.

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Coleman, Perry and Della, House

The Perry and Della Coleman House was built in 1900 on lot 10 of block 35 in Albina before being moved to lot 8 of block 30 around 1949. In 1901, Sanborn Fire Insurance Company Maps first show the property (491 Flint Avenue) as a one-story dwelling with a recessed entry, two-story barn, and two one-story outbuildings at the corner of N Page Street and Flint Avenue (Sanborn Fire Insurance Company 1901). At that time, the house shared the block with commercial development on N Russell Street and a one-story dwelling on lot 11 to the north. The remainder of the block was absent of residential or commercial buildings (Sanborn Fire Insurance Company 1901). By 1909, a full-width porch was added to the rear of the dwelling and much of the outbuildings were removed. In 1924, the barn was removed and replaced with a one-story garage. The block continued to remain undeveloped and the commercial building at the corner of N Russell Street and Flint Avenue were demolished (Sanborn Fire Insurance Company 1924). Circa 1949, the house was moved from 2307 N Flint Avenue (491 Flint Avenue) to its existing address (2136 N Vancouver Avenue) as observed by its ell and full-width porch. At that time, the one-story six-room house (*The Oregon Daily Journal* 1909) and one-story shed that formerly occupied the site were removed. The north part of the block on N Russell Street was completely developed for a theatre (Tivoli Theater), apartments, shops, and a restaurant. The west corner of N Vancouver Avenue at Russell Street was also removed, which lead to the demolition of the Albina Cash Market at 260 N Russell Street (Sanborn Fire Insurance Company 1924-1950).

A historic plumbing permit for the house indicates the owner after it was moved to its current location was Perry R. Coleman (City of Portland 1959). Perry Coleman worked for the Union Pacific Railroad and lived at the residence with his wife Della (Bosco-Milligan Foundation 1997:83). After Perry Coleman's death, Della A. Coleman remarried Rev. Otha Warren and continued to live at the address (Bosco-Milligan Foundation 1997:83). No information was found on the property's residents prior to or after its move.

No information was found on builders, architects, or designers, or based on a review of historic newspapers, city directories, and other online historic research databases.

Perry R. Coleman was born around 1888 in Louisiana (Ancestry 1910). By 1944, Perry Coleman lived in Multnomah County and was married to Bessie Mae Willis on July 13, 1944 (Ancestry 1944). Nine years later in 1953, Perry Coleman was remarried to Della A. Jackson and lived at the property (Ancestry 1953). At the time, Perry Coleman worked as a laborer (Ancestry 1953). Likely for the Union Pacific Railroad (Bosco-Milligan Foundation 1997:83). Soon after his marriage to Della A. Jackson, Perry Coleman died on May 14, 1954 (*Oregonian* 1954: 22).

Otha Warren was born on February 25, 1903, in Mississippi and died in Portland, Oregon, in July 1968 (Ancestry 1968). Otha Warren married Della A. Coleman in the 1950s and was a pastor at the Mt. Carmel Missionary Baptist Church (Bosco-Milligan Foundation 1997:83).

Little information was discovered during research on other persons associated with the property.

Evaluation

The Perry and Della Coleman House retains historic integrity of workmanship, feeling, and association due to its retention of building materials, and historic aesthetic displayed through its historic characteristics. However, due to its change in original location, addition of the large exterior brick chimney on its primary elevation, removal of a large character-defining window on its primary elevation, and changes to its immediate urban environment, its integrity of location, materials, design, and setting has been diminished.

The property is located within the area covered by the Historic and Architectural Properties in the Eliot Neighborhood of Portland, Oregon National Register of Historic Places (NRHP) Multiple Property Documentation (MPD) Form. While the building was erected during the period covered by the document (from 1880-1947), the dwelling's Queen Anne style would fall under the property type "Queen Anne Style Residences." The requirements include:

Because so few properties survive from that time period, they will not need to display all of the elements mentioned in the previous description to qualify for registration. In fact, most extant examples should qualify due to their rarity.

Properties constructed during the early twentieth century are likewise significant due to their survival. However, because they are more numerous, they should meet more stringent requirements, such as displaying most of the elements mentioned in the previous description section.

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As a general rule, to qualify for registration, the dwelling should have been built during the period between 1880 to 1905. Moreover, they should retain sufficient stylistic and structural features to evoke their period of construction

Even though the property was built during a time of residential growth or development, newspaper and archival research provided insufficient evidence to associate the property with historically significant events or historic trends. The moving of the house also places it outside of the time period of the MPD. Therefore, the property is recommended as not eligible under NRHP Criterion A.

Research did not indicate that Perry and/or Della Coleman made significant contributions in history that have helped define the development of the Eliot neighborhood, early Portland, Oregon, or the nation. Therefore, the property is recommended as not eligible under NRHP Criterion B.

Although the house retains much of its original materials, it is not an exemplary example of a significant architectural style, construction, building type, or a work of a master and is recommended as not eligible under Criterion C.

As the property's historic-period characteristics are visible and readily apparent, and after a review of existing historic-period documentary sources, the property's significance would not lie in its information potential. Therefore, the property is recommended as not eligible under Criterion D.

Under Criteria Consideration B (moved properties), the building does not appear significant architecturally due to alterations and is not a building that is most importantly associated with a historic person or event. While moved to a comparable block, the overall setting surrounding the building has been substantially altered over time.

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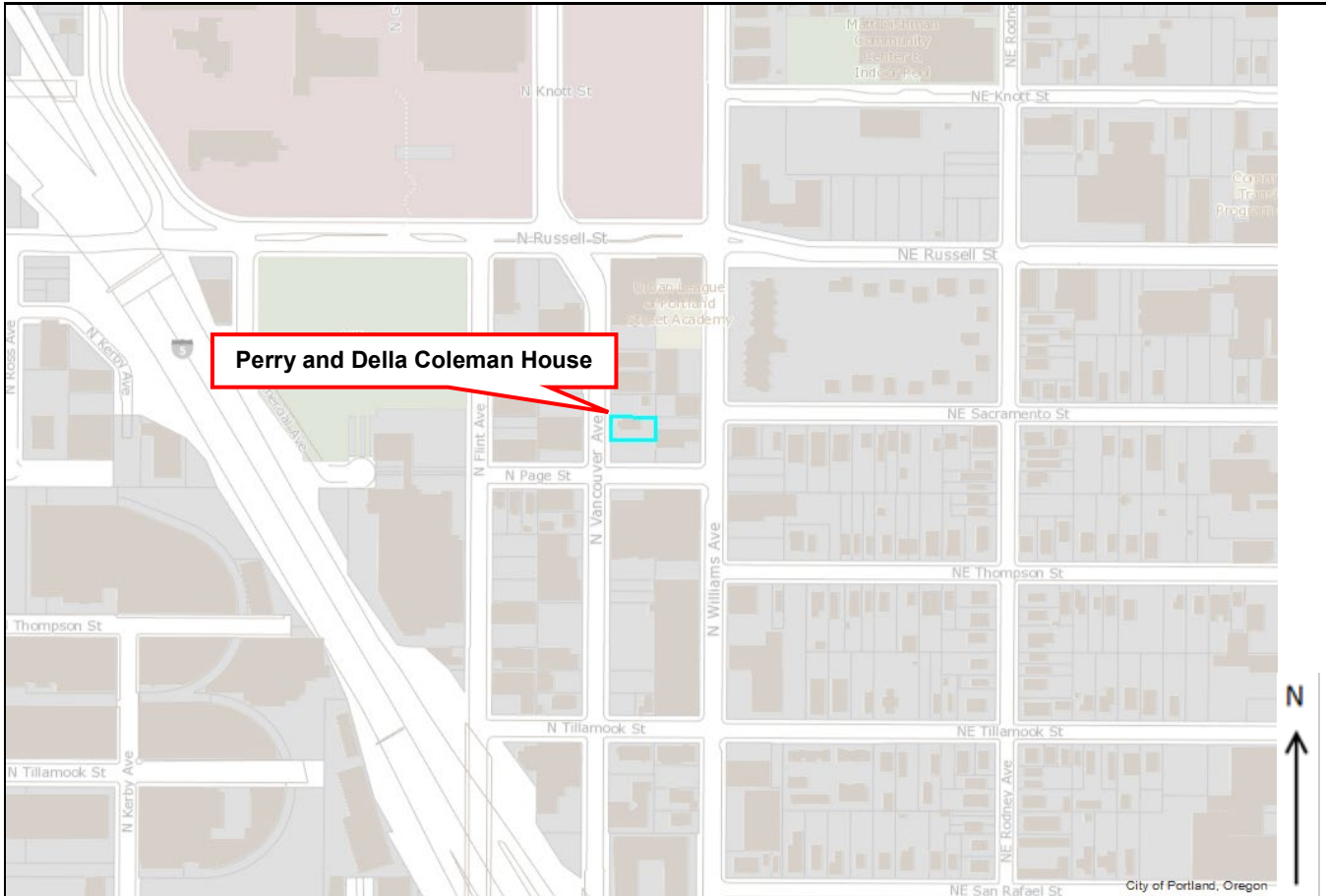
Property Name: Coleman, Perry and Della, House	Street Address: 2316 N Vancouver Avenue	City, County: Portland, Multnomah
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View: Historic view, viewing southeast, 1962. City of Portland Archives. See <https://vintageportland.files.wordpress.com/2012/06/a2005-001-183-eastbank-freeway-with-broadway-weidler-couplet-1962.jpg>

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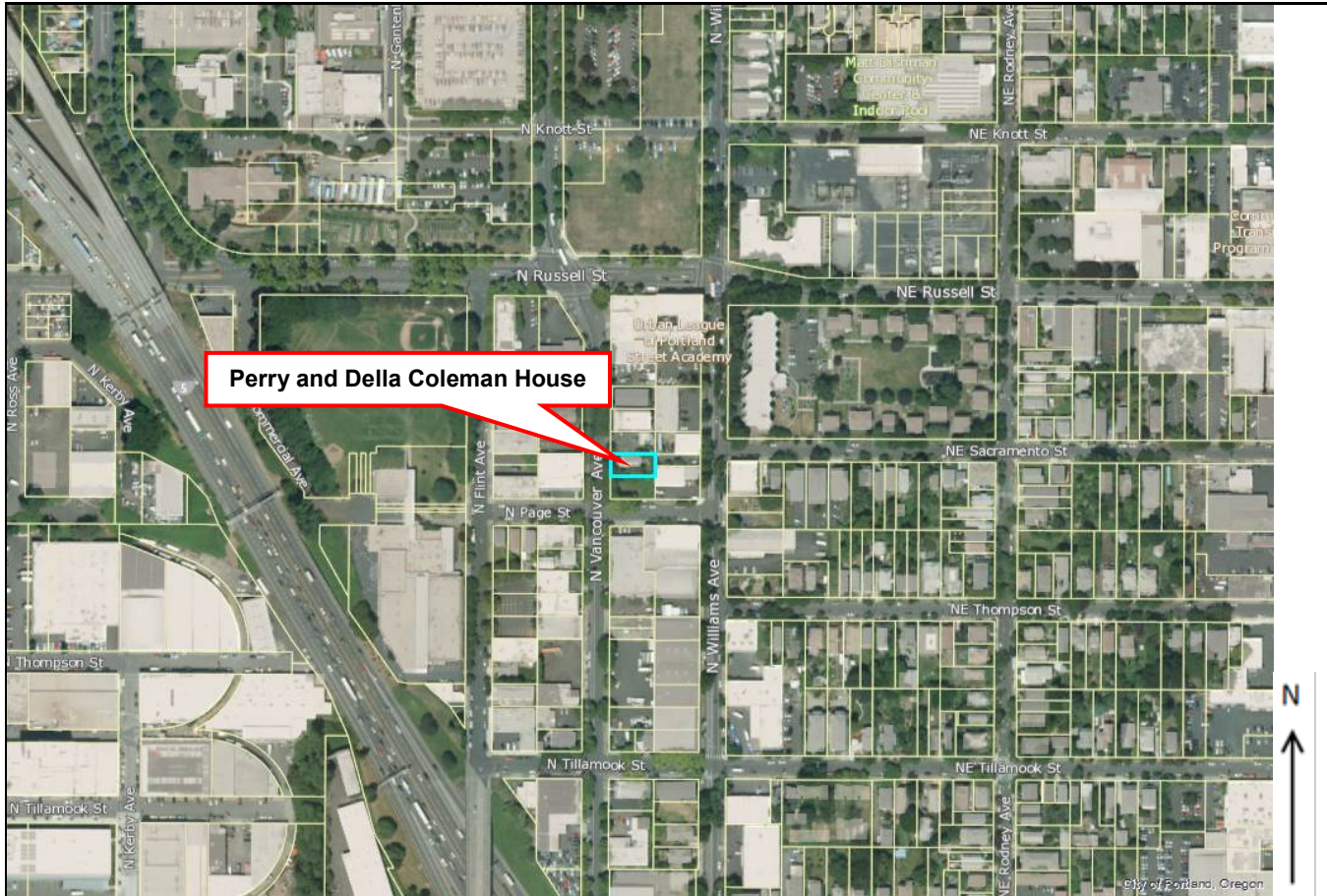
Property Name: Coleman, Perry and Della, House	Street Address: 2316 N Vancouver Avenue	City, County: Portland, Multnomah
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Map showing the resource location for 2316 N Vancouver Avenue (Courtesy of PortlandMaps.com).

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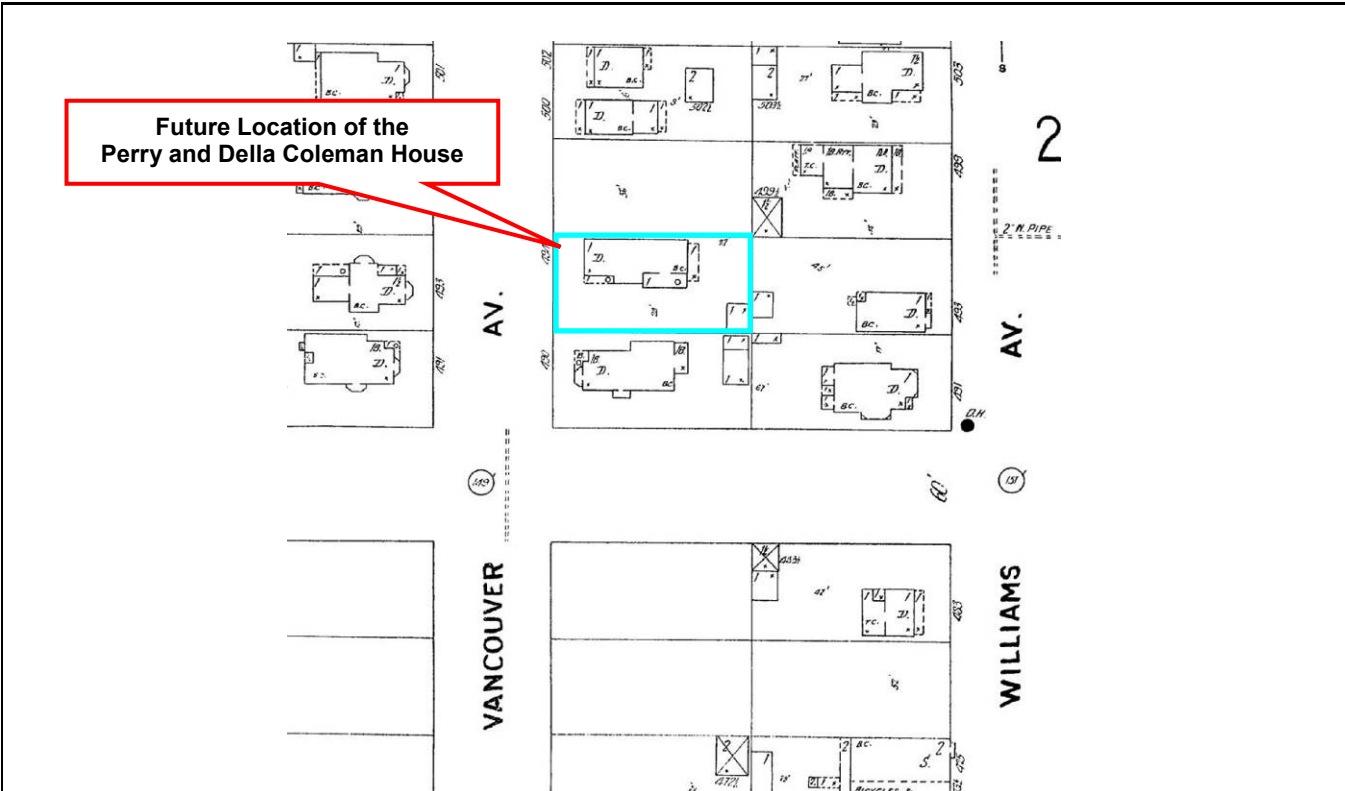
Property Name: Coleman, Perry and Della, House	Street Address: 2316 N Vancouver Avenue	City, County: Portland, Multnomah
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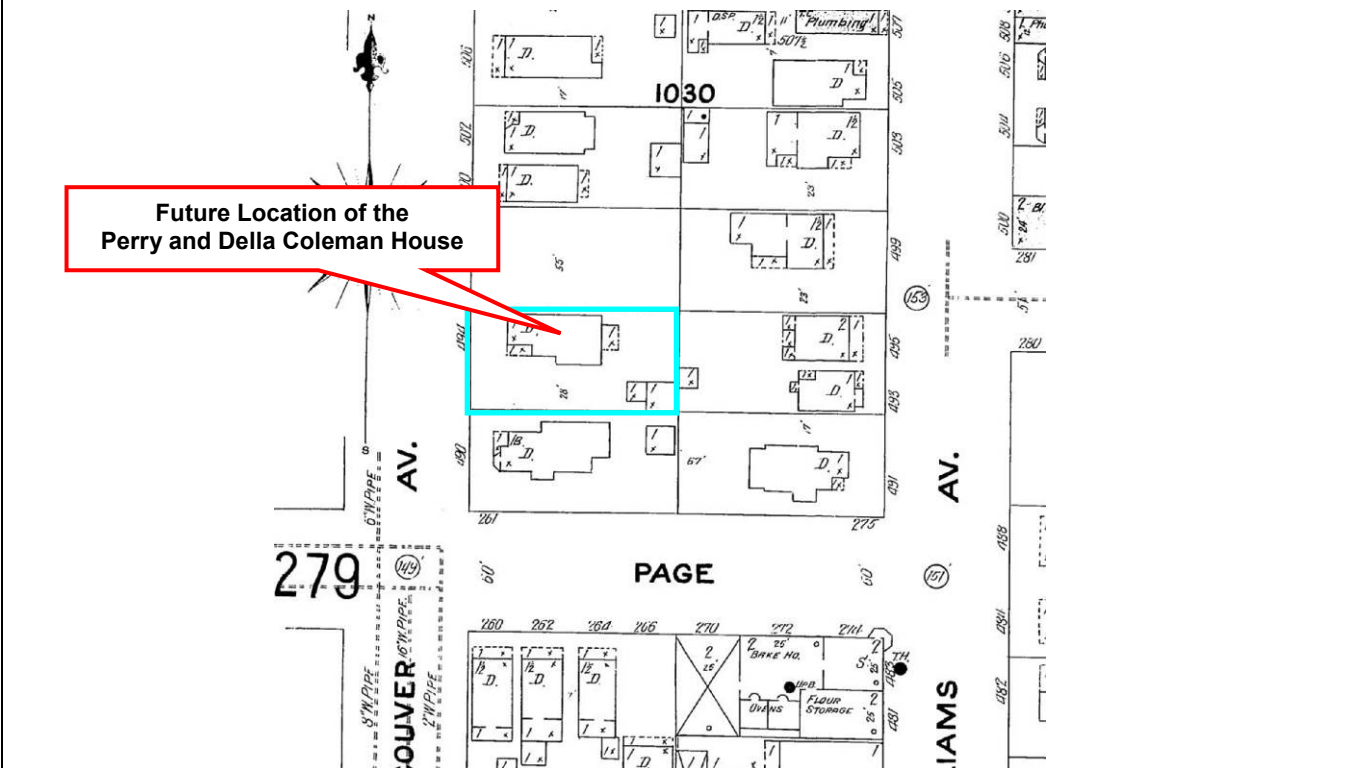
Aerial photograph showing the resource boundary of 2316 N Vancouver Avenue (Courtesy of PortlandMaps.com).

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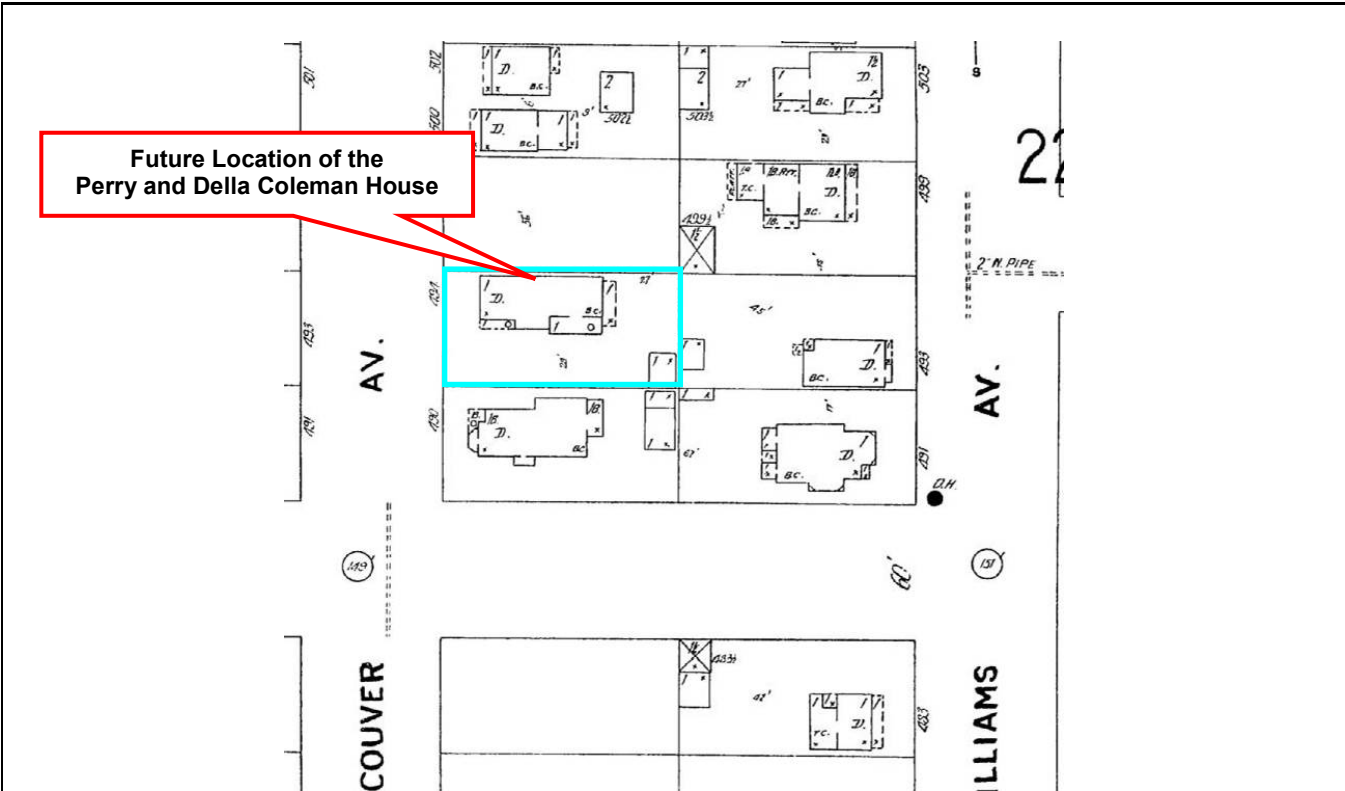
Sanborn Fire Insurance Company, Portland, Volume 2, Map 219. 1901 (prior to the move of the current house).



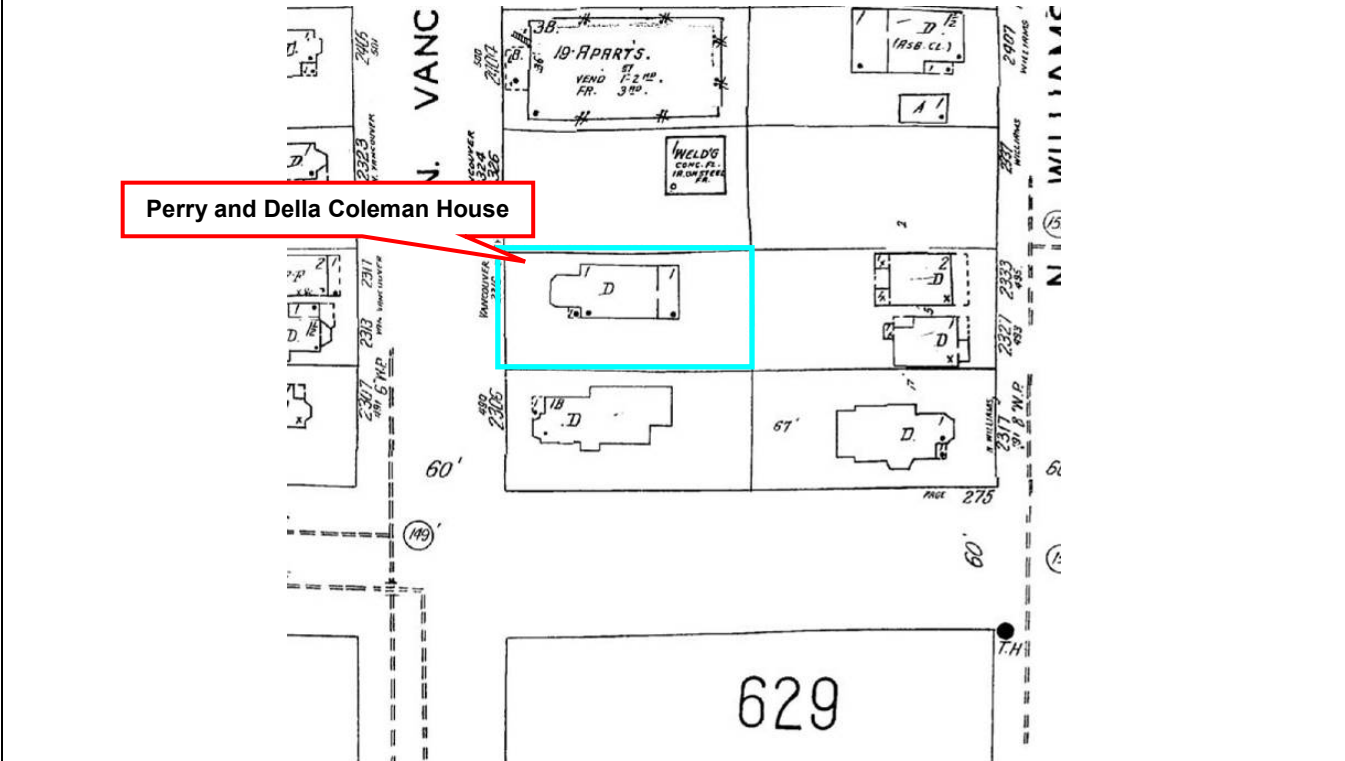
Sanborn Fire Insurance Company, Portland, Volume 3, Sheet 280. 1909 (prior to the move of the current house).

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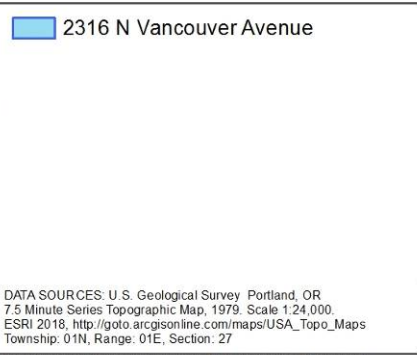
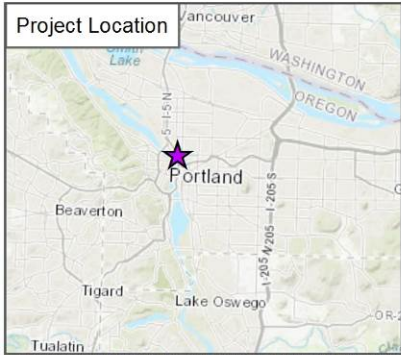
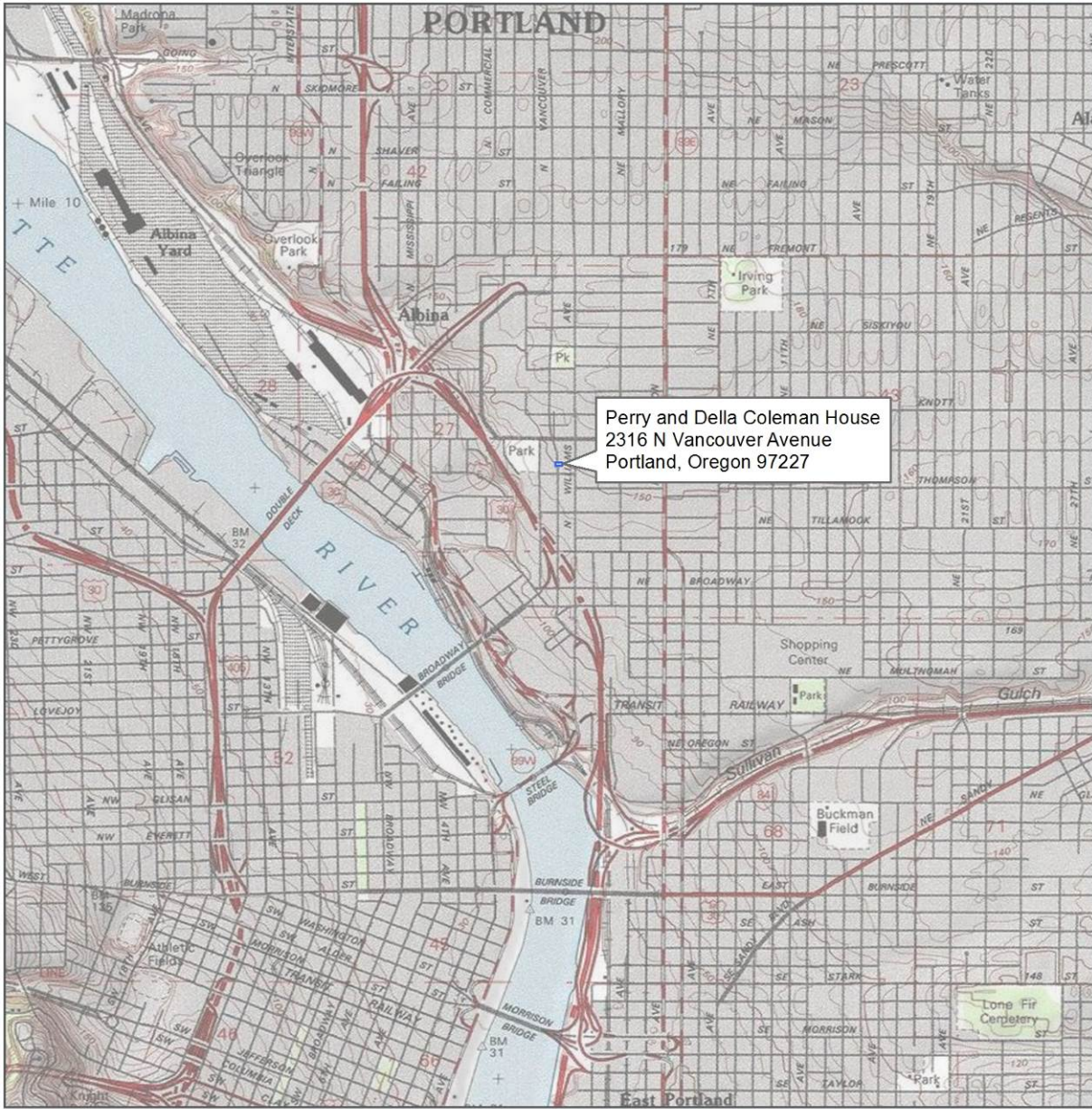
Sanborn Fire Insurance Company, Portland, Volume 6, Sheet 628. 1924 (prior to the move of the current house).



Sanborn Fire Insurance Company, Portland, Volume 6, Sheet 628. 1908-Dec.1915.

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**I-5 ROSE QUARTER
IMPROVEMENT PROJECT**

PERRY AND DELLA COLEMAN HOUSE
2316 N VANCOUVER AVENUE
PORTLAND, OREGON 97227

0 500 1,000 2,000
0 150 300 600
Feet
Meters

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001(483)			
Property Name: Contractors Warehouse			
Street Address: 2326 N Flint Avenue		City, County: Portland, Multnomah	
USGS Quad Name: Portland	Township: 01N	Range: 01E	Section: 27
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)			
Name of District or Grouping/Ensemble: N/A			
Number and Type of Associated Resources in Grouping/Ensemble: N/A			

Current Use: Brewery/Restaurant	Construction Date: 1947
Architectural Classification/Resource Type: Art Deco/Warehouse	Alterations & Dates: See Description
Window Type & Material: Multi-light with center two-light awning sash, steel	Exterior Surface Materials: Primary: Concrete Secondary: Concrete Decorative: N/A
Roof Type & Material: Hipped with parapet, rolled asphalt	
Condition: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



Contractors Warehouse viewing northeast

Preliminary National Register Findings:	<input type="checkbox"/> National Register listed
<input type="checkbox"/> Potentially Eligible: <input type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input checked="" type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss	<input checked="" type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years
State Historic Preservation Office Comments:	
<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually	<input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible
Signed _____	Date _____
Comments:	

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Property Name: Contractors Warehouse			
Street Address: 2326 N Flint Avenue		City, County: Portland, Multnomah	
Architect, Builder or Designer (if known): S. & S. Investment Company	Owner:	<input checked="" type="checkbox"/> Private <input type="checkbox"/> Federal	<input type="checkbox"/> Local Government <input type="checkbox"/> Other
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):			
<p>Description</p> <p>The Contractors Warehouse at 2326 N Flint Avenue is situated on the east side of N Flint Avenue between N Page and Russell Street in the Eliot neighborhood of Portland, Multnomah County, Oregon. The 0.11-acre rectangular parcel (tax lot 2400) includes the building. The property abuts the public sidewalk on N Flint Avenue and lacks landscape features. The Contractors Warehouse is located within a residential setting and is bounded by N Flint Avenue to the west, a two-and-one-half-story five-plex (2404 N Flint Avenue) to the north (tax lot 2500), Empire Leasing Inc. (205 N Page Street) to the east (tax lot 1900), and a parking lot to the south (tax lot 2300). The streetscape includes public sidewalks, street trees, wood utility poles, and four wood picnic tables with canvas umbrellas.</p> <p>The one-story building was built 1947, according to tax assessor records. The building's smooth wall surface, vertical concrete reeding around the window and door openings, and decorative zigzag details convey architectural design characteristics of the Art Deco-style buildings common from the 1920s to the 1940s. The building has a rectangular plan with a concrete foundation. The warehouse is clad in stucco on the west façade and displays its board-formed concrete construction on the north, south, and east elevations. The roof of the building is hipped with a short concrete parapet capped with metal flashing. The roof is covered in rolled asphalt roofing material.</p> <p>The west (primary) façade includes a recessed centrally located main entrance flanked by two multi-light steel windows with two center vertical two-light awning sashes. The windows rest atop concrete sills and fluted and zigzag concrete base. The main entrance and windows are framed by canted vertical concrete reeding and pilasters with sconces below a full-width decorative concrete belt course. The north and south pilasters extend above the belt course with vertical concrete reeding. The entrance consists of a multi-light metal overhead door flanked by a single-door opening with a two-light metal door facing north. The recessed entrance is faced with horizontal boards. A painted sign that reads "EX NOVO BREWING COMPANY" is located below a horizontal metal light fixture on the cornice above the main entrance.</p> <p>The south and east elevations lack fenestration and architectural detail.</p> <p>The north elevation consists of a secondary entrance near the façade. The entrance consists of a single-door opening with a four-light metal door under a sconce. The remainder of the elevation lacks fenestration or architectural detail.</p> <p>No property or interior access was granted as part of this survey.</p> <p>Alterations to the building are evident following a field investigation on February 1, 2018, and a review of historic images. Changes include a new roof circa 2000 (Google Earth 2018) and a new overhead door (date unknown). Other alterations include a new recessed main entrance and pedestrian door, horizontal board siding, sconces, and the painted sign with light fixture in 2014 (Google Street View 2014).</p> <p>Boundary</p> <p>The historic boundary of 2326 N Flint Avenue is confined to the tax boundary of tax lot 2400, which consists of lot 7 on block 35 of Albina. It is bounded by N Flint Avenue to the west, tax lot 2500 to the north, tax lot 1900 to the east, and tax lot 2300 to the south.</p>			

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View: West façade, viewing northeast



View: West and south elevations, viewing northeast

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View: North and west elevations, viewing southeast

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Significance

Previous Evaluation

According to the Oregon Historic Sites Database (HSD), the Contractors Warehouse was previously recorded as a part of the Portland Central City Modern Resources Reconnaissance Level Survey 1945-1985, which was completed in July 21, 2011. The property is noted in the database as being "undetermined." While appearing in the Oregon HSD, no entry for the property is contained in the report. The property has not been formally determined eligible for the National Register of Historic Places (NRHP) by the National Park Service or another federal agency.

Background

By 1873, much of the area surrounding the property became known as "Albina" and was platted on a grid of streets (Snyder 1979:83). Beginning in the early 1880s, the need to transport timber from Oregon's forests brought heavy investments to the area from railroader Henry Villard who "made large-scale investments in building projects in Portland, East Portland, and Albina (Roos 2008:10)." By 1885, Albina's vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its "downtown" along N Russell Street and modern-day N Interstate Avenue consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, and fraternal organizations, as well as one- to two-story dwellings (Sanborn Fire Insurance Company 1884 & 1885).

After Albina was consolidated with Portland and East Portland in 1891, this area quickly grew due to the expansive network of street cars and trolleys, which allowed for the dramatic growth in housing and businesses. This growth was supported by the City & Suburban Railway Company trolley line that ran through the Lloyd District, Eliot, and Boise neighborhoods. The Portland Railway Company and Oregon Water Power & Railway trolley ran north on what is today NE Martin Luther King Jr. Boulevard by 1904 (Thompson 2014). The Albina neighborhoods thrived given their central location and access to trolley lines. By 1908, the Lloyd District was heavily residential with one- and two-story street-facing dwelling, two-story flats, and a row of stores on NE Holladay Street (Sanborn Fire Insurance Company 1908). At this time, Albina's blocks were partitioned and developed with one-, one-and-one-half, and two-story street-facing dwellings, commercial storefronts, churches, and boarding houses along NE Russell Street (Sanborn Fire Insurance Company 1908).

By the 1920s, affordable automobiles, rising labor costs, and improved roads lead to the gradual downfall and demobilization of Portland's trolley lines with the final removal of the Broadway tracks in 1948 (Thompson 2006:108). By 1924, the larger businesses such as the Mack International Motor Truck Corporation, manufacturing companies, and garages were located next to bridge landings. Apartment buildings also became more prevalent and new two- and two-and-one-half-story street-facing dwelling were constructed. In the 1930s, the popularity of the automobile triggered the widening of NE Martin Luther King Jr. Boulevard (Union Avenue) in 1929. To accommodate this change, buildings were moved, cut back, and demolished, and large department stores, auto-supply stores, and other businesses were constructed along major thoroughfares. This also occurred with the improvement of N Interstate Avenue in 1939, which greatly facilitated interstate overland commerce and freight transport.

At the peak of wartime production (1943-1944), the federal government identified 140,000 defense workers in the city and 100,000 in the metropolitan area. This substantial growth placed a strain on public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009: 47-48).

Through the 1950s, 1960s and 1970s, Portland undertook several Urban Renewal projects that significantly altered the urban landscape, and displaced and removed the center of the Black community in the Albina area. Major infrastructure projects conducted during this time include the construction of Memorial Coliseum (1960), Lloyd Center (1960), Interstate-5 (I-5) (1966), and Fremont Bridge (1973) and the expansion of Emanuel Hospital (1970s).

Later changes made to the area, such as the Metropolitan Area Express (MAX) light rail on NE Holladay Street in 1986, the Oregon Convention Center in 1990, the Rose Quarter in 1995, and the Portland Streetcar on NE Broadway in 2012, have also impacted the neighborhood.

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Contractors Warehouse

The Contractors Warehouse was built in 1947 on Lot 7 of Block 35 in Albina. Circa 1947, Sanborn Fire Insurance Company Maps first shows the warehouse as a one-story building titled "Contractors W. Ho." with a wood truss roof, reinforced concrete walls finished with plaster, and concrete floors (Sanborn Fire Insurance Company 1924-1950). At that time, the warehouse was surrounded by two one-story dwellings to the south (demolished), a two-and-two-half-story flat (2404 N Flint Avenue) to the north, and an open block where Lillis Albina City Park is now located to the west (Sanborn Fire Insurance Company 1924-1950).

The Contractors Warehouse was built in 1947 by the S. & S. Investment Company for \$18,000 (*Oregonian* 1947a). The building was built for Fred Shearer & Sons as a buildings materials warehouse (*Oregonian* 1947b). Little to no information was discovered on other owners of the property before 1974.

Fred Shearer & Sons is a wall and ceiling contractor founded by Fred Shearer in 1916 (*Oregonian* 1979). Fred Shearer started his carrier in 1912 at the Multnomah Hotel (Embassy Suites Portland) for Tresholm Plastering (Fred Shearer & Sons, Inc. 2013). He took over ownership of Tresholm Plastering in 1916 and created Fred Shearer & Sons (Fred Shearer & Sons, Inc. 2013). Some of the first recorded projects associated with the firm include the Hollywood Theater (NHRP #83002171) in 1926 (*Morning Oregonian* 1926), the Commodore Hotel (NHRP #84003076) in 1927 (*Morning Oregonian* 1927), and the Oregon Journal Building (demolished) in 1933 (*Morning Oregonian* 1933). At that time, the firm was based out of the Worcester Building (*Morning Oregonian* 1933). Other works by Fred Shearer & Sons prior to Fred Shearer's death in 1947 include the Providence Hospital in 1941 (*Oregonian* 1941). Fred Shearer & Sons worked as a sub-contractor for L. H. Hoffman in Salem on the Salem High School, First National Bank, Salem post office, the Oregon State Library, the Treatment hospital at Oregon State Hospital, and the Capitol Shopping Center (*Daily Capital Journal* 1949). The firm was located at the Couch Building in 1941 (*Oregonian* 1941). Notable works throughout Portland after 1947 include Lincoln High School and the Benson Hotel expansion in 1959 (Fred Shearer & Sons, Inc. 2013). In the 1960s, Jack, David, and William Shearer took over the business from their fathers Victor and Fenton Shearer (Fred Shearer & Sons, Inc. 2013). Notable works by the second generation of the Fred Shearer & Sons include the Memorial Coliseum (NHRP #0900707), Lloyd Center Mall, Hilton Hotel, and the Keller Auditorium (Fred Shearer & Sons, Inc. 2013). The firm was based out of 215 Builders Exchange Building through the 1950s (*Oregonian* 1960) before moving to 215 Oregon Pioneer Building by 1963 (*Oregonian* 1963). They remained at 215 Oregon Pioneer Building into the 1980s (*Oregonian* 1983). Jeff Shearer assumed the leadership of the firm in the 1990s, working locally before it was purchased by John Park and Ralph Schulz in 2016 (Fred Shearer & Sons, Inc. 2013).

Fred Shearer was born on March 1, 1874, to Simon W. Shearer and Abigail A. Morgan in Cloud County, Kansas (*Oregonian* 1947c). He married Lena Lucas around 1897 in Winterset, Iowa, before moving to Portland in 1905 (*Oregonian* 1947c). Fred and Lena Shearer had three sons, Victor (b. 1899-d.1976), Fenton (b. 1901-d.1979), and Clarence (b. 1907-d.1933). Shearer started Fred Shearer & Sons in 1916 and was awarded contracts for the Oregon State Capitol, Providence Hospital, and multiple buildings at the University of Oregon and Oregon State University (*Oregonian* 1947c). Shearer was member of the Masonic Lodge, Rotary Club, and Woodsman of the World (*Oregonian* 1947c). Fred Shearer died on February 15, 1947 (*Oregonian* 1947c).

Victor Ray Shearer was born on November 17, 1899, to Fred and Lena Shearer in Winterset, Iowa (Ancestry 1976). Victor married Lavina Chambon on March 28, 1917 (Ancestry 1917). By 1920, Victor and Lavina Shearer lived at 1088 E Grant Street and had one child, Eileen (Ancestry 1920). At that time, Victor Shearer worked as an electrician in the railroad industry (Ancestry 1920). By 1930, he started to work for his father as a plastering contractor and served on the board of directors of Builders Exchange (*Morning Oregonian* 1930). Victor and Lavina Shearer had two more children together, Jack and William (Ancestry 1930). Victor Shearer died on May 21, 1976 (Ancestry 1976).

Fenton F. Shearer was born on August 18, 1901, to Fred and Lena Lucas in Winterset, Iowa (*Oregonian* 1979). He married his wife Mildred on July 22, 1922 (Ancestry 1922). In 1930, he lived at 895 Tillamook Street with Mildred Shearer and their two children, Fenton and David, and servant, Agnes Tuonem (Ancestry 1930). At that time, he worked with his father as a plastering contractor (Ancestry 1930). By 1940, the Shearer's had a daughter, Sharon (Ancestry 1940). Six years later, in 1946, Fenton and Mildred divorced (Ancestry 1946). Fenton Shearer later remarried Lucille (*Oregonian* 1979). Fenton Shearer was a partner of Fred Shearer & Sons (*Oregonian* 1979). Shearer was also a member of the Lions Club, Multnomah Athletic Club, Columbia-Edgewater Country Club, Shriners, and the Masonic Lodge. He died in January 1979 (*Oregonian* 1979).

Clarence R. Shearer was born on June 19, 1907, to Fred and Lena Lucas in Portland, Oregon (Ancestry 1933). At the age of 23, Clarence Shearer lived with his parents at 393 Eugene Street and worked as a plasterer for his father (Ancestry 1930). In 1931, Clarence lived at 523 E 9th Avenue with his wife Olga Shearer (Ancestry 1931). Two years later, Clarence died on June 7, 1933 (Ancestry 1933).

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Jack F. Shearer was born to Victor and Lena Shearer in 1922 in Portland. He served in the Army Air Force during World War II, earning the rank of First Lieutenant. After the War, he became involved with the family business (Fred Shearer & Sons). He became president of the firm and also served as the president for the Builders Exchange. He was a member of the Multnomah Club, Friendship Masonic Lodge, and the Northwest Plaster Bureau (*Oregonian* 1983).

Little to no relevant information was discovered on other persons associated with the property.

Evaluation

The Contractors Warehouse retains historic integrity of location, workmanship, and feeling due to its retention of original location, physical evidence of original building materials and technique, and historic sense of a past period. However, the addition of a new opening and doors, changes to its immediate surrounding, and change in function have compromised its integrity of design, materials, setting, and association.

The Contractors Warehouse is located within the geographic boundary considered in the Historic and Architectural Properties in the Eliot Neighborhood of Portland, Oregon, Multiple Property Documentation Form (MPDF), and the commercial building is a property type covered in that document. The Registration Requirements for the Commercial and Industrial Buildings in the MPDF include:

Commercial and industrial properties make up a significant portion of the Eliot neighborhood. They are primarily important in terms of their function, though some are significant largely because of their style. Some buildings have significance for both function and style. Some functions for these buildings are listed as follows: retail; recreation and culture; industry/processing/extraction; agriculture/subsistence; and warehouse. There is also a growing use for office space.

The building functions represent land use categories in the late nineteenth and early twentieth centuries. Furthermore, the building functions indicate the typical activities and types of businesses available to the area residents. The predominant building styles for commercial and industrial properties are listed as follows: Streetcar Era Commercial; Utilitarian/Industrial; Eclectic; and Modernistic.

To qualify for registration, buildings should have been built between 1890 and 1940. They should retain sufficient integrity to evoke the character of their style or function type. Finally, they should be one of the best examples or most characteristic examples typifying that style or function.

The property does not appear to meet the registration requirements for this property type due to its lack of integrity and because it is not the best example of the type as other examples of small business warehouses survive in the Eliot neighborhood.

Although the Contractors Warehouse was built during a time of commercial growth that was common within the surrounding community in the post-World War II period, newspaper and archival research provided insufficient evidence to associate the property with historically significant events or historic trends. Therefore, the property is recommended as not eligible under NRHP Criterion A.

While Fred Shearer & Sons likely served as the longest owners of the property, research does not indicate that their association with the warehouse was significant, as it does not adequately convey their contributions to the history of the building trades in the Eliot neighborhood or to Portland. The building served primarily as a storage building for the firm. Other more well-known buildings that the firm worked on convey their significant contributions to architecture in Portland. Therefore, the property is recommended as not eligible under NRHP Criterion B.

The contemporary alterations made to the warehouse have compromised its design, materials, and association. Additionally, the building itself is not an exemplary example of a significant architectural style, construction, building type, or a work of a master. Therefore, it is recommended as not eligible under Criterion C.

The physical characteristics of the Contractors Warehouse are aboveground and visible, and existing documentary sources discuss little to no additional information about the property. The building therefore holds little to no potential to yield information significant to the past and is recommended as not eligible for the NRHP under Criterion D. Surface and/or subsurface archaeological survey/testing would be necessary to verify whether archaeological remains would be significant under NHRP Criterion D.

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The Oregonian. 1947b. "Church Seeks Building Okeh." April 13.

The Oregonian. 1947c. "Funeral Tuesday For Contractors." February 17.

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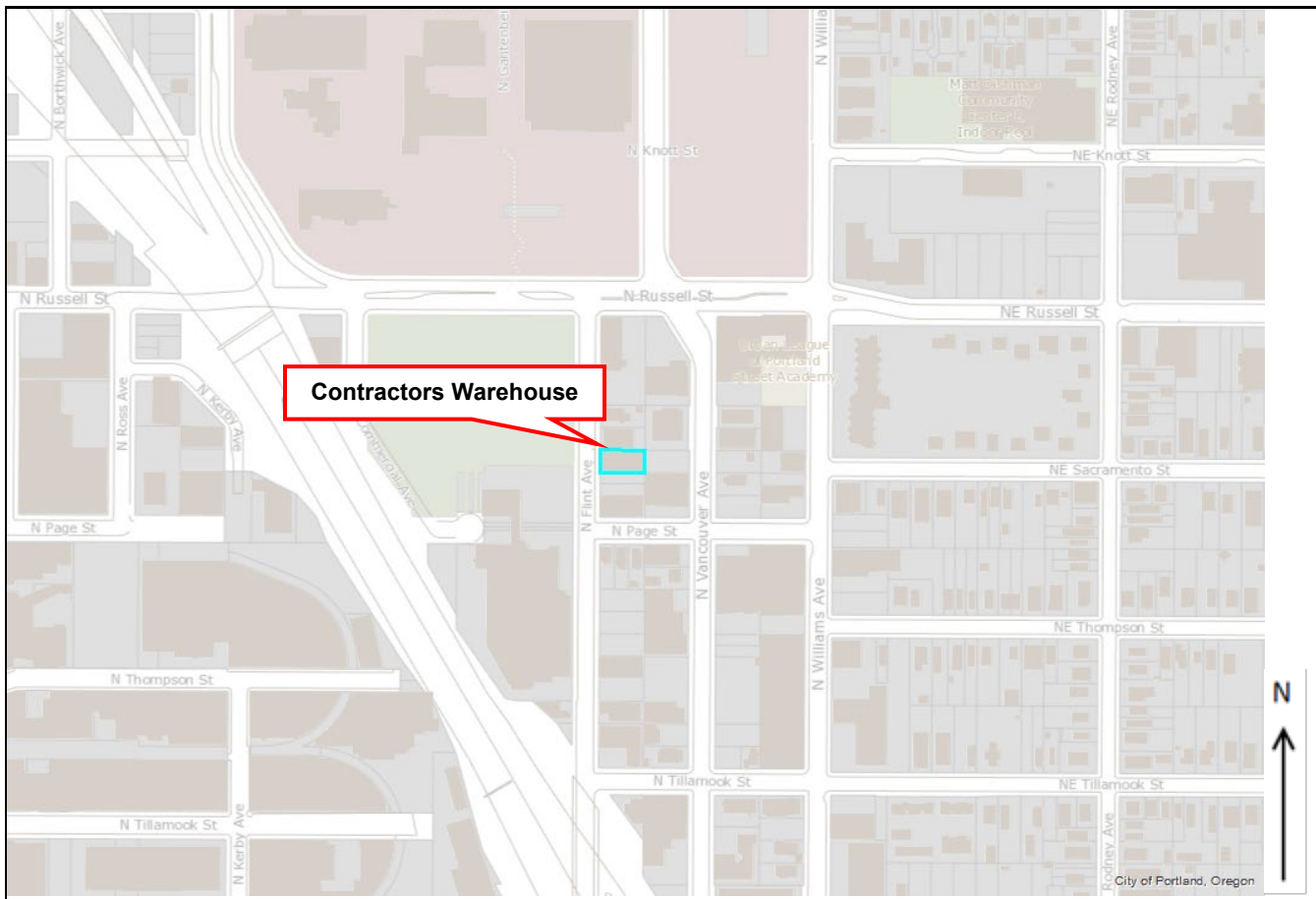
Property Name: Contractors Warehouse	Street Address: 2326 N Flint Avenue	City, County: Portland, Multnomah
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View: Historic view, viewing southeast, 1962. City of Portland Archives. See <https://vintageportland.files.wordpress.com/2012/06/a2005-001-183-eastbank-freeway-with-broadway-weidler-couplet-1962.jpg>

OREGON INVENTORY OF HISTORIC PROPERTIES
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Map showing the resource location for 2326 N Flint Avenue (Courtesy of PortlandMaps.com).

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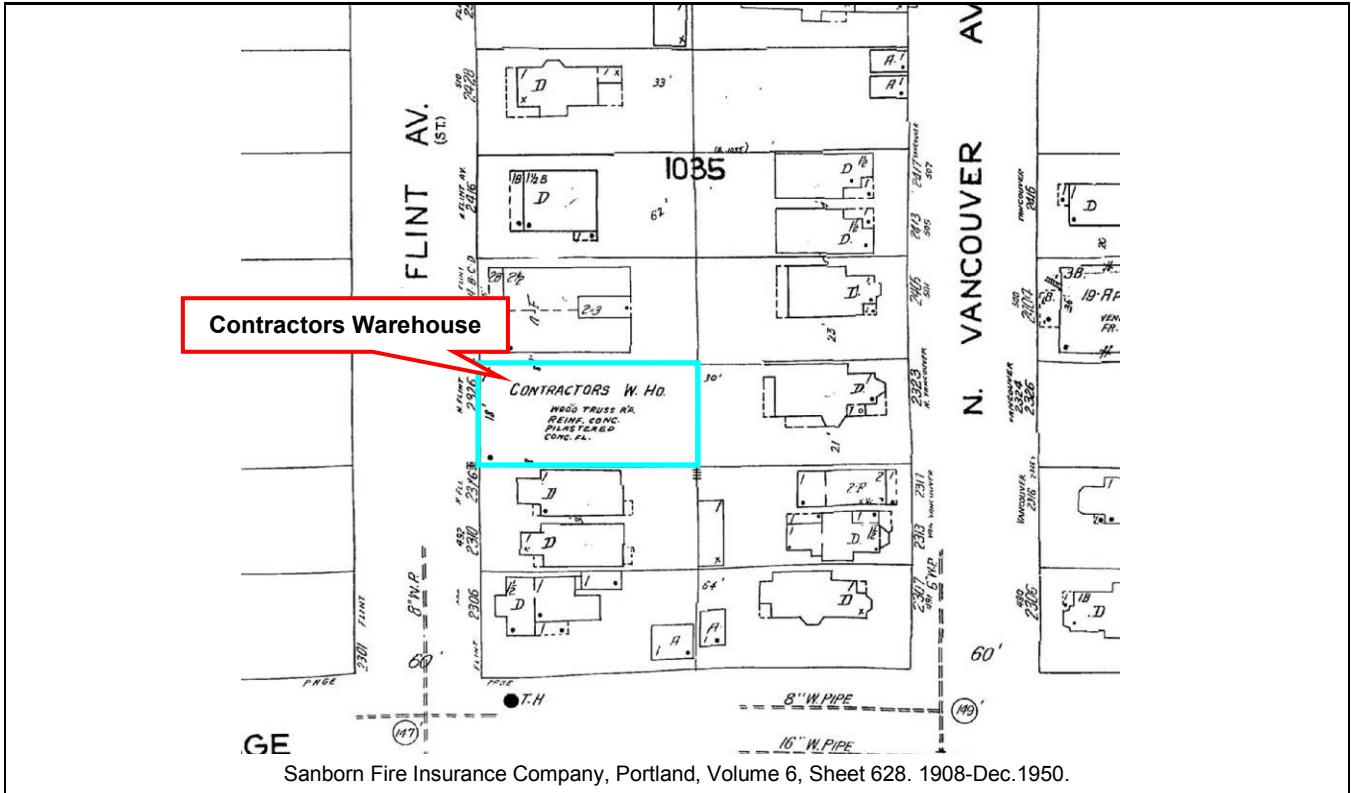
Property Name: Contractors Warehouse	Street Address: 2326 N Flint Avenue	City, County: Portland, Multnomah
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Aerial photograph showing the resource boundary of 2326 N Flint Avenue (Courtesy of PortlandMaps.com).

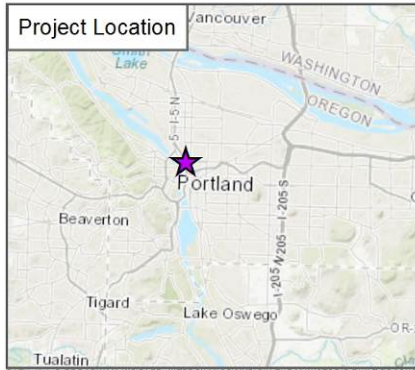
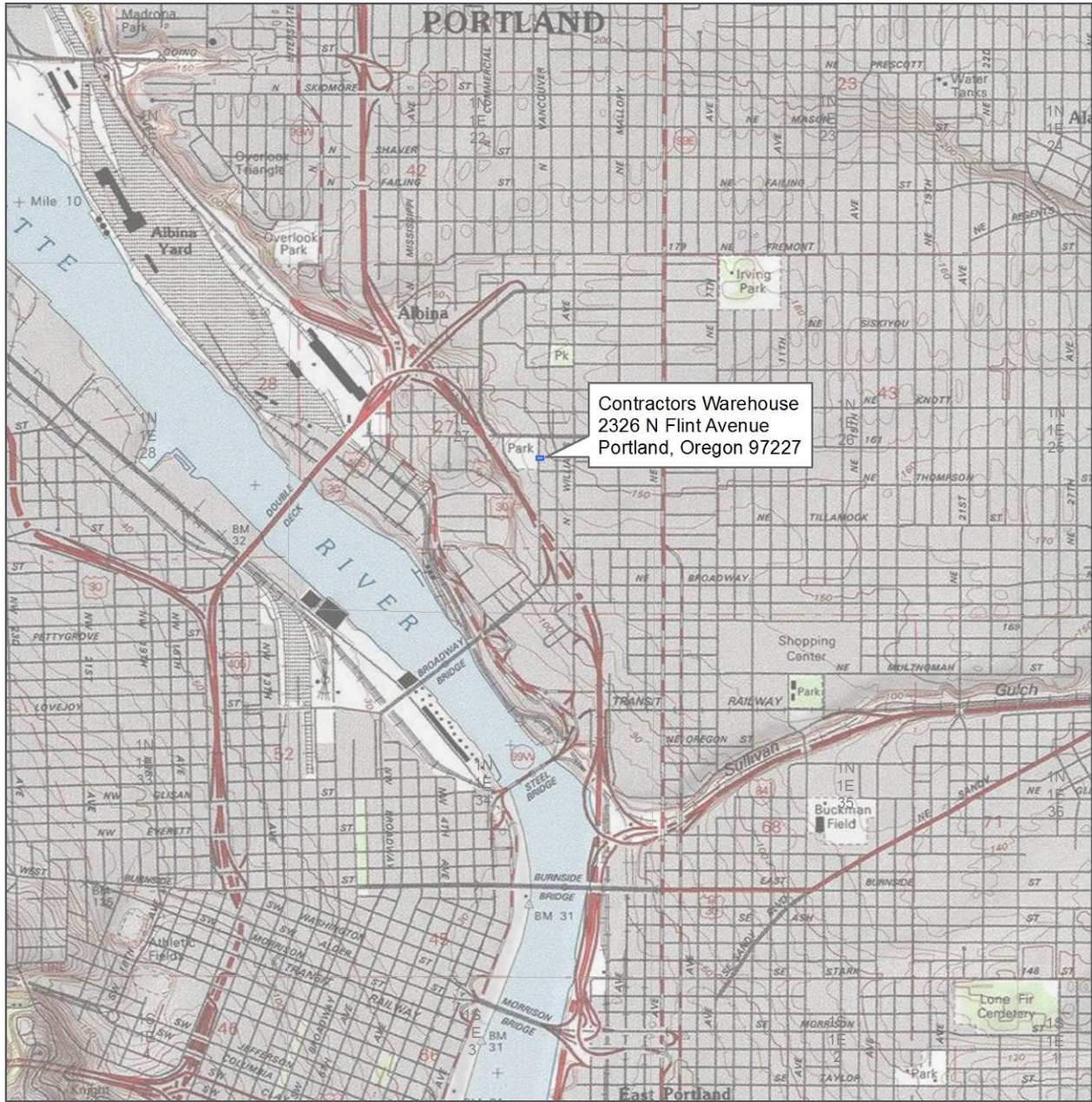
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Project Location

 2326 N Flint Avenue


DATA SOURCES: U.S. Geological Survey Portland, OR
7.5 Minute Series Topographic Map, 1979. Scale 1:24,000.
ESRI 2018, http://go.to.arcgisonline.com/maps/USA_Topo_Maps
Township: 01N, Range: 01E, Section: 27

**I-5 ROSE QUARTER
IMPROVEMENT PROJECT**

**CONTRACTORS WAREHOUSE
2326 N FLINT AVENUE
PORTLAND, OREGON 97227**



0 500 1,000 2,000
Feet
0 150 300 600
Meters



**OREGON INVENTORY OF HISTORIC PROPERTIES
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Individual Properties**

Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001(483)			
Property Name: Fremont Bridge			
Street Address: 3600 NW Front Avenue (approximate)		City, County: Portland, Multnomah	
USGS Quad Name: Portland	Township: 01N	Range: 01E	Section: 27
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)			
Name of District or Grouping/Ensemble: N/A			
Number and Type of Associated Resources in Grouping/Ensemble: N/A			

Current Use: Bridge (I-405)	Construction Date: 1973
Architectural Classification/Resource Type: Tied-arch bridge/Bridge	Alterations & Dates: See Description
Window Type & Material: N/A	Exterior Surface Materials: Primary: Steel Secondary: Concrete Decorative: N/A
Roof Type & Material: N/A	
Condition: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



Fremont Bridge viewing northwest

Preliminary National Register Findings: <input type="checkbox"/> National Register listed	
<input checked="" type="checkbox"/> Potentially Eligible: <input checked="" type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____	Date _____
Comments:	

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Property Name: Fremont Bridge	
Street Address: 3600 NW Front Avenue	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): Parson, Brinckerhoff, Quade and Douglas/Murphy Pacific Corporation	Owner: <input type="checkbox"/> Private <input type="checkbox"/> Local Government <input checked="" type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Other
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):	
<p>Description</p> <p>The Fremont Bridge crosses the Willamette River between N River Street to the northeast and NW Front Avenue/NW Naito Parkway to the southwest, and spans the neighborhoods of Eliot, Overlook, Northwest, and Pearl in Portland, Multnomah County, Oregon. The setting surrounding the bridge at its points of crossing the Willamette River includes industrial and manufacturing on the northeast shore in the Eliot and Overlook neighborhoods, and residential on the southwest shore in the Northwest and Pearl neighborhoods. The Fremont Bridge is connected to Interstate 5 (I-5) to the northwest, and Interstate-405 (I-405) and US-30 to the southwest.</p> <p>The Fremont Bridge is a 3.3-mile-long tied-arch double-deck bridge constructed out of stiffened steel plates, 38 steel ties (hangers), and concrete decking. The main span (902 feet) displays two welded arches connected by triangle-shaped framing and hangers, an orthotropic upper deck, and two arched supports, erected using high-strength quenched and tempered (T-1) steel, atop concrete footings on each side of the river. Large concrete columns and steel welded box girders support the bridge approach spans and divide the decks, which are elevated 175 feet above the Willamette River. The Fremont Bridge is painted light green and is finished with concrete guard rails and a metal chain-linked fence that runs the length of the main span, metal light poles, and two flag poles atop the arches.</p> <p>“A tied arch is shaped [like] a bow with the "string" at the bottom, parallel to the river, tying the two ends of the bow together. In this form of bridge, the outward forces of the arch are carried in tension by the tie, the "string" or the bottom chord, which can be either ties or the road deck itself. This reduces forces on the abutments, and so lessens the need for massive foundations and instream obstacles” (Kramer 2012:F-2).</p> <p>Minimal alterations have been made to the Fremont Bridge since the date of its construction in 1973. Changes include an asphalt concrete overlay on the top deck (1978), an ice detector system (1980), access lighting and minor structural modifications work at Panel Point 14 and 34 (1983-1984), inlay paving for top deck of Fremont (1997), and new asphalt paving and re-striping in 2011 (Wortman 1999; Google Earth 2018).</p> <p>Additional information can be found in the Written Historical and Descriptive Data prepared for the Fremont Bridge through the Historic American Engineering Record (HAER No. OR-104) (Wortman 1999).</p> <p>Boundary</p> <p>The historic boundary of Fremont Bridge is confined to the bridge between its approach spans that connect I-405 to I-5. This is predominately held between N Loring Street to NW 14th Avenue.</p>	

OREGON INVENTORY OF HISTORIC PROPERTIES
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Property Name: Fremont Bridge	Street Address: 3600 NW Front Avenue	City, County: Portland, Multnomah
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View: Fremont Bridge, viewing southwest



View: Fremont Bridge, viewing southwest

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View: Fremont Bridge, viewing west



View: Fremont Bridge, viewing northwest

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Property Name: Fremont Bridge	Street Address: 3600 NW Front Avenue	City, County: Portland, Multnomah
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Significance

Previous Evaluation

According to the Oregon Historic Sites Database (HSD), the Fremont Bridge is noted in the HSD as being “undetermined.” The property, however, has been determined **eligible** for the National Register of Historic Places (NRHP) by the Federal Highway Administration (FHWA). The bridge has also been recorded in the Historic American Engineering Record (HAER No. OR-104).

As a part of the process for streamlining Section 106, the FHWA published the “Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System,” which included the Fremont Bridge, which the agency determined eligible for the NRHP (*Federal Register*, Vol. 71, No. 243 (December 19, 2006)). The FHWA noted in the list that “when it was built in 1973, the 902-foot long main span was floated into place on the river and hydraulically lifted 170 feet into place, making it the largest lift ever made. It also features the longest single span length in the state.” A specific NRHP Criteria is not noted in the list, but the FHWA noted that the bridge would meet the requirements of Criteria Consideration G for properties that have achieved significance less than 50 years ago.

Background

By 1873, much of the area surrounding the property became known as “Albina” and was platted on a grid of streets (Snyder 1979:83). Beginning in the early 1880s, the need to transport timber from Oregon’s forests brought heavy investments to the area from railroader Henry Villard who “made large-scale investments in building projects in Portland, East Portland, and Albina (Roos 2008:10).” By 1885, Albina’s vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its “downtown” along N Russell Street and modern-day N Interstate Avenue consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, and fraternal organizations, as well as one- to two-story dwellings (Sanborn Fire Insurance Company 1884 & 1885).

After Albina was consolidated with Portland and East Portland in 1891, this area quickly grew due to the expansive network of street cars and trolleys, which allowed for the dramatic growth in housing and businesses. This growth was supported by the City & Suburban Railway Company trolley line that ran through the Lloyd District, Eliot, and Boise neighborhoods. The Portland Railway Company and Oregon Water Power & Railway trolley ran north on what is today NE Martin Luther King Jr. Boulevard by 1904 (Thompson 2014). The Albina neighborhoods thrived given their central location and access to trolley lines. By 1908, the Lloyd District was heavily residential with one- and two-story street-facing dwelling, two-story flats, and a row of stores on NE Holladay Street (Sanborn Fire Insurance Company 1908). At this time, Albina’s blocks were partitioned and developed with one-, one-and-one-half, and two-story street-facing dwellings, commercial storefronts, churches, and boarding houses along NE Russell Street (Sanborn Fire Insurance Company 1908).

By the 1920s, affordable automobiles, rising labor costs, and improved roads lead to the gradual downfall and demobilization of Portland’s trolley lines with the final removal of the Broadway tracks in 1948 (Thompson 2006:108). By 1924, the larger businesses such as the Mack International Motor Truck Corporation, manufacturing companies, and garages were located next to bridge landings. Apartment buildings also became more prevalent and new two- and two-and-one-half-story street-facing dwelling were constructed. In the 1930s, the popularity of the automobile triggered the widening of NE Martin Luther King Jr. Boulevard (Union Avenue) in 1929. To accommodate this change, buildings were moved, cut back, and demolished, and large department stores, auto-supply stores, and other businesses were constructed along major thoroughfares. This also occurred with the improvement of N Interstate Avenue in 1939, which greatly facilitated interstate overland commerce and freight transport.

At the peak of wartime production (1943-44), the federal government identified 140,000 defense workers in the city and 100,000 in the metropolitan area. This substantial growth placed a strain on public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48).

In 1956, Portland voters approved the construction of Memorial Coliseum along the east bank of the Willamette River on N Interstate Avenue. After a land survey found that more than 60 percent of the housing in this area was substandard (City of Portland Bureau of Planning 1993:104), the City of Portland approved the demolition of residential houses in this area. Once construction began, multiple businesses and 476 homes were demolished, including Albina’s historic Black industrial waterfront neighborhood bounded by N Broadway Street, Larrabee Avenue, N Hassalo Street, and N Williams (formerly NE Wheeler Avenue) (Gibson 2007:11). The construction of the Memorial Coliseum not only resulted in the clearance of homes, businesses, and institutions, but also marked the beginning of more projects that would drastically alter Albina in the decades to follow.

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Property Name: Fremont Bridge	Street Address: 3600 NW Front Avenue	City, County: Portland, Multnomah
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In 1966, Albina underwent another significant change with the construction of I-5. The development of I-5 was the result of state and federal efforts to improve transportation due to excessive traffic loads and post-war population growth (Kramer 2004:11). I-5 was approved to run through Albina, as it was deemed to cause least damage to property values and would be the most economical option for the city. Beginning in 1959, the construction of I-5 (Minnesota Freeway) began and immediately resulted in the demolition of approximately 180 dwellings and relocation of more than 400 residents (Kramer 2004:35-36).

After the construction of I-5, the Fremont Bridge was constructed in 1973. After completion, Albina's development shifted to the immediate surrounding areas of the bridge and contributed to the expansion of the adjacent Legacy Emanuel Hospital between the Boise and Eliot neighborhoods. Originally constructed in 1915, Portland's Legacy Emanuel Hospital underwent multiple renovations and expansions including major alterations in 1925, 1931, and 1952.

Beginning in 1960, hospital administrators began discussions with Urban Renewal consultants and the Portland Development Commission (PDC; now renamed Prosper Portland) about using the Urban Renewal program to expand the hospital's campus in Boise (Legacy Health 2017). From 1971 to 1973, the PDC purchased and subsequently demolished 188 properties within the proposed expansion area. Seventy-six acres of land were cleared for the expansion with the expectation of the construction of a federally supported veterans hospital that never came to fruition (Gibson 2007:13). Large sections of this cleared land remained vacant for several decades. As a result of these large-scale projects, it was not uncommon for Black residents in the Albina area to have been displaced on two different occasions by the City's urban renewal and transportation projects during the period (Bosco Milligan Foundation 1995:87).

Later changes made to the area, such as the Metropolitan Area Express (MAX) light rail on NE Holladay Street in 1986, the Oregon Convention Center in 1990, the Rose Quarter in 1995, and the Portland Streetcar on NE Broadway Street in 2012, have also impacted the neighborhood.

Fremont Bridge

The Fremont Bridge was built between 1968 and 1973 by Murphy Pacific Corporation and designed by Parsons, Brinkerhoff, Quade, and Douglas (Bottenberg 2007:105). It is named after the nearby NE Fremont Street, which is named after John Charles Fremont, a surveyor of the Oregon Trail in the 1840s and in 1856 the first candidate of the Republican Party for the office of President of the United States (Rolle 1991:xii).

The idea for the bridge was originally conceived in 1930 as a way to connect downtown to the east side between the Broadway Bridge and Swan Island (Kramer 2012:E-28). After an unsuccessful bond measure to connect downtown to Albina north of the Broadway Bridge, the plans for the Fremont Bridge were not realized until the 1960s (Kramer 2012:E-28).

Beginning in the 1960s, the idea of connecting downtown with the Albina area was raised once again, this time in an attempt to connect the existing I-405 to I-5. However, after the unfavorable design of the Marquam Bridge (1966), a new approach to bridge construction was visited by Mayor Terry Schruk (Kramer 2012:E-28). In 1963, the state hired well-established firm Parsons, Brinkerhoff, Quade and Douglas (PBQ&D) of New York. Together with the Portland Art Commission (PAC) and local engineer, Werner S. Storch, the collaboration submitted design concepts based on the Port Mann Bridge in Vancouver, BC, to the Oregon Department of Transportation (ODOT) and PBQ&D as direction (Kramer 2012:E-28). The following year, PBQ&D presented four design concepts to the state, which included a cantilevered span, orthotropic deck-girder, and multiple truss options. After years of debate between the aesthetic value of the proposed bridge and engineering possibilities, and numerous design concepts, the City of Portland chose Design S1 in 1966 (Kramer 2012:E-30).

Construction on the bridge started in 1968 at the total cost of \$82 million on completion, a total cost higher than all other eighteen trans-Willamette River spans in Portland history combined (Kramer 2012:E-30). The Fremont Bridge was built with the construction of the ramps and cantilevered ends on each side of the Willamette River first, while the center arch (main span) was assembled off-site before being lifted 175 feet by hydraulic jacks and threaded rods into place (City of Portland 1981). The steel for the main span of the bridge (902 feet) was fabricated by Murphy Pacific Corporation in Emeryville, California, and assembled on Swan Island (Bottenberg 2007:109). On March 16, 1973, the main span was lifted into place. At the time of construction, the 50-hour lift used to assemble the bridge was the heaviest in the world (6,000 tons, 12 million pounds), setting a world record (City of Portland 1981). The Fremont Bridge opened November 15, 1973. The Fremont Bridge is the longest bridge in Oregon (main span) and the second-longest tied-arch bridge in the world (Willamette Light Brigade 2018).

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
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Property Name: Fremont Bridge	Street Address: 3600 NW Front Avenue	City, County: Portland, Multnomah
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PBQ&D was founded in 1885 by William Barclay and Henry de Berkeley Parsons in New York City. The Parsons brothers' first major work was to design and engineer the original Interborough Rapid Transit Company (IRT) line of the New York City subway (Oswald 2018). By 1909, Eugene Klapp, Henry M. Brinckerhoff, and Walter J. Douglas joined Parsons, becoming Barclay, Parsons, and Klapp. At that time, the firm delegated Parsons and Brickerhoff on transportation projects, while Klapp and Douglas focused on building bridges (Fundinguniverse 2018). Brickerhoff and Douglas were made partners after World War I, creating Parsons, Klapp, Brinckerhoff & Douglas. After Parsons death in 1932, Douglas became president of the firm. Maurice Quade joined the firm in 1956 creating PBQ&D (Fundinguniverse 2018). In 1964, the firm designed the headquarters for the Air Force North American Air Defense (NORAD) Command Center. In 1975, PBQ&D became an employee-owned corporation (Fundinguniverse 2018). Major projects by the firm include the New York subway, the Cape Cod Canal in 1914, the 1939 World Fair, and the San Francisco Bay Area Rapid Transit System (BART) (Oswald 2018). Other works include the Metropolitan Atlanta Rapid Transit Authority Act (MARTA) system, as well as other mass transit projects through the world (Malcolm 2013). PBQ&D remains a multi-national engineering company (Kramer 2012:E-34).

Werner S. Storch & Associates, Inc., was one of the Oregon's largest consulting engineering firms based out of Portland, Oregon (*The Capital Journal* 1970). Werner Storch & Associates was founded in 1960. Notable early works include the Salem Civic Center, Salem Memorial Hospital addition, and Rivergate Industrial Complex along the Columbia River. In 1967, the firm opened Storch CBA Engineering Company to design bridges and other structures. By 1970, notable projects by Storch CBA Engineering include the proposed design of the Fremont Bridge and a footbridge over the Sandy River near Mt. Hood (*The Capital Journal* 1970). In 1968, Werner S. Storch & Associates worked as the consulting engineers for Timberline Rim (*Oregonian* 1968). In 1969, the firm opened Engineering For Food Co., Inc. By 1970, notable projects by Engineering For Food Co., Inc., included Coast Pacing Company, Silver Falls Packing Co., the Iowa Meat Distributors, and the Western Farmers Poultry Processing plant on Swan Island (*The Capital Journal* 1970). In 1970, the firm had more than 35 engineers and draftsman (*The Capital Journal* 1970).

The Fremont Bridge retains historic integrity of location, setting, design, materials, workmanship, feeling, and association due to its retention of its original location, use of materials and construction techniques common to its build date, function, and its historic sense of a past period.

Evaluation

Due to the retention of its integrity, the Fremont Bridge remains eligible under NHRP Criterion A at the local, state, and national level in the areas of Engineering, Community Planning and Development, and Transportation due to its direct relationship with social, political, and economic patterns that dictated its design, location, and construction. It is also significant for its role in connecting the state and federal interstate highway system and its impact in development of the Eliot neighborhood and Portland, Oregon.

Although the bridge was conceived by many government officials, designers, and engineers it does not appear to be associated with a historically significant person or a group of people. Therefore, the property is recommended as not eligible under NRHP Criterion B.

The Fremont Bridge is also eligible under NHRP Criterion C for its retention of integrity of design, workmanship, and materials, and for being the longest bridge in the state of Oregon (main span), second longest tied-arch bridge in the world, and featuring the heaviest structural lift on record at the time of construction (6,000 tons). It is also significant for its unmatched use of engineering practices and reflects the work of a master through its association with PBQ&D. It is also significant for its exceptional importance to highway engineering through its record-setting engineering design and construction.

The physical characteristics of the Fremont Bridge are aboveground and visible, and existing documentary sources discuss little to no additional information about the property. The Fremont Bridge therefore holds little to no potential to yield information significant to the past and is recommended as not eligible under NHRP Criterion D. Surface and/or subsurface archaeological survey/testing would be necessary to verify whether archaeological remains would be significant under Criterion D.

The Fremont Bridge's period of significance is the year of its construction completion in 1973. It meets the requirements of NRHP Criteria Consideration G for properties that have achieved significance less than 50 years ago.

OREGON INVENTORY OF HISTORIC PROPERTIES
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Continuation Sheet

Property Name: Fremont Bridge	Street Address: 3600 NW Front Avenue	City, County: Portland, Multnomah
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Property Name: Fremont Bridge	Street Address: 3600 NW Front Avenue	City, County: Portland, Multnomah
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View: Historic view, viewing southeast, 1971. City of Portland Archives. See <https://vintageportland.files.wordpress.com/2010/04/fremont-bridge-construction-1971.jpg>

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
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Continuation Sheet

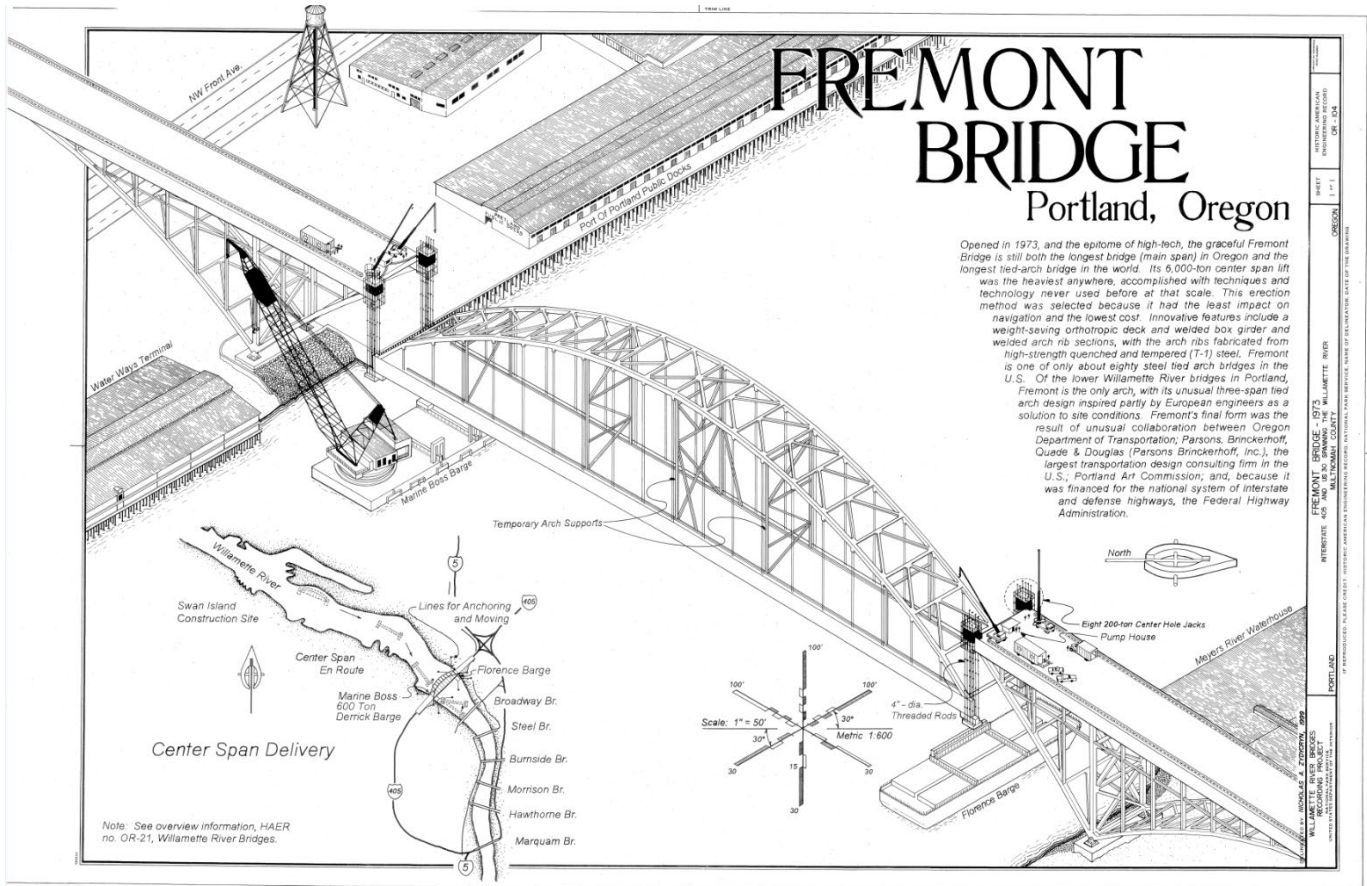
Property Name: Fremont Bridge	Street Address: 3600 NW Front Avenue	City, County: Portland, Multnomah
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View: Historic view, viewing northeast, 1972. City of Portland Archives. See <https://vintageportland.files.wordpress.com/2010/10/a1999-004-917-fremont-bridge-center-span-construction-swan-island-1972.jpg>

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SECTION 106 DOCUMENTATION FORM
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Property Name: Fremont Bridge	Street Address: 3600 NW Front Avenue	City, County: Portland, Multnomah
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View: Historic American Engineering Record drawing of the lifting into place of the Fremont Bridge's main span (1999).

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Continuation Sheet

Property Name: Fremont Bridge	Street Address: 3600 NW Front Avenue	City, County: Portland, Multnomah
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View: Historic view, viewing north, 1973. City of Portland Archives. <https://www.portlandoregon.gov/archives/article/24821>.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
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Continuation Sheet

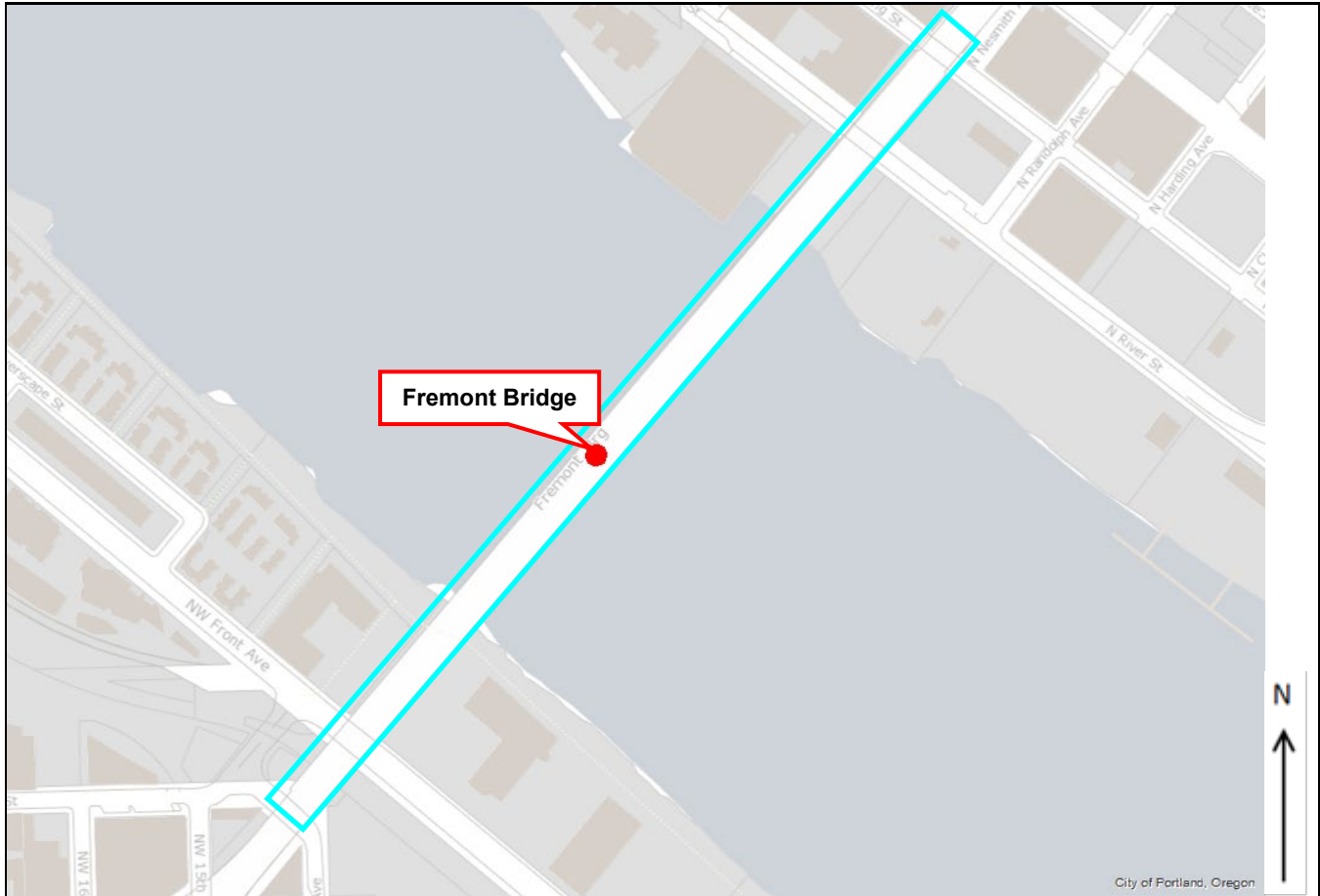
Property Name: Fremont Bridge	Street Address: 3600 NW Front Avenue	City, County: Portland, Multnomah
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View: Historic view, viewing southwest, 1973. City of Portland Archives. https://vintageportland.files.wordpress.com/2017/03/1973-nov-11_opening-of-fremont-bridge-peoples-day_a2007-002_02-07-93.jpg.

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Property Name: Fremont Bridge	Street Address: 3600 NW Front Avenue	City, County: Portland, Multnomah
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Street map showing the resource location of 3600 NW Front Avenue (Courtesy of PortlandMaps.com).

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Supplemental Maps

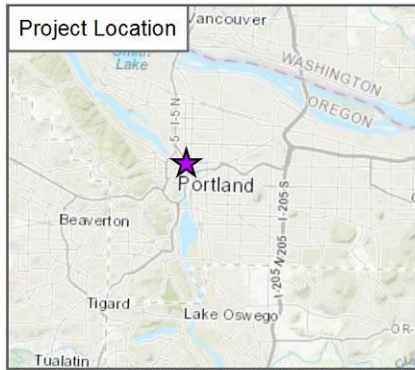
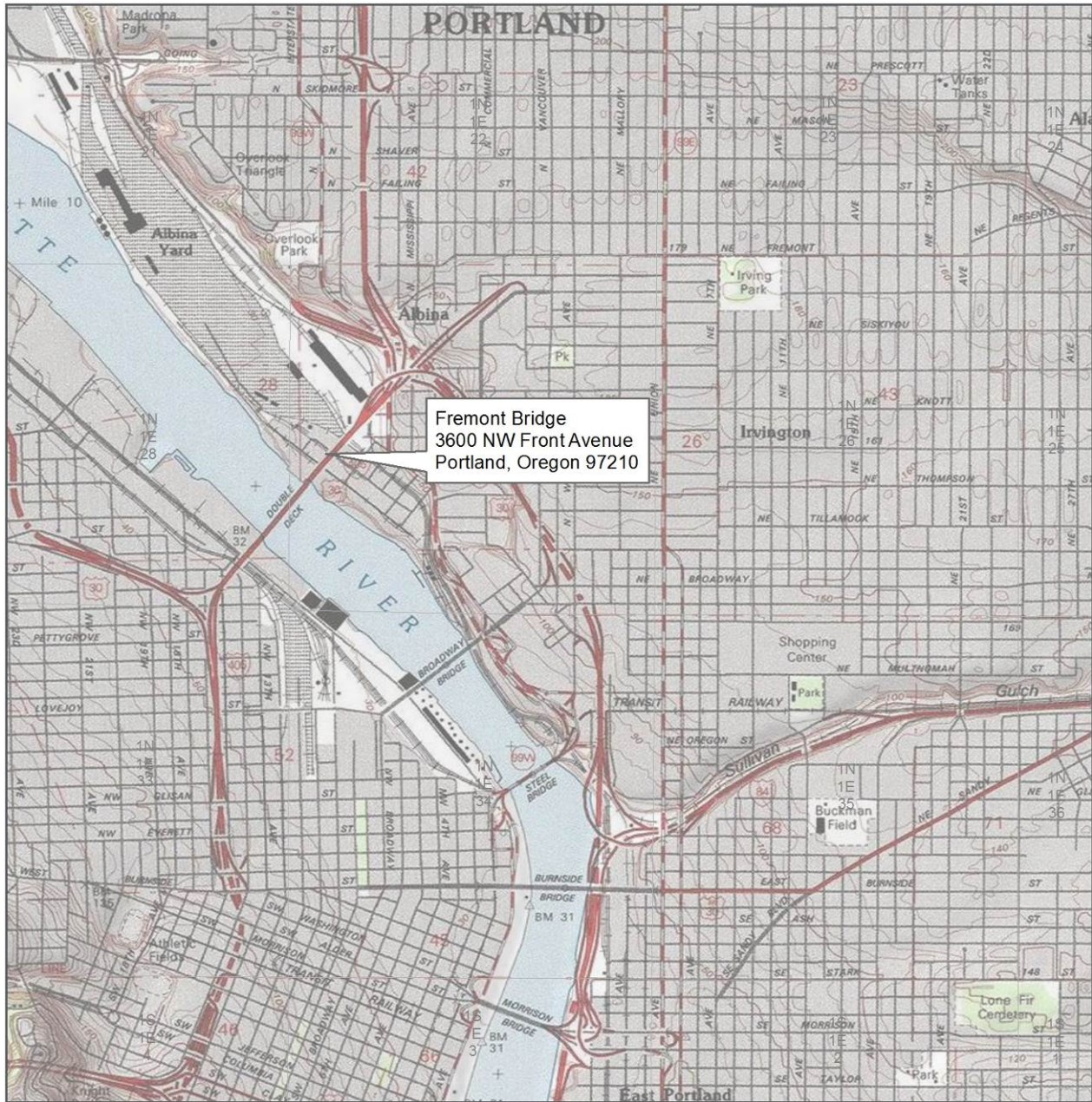
Property Name: Fremont Bridge	Street Address: 3600 NW Front Avenue	City, County: Portland, Multnomah
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Aerial photograph showing the resource boundary of 3600 NW Front Avenue (Courtesy of PortlandMaps.com).

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Property Name: Fremont Bridge	Street Address: 3600 NW Front Avenue	City, County: Portland, Multnomah
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Project Location


DATA SOURCES: U.S. Geological Survey Portland, OR
7.5 Minute Series Topographic Map, 1979. Scale 1:24,000.
ESRI 2018. http://goto.arcgisonline.com/maps/USA_Topo_Maps
Township: 01N, Range: 01E, Section: 27

**I-5 ROSE QUARTER
IMPROVEMENT PROJECT**

**FREMONT BRIDGE
3600 NW FRONT AVENUE
PORTLAND, OREGON 97210**



0 500 1,000 2,000 Feet
0 150 300 600 Meters



**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Historic Districts**

Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001(483)	
Property Name: Eliot Historic District	
Street Address: Multiple	City, County: Portland, Multnomah
USGS Quad Name: Portland	Township: 01N Range: 01E Section: 34
This property is part of a <input checked="" type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)	
Name of District or Grouping/Ensemble: Eliot Historic District	
Number and Type of Associated Resources in Grouping/Ensemble: Multiple Single Dwellings/Eliot Historic District	

Current Use: Single Dwellings	Construction Date: Varies
Architectural Classification/Resource Type: Queen Anne, Craftsman, Colonial Revival/Single dwelling/ Multiple Single Dwellings	Alterations & Dates: 1884-1979
Window Type & Material: Varies	Exterior Surface Materials: Primary: Varies Secondary: Varies Decorative: Various
Roof Type & Material: Varies	
Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



72 NE San Rafael Street viewing southwest

Preliminary National Register Findings: <input type="checkbox"/> National Register listed	
<input checked="" type="checkbox"/> Potentially Eligible: <input type="checkbox"/> Individually <input checked="" type="checkbox"/> As part of District	
<input type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____	Date _____
Comments:	

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Historic Districts**

Property Name: Eliot Historic District	
Street Address: Multiple	City, County: Portland, Multnomah
Architect, Builder or Designer (if known):	Owner: <input type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):	
<p>Description As excerpted from City of Portland's Proposed Local Historic Districts Albina Community Plan (1992):</p> <p>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.</p> <p>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 fourplexes with large front porches and two separate front doors.</p> <p>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.</p> <p>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.</p> <p>Several public and private development projects have caused the removal of residences and commercial buildings by clearing entire blocks and disrupting the community. This succession of projects has resulted in a decreased geographic area that comprises what remains of the historic residential district closest to Albina's downtown core. These changes are evident in the conservation district's irregular boundary that encompasses the area most representative of the neighborhood's significant residential history.</p> <p>The 112-acre Eliot Conservation District is irregular in plan and is roughly bounded by N Williams Ave to the west, NE Fremont Street to the North, and NE San Rafael Street to the south. The east border varies from being one or two parcels west of NE Martin Luther King Jr. Boulevard in the northern half, then reaches east to properties east of the boulevard to NE 7th Avenue at the southern end. Some properties south of NE San Rafael Street and NE Hancock Street are included in the boundary.</p> <p>A portion of the Eliot Conservation District is within the Area of Potential Effect (APE), including the following six contributing resources:</p> <ul style="list-style-type: none"> • [house], 20 NE Thompson Street (built 1902) • C. Leo Gee Wo House, 23 NE San Rafael Street (built 1907) • [house], 72 NE San Rafael Street (built 1892) • [house], 76 NE San Rafael Street (built 1892) • [house], 73 NE Hancock Street (built 1896) • [house], 77 NE Hancock Street (built 1893) <p>Within the APE are two additional resources not part of the existing conservation district but that contribute to the overall character and significance of the Eliot neighborhood and are recommended as contributing resources to the Eliot Historic District:</p> <ul style="list-style-type: none"> • Pickett, Sherman & Clara, House, 2008 N Williams Avenue (built 1898) • [house], 66 NE San Rafael Street (built 1892) <p>An additional four resources were identified as not eligible/non-contributing during a baseline architectural survey. They included 16 NE Tillamook Street (demolished), 20 NE Tillamook Street (demolished), 2156 N Williams Avenue (non-contributing), and 69 NE Hancock Street (non-contributing).</p>	

OREGON INVENTORY OF HISTORIC PROPERTIES
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It should be noted that the entire district was not surveyed for this Determination of Eligibility. City of Portland contributing and non-contributing data were reviewed and utilized to prepare a boundary map for the district. This information may not be up-to-date, but the rough boundaries for this district were driven to verify its general boundaries, with the greatest emphasis given to those areas of the district that are within the APE for the I-5 Rose Quarter Project.

Brief descriptions of the houses in the I-5 Rose Quarter Project APE provide an overview of resources within the southwestern quadrant of the Eliot Historic District:

[House], 20 NE Thompson Street

Built in 1902, the one-and-a-half-story house at 20 NE Thompson Street (formerly 288 Eugene Street) is midblock facing north. The property's location close to N Williams Street creates a mixed commercial and residential setting. A single commercial lot surrounds the residence, containing two c.1920s office buildings that face N Williams Ave and an undeveloped area east of the residence. The house displays characteristics of the Dutch Colonial architectural style popular during its period of construction. Characteristics include the cross-gambrel roof, full-width front porch, wood sash windows, and a bay window. Although sheathed in vinyl siding, the house conveys its overall historic character and retains integrity of location, setting, design, materials, workmanship, feeling and association. The property is a contributing resource to the Eliot Conservation District and is recommended as contributing to the Eliot Historic District.

C. Leo Gee Wo House, 23 NE San Rafael Street

Built circa 1900, the two-and-a-half-story house at 23 NE San Rafael Street (formerly 291 San Rafael Street) is midblock facing south. Although county tax records list the year built date as 1907, the 1901 Sanborn map shows the building's footprint, and inspection reports for the property indicate that the dwelling was constructed in 1909. The property's location at the southwest corner of the conservation district close to N Williams Street creates a mixed industrial and residential setting, with period-era houses east of the property and warehouse development lining the south side of NE San Rafael Street. The house displays characteristics of the Craftsman architectural style popular during the early twentieth century. Characteristics include the hipped roof with dormers, exposed rafter tails and decorative brackets, wood clapboard siding, wood sash windows, and covered front porch. Newspaper advertisements indicate that portions of the house were rented out as apartment flats. The house conveys its overall historic character and retains integrity of location, setting, design, materials, workmanship, feeling, and association. The property is not part of the existing conservation district but is recommended as a contributing resource to the Eliot Historic District.

[House], 72 NE San Rafael Street (built 1892)

Built in 1892, the two-story house at 72 NE San Rafael Street (formerly 314 San Rafael Street) is midblock facing north. The dwelling is surrounded by other residential resources that contribute to the conservation district. The property and 76 NE San Rafael (formerly 312 San Rafael) share mirrored design characteristics and were likely built as a pair. The two houses shared a garage circa 1920 but this building is no longer extant. The house displays modest characteristics of the Queen Anne architectural style popular during its period of construction. Characteristics include the narrow plan, complex gable roof form, recessed side entrance, clipped first-story façade, and wood sash windows. The siding has been replaced with an asphalt faux brick and asbestos shingle, however, the house still conveys the majority of its historic architectural characteristics and retains integrity of location, setting, design, workmanship, feeling, and association. The property is a contributing resource within the Eliot Conservation District and is recommended as a contributing resource to the Eliot Historic District.

[House], 76 NE San Rafael Street (built 1892)

Built in 1892, the one-and-a-half-story house at 76 NE San Rafael Street (formerly 316 San Rafael Street) faces north and is located near the southwest corner of the intersection of NE San Rafael Street and NE Rodney Street. The dwelling is surrounded by other residential resources that contribute to the conservation district. The house displays characteristics of the Queen Anne and Victorian Eclectic architectural styles popular during its period of construction. Characteristics include the complex gable roof, heavy ornamentation of shingles and stickwork in the gable peaks, partial eave returns, dormer, horizontal wood board siding, water table and cap, recessed front porch with turned posts and stickwork, and wood sash windows. A garage, present at the southeast corner of the lot from circa 1920 was removed sometime after 1950, and a rear porch with a shed roof was added to the south elevation. The house conveys its overall historic character and retains integrity of location, setting, design, materials, workmanship, feeling and association. The property is a contributing resource to the Eliot Conservation District and is recommended as contributing to the Eliot Historic District.

[House], 73 NE Hancock Street

Built in 1895, the two-story house at 73 NE Hancock Street (formerly 313 Hancock Street) is midblock facing south. The property's location near the southwest end of the conservation district creates a mixed industrial and residential setting, with period-era houses east of the property and warehouse development along the south side of NE Hancock Street. The property and 69 NE Hancock Street (outside of the conservation district boundaries) historically shared mirrored design characteristics and were likely built as a pair, although the adjacent house lacks integrity. The subject house displays modest characteristics of the Queen Anne architectural style popular during its period of construction. Characteristics include the complex gable roof form, decorative shingles in the gable peak, horizontal wood board siding, recessed side entrance, clipped first-floor façade, and wood sash windows. Overall the house conveys its historic architectural characteristics and retains integrity of location, setting, design, workmanship, feeling, and association. The property is a

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Historic Districts

contributing resource within the Eliot Conservation District and is recommended as a contributing resource to the Eliot Historic District.

[House], 77 NE Hancock Street (built 1892)

Built in 1892, the one-and-a-half-story house at 77 NE Hancock Street (formerly 317 Hancock Street) is midblock facing south down NE 1st Avenue. The property is located in a mixed-use setting near the south end of the historic district, surrounded by contributing residential resources on each side, and facing the rear of an auto dealership to the south. The house displays characteristics of the Queen Anne and Victorian Eclectic architectural styles popular during its period of construction. Characteristics include the complex gable roof, decorative fish-scale shingles in the gable peak, partial eave returns, horizontal wood board siding, a bay window, and sash windows. The modified front porch is supported by Doric columns. Other modifications include the installation of vinyl windows, and replacement of the front door. Sanborn maps show that a garage was built at the northeast corner of the property circa 1920, but was removed sometime after 1950. Although alterations have been made to the building's front porch and fenestration, the house still conveys its overall historic character and retains integrity of location, setting, design, materials, workmanship, feeling and association. The property is a contributing resource to the Eliot Conservation District and is recommended as contributing to the Eliot Historic District.

Pickett, Sherman & Clara, House, 2008 N Williams Avenue (built 1898)

Built in 1898, the one-and-a-half-story Sherman & Clara Pickett House at 2008 N Williams Avenue (formerly 420 Williams Ave) is situated at the northeast corner of the intersection of N Williams Avenue and NE San Rafael Street. The property is located in a mixed-use setting near the southwest end of the conservation district and is mostly surrounded by warehouse buildings. The house displays modest characteristics of the Queen Anne architectural style popular during its period of construction. Characteristics include the complex gable and hipped roof, decorative fish-scale shingles, eave returns, wraparound covered front porch, turned posts, and wood sash windows. The siding is primarily asbestos shingle. A single-story attached garage facing NE San Rafael Street was added to the building after 1950. The garage has wood shingle siding, and the roof has been converted to a deck with a railing, pergola, and French doors. Despite alterations to the building's cladding and garage, the house still conveys its overall historic character and retains integrity of location, setting, design, materials, workmanship, feeling, and association. The property is a contributing resource to the Eliot Conservation District and is recommended as contributing to the Eliot Historic District.

[House], 66 NE San Rafael Street (built 1892)

Built in 1892, the 2-story house at 66 NE San Rafael Street (formerly 312 San Rafael Street) is midblock facing north. The property is located between one of the Eliot Conservation District's west borders and industrial warehouse buildings that create a mixed residential and industrial setting on NE San Rafael Street. The property and 72 NE San Rafael (formerly 314 San Rafael) share mirrored design characteristics and were likely built as a pair. The two houses shared a garage circa 1920, but this building is no longer extant. The house displays modest characteristics of the Queen Anne architectural style popular during its period of construction. Characteristics include the complex gable roof form, narrow plan, recessed side entrance, clipped first-story façade, and wood sash windows. The siding has been replaced with asbestos shingle; however, the house still conveys the majority of its historic architectural characteristics and retains integrity of location, setting, design, workmanship, feeling, and association. The property is not within the Eliot Conservation District boundaries but is recommended as a contributing resource to the Eliot Historic District.

Boundary

The 112-acre Eliot Conservation District is irregular in plan and is roughly bounded by N Williams Ave to the west, NE Fremont Street to the North, and NE San Rafael Street to the south. The east border varies from being one or two parcels west of NE Martin Luther King Jr. Boulevard in the northern half, then reaches east to properties east of the boulevard to NE 7th Avenue at the southern end. Some properties south of NE San Rafael Street and NE Hancock Street are included in the boundary.

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Historic Districts
Supplemental Photos

Property Name: Eliot Historic District

Street Address: Multiple

City, County: Portland, Multnomah



View: 20 NE Thompson Street, facing southwest



View: 23 NE San Rafael Street, facing north

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Supplemental Photos

Property Name: Eliot Historic District

Street Address: Multiple

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View: 72 NE San Rafael Street, facing southeast



View: 76 NE San Rafael Street, facing southwest

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Historic Districts
Supplemental Photos

Property Name: Eliot Historic District

Street Address: Multiple

City, County: Portland, Multnomah



View: 73 NE Hancock Street, facing north



View: 77 NE Hancock Street, facing northeast

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View: 2008 N Williams Avenue, facing northeast



View: 66 NE San Rafael Street, facing southeast

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Significance

Previous Evaluation

In 1992, the City of Portland determined that the Eliot Historic District was eligible for local designation as a Historic Conservation District (City of Portland 1992). A Multiple Property Documentation Form (MPDF) listed in the National Register of Historic Places (NRHP) in 1998 provides a historic context for historic and architectural properties in the Eliot Neighborhood. The form includes general descriptions and registration requirements for property types. The form describes the area's existing conservation districts, including Eliot, as likely candidates for NRHP listing (Donham et al. 1998).

Background

The Eliot Historic District is located near the core of the former city of Albina, located on a grid of streets near the Willamette River's east edge. Beginning in the early 1880s, the need to transport timber from Oregon's forests brought heavy investments to the area from railroader Henry Villard who "made large-scale investments in building projects in Portland, East Portland, and Albina (Roos 2008:10)." By 1885, Albina's vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its "downtown" along North Russell Street and modern-day North Interstate Avenue consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, and fraternal organizations, as well as one- to two-story dwellings (Sanborn Fire Insurance Company 1884 & 1885).

After Albina was consolidated with Portland and East Portland in 1891, this area quickly grew due to the expansive network of street cars and trolleys, which allowed for the dramatic growth in housing and businesses. This growth was supported by the City & Suburban Railway Company trolley line that ran through the Lloyd District, Eliot, and Boise neighborhoods. The Portland Railway Company and Oregon Water Power & Railway trolley ran north on what is today NE Martin Luther King Jr. Boulevard by 1904 (Thompson 2014). The Albina neighborhoods thrived given their central location and access to trolley lines. By 1908, the Lloyd District was heavily residential with one- and two-story street-facing dwelling, two-story flats, and a row of stores on NE Holladay Street (Sanborn Fire Insurance Company 1908). At this time, Albina's blocks were partitioned and developed with one-, one-and-one-half, and two-story street-facing dwellings, commercial storefronts, churches, and boarding houses along NE Russell Street (Sanborn Fire Insurance Company 1908).

By the 1920s, affordable automobiles, rising labor costs, and improved roads lead to the gradual downfall and demobilization of Portland's trolley lines with the final removal of the Broadway tracks in 1948 (Thompson 2006:108). By 1924, the larger businesses such as the Mack International Motor Truck Corporation, manufacturing companies, and garages were located next to bridge landings. Apartment buildings also became more prevalent and new two- and two-and-one-half-story street-facing dwelling were constructed. In the 1930s, the popularity of the automobile triggered the widening of NE Martin Luther King Jr. Boulevard (Union Avenue) in 1929. To accommodate this change, buildings were moved, cut back, and demolished, and large department stores, auto-supply stores, and other businesses were constructed along major thoroughfares. This also occurred with the improvement of N Interstate Avenue in 1939, which greatly facilitated interstate overland commerce and freight transport.

At the peak of wartime production (1943-1944), the federal government identified 140,000 defense workers in the city and 100,000 in the metropolitan area. This substantial growth placed a strain on public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48).

Through the 1950s, 1960s and 1970s, Portland undertook several Urban Renewal projects that significantly altered the urban landscape, and displaced and removed the center of the Black community in the Albina area. Major infrastructure projects conducted during this time include the construction of Memorial Coliseum (1960), Lloyd Center (1960), Interstate-5 (I-5) (1966), and Fremont Bridge (1973) and the expansion of Emanuel Hospital (1970s).

Later changes made to the area, such as the Metropolitan Area Express (MAX) light rail on NE Holladay Street in 1986, the Oregon Convention Center in 1990, the Rose Quarter in 1995, and the Portland Streetcar on NE Broadway in 2012, have also impacted the neighborhood.

African American Community in Portland/Albina (1850s -1970s)

The history of the African American community in Portland is one of continuous struggle and survival— beginning in 1857, voters approved a state constitution that did not allow slavery, but did allow the exclusion of "Black persons, slave or free, from Oregon" (Pearson 1996:5). At this time a few African Americans lived in the state, but only as personal servants of Euro-American settlers (Pearson 1996:5-6). Oregon's "Black laws" prohibited any African American from owning property or voting, and until 1870, a 10 dollar poll tax was required to be paid for every Black person living in the state. In the following years, the African American population increased slightly as Portland became a significant terminal for railroad and shipping and positions of porters, waiters, dining car attendants, and ship attendants became in demand (Pearson 1996:6, 13).

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At the turn of the nineteenth century, Albina underwent a significant transition as the community's ethnic landscape made up of mostly first and second generation Euro-American immigrants gradually began to shift with the migration of a small African American community that had resided next to Union Station on the west bank of the Willamette in northwest Portland. The land next to Union Station had become desirable to downtown businesses looking to expand; the development caused the displacement of around 800 African Americans (Pearson 1996:7). Albina, historically a working-class community, offered low rents and proximity to jobs in the railroad industry on the eastside of Portland.

During the World War I period, Albina garnered more Black-operated hotels, restaurants, and other businesses as well as fraternal and social organizations and clubs as job opportunities for Blacks opened with the expansion of the railroads occurred (Roos 2008: 33; Millner 2014:4). Following World War I, however, the living situations for African Americans became much worse, largely due to Oregon becoming a center for Nativist sentiments and a stronghold for the Ku Klux Klan. Curfews were imposed. All young Black men were required to be off the streets by sundown, and at any time when accosted, all African American adults had to account for their presence with a job verification. Exclusion from establishments was enforced by revoking the licenses of bars and restaurants that allowed racial intermingling (Pearson 1996:8).

A small turning point came in 1926, when Oregon's "Black laws" were repealed, and African Americans were allowed the vote, however, this did little to change discrimination (Pearson 1996:8). Racial segregation was also enforced by the manipulation of the housing market by white politicians and businessmen by limiting African Americans to the most impoverished and run-down parts of the city. The Albina area contained some of the oldest and poorest housing in the city (Pearson 1996:4, 7). In spite of these socio-economic impositions, the African American community grew through the 1920s and 30s and reshaped the existing built environment as Albina garnered Black churches, religious missions, and businesses to serve the community bounded by NE Broadway, N Larrabee Avenue, N Hassalo Street, and NE Wheeler Avenue (City of Portland Bureau of Planning 1993:31), and along N Williams Avenue (Gibson 2007:7). It was also not uncommon to find small-scale businesses at individual homes as barbers, beauticians, and grocers erected additions to their homes to allow for neighborhood scale commerce. This continued into the 1940 and 1950s as Albina's Black population grew from 1,600 to 4,500 (Comprehensive Planning Workshop 1990:44) despite unwritten restrictions that placed barriers on Blacks renting property or patronizing stores and restaurants outside of Albina (Pearson 1996:5-8).

During World War II, Portland's wartime industries fostered significant population growth and economic productivity. Prior to World War II, Portland was not an Industrial city. By 1940, approximately 18 percent of the labor force was industrially employed, but by 1945 over 50 percent of the labor force was employed for an industry (Pearson 1996:64). This substantial growth stressed public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48). It also significantly intensified racial tensions within the city as the Black population had increased from 2,100 in 1940 to 15,000 in 1945, many of whom moved to Portland to work in the Kaiser shipyards (Bosco-Milligan Foundation 1995:51). The more the African America population grew, the more they were restricted to a 25-block area near N Williams Avenue in Albina (Pearson 1996:99). Even though the community of Vanport was constructed in 1942 to somewhat relieve the geographic pressures placed upon Blacks, it did little to improve racial relations.

After Vanport was destroyed by a flood, housing pressures resumed for Blacks as many decided to leave the city or move back to the Albina area (City of Portland Bureau of Planning 1993: 86). In the Post-War era, more than 21,000 whites left the area for the suburbs or other Portland neighborhoods between 1940 and 1960 (Gibson 2007:7-8). This drastic change in demographics, in addition to the short-lived post-war economy and the decline in the shipbuilding industry, contributed to the Albina's high unemployment rates after the war reframing its image in the public eye. Throughout the 1960s, the close-knit Albina neighborhood grew in political activism as it became a center for Civil Rights activities. Black civic organizations and churches played a leading role in exacting change in the city and state's governance to gain improvements in education, employment, and civil rights for Black Oregonians. Unfortunately, from the 1950s and through the 1970s, urban renewal campaigns and an interstate highway destroyed dozens of residential and commercial blocks in Albina, including the heart of the African American community at the intersection of N Russell and N Williams.

The Eliot Neighborhood

The Eliot neighborhood is contained in the original boundaries of the City of Albina, comprising the city's closest neighborhood to downtown Portland. Before Albina annexed large amounts of undeveloped land in 1891, the city had roughly the same boundaries as the Eliot Neighborhood today. Later referred to as part of the Lower Albina area, the Eliot Conservation District represents the residential district closest to the core of downtown Albina at the intersection of NE Russell Street and N Williams Avenue (PSU 1990:22).

The Eliot Neighborhood is named after Thomas Lamb Eliot, first minister of the First Unitarian Church of Portland. Eliot served as minister for many years and was active in establishing the Perry Center, Reed College, Boys and Girls Aid

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Society, Oregon Humane Society, Portland Art Association, the Library Association of Portland, and Portland's first board of park commissioners.

The Eliot Historic District is a significant part of the Lower Albina residential community that housed workers for industrial activities along the Willamette River. The district contains a large number of turn of the century residences. Over the years, the district has housed a succession of immigrant populations attracted to the area by its affordable housing and location close to industrial and commercial employment centers. Early immigrants were Scandinavian, Russian-Germans, and Irish workers. Due to racial segregation laws in Oregon, Albina became the home of most of the state's African Americans by 1906, because it was one of few places where they were allowed to live (City of Portland 1992). As the railroad yards and industrial districts expanded into residential area, a mix of residential, commercial, and industrial development resulted.

Thousands of people migrated to Portland to work in the war industry during World War I and World War II, creating housing shortages throughout Portland. Because of its affordable housing, many workers moved to the Eliot neighborhood, including a large African American population that moved to the region for war-era employment. In 1948, following the flood of Vanport, Oregon, thousands of displaced African American residents moved to the Eliot neighborhood and other north and northeast neighborhoods, creating the Portland's small, yet centralized Black community in the Albina area.

During the 1960s, the Albina community became the center of African American activism in Portland and home to the National Association for the Advancement of Colored People (NAACP) and the Black Panther Party.

In 1964, Portland's NAACP chapter marked its 50th anniversary by moving from the basement of the YWCA (Billy Webb Elks Lodge) to a new location on N Williams Avenue. Portland's chapter echoed the activities of the national organization as a voice during the Civil Rights Era and recruiting women like district-resident Clara Pickett to leadership positions within the organization.

During the late 1960s, a group of African American activists formed a local branch of the Black Panther Party. Locally, the Black Panthers put pressure on Portland's lawmakers and provided a voice representing the Black community's historic struggles associated with urban planning and renewal projects, displacement, and systematic exclusion from the political arena (Burke and Jeffries 2016:5).

In her "Black Panthers in Portland" entry for *The Oregon Encyclopedia*, historian Martha Gies describes the rise of the Black Panther Party in Portland under the leadership of Eliot district resident Kent Ford:

In April 1968, when Martin Luther King Jr. was assassinated, blacks across the nation took to the streets in grief and anger. In Portland, where the public disturbance was minor compared to the riots in Chicago and other cities, a group of about twenty disillusioned young blacks began meeting to study the writings of Malcolm X and the Little Red Book of quotations from China's chairman Mao Tse-Tung.

In June 1969, one of the members of the study group was beaten and jailed. Upon his release on bail, Kent Ford held a press conference on the steps of the Portland police station at Southwest Third and Oak. "If they keep coming in with these fascist tactics," he announced, "we're going to defend ourselves." With this public pronouncement, members of the original group, now down to about half a dozen, retooled themselves as a chapter of the BPP (Gies 2017a).

Lucas Burke and Judson Jeffries describe in their book, *The Portland Black Panthers*, that Portland's branch of the party focused more on providing community services for the neighborhood than projecting a radical militant image perceived of the party's headquarters in Oakland, California. The Black Panther Party's Portland branch was active from to 1969 to approximately 1979. The headquarters, formerly located at the corner of NE Cook Street and Union Avenue (now Martin Luther King Jr. Boulevard), was demolished.

The organization, under the leadership and activism of district residents Kent and Sandra Ford, provided community programs to Albina area residents such as free breakfast for school children at the Highland United Church of Christ (4635 NE 9th Avenue), the Fred Hampton Peoples Free Health Clinic (109 N Russell Street), and the Malcolm X Dental Clinic (2341 N Williams Street), all situated in the core of the Albina community. An *Oregonian* article quotes Ford as saying "The purpose of our programs is simple to help our people survive." The article continues to state that fewer than a dozen active members of the Black Panther group were in Portland, but the programs were intended for anyone black or poor and in need (Keller 1971). Local dentists, doctors, and nurses, nearly all of them white, volunteered at the clinics (Gies 2017a).

Several urban renewal and private development projects have dramatically altered the size, geography, and character of the Eliot neighborhood. In 1962, the Portland Development Commission (now renamed Prosper Portland) published its Central Albina study, defining an urban renewal plan for a 3.4-square miles area in Central Albina known as the Eliot

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neighborhood. The area, which contained 12,844 African Americans and roughly 80 percent of the city's total Black population, was designated as a region in "an advanced stage of urban blight" that could not be revitalized." The report recommended that clearing the area for urban renewal, noting that it was "unusually well suited to transportation, distribution, and service industries" (Burke and Jeffries 2016:44).

In 1966, Portland participated in the Model Cities Program, to target and coordinate approaches to problems of "urban blight, poverty and attendant social ills. The Eliot neighborhood was one of eight Portland neighborhoods selected in this demonstration project aimed at "providing innovative services and service delivery" (Comprehensive Planning Workshop 1990). Previously, the city's plans had written off the entire Eliot neighborhood for commercial and institutional reuse. By 1971, the plan had changed once residents' attitudes and wishes to remain were heard and shifted instead with the idea that "rehabilitation and rebuilding of the Eliot neighborhood for residential purposes is consistent with a broad community goal of improving the variety and quantity of housing opportunities in the central Portland area" (Abbott 1983).

In the 1970s, Emanuel Hospital applied for a federal grant to expand its campus to 52 acres, and the Portland Development Commission proceeded by eliminating 22 blocks of housing and businesses, including "the intersection of Williams and Russell, formerly the bustling center of Portland's black business district" (Gies 2017b). Following the demolition, Emanuel Hospital learned that their development grant had not been approved due to federal budget cuts. The demolished lots remained vacant through the historic period.

Residential Historic Summaries

Brief historic summaries of the residences within the APE show trends in the district's historic context. The residences were primarily used as rental properties during most of the twentieth century. Residents during the early twentieth century included European immigrants from Germany, Norway, and Ireland. It was common for all adult family members to work. Men were employed as contractors, brick layers, salesmen, barbers, carpenters, clerks, or engineers; women frequently worked as seamstresses, bookkeepers, or clerks. Multi-generational families frequently shared a single house, with married daughters and their husbands and children all living under the same roof as her parents. A prominent Chinese doctor owned one of the houses for several decades prior to World War II and rented rooms in the house to Chinese boarders.

Occupancy continued to be dynamic following World War II, but demographics began to change. Most of the district's houses within the APE appear to have been rented to African American families and individuals, including prominent members of local groups representing the African American community, such as the NAACP and the Black Panthers Party.

Some houses were owner-occupied for short periods of time. There does not appear to be a pattern of ownership changes or instances of multiple dwellings owned by the same individual.

[House], 20 NE Thompson Street

The house was owned and occupied by Oregon pioneer Francois Xavier Matthieu as early as 1910. When he died in 1914, Matthieu was the longest surviving member of the Champoeg Meetings in 1843, which led to the formation of the Provisional Government of Oregon prior to the region's annexation to the United States. Following Matthieu's death, his wife continued to own the property and rented it to tenants (City of Portland 1930). In 1930, Edward and Emelia Keins, a Swedish family, rented the house with their daughter Edna, while Mr. Keins worked as a salesman. For a short time in 1940, Edna's husband, William (Frank) Schofield, also lived there, and later Emelia's sister and brother-in-law, Sophie and William Taylor, shared the residence (Ancestry 2011, 2012). Edward Keins died in 1940, but Mrs. Keins continued to live there until as late as 1943 (Ancestry 2011). From circa 1950 until his death in 1979, William N. Bowen owned the property and is listed in city directories as a resident with his wife Cleo and later Martha Bowen (Ancestry 2011; *Oregonian* 1979). Mr. Bowen worked at the Esco steel foundry. Mrs. Jeffie Givens, an African American widow, also lived in the house during the 1950s and worked as a janitress at the Baggage and Omnibus Company while her two children were students (Ancestry 2011).

C. Leo Gee Wo House, 23 NE San Rafael Street

The property was owned and occupied by prominent individuals during its history. From 1909 to circa 1930, Chinese doctor Mr. C. Leo Gee Wo and his wife Mrs. Sadie C. Gee Woo owned the house. Dr. Leo owned the C. Gee Wo Chinese Medicine Company and practiced out of various offices in Portland, as indicated through multiple advertisements published in *The Oregonian*. He also participated in developing a Chinese hospital (*Oregon Daily Journal* 1910). There is no evidence suggesting that he practiced out of his residence or in the Eliot district. Mrs. Woo died in 1927 with an estate valued at \$25,000 and Russell E. Sewall was named executor with the bulk of the estate left to two children (*The Oregonian* 1927a). Their son, Hendrick J. Leo was listed as a resident of the property the same year, although the 10-room house was also advertised for rent (Polk's City Directory 1928; *The Oregonian* 1927b). The couple's daughter Mrs. Guie Cooke, their son Hendrick, and her husband C. Gee Wo subsequently conveyed their thanks to well-wishers following Sadie's death (*The Oregonian* 1927c). Several renters occupied the house from the 1940s to the 1960s with frequent turnover. Historic plumbing permits for the property list Tom Johnson as the owner in 1942, and W.L. Croft as the owner in 1959.

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In the late 1960s, Kent Ford resided at the house with other renters while active as a local leader of the Black Panther Party. Kent and wife Sandra Ford were prominent African American activists in Portland during the 1960s and 1970s and helped open and operate free healthcare, dental, and food service programs and clinics in the neighborhood.

[House], 72 NE San Rafael Street (built 1892)

Little is known about the property's early owners or residents in the 1890s. Beginning in the early 1900s, the house appears to have been rented regularly to boarders. From circa 1906 until 1911, stonemason Williard (or William) Morley and his family lived in the house, while nearly all family members worked, including Edna as a milliner, Fred as a carpenter, and George as a foreman (Ancestry 2011).

Engel Engleson and his family and two boarders lived in the house from circa 1918 until circa 1922. Mr. Engelson was from Norway and worked as a barber. Historic Plumbing permits show that F. E. Mathies owned the property in 1933, but no information was found about this individual (City of Portland 1933). Due to the house's location next to 66 NE San Rafael and the similarities between Mathies and Matthias, it is possibly that Fritz and Anna Matthias also owned this property (see information below).

The longest known occupants were John and Minerva Feathers, an African American couple who lived at the house from as early as 1943, when Feathers worked at a lab at Oregon State College (Ancestry 2011). Mrs. Feathers died in 1958, and Mr. Feathers died in 1965 (*The Oregonian* 1958a, 1965).

During the early 1970s, pianist, jazz musician and band leader Warren Bracken lived in the house (Bosco-Milligan Foundation 1997). S. M. Suwol was the owner in 1977. Mr. Suwol was an attorney in Portland during the 1950s, representing several residents and business owners in North and Northeast Portland. He authored *Jewish History of Oregon* in 1958 and was active with the Jewish Historical Society and the Kiwanis and Elks clubs (*The Oregonian* 1980). Touted for his involvement with child welfare cases, Suwol was nominated at the president of the Holladay Elementary School Parent-Teacher Association (PTA) in 1958 and again in 1963 (Suwol Heads School PTA [*The Oregonian* 1958b]). It appears that Suwol owned other properties in the area during the 1950s (*The Oregonian* 1959). Suwol died in 1980 at the age of 75 (*The Oregonian* 1980).

[House], 76 NE San Rafael Street (built 1892)

Little is known about the property's early owners or residents. Two sisters, Miss Bessie and Miss Christine Lindblom were boarders from circa 1899-circa 1901 while working as dressmakers. William R. Williams, vice president and manager of Portland Live Stock Exchange lived in the house from circa 1901 to circa 1905, followed by engineer and draftsman Charles Rullman from 1906 to circa 1908.

The property was listed for rent on occasion in *The Oregonian*, and classified advertisements show that it was common for many of the residences on NE San Rafael Street to have been used as rental properties. Milford and Lucy Johnston moved to the address following their wedding in 1915 and lived in the house while Mr. Johnston worked as a clerk at the Union Meat Company (Ancestry 2011). Lucy was the daughter of City Commissioner Daly and died the following year in 1916 (*The Oregonian* 1916). The first known owner was Thomas F. Quinn, who owned the residence as early as 1917. The property was listed for sale in 1920, landing in the ownership of A. Anderson by 1926. The 1920 real estate advertisement describes the property "for sale or rent" as a "modern 5-room cottage with garage, full basement, large attic, [and] fruit trees" (*The Oregonian* 1920).

By 1946, Eddie W. and Mary Etta Honor lived in and presumably owned the house (Ancestry 2015; Historic Plumbing Permits). Mr. Honor moved to Portland from Louisiana to work in the shipyards during World War II. After the war, he worked as a shoe shiner in the lobby of the Sherlock Building (309 SW 3rd Ave) in downtown Portland for approximately 30 years, operating his stand until his death at the age of 83 (*The Oregonian* 1975a; 1975b). After Mary Etta died in 1955, Eddie remarried in 1956, and his second wife Rosetta moved into the house (Ancestry 2011). Honor was active with his church, raised three children, and in 1975, was caring for four foster children (*The Oregonian* 1975a). He is associated with the house until at least 1960.

Other renters periodically lived in the house, but research did not reveal significant information about these residents, including D.P. Sullivan in 1921, Edward B. Hervan in 1930, John Rollo in 1940, Wesley Hastings in 1957, and Peggy Bearcub in 1967.

[House], 73 NE Hancock Street

The property appears to have been regularly used as a rental property, partially or entirely, since its construction in 1895. Miss Clara Dressel, a dressmaker; and Oliver Riches, a postal clerk, are both listed in the 1895 city directory (Ancestry 2011). The first known owners were Herman P. and Carrie F. Heppner. Mr. Heppner worked as a druggist while living at the house, but worked in several occupations during his career, including as president of the H.A. Heppner & Co. Oregon Automatic Telephone Exchange Co (Ancestry 2011). They lived in the house with Carrie's mother, Catherine E. Freeman, widow of Moses S. Freeman. Freeman lived at the house between circa 1899 and circa 1905, when the property was

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advertised for sale (Ancestry 2004). Carrie Heppner was an accomplished musician and played the piano and organ. Mrs. Heppner founded the Monday Musical Club in 1904, which campaigned for the construction of the municipal auditorium; was active with the Junior Symphony orchestra board of directors; played the organ at Westminster Presbyterian church; was a historian on the Oregon Federation of Music Club's board of directors; and was involved with the Portland Women's club (*The Oregonian* 1932).

Henry A. Jasper lived at the house from circa 1904 to circa 1906, while working as a clerk at the Jasper Grocery store (Ancestry 2011). It is unknown if he rented or owned the property. In 1905, the property was advertised for sale or rent on multiple occasions. By 1920, William Kenney owned the property and family members Isaac F. Kenney and Robert G. Kenney lived in the house. During the early 1930s, John and Elizabeth Russell rented the house while Mr. Russell worked as a salesman and engineer for Meier & Frank Co (Ancestry 2011). By 1935, Agnes S. Christensen, age 32, owned the house and was the sole resident and worked as an astrologist (Ancestry 2012).

By 1950, Edward C. Walker owned the property with his wife Julia. Mr. Walker owned Ed's Can Service and was a member of Bakers Union Local No. 114. They lived in the house until he died in 1970 (City of Portland 1950;s *The Oregonian* 1970). No information was found about his wife.

[House], 77 NE Hancock Street (built 1892)

Francis G. Coles is the first known resident of the house, associated with the address as early as 1900, when his wife, Anna gave birth to their son (*The Oregonian* 1900). Coles was born in Somersetshire, England, and immigrated to Portland in 1890. Coles worked at the Concord Building (208 SW Stark Street), and was a member of the Cambrian Society, Portland Health Club, Portland Association of Building Superintendents, Columbia Masonic Lodge, the Scottish Rite, Al Kader Temple of the Mystic Shrine, and the Woodmen of the World (Polk's City Directory 1901; *The Oregonian* 1933). He lived at the house until his death in 1933 at the age of 67 (*Oregonian* 1933). In late 1942, the house was for sale, and by 1946, Walter and Marie Brooks owned and lived in the residence with their four children (*The Oregonian* 1947; Historic Plumbing Permit). Mr. Brooks, originally from Louisiana, worked as a dining-car waiter for the Union Pacific Railroad. In 1964, he was the owner of the First Street Inn restaurant at 1811 NE 1st Street (Bosco-Milligan Foundation 1997). One of his daughters, Darryleann Brooks, won the Billy Webb Beauty Queen title with sponsorship from the NAACP in 1961, as well as a scholarship from the Esquire Club of Portland (*The Oregonian* 1961a, 1961b). When Walter Brooks died in 1975 at the age of 67, he had been living at 2023 NE Rodney Street (*The Oregonian* 1975). No additional information was found about his wife, Marie Brooks.

Pickett, Sherman & Clara, House, 2008 N Williams Avenue (built 1898)

From 1901 to 1903, the residence housed the Keeley Institute, a commercial rehabilitation facility for "liquor, opium and tobacco habits" from circa 1901 until circa 1903. The controversial Keeley Institute, founded by Leslie Keeley in Dwight, Illinois, offered treatment injections in a retreat-like setting. The program became a franchise, and Keeley Institute clinics opened all over the United States (White 2004). The first Portland branch of the institute opened in downtown Portland circa 1891; in 1901, Physician James Barr was operating the institute out of his house at 420 Williams Avenue. His daughter, Miss Mamie A. Barr lived in the house and taught music lessons. Advertisements for the Keeley Institute appear in the 1901 city directory (Ancestry 2011). In 1903, the institute moved to a new location at SW First Avenue and Montgomery Street under the management of Mr. G. M. Alvord. An article describes the institute as "a perfect temporary resting place for persons undergoing treatment for drug and liquor habits" (*The Oregonian* 1903).

Although not the property's first owners or occupants, Sherman and Clara Pickett are most significantly associated with the residence, living in the house from circa 1935 until circa 1968. Sherman Pickett lived in Portland from 1910 until his death in 1938. He was a veteran of the Spanish-American war and served in the Cuban insurrection. He worked as a boiler maker for the Union Pacific railroad, served as chaplain of the Spanish War Veterans Sergeant Joseph White encampment and was an active member of Enterprise Lodge of Masons (*The Oregonian* 1938). In 1945, Sherman Pickett was listed as one of three restaurant and service license holders of the nearby Dude Ranch jazz club at 240 N Broadway, although this occurred following his death (*The Oregonian* 1945a). Mrs. Pickett continued to live at the house following her husband's death until circa 1968, when *The Oregonian* listed the house for rent and provided notice of a "house sale" of furniture and household items for sale at the address. Mrs. Pickett's mother, Sarah E. Avery, lived in the house until her death in 1945 (*Oregonian* 1945b). Mrs. Clara Pickett was active with the NAACP. Notable activities include serving on the nominating committee in 1954; hosting a "freedom fulfillment fund tea" in 1955; and being crowned as the "NAACP Grandmother of the Year" in 1956 (*The Oregonian* 1954a; 1955; 1956). She was also a member of the YWCA and the Beta Eta Sigma chapter of Sigma Gamma Rho Sorority (*The Oregonian* 1949, 1954b). Mrs. Pickett died in September 1973 as a resident of a nearby house at 2027 N Williams; her obituary notes only one family member, granddaughter Delores Davis (*The Oregonian* 1973). Mrs. Pickett's sons include nationally acclaimed pianist Henry Clay Bell (Henri Le Bel, d. 1960) and Dr. Hugh A. Bell, who opened Portland's first African American dental practice in the neighborhood (Bosco-Milligan Foundation 1997).

The Pickett's relationship with other residents of the house during this time, including Charles Owens, Jesse P. Mays and

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Jay Bee Marshall, is unknown.

[House], 66 NE San Rafael Street (built 1892)

Little is known about the house's earliest owners or occupants. In 1894, Edward H. Stimmel resided at the house while working as a clerk. Jessie L. Hull lived there in 1895 as a domestic worker. Frank Jobson, an engineer, lived in the house from circa 1897 to circa 1903 with his wife Anna and daughter (Ancestry 2011, 2004). By 1909, Fritz and Emma Matthias owned the house and were the longest occupants. Fritz Matthias emigrated from Germany in 1878 and lived with his wife Emma in the house from circa 1909 until his death in 1933. In 1910, he was 44 years old and worked as a marker for an oil company (Ancestry 2006). He had various jobs throughout the years, including as a clerk, warehouseman, and U.S. District Court bailiff. Their daughter, Anna Matthias, was 19 years old in 1910 and worked as a seamstress for a tailor (Ancestry 2006). By 1913, Anna's husband, Henry Mann, who was a tailor, lived with the Matthias family at the house. Mr. Mann was from Austria and immigrated to the U.S. in 1900. In 1919, they had a son, Karl Mann. By 1930, the Manns were living elsewhere in Portland, but Fritz and Anna Matthias remained in the house and rented extra space to various individuals. Fritz Matthias died in 1933 (*The Oregonian* 1933). In 1938, Henry Mann was listed as the owner, presumably following the death of Fritz Matthias in 1933, and appears to have leased the property to renters. Mrs. Matthias continued to live at the house until she died in 1943 (*The Oregonian* 1943). Directories indicate that several renters lived at the house following Matthias' death, but did not stay long. One renter during the 1950s was John McCauley, a coach cleaner for the Northern Pacific Terminal and a golf course attendant for the Parks Bureau (Bosco-Milligan Foundation 1997).

Historic Conservation and Designation

Beginning in the late 1970s, following on the heels of decades of demolition in the Eliot neighborhood, the City of Portland began exploring options for historic designation of the historic Albina area. In 1978, The Portland Bureau of Planning published a report called "Potential Historic Conservation Districts," including Albina as one of sixteen districts "identified as having historical value to the city" (City of Portland 1978). The Eliot Conservation District was created as a result of the 1992 *Albina Community Plan*, which identified several geographic areas that are historically significant at the neighborhood level. Portland's conservation districts are regulated with more flexible historic resource protections than NRHP-listed historic districts.

In early conservation district plans, the period of significance for the Eliot and Russell Street Historic Districts was identified as 1884-1913 for the Progressive Era, and 1866-1983 as a secondary period of Railroad and Industrial Growth (City of Portland 1992:4).

In 1998, The Historic and Architectural Properties in the Eliot neighborhood of Portland, Oregon, MPDF was listed in the NRHP (Donham et al. 1998). The document provides the area's historical context highlighting Settlement (1872-1880), Consolidation (1880-1891), Commercial Development (1880-1923), Ethnic Migration (1880-1948), African-American Re-settlement (1900-1939), World War II and the Post-War Era (1940-1960), Changes in Commercial Development (1929-1967), and the Contemporary Present (1970-1990s). The document provides general description and registration requirements for the following associated property types:

- Queen Anne Style Residences
- Eclectic Style Buildings
- Commercial and Industrial Buildings
- Public and Social Buildings
- Historic Districts

According to the MPDF:

Historic districts will be historically significant under Criterion A for association with broad patterns of community development in the Eliot neighborhood. They will represent the lifestyles of the primarily ethnic, working class residents of the Albina area. Historic districts may also be architecturally significant under Criterion C for representing a distinguishable entity whose components may lack individual distinction.

It is assumed that the current Conservation Districts in the Eliot neighborhood would be the most likely candidates for nomination as historic districts. However, other historic districts with different thematic organizations may come to pass. As a result, registration qualifications will be as broad-based as possible in terms of dates to encompass the likelihood of new districts.

To qualify for registration, historic districts will contain structures built between 1880 and 1947. The structures will be in contiguous physical relationship to one another and represent a distinguishable mass whose components may lack individual distinction (Donham et al. 1998).

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Historic Districts
Continuation Sheet**

Property Name: Eliot Historic District	Street Address: Multiple	City, County: Portland, Multnomah
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Evaluation

Several public and private development projects surrounding the Eliot Historic District have caused the removal of residences and commercial buildings by clearing entire blocks and disrupting the community. This succession of projects has resulted in a decreased geographic area that comprises what remains of the historic residential district closest to Albina's downtown core. These changes are evident in the conservation district's irregular boundary that encompasses the area most representative of the neighborhood's significant residential history.

The Eliot Historic District is recommended as eligible for inclusion in the NRHP. The Eliot Historic district retains integrity of location, setting, design, materials, workmanship, feeling, and association. Location and setting are evident through the retention of the original street grid, parcels, and residential character. Two properties adjacent to the conservation district's existing boundaries are recommended as contributing to the district in order to capture all contiguous properties that comprise the residential area and reflect its historic association. The district's contributing properties convey the integrity of design, materials, and workmanship displayed in Queen Anne and Eclectic style single-family and multi-family dwellings. The district's integrity of feeling and association are retained through its conveyed history and continued function as a residential neighborhood in the Albina community.

Under Criterion A, the district is significant in the areas of Community Planning and Development and Black Ethnic Heritage. The district reflects the early establishment of the City of Albina's street grid, followed by the community's significant growth following consolidation with the City of Portland. The district's resources convey architectural traditions from the neighborhood's early development during the 1890s and growth during the 1900s and 1910s. Residential growth continued as the Eliot neighborhood became a magnet for minority populations, and, following the flood destruction of Vanport in 1948, a center of Portland's African American community.

Under Criterion B, the district is significant for its association with African American activists in the 1960s and 1970s, including Kent Ford, the leader of Portland's Black Panther Party, and other residents who were active in Portland's Civil Rights Movement through local churches, fraternal organizations, and the NAACP. The setting surrounding the district reflects Modern-era urban renewal and development projects occurring in the 1950s-1970s that, although destructive to the Eliot neighborhood and Albina community, are part of the area's significant history and are evident in the built environment.

Under Criterion C, the district includes a wide variety of architectural traditions but is perhaps most important as one of the most intact collections of pre-World War I residential dwellings. The district includes prominent examples of the Queen Anne, Stick, Eastlake, and Shingle style residences. The district also includes examples of the Colonial Revival and Craftsman styles, as well as the Bungalow and Foursquare form types. The district also includes prominent public and social buildings, as well as commercial and industrial buildings. Modifications to residences may also be significant in their own right. Some residences, for instance, were modified to incorporate commercial businesses such as neighborhood groceries, barber shops, and other enterprises in the post-World War II period.

The physical characteristics of the Eliot Historic District are aboveground and visible, and therefore hold little to no potential to yield information significant to the past and is recommended as not eligible under Criterion D. Surface and/or subsurface archaeological survey/testing would be necessary to verify whether archaeological remains would be significant under Criterion D.

The district is also located within the area covered by the Historic and Architectural Properties in the Eliot Neighborhood of Portland, Oregon, NRHP MPDF. To qualify for registration to the NRHP under this document:

Historic districts will contain structures built between 1880 and 1947. The structures will be in contiguous physical relationship to one another and represent a distinguishable mass whose components may lack individual distinction.

While a majority of the buildings within the Eliot Historic District were erected during the period covered by the document (from 1880-1947) and thus would qualify for eligibility for the NRHP under the MPDF, the significance of the district features an extended period of significance, from 1884 to 1979. This period extends from the incorporation of Albina to the year the Black Panther Party was no longer active in the district. Those resources with historical significance from within the past 50 years would be important for their relationship with the Civil Rights Movement and the reshaping of the neighborhood by African-American residents and would therefore meet the requirements of NRHP Criterion Consideration G.

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Historic Districts
Continuation Sheet**

Property Name: Eliot Historic District	Street Address: Multiple	City, County: Portland, Multnomah
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1927a. "Leo Will Filed." April 17.

1927b. "

1927c. "Card of Thanks." March 13.

The Oregonian

1900. "Birth Returns." December 27.

1903. "The Keeley Institute." July 29.

1916. "Mrs. M. Johnston Buried." February 19.

1920. "For Sale." May 2.

1927a. "Leo Will Filed." April 17.

1927b. Advertisement. "Nice 10-room house..." April 13.

1927c. "Card of Thanks." March 13.

1932. "Heppner Rites Today: Funeral for Portland Musician to Be at Holan & Lutz Chapel." October 6.

1933. "Francis G. Coles, obituary." July 19.

1933. "Died." April 10.

1938. "Sherman Pickett, obituary."

1943. "Funeral Notices." April 29.

1945a. "Liquor Board Ends Session." June 27.

1945b. "Funeral Notices, Avery." November 13.

1947. "Births." February 18.

1949. "Potluck Supper Billed by YWCA." April 11.

1954a. "Four to Nominate." October 18.

1954b. "Women Plan Special Fetes." November 14.

1955. "NAACP Aims to Boost Roll." April 22.

1956. "Crowned." November 26.

1958a. "Funeral Notices." April 25.

1958b. "Suwol Heads School PTA." December 21.

1959. "Public Auction Buildings." December 10.

1961a. "Senior Takes Beauty Title." April 17.

1961b. "Winner of \$500 Scholarship." July 6.

1965. "Funeral Notices." July 23.

1970. "Edward C. Walker." June 27.

1973. "Pickett, Clara L." September 28.

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Property Name: Eliot Historic District	Street Address: Multiple	City, County: Portland, Multnomah
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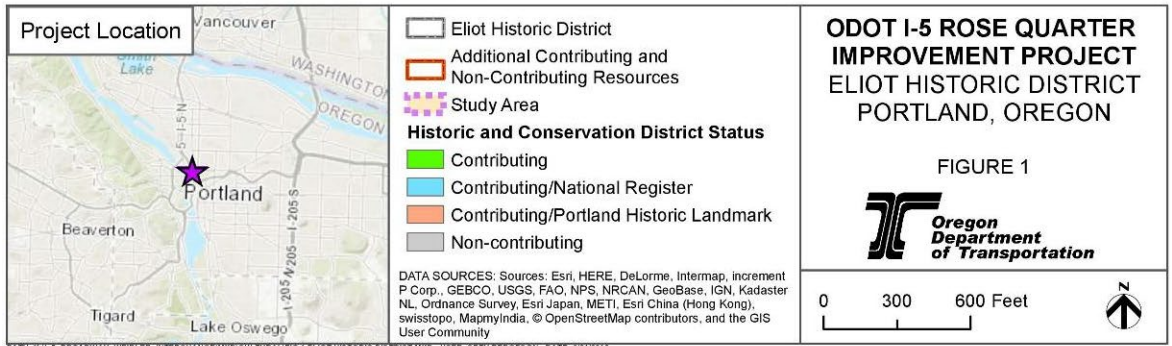
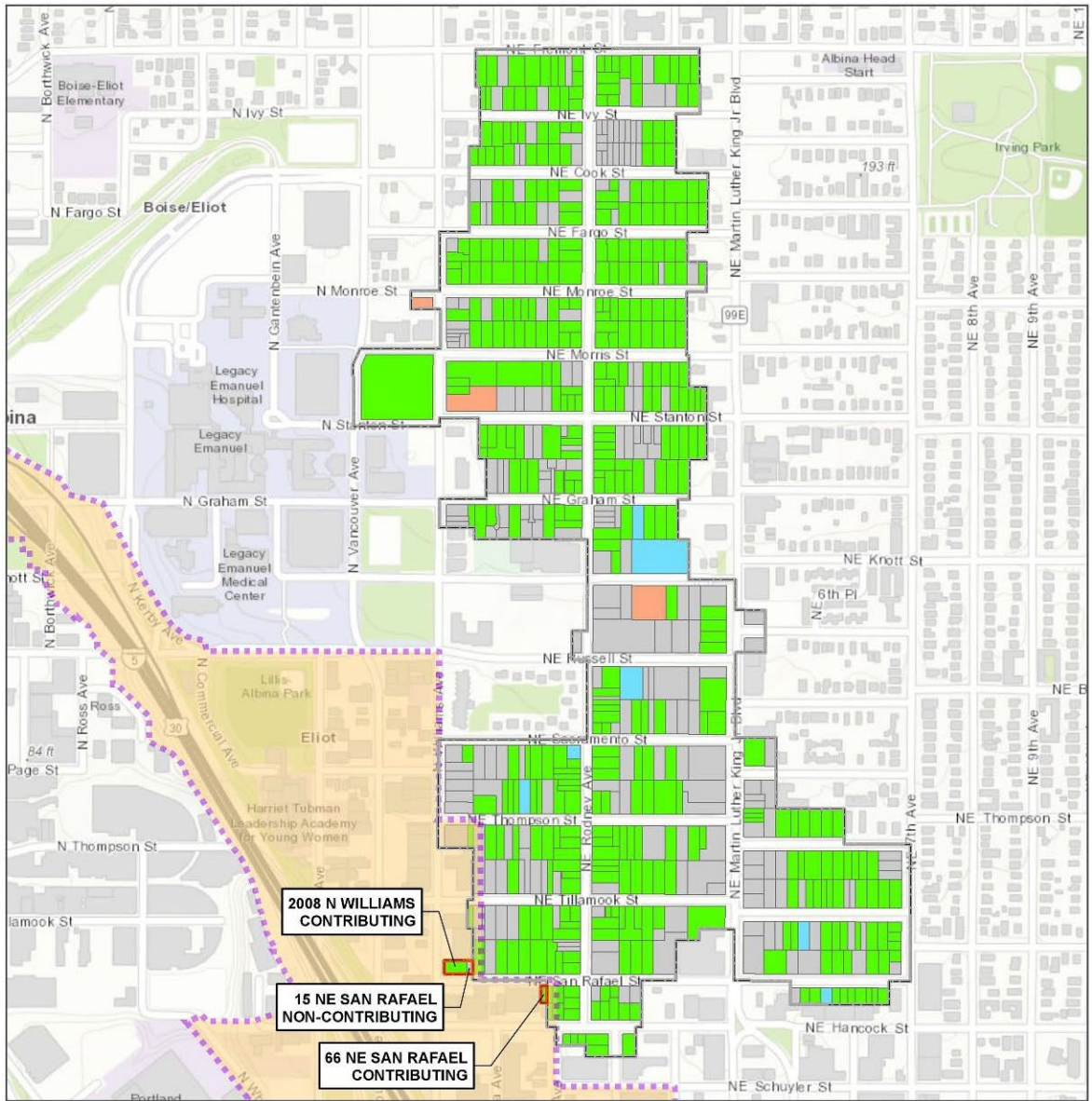
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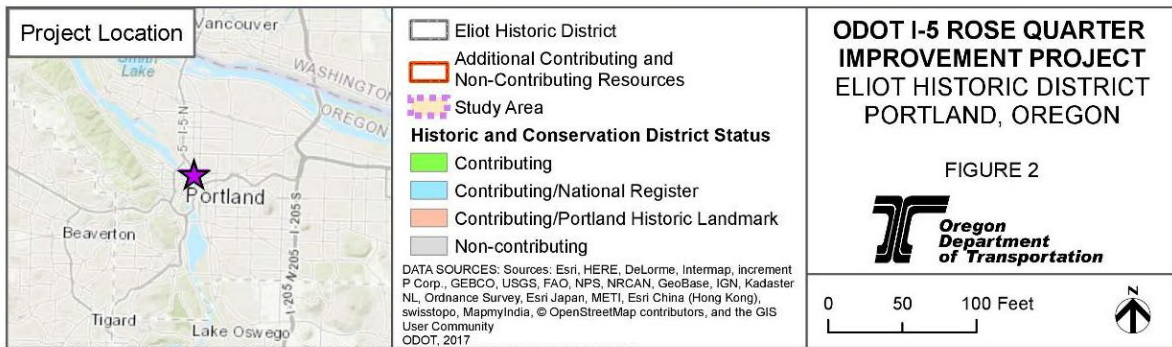
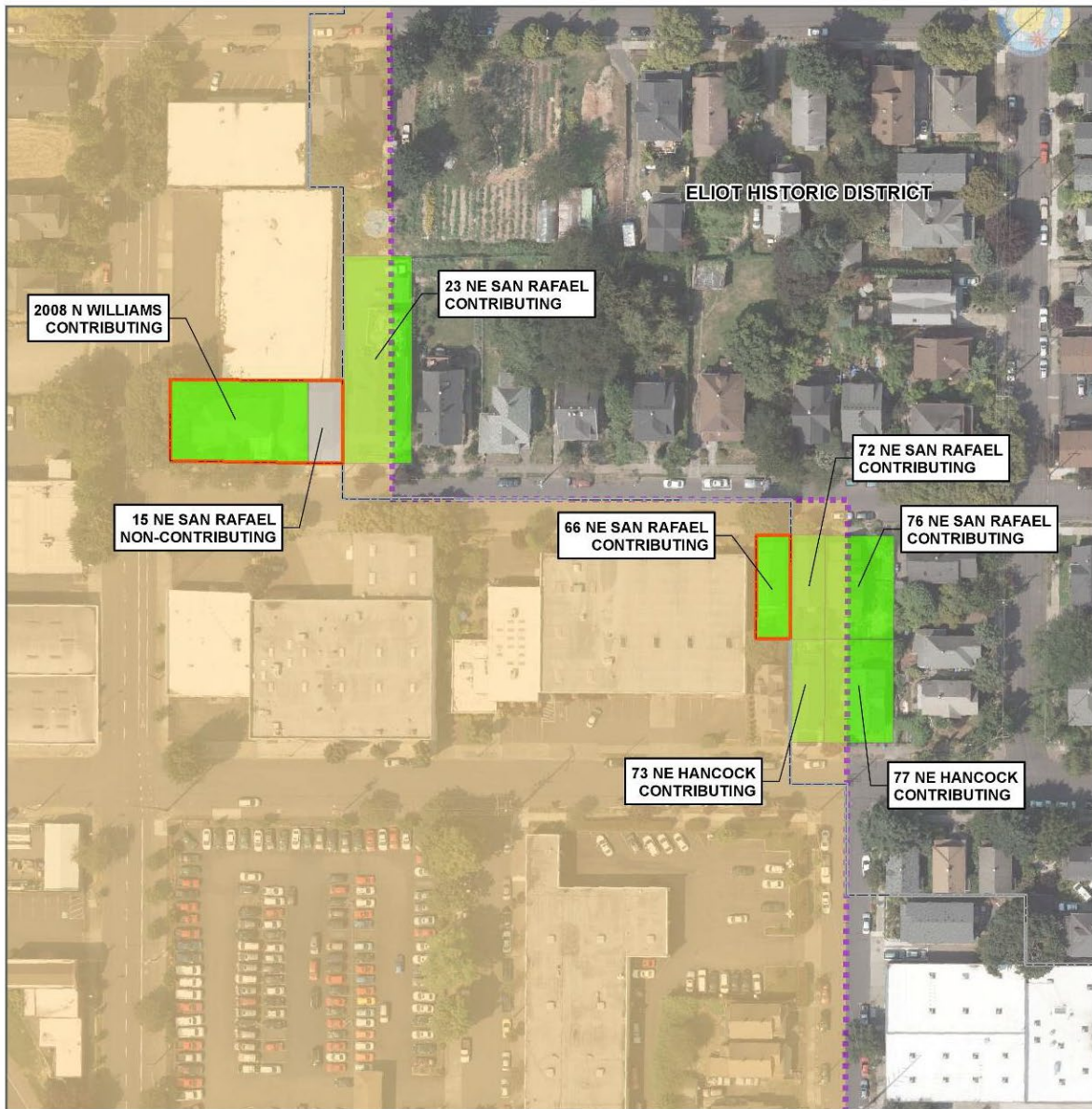
OREGON INVENTORY OF HISTORIC PROPERTIES SECTION 106 DOCUMENTATION FORM Historic Districts Supplemental Maps

Property Name: Eliot Historic District	Street Address: Multiple	City, County: Portland, Multnomah
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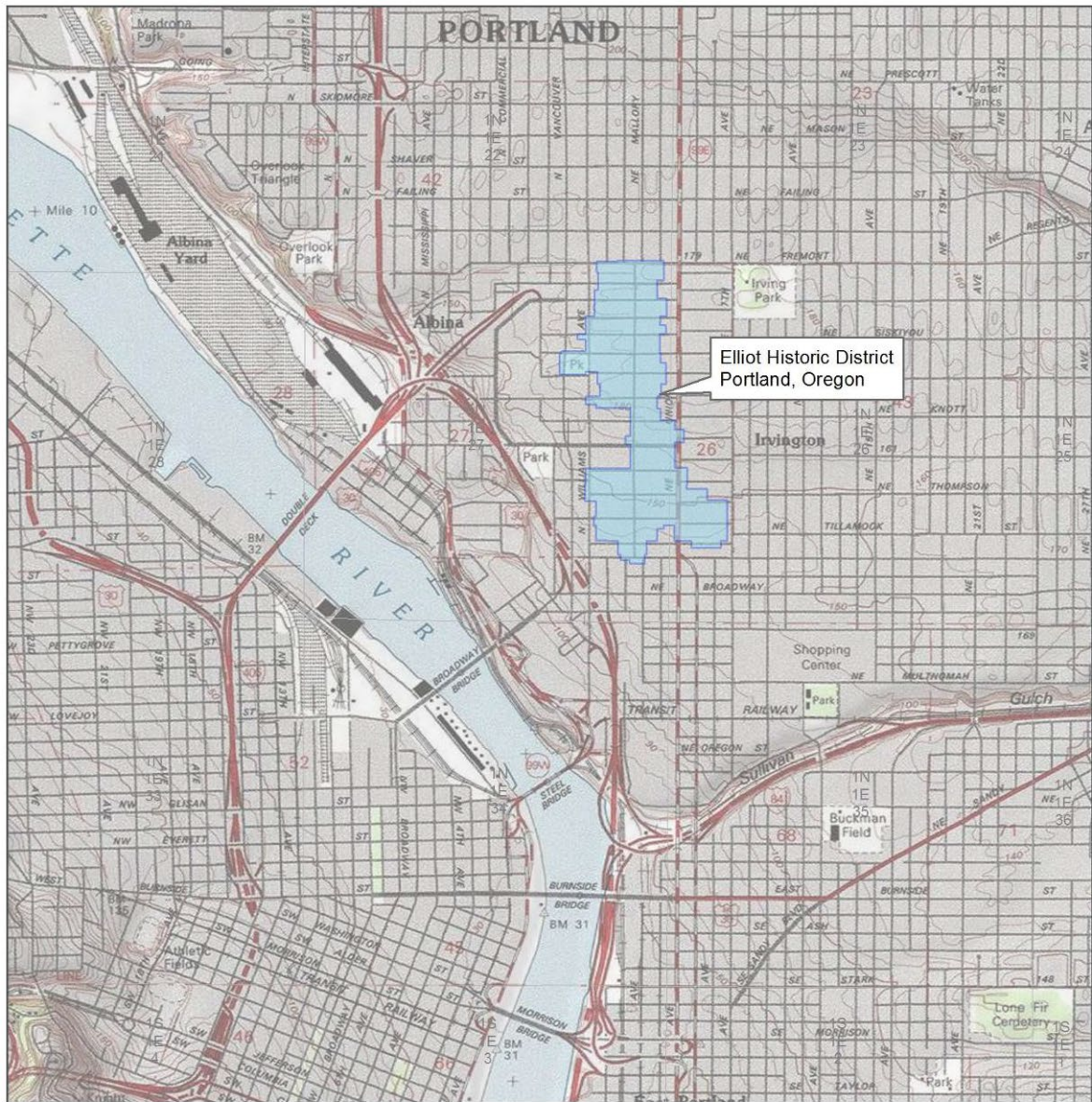
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<p>Project Location</p>	<p> Eliot Historic District</p> <p>I-5 ROSE QUARTER IMPROVEMENT PROJECT</p> <p>ELLIOT HISTORIC DISTRICT PORTLAND, OREGON</p> <p>DATA SOURCES: U.S. Geological Survey Portland, OR 7.5 Minute Series Topographic Map, 1979. Scale 1:24,000. ESRI 2018. http://go.arcgisonline.com/maps/USA_Topo_Maps Township: 01N, Range: 01E, Section: 34</p>	<p>I-5 ROSE QUARTER IMPROVEMENT PROJECT</p> <p>ELLIOT HISTORIC DISTRICT PORTLAND, OREGON</p> <p>0 500 1,000 2,000 0 150 300 600 Feet Meters</p>
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**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Historic Districts**

Agency/Project ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001(483)			
Property Name: N Page Street Historic District			
Street Address: 226, 230, and 236 N Page Street		City, County: Portland, Multnomah	
USGS Quad Name: Portland	Township: 01N	Range: 01E	Section: 27
This property is part of a <input checked="" type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)			
Name of District or Grouping/Ensemble: N Page Street Historic District			
Number and Type of Associated Resources in Grouping/Ensemble: Three Single Dwellings			

Current Use: Single Dwellings	Construction Date: 226 and 230 N Page Street (1895) 236 N Page Street (1902)
Architectural Classification/Resource Type: Victorian/Queen Anne/ Vernacular (Victorian Worker Cottage)/Single Dwellings	Alterations & Dates: Multiple; see Description
Window Type & Material: Storefront, metal	Exterior Surface Materials: Primary: cement fiber siding (asbestos) - shingle Secondary: horizontal wood board Decorative: N/A
Roof Type & Material: Gable with composition shingle (226 and 230 N Page), and gable-on-hip with composition shingle (236 N Page)	
Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



N Page Street Historic District viewing southeast

Preliminary National Register Findings:	<input type="checkbox"/> National Register listed
<input type="checkbox"/> Potentially Eligible: <input type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input checked="" type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input checked="" type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____	Date _____
Comments:	

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Property Name: N Page Street Historic District			
Street Address: 226, 230, and 236 N Page Street		City, County: Portland, Multnomah	
Architect, Builder or Designer (if known):	Owner:	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> Local Government
		<input type="checkbox"/> Federal	<input type="checkbox"/> State <input type="checkbox"/> Other

Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):

Description

The N Page Street Historic District houses are located at 226 N Page Street (1895), 230 N Page Street (1895), and 236 N Page Street (1902) in the Eliot neighborhood of Portland, Oregon. Situated within an urban setting, the row of three adjacent homes is grouped near the southeast corner of the N Page and N Fifth Avenue intersection. Commercial development occupies the entire north side of N Page Street, across the street from the district. A commercial printing facility sits adjacent to the property at 226 N Page Street. The district is bordered by an asphalt parking lot to the south. The Harriet Tubman Middle School is located across North Flint Avenue to the west, while the Lillis Albina City Park's southeastern section lies immediately to the district's northwest boundary. Interstate 5's northbound lanes run about 0.10 mile from the district's western boundary, and the residences are grouped less than two blocks west of the Eliot Historic District's southwestern boundary. The streetscape includes public sidewalks along N Page Street and wood utility poles.

Based on the 1901 Sanborn Fire Insurance map and Multnomah County assessor's records, it appears that the two houses at 226 and 230 N Page Street were constructed on "Lot 1&2" during 1895 with the same building design. The 1901 map depicts lots with only the two houses and two accessory buildings (now demolished), one at the parcel's southeast corner and one centered along the parcel's southern boundary. By 1908, the Sanborn map shows that both accessory buildings had been removed and the house at 236 N Page had been constructed on the western side of the same lots. By 1928, the Sanborn map indicates that the existing garage associated with 226 N Page had been constructed as well a garage behind 236 N Page Street. The garage behind 236 N Page Street does not appear on the 1950 Sanborn map and has been removed from the property.

226 N Page Street (248 Page Street) (475 Page)

The dwelling at 226 N Page Street, built in 1895, is a one-story, rectangular-shaped, simplified Victorian-style residence characterized by its front gable roof and asymmetrical façade with bay window and covered front porch. The property shares a chain link metal fence with the adjacent residence at 230 N Page Street, which has the same built year. The residence at 226 N Page Street has been modified since its original construction with installation of cement fiber (likely asbestos) shingle siding, vinyl windows, a modern door, and replacement porch elements. Beyond the chain link metal gate and at the end of a concrete driveway, there is a detached one-car garage with a front gable, horizontal wood board siding, and wood double doors at the rear of the property. Based on Sanborn Fire Insurance maps, the garage was erected between 1909 and 1928 and the design and building materials appear to be original. A concrete staircase with wooden railings leads to the south (primary) façade's covered patio and front entrance. The modern wood panel door with rectangular transom is situated on the façade's east side. Replacement wooden posts support the porch's hipped roof. The bay's three replacement vinyl windows are fixed with lower sash operation. The roof has a small metal chimney, eaves with minimal overhang, and composite shingles. At the east elevation, there are three single-hung vinyl sash windows, as well as three vinyl basement windows below. The commercial building adjacent to the property's west side obscures views of the residence's west elevation and the residence's north (rear) elevation is not visible from the public right-of-way. Aerial images from Google Maps indicate a rear porch consistent with the configuration depicted in the early Sanborn Fire Insurance maps.

Alterations to the building since its original construction are evident from a site visit on February 8, 2018, a review of historic images via Google Maps, historic aeriels, and analysis of historic documentation. They include installation of replacement siding, windows, and porch elements (dates unknown). It also appears that the original brick chimney was replaced with a small metal one. Google Maps streetview indicates that a basement vent was installed at the façade's southeast corner between 2011 and 2015. The 1901 Sanborn Fire Insurance map depicts another outbuilding, erected at the property's southeast corner, but the outbuilding was apparently removed by 1909.

230 N Page Street (242-246 Page Street) (476 Page)

The dwelling at 230 N Page Street, built in 1895, is a one-story, rectangular-shaped, simplified Victorian-style residence characterized by its front gable roof, asymmetrical façade with covered front porch, and classical details. The property shares a chain link metal fence with the adjacent residence at 226 N Page Street, which has the same year of construction. The façade bay window, typical of vernacular Victorian residences, has been removed. Other modifications since the original construction include replacement horizontal wood board siding, vinyl windows, and modern door. A wooden staircase with wooden railings leads to the south (primary) façade's full-length covered porch and front entrance. The modern wood panel door with sunburst door light is situated on the façade's east side and has a wooden screen door. Three symmetrically spaced, subtly battered piers that resemble Doric columns are set on wooden pedestals with decorative rectangular panels. The piers support the porch's hipped roof. The former bay location now has a vinyl window arrangement, flush to the exterior wall, that consists of two single hung sash flanking a fixed window with rectangular

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transom. The roof has two original brick chimneys at the center roofline, eaves with minimal overhang, and composite shingles. Satellite dishes have been installed atop the porch roof and the main roof's east slope. Two single-hung vinyl sash windows are visible at the west elevation and two pairs of single-hung vinyl sash windows are visible at the east elevation. The residence's north (rear) elevation is not visible from the public right-of-way. Aerial images from Google Maps indicate a rear porch consistent with the configuration depicted in the early Sanborn Fire Insurance maps.

Alterations to the building since its original construction are evident from a site visit on February 8, 2018, a review of historic images via Google Maps, historic aerials, and analysis of historic documentation. They include replacement of the original bay with a vinyl window arrangement flush to the exterior wall, as well as installation of replacement siding and windows (dates unknown). The 1901 Sanborn Fire Insurance map depicts another outbuilding, erected at the property's southern boundary, but the outbuilding was apparently removed by 1909.

236 N Page Street (244 Page Street)

The dwelling at 236 N Page Street, built in 1902, is a two-story, rectangular-shaped, simplified Victorian-era residence characterized by its pyramidal hipped roof with pedimented front gable, asymmetrical façade with full-length front porch, and classical details. Modifications since the original construction include replacement asbestos shingle siding, wood sash windows with metal storms, and modern door. The asbestos siding conceals much of the original window frames. A wooden staircase with metal railings leads to the south (primary) façade's covered porch and front entrance. The modern wood panel door with metal screen door is situated off-center along the façade between a small window to the west and large window to the east. Four symmetrically spaced Doric-style columns support the hipped porch roof. The primary window type is wood sash, visible at the façade's upper level as well as the east elevation. There are also slider windows at the west elevation, as well as original three-pane windows in the dormer and at the north (rear) elevation. The north elevation contains two entrances: a wood door with inset pane sheltered by a shed roof addition and leading to the basement, as well as a door to the ground level accessed by a wood staircase leading into a single-story mudroom with hipped roof. The building's main roof has a central hipped unit with front gable, a hipped dormer at the east elevation, eaves with minimal overhang, brick chimney, and composite shingles.

Alterations to the building since its original construction are evident from a site visit on February 8, 2018, a review of historic images via Google Maps, historic aerials, and analysis of historic documentation. Alterations include replacement of the door, certain windows, siding, and porch columns (dates unknown). The 1924-28 Sanborn Fire Insurance map depicts a garage erected at the property's southern boundary, but the garage was apparently removed by 1950.

Boundary

The district's historic boundary encompasses the current collective tax lots of the N Page Street Historic District's three residential properties. The district is located in Block 34 of the Albina subdivision, with N Page Avenue to the north, Tax Lots 4800 and 4900 to the east, Tax Lot 4400 to the south, and N Flint Avenue to the west. The Albina subdivision was originally surveyed in 1873 and the three houses in the N Page Street Historic District were built between 1895 and 1902 on "Lot 1&2" (Multnomah County Assessor 2018).

The current boundary of 226 N Page Street is confined to the tax boundary of Tax Lot 4700, which includes the east 35 feet of Lot 1&2 (Block 34) and is bounded by N Page Street to the north, Tax Lot 4600 to the west, Tax Lots 4800 and 1900 to the east, and Tax Lot 4400 to the south. The present boundary of 230 N Page Street is confined to the tax boundary of Tax Lot 4600, which includes the east 31 2/3 feet of the west 65 feet of Lot 1&2, with N Page Street to the north, Tax Lot 4700 to the east, Tax Lot 4400 to the south, and Tax Lot 4500 to the west. The present boundary of 236 N Page Street is confined to the tax boundary of Tax Lot 4500, which includes the west 33 1/3 feet of Lot 1&2, with N Page Street to the north, Tax Lot 4600 to the east, Tax Lot 4400 to the south and N Flint Avenue to the west.

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View: 226 N Page Street, North (façade) elevation, viewing south



View: 226 N Page Street, North (façade) and West elevations, viewing south-southeast

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Historic Districts
Supplemental Photos

Property Name: N Page Street Historic District	Street Address: 226, 230, and 236 N Page Street	City, County: Portland, Multnomah
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View: 230 N Page Street (left), North (façade) and East elevations, viewing south-southwest



View: 230 N Page Street, North (façade) and West elevations, viewing southeast

OREGON INVENTORY OF HISTORIC PROPERTIES
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Property Name: N Page Street Historic District	Street Address: 226, 230, and 236 N Page Street	City, County: Portland, Multnomah
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View: 236 N Page Street, North (façade) and East elevations, viewing southwest



View: 236 N Page Street, North (façade) and West elevations, viewing southwest

OREGON INVENTORY OF HISTORIC PROPERTIES
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Property Name: N Page Street Historic District	Street Address: 226, 230, and 236 N Page Street	City, County: Portland, Multnomah
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View: 236 N Page Street, South (rear) and West elevations, viewing northeast (Google Maps streetview 2017). 230 N Page Street, West elevation, visible at right.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Historic Districts
Continuation Sheet**

Property Name: N Page Street Historic District	Street Address: 226, 230, 236 N Page Street	City, County: Portland, Multnomah
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Significance

Background

By 1873, much of the area surrounding the property became known as “Albina” and was platted on a grid of streets (Snyder 1979:83). Beginning in the early 1880s, the need to transport timber from Oregon’s forests brought heavy investments to the area from railroader Henry Villard who “made large-scale investments in building projects in Portland, East Portland, and Albina (Roos 2008:10).” By 1885, Albina’s vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its “downtown” along N Russell Street and modern-day N Interstate Avenue consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, and fraternal organizations, as well as multiple one- and two-story dwellings (Sanborn Fire Insurance Company 1884 & 1885).

After Albina was consolidated with Portland and East Portland in 1891, this area quickly grew due to the expansive network of street cars and trolleys, which allowed for the dramatic growth in housing and businesses. This expansion was supported by the City & Suburban Railway Company trolley line that ran through the Lloyd District, Eliot, and Boise, in addition to the Portland Railway Company and Oregon Water Power & Railway trolley that ran north on Union Avenue (NE Martin Luther King Jr. Boulevard) in 1904 (Thompson 2014). The Albina neighborhoods thrived given their central location and access to trolley lines. By 1908, the Lloyd District was heavily residential with one- and two-story street-facing dwellings, two-story flats, and a row of stores on NE Holladay Street (Sanborn Fire Insurance Company 1908). At this time, Albina’s blocks were partitioned and developed with one-, one-and-one-half, and two-story street-facing dwellings, as well as commercial storefronts, churches, and boarding houses along NE Russell Street (Sanborn Fire Insurance Company 1908).

By the 1920s, affordable automobiles, rising labor costs, and improved roads led to the gradual downfall and demobilization of Portland’s trolley lines with the final removal of the Broadway tracks in 1948 (Thompson 2006:108). By 1924, the larger businesses such as the Mack International Motor Truck Corporation, manufacturing companies, and garages situated themselves next to bridge landings. Apartment buildings also became more prevalent and new two and two-and-one-half story street-facing dwellings were constructed. In 1929, the popularity of the automobile triggered the widening of NE Martin Luther King Jr. Boulevard (Union Avenue). To accommodate this change, buildings were moved, cut back, and demolished, and large department stores, auto-supply stores, and other businesses were constructed along major thoroughfares. This also occurred with the improvement of N Interstate Avenue in 1939, which greatly facilitated interstate overland commerce and freight transport.

At the peak of wartime production (1943-44), the federal government identified 140,000 defense workers in the city and 100,000 in the metropolitan area. This substantial growth placed a strain on public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009: 47-48).

Through the 1950s, 1960s, and 1970s, Portland undertook several urban renewal projects that significantly altered the urban landscape, and displaced and removed the center of the African American community in the Albina area. Major infrastructure projects conducted during this time include the construction of Memorial Coliseum (1960), Lloyd Center (1960), Interstate 5 (I-5) (1966), and Fremont Bridge (1973) and the expansion of Emanuel Hospital (1970s).

Later changes made to the area, such as the Metropolitan Area Express (MAX) light rail on NE Holladay Street in 1986, the Oregon Convention Center in 1990, the Rose Quarter in 1995, and the Portland Streetcar on NE Broadway in 2012, have also impacted the neighborhood.

African American Community in Portland/Albina (1850s -1970s)

The history of the African American community in Portland is one of continuous struggle and survival— beginning in 1857, voters approved a state constitution that did not allow slavery, but did allow the exclusion of “Black persons, slave or free, from Oregon” (Pearson 1996:5). At this time a few African Americans lived in the state, but only as personal servants of Euro-American settlers (Pearson 1996:5-6). Oregon’s “Black laws” prohibited any African American from owning property or voting, and until 1870, a 10 dollar poll tax was required to be paid for every Black person living in the state. In the following years, the African American population increased slightly as Portland became a significant terminal for railroad and shipping and positions of porters, waiters, dining car attendants, and ship attendants became in demand (Pearson 1996:6, 13).

At the turn of the nineteenth century, Albina underwent a significant transition as the community’s ethnic landscape made up of mostly first and second generation Euro-American immigrants gradually began to shift with the migration of a small African American community that had resided next to Union Station on the west bank of the Willamette in northwest Portland. The land next to Union Station had become desirable to downtown businesses looking to expand; the

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development caused the displacement of around 800 African Americans (Pearson 1996:7). Albina, historically a working-class community, offered low rents and proximity to jobs in the railroad industry on the eastside of Portland.

During the World War I period, Albina garnered more Black-operated hotels, restaurants, and other businesses as well as fraternal and social organizations and clubs as job opportunities for Blacks opened with the expansion of the railroads occurred (Roos 2008:33; Millner 2014:4). Following World War I, however, the living situations for African Americans became much worse, largely due to Oregon becoming a center for Nativist sentiments and a stronghold for the Ku Klux Klan. Curfews were imposed. All young Black men were required to be off the streets by sundown, and at any time when accosted, all African American adults had to account for their presence with a job verification. Exclusion from establishments was enforced by revoking the licenses of bars and restaurants that allowed racial intermingling (Pearson 1996:8).

A small turning point came in 1926, when Oregon's "Black laws" were repealed, and African Americans were allowed the vote, however, this did little to change discrimination (Pearson 1996:8). Racial segregation was also enforced by the manipulation of the housing market by white politicians and businessmen by limiting African Americans to the most impoverished and run-down parts of the city. The Albina area contained some of the oldest and poorest housing in the city (Pearson 1996:4, 7). In spite of these socio-economic impositions, the African American community grew through the 1920s and 30s and reshaped the existing built environment as Albina garnered Black churches, religious missions, and businesses to serve the community bounded by NE Broadway, N Larrabee Avenue, N Hassalo Street, and NE Wheeler Avenue (City of Portland Bureau of Planning 1993:31), and along N Williams Avenue (Gibson 2007:7). It was also not uncommon to find small-scale businesses at individual homes as barbers, beauticians, and grocers erected additions to their homes to allow for neighborhood scale commerce. This continued into the 1940 and 1950s as Albina's Black population grew from 1,600 to 4,500 (Comprehensive Planning Workshop 1990:44) despite unwritten restrictions that placed barriers on Blacks renting property or patronizing stores and restaurants outside of Albina (Pearson 1996:5-8).

During World War II, Portland's wartime industries fostered significant population growth and economic productivity. Prior to World War II, Portland was not an Industrial city. By 1940, approximately 18 percent of the labor force was industrially employed, but by 1945 over 50 percent of the labor force was employed for an industry (Pearson 1996:64). This substantial growth stressed public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48). It also significantly intensified racial tensions within the city as the Black population had increased from 2,100 in 1940 to 15,000 in 1945, many of whom moved to Portland to work in the Kaiser shipyards (Bosco-Milligan Foundation 1995:51). The more the African America population grew, the more they were restricted to a 25-block area near N Williams Avenue in Albina (Pearson 1996:99). Even though the community of Vanport was constructed in 1942 to somewhat relieve the geographic pressures placed upon Blacks, it did little to improve racial relations.

After Vanport was destroyed by a flood, housing pressures resumed for Blacks as many decided to leave the city or move back to the Albina area (City of Portland Bureau of Planning 1993:86). In the Post-War era, more than 21,000 whites left the area for the suburbs or other Portland neighborhoods between 1940 and 1960 (Gibson 2007:7-8). This drastic change in demographics, in addition to the short-lived post-war economy and the decline in the shipbuilding industry, contributed to the Albina's high unemployment rates after the war reframing its image in the public eye. Throughout the 1960s, the close-knit Albina neighborhood grew in political activism as it became a center for Civil Rights activities. Black civic organizations and churches played a leading role in exacting change in the city and state's governance to gain improvements in education, employment, and civil rights for Black Oregonians. Unfortunately, from the 1950s and through the 1970s, urban renewal campaigns and an interstate highway destroyed dozens of residential and commercial blocks in Albina, including the heart of the African American community at the intersection of N Russell and N Williams.

The Eliot Neighborhood

The Eliot neighborhood is contained in the original boundaries of the City of Albina, comprising the city's closest neighborhood to downtown Portland. Before Albina annexed large amounts of undeveloped land in 1891, the city had roughly the same boundaries as the Eliot Neighborhood today. Later referred to as part of the Lower Albina area, the Eliot Conservation District represents the residential district closest to the core of downtown Albina at the intersection of NE Russell Street and N Williams Avenue (PSU 1990:22).

The Eliot Neighborhood is named after Thomas Lamb Eliot, first minister of the First Unitarian Church of Portland. Eliot served as minister for many years and was active in establishing the Pery Center, Reed College, Boys and Girls Aid Society, Oregon Humane Society, Portland Art Association, the Library Association of Portland, and Portland's first board of park commissioners.

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The N Page Street Historic District lies south and west of the Eliot Historic District, a significant part of the Lower Albina residential community that housed workers for industrial activities along the Willamette River. Early immigrants were Scandinavian, Russian-Germans, and Irish workers. Due to racial segregation laws in Oregon, Albina became the home of most of the state's African Americans by 1906, because it was one of few places where they were allowed to live (City of Portland 1992). As the railroad yards and industrial districts expanded into residential area, a mix of residential, commercial, and industrial development resulted.

Because of its affordable housing, many workers moved to the Eliot neighborhood, including a large African American population that moved to the region for war-era employment. In 1948, following the flood of Vanport, Oregon, thousands of displaced African American residents moved to the Eliot neighborhood and other north and northeast neighborhoods, creating the Portland's small, yet centralized black community in the Albina area.

During the 1960s, the Albina community became the center African American activism in Portland. A group of African American activists formed a local branch of the Black Panther Party. Locally, the Black Panthers put pressure on Portland's lawmakers and provided a voice representing the black community's historic struggles associated with urban planning and renewal projects, displacement, and systematic exclusion from the political arena (Burke and Jeffries 2016:5).

Several urban renewal and private development projects have dramatically altered the size, geography, and character of the Eliot neighborhood.

In 1962, the PDC published its Central Albina study, defining an urban renewal plan for a 3.4-square miles area in Central Albina known as the Eliot neighborhood. The area, which contained 12,844 African Americans and roughly 80 percent of the city's total black population, was designated as a region in "an advanced stage of urban blight" that could not be revitalized." The report recommended that clearing the area for urban renewal, noting that it was "unusually well suited to transportation, distribution, and service industries" (Burke and Jeffries 2016:44).

In 1966, Portland participated in the Model Cities Program to target and coordinate approaches to problems of "urban blight, poverty and attendant social ills. The Eliot neighborhood was one of eight Portland neighborhoods selected in this demonstration project aimed at "providing innovative services and service delivery" (Comprehensive Planning Workshop 1990). Previously, the city's plans had written off the entire Eliot neighborhood for commercial and institutional reuse. By 1971, the plan had changed once residents' attitudes and wishes to remain were heard and shifted instead with the idea that "rehabilitation and rebuilding of the Eliot neighborhood for residential purposes is consistent with a broad community goal of improving the variety and quantity of housing opportunities in the central Portland area" (Abbott 1983).

In the 1970s, Emanuel Hospital applied for a federal grant to expand its campus to 52 acres, and the Portland Development Commission proceeded by eliminating 22 blocks of housing and businesses, including "the intersection of Williams and Russell, formerly the bustling center of Portland's black business district" (Gies 2017). Following the demolition, Emanuel Hospital learned that their development grant had not been approved due to federal budget cuts. The demolished lots remained vacant through the historic period.

Historic Conservation and Designation

Beginning in the late 1970s, following decades of demolition in the Eliot neighborhood, the City of Portland began exploring options for historic designation of the historic Albina area. In 1978, The Portland Bureau of Planning published a report called "Potential Historic Conservation Districts," including Albina as one of sixteen districts "identified as having historical value to the city" (City of Portland 1978). The Eliot Conservation District was created as a result of the *1992 Albina Community Plan*, which identified several geographic areas that are historically significant at the neighborhood level. Portland's conservation districts are regulated with more flexible historic resource protections than National Register of Historic Places (NRHP)-listed historic districts.

In early conservation district plans, the period of significance for the Eliot and Russell Street Historic Districts was identified as 1884-1913 for the Progressive Era, and 1866-1983 as a secondary period of Railroad and Industrial Growth (City of Portland 1992:4).

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Property Name: N Page Street Historic District	Street Address: 226, 230, 236 N Page Street	City, County: Portland, Multnomah
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In 1998, The Historic and Architectural Properties in the Eliot Neighborhood of Portland, Oregon, Multiple Property Documentation Form (MPDF) was listed in the NRHP (Donham et al. 1998). The document provides the area's historical context highlighting Settlement (1872-1880), Consolidation (1880-1891), Commercial Development (1880-1923), Ethnic Migration (1880-1948), African-American Re-settlement (1900-1939), World War II and the Post-War Era (1940-1960), Changes in Commercial Development (1929-1967), and the Contemporary Present (1970-1990s). The document provides general description and registration requirements for the following associated property types:

- Queen Anne Style Residences
- Eclectic Style Buildings
- Commercial and Industrial Buildings
- Public and Social Buildings
- Historic Districts

According to the MPDF:

Historic districts will be historically significant under Criterion A for association with broad patterns of community development in the Eliot neighborhood. They will represent the lifestyles of the primarily ethnic, working class residents of the Albina area. Historic districts may also be architecturally significant under Criterion C for representing a distinguishable entity whose components may lack individual distinction.

It is assumed that the current Conservation Districts in the Eliot neighborhood would be the most likely candidates for nomination as historic districts. However, other historic districts with different thematic organizations may come to pass. As a result, registration qualifications will be as broad-based as possible in terms of dates to encompass the likelihood of new districts.

To qualify for registration, historic districts will contain structures built between 1880 and 1947. The structures will be in contiguous physical relationship to one another and represent a distinguishable mass whose components may lack individual distinction (Donham et al. 1998).

The N Page Street Historic District

The N Page Street Historic District's early development was as part of a growing residential area. City directories indicate that, during the early twentieth century, the N Page Street Historic District housed primarily working class residents. From about the turn of the century through the 1920s, resident occupations for the three houses included laborer, grocery clerk, cashier, barber, pipefitter, chauffeur, waitress, carpenter, warehouseman, teamster, cement worker, machinist, secretary, sawyer, janitor, student, apprentice, and cook. During the late 1920s, several Japanese residents occupied 236 N Page Street: two worked as dry goods and produce clerks, while the other attended college. By the midcentury, the density of single-family houses and apartments increased immediately north and south of Page Street, with development of commercial properties, such as warehouses and machine shops closer to N Tillamook to the south. Commercial development continued through the late twentieth century and has distinctly altered the neighborhood's earlier character.

During the midcentury, the N Page Street Historic District, like much of the Eliot neighborhood, had a strong African American presence. Residents included Anna and John Henry Norwood, who lived at 226 N Page Street from the 1940s through 1970s (*The Oregonian* 1947). The Norwoods arrived in Portland from Texas in 1941. John Norwood worked at the Albina Engine and Machine Works and Pacific Marine Services. During the 1960s, he was an outreach worker in anti-poverty social programs. At that time, he was also serving as pastor at the Church of the Living God (Bosco-Milligan 1997:82). Like the Norwoods, the church's founder, Telesmar Andrews, Sr., also came to Portland from Texas in 1941 (Bosco-Milligan 1997:79). The church was at N Williams and Page Streets, less than two blocks from Norwood's residence at 226 N Page Street. The church, now known as Church of the Living God #2, later moved to 5637 NE 14th Avenue, where it is presently located (Bosco-Milligan 1997:79).

Another notable African American resident in the N Page Street Historic District was Wanda Matthews, who lived at 236 N Page Street from 1957 to 1975 (Bosco-Milligan 1997:129). She was the grandmother of retired professional basketball player Damon Stoudamire, whom she helped raise. During his career, Damon Stoudamire played for four professional teams, including the Portland Trailblazers, and donated generously to the local community where he grew up. In 2003, Stoudamire honored his grandmother, Wanda Matthews, through his contributions toward the \$3.2-million Albina Head Start McCormack-Matthews Center, a facility for low-income children that opened in 2004 (Eggers 2004).

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Property Name: N Page Street Historic District	Street Address: 226, 230, 236 N Page Street	City, County: Portland, Multnomah
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Evaluation

The N Page Street Historic District does not satisfy the historic integrity requirements for NRHP eligibility. The district retains historic integrity of location, but other aspects of integrity have been substantially diminished. On its west side, the district is adjacent to a 1983 warehouse and 1977 residence. The two warehouses directly across N Page Street were built in 1978 and 1983 and give the block an industrial feel. The 1954 Harriett Tubman Middle School, across N Flint Avenue, has been heavily altered, with major additions, since its original construction. Consequently, the integrity of setting has been substantially diminished. Renovations to the exterior of the district's buildings, including replacement of doors, windows, and siding have compromised integrity of design, workmanship, and materials.

Although the district's residences are located in the heart of the Eliot neighborhood, a historically African American center in Portland, the district's loss of historic integrity impairs its ability to convey its potential significance in the community's development. The district is, therefore, recommended as not eligible for the NRHP under Criterion A.

Although the N Page Street Historic District residences were occupied by notable persons in Portland's midcentury African American community, such as John Henry Norwood, their achievements do not rise to the level of individual significance within the Eliot neighborhood or Portland historic context. Therefore, the property is recommended as not eligible for the NRHP under Criterion B.

Given the lack of original material and design alterations, such as removal of the façade bay window at 230 N Page Street, the district's resources do not represent exemplary or unified examples of significant architectural style, construction, or building type. Therefore, the district is recommended as not eligible for the NRHP under Criterion C.

The physical characteristics of the N Page Street Historic District are aboveground and visible, and existing documentary sources discuss little to no additional information about the district properties. The N Page Street Historic District therefore holds little to no potential to yield information significant to the past and is recommended as not eligible for the NRHP under Criterion D. Surface and/or subsurface archaeological survey/testing would be necessary to verify whether archaeological remains would be significant under NHRP Criterion D.

The property is located within the area covered by the Historic and Architectural Properties in the Eliot Neighborhood of Portland, Oregon, NRHP MPDF. While the buildings/district were erected during the period covered by the document (from 1880-1947) and appear to meet the registration requirements for historic districts, the lack of historical integrity displayed by the buildings precludes its eligibility for the NRHP.

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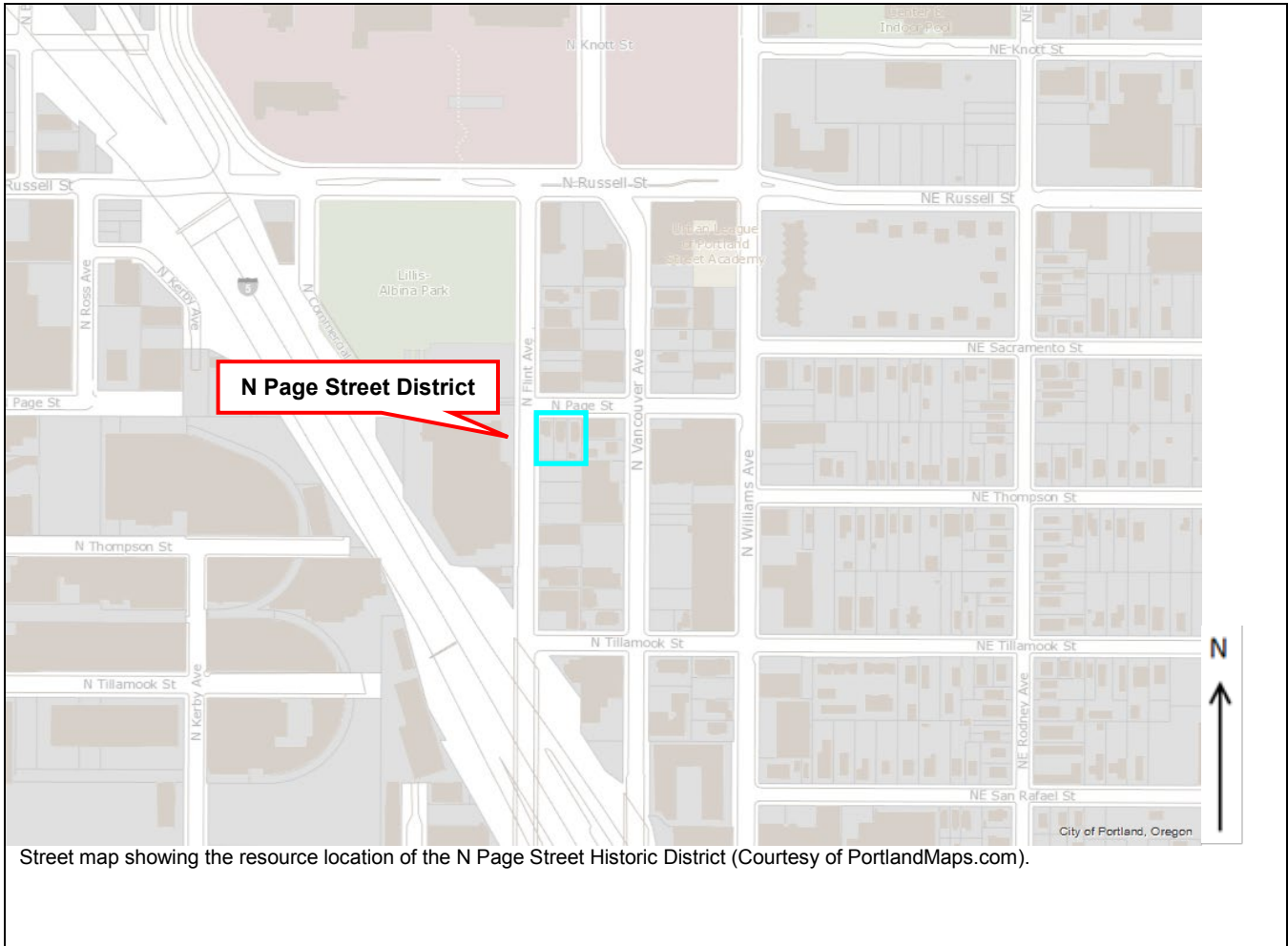
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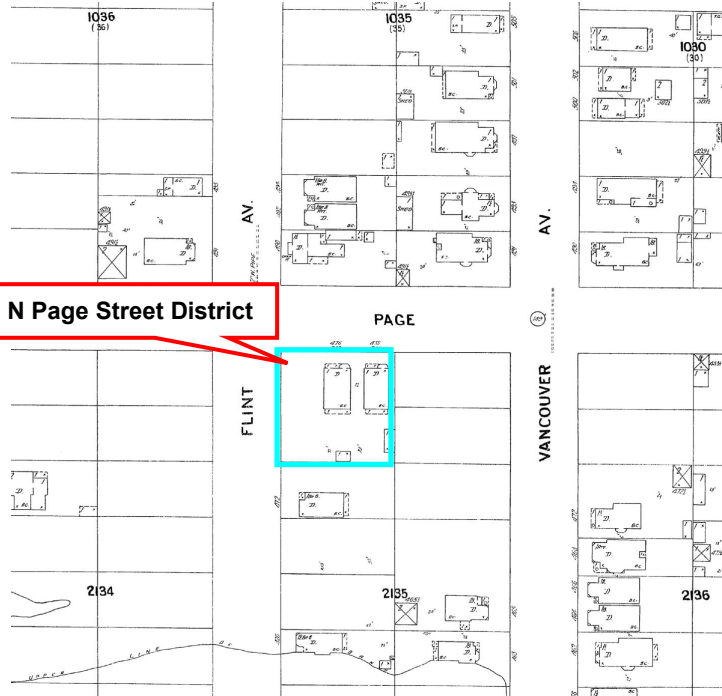
Property Name: N Page Street District	Street Address: 226, 230, and 236 N Page Street	City, County: Portland, Multnomah
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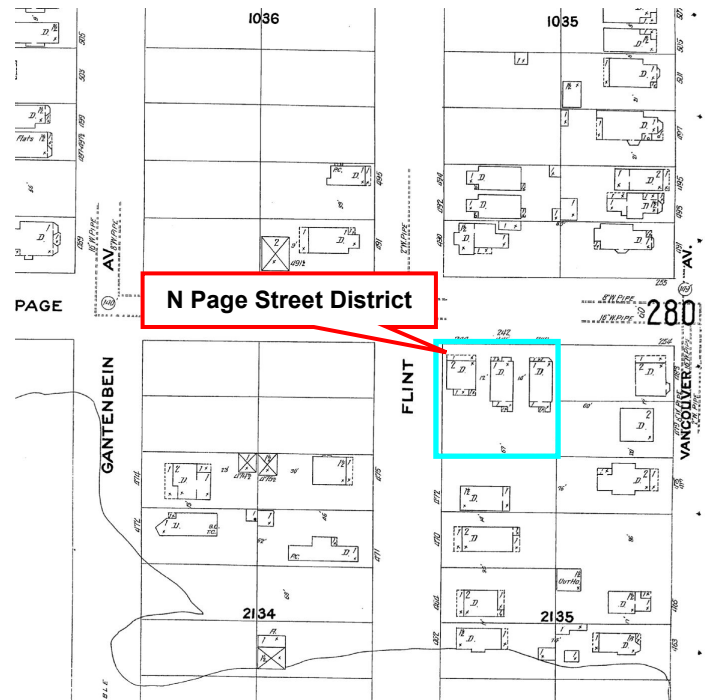
Aerial photograph showing the resource boundary the N Page Street Historic District (Courtesy of PortlandMaps.com).

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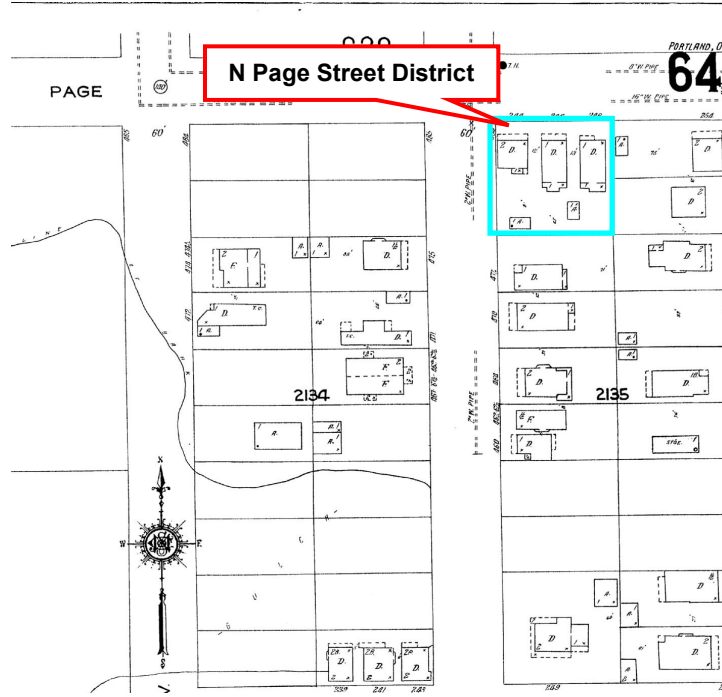
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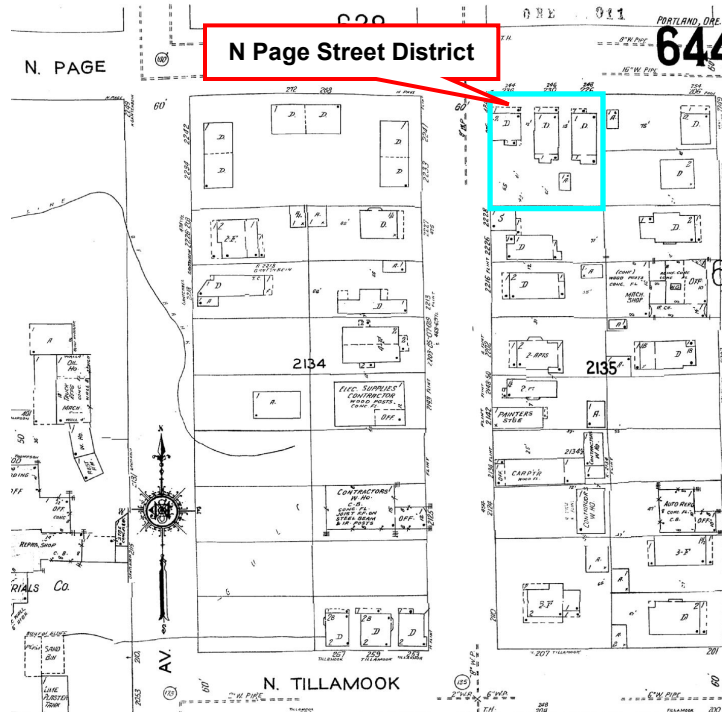
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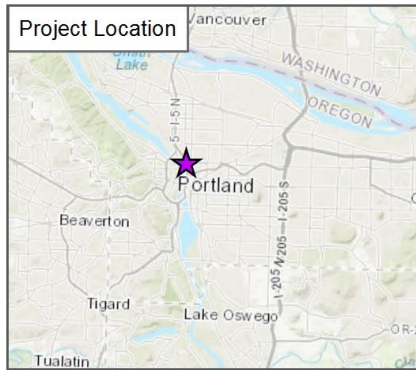
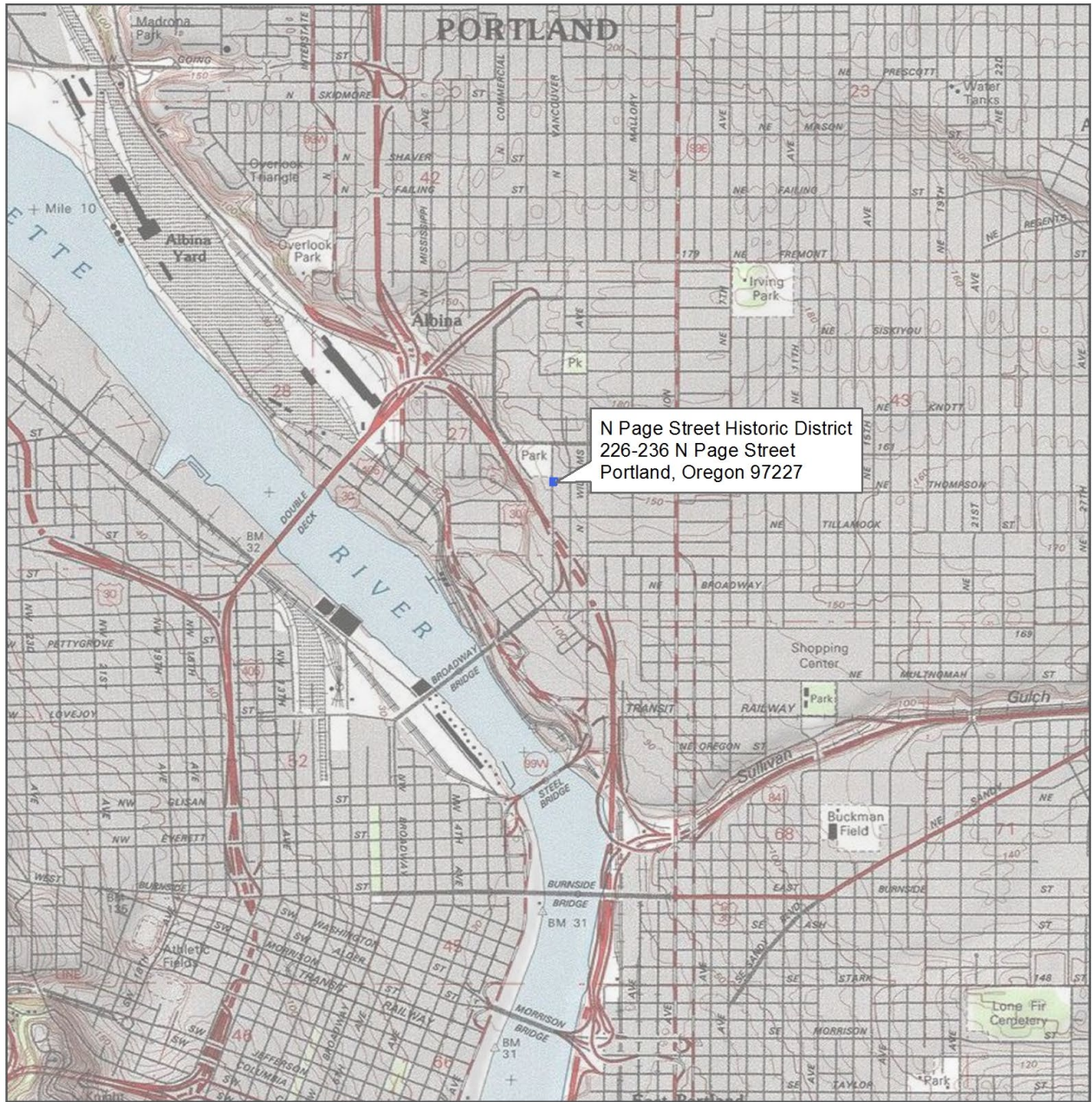
Sanborn Fire Insurance Company, Portland, Volume 6, Sheet 644. 1924.



Sanborn Fire Insurance Company, Portland, Volume 6, Sheet 644. 1924- Sept. 1950.

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N Page Street Historic District


DATA SOURCES: U.S. Geological Survey Portland, OR
 7.5 Minute Series Topographic Map, 1979. Scale 1:24,000.
 ESRI 2018. http://gto.arcgis.com/arcgis/rest/services/USA_Topo_Maps
 Township: 01N, Range: 01E, Section: 34

**I-5 ROSE QUARTER
IMPROVEMENT PROJECT**

**N PAGE STREET HISTORIC DISTRICT
 226-236 N PAGE STREET
 PORTLAND, OREGON 97227**


**Oregon
Department
of Transportation**

0 500 1,000 2,000 Feet
 0 150 300 600 Meters



PATH: K:\I-5_BROADWAY_WEIDLER_INTERCHANGE\MXD\CULTURAL\HISTORIC BUILD RE SOURCE\SPAGE_226-236_NE_USGSMAP.MXD - USER: MICHELLE.STEGNER - DATE: 3/6/2018

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Agency/Project ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001(483)			
Property Name: NE 1st Avenue Historic District			
Street Address: 1745, 1803, 1811 NE 1st Avenue		City, County: Portland, Multnomah	
USGS Quad Name: Portland	Township: 01N	Range: 01E	Section: 27
This property is part of a <input checked="" type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)			
Name of District or Grouping/Ensemble: NE 1st Avenue Historic District			
Number and Type of Associated Resources in Grouping/Ensemble: Three single dwellings			

Current Use: Single Dwellings	Construction Date: 1885, 1890
Architectural Classification/Resource Type: Victorian/Queen Anne Vernacular (Victorian Worker Cottage)/Residential	Alterations & Dates: Multiple; see Description
Window Type & Material: wood sash, vinyl sash	Exterior Surface Materials: Primary: Aluminum Secondary: Wood board Decorative: Fish scale wood shingles (1811 NE 1st Ave)
Roof Type & Material: front gable with composition shingles	
Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor



NE 1st Avenue Historic District viewing northwest

Preliminary National Register Findings: <input type="checkbox"/> National Register listed	
<input type="checkbox"/> Potentially Eligible: <input type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input checked="" type="checkbox"/> Not Eligible: <input checked="" type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____	Date _____
Comments:	

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Property Name: NE 1st Avenue Historic District			
Street Address: 1745, 1803, and 1811 NE 1st Avenue		City, County: Portland, Multnomah	
Architect, Builder or Designer (if known):	Owner:	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> Local Government
		<input type="checkbox"/> Federal	<input type="checkbox"/> State <input type="checkbox"/> Other
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):			
<p>Description</p> <p>The NE 1st Avenue Historic District houses are located at 1745 NE 1st Avenue (c.1890; potentially moved to the site prior to 1918), 1803 NE 1st Avenue (1885), and 1811 NE 1st Avenue (1885) in the Eliot neighborhood of Portland, Oregon. Situated within an urban setting, the row of three adjacent homes is grouped near the center of the 1st Avenue block situated between NE Hancock Street to the north and NE Broadway to the south. The residences lie just outside the southern boundary of the Eliot Historic District. The properties are virtually surrounded by twentieth-century commercial development, namely the Toyota of Portland dealership and parking lots, with other residential properties to the immediate northeast and a National Register of Historic Places (NRHP)-listed church, Mt. Olivet, to the southeast. The streetscape includes public sidewalks along NE 1st Avenue, wood utility poles, and streetlights.</p> <p><u>1745 NE 1st Avenue</u></p> <p>The dwelling at 1745 NE 1st Avenue, built in c. 1890 (but perhaps moved to the site prior to 1918), is a one and one-half story, rectangular-shaped, simplified Queen Anne Vernacular residence with a prominent front gable, front porch, bay windows with decorative brackets, and a detached garage. The gabled roof has a moderate overhang with decorative exposed rafter tails and simple brackets, as well as a wide frieze board that follows the gable front. The Craftsman-like rafter tails and simple brackets may date from a 1920s-era remodel that may have coincided with its potential move to the site around that time. The front porch has a hipped roof, also with decorative exposed rafter tails, and an engaged portion of the porch wraps around part of the south elevation. The wood-frame building is clad in synthetic horizontal wood board, and fenestration consists primarily of single-hung wood sash windows and a multi-panel wood door. The house rests on a raised concrete foundation. A row of tall shrubs forms a barrier between the property's south boundary and one of the block's Toyota Portland parking areas. The roof is pierced by a brick chimney.</p> <p>Two sets of three concrete steps lead from the public sidewalk to the concrete porch on the house's east (primary) façade. On the ground floor, the entrance's single door opening contains a multi-panel replacement wood door, located off-center on the façade, with simple wood surround and screen door. The full-length front porch, which wraps around to the south elevation, shelters the front entrance and the front bay window. The porch roof is hipped with decorative exposed rafters and decorative brackets below a simple cornice. A single metal post supports the porch roof's southeast corner. The bay contains three single-hung wood sash windows with metal storms and decorative rectangular panels beneath each window. A recessed section of the façade on the elevation's south side contains another single-hung wood sash window. The prominent front gable has medium-width bargeboard, symmetrically spaced brackets and a centrally-located wood window (likely casement operation) in the apex.</p> <p>The north elevation contains a generally centered bay window with three single-hung wood sash and decorative rectangular panels above the side windows and below all three windows. The elevation's other fenestration consists of another single-hung wood sash window and a small aluminum slider window. The asphalt driveway extends along this elevation from the public sidewalk to the detached rear garage, situated near the house's northwest corner. This is the only driveway within the district. The south and west (rear) elevations are generally not visible from the public right-of-way. The portion of the south elevation beneath the porch roof appears to have a small window of unknown operation. The small, detached one-car garage has a front gable roof and what appears to be synthetic horizontal wood board siding. A small awning, which shelters a modern light fixture, is centered within the gable apex above the overhead garage door.</p> <p>Alterations to the building since its original constructions are evident from a site visit on February 8, 2018, a review of historic images via Google Maps, historic aerials, and analysis of historic documentation. These include replacement of the front door, certain windows, siding, and original porch post (dates unknown).</p> <p><u>1803 NE 1st Avenue</u></p> <p>The dwelling at 1803 NE 1st Avenue, built in 1885, is a one-story, rectangular-shaped, Queen Anne Vernacular residence with overlapping front gables, elevated recessed entry, enclosed front porch, two brick chimneys at the center roofline, and basement. The residence has been heavily modified since its original construction. Likely around 1955, to accommodate the Powers Grocery Store (1955-1975) at the house's lower level, earth in front of the semi-subterranean basement was moved to allow construction of a full entrance at that level (Bosco-Milligan Foundation 1997:160). In addition, the façade porch with bay window was enclosed to create a new front room, eliminating the original bay. The wood-frame building is clad primarily in horizontal aluminum siding as well as corrugated metal siding. Fenestration consists of single-hung wood sash windows, picture windows, and wood front door with inset pane. The house has a basement and rests on a concrete foundation. Four concrete steps lead to a low wooden gate at the property's north side. The house at 1803 NE 1st Avenue was constructed with the same design as the adjacent house to the north (1811 NE 1st Avenue); however, alterations, such</p>			

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as the relocation of the front door at 1811 NE 1st Avenue and installation of different windows in the porch enclosures, have diminished the similarities.

Three concrete stairs lead to a wooden staircase with access to the main floor. The front entrance at the house's east (primary) façade is elevated above the street and consists of a small covered porch and recessed door on the facade's south side. Two pressure-treated wood posts support the porch roof. The replacement wood door has a large inset pane and metal screen door. The enclosed front porch has a band of wood windows, including picture, single-hung sash, as well as two modern vinyl sash windows. The enclosed porch's flat roof has angled drip eaves. At the façade's ground level, the basement has a low concrete wall below wooden latticework. The latticework covers what appear to be large fixed windows. A wood panel door at the elevation's north side has wood panels, a metal mail slot and inset pane partially covered by pieces of wood. A metal or plastic awning shelters the basement level entry. The siding below the awning is corrugated metal. A wrought iron railing, mounted into a low concrete wall, extends east-west from the north side of the façade's wooden staircase.

The north elevation is partially visible from the public right-of-way and exhibits three modern vinyl sash windows at the main floor. The lower level is concealed by the wooden gate at the north elevation. The south elevation appears to have a band of five original single-hung wood sash windows, three with storms. The two rear windows at the south elevation are part of what appears to be a rear side gable addition. The west (rear) elevation is not visible from the public right-of-way.

Alterations to the building since its original constructions are evident from a site visit on February 8, 2018, a review of historic images via Google Maps, historic aerials, and analysis of historic documentation. These include construction of the large façade addition (c.1955), construction of the rear addition, replacement of the front door, modifications to the staircase, replacement of the siding, and replacement of windows (dates unknown).

1811 NE 1st Avenue

The dwelling at 1811 NE 1st Avenue, built in 1885, is a one-story, rectangular-shaped, Queen Anne Vernacular residence with overlapping front gables, elevated recessed entry, enclosed front porch, two brick chimneys at the center roofline, and basement. As with 1803 NE 1st Avenue, the residence has been heavily modified since its original construction. Around 1964, to accommodate resident Walter Brooks' 1st Street Inn Restaurant, earth in front of the semi-subterranean basement was moved to allow construction of a full entrance at that level (Bosco-Milligan Foundation 1997:26). In addition, the façade porch with bay window was enclosed to create a new front room, eliminating the original bay. The primary entrance was also moved from the south side of the façade to the north side. The wood-frame building has primarily in horizontal wood board siding as well as wood sheet siding around the façade addition. The gable faces are clad in wood fish scale shingles, a typical Victorian-era architectural detailing. Fenestration consists of primarily multi-pane wood sash windows and wood panel front door. The house has a basement and rests on a concrete foundation. Four concrete steps lead to a low wooden gate at the property's south side. The house at 1811 NE 1st Avenue was constructed with the same design as the adjacent house to the south (1803 NE 1st Avenue); however, alterations, such as the relocation of the front door at 1811 NE 1st Avenue and installation of different windows in the porch enclosures, have diminished the similarities.

Six concrete stairs lead to a wooden staircase with access to the main floor. The front entrance at the house's east (primary) façade is elevated above the street and consists of a small covered porch and canted door on the facade's north side. Wooden posts, which support the porch roof, are mounted on a low wall consisting of narrow horizontal boards. The same narrow horizontal wood boards form an exterior wall at the north side of the porch. The replacement wood front door has multiple panels and a metal screen door. Fenestration along the enclosed front porch addition includes one modern vinyl sash window and a band of identical multi-pane wood sash windows that wrap around the south elevation, with three on the façade and two on the south elevation of the addition. The enclosed porch's flat roof has angled drip eaves. At the façade's ground level, the basement has a low concrete wall below wooden latticework. The latticework covers what appear to be large fixed windows. A simple wood door adjacent to the front staircase's south side is secured with a padlock.

The north elevation exhibits a modern vinyl sash windows at the main floor and a basement window or vent. There appears to be a rear addition, which is visible from the public right-of-way. The south elevation displays a band of five original single-hung wood sash windows, three with storms. The two windows at the southwest elevation are part of what appears to be a rear side gable addition. At the southeast corner, a metal or plastic awning has been installed above the basement addition's large picture window. The west (rear) elevation is not visible from the public right-of-way.

Alterations to the building since its original constructions are evident from a site visit on February 8, 2018, a review of historic images via Google Maps, historic aerials, and analysis of historic documentation. These include construction of the large façade addition (c.1964), relocation of primary entrance (post-1918), construction of the rear addition, replacement of the front door, modifications to the staircase, replacement of the siding, and replacement of windows (dates unknown).

Boundary

The District Boundary encompasses the current collective tax lots of the NE 1st Avenue Historic District's three residential properties. The three houses in the NE 1st Avenue Historic District were built as speculation homes between 1885 and c.1890. In 1903, the properties became part of Block 1 in the newly established Elizabeth Irvings Addition. The addition's lots were divided into 100-x-50-foot parcels, although the three existing houses had boundaries that overlapped on portions

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of the newly subdivided lots. After the addition was established, the three houses occupied lot 4 and portions of lots 3 and 5.

The present boundary of 1745 NE 1st Avenue is confined to the tax boundary of Tax Lot 7400, which includes the south 14 feet of lot 4 and the north 33 1/3 feet of lot 5 (Block 1), and is bounded by Tax Lot 7300 to the north, NE 1st Avenue to the east, and Tax Lot 1 to the south and west. The present boundary of 1803 NE 1st Avenue is confined to the tax boundary of Tax Lot 7300, which includes the south 31 feet of the north 36 feet of Lot 4, with Tax Lot 7400 to the south and Tax Lot 7200 to the north. The present boundary of 1811 NE 1st Avenue is confined to the tax boundary of Tax Lot 7200, which includes the south 21 feet of Lot 3 and the north 5 feet of Lot 4, with 7100 to the north and Tax Lot 7300 to the south. The district's tax lots are surrounded by Tax Lot 1 to the north, west, and south.

The property at 1745 NE 1st Avenue had an original (pre-1931) address of 381 East 1st Street North. The house does not appear on the Sanborn Fire Insurance maps until the 1920s. The maps show another, smaller house, at 1801 NE 1st Avenue occupying the lot on the 1901 Sanborn map, but it is no longer there on the 1950 Sanborn map. The 1950 Sanborn map also shows the existing detached garage on the 1745 NE 1st Avenue property, indicating the garage was constructed sometime between 1924 and 1950. The present detached garage building at 1745 NE 1st Avenue appears to encroach onto the adjacent tax lot at 1803 NE 1st Avenue. The pre-1931 addresses of 1745 NE 1st Avenue, 1801 NE 1st Avenue, 1803 NE 1st Avenue, and 1811 NE 1st Avenue were, respectively, 379 East 1st Street N, 381 East 1st Street N, 383 East 1st Street N, and 385 East 1st Street N.

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View: 1745 NE 1st Avenue, East façade, viewing southwest



View: 1745 NE 1st Avenue, East façade, viewing northwest

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View: 1803 NE 1st Avenue, South elevation and East façade, viewing northwest



View: 1803 NE 1st Avenue, East façade, viewing west

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View: 1803 NE 1st Avenue, East façade and North elevation, viewing southwest



View: 1811 NE 1st Avenue, South elevation and East façade, viewing northwest

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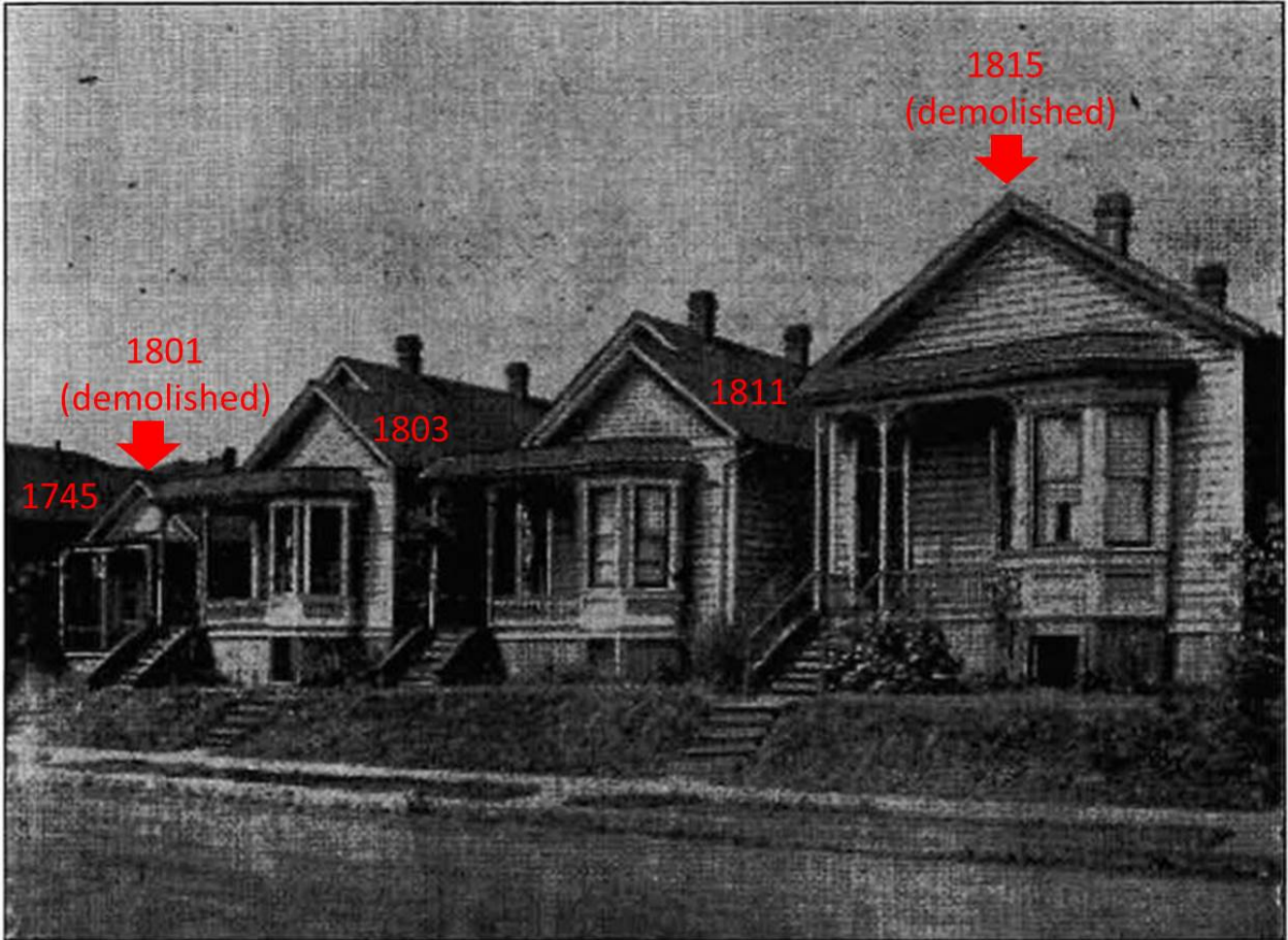
View: 1811 NE 1st Avenue, East façade, viewing west



View: 1811 NE 1st Avenue, East façade and North elevation, viewing southwest

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Residences of Allen & Louisa Flowers & Sons - 1918
1745, 1803, 1811 NE 1st Ave

View: Historic Photograph of 1745 NE 1st Avenue, 1801 NE 1st Avenue (demolished), 1803 NE 1st Avenue, 1811 NE 1st Avenue, and 1815 NE 1st Avenue (demolished) (Bosco-Milligan Foundation 1997).

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Reed Appoints Director Of Black Studies Center

William H. McClendon, long-time Portland resident, educator and civil rights leader,



W.H. McCLENDON

Wednesday was named director of the Black Studies Center at Reed College.

The 53-year-old black historian was named to the post by Reed President Victor G. Rosenblum, after nomination by the Reed Black Students Union.

The appointment ended a search of several months for a center director.

McClendon has taught at Reed, Pacific University, Portland State University, the University of Oregon, and with the Division of Continuing Education of the State System of Higher Education.

For several years he has served as a resource consultant for college and graduate students in the Northwest, whose studies involve sociological, historical and political areas.

Until recently McClendon was a social worker for the Oregon Public Welfare Commission. He joined the commission in 1955.

Since 1964 he also has been chairman of the education committee for the Portland branch of the National Association for the Advancement of Colored People.

William Henry McClendon (1915-1996), a resident of 1803 NE 1st Avenue from 1941 to 1945, where he began publishing the People's Observer, an African American community newspaper in 1943 (photograph courtesy of The Oregonian 1969).

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Pauline Bradford (b.1928), educator, civic leader, and first African American hired by the US Department of Agriculture, resided at 1803 NE 1st Avenue c.1945 and 1745 NE 1st Avenue from c.1979 to present (photograph courtesy of Portland State University Library Digital Exhibits).

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Significance

Background

By 1873, much of the area surrounding the property became known as “Albina” and was platted on a grid of streets (Snyder 1979:83). Beginning in the early 1880s, the need to transport timber from Oregon’s forests brought heavy investments to the area from railroader Henry Villard who “made large-scale investments in building projects in Portland, East Portland, and Albina (Roos 2008: 10).” By 1885, Albina’s vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its “downtown” along N Russell Street and modern-day N Interstate Avenue consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, and fraternal organizations, as well as multiple one- and two-story dwellings (Sanborn Fire Insurance Company 1884 & 1885).

After Albina was consolidated with Portland and East Portland in 1891, this area quickly grew due to the expansive network of street cars and trolleys, which allowed for the dramatic growth in housing and businesses. This expansion was supported by the City & Suburban Railway Company trolley line that ran through the Lloyd District, Eliot, and Boise, in addition to the Portland Railway Company and Oregon Water Power & Railway trolley that ran north on what is today NE Martin Luther King Jr. Boulevard in 1904 (Thompson 2014). The Albina neighborhoods thrived given their central location and access to trolley lines. By 1908, the Lloyd District was heavily residential with one- and two-story street-facing dwellings, two-story flats, and a row of stores on NE Holladay Street (Sanborn Fire Insurance Company 1908). At this time, Albina’s blocks were partitioned and developed with one-, one-and-one-half, and two-story street-facing dwellings, as well as commercial storefronts, churches, and boarding houses along NE Russell Street (Sanborn Fire Insurance Company 1908).

By the 1920s, affordable automobiles, rising labor costs, and improved roads led to the gradual downfall and demobilization of Portland’s trolley lines with the final removal of the Broadway tracks in 1948 (Thompson 2006:108). By 1924, the larger businesses such as the Mack International Motor Truck Corporation, manufacturing companies, and garages situated themselves next to bridge landings. Apartment buildings also became more prevalent and new two and two-and-one-half story street-facing dwellings were constructed. In 1929, the popularity of the automobile triggered the widening of NE Martin Luther King Jr. Boulevard (Union Avenue). To accommodate this change, buildings were moved, cut back, and demolished, and large department stores, auto-supply stores, and other businesses were constructed along major thoroughfares. This also occurred with the improvement of N Interstate Avenue in 1939, which greatly facilitated interstate overland commerce and freight transport.

At the peak of wartime production (1943-44), the federal government identified 140,000 defense workers in the city and 100,000 in the metropolitan area. This substantial growth placed a strain on public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48).

Through the 1950s, 1960s, and 1970s, Portland undertook several urban renewal projects that significantly altered the urban landscape, and displaced and removed the center of the African American community in the Albina area. Major infrastructure projects conducted during this time include the construction of Memorial Coliseum (1960), Lloyd Center (1960), Interstate 5 (I-5) (1966), and Fremont Bridge (1973) and the expansion of Emanuel Hospital (1970s).

Later changes made to the area, such as the Metropolitan Area Express (MAX) light rail on NE Holladay Street in 1986, the Oregon Convention Center in 1990, the Rose Quarter in 1995, and the Portland Streetcar on NE Broadway in 2012, have also impacted the neighborhood.

African American Community in Portland/Albina (1850s -1970s)

The history of the African American community in Portland is one of continuous struggle and survival— beginning in 1857, voters approved a state constitution that did not allow slavery, but did allow the exclusion of “Black persons, slave or free, from Oregon” (Pearson 1996:5). At this time a few African Americans lived in the state, but only as personal servants of Euro-American settlers (Pearson 1996:5-6). Oregon’s “Black laws” prohibited any African American from owning property or voting, and until 1870, a 10 dollar poll tax was required to be paid for every Black person living in the state. In the following years, the African American population increased slightly as Portland became a significant terminal for railroad and shipping and positions of porters, waiters, dining car attendants, and ship attendants became in demand (Pearson 1996:6, 13).

At the turn of the nineteenth century, Albina underwent a significant transition, as the community’s ethnic landscape made up of mostly first and second generation Euro-American immigrants gradually began to shift with the migration of a small African American community that had resided next to Union Station on the west bank of the Willamette in northwest Portland. The land next to Union Station had become desirable to downtown businesses looking to expand; the

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development caused the displacement of around 800 African Americans (Pearson 1996:7). Albina, historically a working-class community, offered low rents and proximity to jobs in the railroad industry on the eastside of Portland.

During the World War I period, Albina garnered more Black-operated hotels, restaurants, and other businesses as well as fraternal and social organizations and clubs as job opportunities for Blacks opened with the expansion of the railroads occurred (Roos 2008: 33; Millner 2014:4). Following World War I, however, the living situations for African Americans became much worse, largely due to Oregon becoming a center for Nativist sentiments and a stronghold for the Ku Klux Klan. Curfews were imposed. All young Black men were required to be off the streets by sundown, and at any time when accosted, all African American adults had to account for their presence with a job verification. Exclusion from establishments was enforced by revoking the licenses of bars and restaurants that allowed racial intermingling (Pearson 1996:8).

A small turning point came in 1926, when Oregon's "Black laws" were repealed, and African Americans were allowed the vote, however, this did little to change discrimination (Pearson 1996:8). Racial segregation was also enforced by the manipulation of the housing market by white politicians and businessmen by limiting African Americans to the most impoverished and run-down parts of the city. The Albina area contained some of the oldest and poorest housing in the city (Pearson 1996:4, 7). In spite of these socio-economic impositions, the African American community grew through the 1920s and 30s and reshaped the existing built environment as Albina garnered Black churches, religious missions, and businesses to serve the community bounded by NE Broadway Street, N Larrabee Avenue, N Hassalo Street, and NE Wheeler Avenue (City of Portland Bureau of Planning 1993:31), and along N Williams Avenue (Gibson 2007:7). It was also not uncommon to find small-scale businesses at individual homes as barbers, beauticians, and grocers erected additions to their homes to allow for neighborhood scale commerce. This continued into the 1940 and 1950s as Albina's Black population grew from 1,600 to 4,500 (Comprehensive Planning Workshop 1990:44) despite unwritten restrictions that placed barriers on Blacks renting property or patronizing stores and restaurants outside of Albina (Pearson 1996:5-8).

During World War II, Portland's wartime industries fostered significant population growth and economic productivity. Prior to World War II, Portland was not an Industrial city. By 1940, approximately 18 percent of the labor force was industrially employed, but by 1945 over 50 percent of the labor force was employed for an industry (Pearson 1996:64). This substantial growth stressed public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48). It also significantly intensified racial tensions within the city as the Black population had increased from 2,100 in 1940 to 15,000 in 1945, many of whom moved to Portland to work in the Kaiser shipyards (Bosco-Milligan Foundation 1995:51). The more the African America population grew, the more they were restricted to a 25-block area near N Williams Avenue in Albina (Pearson 1996:99). Even though the community of Vanport was constructed in 1942 to somewhat relieve the geographic pressures placed upon Blacks, it did little to improve racial relations.

After Vanport was destroyed by a flood, housing pressures resumed for Blacks as many decided to leave the city or move back to the Albina area (City of Portland Bureau of Planning 1993: 86). In the Post-War era, more than 21,000 whites left the area for the suburbs or other Portland neighborhoods between 1940 and 1960 (Gibson 2007:7-8). This drastic change in demographics, in addition to the short-lived post-war economy and the decline in the shipbuilding industry, contributed to the Albina's high unemployment rates after the war reframing its image in the public eye. Throughout the 1960s, the close-knit Albina neighborhood grew in political activism as it became a center for Civil Rights activities. Black civic organizations and churches played a leading role in exacting change in the city and state's governance to gain improvements in education, employment, and civil rights for Black Oregonians. Unfortunately, from the 1950s and through the 1970s, urban renewal campaigns and an interstate highway destroyed dozens of residential and commercial blocks in Albina, including the heart of the African American community at the intersection of N Russell and N Williams.

The Eliot Neighborhood

The Eliot neighborhood is contained in the original boundaries of the City of Albina, comprising the city's closest neighborhood to downtown Portland. Before Albina annexed large amounts of undeveloped land in 1891, the city had roughly the same boundaries as the Eliot Neighborhood today. Later referred to as part of the Lower Albina area, the Eliot Conservation District represents the residential district closest to the core of downtown Albina at the intersection of NE Russell Street and N Williams Avenue (PSU 1990:22).

The Eliot Neighborhood is named after Thomas Lamb Eliot, first minister of the First Unitarian Church of Portland. Eliot served as minister for many years and was active in establishing the Pery Center, Reed College, Boys and Girls Aid Society, Oregon Humane Society, Portland Art Association, the Library Association of Portland, and Portland's first board of park commissioners.

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The NE 1st Avenue Historic District lies immediately west of the Eliot Historic District, a significant part of the Lower Albina residential community that housed workers for industrial activities along the Willamette River. The Eliot Historic District contains a large number of turn of the century residences. Over the years, the district has housed a succession of immigrant populations attracted to the area by its affordable housing and location close to industrial and commercial employment centers. Early immigrants were Scandinavian, Russian-Germans, and Irish workers. Due to racial segregation laws in Oregon, Albina became the home of most of the state's African Americans by 1906, because it was one of few places where they were allowed to live (City of Portland 1992). As the railroad yards and industrial districts expanded into residential area, a mix of residential, commercial, and industrial development resulted.

Because of its affordable housing, many workers moved to the Eliot neighborhood, including a large African American population that moved to the region for war-era employment. In 1948, following the flood of Vanport, Oregon, thousands of displaced African American residents moved to the Eliot neighborhood and other north and northeast neighborhoods, creating the Portland's small, yet centralized black community in the Albina area.

During the 1960s, the Albina community became the center of African American activism in Portland. A group of African American activists formed a local branch of the Black Panther Party. Locally, the Black Panthers put pressure on Portland's lawmakers and provided a voice representing the black community's historic struggles associated with urban planning and renewal projects, displacement, and systematic exclusion from the political arena (Burke and Jeffries 2016:5).

Several urban renewal and private development projects have dramatically altered the size, geography, and character of the Eliot neighborhood.

In 1962, the Portland Development Commission (now renamed Prosper Portland) published its Central Albina study, defining an urban renewal plan for a 3.4-square miles area in Central Albina known as the Eliot neighborhood. The area, which contained 12,844 African Americans and roughly 80 percent of the city's total Black population, was designated as a region in "an advanced stage of urban blight" that could not be otherwise revitalized. The report recommended that clearing the area for urban renewal, noting that it was "unusually well suited to transportation, distribution, and service industries" (Burke and Jeffries 2016:44).

In 1966, Portland participated in the Model Cities Program. In the late 1960s to target and coordinate approaches to problems of "urban blight, poverty and attendant social ills. The Eliot neighborhood was one of eight Portland neighborhoods selected in this demonstration project aimed at "providing innovative services and service delivery (Comprehensive Planning Workshop 1990)" Previously, the city's plans had written off the entire Eliot neighborhood for commercial and institutional reuse. By 1971, the plan had changed once residents' attitudes and wishes to remain were heard and shifted instead with the idea that "rehabilitation and rebuilding of the Eliot neighborhood for residential purposes is consistent with a broad community goal of improving the variety and quantity of housing opportunities in the central Portland area" (Abbott 1983).

In the 1970s, Emanuel Hospital applied for a federal grant to expand its campus to 52 acres, and the Portland Development Commission proceeded by eliminating 22 blocks of housing and businesses, including "the intersection of Williams and Russell, formerly the bustling center of Portland's black business district" (Gies 2017). Following the demolition, Emanuel Hospital learned that their development grant had not been approved due to federal budget cuts. The demolished lots remained vacant through the historic period.

Historic Conservation and Designation

Beginning in the late 1970s, following decades of demolition in the Eliot neighborhood, the City of Portland began exploring options for historic designation of the historic Albina area. In 1978, The Portland Bureau of Planning published a report called "Potential Historic Conservation Districts," including Albina as one of sixteen districts "identified as having historical value to the city" (City of Portland 1978). The Eliot Conservation District was created as a result of the *1992 Albina Community Plan*, which identified several geographic areas that are historically significant at the neighborhood level. Portland's conservation districts are regulated with more flexible historic resource protections than NRHP-listed historic districts.

In early conservation district plans, the period of significance for the Eliot and Russell Street Historic Districts was identified as 1884-1913 for the Progressive Era, and 1866-1983 as a secondary period of Railroad and Industrial Growth (City of Portland 1992:4).

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Historic Districts
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Property Name: NE 1st Avenue Historic District	Street Address: 1745, 1803, and 1811 NE 1st Avenue	City, County: Portland, Multnomah
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In 1998, The Historic and Architectural Properties in the Eliot Neighborhood of Portland, Oregon, Multiple Property Documentation Form (MPDF) was listed in the NRHP (Donham et al. 1998). The document provides the area's historical context highlighting Settlement (1872-1880), Consolidation (1880-1891), Commercial Development (1880-1923), Ethnic Migration (1880-1948), African-American Re-settlement (1900-1939), World War II and the Post-War Era (1940-1960), Changes in Commercial Development (1929-1967), and the Contemporary Present (1970-1990s). The document provides general description and registration requirements for the following associated property types:

- Queen Anne Style Residences
- Eclectic Style Buildings
- Commercial and Industrial Buildings
- Public and Social Buildings
- Historic Districts

The NE 1st Avenue Historic District

The three homes in the NE 1st Avenue Historic District were constructed between 1885 and 1890 and are indicative of dwellings erected by real estate speculators during the period (Zisman et al. 2012:F1). Two of the homes were built during the same year (1885), with virtually identical designs. The built date for 1745 NE 1st Avenue is unclear. Although the Multnomah County assessor designates the built date as 1890, which is consistent with the architectural evidence, the home does not appear on the 1901 or 1908 Sanborn Fire Insurance maps. The earliest available Sanborn map for the block (1901) depicts three houses within the boundaries of the NE 1st Avenue Historic District: 381, 383, and 385 E 1st Street N. In 1931, after the Portland street renaming, 381 E 1st Street N became 1801 NE 1st Avenue, 383 E 1st Street N became 1803 NE 1st Avenue, and 385 E 1st Street N became 1811 NE 1st Avenue. Based on the Sanborn maps, between 1928 and 1950, the house at 1801 NE 1st Avenue was removed or demolished and a garage was built. The house at 379 E 1st Street N (now 1745 NE 1st Avenue) does not appear on the Sanborn maps until 1924, indicating that it was constructed between 1908 and 1924. The 1918 historic photograph of the district (Bosco-Milligan Foundation 1997) appears to show the house at 1745 NE 1st Avenue in the background. Research did not uncover precise evidence that the house at 1745 NE 1st Avenue was moved to its present site from a different location, but the Sanborn Fire Insurance maps and the architectural detailing that appear to have been added to the house in the 1910s or 1920s provide some indications that it may have come from another area.

Soon after their construction, the homes were owned and occupied by pioneering members of Portland's African American community, such as the Flowers family. By 1915, Allen and Louisa Flowers had moved from Mt. Scott to the block of NE 1st Avenue between Broadway and Schuyler, where they purchased the row of four houses consisting of 1745, 1803, 1811, and 1815 NE 1st Avenue (1815 NE 1st Avenue has been demolished). City directories show Allen and Louisa living at 1815 NE 1st Avenue, while their sons (Elmer, Irvin, Ralph, and Lloyd) lived at 1803 and 1811 NE 1st Avenue; however, family members lived interchangeably in the NE 1st Avenue houses and other nearby houses through the early 1900s (Bosco-Milligan Foundation 1997:54, 67). This included Ralph Flowers, son of Louisa and Allen, an automobile mechanic from c.1920 to 1950 and the City of Portland's first African-American civil servant. Ralph's wife Ruth Flowers, daughter of Bethel AME pastor Rev. S.S. Freeman and state president of the Oregon Association of Colored Women's Clubs (OACW) from 1927 to 1930 also worked as a real estate agent (Bosco-Milligan Foundation 1997:49). Elmer Flowers, another son of Louisa and Allen, worked as a railroad mail clerk and lived with his wife Thelma Flowers in the district during the 1920s and 1930s.

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SECTION 106 DOCUMENTATION FORM
Historic Districts
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Property Name: NE 1st Avenue Historic District	Street Address: 1745, 1803, and 1811 NE 1st Avenue	City, County: Portland, Multnomah
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William McClendon, resident at 1803 NE 1st Avenue from 1941 to 1944, arrived in Portland from Atlanta in 1938. He lived at the residence with his wife, Ida Flowers McClendon, daughter of Lloyd Flowers and granddaughter of Allen and Louisa Flowers (Bosco-Milligan Foundation 1997:131). McClendon was a respected publisher, educator, musician, and civil rights activist in Portland's African American community. While living at 1803 NE 1st Avenue, William McClendon began publishing the highly influential *People's Observer* (founded 1943), which reported on issues related to the Black community. The newspaper, which McClendon published until 1950, was the predecessor to the *Portland Observer*, a Black newspaper first published in 1970. From 1949 until the mid-1950s, McClendon operated McClendon's Rhythm Room on Williams Avenue, Portland's most popular jazz venue at the time (Fonseca 2017). From 1955 to around 1969, McClendon was a social worker for the Oregon Public Welfare Commission. In 1969, he helped found and was named director of the Black Studies Center at Reed College (*The Oregonian* 1969). Ida was managing editor of the *People's Observer* and worked as a librarian (Bosco-Milligan Foundation 1997:72). By 1945, the McClendons had relocated to 825 NE Holland Street (extant) (*The Oregonian* 1945). During the early 1960s, they moved to 4140 NE Holman Street (extant), where they resided until 1975 (Bosco-Milligan Foundation 1997:131). William McClendon died in 1996.

During the midcentury period, portions of the houses at 1803 and 1811 NE 1st Avenue were converted for commercial use. Wesley and Josephine Powers bought and occupied the property at 1803 NE 1st Avenue in 1945, the year they arrived in Portland, where Ms. Powers operated a grocery store (Powers Grocery Store/Joe's Cash and Carry) on the house's lower floor until the mid-1970s (Bosco-Milligan Foundation 1997:83,160). Walter Brooks, a porter and waiter for Union Pacific Railroad, owned and operated the 1st Street Inn restaurant at 1811 NE 1st Avenue during the 1960s (Bosco-Milligan Foundation 1997:26, 60).

During the 1970s, the Bradford family became owners and residents at 1745 NE 1st Avenue. John Bradford worked for the Union Pacific Railroad and later for the United States Postal Service (Bosco-Milligan Foundation 1997:50). Pauline Bradford, niece of Josephine Powers, was born in Greenville, Mississippi, in 1928. She was active in the OACW and Harriet Tubman Club, worked in the Portland shipyards during World War II, and became one of the first African American women hired by the U.S. Department of Agriculture (USDA), working for the USDA/Market News c.1950s (Bosco-Milligan Foundation 1997:50,73). Pauline and John Bradford lived at 546 NE Stanton Street (extant) from 1946 to 1975 (Bosco-Milligan Foundation 1997:24). Historic plumbing permits show the Bradfords as owners of 1745 NE 1st Avenue by October 1979 (Portlandmaps.com 2018). In an interview dated March 10, 2010, Pauline Bradford stated that she had lived at her current address for 30 years, consistent with occupancy beginning around 1979 (Triplett 2010:18). Ms. Bradford also noted that she lived at 1803 NE 1st Avenue when she got married c.1945, but then moved to NE Stanton, where she lived for over 35 years (Triplett 2010:2). Ms. Bradford's aunt Josephine Powers was living at 1803 NE 1st Avenue at that time (she lived there from 1945 to 1975) and operated a grocery store at the residence from 1955 to 1975 (Bosco-Milligan Foundation 1997:160). Ms. Bradford graduated from Portland State University in 1970, worked as a teacher at Peninsula Elementary School in North Portland for 8 years, then obtained her master's degree from the University of Oregon. She served as an assistant principal until her retirement in 1989 (Triplett 2010:11-12). During her career, she was also active in the Harriet Tubman Club, an African American women's organization established in Portland in 1922.

Evaluation

According to the Eliot neighborhood MPDF:

Historic districts will be historically significant under Criterion A for association with broad patterns of community development in the Eliot neighborhood. They will represent the lifestyles of the primarily ethnic, working class residents of the Albina area. Historic districts may also be architecturally significant under Criterion C for representing a distinguishable entity whose components may lack individual distinction.

It is assumed that the current Conservation Districts in the Eliot neighborhood would be the most likely candidates for nomination as historic districts. However, other historic districts with different thematic organizations may come to pass. As a result, registration qualifications will be as broad-based as possible in terms of dates to encompass the likelihood of new districts.

To qualify for registration, historic districts will contain structures built between 1880 and 1947. The structures will be in contiguous physical relationship to one another and represent a distinguishable mass whose components may lack individual distinction (Donham 1998).

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Historic Districts
Continuation Sheet**

Property Name: NE 1st Avenue Historic District	Street Address: 1745, 1803, and 1811 NE 1st Avenue	City, County: Portland, Multnomah
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The historic district contains a collection of properties, built between 1885 and 1890 (with 1745 NE 1st potentially moved to its current location in the 1910s or 1920s), which are situated adjacent to each other on the same side of NE 1st Avenue in Portland's Eliot neighborhood. The three properties are united by their association with broad patterns of community development in the Eliot neighborhood, particularly the lifestyles of the Albina area's ethnic, working class residents. The properties are also united by a common architectural theme. All three were constructed as a row of speculative housing designed in the Queen Anne architectural style. The properties served primarily as residences from the time of their original construction, but also served commercial functions after portions of the buildings were converted for those uses.

Although the NE 1st Avenue Historic District meets the registration requirements for the MPDF, it does not satisfy the historic integrity requirements for NRHP eligibility. Overall, the district retains only historic integrity of location. Once part of a predominantly residential area, the district contains the only remaining residences on the block bordered by NE Hancock Street, NE Victoria Avenue, NE Broadway, and NE 1st Avenue. Set within a landscape of modern commercial development, the district abuts the Toyota Portland dealership on its north, west, and south sides. Late twentieth-century commercial development has also replaced numerous residential buildings on adjacent blocks. Consequently, the integrity of setting has been substantially diminished. Renovations to the exterior of the district's buildings, such as additions, as well as door, window, and siding replacement, have compromised integrity of design, workmanship, and materials.

At 1803 and 1811 NE 1st Avenue, the 1950s and 1960s patio additions and ground level renovations could achieve their own significance if the changes were made within a period of significance. For instance, the renovations c.1955 at 1803 NE 1st Avenue enabled a grocery store to operate on the property and could reflect a significant local pattern of residential and commercial use. However, in this case, subsequent alterations and discontinuation of commercial uses have diminished the properties' ability to convey that potential significance under Criterion A. These alterations have also diminished integrity of feeling and association. The district is, therefore, recommended as not eligible for the NRHP under Criterion A.

The NE 1st Avenue Historic District residences were occupied by several notable and accomplished persons in Portland's African American community, including William McClendon, an important publisher, educator, and civil rights activist. While living at 1803 NE 1st Avenue (1941 to 1945), he founded and began publishing the important Black newspaper, *The People's Observer*, with his wife Ida Flower McClendon as managing editor. However, most of McClendon's productive life and accomplishments, including his work as an educator and his civil rights advocacy, occurred after living at 1803 NE 1st Avenue. Therefore, despite McClendon's local importance, his residency period at 1803 NE 1st Avenue does not meet the requirements of Criterion B. The district is also associated with civic leader and educator Pauline Bradford, an important member of the Flowers family, who lived at in the district during the mid-1940s and moved back around 1979, while still working as an educator for the Portland Public School District. Despite Bradford's importance within Portland's African American community, she spent most of her productive life at other residences outside the district. Therefore, her residency does not meet the requirements of Criterion B. The district is recommended as not eligible for the NRHP under Criterion B.

Given the lack of original material and alterations in design, particularly at 1803 and 1811 NE 1st Avenue, the district's resources do not individually or collectively retain architectural significance. Therefore, the district is recommended as not eligible for the NRHP under Criterion C.

The physical characteristics of the NE 1st Avenue Historic District are aboveground and visible, and existing documentary sources provide little to no additional information about the district properties. The NE 1st Avenue Historic District therefore holds little to no potential to yield information significant to the past and is recommended as not eligible for the NRHP under Criterion D. Surface and/or subsurface archaeological survey/testing would be necessary to verify whether archaeological remains would be significant under NHRP Criterion D.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Historic Districts
Continuation Sheet**

Property Name: NE 1st Avenue Historic District	Street Address: 1745, 1803, and 1811 NE 1st Avenue	City, County: Portland, Multnomah
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Historic Districts
Continuation Sheet**

Property Name: NE 1st Avenue Historic District	Street Address: 1745, 1803, and 1811 NE 1st Avenue	City, County: Portland, Multnomah
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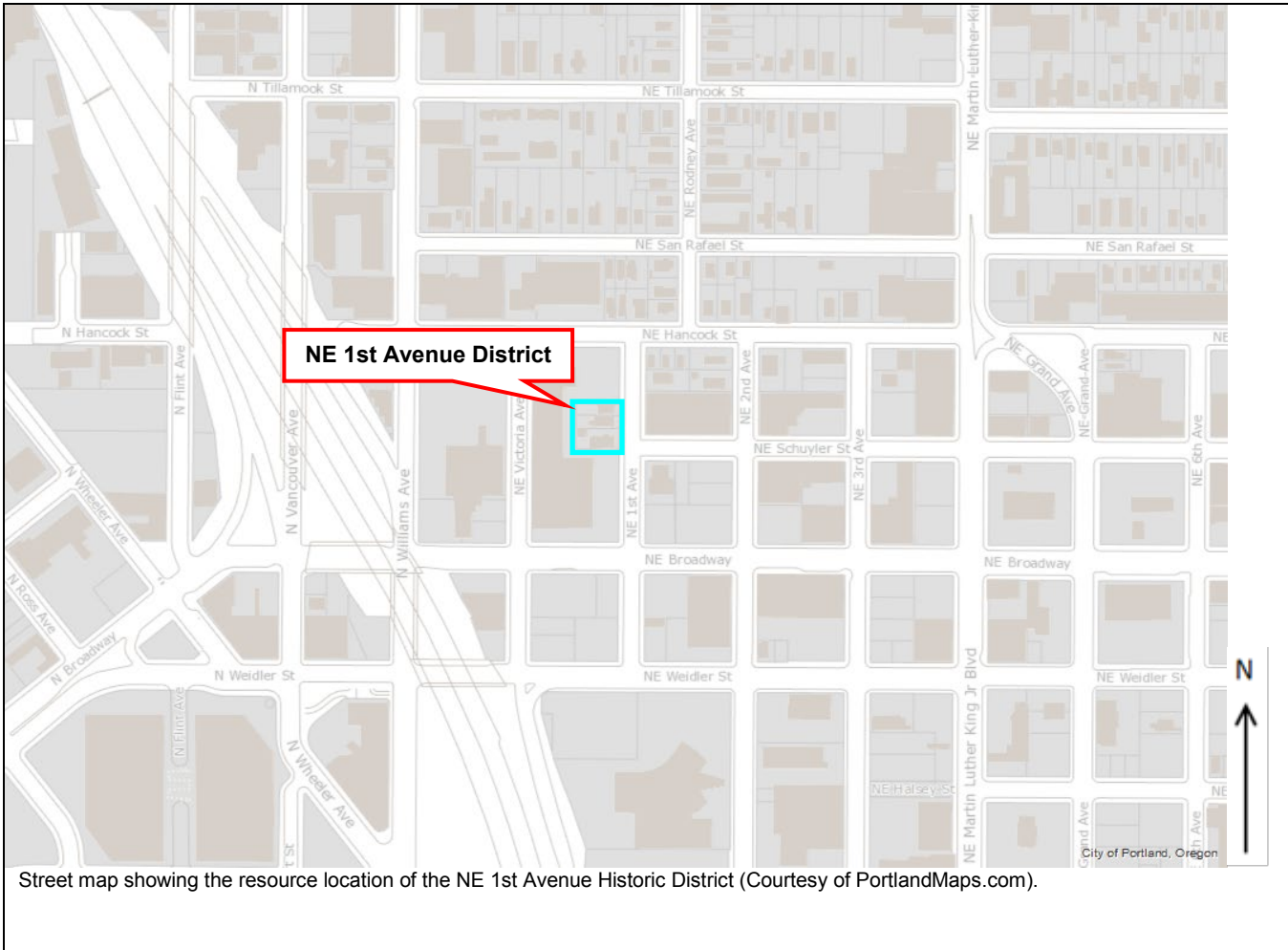
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SECTION 106 DOCUMENTATION FORM
Historic Districts
Supplemental Maps**

Property Name: NE 1st Avenue Historic District	Street Address: 1745, 1803, and 1811 NE 1st Avenue	City, County: Portland, Multnomah
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Street map showing the resource location of the NE 1st Avenue Historic District (Courtesy of PortlandMaps.com).

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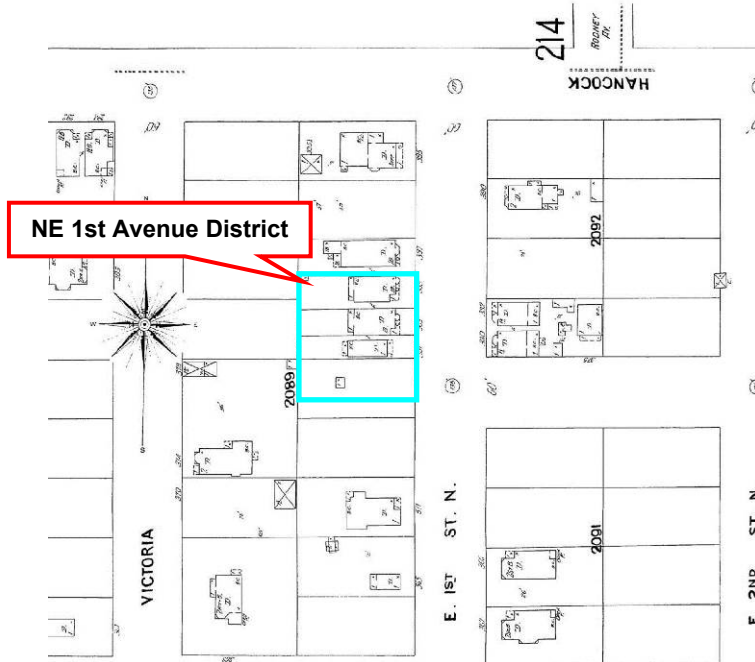
Property Name: NE 1st Avenue Historic District	Street Address: 1745, 1803, and 1811 NE 1st Avenue	City, County: Portland, Multnomah
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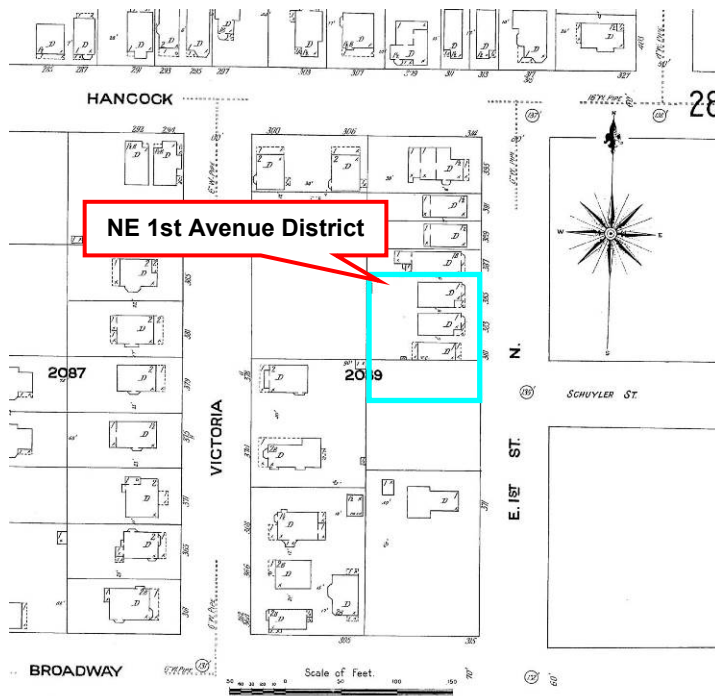
Aerial photograph showing the resource boundary of the NE 1st Avenue Historic District (Courtesy of PortlandMaps.com).

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Property Name: NE 1st Avenue Historic District	Street Address: 1745, 1803, and 1811 NE 1st Avenue	City, County: Portland, Multnomah
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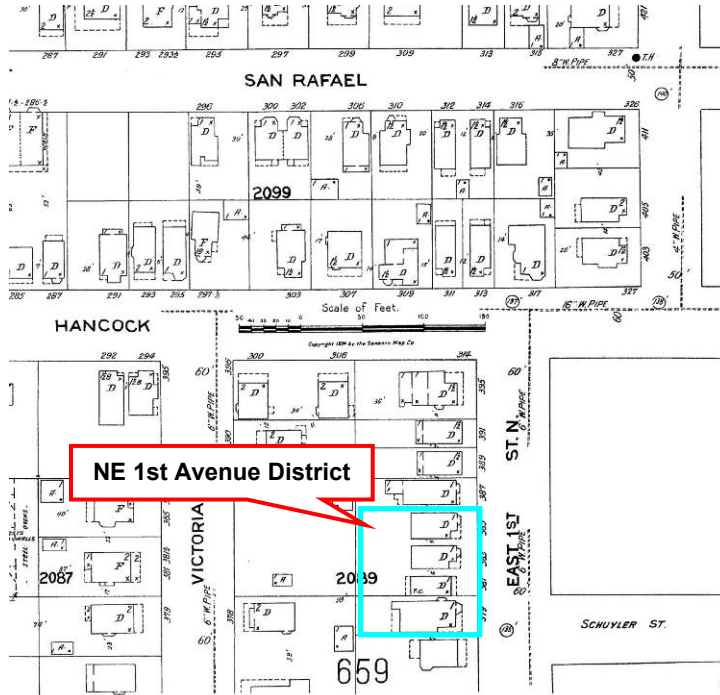
Sanborn Fire Insurance Company, Portland, Volume 2, Sheet 213. 1901.



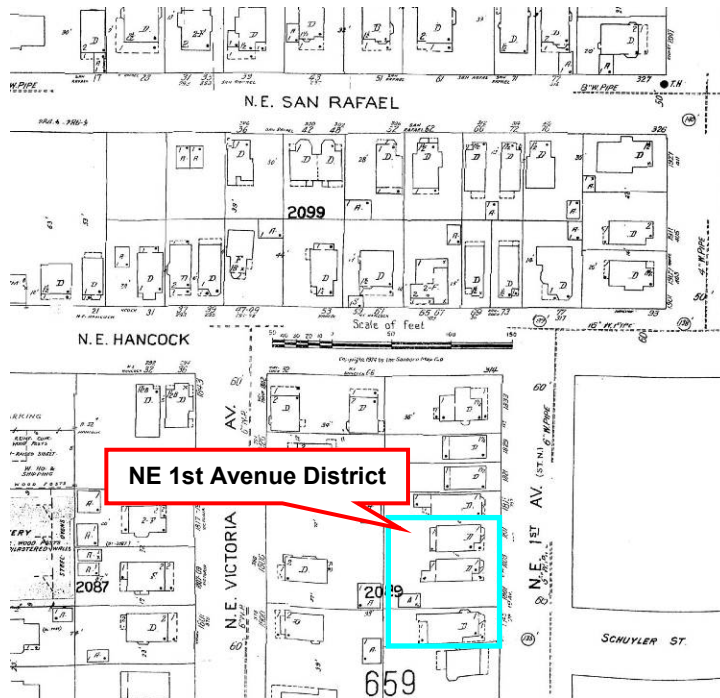
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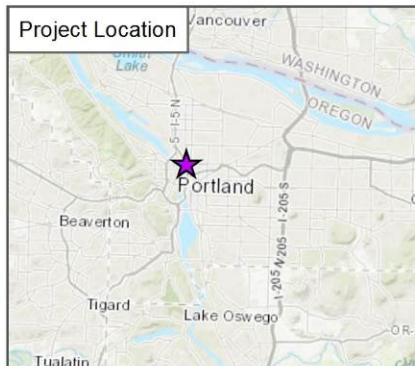
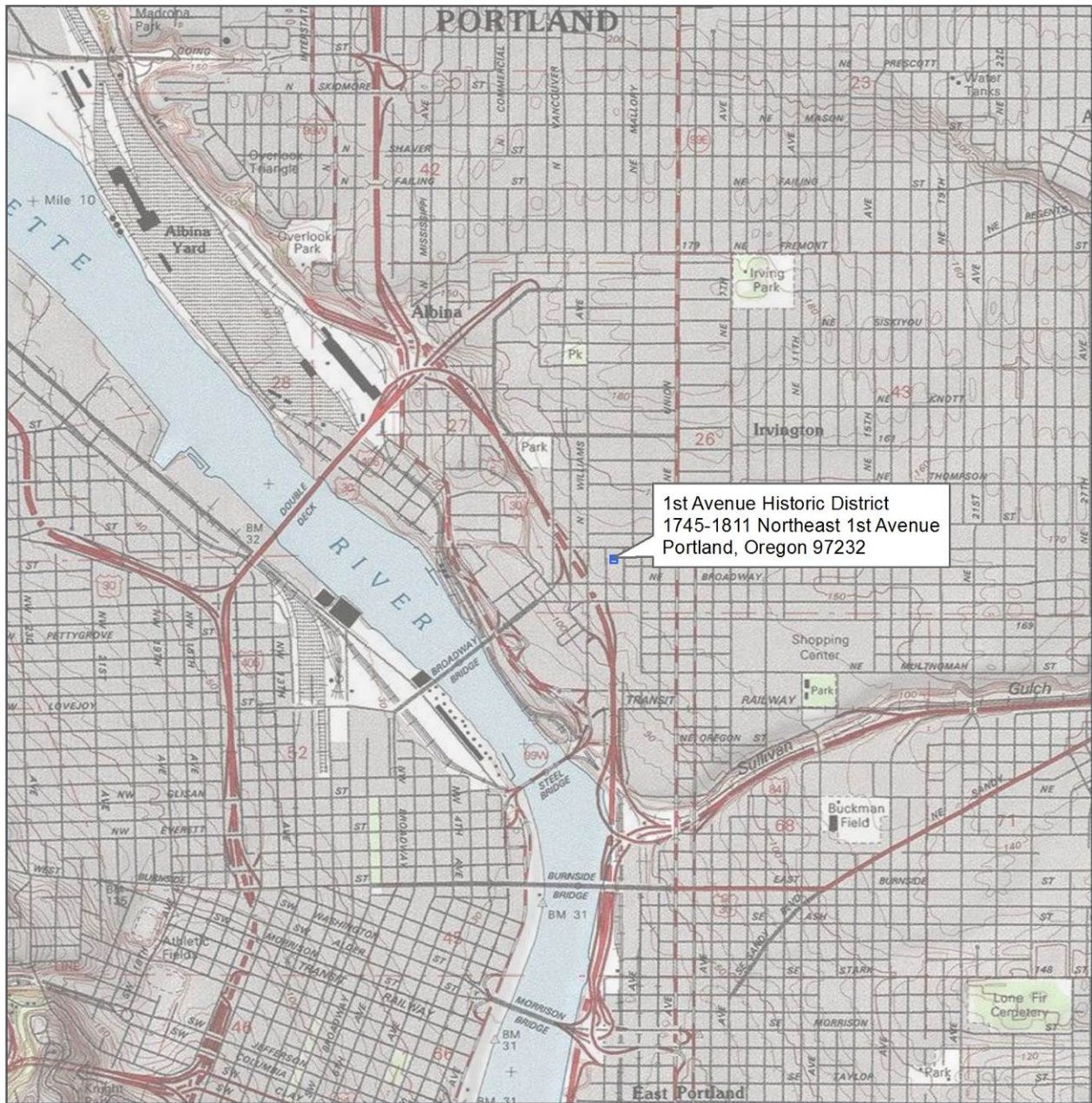
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Sanborn Fire Insurance Company, Portland, Volume 6, Sheet 645. Sept. 1950.

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■ 1st Avenue Historic District

DATA SOURCES: U.S. Geological Survey Portland, OR
7.5 Minute Series Topographic Map, 1979. Scale 1:24,000
ESRI 2018, http://goto.arcgisonline.com/maps/USA_Topo_Maps
Township: 01N, Range: 01E, Section: 34

**I-5 ROSE QUARTER
IMPROVEMENT PROJECT**

1ST AVENUE HISTORIC DISTRICT
1745-1811 NE 1ST AVENUE
PORTLAND, OREGON 97232

**Oregon
Department
of Transportation**

0 500 1,000 2,000 Feet
0 150 300 600 Meters

PATH: K:_BROADWAY_WEDLER_INTERCHANGE\MD\CULTURAL\HISTORIC BUILT RE SOURCE\11ST_1745-1811_NE_USG_SMAP.MXD - USER: MICHELLE.STEGNER - DATE: 3/6/2018