

The Irvington Historic District Boundary: Its Historic Justification and Re-Affirmation

Written Testimony presented to the Portland Historic Landmarks
Commission and the State of Oregon Advisory Committee on Historic
Preservation

Table of Contents

Overview.....	3
The Original Irvington Plat and the Boundary Decrease Area	5
Edgemont and Gleneyrie, Adjacent Developments as the “Natural Outgrowth” of Irvington	10
The “Irvington” District in the Minds of Owners and Realtors During the Historic Period.....	18
The Broadway Streetcar in the Development of Northeast Irvington.....	20
The Alameda Neighborhood and Contemporary History of the Irvington District	26
Appendix A – William Irving’s Donation Land Claim Mapped to Current Streets by Multnomah County DART System, 2015	31
Appendix B - 1907 Block Book Pages for Edgemont.....	32
Appendix C – Gleneyrie and Dixon Place.....	34
Appendix D – Examples of Historic Irvington Real Estate Advertisements in <i>The Oregonian</i> for Residences in the Boundary Decrease Area from the Period of Significance.....	35
Appendix E – Sanborn Map of Eight Blocks in Northeast Irvington Showing Prevalence of Garages on Single Family Lots (Volume 6, 1924, Page 612).....	38
Appendix F – Bureau of Planning Map of Irvington, Oct. 15, 1976, Confirming ICA-Designated Boundaries.....	39
Appendix G – Boundaries Adopted by Neighborhood Associations, 1981, Published by Portland Department of Public Safety (Downloaded from City of Portland Office of Neighborhood Involvement website. Partial Image Showing Irvington and Alameda Neighborhoods.)	40
Appendix H – Overall Map of Albina Community Plan Neighborhoods, with Irvington Highlighted. Irvington Plan as Adopted by City Council, October, 1993	41
Appendix I – Map of Irvington Historic Design Zone as Defined in the Irvington Plan, Part of the Albina Community Plan – Showing Boundary Decrease Area by Heavy Dashed Line in North East Corner	42

Overview

A Nomination for a Boundary Decrease affecting the Irvington National Register Historic District has been filed with the State of Oregon Historic Preservation Office. The intent of this formal “Nomination” is to provide justification for removing much of the northeast corner from the District. The basic rationale is that there is no historic association between the “Boundary Decrease” area and the rest of the Historic District. The ICA Historic Preservation Committee members have undertaken an extensive review of historic documents and newspaper coverage from the historic period (1890 to 1948) to assess the validity of the rationale presented in the nomination (“Boundary Decrease Document”). This research shows that the Boundary Decrease Document makes a number of inaccurate assertions relative to the development of Irvington, the neighboring Alameda Park tract, and their relationship to the modern Irvington and Alameda neighborhoods as currently recognized by the City of Portland Office of Neighborhood Involvement. This commentary addresses those inaccuracies to show that the actual historic facts do not support separating the subject area from the Irvington Historic District.

This commentary specifically examines the following 5 fundamental assertions in the Boundary Decrease document, which, if true, could be taken to show that the Boundary Decrease area was sufficiently unrelated to the rest of the Irvington District as to justify being removed from it:

Assertion 1: “The Boundary Decrease Area, as shown in Figure 1, developed as part of the Alameda Neighborhood and is recognized as such by its residents and *historically throughout its existence.*” (Our emphasis)

Assertion 2: “The Boundary Decrease Area closely follows the historic development of the rest of the Alameda Neighborhood, rather than the Irvington Neighborhood.”

The first two sections of the document make plain that the Boundary Decrease Area was either an actual part of the base Irvington plat as created by Elizabeth Irving, or one of several plats to the east whose promoters aligned their street grid with that of Irvington, were connected with the Irving family by business ties or blood, and that this area was regarded as “Irvington” by its residents, realtors, and prospective buyers throughout the Period of Significance as lot buyers continued to build homes in the area – which they almost universally regarded as “Irvington”.

Assertion 3: “The Boundary Decrease Area of the Irvington Historic District is historically identified as part of the Alameda Neighborhood.”

Implied by the first three assertions is the corollary assertion that there was an identifiable “Alameda Neighborhood” which embraced the Boundary Decrease Area starting in the Period of Significance as distinct from the Irvington Neighborhood. The fifth section of this document is devoted to this issue: The Alameda Neighborhood and Contemporary History of the Irvington District. It demonstrates conclusively that the current designation of the northeast corner of the Irvington Neighborhood as shared with the Alameda Neighborhood Association is a product of the 1970s, prior to which there was no ambiguity whatsoever as to the identification of the

Boundary Decrease Area with Irvington.

Assertion 4: “The Alameda Park subdivision, as shown in Figure 5, adjoins the Boundary Decrease Area along NE Fremont St. and has a strong relationship to the Boundary Decrease Area because both the Alameda Park’s and the Boundary Decrease Area’s early development were dependent on the Alameda Land Company’s funding of the streetcar’s extension through the Boundary Decrease Area to it.”

Assertion 5: “The Boundary Decrease Area is not a strong example of a “Streetcar Suburb” because it’s early construction dates and locations do not closely follow the beginning of streetcar service in the area like the remaining Irvington Historic District does.”

These last two assertions get to the fundamental association of the development of the Irvington Historic District with the availability of public streetcar transport from the development into the downtown core of Portland for shopping, work, and entertainment. The first assertion falls apart in light of the fact that the Broadway streetcar extension was pushed to completion towards Fremont Street by a combination of political pressure from Multnomah County and Irvington and Holladay Park property owners. While the Alameda Land Company did lend its weight to the argument, it was still promoting a speculative new tract, while the Irvington interests were promoting land already platted for sale along the proposed route.

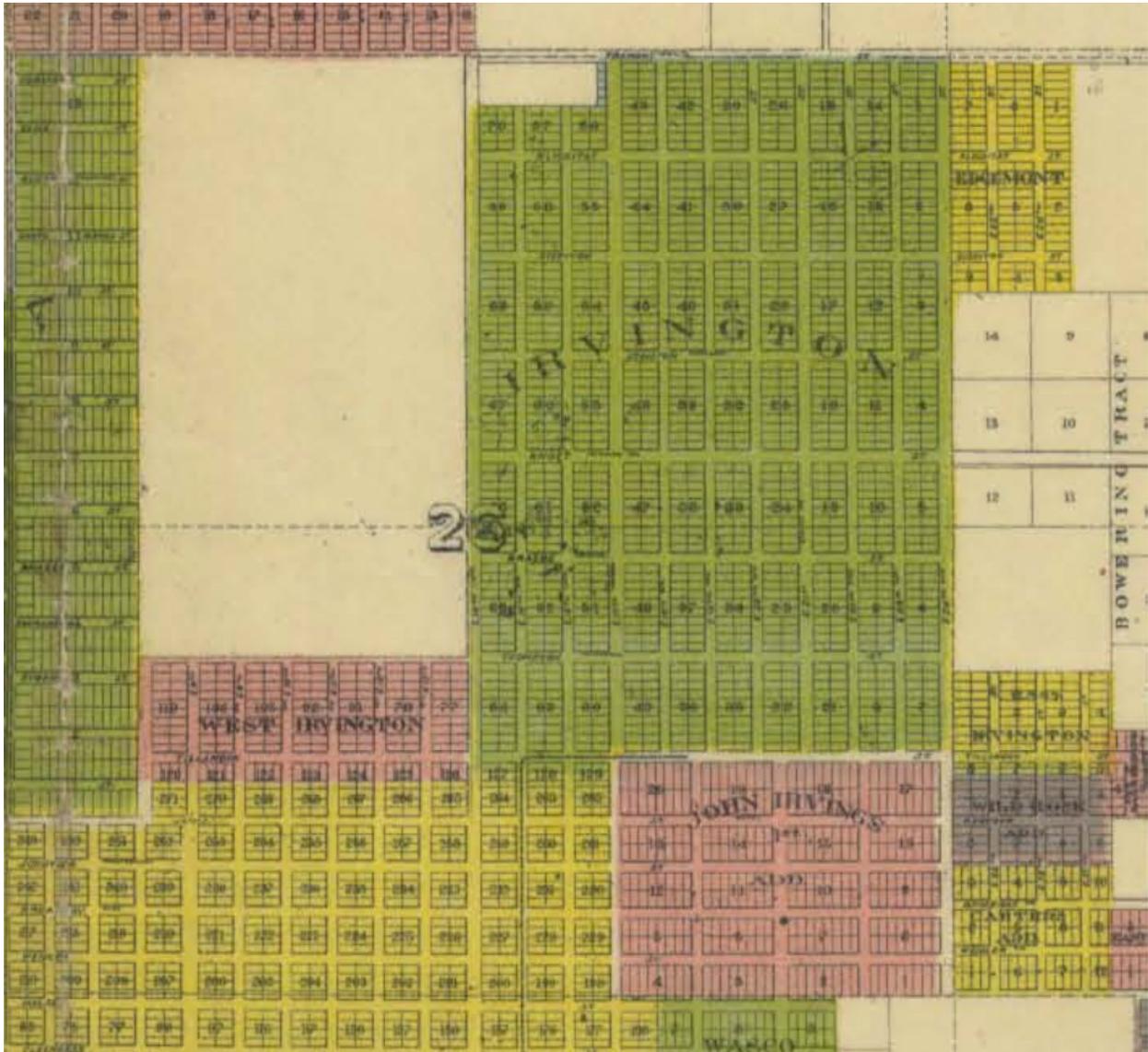
Assertion 5 reflects a misunderstanding of the lifespan of streetcar suburbs from the advent of streetcar line construction through the years immediately after World War II when streetcar service rapidly waned in importance. While some such suburbs were completely built out in the years immediately after the line’s construction, many more were, like Irvington, over extended and took years to fill up. What changed as the 1920s saw ever cheaper and more plentiful automobiles is a change in the economic classes drawn to the streetcar suburbs. Prior to World War I, most new residents were upper or upper-middle class. As these classes came to own automobiles, they abandoned older streetcar suburbs to working and middle class buyers who still valued the availability of streetcar service and the avoidance of purchasing an automobile. This socio-economic change was very clearly at work in Irvington.

Section 4 of this document addresses the subject of streetcar service in considerable detail.

The remainder of this commentary is devoted to examining the historic facts which refute these assertions.

The Original Irvington Plat and the Boundary Decrease Area

As documented fully in the original nomination document for the Irvington Historic District, the portion of the District extending between 14th Avenue on the west to 24th Avenue on the east and from Fremont Street on the north to Tillamook Street was the Irvington Plat, sold for development by Elizabeth Irving to the Hughes interests in 1887 from her holdings of the original William Irving Donation Land Claim inherited from her late husband. A map of the Irving DLC is included as Appendix A, which clearly shows that it encompassed *all* of the Irvington Historic District west of 24th Avenue. A map of the plats as of 1906 is shown below:

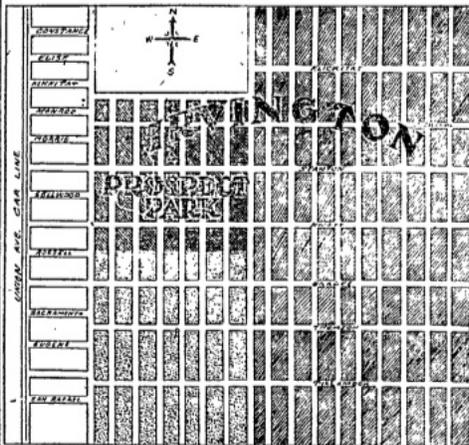


The northeastern-most 12 blocks of that original Irvington plat are embraced, rather curiously, as the western half of the Boundary Reduction Area, with the assertion that they were somehow historically associated with the “Alameda Neighborhood”, which didn’t even exist as of the time of this plat.

The Truth About Prospect Park

Way back in May, 1837, there was an agreement drawn up by the owners of IRVINGTON, as it was then platted, and the owner of that portion of IRVINGTON that is now designated and described as PROSPECT PARK, which agreement is on record, and is, in part, as follows:

"That, whereas the said parties are now the owners of that part of the Wm. Irving Donation Land Claim lying East of the town of Albina, and not heretofore laid off into lots and blocks, and it is deemed for the joint benefit of all parties that the same should be laid off uniformly . . . that the said first party (owning what is now called PROSPECT PARK) not being desirous at this time of laying off or dedicating that part, desires to secure the laying of the part of the same owned by the other parties on such a plan as may be in conformity with the plan on which the owner of the first part



Note on the above plat that the diagonally ruled portion is IRVINGTON, the cross ruled part being that part of Irvington called PROSPECT PARK. Observe that PROSPECT PARK is just one block east of the Union-avenue entrance.

desires when the same shall be laid off and dedicated as a Townsite. . . . I, said Elizabeth Irving, have and do hereby covenant and agree with (parties of the second part) that when the tract of land so now owned by me (which is the tract now designated as PROSPECT PARK) shall be laid off into lots and blocks, that it shall be laid off in accordance with the plat hereof herewith filed, and not otherwise, as a part and parcel of said general plat of 'IRVINGTON,' and with numbering of Blocks and names of Streets as shown in the accompanying plat."

This agreement between the owners of the entire tract of IRVINGTON, definitely determines that the portion of IRVINGTON that was later platted and is now named PROSPECT PARK was included in the original platting of IRVINGTON.

The name PROSPECT PARK was given to this part of IRVINGTON by its owners for the express purpose of distinguishing it from the rest of IRVINGTON—in advertising their property for sale, the owners wished to throw all of their energy upon this particular part of IRVINGTON, hence the name PROSPECT PARK.

PROSPECT PARK is the choicest part of IRVINGTON.

The open area to the west of the Irvington plat was retained by Elizabeth Irving for future development. (It was used as a race track by promoters who leased the land from Mrs. Irving until she took back use of the land in 1908.) Both West Irvington and John Irving's First Addition shown in pink in the map above were controlled by Mrs. Irving's children. The rectangular street grid of the Irvington plat itself appears to have been dictated by Mrs. Irving and enforced even after it was sold. This is suggested, in part by a remarkable advertisement which appeared in *The Oregonian* on November 29, 1908, in which the developers of an area promoted as "Prospect Park" in the open area in the map above, announced its connection to Irvington and the controls put in place by Elizabeth Irving as shown at the left.

The promoters are emphatic that their development was actually a part of Irvington. Further they quote their original agreement with Elizabeth Irving: "That, whereas the said parties are now the owners of that part of the Wm. Irving Donation Land Claim lying East of the town of Albina, and not heretofore laid off into lots and blocks, and it is deemed for the joint benefit of all parties that the same should be laid off uniformly . . . that the said first party (owning what is now called PROSPECT PARK) not being desirous at this time of laying off or dedicating that part, desires to secure the laying of the part of the same owned by the other parties on such a plan as may be in conformity with the plan on which the owner of the first part desires when the same shall be laid off and dedicated as a Townsite. . . . I, said Elizabeth Irving, have and do hereby covenant and agree with (parties of the second part) that when the tract of land so now owned by me (which is the tract now designated as PROSPECT PARK) shall be laid off into lots and blocks, that it shall be laid off in accordance with the plat hereof herewith filed, and not otherwise, as a part and parcel of said general plat of 'Irvington,' and with numbering of Blocks and names of Streets as shown in the accompanying plat."

BEAUTIFUL IRVINGTON

*Over 200
Homesites*

IN THIS MOST EXCLUSIVE
RESIDENTIAL SECTION.

*The Location
For Your
Future Home*

Practically all these lots are covered with green trees such as firs, dogwood and other evergreen shrubbery. We have for sale the remaining portion of IRVINGTON proper, the entire holdings of the late Ellis G. Hughes, covering more than 200 lots running from E. 14th to E. 24th, between Tillamook and Fremont streets, including entire blocks untouched. These lots are in the midst of the finest homes in Portland. The character and class is already established. We are under contract to sell these lots at figures greatly reduced from previous prices asked. Watch our ads for definite prices and terms on particular lots and blocks.

IF YOU CONTEMPLATE IRVINGTON, THE FIRST BUYERS WILL HAVE THE PICK.

**RITTER, LOWE
& CO.**

201-3-5-7 Board of Trade Bldg.

This clearly demonstrates how Elizabeth Irving exercised her control, even after selling off the property in the Irving DLC, to maintain her vision of a regular street grid consistent with that of the original Irvington plat. Given her emphasis on a street plan that was singularly “Irvington” in nature where she could influence it, it shouldn’t be surprising that adjacent property owners wanting to exploit the cache of “Irvington” would impose an identical grid on their property. This we see all along the eastern boundary of the Irvington Plat.

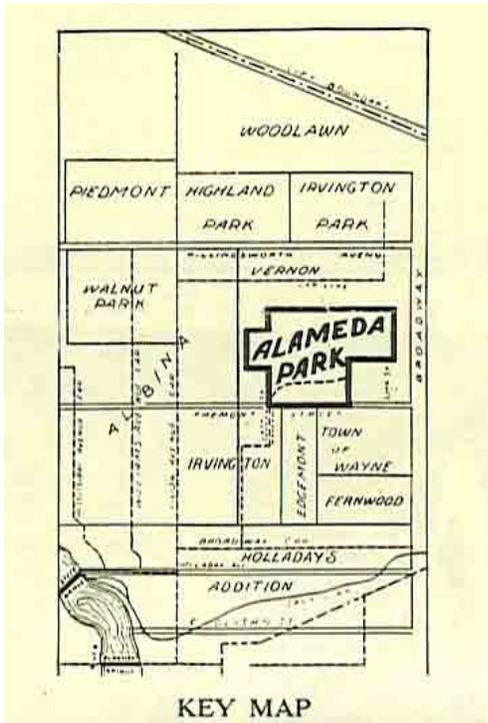
Given the strong evidence of Elizabeth Irving’s influence over not only the original Irvington plat but also a major adjacent parcel sold some years later to a developer, and the outgrowth of these plats from the original Donation Land Claim acquired by her husband some 50 years before the advertisement on the previous page, it is ridiculous to suggest that the area of that Irvington plat, which constitutes approximately ½ of the Boundary Decrease Area, has been associated with a supposed “Alameda Neighborhood” from the earliest historic period.

As the historic record shows, the northern expanse of the Irvington plat filled in slowly, as it was the most distant from the streetcar service along Tillamook Street and 15th Avenue in the years immediately after 1890 when the cars first arrived in the neighborhood. Still, there was no doubt of what the plat was and what its associations were. As late as July 16, 1919, when the ad at left appeared in *The Oregonian*, this area was well known and understood as “Irvington” at a time when the last lots were put up for sale.

Ironically, even the Alameda Land Company, by 1912 busily promoting its new development Alameda Park, understood very well that it was Irvington that lay to the immediate south of its new development, and attempted to draw some of Irvington’s established appeal to itself as shown in the text excerpted from an Alameda Park advertisement which appeared in *The Oregonian* on November 24, 1912 as shown on the following page.

Not only did the Alameda Company point out that Alameda Park adjoins Irvington on the north, but they reminded potential buyers that the Broadway carline which ran into Alameda Park furnished “the same service enjoyed by Irvington.” They also emphasized that the commuting experience into downtown would be enhanced by the fact that much of the trip “you go through

Irvington”. This was evidently an advantage for Alameda buyers compared to those in other parts of the city, since: “The attractiveness of certain residence sections is dimmed by undesirables crowding the cars during rush hours.”



One must assume that it was to cement its connection with the very desirable Irvington neighborhood that the Alameda Land Company deliberately included an inset map in its promotional map of Alameda Park, which showed the proximity of Alameda Park to Irvington, as the one at left which appears both in the Boundary Reduction nomination document and in the more detailed form seen here published on the website

LOCATION
ALAMEDA PARK adjoins Irvington on the north and is bounded by Fremont, Prescott, East 24th and East 33d streets.

ELEVATION
ALAMEDA PARK is on the highest ground between the rivers; and with St. Helens and Mt. Hood on the horizon, and the whole city spread out like a map to the west and south, its view is unsurpassed. The air is always fresh and pure.

ACCESSIBILITY
The Broadway carline runs to the center of the tract, furnishing the same service enjoyed by Irvington. With the routing of the line over the new Broadway Bridge, the present running time to **ALAMEDA PARK** will be greatly reduced. By automobile you reach the tract over hard-surfaced streets, through Portland's best developed residence section.

SURROUNDINGS
You cannot disregard the importance of surroundings in choosing your homesite. To reach **ALAMEDA PARK** you go through Irvington; the Broadway carline stops in the center of the Park, your fellow-passengers as people in circumstances similar to your own, with whom your wife or daughter can ride without annoyance or discomfort. The attractiveness of certain residence sections is dimmed by undesirables crowding the cars during rush hours.

alamedahistory.org.

The Alameda Land Company's strategy of playing off Alameda Park's proximity to Irvington is highlighted by a post on that alamedahistory.org website featuring a reproduction of a 1910 brochure advertising Alameda Park as published by the Alameda Land Company. The URL for the post in question is: <http://alamedahistory.org/2012/11/12/earliest-alameda-views/>

This quote from that post is informative: “Another distinctive feature is the way in which the proponents boldly benchmark and shamelessly rip off nearby Irvington, which was established, successful and featured solid property values.” This is accompanied by a scan of one part of the brochure which actually showed a block of Irvington homes on 19th Avenue. This is reproduced on the following page.



The website has this further comment about this image: “The green text is faded, but it’s pointing out that tiny patch of mud and trees at the far north end of this lovely Irvington street view, as if to say: “Alameda...it’s up there.” Throughout the brochure, Alameda Land Company boosters tried to build their own credibility on the back of Irvington (which was developed earlier and by a different company that didn’t much appreciate this kind of attention).”

Perhaps the most blatant misrepresentation by the Alameda Land Company, appropriating features of nearby Irvington to sell its own tract, was the reference in the brochure to the “Alameda Park Public School – in Northeast part of Alameda Park”. The photo in the brochure to which this caption referred was actually the Irvington School on Northeast Brazee Street built in 1905 (and subsequently demolished and replaced by the current Irvington School in the 1930s). No school like the one illustrated in the brochure ever stood in Alameda Park. (The actual Alameda Grade School which was ultimately constructed to serve Alameda Park families could not be built in the development because of the restrictive covenants, and was actually built in Irvington, across Fremont Street.)

This remarkable piece of promotional flummery with its blatant misrepresentation is reproduced on the following page.

Good Schools

Next to a cozy home, a pretty lawn, a sweet-smelling garden, and the comfortable sense that the increase in the value of your property is making you richer day by day, comes the question of good schools.

Good schools are essential to a place-of-homes. Alameda Park has a school, shown in cut below, teaching the high and elementary branches. It lies just eight hundred feet outside of the northwest corner of the tract, which places it in easy access to the lot you select for a home, with cement sidewalks the entire distance and you will not be disturbed by the noise of the playground right at your door.



Alameda Park Public School—in Northeast part of Alameda Park

Edgemont and Gleneyrie, Adjacent Developments as the “Natural Outgrowth” of Irvington

The two most extensive plats to the north of Knott Street and east of 24th Avenue in what is now the Irvington Historic District (and the Boundary Reduction Area) were Edgemont, platted in 1890 and Gleneyrie, platted in 1912. These plats were marketed as a “natural outgrowth” of Irvington, and through the years of the Period of Significance were regarded as “Irvington” by the realtors and property owners who marketed homes in the area.

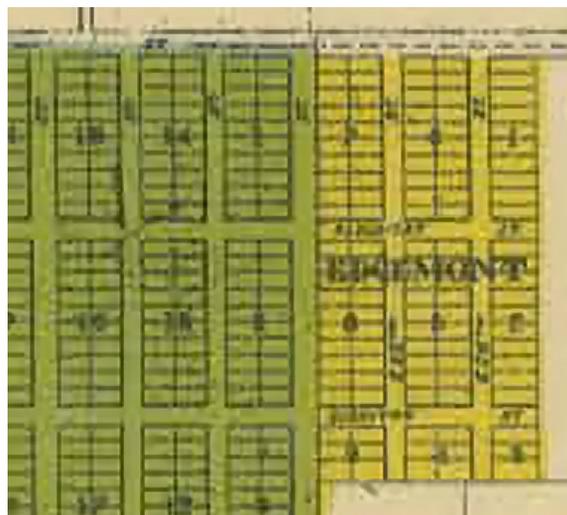
EDGEMONT

ADJOINING IRVINGTON.

Two lots for \$950: \$500 cash, balance in one year. Address:
EDGEMONT,
Care Oregonian.

While Edgemont was platted well before Gleneyrie, as Roy Roos points out in his book The History & Development of Portland's Irvington Neighborhood (p. 33), few lots were sold initially due to the distance from the end of the Irvington trolley line which only reached 19th and Tillamook Street in the year Edgemont was platted. It would appear that Elizabeth Irving's extended family held substantial ownership of Edgemont, for as late as 1907, Oscar E. Heintz, her daughter's brother-in-law, still owned 23 of the 115 original platted lots (see Appendix A, 1907 Block Book Pages for Edgemont). As early as March 3, 1892, when the advertisement on the previous page appeared in *The Oregonian*, Edgemont was associated with Irvington. [It should be noted that Oscar E. Heintz was not just related by marriage to Elizabeth Irving's daughter Susan but in fact lived with her and her husband (his brother) for a period spanning over 22 years from 1908 to 1930, based on the census records and Portland City Directory listings.]

Edgemont clearly was platted to fit the Irvington street and block pattern. The detail of the 1906 Plat Map showing part of the Irvington plat and the Edgemont plat shows this clearly:



Gleneyrie (dubbed “Irvington’s Neighbor” by its promoters), platted considerably later and adjoining Knott Street, was a shorter commute into downtown Portland, a ride that was facilitated by the construction of the Broadway Bridge in 1912-1913. Gleneyrie’s development paralleled that of Dixon Place, farther to the west and mostly north of what is now the Irvington Historic District. Dixon Place was controlled by heirs and descendents of Elizabeth Irving, including the Shaver family connected by marriage. Dixon Place was actually named in honor of Sarah Dixon Shaver, Elizabeth Irving’s sister. (See Appendix B, Gleneyrie and Dixon Place) Both Gleneyrie and Dixon Place were being promoted simultaneously by the Tate Investment Company, which had substantial holdings of lots in Gleneyrie under its own title.

The Tate firm began selling lots in Gleneyrie and Dixon Place in 1912 with the impending completion of the Broadway Bridge. As reported in an article in *The Oregonian* on April 14, of

that year:

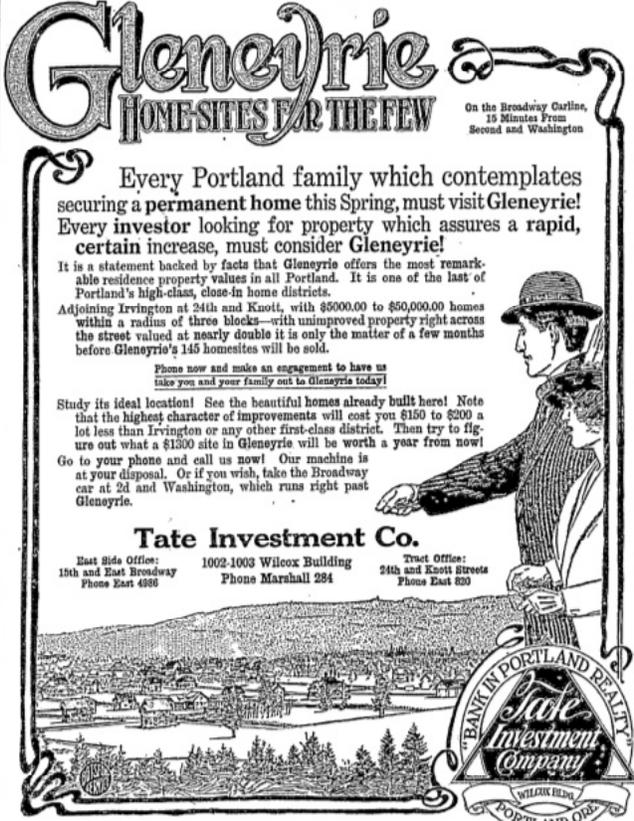
“The Tate Investment Company has taken the selling agency for the remaining 40 acres in the old Allard Place, which was purchased from Alvin Allard by William Irving, January 31, 1865, and five years later sold to George W. Shaver, and which has just been platted and will be known as Dixon Place, taking its name from Sarah Dixon Shaver, wife of George W. Shaver, who purchased this land December 20, 1870.

Dixon Place joins Irvington on the north, and has been subdivided into 220 lots....

The Tate Investment Company is contemplating starting active operations at once towards selling this off. This addition will be two blocks from the end of the Irvington car and three blocks from the Broadway car, and will be a restricted residence district.

Gleneurie, which joins Irvington at East Twenty-fourth and Knott streets, and which was platted last July, is rapidly forging to the front....”

Within weeks, the Tate firm began marketing the Gleneurie tract as well, making it clear to its potential customers that Gleneurie was essentially a next door to Irvington and would yield the same



Gleneurie
HOME SITES FOR THE FEW

On the Broadway Carline,
15 Minutes From
Second and Washington

Every Portland family which contemplates securing a permanent home this Spring, must visit Gleneurie! Every investor looking for property which assures a rapid, certain increase, must consider Gleneurie!

It is a statement backed by facts that Gleneurie offers the most remarkable residence property values in all Portland. It is one of the last of Portland's high-class, close-in home districts.

Adjoining Irvington at 24th and Knott, with \$5000.00 to \$50,000.00 homes within a radius of three blocks—with unimproved property right across the street valued at nearly double it is only the matter of a few months before Gleneurie's 145 homesites will be sold.

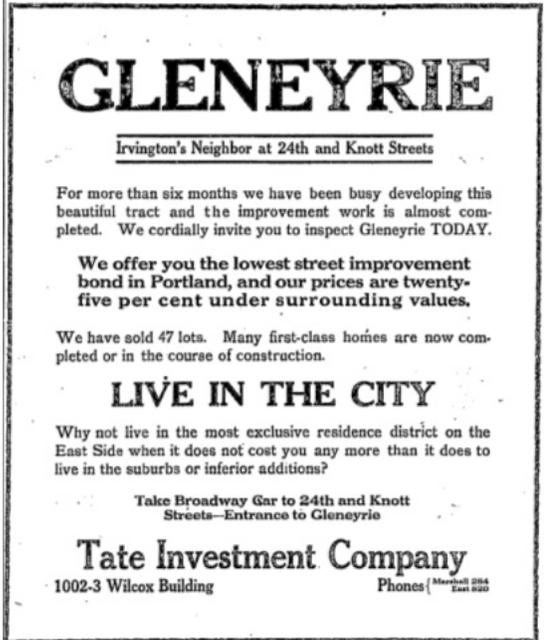
Phone now and make an engagement to have us take you and your family out to Gleneurie today!

Study its ideal location! See the beautiful homes already built here! Note that the highest character of improvements will cost you \$150 to \$200 a lot less than Irvington or any other first-class district. Then try to figure out what a \$1500 site in Gleneurie will be worth a year from now! Go to your phone and call us now! Our machine is at your disposal. Or if you wish, take the Broadway car at 2d and Washington, which runs right past Gleneurie.

Tate Investment Co.

East Side Office: 1002-1003 Wilcox Building Phone East 4985
Tract Office: 24th and Knott Streets Phone East 830

BANK IN PORTLAND REALTY
Tate Investment Company
WILCOX BLDG.
PORTLAND, ORE.



GLENEYRIE

Irvington's Neighbor at 24th and Knott Streets

For more than six months we have been busy developing this beautiful tract and the improvement work is almost completed. We cordially invite you to inspect Gleneurie TODAY.

We offer you the lowest street improvement bond in Portland, and our prices are twenty-five per cent under surrounding values.

We have sold 47 lots. Many first-class homes are now completed or in the course of construction.

LIVE IN THE CITY

Why not live in the most exclusive residence district on the East Side when it does not cost you any more than it does to live in the suburbs or inferior additions?

Take Broadway Car to 24th and Knott Streets—Entrance to Gleneurie

Tate Investment Company
1002-3 Wilcox Building Phone Marshall 5124

benefits to buyers as Irvington buyers had enjoyed. This initial advertisement, shown above, appeared in *The Oregonian* April 28, 1912.

By 1913, the Tate company was making the connection to Irvington ever more strongly in its advertisements. On April 6, 1913, this ad appeared, as shown below left.

Note the language in the advertisement: “Adjoining Irvington at 24th and Knott, with \$5000 to \$50,000.00 homes within a radius of three blocks-” clearly linking

Gleneyrie to the development patterns in neighboring Irvington. Three days later, April 9, 1913, in celebrating the impacts of the soon-to-open Broadway Bridge and streetcar line, the Tate Company made its boldest tie in yet with the successful Irvington neighborhood next door to Gleneyrie.

To Gleneyrie
15 Minutes from Broadway
 Portland's New Theatre & Shopping Thoroughfare

WITHIN a few days the new Broadway bridge will be open—another connecting link between Portland's great residence and business districts.

Within 60 to 80 days tracks will be laid on Broadway (formerly Seventh) and cars running direct from GLENEYRIE, over the Broadway bridge, setting you down within 15 minutes in the heart of Portland's new theater, hotel and shopping district. It will give home-owners in GLENEYRIE the most direct—most pleasant car service of any residence district in Portland. You'll have nothing to apologize for on the way out to GLENEYRIE.

GLENEYRIE is the natural outgrowth of Irvington. Within a stone's throw of GLENEYRIE are magnificent homes, costing from ten to fifty thousand dollars.

GLENEYRIE has the highest class of improvements. Yet prices are from 25 to 50 per cent less than adjoining unimproved property in Irvington.

A limited number of sites in GLENEYRIE at \$1300.

Phone today and let us take you out to GLENEYRIE in our machine. It will place you under no obligation. Or take the Broadway car at Second and Washington. GLENEYRIE begins at Twenty-fourth and Knott streets.

GLENEYRIE is the natural outgrowth of Irvington. Within a stone's throw of GLENEYRIE are magnificent homes, costing from ten to fifty thousand dollars.

FOURTH AND WASHINGTON
 BETWEEN 13th and 15th
 HOMESITES FOR THE FEW

Gleneyrie, the Tate company exclaims in the ad shown at left, “is the natural outgrowth of Irvington. Within a stone’s throw of Gleneyrie are magnificent homes, costing from ten to fifty thousand dollars.” Indeed the advent of direct-to-downtown trolley service via the Broadway Bridge was a boost to the entire “greater Irvington” area, as subsequent ads for Gleneyrie suggested.

On April 23, 1913, the Tate firm even

featured a drawing of the Broadway Bridge in their advertisement (below left), and claimed that Gleneyrie:

“Is one of the last high-class close-in residence districts in Portland

- It has every advantage to offer that you would demand as a spot for YOUR home. Irvington’s fine residences are within a radius of three blocks.”

Clearly the influence of the Broadway carline and the new Broadway Bridge was expected to have a tremendous impact – as the Tate firm announced, the Broadway Bridge “brings Gleneyrie within 15 minutes of Portland’s “Great White Way” – the heart of the theatre, shopping and hotel district.” Thus the Irvington development itself and its satellite Gleneyrie were soon to see a strong growth of lot sales triggered by this

The New BROADWAY BRIDGE

—brings GLENEYRIE within 15 minutes of Portland's Great White Way—the heart of the theatre, shopping and hotel district. Officials say now that Broadway cars will be running from GLENEYRIE, over the new Broadway Bridge, and up Broadway (formerly 7th) within 80 to 90 days.

Gleneyrie
 HOMESITES FOR THE FEW

—is one of the last high-class, close-in residence districts in Portland.
 —It has every advantage to offer that you would demand as a spot for YOUR home. Irvington's finest residences are within a radius of three blocks.
 —GLENEYRIE offers a golden opportunity to the investor. It is safe, certain. A few more choice lots left at \$1300. Terms to suit you.
 —Ride out to GLENEYRIE in our machine today, by way of the new Broadway Bridge. Or take Broadway cars anywhere on Second street.

Tate Investment Company

1002-1004 Wilson Building
 Phone Marshall 224

important new trolley car service.

As shameless a promotion as the Tate Company was waging, there was a practical logic to their assertions of the proximity and influence of neighboring Irvington. Gleneyrie residents, and potential home buyers, alike had to travel through Irvington on either the Irvington or Broadway car lines to get to their destinations in Gleneyrie. No wonder that the residents in fact considered themselves part of Irvington. This very point was emphasized in another advertisement which ran in *The Oregonian* on May 4, 1913, as shown below.

Through Delightful Streets to Gleneyrie

COULD anyone wish for more inviting surroundings than that of GLENEYRIE? To reach it one goes through beautiful Irvington, with its magnificent homes—the pride of all Portland. And GLENEYRIE is at Irvington's door—a minute's walk from the finest district in Portland.

Gleneyrie
HOME-SITES FOR THE FEW

—is the most attractive spot for home-maker or investor Portland has to offer today. Over \$50,000 worth of property has been sold in GLENEYRIE within the last year—a record that we believe has not been equaled by any other high-class addition. If YOUR home is to be in GLENEYRIE, you must decide soon. Only about a hundred sites now remain, and the choicest are rapidly being taken. A number of the most desirable at \$1300—on the easiest terms. Adjoining lots in Irvington are 25% to 50% higher. Seeing is believing—why not go out to GLENEYRIE today! Phone Marshall 284 and our machine will call for you. No obligation, whatever. Or take Broadway cars anywhere on Second street—15 minutes to GLENEYRIE.

TATE INVESTMENT COMPANY
1002-1003 WILCOX BUILDING

East Side Office, E. Broadway and 15th
Phone East 4986

Tract Office, 24th and Knott
Phone East 820

Tate Investment Company
INCORPORATED IN OREGON

The Tate Company couldn't have made its message clearer: "GLENEYRIE is at Irvington's door – a minute's walk from the finest district in Portland."

Just a few months later, on July 6, 1913, the Tate firm was able to celebrate the construction of important new homes along 24th, 25th, and 26th Avenues north of Knott, which rivaled the larger homes found in neighboring Irvington. The four homes illustrated in *The Oregonian* article (shown on the following page) are said to be "Modern and Distinctive in Type". The headline announced: "Most of the Streets have been paved – The

Addition Adjoins Irvington". The Tate Company's vision of an "outgrowth of Irvington was speedily being realized in the territory just north and east of 24th and Knott.

This photo feature of Gleneyrie homes in July, 1913, marked the end of the Tate Company's advertising campaign. Home site sales had been strong, even though actual construction was

relatively limited. Only about 12 homes in the plat are identified in county tax records as having



been built in 1913 – a few more were built in 1914. Then World War I disrupted America’s economy, and building didn’t resume until around 1919, after which construction continued steadily until the Great Depression. But the identification of Gleneyrie with Irvington appears to have been cemented in place. As we will demonstrate in another part of this document, home sellers and realtors with properties in Gleneyrie almost never referred to their neighborhood as such in their advertisements – preferring the long-established “Irvington” designation.

Interestingly, a portion of Gleneyrie along 28th and 29th avenues was not included in the Irvington Historic District at the time of nomination, in part to maintain a consistent north-south border line, even though the overwhelming majority of the properties were built during the Irvington District Period of Significance. One might reasonably expect in future years that this exclusion of a part of Gleneyrie as part of the Irvington District might be corrected by an application for expansion of the District boundaries, thereby honoring the vision of Gleneyrie’s creators and the Tate Investment Company that tied its fortunes to Irvington.

In the meantime, the parallel development in Dixon Place was being coordinated by the Tate Investment Company as well. On October 6, 1912, it was reported in *The Oregonian* that: “Improvement work is progressing in Dixon Place, consisting of grading and laying cement sidewalks... In Dixon Place there are 220 lots and 40 have been sold. Eighteen were bought by the Anderson Construction Company, which has already started the erection of three modern homes.”

As with Gleneyrie, Dixon Place was marketed by the Tate Investment Company as an extension of Irvington with the tag-line: “Dixon Place, Irvington’s Neighbor”. Priced comparably with

Gleneyrie, Dixon Place provided a lower price point for the rapidly growing middle class to buy into a “respectable” suburb accessible to downtown by streetcar. In the case of Dixon Place, the streetcar was the Irvington line which was extended north on 15th Avenue from Tillamook toward Fremont and ultimately to Prescott in 1913 and 1914. As it had with the Broadway Bridge, the Tate Company made sure that potential lot buyers knew about the on-going construction of the extension of the Irvington carline with Oregonian ads in 1913 as illustrated below.

The blatant tie-ins between these two developments and Irvington might almost seem parasitic and an invitation for a lawsuit by Irvington’s developers and investors. One must assume, however, that the close ownership and management connections between Mrs. Irving and the various developers of these tracts facilitated what must in fact have been “cross marketing”, as the attractive nature of Irvington was constantly being touted in these ads. The ad at left appeared April 27, 1913.



*Extending
IRVINGTON LINE
Through
DIXON PLACE*

THE extension of the Irvington carline through DIXON PLACE is going forward at top speed. Steel is already laid for several blocks. Cars will be running within 40 to 50 days.
This Spring and Summer will see the greatest activity in DIXON PLACE of any subdivision in Portland.

Large Sites—50x100 to 50x206 ft. at
\$950, \$1000, \$1050, \$1100, in

Dixon Place

IRVINGTON'S NEIGHBOR

—and on the Easiest Terms

At these prices, sites in DIXON PLACE are greatly under value. Adjoining property in Irvington is held at \$200 to \$400 a lot more than DIXON PLACE. And in new districts, miles farther out, you are asked as much as in this desirable, close-in district.

NOW is the time to INVEST in DIXON PLACE! Lots are bound to advance after the carline is completed. Improvements will be of highest grade, including cement sidewalks, sewerage, electricity, hard-surfaced streets.

Come out to DIXON PLACE today! It begins two blocks from present terminus of Irvington carline. Representative on tract. Or phone Marshall 284, and go out in our machine.

Tate Investment Company

1002-1003 Wilcox Building Phone Marshall 284
East Side Office, 15th and East Broadway. Phone East 4986



**Which Side of the Street
Looks Better to You?**

DIXON PLACE
IRVINGTON'S NEIGHBOR

LOTS
\$950
\$1000
\$1050
\$1100
EASY TERMS

FOR SALE \$1500
FOR SALE \$1400
FOR SALE \$1500

Look at this illustration a second time! Study it closely. For it tells, more emphatically than all we might say, the reason why there's such activity in

Dixon Place

IRVINGTON'S NEIGHBOR

Large, Slightly Lots, 50x100 to 50x206 Feet, at
\$950, \$1000, \$1050 and \$1100—Easy Terms

Where else in Portland can you match these values? What addition can offer so many actual advantages as DIXON PLACE, at double the price?

The Irvington carline is now being extended through DIXON PLACE—cars will be running within 40 days.

Investigate DIXON PLACE now—today! Even if you're not ready to build—even if you only desire investment where lots make money, DIXON PLACE will make you most, because advances will be rapid and certain.

Go out to DIXON PLACE today! Take the Irvington car—a 15-minute ride through Portland's most beautiful residence district. Representative on tract. Or phone Marshall 284 and go out in our machine.

Tate Investment Co.

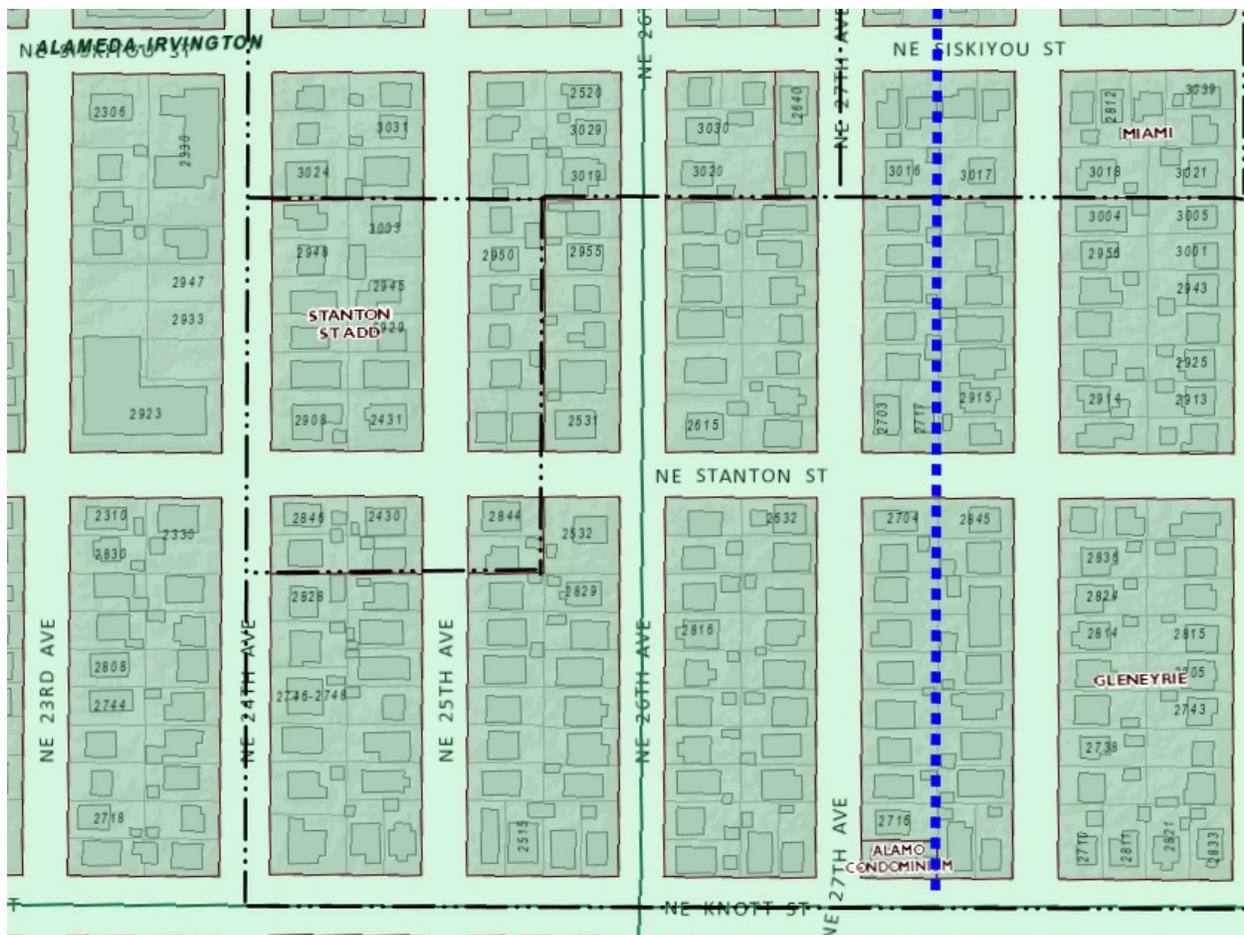
1002-1003 Wilcox Building, 6th and Washington Phone Marshall 284
East Side Office, East Broadway and Fifteenth—Phone East 4986

The Tate ad on the right, which appeared May 4, 1913, proclaims the ride on the Irvington carline to Dixon Place runs through “Portland’s most beautiful residence district.”

Unfortunately, Dixon Place evidently was too far from downtown and too distant from the core of Irvington to be fully successful as “Irvington’s Neighbor”. The Tate Investment Company’s marketing campaign produced some sales, but by April 26, 1914, the Shaver estate put the entire tract on the market. Only three partial blocks of the old Dixon Place were included in the Irvington Historic District, those being the small part of the tract south of Fremont Street and contained in the original William Irving Donation Land Claim.

This illustrates that real estate marketing effort alone will not cement one plat area to another, to make it be considered part of a cohesive whole, but when the combination of geography, consumer acceptance and investor enthusiasm fall together, as they did with Gleneyrie, the development of the adjacent plat can and will reflect the growth and evolution of its larger neighbor.

To complete the case for Gleneyrie’s tight connection with Irvington, we can note the block and lot patterns of the plat compared to those of neighboring Irvington in this map derived from Multnomah County’s DART mapping system (The black dashed lines designate the historic plat boundaries, the dashed blue line is the eastern boundary of the Irvington Historic District.):



Lest anyone think that the irregular sizes of the lots in some blocks along 24th Avenue were the

result of platting which differed from the rules laid down by Elizabeth Irving, a check with the County Assessor's data in PortlandMaps.com shows that the underlying lots were almost invariably the same 50' by 100' found throughout Irvington, but were evidently allowed to be sold to owners in fractional combinations which allowed the construction of larger homes found in Irvington on double lots. This should not be surprising along 24th Avenue as this was the route of the Broadway streetcar line, making it highly desirable for higher-end buyers. Lots farther to the east, with less attractive distance from the streetcars, were typically sold as standard 50' by 100' parcels to their middle class buyers.

Finally, the Stanton Street Addition was for all intents and purposes an adjunct of Gleneyrie, as its owner/developer was one of the partners in the larger Gleneyrie tract.

The “Irvington” District in the Minds of Owners and Realtors during the Historic Period

The sections above in this commentary make it clear that blocks in the Boundary Decrease Area were solidly associated with Irvington and the suburban concept developed by Elizabeth Irving and her relatives and associates at the end of the 19th Century and the first years of the 20th Century. In this regard they had much in common with other areas, like Prospect Park, that were developed after the core of Irvington, but were shaped by the rules established by Elizabeth Irving either by legal agreement or by force of the real estate success of the Irvington area. But the question remains, did this association with Irvington continue after the founding of Alameda Park and during the 1920s building boom which saw these areas fill in almost completely?

To test the degree to which the “Irvington” identity remained in place in the years after the initial platting and land sales, we turned to the online Historical Oregonian archives, a full-text searchable index to digital images of every page of *The Oregonian* from 1861 to 1980 and available through the Multnomah County Library. Starting with the pre-1931 addresses and continuing with the modern addresses, we searched for the address of every residential property in the Boundary Decrease Area for the years 1900 through 1948. The vast majority of the “hits” from this search were for real estate classified advertisements for the houses in this area.

We then coded every instance of a classified advertisement based on what area or neighborhood was mentioned, if any, and how it was designated – by neighborhood name or by reference to the schools serving the property. Altogether a total of 365 distinct advertisements were discovered for this time period. Note that these are only the advertisements for properties in the Boundary Decrease Area that included the address. Many real estate advertisements both then as now, carry only the contact information for the real estate company – usually in the expectation that a potential buyer can be steered to an available property if the one in the advertisement has already been sold. When the same advertisement ran multiple times with essentially the same wording, it was still counted only once in our analysis. Counting the duplicates, we examined 638 historic real estate advertisements covering the Period of Significance for the Boundary Decrease Area.

The following table presents the counts of the type of neighborhood reference and typical examples of the labels found in the advertisements:

Type of Location Identifier	Count of Distinct Advertisements	Typical Label Texts
Address Only	72	“684 E. 26 th N.”
Alameda School District	32	“Alameda, Madeleine, Grant HS”
Alameda Neighborhood	14	“Alameda Colonial”
Broadway Car	1	“Broadway Carline”
Grant	15	“Grant HS”
Irvington Neighborhood	207	“Irvington Bungalow”
Irvington/Alameda Neighborhood	8	“Irvington-Alameda Special”
Irvington District	11	See Note below
Madeleine	1	“Madeleine School”
Other	4	“Northeast District”
Total	365	

Note: It isn’t clear if these ads were referring to the Irvington School District or the more common term at the time “Irvington District” meaning the entire territory popularly considered to be “Irvington”. For purposes of this analysis we assume that these refer to the school district.

If we disregard the 72 advertisements that had no reference to a neighborhood and those that make reference strictly to schools like Grant High School, plus the few minor examples like “Broadway Car”, we are left with a total of 229 relevant examples that make explicit and unambiguous reference to a neighborhood. Of these 207, or 90% refer to Irvington, 6% to Alameda, and 4% to both.

These statistics clearly demonstrate that buyers, sellers, home owners advertising their own properties, and the real estate community overwhelming considered the Boundary Decrease Area to be Irvington during the Period of Significance. Evidently the marketing efforts of the Tate Investment Company and its peers had paid off in establishing a conception of an “Irvington Neighborhood” or, as often mentioned at the time, an “Irvington District” including this northeast corner of the Historic District.

Appendix D shows a number of examples of the actual advertisements included in the statistics above. As can be seen in reading through them, not only was this area referred to overwhelmingly as Irvington, but in some instances the owner even listed it as “The Heart of Irvington” as seen in the ad for a home at 3325 NE 26th in 1941. Also shown are some examples of references to the streetcar service, including one at 3424 NE 26th, as late as April 18, 1944 – a matter addressed further in a later section of this document.

The preceding three sections taken together clearly refute the first two assertions of the Boundary Decrease Document:

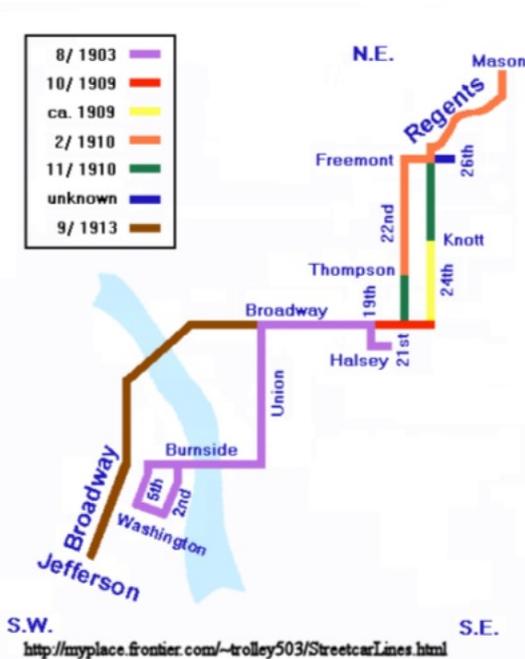
Assertion 1: “The Boundary Decrease Area, as shown in Figure 1, developed as part of the Alameda Neighborhood and is recognized as such by its residents and *historically throughout its*

existence.” (Our emphasis)

Assertion 2: “The Boundary Decrease Area closely follows the historic development of the rest of the Alameda Neighborhood, rather than the Irvington Neighborhood.”

The Broadway Streetcar in the Development of Northeast Irvington

The developers of Gleneyrie, Alameda Park, and others in the period from 1900 to 1915 appear



website’s color coded map is shown above left.

By late in 1909 an extension had been built north along 24th Avenue to Thompson street from the end of a five block extension east on Broadway. At this point, public pressure began to mount for a significant extension of the line northward into Irvington.

An article which appeared on Dec. 12, 1909, in *The Oregonian* reported that, “Recent statistics prepared by County Clerk F. S. Fields show that the population of the Irvington district has increased faster than nearly any other section of the East Side, and especially between East Eighth and East Twenty-fourth streets. These statistics were prepared to show that streetcar service had not kept up with the growth of the district. Beyond East Twenty-fourth street building operations are in progress, and that section promises to build up rapidly.” The paper further reported in that same article that the Portland Railway, Light & Power Company will start building northward along 24th Avenue from Thompson Street to Fremont, with a loop planned for return along 15th Avenue (the latter reference to a loop to 15th Avenue may either have been a typo or a reference to a route plan that was later changed, as the Broadway and Irvington carlines never did connect.)

According to *The Oregonian* in an article on January 20, 1910, the progress being made by the

streetcar company constructing its northward extension of the Broadway carline toward Alameda was due to a meeting on November 16, 1909, of representatives of the Irvington and Holladay Park clubs with the company and representatives of the Alameda Land Company at the Irvington Club. At that time the company agreed to add more cars to the service and to press on with northward construction in response to demands for more and better service.

While the Boundary Decrease Document implies that the construction north from Thompson Street was entirely at the instigation of the Alameda Land Company and that the Alameda Land Company paid for most of it, the historic evidence doesn't support that assertion. Clearly there was powerful pressure from influential Irvington property owners. There is also proof that the streetcar company itself funded the entire route from Thompson Street to Fremont. In an April 3, 1910, report to the City of Portland on its \$1.3 million budget as published in *The Oregonian*, the Portland Railway, Light & Power Company announced plans to build two extensions deeper into Irvington: one an extension of the 15th Avenue line from Tillamook Street to Siskiyou Street, and the other northward from Thompson Street along 24th to Fremont and back on 22nd Avenue opening up "considerable new territory". Since (as mentioned below) service was reported to have opened to Fremont as early as February of 1910, the 22nd Avenue route must have been completed first, with the loop around on 24th being completed sometime after April, 1910.

Unfortunately for the Alameda Land Company, this extension on 24th and 22nd Avenues would only just reach the southern border of Alameda Park, leaving residents to walk the considerable up-hill distance to their homes in the center of the Park. To address this shortfall in the route, the Alameda Land Company had announced as early as February 3, 1910, in an advertisement in *The Oregonian*, that service on the Broadway car to Fremont had begun and that they had paid the streetcar company \$12,000 to extend the line into Alameda Park via Regents Drive and 29th Avenue to Mason Street. This extension would ultimately be operational during the fall of 1910 (A news article on April 29, 1910, announced that rails for the extension had not yet been laid. We were unable to find an announcement of the actual date service started, but the Vintage Trolley, Inc., website indicates that full service was in place by November, 1910.)

While the Alameda Land Company's investment in streetcar service for that last climb into the heart of Alameda Park no doubt was pivotal in ensuring lot sales and home construction in their development, it clearly had no impact whatsoever on the extension of streetcar service into Irvington and the sales of lots in that area. Further, it is clear that it was not simply a request by the Alameda Land company to build north that impelled the streetcar company to build the 24th Avenue extension, but it was significant political pressure from property owners and residents of Irvington and Holladay Park, not to mention from the City (presumably, as the entity that franchised the streetcar services) and County as reported above, that induced the streetcar company to build the Broadway carline north into the developing areas of northeast Irvington.

The Alameda Land Company's commitment to PRL&P evidently included subsidies for the operational costs of running the streetcars that last mile or so to 29th and Mason Street.

According to E. Kimbark MacColl in his book *The Growth of a City: Power and Politics in Portland, Oregon 1915 to 1950*, by 1917 The Alameda Land Company, like many other developers with similar agreements with the streetcar line was in arrears in its payments. “Since 1914 when the real estate market collapsed, the payments had been in default.” (MacColl, p. 123) The PRL&P company was losing money on these services, but the City Council was not inclined to help the company recover the costs of serving these high-class neighborhoods by allowing increased fares paid by the working classes.

Given the presence of a “high profile” (as described by the Vintage Trolley, Inc. website) streetcar running through northeast Irvington, the resulting continuing growth was not surprising, especially after the opening of the Broadway Bridge in 1913 resulted in significant shortening of the route into downtown and a several minutes reduction in the travel time. Unfortunately, the advent of World War I in August, 1914, just a year after the bridge opened, resulted in economic disruptions (as referred to by MacColl referenced above) which continued until the end of hostilities with the Armistice in November, 1918, and normal building activity didn’t resume until the 1920s.

An issue has been raised in the Boundary Decrease Document that suggests that a neighborhood can only be considered a Streetcar Neighborhood as designated in the Irvington Historic District Nomination, if the residential construction was completed very quickly after the opening of the streetcar route. They argue that the southern part of Irvington was built out quickly after the introduction of streetcar service in 1903 and therefore qualifies as a “Streetcar Neighborhood”, but that there was nearly a decade delay in the appearance of the next significant round of construction in the northeast part of Irvington after the Broadway line was extended to Fremont Street and Alameda Park, disqualifying it for “Streetcar Suburb” or “Streetcar Neighborhood” status. Is this a valid argument?

In response, we turn to the description of “Streetcar Suburbs” in the National Register Multiple Property Listing titled Historic Residential Suburbs in the United States, 1830-1960 (MPL), under which the Irvington Historic District was nominated for listing on the National Register. In Section E, Pages 4 and 5, the description of Streetcar Suburbs characterizes them thus: “Concentrated along radial streetcar lines, streetcar suburbs extended outward from the city, sometimes giving the growing metropolitan area a star shape. Unlike railroad suburbs which grew in nodes around rail stations, streetcar suburbs formed continuous corridors. Because the streetcar made numerous stops spaced at short intervals, developers platted rectilinear subdivisions where homes, generally on small lots, were built within a five- or 10-minute walk of the streetcar line. Often the streets were extensions of the gridiron that characterized the plan of the older city.”

This description closely fits all of Irvington, which was served by three north-south streetcar lines along Union Avenue (one block west of the district boundary), 15th Avenue, and the 22nd Avenue/24th Avenue couplet, plus the east-west Broadway line from the Broadway Bridge to 24th

Avenue. The service areas of these four corridors overlapped, ensuring ultimate build-out of the entire neighborhood during a period where streetcar service was still a critical part of Portland's transportation mix, as it was (as we shall explain below) until at least 1948.

Further, the MPL document points out that the socio-economic role of the streetcar suburb changed gradually during the 1920s as automobiles became more affordable (MPL, Section 3, p. 5): "Streetcar use continued to increase until 1923 when patronage reached 15.7 billion and thereafter slowly declined. There was no distinct break between streetcar and automobile use from 1910 to 1930. As cities continued to grow and the demand for transportation increased, the automobile was adopted by increasing numbers of upper-middle to upper-income households, while streetcars continued to serve the middle and working class population."

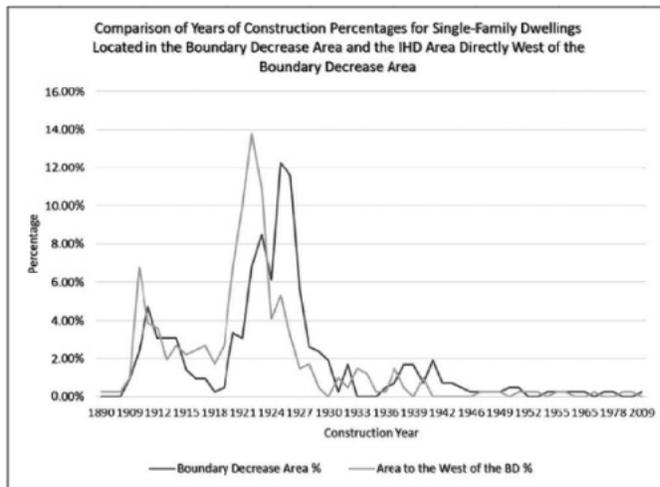
This demographic trend is seen in the smaller sizes of the homes built throughout Irvington in the 1920s compared to those built prior to World War I. Irvington transitioned from a neighborhood for the upper classes to one for middle and working class home buyers who still valued the proximity of convenient streetcar service. The Boundary Decrease Document notes this change in house sizes between the southern section of Irvington and the northern section above Knott Street, but fails to recognize that it affected all of the northern section of the neighborhood, not just the northeast corner. The last section of this document addressing the history of the Irvington Community Association and its newer sibling, the Alameda Neighborhood Association, shows in a 1938-vintage map, the extent to which by that date Irvington was no longer a "high class" neighborhood, and had become solidly middle class and working class in its entirety.

In the 1920s, typical of many streetcar neighborhoods as suggested by the MPL, upper bracket home owners began leaving Irvington in favor of newly developing areas opened up by automobile access. One notable example was the move by Clarissa Inman from her home in Irvington at 1914 NE 22nd Avenue, built originally for Robert Lytle in 1912 for the immense sum of \$40,000 (See National Register Nomination, Robert F. Lytle House). In 1926, she moved to a brand new, identically styled, but even larger and more palatial version of that house designed by the same architect at 2884 NW Cumberland Road in Westover Terraces with gorgeous views of downtown Portland, taking all of her furnishings with her (Classic Houses of Portland, Oregon 1850-1950, Hawkins and Willingham, p. 338). The grandly scaled Lytle House she left behind still stands as the largest and most expensive surviving home in Irvington – serving as a bed and breakfast.

Let's consider the role of streetcars in Portland's transportation mix during the remaining years of the Period of Significance. If streetcars can be shown to be an essential part of the transportation mode mix in Portland through the period of continuing development of the Boundary Decrease Area, it follows that the existence of the streetcar contributed to the continued appeal of the area to home builders and buyers – especially the working and middle class buyers who could not yet afford an automobile. Those home buyers certainly were less

concerned about how long the streetcar tracks had been there than they were that the tracks were there in the first place. Further, as the streetcar company continued building lines prior to World War I into Portland’s suburban areas in response to builder pressure and growing demand, it would not be surprising if there had been overbuilding and a larger inventory of buildable lots than could be immediately absorbed by the market immediately after streetcar line construction. Consequently neighborhoods more distant from downtown (and selling for higher prices) would likely see development move more slowly than those along close-in routes.

This is certainly the pattern we see in the northern part of Irvington – and not just in the



Boundary Decrease Area but throughout the Historic District north of Knott Street as is displayed clearly in the chart at the left, Figure 10 “Comparison of Years of Construction Percentages for Single-Family Dwellings Located in the Boundary Decrease Area and the IHD Area Directly West of the Boundary Decrease Area” in the Boundary Decrease Nomination Document itself. This chart shows corresponding peaks in construction in the 1909-1910 period and in the 1920-1925 period in both the

Boundary Decrease Area and the rest of the northern section of the Irvington Historic District. If anything, the western end of the area shows development about a year or two before the eastern end, and one might reasonably speculate this is attributable to the greater distance of the eastern corner of Irvington from the downtown core and the resulting longer commutation times.

For an understanding of the role of the electric streetcar in Portland during the Period of Significance we turn to the exhaustively researched and wide reaching Doctoral Dissertation *Private Profit Versus Public Service: Competing Demands in Urban Transportation History and Policy, Portland, Oregon, 1872-1970*, by Martha Janet Bianco, completed in 1994 for the Urban Studies Program at Portland State University.

Bianco includes two useful charts showing streetcar ridership during the Period of Significance of the Irvington Historic District. These are reproduced at the left. The first, Figure 20, in the document from page 256 (following page), illustrates the remarkable growth of streetcar ridership between 1906 and its all-time pre-World War II peak of 100 million riders in 1919. This peak was followed by a long period of very gradual decline apparently triggered by a combination of fare increases (indicated in the chart) and the emerging use of automobiles for personal transport among the upper middle class.

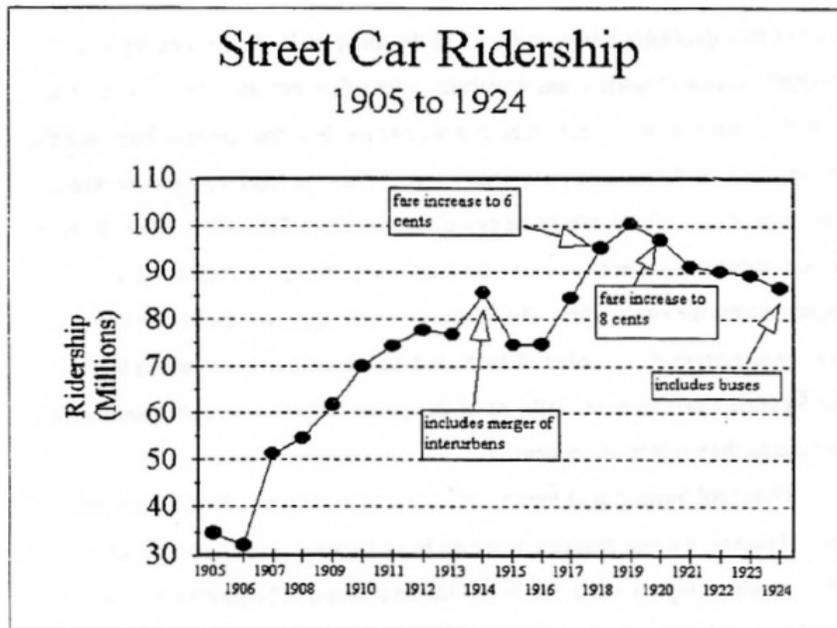


Figure 20. PRL&P streetcar ridership, 1905 to 1924.²⁰⁸

Bianco follows this chart with Figure 28 (below left), which continues the ridership trends until 1940. This chart displays the impact of auto competition in the last years of the 1920s, the plunge in ridership caused by the Great Depression, and then sustained traffic during the rest of the 1930s as economic constraints sent riders back to public transport. Note the scale: even in the 1930s transit ridership was still above 60 million annual trips except

for the deep Depression year of 1933.

The advent of the automobile certainly had an effect on transit ridership and on the decisions home buyers could make relative to home purchase locations. But it is important to remember

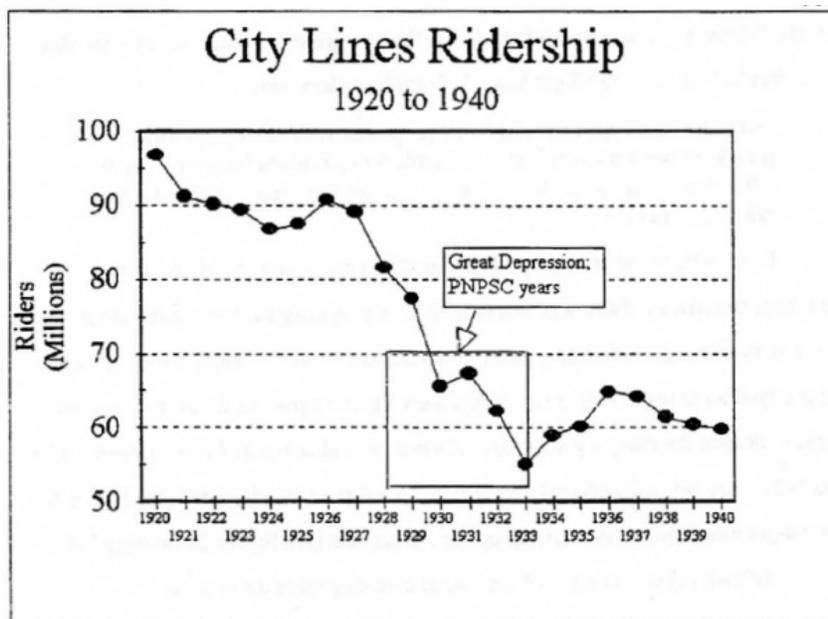


Figure 28. City lines ridership, 1920 to 1940.⁷²

that automobile usage was low until fairly late in the Period of Significance. Bianco asserts (p. 14) that in 1915 just 3% of the Portland population had access to a car. While this number had increased to 60% by 1930 (Bianco, p. 368), that statistic suggests that a significant percentage of the population was still dependent on public transit, which still meant streetcars on most routes.

As one measure of continued transit dependence in Irvington, despite the relative affluence of the residents throughout the district, as late as 1924 in the area bounded by Fremont, Siskiyou, 23rd Avenue, and 27th Avenue, only 1/3rd of the houses are shown as having garages in the Sanborn Insurance

map (see Appendix E).

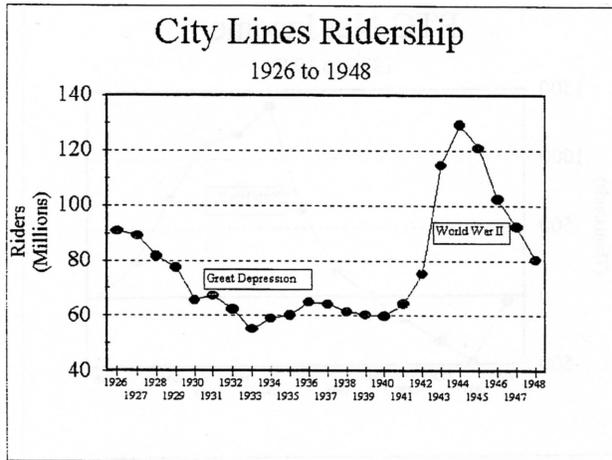


Figure 40. City lines ridership, 1926 to 1948.¹²¹

continued to play an important role in Portland well into the automobile era. This is displayed in the last of the traffic charts included in the Bianco dissertation, Figure 40, at the left.

Notably during World War II, ridership reached its all time peak in Portland of nearly 130 million riders. By 1948, and the end of streetcar service on the Broadway carline into Irvington, total system ridership was still an impressive 80 million riders.

From these statistics, we can conclude that as Irvington became more middle class, streetcar ridership remained strong during the Period of Significance, and proximity to streetcar service would continue to be relevant to housing location decisions of families who settled there through the 1940s. Thus, we argue that it is correct to characterize Irvington throughout the Period of Significance as a “Streetcar Suburb” and that the assertions of the Boundary Decrease Document are false.

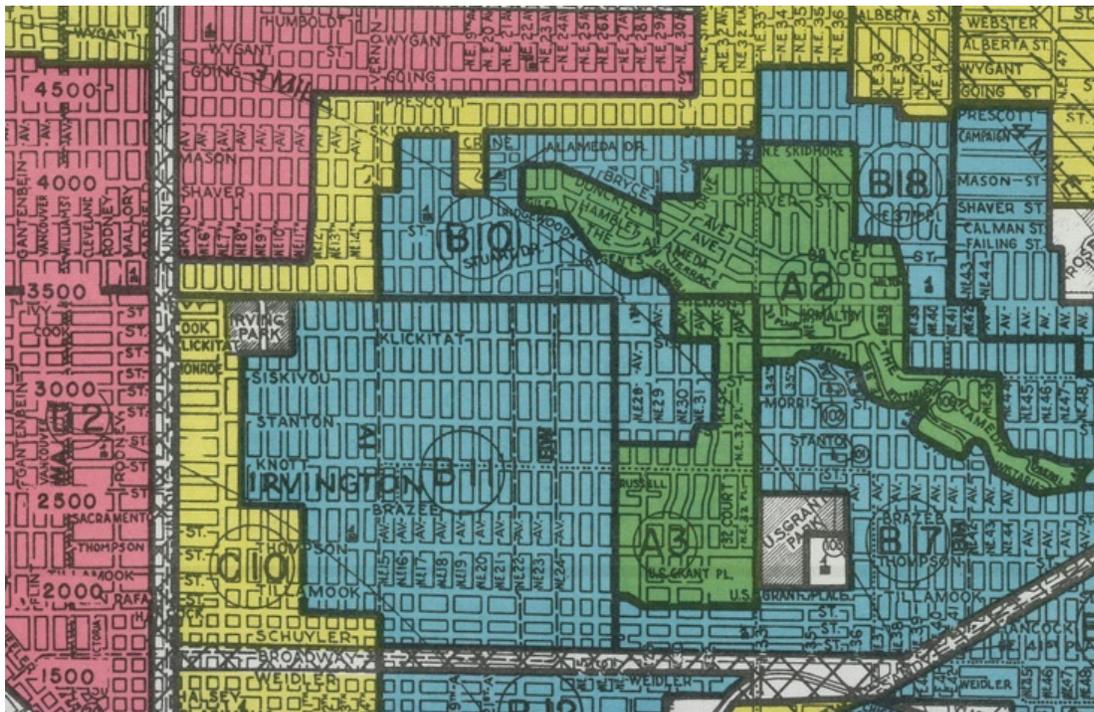
The Alameda Neighborhood and Contemporary History of the Irvington District

The Boundary Decrease Document makes repeated reference to the “Alameda Neighborhood”, making assertions that such a designation has roots deep in the area’s past. We have already refuted this claim, showing that the Boundary Decrease Area was referred to as “Irvington” by residents and home buyers through the Period of Significance, but it is certainly true that there is a modern Alameda Neighborhood as recognized by the Portland Office of Neighborhood Involvement (ONI). Further, a portion of the territory designated by ONI as Alameda is also designated as Irvington by ONI as well. That “overlap” area, represented by both the Irvington Community Association and the Alameda Neighborhood Association based on ONI rules, constitutes almost the entirety of the Boundary Decrease Area, suggesting that the preparers of the Boundary Decrease Document placed more weight of historic significance on this “overlap” of neighborhood territory than on historic development trends. If it can be proved that this Alameda designation dates to the Period of Significance, at least some credence could be given

to the claim that this area is properly thought of as an area separate from Irvington and not appropriately a part of the Irvington Historic District.

As it turns out the Boundary Decrease Document makes no attempt to establish a basis for their argument that the Boundary Decrease Area is a part of “Alameda” and has been so throughout history. To find the source of this overlapping modern designation we have to consider the history of Irvington and Alameda in contemporary times. We have already pointed out that Irvington’s population became much more middle- and working-class in the 1920s as the automobile gave the upper classes freedom to move to newer exclusive areas. This demographic change is notable in “Residential Security Map” of Portland published in 1938 by the Appraisal Department of the Home Owners’ Loan Corporation (HOLC), a New Deal government entity set up to make home ownership more affordable to the middle-class. According to the Wikipedia article on this entity, the practice of redlining black neighborhoods was introduced in the HOLCs Residential Security Maps. (See http://en.wikipedia.org/wiki/Home_Owners%27_Loan_Corporation)

The portion of 1938 Portland HOLC map showing Irvington and Alameda is reproduced on the below.



In this map (available for download from <http://www.urbanosis.org/projects/holc-fha/digital-holc-maps/>), pink shaded areas were “Fourth Grade” in terms of security – the lowest score, yellow was “Third Grade”, blue, “Second Grade”, and green “First Grade” – the highest and most desirable security grade. Note how the “B11” section, including most of Irvington, extends to an eastern boundary of 27th Avenue. Also note the “C10” section, including the rest of

Irvington and its southwest corner is assigned Third Grade. Equally significant, is the assignment of First Grade to the core of Alameda Park up on the ridge where good views appear to have cemented the well-to-do in place and the Grant Park development where proximity to the City's Grant Park provided an amenity that the upper classes found attractive.

To the west of Irvington lay the Albina neighborhood, once the separate city of Albina before being absorbed by Portland. Nearly all of that was categorized as Fourth Grade – essentially too risky for prudent bank lending – the first redlining of that area had appeared.

In the succeeding years the economic fortunes of Alameda Park with its curving streets up on the ridge overlooking the city, and Irvington with its regular gridiron of blocks on the flats continued to diverge economically and racially. The story is told in searing detail in an article which appeared in Volume 15, Number 1, pages 3-25 of the journal *Transforming Anthropology*, titled “Bleeding Albina: A History of Community Disinvestment, 1940-2000” by Karen J. Gibson, an associate professor of urban studies and planning at Portland State University. In her paper she addresses the redlining and racist real estate sales practices which impacted the eight neighborhoods comprising greater Albina: Eliot, Irvington, Lloyd, Boise, Humboldt, King, King-Sabin, and Woodlawn.

According to Gibson, the influx of southern Blacks to northern cities during World War II had affected Portland due to the huge shipyards operated by the Kaiser Company along the Columbia River. In 1948, when a major flood wiped out the temporary housing in Vanport where most of the workers lived, roughly 1000 Black families moved south into the Albina neighborhood which had been a center of Portland's Black community since before 1900. This migration was joined by other Blacks seeking employment opportunities in Portland. By the end of the 1950s, the Black population of the Albina neighborhoods had increased by roughly 7,500 and the White population had declined by 23,000. During this period the racial composition of the western half of Irvington changed dramatically. Black families moved out of the crowded Eliot and Boise neighborhoods in search of better housing – but found they had to rent, as banks would not lend mortgage money in the west half of Irvington, as they would not in Eliot and Boise.

As shown in the Gibson paper, by 1970, the western half of Irvington had become 43% Black, housing and economic discrimination had worsened, and the racial unrest of the late 1960s had been experienced as what had been reported as a “race riot” in Irving Park in the northwest corner of the Irvington neighborhood in 1967.

The Irvington Community Association grew out of a public meeting held on January 7, 1965, at the Irvington School Auditorium in response to emerging concerns about blight and crime. Upwards of 400 attendees were reported by *The Oregonian* in its coverage the next day. The following year, the ICA and the City announced an 8-point plan for rejuvenation of this “Once Graceful Area” as reported on Dec. 11, 1966. In that article, Irvington's boundaries were described: “Irvington's boundaries, determined by some sort of mystical reasoning understood

by none and recognized by all who live there, are NE Broadway on the south, NE Fremont Street on the north, 26th Avenue to the east, and NE Seventh Avenue to the west.” In addition, the article further acknowledged the shift in the population: “Most of the wealthy are gone now, having succumbed either to the grim reaper, the suburbs, or the plush hills across the river (not necessarily in that order).” Throughout this period, the ICA was a racially integrated organization and emphasized neighborhood improvement and self-help, it was reported in *The Oregonian*.

Within a few years, neighborhood organization became a priority for Portland, and a District Planning Organization Task Force was created to explore formalizing the roles of neighborhood associations which had emerged informally across the city. The Task Force Report, dated December 28, 1972, (Download from the Portland Office of Neighborhood Involvement website) made recommendations for an organization that would ultimately become the Office of Neighborhood Involvement, which would facilitate the creation of neighborhood associations where they didn’t already exist. Participating in that task force were all the neighborhood associations in the City of Portland already in existence including the Irvington Community Association, the Eliot Neighborhood Program Association and many others, but no Alameda Neighborhood Association is listed.

According to the report Neighborhood Accomplishments in Portland, Oregon, 1976-1983 by the Office of Neighborhood Associations (Download, ONI website), by 1983, 77 neighborhood associations had been formed. One of these, the Alameda Neighborhood Association was formed “during the period from 1973 to December 1974.” At the time of its founding, no part of the city was allowed to be part of multiple neighborhood associations, so there was no question of any “overlap” with Irvington. In 1976, a few years after the creation of the Alameda Neighborhood Association, the Bureau of Planning published its map of Irvington which confirmed the boundaries adopted informally by the ICA in 1966. This map is reproduced in Appendix F.

By 1976, the economic and social challenges being faced by Irvington threatened to spill over into still-affluent Alameda. In an article in *The Oregonian* on January 23, 1976, several Alameda residents were quoted as describing being discouraged from buying in Alameda by subtle references to “Blacks moving into the area”. Some reported being told that they shouldn’t buy property west of 33rd Avenue, which would have included all of the original Alameda Park tract and the newly formed Alameda Neighborhood Association.

With overlapping boundaries of neighborhood associations having been approved by City Council in November, 1975 (*The Oregonian*, Nov. 27, 1975), it was perhaps inevitable that some residents of the eastern, largely White portion of Irvington would look for ways to distance themselves from the urban problems of the rest of Irvington by associating with the more stable Alameda neighborhood to the north and east. Accordingly, as of 1981 a Portland Neighborhood Association Map clearly shows the overlap area shared by the Irvington Community Association

and the Alameda Neighborhood Association. A copy a portion of that map showing Irvington and Alameda is presented in Appendix G.

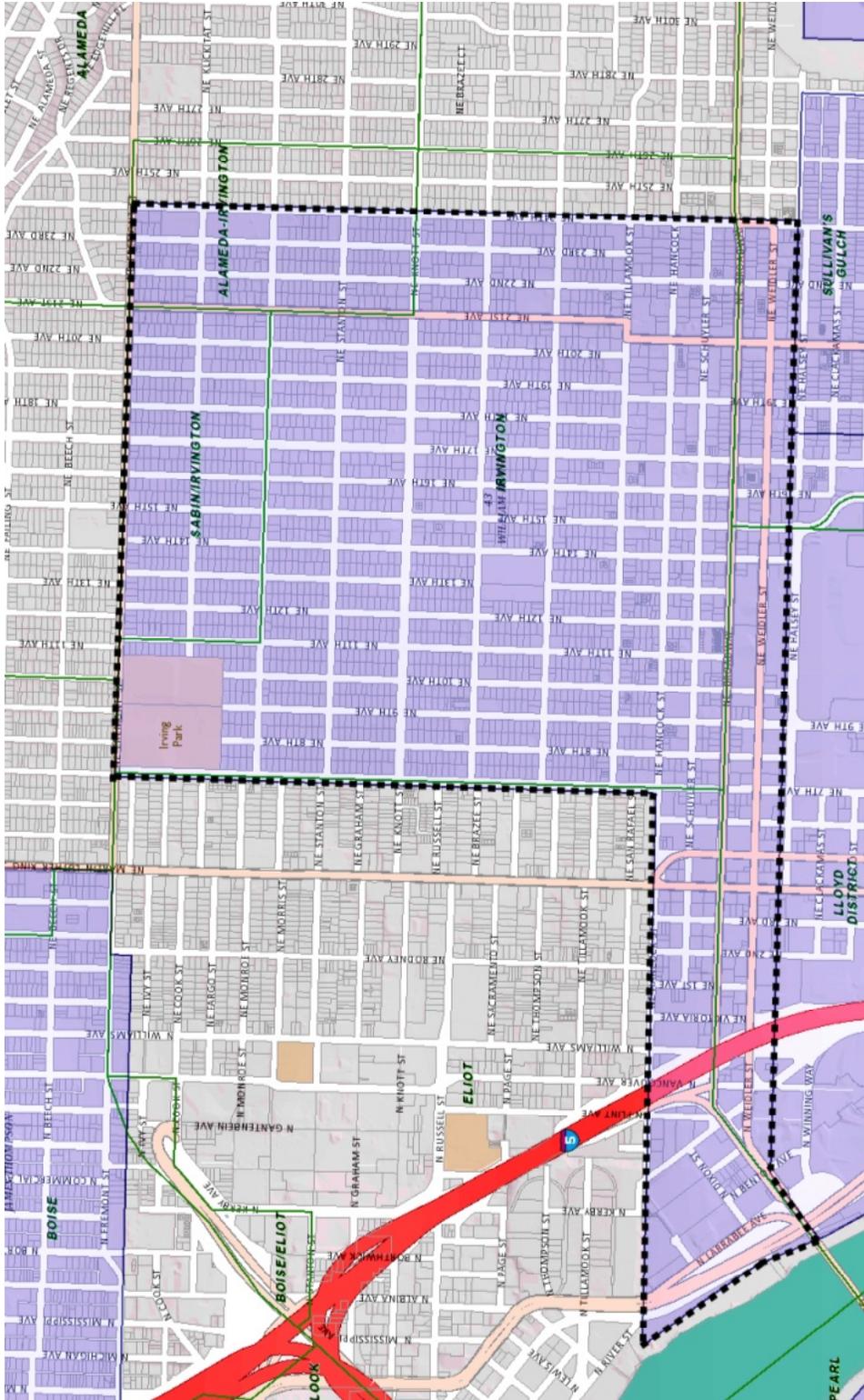
The overlap of Alameda and Irvington areas continues to this day, but as late as 1993, in the formulation of the Irvington Plan, adopted by the Portland City Council as part of the larger Albina Community Plan, the boundaries of Irvington are clearly those of its original designation back in 1966, as shown in the map from the 1993 Irvington Plan in Appendix H.

As an important postscript to this discussion, it was the 1993 Irvington Plan which resulted in the creation of the Irvington Historic Conservation District, the predecessor of today's Irvington Historic District. That Historic Conservation District still exists (although is dormant due to the National Register designation) and includes three full blocks of the Boundary Decrease Area. Should the Boundary Decrease be approved, the Historic Conservation District will resume its efficacy in those blocks. The October, 1993, map of the "Irvington Historic Design Zone" is shown in Appendix I.

The foregoing clearly demonstrates the fallacy of the Boundary Decrease Document's assertion that: "The Boundary Decrease Area of the Irvington Historic District is historically identified as part of the Alameda Neighborhood."

Also fallacious is the corollary assertion that there was an identifiable "Alameda Neighborhood" which embraced the Boundary Decrease Area starting in the Period of Significance as distinct from the Irvington Neighborhood. Demonstrably, the inclusion of the Boundary Decrease Area in a portion of the Alameda Neighborhood Association is an artifact of modern times and is unrelated to the criteria by which the Irvington Historic District was nominated to the National Register.

Appendix A – William Irving’s Donation Land Claim Mapped to Current Streets by Multnomah County DART System, 2015 (Donation Land Claim bounded by dashed line)



Appendix B - 1907 Block Book Pages for Edgemont

FREMONT		E. 25 TH		E. 26 TH	
100	100	100	100	100	141.42
57	100	100	100	57.0	100
100	100	100	100	100	100
20	1	20	1		1
19	2	19	2		2
18	3	18	3		3
17	4	17	4		4
16	5	16	5		5
15	6	15	6		6
14	7	14	7		7
13	8	13	8		8
12	9	12	9		9
11	10	11	10		10
100	100	100	100	100	57

Handwritten notes in Fremont table:
 20 1: H. W. Herron 7/13/10 3580
 18 3: H. W. Herron 2/28/12 3600
 16 5: Jessie H. Millard
 12 9: J. C. Ainsworth

Handwritten notes in E. 26TH table:
 5: A. R. Pearson 1001 100 box 100 from Mrs. 250 4-13 110

KLICKITAT		E. 25 TH		E. 26 TH	
100	100	100	100	100	57
57	100	100	100	57.0	100
100	100	100	100	100	100
20	1	20	1		1
19	2	19	2		2
18	3	18	3		3
17	4	17	4		4
16	5	16	5		5
15	6	15	6		6
14	7	14	7		7
13	8	13	8		8
12	9	12	9		9
11	10	11	10		10
100	100	100	100	100	57

Handwritten notes in Klickitat table:
 18 3: J. L. Fork, John W. Mandel 1/30 100
 16 5: Oscar E. Heintz, Mary Millard #1 7/407
 12 9: John J. Lee, Frank Donnerberg

Appendix C – Gleneyrie and Dixon Place

ALLARD FARM PLATTED

NEW RESIDENCE DISTRICT TO
BE CALLED DIXON PLACE.

Forty-Acre Tract Near Irvington
Will Be Converted Into Mod-
ern Homesites.

The Tate Investment Company has taken the selling agency for the remaining 40 acres in the old Allard Place, which was purchased from Alvin Allard by William Irving, January 31, 1865, and five years later sold to George W. Shaver, and which has just been platted and will be known as Dixon Place, taking its name from Sarah Dixon Shaver, wife of George W. Shaver, who purchased this land December 20, 1870.

Dixon Place joins Irvington on the north, and has been subdivided into 220 lots. All the streets in this tract will be improved at once, and the old buildings and fences which have stood on the place for years will be torn down. This is one of the last close-in tracts of land remaining to be sold.

The Tate Investment Company is contemplating starting active operations at once towards selling this off. This addition will be two blocks from the end of the Irvington-car and three blocks from the Broadway car, and will be a restricted residence district.

Gleneyrie, which joins Irvington at East Twenty-fourth and Knott streets, and which was platted last July, is rapidly forging to the front. The improvement work which has been going on for the last six months is almost completed. There are six houses in the course of construction, some of which are nearly completed, ranging in price from \$4000 to \$6000 each. A number of lots have been purchased in this addition on account of its nearness to the city, and many of the prospective purchasers are contemplating building homes this Summer. There have been nearly 40,000 yards of earth removed, besides the clearing of stumps and undergrowth.

The Tate Investment Company also has completed the improvements in Tate's Addition, at East Thirty-third and Alnsworth avenue. This tract, which joins Irvington Park on the east, consists of 21½ acres and was formerly a fruit ranch.

This firm has also taken the selling agency for George Place.

Appendix D – Examples of Historic Irvington Real Estate Advertisements in *The Oregonian* for Residences in the Boundary Decrease Area from the Period of Significance

IRVINGTON—Beautifully furn. 6 rms., garage, 744 Klickitat, bet. 22d and 23d.

2214 NE Klickitat, May 8, 1932
(old 744)

IRV.—Lovely brick home, oil ht., fm. for 2, 1 blk. car, 2306 NE Siskiyou, TR 1792.

2306 NE Siskiyou, July 29, 1940

IRVINGTON—GRANT HIGH
NEW, 6 RMS. AND DOUBLE GARAGE. ALL TILED AND WEATHER-STRIPPED. 191 KLICKITAT, COR. 24TH ST.
Completely weather-stripped and shower completely tiled. This home is beautifully finished throughout; workmanship and material are the best that money can buy. Come out today. Price \$5950, on terms. Open evenings. C. J. Johnson, owner and builder, TR 6011.

PORTLAND HEIGHTS
2403 NE Klickitat, Aug. 23, 1931
(old 791)

Irvington, Grant High
OPEN SUN. AND MON.
Madelaine, Alameda and Grant high schools just an easy walk. Man left alone will give you real buy on this mod. home only few years old; 6 large rms., including 3 bedrms., large breakfast nook, and full basement. Automatic oil heat, elec. water heater, mahogany; glazed tile all around and over the bath tub; paved cor. lot and dbl. gar. 2403 NE Klickitat, cor. of NE 24th ave. Remmel & Barr.
REALTY SERVICE 419 SW Stark AT 2180.

2403 NE Klickitat, Aug. 31, 1941

6358.
A NEW IRVINGTON HOME
NEAR THE MADELEINE SCHOOL. 795 KLICKITAT, NEAR 24TH. ENGLISH—SHAKE EXTERIOR. 3 LARGE ROOMS ATTIC. THE PRODUCT OF AN ARCHITECT-BUILDER—AN ATTRACTIVE PLAN. A PERFECT HOME—A REASONABLE PRICE. \$8500.
YOURS IF YOU WANT IT—TODAY.
BEAUTIFUL AT ALAMEDA

2411 NE Klickitat, May 8, 1928

6-ROOM Colonial, Irvington. Completely furnished. Oriental rugs, electric stove, \$85. 830 Klickitat. GA 8568.

2610 NE Klickitat, May 28, 1928
(old 830)

\$9750. 901 Talbot road. Owner, H. F. ...
Irvington-Grant Hi Dist.
New English type brick home, all large rooms. Open evenings. 584 E. 25th st. N., cor. Knott.

2710 NE 25th, May 30, 1930
(old 564)

Broadway 2045. 325-327 Board of Trade.
IRVINGTON BUNGALOW.
579 E. 26th N. 6 rooms, splendidly finished in old ivory, white enamel kitchen and bath, hardwood floors throughout. Gasco furnace, wired for electric range; exceptionally convenient on lot \$3x100 facing east. Beautiful yard, shrubbery, fruit and flowers, ornamental fence inclosing back yard; garage; best of neighbors; an altogether desirable place. Phone East 1662.

4-ROOM BUNGALOW—NEW
2733 NE 26th, May 22, 1922
(old 579)

AT 5073.
IRVINGTON, 7 rooms, sun parlor, double plumbing, double garage, newly decorated, beautiful yard, 583 E. 25th N. GA 2852.

DESIRABLE house, 6 large modern rooms,
2745 NE 25th, Aug. 28, 1931
(old 583)

BE 2581.
MODERN 3 rooms, Irvington, breakfast nk., hardwood floors, fireplace, furnace, double garage, \$35. TR 3781. 583 E. 27th N.

2745 NE 27th, Sept. 27, 1931
(old 583)

FRANK L. McGUIRE—Open 3 to 5.
Irvington bungalow, 2814 NE 28th ave., between Knott and Stanton. Every feature desired in a well-arranged and modern home. Near Alameda grade school, easy walk to Grant high; good bus service. 2 bedrooms and bath down, 2 extra rooms up, large living room, tile kitchen and nook. Fenced rear yard with patio and open fireplace, bar-B-Q. Quick possession. Priced for quick sale, \$7500; convenient terms. Contact C. F. Kernon personally, or call him only, AT 7171.

FRANK L. McGUIRE—Open 5 to 7.
2814 NE 28th Ave, April 18, 1944 (Not in Boundary Delist Area but to the east outside of it.)

6000 NE Belmont. EA 5101.
IRVINGTON HOME
7 ROOMS—\$8500.
2826 NE 26th st. nr. Knott. VACANT NOW. 4 bedrooms (3 up, 1 down), double plumbing, fireplace, nook, wired for elect. range. Basement, furnace, hot water heater, garage, shrubs, trees. ALL HARDWOOD FLOORS. Splendid location. To inspect, phone: Vancouver 3485.

2826 NE 26th, May 26, 1943

IRVINGTON BARGAIN.

Brand new, 6-room bungalow, finished in ivory, oak floors, papered and decorated throughout, tile bath and drain boards, best of plumbing, fireplace, furnace, beautiful lighting fixtures, Dutch kitchen, attic, garage; this house is strictly modern and up to the minute; come out and see it today; terms. Located at 730 East 22d st. N. Owner, Wdin. 6341.

3434 NE 22nd, April 9, 1922

House open. 2602 N Willamette. MU 3379.

2836 NE 24th Ave., Irvington

\$350 down, \$30 mo, 8 rms., hdwd. flrs., fireplace, dbl. plumb., sawdust heat, on cor. close to school. Open 2 to 4 P. M.

2836 NE 24th, April 5, 1942

IRVINGTON—Pleasant well-furn. front rm., garage. \$15. 611 E. 27th N. GA 7445.

NICE clean rms., \$2.75 and up, walk, dist.

2915 NE 27th, June 5, 1932

(old 611)

IRVINGTON BUNGALOW

619 E. 25th N., 3 bedrooms, double plumbing, \$50.

FASTMORLAND

2929 NE 25th, June 6, 1930

(old 619)

NE 21st, Miss Grieve, AT 8251.

OPEN 1-5. Irvington bargain; beautiful 3-bdrm. home, lovely cond. Auto, oil heat; 2-car gar. Dbl. plumbing; 75x100 lot. Hwd. flrs. Only \$7050; terms. 2945 NE 25th. Stauffer, MU 0195.

2945 NE 25th, July 3, 1946

IN EXCLUSIVE IRVINGTON.

ENGLISH COTTAGE OF ORIGINAL DESIGN JUST FINISHED. EAST FRONT OCCUPIED BY OWNER. WHO NEEDS MONEY AT ONCE.

27th NEAR BRAZEE—NEAR BROADWAY CAR.

ANYONE WHO CAN PAY \$1400 CASH BALANCE \$3500 AT ABOUT \$40 MO. INCLUDING INTEREST. SHOULD INSPECT THIS PROPERTY.

5 large, well lighted rooms; thoroughly modern, artistically designed; furnace heat, fireplace, built-in bookcases, paneled dining-room, built-in buffet, Dutch kitchen, electric fixtures, shades, cemented basement; a beautiful home. Telephone East 615L. 527 East 27th st. North.

Not in Boundary Delist Area but on 27th just south of it.

2527 NE 27th, July 9, 1911. (old 527) Note reference to proximity to Broadway Car (streetcar)

always hot w. 617 E. 13th N. GA 4533.

IRVINGTON—Pleasant well-furn. front rm., garage. \$15. 611 E. 27th N. GA 7445.

NICE clean rms., \$2.75 and up, walk, dist.

2915 NE 27th, June 5, 1932

(old 611)

IRVINGTON home; genuine sacrifice. See it today and make offer. 618 E. 24th st., near Stanton.

2930 NE 24th, Sept. 8, 1912

(old 618)

street, garden and fruit. TR 4808.

IRVINGTON—5 rooms, garage. 632 E. 26th N.; adults: \$45. GA 2328.

559 E. ALDER, 6 rms., modern; newly painted. 3004 NE 26th, Feb. 15, 1931

(old 632)

BARGAIN—Irvington bungalow, 5 rooms, nook and floored attic; hardwood, furnace, fireplace. 631 East 27th. st. N. BR 5510.

LAURELHURST, 1168 E. Davis; Spanish.

3005 NE 27th, April 15, 1928

(old 631)

\$4250

Five (or 7) ROOMS, IRVINGTON, right at 25th and Siskiyou, near churches, car line and schools. Modern, immaculately redecorated; 2 bedrooms down; tiled bath, tiled drains, OIL HEAT; dbl. garage; splendid corner; splendid district for your family; easily a \$5500 value. 647 E. 25th N., Mr. Miner, BE 5576.

3041 NE 25th, March 26, 1933

(old 647)

IRVINGTON.

Magnificent new bungalow, up to the minute in every way; something different inside. Make an inspection and be convinced. 660 E. 26th N. OWNER. EA 4216.

3122 NE 26th, May 24, 1925

(old 660)

882 E. 38th st., near Snaver.

IRVINGTON, \$5250

FOR SALE BY OWNER.

Six-room house, large living room and dining room, good-sized kitchen with built-ins and nook, full concrete basement and garage. 680 East 24th st. N., near Klckitat. Owner on premises 2 to 5 P. M. today. For week-day appointment call BE 5257.

3226 NE 24th, May 12, 1929

(old 680)

GIVE THE YOUNGSTERS a chance.

Open 2 to 5. Drive to 3233 NE 25th ave. One of the better Irvington locations. See this Dutch colonial with reception hall, liv. and din. rm., modern kit. and bkfst. nook. 3 good-sized bedrooms, all hdwd. flrs., oil heat, elec. water heater; vacant. Priced by out-of-town. Owner to sell at \$13,500. MR. WORKMAN, TR 0821 Monday AT 9891.

3233 NE 25th, March 2, 1947

1122 N. W. BARK BROS. MAY 1925

NEW IRVINGTON BUNGALOW.
 704 E. 24th St. N., Broadway car.
 This place has all to be desired in a home. You are welcome to see it. Owner on premises daily. Phone WA 2083.

IN HEART of Irvington large substan-
 3324 NE 24th, May 3, 1925
 (old 704)

NEW TODAY—REAL ESTATE



BEAUTIFUL HOME
In Heart of Irvington District
 3325 NE 26th
 Between Killekittat-Fremont
 \$3750 4 large rms. Dinette, 2 bed-rooms. Large finished attic. fireplace, hdw., autom. heat, garage. 1 1/4 blks. to Madeleine and Alameda schools. See this, 1-6, Sunday. Owner.

3325 NE 26th, March 30, 1941

IRVINGTON.
 \$1850.
 TERMS.
 Modern five-room bungalow; hard-
 floors, fireplace, Dutch kitchen, paneled
 dining, buffet, all built-in effects; street
 improvements in.
 Broadway car to Killekittat st., three
 blocks east.
 717 E. 27TH ST. N.
 Phone Sellwood 75.

3335 NE 27th, Aug. 22, 1915
 (old 717)

Owner—Bunger—MU 5200
UPPER IRVINGTON—3 BDRMS.
 Bungalow type, 2 bedrms. main flr.,
 frplc., hdwd. flrs., auto. gas heat, 50x100
 lot, gar. 3344 NE 25th. \$10,950 half cash.
MILLS AND McDONALD
 AT 0430 Sun.-Eves. LA 0021

3344 NE 25th, Feb. 29, 1948

IRVINGTON 5 rms. 2 bdrms. hdwd flrs.,
 tile bath and drainboards, auto heat, full
 bsmt., fireplace, brkfst. nook, near high
 and grade schools, 2 blocks street car and
 stores. \$5975. Owner 3424 NE 26th ave.
 GA 8518.

2-BEDRM. home in NE dist.: hdw. flrs.,
 3424 NE 26th, April 18, 1944

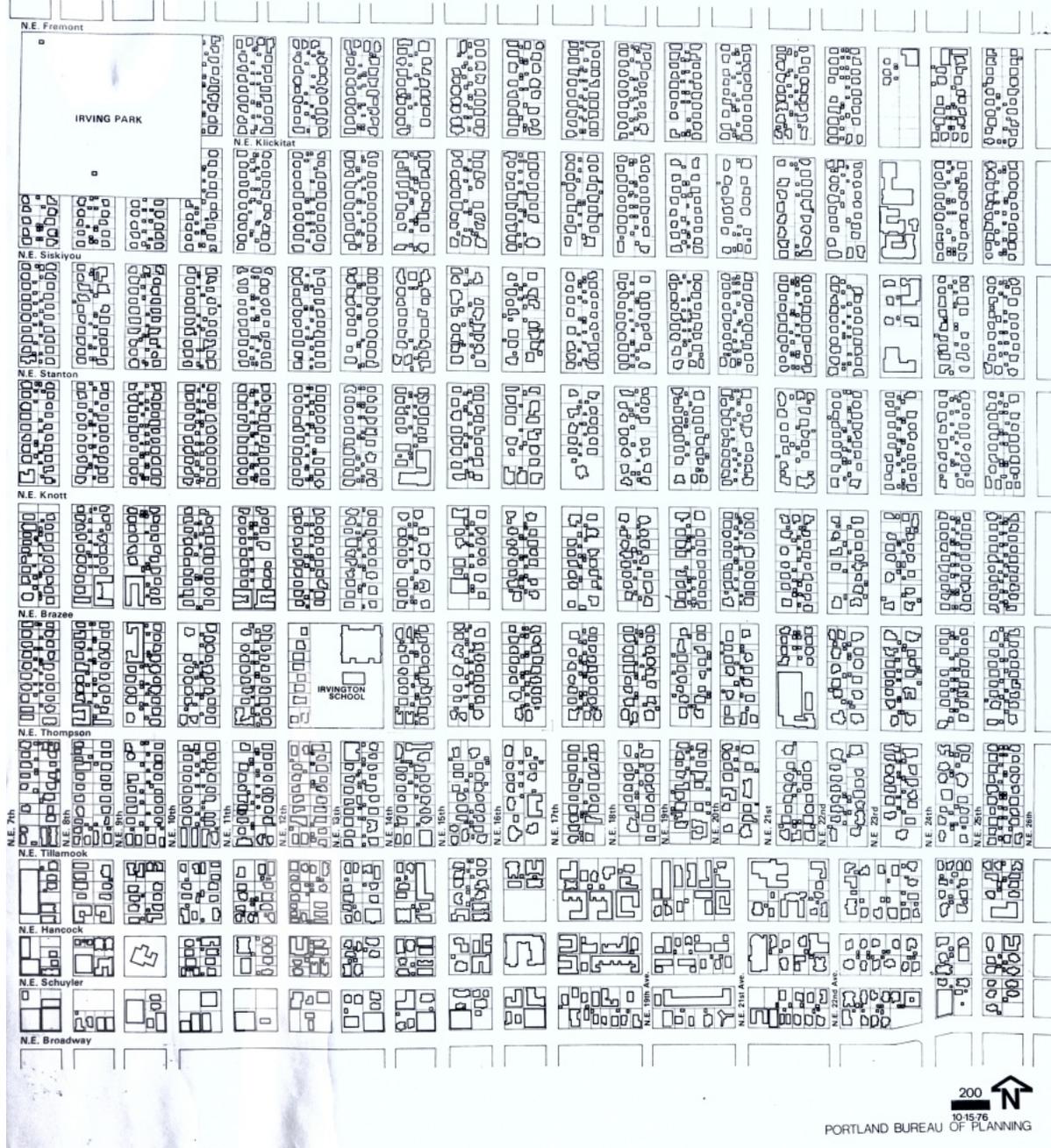
Irvington-Edgemont
OPEN SUNDAY 2-5
 3425 NE 26TH AVE.
 Take Fremont to NE 26th, south to
 signs. Main floor 2 bdrms, 1 bath,
 living room, frplc, dining area,
 modern kitchen with nook. Up-
 stairs 1 large bdrn with 1/2 bath.
 Street level basement with single
 garage, workshop and large den,
 utility room and full bath. New
 wiring, privacy yard on 100x50
 lot. 1/2 block to bus. Only \$72,500.

CENTURY 21
BERNARD REALTY INC
 238-9710

3425 NE 26th, March 25, 1979
 (Out of the period of significance, but still refers to
 Irvington and Edgemont)

Appendix F – Bureau of Planning Map of Irvington, Oct. 15, 1976, Confirming ICA-Designated Boundaries

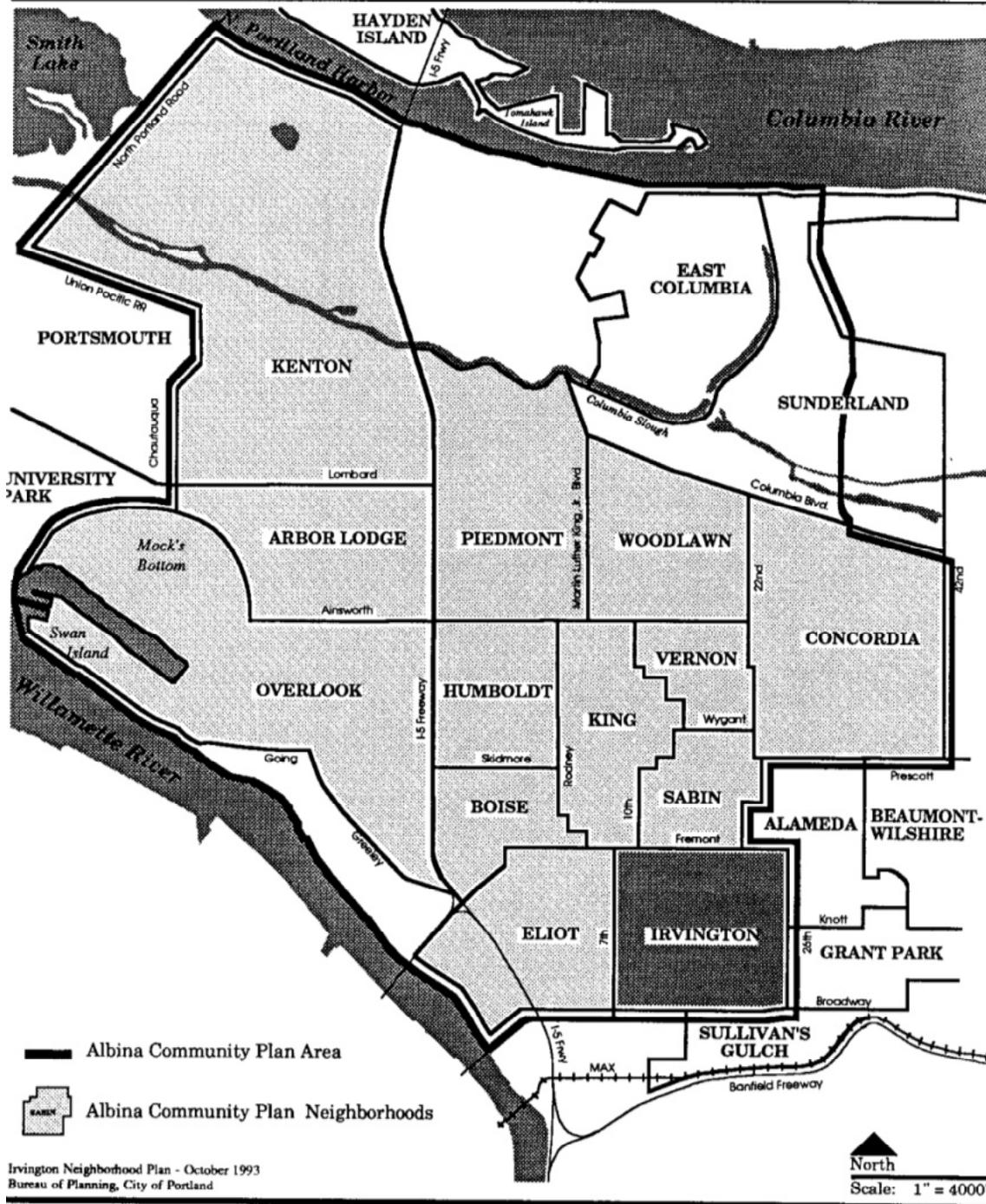
IRVINGTON



**Appendix G – Boundaries Adopted by Neighborhood Associations, 1981,
 Published by Portland Department of Public Safety (Downloaded from City of
 Portland Office of Neighborhood Involvement website. Partial Image Showing
 Irvington and Alameda Neighborhoods.)**

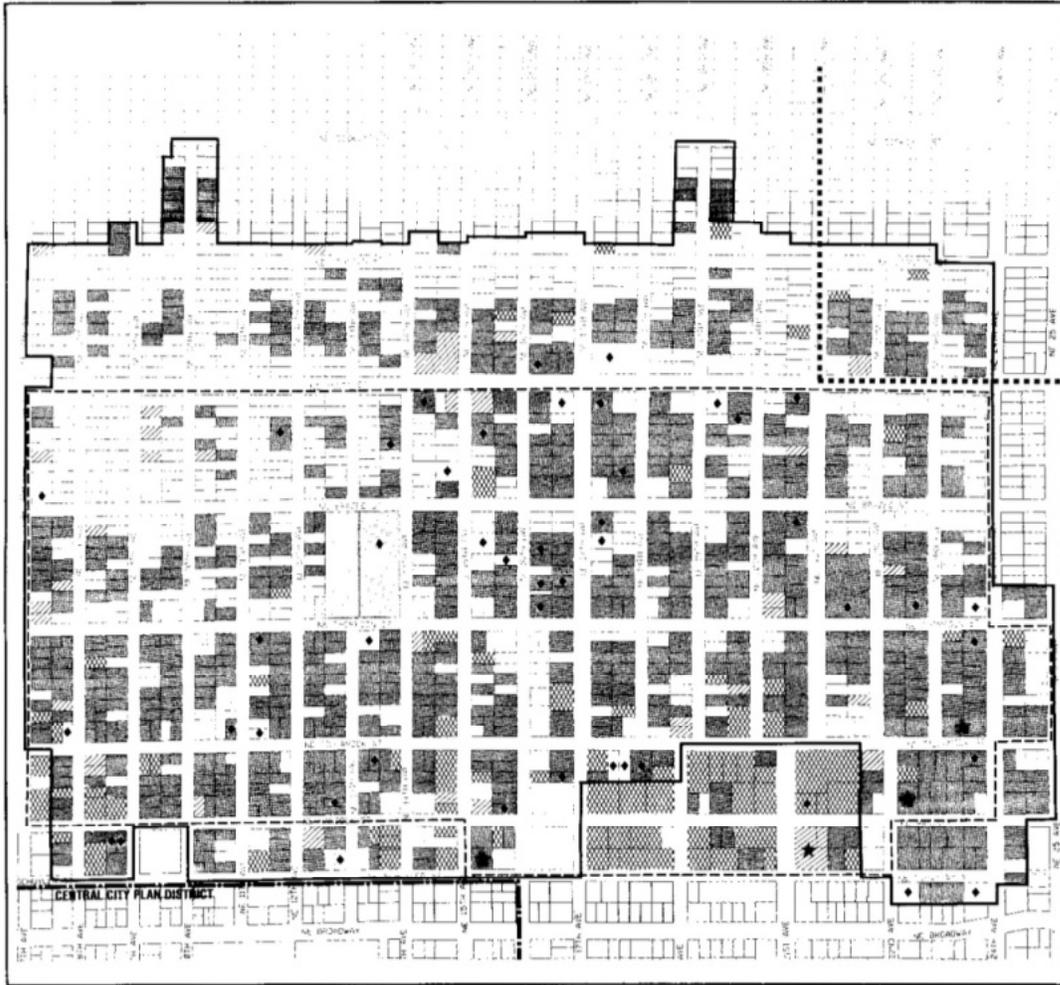


Appendix H – Overall Map of Albina Community Plan Neighborhoods, with Irvington Highlighted. Irvington Plan as Adopted by City Council, October, 1993



Irvington Neighborhood

Appendix I – Map of Irvington Historic Design Zone as Defined in the Irvington Plan, Part of the Albina Community Plan – Showing Boundary Decrease Area by Heavy Dashed Line in North East Corner



IRVINGTON HISTORIC DESIGN ZONE

LEGEND

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



0 300' 600'

Scale in Feet

October 1993
Bureau of Planning, City of Portland, Oregon