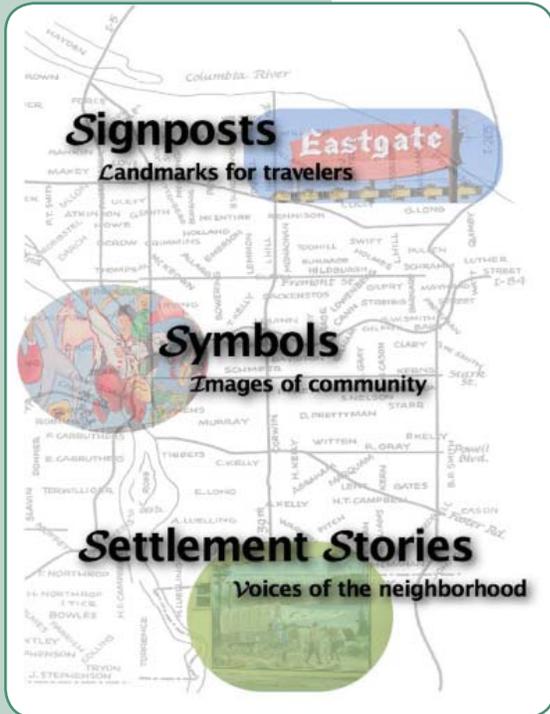




I-205 / PORTLAND MALL
MAX LIGHT RAIL PROJECT



A CULTURAL HISTORY OF THE NEIGHBORHOODS ALONG THE I-205 LIGHT RAIL PROJECT

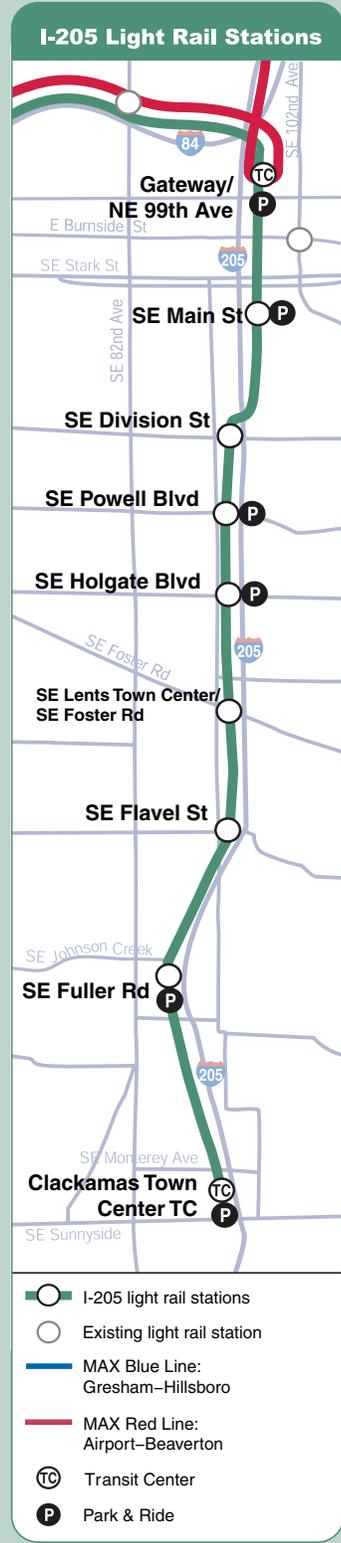
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Powell Butte (above), along with Mount Tabor, Mount Scott and Kelly Butte are the principal points of reference for the neighborhoods on the I-205 Light Rail line.

SITE ORIENTATION

The I-205/Portland Mall Light Rail Project will expand TriMet’s award-winning light rail system (MAX) into southeast Portland and northern Clackamas County. When completed, the new line will extend light rail 8.3 miles along I-205 to Clackamas Town Center and on the Portland Transit Mall between Union Station and Portland State University. The I-205 portion of the project will primarily use an existing transitway originally constructed along with the I-205 freeway. As a result, it will require little disruption of local traffic or the existing I-205 multi-use path. The I-205/Portland Mall Light Rail Project will be named the “Green Line.”

Eight new stations will be built along the 6.5-mile portion paralleling I-205—six in Multnomah County and two in Clackamas County. Of these, all but one of the stations is located on the west side of I-205. The Portland neighborhoods in which the six northern stations are located include Lents, Montavilla, Powellhurst-Gilbert and Hazelwood. The remaining two are within two very different sections of unincorporated north Clackamas County.

This report is divided into three sections. The “Background” section discusses the natural and historical trends that apply to the landscapes surrounding this section of I-205 *as a whole*. The approach is stratified—starting with the natural landscape and layering on phases of human inhabitation up until the present.

The “Site Descriptions” section begins with a historical and recent overview of the other transportation systems and routes in the region. Then each of the eight stations is described according to the location, current construction plans, notable landmarks, nearby institutions and surrounding communities.

This section was researched not only in libraries and archives but also by talking to and interviewing local residents, business owners and employees of non-profit organizations working in the area. Some of the neighborhoods have a more cohesive identity than others. Montavilla and Lents residents identify a time when their neighborhoods were self-sufficient small towns on the edge of Portland. They became part of the city in the early 20th century. In contrast, the Powellhurst-Gilbert and Hazelwood districts joined Portland in the 1990s. Their neighborhood identity relates more to the local David Douglas school district. Finally, the two stations in north Clackamas County are located in a non-incorporated area at the interstices of rural, urban and suburban communities.

BACKGROUND

Natural Landscape

Because the neighborhood was residential, there weren't really any manmade landmarks. When you're trying to think of landmarks and the best you can do is a shopping mall, you know you're in trouble. The landmarks I think of are Mount Hood and Mount Tabor.

—Julie Campbell Alexander (32 years old, grew up in Montavilla)

Many of the neighborhoods along Interstate 205 have had a rural, small-town atmosphere until quite recently. Residents talk about childhoods spent wandering over open fields, playing on Mount Scott or Mount Tabor, and picking berries in the summer for extra cash. Only recently have malls and freeways come to dominate the landscape.

Mount Tabor, Powell Butte, Mount Scott and Kelly Butte are the principal points of reference for the neighborhoods on the I-205 Light Rail line. All these local buttes form part of the Boring Lava Field that covers much of eastern Portland. In fact, Mount Tabor and Kelly Butte are both inactive cinder cone volcanoes.

Before American settlers started streaming into the area in the 1840s, thick pine and fir forests covered most of eastern Multnomah County. Periodic fires would burn through the area, often leaving dangerous stands of dead timber.¹ The “Great Burn” of 1825 scorched a wide swath through the area, followed by fire in 1826 that burned even the topsoil off. The last major forest fire was in 1907. These forest fires would roar down from the Columbia Gorge into the area, blown by what residents call the “East Wind.”² This same East Wind is blamed for the colder weather experienced by Eastside residents. Old photos show that several feet of snow was not unusual during the first half of the 20th century.

The soil in east Multnomah County between Johnson Creek and the Columbia River contains deep deposits of gravel brought there during various ice ages and the Missoula Floods. One result is that the area is home to a number of sand and gravel pit excavations. Local residents also take advantage of the porous soil: “When the housing boom following World War II spread to east Multnomah County, it was logical that home builders would dig cesspools in the underlying loose and porous gravels rather than put in sewer systems.”³ This practice caused conflict in the 1990s, when the city annexed several neighborhoods and required that sewer systems be installed. Urbanization has increased the percent of hardscape in this area, contributing to an increase in flooding east of I-205, particularly from nearby Johnson Creek.

Johnson Creek, “one of the last free flowing streams in Portland’s urban area,”⁴ flows under I-205 near the future SE Flavel St Station and through the Lents neighborhood. It meanders back and forth across the Multnomah-

¹ William Kern started the first school in the Lents area in 1860 because he worried that his children were endangered by falling timber on their daily walks to the school at Mount Tabor.

² It has several other names, but this is the most common.

³ Howard & Grace Horner, ed. *History & Folklore of the David Douglas Community*, Portland, OR: David Douglas Historical Society, 1989, p. 15.

⁴ From a flier about the Springwater Corridor. See also <http://www.jcwc.org/johnsonCreek/creek.htm>.



Native species such as wapato (*Sagittaria latifolia*) were a food of native peoples in the Willamette Valley.

Clackamas county line from the Sandy River in Gresham to its confluence with the Willamette River in Milwaukie. The Springwater Corridor multi-use path (and former railroad route) follows it much of the way. For the Clackamas Indians, it was an excellent source of salmon and trout as well as convenient transportation down to Willamette Falls. Early white settlers built sawmills along the creek, while long-time Lents residents remember fishing and playing around the waterway and the nearby woods. Today, Johnson Creek presents some challenges because it floods periodically. It also suffers from pollution and diminished fish runs. Recently, efforts have been stepped up to clean up the creek and restore the watershed to a more natural state.



The annual salmon run at the *Hyas Tyee Tumwater* (Willamette Falls) was considered a great source of wealth and a prominent element in many area tribes' belief systems.

Portland's Urban Growth Boundary (UGB) has meant increased efforts to build in-fill housing, particularly in the more sparsely populated neighborhoods of outer southeast. Parks have gained in importance as these neighborhoods have become more crowded. While Lents and Montavilla parks have longer histories and are more significant to long-time residents, newer parks like Ed Benedict Park (south of Powell, east of I-205), with its Portland Memory Garden, may indicate a changing focus in creating green spaces. Since most of the area is residential,

safe places for children to play such Glenwood Park near Kelly Elementary and Berrydale Park near Clark Elementary are of paramount importance to community members. Other notable green spaces include the Leach Botanical Gardens (eastern Lents), Beggar's Tick Wildlife Refuge (eastern Lents), and the North Clackamas District Park (west of Clackamas Town Center).

Local flora and fauna populate the stories of local residents. Strawberries, black-cap raspberries, huckleberries and hazelnuts are familiar plants that were indigenous. Almost every person over 30 who grew up in the area remembers going berry-picking in the summers to earn money. Older residents walked in the early morning to neighbors' berry patches, while younger residents remember having to go farther east. Himalayan blackberry bushes (an invasive, non-native species) grow wild all over the area, competing with native species such as red-osier dogwood, elderberry and Indian plum. Other native species such as wapato and camas root were used for food by native peoples. Neighborhoods are sometimes identified with various species: Hazelwood is named for the hazelnut tree farms formerly located there, and Lents used to be famous for lilacs. Lents' local historian Ray Hites talks about the lines of cherry trees in his yard that remain from earlier orchards.⁵ Salmon are a significant symbol here, as in the rest of the Northwest. Ducks, deer, blue herons, raccoons, coyotes, owls, Canada geese and river otters are also commonly seen in the area, especially near Johnson Creek⁶

⁵ Cherry growing also has a significant history in Clackamas County—settler Seth Luelling took up a claim in the Milwaukie area and became a renowned orchardist, creating both the Bing and Black Republican varieties. The Bing cherry was named after his six-foot tall, Chinese nursery foreman.

⁶ The Johnson Creek Watershed Council runs a "Critter Watch" online: <http://www.jcwc.org/>.

First Peoples

The first peoples to live in this general area were native tribes of the Clackamas, Kalapuya and Molalla language groups. These people were not large political or linguistic groups, but bands of 10-80 people connected by kinship and marriage.⁷ Combined, they sustained a population of approximately one million people. They were grouped primarily around the waterways, where they fished for salmon and steelhead. Most also subsisted on wild game, camas root, wapato and wild berries. Communication between groups was usually in a trade language called Chinook Jargon. Conflict between bands was common, usually over marriage alliances, honor or control of resources. The most fought-over resource was the *Hyas Tye Tumwater* (Willamette Falls) where the annual salmon run was considered a great source of wealth and a prominent element in many tribes' belief systems.

According to early white fur traders, the Clowwewalla band of the Clackamas Indians controlled the Willamette Falls. Speakers of an upper Chinook dialect, the Clackamas lived primarily in the Clackamas and Sandy river valleys and at the Falls.⁸ They were a river people who built 25- to 30-foot canoes and devised cedar-wood fishing platforms over Willamette Falls. The Clackamas lived in long, permanent shelters of wood and bark that could house 20-30 people together. Bands traveled seasonally to collect camas root, wapato and berries. Enriched by the salmon runs, the Clowwewalla were a wealthy people. Other tribes came to the Falls to trade and pay tribute for permission to fish during the salmon run. These regional trading centers were so successful that they received trade goods long before pioneers arrived on the scene.

The Clowwewalla demonstrated their wealth by owning slaves and by flattening their heads as a sign of beauty. The ideal was to have a straight line from the nose to the top of the head, and only free men and women could have flattened heads. Slaves were usually from other tribes, but debt slavery also occurred. Canoes were used for transportation and as coffins—a dead person would be put in a canoe with finery, tools, weapons and other decorations, and the canoe would be lodged in a tree or high rocks until the bones were clean, when they were removed and buried. Gambling was a huge passion among the Clackamas, as were horseracing and cliff diving.

The Clackamas' traditional rivals were the Kalapuyans. The Kalapuyan were a group of eight tribes speaking three languages. A semi-nomadic people living in the Willamette Valley, they practiced slash and burn techniques to open land for deer, elk, camas, tarweed and hazelnuts. They also ate wapato and acorns and competed with the Clackamas over control of salmon fishing. Kalapuyans came to Willamette Falls annually for the salmon runs. In fact, they controlled the Falls in the few years following 1829, when diseases brought by a white trading ship felled most of the Clackamas. Their domination was short-lived. Calculated at 10,000 individuals early in the 19th century, the Kalapuyans numbered less than 500 by 1841. After they were moved to the reservation at Grand Ronde,

⁷ Since most of the early information available comes from outsiders' perspectives, it is hard to tell how exactly groups aligned. Hopefully, this is a fair summary. The oral history transmitted in these indigenous groups' myths and stories would provide an essential point of view, but much of this knowledge died with the people themselves.

⁸ Their range may have reached from the Willamette River to the Cascades, from the Columbia River to south of Oregon City.

Local Native-American Landmarks

- Indian rock and ceremonial ground near Lents
- Foster Road
- Pow-Wow Tree & Indian race track in Gladstone
- Waterways such as Clackamas River and Johnson Creek

Kalapuyans were reputed to be “some of the staunchest preservers of their spiritual tradition and ceremonies throughout the early twentieth century.”⁹

The Molalla foundation story tells how Coyote slew Grizzly Bear and scattered his heart from the summit of Mount Hood, saying “Now the Molalla will be good hunters; they will be good men, thinking and studying about hunting deer.”¹⁰

Along with their allies, the Klamath, the Molallas were nomadic tribes who ranged from Mount Hood to Oregon City, and from east of Salem to Mount Jefferson. They were relatives of the Cayuse in eastern Oregon and spoke a similar dialect.¹¹ They traveled by horse or canoe and fought with more sedentary tribes for resources. They hunted with rope traps, bow and arrow, hunting dogs, and camouflage (including dressing as deer) and were famous for their competitive target practice games. They harried the Clowwewalla settlements over fishing rights but traded with them too.

These complex cultures of perhaps one million people were decimated by the arrival first of European diseases and then by the policies designed to attract land-hungry white settlers. The diseases came indirectly via overland trade routes and directly via early fur traders and settlers. In fact, by the start of the overland emigrations on the Oregon Trail in 1841, approximately nine-tenths of the pre-contact population had already died of smallpox, malaria, influenza and other illnesses (See *North Clackamas County*).

Early relations with fur traders along the Willamette and Columbia rivers were not all bad. The tribesmen appreciated the tobacco they bought from European, American, and Hawaiian traders. Some fur traders from Fort Astoria intermarried with local women and settled to farm in Willamette Valley. Less considerate traders used alcohol to bribe and manipulate. Relations worsened when traders sought to control Willamette Falls and when settlers began streaming into Oregon beginning in 1841.

By 1855, the federal government decided to remove the remaining native peoples from the Willamette Valley and resettle them at Grand Ronde.¹² A number of treaties were negotiated in which the Clackamas, Molallas, and Kalapuyans ceded their lands to the government, an act “inflicted on a people who had lost most of their family and tribe within a single generation.”¹³ Most of the promises made to Native Americans in these treaties were never fulfilled. Once on the reservation, most people were landless and struggled to survive. In 1954, the federal government severed trust relations with the Tribes of Western Oregon, leaving the Grand Ronde people homeless until the decision was

⁹ Oscar Johnson. “The Kalapuya of Clackamas County,” originally published in *Smoke Signals*, a publication of the Grand Ronde tribe, Spring 1999. Reprinted online at: <http://www.usgennet.org/alhnorus/ahorclak/kalapuyas.html>.

¹⁰ Oscar Johnson. “The Molalla People of Clackamas County,” originally published in *Smoke Signals*, a publication of the Grand Ronde tribe, Spring 1999. Reprinted online at: <http://www.usgennet.org/alhnorus/ahorclak/molallas.html>.

¹¹ Apparently, there is debate about whether the languages are Waiilatpuan or Shapwailutan. I did not learn what the latest linguistic classification was.

¹² One argument made by government officials of the time was that settlers were so hostile to Native-Americans that they were moved for their own protection.

¹³ Patricia Kohnen. “At the End of the Trail: An Introduction to Clackamas County History,” p. 4, on <http://www.usgennet.org/alhnorus/ahorclak/historyintro.html>.



This mural in Oregon City—the last stop on the Oregon Trail, reached via Barlow Road—celebrates the pioneer heritage of the area.

reversed in 1983. The Confederated Tribes of Grand Ronde continue to fight for survival and recognition in Oregon and nationally.

Pioneers and Settlers

The earliest recorded non-native faces in the Oregon Territory were primarily fur traders and Protestant missionaries.¹⁴ In the late 1830s, missionary speakers and writers began telling Americans in the South and Midwest about the “free” farmland and “inexhaustible” timber available in the Oregon Territory. The first wagon trains rolled into Oregon in 1841, and the race was on. American settlers arrived in the area even before a treaty with Great Britain determined that the territory would be under control of the United States.

Legal land ownership in those early days was ambiguous at best. This changed when the Donation Land Claim Act was signed into law in September 1850. “The Act granted free land to settlers who would agree to live upon and cultivate their claims for four consecutive years.”¹⁵ Male citizens over 21 years old were granted 320 acres, while couples could claim 640 acres, as long as they arrived before December 1, 1850. Grant amounts after the deadline were halved. Settlers had three other paths to ownership of land: homesteads bought from the government (at \$1.25/acre), purchase of school land from the state and grants to veterans.

The American pioneers who traveled overland to settle in the Portland area were tough, famished people who walked alongside their wagons most of the 2,000 mile journey. One traveler wrote, “It seems the nearer we approach Oregon the worse roads we have, and a worse, more rough looking country.”¹⁶ Settlers had two main paths to reach Oregon City, where they rested, restocked and registered their Donation Land Claims (DLC). Until 1845, the main route was overland to The Dalles, by water down the Columbia River and then up the Willamette. After 1845, Sam Barlow’s road offered an overland alternative south of Mount Hood, albeit a toll road. The Foster homestead, after which Foster Road is named, was the first sign of civilization and the last stop before Oregon City. Foster Road itself was an extension of the Barlow Road that led straight towards Portland, rather than southward to Oregon City. Another path may have developed down the same approximate path of I-205 and 82nd Avenue, from the Sandy River to Powell Valley Road and then south.

Several of the communities considered in this report trace their sense of identity to these original Donation Land Claim holders. To the Lents neighborhood, pioneer Oliver Perry Lent is the founder of their formerly prosperous and independent town. Many of these early settlers not only farmed but also built roads and schools, started post offices, founded churches and social organizations, and established new towns. These builders of a new society are symbols of pride to many residents of outer southeast Portland and north Clackamas County.

¹⁴ There was a rather complex mix in very early years, including shipwrecked Russians, Japanese and Aleuts; French-Canadian and Metis (part-Indian) fur traders; and Hawaiians. All these people stayed mainly along the Columbia and upper Willamette rivers, so their stories are not relevant to the area of the new MAX line.

¹⁵ Eugene E. Snyder. *We Claimed This Land: Portland's Pioneer Settlers*. Portland, OR: Binford & Mort Publishing, 1989.

¹⁶ Patricia Kohnen. Op cit.

Rural and Small-Town Oregon



Most of the region's drive-in movie theaters were constructed in this area in the 1950s.

From the arrival of the first settlers in the area until a few decades ago, these neighborhoods operated either as small, independent towns or rural, unincorporated areas. The population that had arrived on the Oregon Trail was predominantly white and Christian and this remained the case in most of these neighborhoods until about the 1970s. In addition to American citizens, the white population included German, Italian, Swedish and a smaller variety of other European immigrants.¹⁷ A small number of Japanese and Chinese families also lived in the area.

Many of the people in Montavilla and Lents either farmed or worked in local businesses. Both towns became part of Portland in the 1890s, although they differed in the level of local approval for this decision.

Montavilla voted overwhelmingly for annexation, while Lents passed the measure by a very close vote. The two neighborhoods diverged in development in the early decades of the 20th century. Montavilla became primarily a commuter suburb, while Lents remained more farm and industry oriented. Dwyer's Lumber Mill in Lents was one of the few large employers in the region. In the mid-20th century, these neighborhoods were full of working and middle-class families who appreciated the relatively rural, small-town feel. They were never wealthy areas, but they were considered a good, safe place to live and raise children. A good resource to get a sense of growing up in Lents in the 1950s is Albert Drake's *One Summer*.¹⁸

Powellhurst-Gilbert, Hazelwood and the area around the north Clackamas light rail stations were unincorporated areas, ruled loosely by their respective counties. Powellhurst-Gilbert and Hazelwood did not get these names until they were annexed by Portland in the 1990s. Before that, they were collectively considered the David Douglas school district and community. Smaller community names also existed, such as Russellville (just north of Mall 205) or Gilbert (near Harold Street and 136th).¹⁹ The local David Douglas Historical Society has created a wonderful history of these neighborhoods, *History and Folklore of the David Douglas Community*, which includes a general history, relevant historical landmarks and family histories written by the residents themselves.²⁰

The David Douglas neighborhoods were composed largely of large, half-acre lots on streets where most people knew and socialized with their neighbors. Residents were used to having the freedom and responsibility of taking care of their own neighborhoods, repairing small holes in the streets, building enclosures for their horses and having cesspools installed for sewage. Most of the streets were unpaved, and few parks existed. On the other hand, children could play in their large backyards or in the surrounding fields. Aside from mostly innocuous children's pranks, these were quiet, safe neighborhoods.

The communities of north Clackamas remained small and rural until a few decades ago. The regions closer to the county line, including Overland Park and Battin Acres (where the SE Fuller Rd Station Park & Ride is sited),

¹⁷ Montavilla had a neighborhood nicknamed "Swedetown." Some Italians had truck farms near the SE Main St Station. Small German communities existed in Happy Valley and parts of Lents.

¹⁸ The book is out of print, but I have provided a copy to TriMet's Public Art Program.

¹⁹ Harold Street used to be named Gilbert Street.

²⁰ This book is available at Multnomah County Library, which has multiple copies.

contained several suburban developments as well as larger plots of land. In the 1940s, many of these homes were occupied by workers at the shipyards in north Portland. Further south, the lands remained farms or unoccupied until Clackamas Town Center mall was built in the early 1980s, sparking a rapid development of the surrounding area.

Probably because of the spread-out and rural nature of the region, residents developed, and still maintain, a romance with the automobile. Until the 1950s and '60s, people were accustomed to walk longer distances, often cutting across large fields. As our cultural sense of time has sped up, cars have become the primary mode of transportation. Although all these neighborhoods were connected to downtown Portland by public transportation from the 1890s onward, cars offered them more freedom and opportunity. Earlier, it was a convenient way for local farmers to get their produce to markets. Portland's 82nd Avenue developed in response to car traffic, as did the plethora of automotive shops that still proliferate today. Most of the region's drive-in movie theaters were constructed in this area in the 1950s. Some of their signs still stand along Powell Boulevard and 82nd Avenue. Most people in this area still feel that cars are the most convenient form of transportation for them.

Into the 21st Century

The communities along the I-205 light rail line are places of contrasts. Conflicts of interest exist between renters and householders, between old-timers and newcomers, and between native populations and immigrants. Long-term residents identify with a proud small-town or rural past and point to families who have lived in the area since their pioneer ancestors arrived. Conversely, almost half of the region's population is newcomers. Successive waves of "new pioneers" have come here since the 1970s in the form of foreign-born immigrants and refugees from all over the world. Other new residents have come from within Portland and/or the United States, usually because the area is affordable for people with lower incomes. A percentage of the population is transitory, moving through on the way to greater success or failure.

Large international communities have grown here because it is a place to start a new life without much money. Economic immigrants often want to save money to send home to relatives or to bring relatives to the United States. In addition, these populations usually move into neighborhoods where there are already families from the same background. Some international populations have lived here as a springboard to save money and move out to more prosperous parts of the city, while others have established long-lasting communities in the area.

More recently, record high housing costs in Portland have prompted prospective homeowners to look east of 82nd Avenue for affordable homes. Young middle-class families with higher education are increasingly moving into the area, possibly indicating a trend towards gentrification. While this could increase the area's prosperity, the more transitory and low-income populations would be pushed further east. Organizations like the Portland Land Trust and Clackamas Community Land Trusts are helping lower-income families afford to buy homes, with the hope that, as homeownership goes up, the crime levels will go down.

Lower rental and property costs are also having the effect of bringing more young people and families into neighborhoods. While inner Portland is attracting more college-educated, single people, the reverse is true here. The Slavic Services Center gives out food boxes once a week to needy families—a surprising number of these families have households of eight or more people. This recent trend is reversing the aging effect that tends to occur in older suburbs.

Each of the neighborhoods or regions along the I-205 Light Rail Project has a distinctive past and present, yet the transition from rural to high-density urban landscapes is being played out differently throughout the region. Perhaps the one thing that they hold in common is that these are all places where small-town cultures have been enveloped by modern urban challenges.



One of the largest and fastest growing ethnic groups in the region, the Spanish-speaking population in outer southeast Portland includes a large, active Hispanic business community.

International Communities

In recent decades, Portland has become a destination for large numbers of immigrants and refugees to the United States, in part because of the quantity and quality of social support services available. In 2000, the foreign-born population of the Portland tri-county area was 12 percent. One third of this population has arrived since 1995. Some refugees in Portland have been settled in specific neighborhoods by organizations like the Immigrant & Refugee Community Organization (IRCO), while other refugees and immigrants have chosen where to live largely based on what they can afford. Cheaper housing rates in outer southeast Portland and north Clackamas County have attracted some of the highest numbers of new arrivals in the region. In Montavilla, for instance, 22 percent of the residents are non-native English speakers and 27 percent qualify as people of color. The largest populations in the area are Chinese, southeast Asians, Russian-speakers and Spanish-speakers. There are also smaller numbers of Romanians, Bosnians, East Africans, Koreans, Micronesians, and many other ethnicities.

Spanish-Speaking Communities

The Hispanic population is one of the largest and fastest growing population groups in the region. The largest Spanish-speaking populations are in the Cully neighborhood and in the neighborhoods east of 122nd Avenue. There are also sizable Spanish-speaking communities flanking I-205. The largest populations are from Mexico, the states of Michoacan, Oaxaca and Guadalajara; and Central America, particularly Guatemala, El Salvador, Honduras and Nicaragua. There are also indigenous populations from Mexico and Guatemala, such as the Mayans and Mixteco. They usually speak Spanish, but it is not necessarily their first language. The Cuban community in Portland is smaller. They often have legal status as refugees and face different cultural challenges. Smaller numbers of South Americans also live in the area.

Most Hispanics and Latinos come here either for work or for political asylum. Sometimes children are citizens while their parents are not. Those who came for political asylum often have an understandable mistrust of government so may not participate in programs that could help them. Hunger and fear are powerful forces in the community. Connie Held, a housing advocate for Portland Impact, commented, “Homelessness is ever-looming in this community.”

Despite the poverty in the Hispanic community, there is also a large, active business community. Numerous small stores and restaurants are thriving on 82nd Avenue, Glisan, and further east.

Relying on close-knit families helps these communities survive. Many Latinos and Hispanics are struggling not only to support themselves, but also to send money back to family members at home. Close family ties also help explain the high drop-out rates in these communities—many young people quit school to help take care of younger children or to go to work to help support the family. Many people in this community are working two and even three jobs, as well as participating in family and church activities.



Russian-speaking communities are growing in southeast Portland, and a second generation with strong ties to their heritage is coming of age already, as illustrated by this section of mural painted on Marshall High School lockers.

The majority of the population is Catholic, necessitating Spanish-language masses at area churches like St. Peter's Catholic Church near downtown Lents. The Day of the Dead, *Quincineras* (held on or near a girl's 15th birthday) and Our Lady of Guadalupe on December 12 are major celebrations, particularly for Mexicans.

Russian-Speaking Communities

There are an estimated 100,000 Russian-speaking residents in Oregon and southwestern Washington at present, of which at least 40,000 live in Portland. They are the third largest ethnic population in Oregon. The majority of these are Russians and Ukrainians, but these numbers also include people from other former Soviet republics, especially Moldova and Belarus.

Most of these Russian-speakers came to the United States, starting in the mid-1980s, as religious refugees. Yelena Hansen at Russian Oregon Social Services estimates that 90 percent of the local population are Evangelical Christians of some kind—primarily Baptists, Pentecostals or Seventh-Day Adventists. There are at least 25 Russian-speaking churches in the tri-county area.

This population's growth from immigration has slowed since 2001. Still, the Russian-speaking communities are growing in southeast Portland because housing remains affordable. With a second generation coming of age already, Russian-speaking communities range socio-economically across the board. Older people rarely speak English and were often trained in the Soviet Union in blue-collar trades such as welding, mining and construction work. This makes it difficult for them to find well-paid work. In contrast, their children usually learn English in school and aim for better-paid careers. Education is valued particularly when it has practical results. Accounting, business training, and mortgage brokering programs are popular because they teach useful job skills.

Family ties and church affiliation are essential in these Evangelical communities. Children are under the governance of their fathers until they are married, even if this means living at home well past high school. Pastor Bob Rathbun, an American and a Baptist minister who preaches within the Russian community, says he was surprised when his youth programs attracted people in their mid-20s, as well as teens. Families of three or four generations in one household are not uncommon, promoting inter generational learning.

Southeast Asian Communities

Vietnamese, Lao, Cambodian, Thai, Hmong, lu-Mien and other Indochinese refugees started coming to Oregon and Washington between 1975 and 1980 and again from 1980 to 1985. The first immigrants were those who had acted as allies to the United States during the Vietnam conflict and fled when the U.S. withdrew its troops. Later, a variety of others came seeking refuge from the totalitarian governments that succeeded to power. The Vietnamese are the largest southeast Asian population in the tri-county area. "The Asian groups in these areas are rather diverse, but there is concentration of Vietnamese immigrants (five to eight percent of tract population) in Portland, specifically



Buddhist temple located on SE 136th Avenue reflects the variety of southeast Asian communities in the area.

in the area bounded by NE Killingsworth Street, SE Holgate Boulevard, 51st Avenue, and 96th Avenue.”²¹

Many of these Indochinese families were sponsored by various Christian churches in the United States. Others came with the help of family members who had already emigrated. Of those helped by the churches, some had already converted to Christianity back home while others attended local churches after their arrival. Lee Po Cha of IRCO and the Asian Family Center hypothesizes that many southeast Asians did not realize that the United States really had freedom of religion, and they figured that in order to be accepted, they would need to change their religious practices. When they realized the freedoms available, some returned to their earlier faiths or changed to another religion, while others stayed with their first choice. Of course, some stayed with their native Indochinese belief systems, whether it was Buddhism, Daoism, animism or ancestor worship.

Many southeast Asians settled in outer southeast Portland upon arrival, and certain neighborhoods still have large southeast Asian communities. A common pattern, according to Lee Po Cha, was for successful southeast Asians to move out of the area in the late 1980s to more prosperous parts of town. Many have moved back since the economic slump in the mid-1990s. The Gateway/Mall 205 area has been particularly attractive because the housing is affordable and decent and good public transportation and shopping are nearby.

Some southeast Asians have adapted more easily to life in Portland than others. First-generation refugees often worked at jobs that did not require as much English aptitude, including as factory workers, custodians and restaurant workers. Vietnamese, Thai and other southeast Asian businesses have become increasingly common in southeast Portland since the 1970s. Those second-generation southeast Asians whose parents tended to revere education have often become successful in more professional fields. Still, many Indochinese are the hard-working poor, striving through a troubled past towards a hopefully happier future.

Since these groups have been in Oregon for several decades, they have a wide variety of ethnic and social support organizations serving the various communities. IRCO was born out of two southeast Asian community organizations, the Indochinese Cultural and Service Center and the Southeast Asian Refugee Federation. The organization operates the Asian Family Center, which serves Japanese, Korean, Afghani, Chinese and Filipino communities, as well as the founding southeast Asian ones. The Asian Pacific American Network of Oregon (APANO) is a statewide advocacy group based out of the Asian Family Center offices. Each ethnic group has its own organizations as well, such as the Oregon Vietnamese Community Association, the Lao Buddhist Association, or the Hmong Family Organization of Oregon.

Chinese Communities

The Chinese have a long history in Portland and the Pacific Northwest. The first Chinese immigrants came in the early 1850s, mostly young men from the Canton province of southeastern China. Many of them came to try their luck at

²¹ Katherine Lotspeich, et al. “A Profile of the Foreign-Born in the Portland, Oregon Tri-County Area.” Prepared for The Urban Institute for the Building the New American Community Project, October 2003, p. 7.



The corner of Division and 82nd has been dubbed the “new Chinatown” of Portland. The popular Chinese restaurant Hung Far Low has moved there from downtown.

gold mining and stayed on as railway workers, wage laborers and loggers. “In the 1880s, some Oregon residents resented Chinese labor and believed that the immigration and settlement of Chinese communities in the Pacific Northwest hindered jobs available to Euro-Americans. As a result, Chinese immigrants experienced hostility, persecution, and discrimination.”²² Portland’s historic Chinatown was home to most of these early immigrants, but the population spread out across the city as its members grew and prospered.

The Chinese communities in southeast Portland also include Chinese from a different wave of immigration than that which created Chinatown. More recent immigrants have come for both economic and political reasons. Some are coming to Portland to work high tech jobs, while others just hope for better work opportunities. Michael Liu, a 26-year old entrepreneur who is planning the area’s first indoor Asian mini-mall, grew up in Portland, but his family came from China in 1977 with sponsorship from a church in Madras, Oregon. Since then, their family has worked and saved money to send to relatives in China to also bring them to the United States. While his parents’ generation tended to work to own their own small businesses, Liu says people his age have more opportunities through higher education and tend to think bigger. He also points out that being Chinese encompasses a variety of ethnicities and regional identities, not all of who speak mutually intelligible dialects.

In comparison to some of the other groups mentioned here, the Chinese population is relatively small. According to the 2000 census, 9,665 Chinese were living in Multnomah County, 1.46 percent of the total population, and 2,724 resided in Clackamas County (0.81 percent). Nevertheless, the profusion of Chinese and Chinese-American businesses along and near 82nd Avenue mean they play a prominent role in the area’s personality. The corner of Division and 82nd has been dubbed the “new Chinatown” of Portland, perhaps because famous Chinese restaurant Hung Far Low has moved there from downtown.

A number of organizations in town serve the Chinese community. The Asian Family Center, APANO, and IRCO work with Chinese clients as well as southeast Asians. Started in the 1920s, the Chinese Consolidated Benevolent Association (CCBA) still operates out of historic Chinatown. The Chinese Service Center, founded in 1983, has recently expanded its services to include Koreans and other Asians and changed its name to the Asian Health and Service Center. The Chinese American Citizens Alliance (CACA) is located in north Clackamas, just east of Sunnyside Kaiser Medical Center. Finally, several Christian churches and Buddhist temples serve the Chinese population.

A Variety of Backgrounds

If the local high schools are a good indication, outer southeast Portland is home to many more international communities than those considered here. For example, David Douglas High School estimates that 46 languages can be heard in the hallways. In a few short decades, these neighborhoods have changed from predominantly white, European-American strongholds to a microcosm of the world. Sometimes this means that different groups live alongside but not with one another. For instance, neighborhood associations are having difficulty attracting international community members to their meetings. On the other

²² “Asian Pacific History in Oregon” from Oregon Historical Society website: http://www.ohs.org/education/focus_on_oregon_history/Asian-Pacific-History-Home.cfm.

hand, people like shop owner Errol Carlson are making a day-to-day effort to get along with their neighbors. Mr. Carlson sees the world go past him daily in his small grocery, where he keeps a notebook of basic vocabulary in some eight languages so that he can communicate with his customers.

SITE DESCRIPTIONS

Transportation Routes

The I-205 Light Rail will be one in a long history of transportation routes through this region. As with each past system, the MAX line will play a role in formulating the experiences and identities of the people who live, work and travel within the area. The construction, appearance and operation of the light rail will also affect residents' perceptions of Portland institutions and government.

Waterways, railroads, street railways and electric streetcars—both urban and interurban, city streets, and freeways have crisscrossed this landscape. Some routes have been used and re-used over time: the Springwater interurban rail line was built paralleling Johnson Creek and is now used as a bike and pedestrian path. Other routes were established in the process of building an American grid-based city.

Below, are brief descriptions of thoroughfares and transportation systems that have played significant roles in this region.

Streetcars and Interurbans

The streetcars of Portland began running in 1872 as horse-drawn trolleys. “The early horse-drawn streetcars were soon joined by and later replaced by steam trains and eventually electric trolleys. Portland’s first electric streetcar took to the rails in 1889 and carried passengers across the Steel Bridge to the town of Albina.”²³ Soon after, streetcars extended to the Montavilla and Lents neighborhoods along the Montavilla, Mount Tabor, and Mount Scott trolley lines. These streetcars allowed people to commute into downtown Portland to work, sell produce or buy essential goods. Residents in these neighborhoods had more employment and entertainment opportunities because of easier transportation.

The interurbans were electric railways that carried passengers beyond the Portland city limits. The Springwater Line, sometimes referred to as the Portland Traction Company Line, the Cazadero Line—or the Bellrose Line, started in Sellwood and traveled all the way to the dam at Cazadero, located on the Clackamas River near Estacada. Used to carry construction materials for the dam, it later carried passengers out for a day’s outing or in from the countryside to sell produce. Noted stops on this line were Lents Junction, where it met up with the Mount Scott trolley, and Bellrose Junction at 136th Avenue.

Residents still speak about the city trolleys with fondness. The trolleys ran until the mid-1950s, so older residents remember riding them to school and work.

²³ <http://pdxhistory.com.tripod.com/pdxtrains/pdxtrolleys/pdxtrolleys.html>

The “Galloping Goose” was a fond nickname for the Mount Scott trolley in Lents because of its noisy, bouncy gait.²⁴

City Streets

In early days, roads were usually named after early pioneers, the towns or old homesteads they lead to, admired public figures, or significant features of the landscape. Many of the east-west streets were renamed during the “Great Renaming of 1891,” when Portland consolidated with East Portland and Albina. The north-south streets were regularized with a number scheme at the same time.

East-West Streets

The story of **SE Stark Street** is the story of how the Oregon Territory was surveyed. An early surveying method in 19th century America was done in a grid-like fashion, with a starting point from which radiated a north-south “meridian” and an east-west “base line.” The Willamette Survey of 1851 was the first survey west of the Rockies. Surveyor John B. Preston established the starting point in the west hills of Portland, at a spot now commemorated by the “Willamette Stone.” Stark Street on the Eastside was the original base line for the survey and bore the title Baseline Road until it was renamed to correspond with a street in downtown.²⁵

Presently, a stretch of SE Stark Street is one way, between 76th and 106th avenues, as part of a couplet with SE Washington Street to the south. The couplet runs through the historic Montavilla downtown, which used to be a two-way “main street.”

SE Division Street is also related to the Willamette Survey. The survey grid was laid out in six-mile square divisions, counted east-west as “ranges” and north-south as “townships.” Each township was further divided into 36 one-mile squares called “sections.” SE Division Street was the first section line south of Baseline Road (Stark) and was thus originally named Section Line Road. Section Line Road became Division by 1882 because it was easier to write. **SE Holgate Boulevard** was the next section line road, and **82nd, 92nd, 102nd,** and **122nd** avenues were also aligned along section lines.

SE Powell Boulevard was originally called Powell Valley Road. It derived its name from three separate men named Powell in the Gresham valley. James, Jackson, and J.P. Powell were not of the same family but coincidentally all took up Donation Land Claims in the area. The region became colloquially known as Powell valley and the road to it, Powell Valley Road. The boulevard now doubles as federal highway 26 as far as central Gresham.

SE Foster Road actually traverses southeast Portland along a diagonal from 50th and Powell all the way to Damascus. From 50th to 92nd, Foster is dotted by a plethora of shops, restaurants, gas stations and a number of interesting historic buildings. East of I-205, the landscape becomes more rural and the



The two images above were taken across the street from each other at SE 92nd and Clinton. This illustrates the transformation underway from a rural area to a growing suburban one.

²⁴ In fact, “Galloping Goose” was a common nickname around the country, especially for railcars made from converted automobile or bus parts.

²⁵ You can find sections of road east of Portland that are aligned with Stark Street and still bear the name Baseline Road.

businesses tend to be auto repair related. Further on, Foster becomes the country road that it used to be (See *Lents* section).

Sunnyside Road refers to the historic community of Sunnyside south of Happy Valley, through which the road runs as far as Damascus. This was the first Sunnyside, garnering the name for their post office before the Portland neighborhood of Sunnyside (28th to 49th avenues and SE Stark to Hawthorne).

North-South Streets

SE 82nd Avenue is arguably the most important and influential route in this area. Before the freeway was built, this was the main north-south highway for outer southeast Portland and north Clackamas County. Stretching from the airport to Gladstone, 82nd Avenue is dominated by auto dealerships, used car lots, big box retail stores, video lottery taverns, newer businesses owned by recent immigrants and fast food restaurants. A few churches and residences are interspersed between commercial ventures, but the re-zoning of this street in 1937 for business and commercial purposes means these are mostly older buildings. The sidewalks along 82nd are narrow, and the buses are always packed.

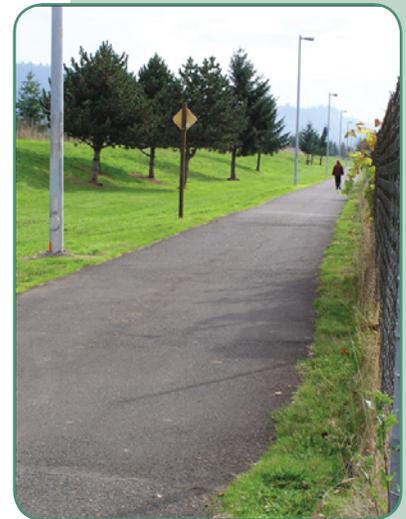
Although SE Division and 82nd is being called the “new Chinatown,” older residents remember 82nd as the place to go eat Chinese food as early as the 1960s. David Porter from Oregon City recalls 82nd Avenue in the 1960s and ‘70s as the place to go to drive-ins and see drag racing. Electronics dealer and late-night television icon Tom Peterson gained local notoriety with his store on 82nd Ave. From the 1950s to the 1980s, 82nd was referred to as ‘the strip’ by some. Saints Peter and Paul Episcopal Church on 82nd currently runs a support group for prostitutes in the area, implying that hard times are not entirely in the past. A group of businesses leaders, including Ken Turner at Eastport Plaza, are hoping to recreate 82nd Avenue as the Avenue of Roses, planting thousands of rose bushes and encouraging investment.

SE 92nd Avenue stands in stark contrast to 82nd. A two-lane road most of the way, 92nd is a residential street that also operates as a thoroughfare from Stark Street to Otty Road. It was called Main Street in downtown Lents before the street names were regularized, and it is still home to churches, schools, old houses and new condominiums. Understandably, 92nd Avenue represents history and hometown values to many.

SE 102nd Avenue and **SE 122nd Avenue** are the major north-south thoroughfares east of I-205.



I-205 freeway was built in the 1970s.



I-205 multi-use path parallels the freeway and will offer pedestrian and bicycle access for many of the new stations.

Freeways

The construction of **I-205** was cautiously anticipated in the late 1970s, especially for the possibilities of bringing more businesses and jobs to the area. The actual experience was quite negative for many. Neighborhoods were split apart or entirely demolished during construction. Perhaps a freeway in the area was “necessary” from a more global view of Portland’s future; however, the fact remains that some people remember being disregarded. On the other hand, children’s experiences of the construction project were quite different. Several locals remember bicycling or skateboarding up and down the unfinished highway. One Parkrose native recalls hearing stories during the construction that one could find gold or gemstones in the pre-concreted, gravelly soil.



Mall 205’s retail complex stretches from 96th to 102nd and from Washington to just north of Main Street.

Multi-Use Paths

Two pedestrian and bicycle paths cross this area—one along I-205 and the other following the old Springwater interurban rail line. These multi-use paths are heavily traveled by locals, exercise enthusiasts from other parts of the city and bicycle commuters. The **I-205 multi-use path** will do double duty after the Green MAX line is finished, functioning as the pedestrian access point for many of the stations. The **Springwater Corridor multi-use path** cuts across I-205 near SE Flavel St Station, parallel with Johnson Creek. The 17-mile Springwater Corridor multi-use path stretches from the east side of the Willamette River at SE 4th Avenue and Ivon, through southeast Portland to Gresham and on to Boring, Oregon. As the major southeast segment of the 40-Mile Loop—first inspired by the 1903 Olmsted plan of a parkway and boulevard loop to connect park sites—the Springwater trail will be over 21 miles long when fully developed.



The SE Main St Station is adjacent Portland Adventist Academy and the Portland Adventist Medical Center.

SE Main Street

Area Description

The SE Main St Station is the only station located on the east side of I-205. The station itself will be built near the intersection of Main Street and 96th Avenue at street level and will include a Park & Ride with 420 spaces, situated southwest of the station platform. Arching over a grassy incline nearby is a pedestrian overpass owned by Oregon Department of Transportation (ODOT).

The SE Main St Station will serve riders from nearby homes, retail shops and Adventist Hospital, as well as bus transfers from east and west. To the northeast of the station is Mall 205,²⁶ a retail complex that stretches from 96th to 102nd and from Washington to just north of Main Street. It contains some nationwide stores like Target, Home Depot, Village Inn, Taco Bell, Bank of America, copy shops, a McMenemy's restaurant and the local post office. New buildings east of the mall house the East Portland Community Center, the East Precinct of the Portland Police Bureau, the Portland Area Command of Oregon State Police, and the East Portland Neighborhood Office (EPNO). EPNO coordinates the efforts of east Portland neighborhoods, including Powellhurst-Gilbert, Lents and Hazelwood. Just across the Stark-Washington Street couplet is the site of the old Russellville school, which gives its name to the historic Russellville neighborhood nearby, now a planned community for seniors.

Just east of the SE Main Street Station are Portland Adventist Academy and the Portland Adventist Medical Center. To the south is a small post-war neighborhood of ranch houses built between the 1950s and 1970s, flanked by the Happy Day Christian Child Care center. Cherry Park Elementary and Floyd Light Middle School, which feed into David Douglas High School, are further east.

The Montavilla neighborhood is located across I-205 from the future SE Main St Station. The area just west of the freeway is dominated by a newer (1970s to 1980s) urban neighborhood, changing into modest post-war ranch houses west of 92nd Avenue. Grace Lutheran School, Clark Elementary School, Berrydale Park and a number of older houses and churches line 92nd Avenue, while Binnsmead Middle School lies southward, towards Division. Clark and Binnsmead feed into Marshall High School to the south. The historic Montavilla downtown still thrives between 76th and 82nd avenues on Stark Street. This area has a rich history and identity.

Area Personality

Montavilla and the David Douglas neighborhoods are the most relevant when discussing the personality of the area in relationship to this station. Italian and Japanese truck farmers cultivated berry and rhubarb fields on the current site of Portland Adventist Medical Center. The Weathers and Dick families owned land near here, as did the Cereghino family. The Mall 205 area was the site of the Morningside Hospital for Alaskan patients, a working farm and mental institution (see *David Douglas* section).



The neighborhood to the south of SE Main St Station was built by developer William J. Cooley, who often bought local fields from old farmers and agreed to let them live out the rest of their lives on the land before starting development.

²⁶ Apparently, Mall 205 was named this *before* I-205 was built. Perhaps developers knew the freeway number already—this research did not find out the answer to this mystery.



An eye-catching commercial development occupies the space adjacent to the station on Division.

The neighborhood to the south of Main Street was built by developer William J. Cooley, whose son Dick is a local real estate investor, former chair of the City of Portland Planning Commission and vice-chair of the Gateway Urban Renewal Advisory Committee. William Cooley often bought local fields from old farmers and agreed to let them live out the rest of their lives on the land before starting development. He and his family lived in one of his first subdivisions, so their family story is part of the David Douglas area's history²⁷. See *Montavilla* for information about west of the freeway.



The residential blocks north of Division host smaller, mostly post-war suburbs.



The Fubonn Shopping Center serves as an Asian-American shopping mall.

²⁷ See *History and Folklore of the David Douglas Community* for family narratives and area history.

SE Division Street

Area Description

The SE Division St Station will be the first station south of Main Street, located on the west side of the freeway. The light rail path crosses under the freeway through an existing underpass, visible now from the Market Street overpass or from the north side of Division. The platform will be situated south of Division Street, to the west of the multi-use path and east of the freeway entrance ramp.

The immediate area surrounding the Division Street station is primarily car-oriented retail. There are only a few residences left down a gravel road north of Division. An attention-grabbing new commercial space built by Bob Schatz lies closest to the multi-use path access point. Schatz is also building residential properties south of this building.

On the west side of the freeway, relevant landmarks include Binnsmead Elementary School, Harrison Park and Portland Community College's Southeast Center (now at 82nd and Division). From 82nd to I-205 sprawl a mix of retail businesses, service stations, single-family houses and apartments. Kelly Butte dominates the east side of the freeway, between Division and Powell. Named after early pioneer, Plympton Kelly, the butte has been home to a rock quarry, Portland's Command Center in case of atomic war and the 911 dispatch center. Between 96th and 112th on Division are a multitude of auto repair shops, used-car dealers and light industrial lots.

The residential blocks north of Division host smaller, more urban neighborhoods—mostly post-war suburbs. Those south of Division are on much larger plots of land—a notable feature of the Powellhurst-Gilbert neighborhood. Some signs of rural Oregon still grace the area, sometimes oddly juxtaposed with modern new buildings.

Area Personality

The corner of Division and I-205 acts as a crossroads of sorts. The Montavilla, Powellhurst-Gilbert and Hazelwood neighborhoods meet here. In addition, Division Street is becoming known for the large international populations living and working nearby. Portland-born Chinese American Michael Liu has redeveloped the old PCC Southeast Center building, on 82nd between Division and Powell, into the Fubonn Shopping Center. Fubonn, meaning “wealth and health” in Cantonese, is designed after Asian-American shopping malls in other parts of the country and will be the first shopping center of its kind in Portland. Liu is quick to assert that the real Chinatown is downtown, and he aims to reach a mixed audience of southeast Asians (and everyone else) with his business.²⁸ A plethora of Russian, Chinese, Mexican, Thai, and Vietnamese businesses are popping up all around the area to serve these large populations in the area.



Looking east on Powell, the freeway intersection dominates the area.



The largest landmark near the SE Powell Blvd Station is the AMF 20th Century Lanes bowling alley—reputed as the biggest in Oregon.



Perhaps the most notable cultural institution near the station is the Marshall High School Campus, where high school students from east of Mount Tabor attend.

²⁸ In addition to a large Asian grocery store and smaller shops, Liu is working with businesses like Starbucks and Verizon to have locations at the center.



The smaller schools within the Marshall Campus have been decorated by the students, most notably the painted lockers in the Renaissance Arts Academy hallways and the quotes on the walls in BizTech.

SE Powell Boulevard

Area Description

The SE Powell Blvd Station will be situated south of Powell Boulevard and will adjoin a 400-space Park & Ride lot. The light rail path crosses Powell Boulevard above grade, parallel and just west of a newly constructed pedestrian bridge. The station will be located between the multi-use path and the southbound freeway onramp, with the Park & Ride southwest of the platform. Access to the Park & Ride will be between the AMF 20th Century Lanes bowling alley and a portion of ODOT property.

The largest landmark near the SE Powell Blvd Station is the AMF 20th Century Lanes bowling alley—reputed as the biggest in Oregon. The bowling alley has been there since at least 1959. In the immediate area, one can see a mixture of businesses: Burgerville, a 1950s-style McDonald's, Goodwill, Jiffy Lube, a strip mall with a tanning salon and an Asian grocery, a Russian pharmacy, the Agape Korean church, and the Western Pacific College English Language School, a for-profit school which teaches both foreign students and local immigrants. The regional Department of Motor Vehicles is several blocks further down Powell Boulevard. Further west, the Marshall High School Campus and Eastport Plaza are the two most notable landmarks. Marshall is located within residential neighborhoods, off of 92nd Avenue, while Eastport Plaza dominates the east side of 82nd between Powell and Holgate.

On the east side of the freeway, Kelly Butte looms to the north, above the large, Central Church of the Nazarene and across from TriMet's Powell Garage. Further down Powell, auto body shops and warehouses predominate. The sign for the 104th Avenue drive-in movie theater still stands outside one of these complexes. The Ed Benedict Park, with its Portland Memory Garden for Alzheimer's patients, adds some welcome green space to the area. The 911-dispatch center, formerly on Kelly Butte, is housed in a nearby building.

Area Personality

The neighborhoods near the SE Powell Blvd Station are Powellhurst-Gilbert and Lents. Other than the businesses mentioned above, the west side of I-205 tends to be residential. The exceptions are the Marshall High School Campus and the Eastport Plaza shopping center that fronts onto 82nd Avenue.

Perhaps the most notable cultural institution near the station is the Marshall High School Campus, where many high school students from east of Mount Tabor attend.²⁹ The campus is situated equidistant from the Powell and Holgate stations but with easier access to the

²⁹ Binnsmead and Lane middle schools feed into Marshall. Elementary schools that feed into these middle schools include: Bridger, Wilcox, Lent, Clark, Marysville, Vestal, Kelly, Whitman and Woodmere. Essentially, most children from the Montavilla, Lents and Brentwood-Darlington neighborhoods attend Marshall.

Powell station. The Marshall Campus encompasses four small schools: BizTech High School, Pauling Academy of Integrated Science, Renaissance Arts Academy and Marshall Night School.

Marshall Campus

The John Marshall High School Campus, founded as the John Marshall High School in 1960, was named for Chief Justice John Marshall. In the early years, Marshall was one of the top schools in the country; however, it fell on hard times, challenged by dropping enrollments, poor test scores and a population speaking over 17 different native languages. In 2004, the school reopened as the John Marshall Campus, home to four small schools which function as separate high schools within the same building. Each small school emphasizes a particular area of focus and sports a full complement of teachers for required coursework. BizTech “integrates the study of business, technology, manufacturing and entrepreneurship” and sports, an interactive website. Linus Pauling Academy (LPA) focuses on science and leadership, while Portland Academy of International Studies (PAIS) emphasizes languages and the humanities. (LPA and PAIS merged into a single small school in fall 2005). The Renaissance Arts Academy (RA²) concentrates on visual and performing arts. The school itself has been decorated by the students, most notably the painted lockers in the RA² hallways and the quotes on the walls in BizTech. Some facilities are shared, included the SUN (Schools Uniting Neighborhoods) program office. Marshall Campus still struggles with poverty-related issues and language challenges (all flyers to parents are translated into Spanish, Vietnamese, Chinese, and Russian), but the small schools have turned it into a “real caring community,” according to Parent Liaison Anita Rush.



SE Holgate Boulevard borders the north side of Lents Park.

Lents Park, with its mural depicting the variety of musical traditions of the surrounding ethnic communities, is the area’s jewel and a social and recreational center for local residents.



SE Holgate Boulevard

Area Description

The SE Holgate Blvd Station will be north of Holgate Boulevard and east of the multi-use path. A 125-space Park & Ride will be situated between the multi-use path and the platform. A high proportion of bike and pedestrian and bus transfer ridership is projected at this station.

The neighborhood around the station is highly residential. On the west side of I-205, Marshall High School Campus, Eastport Plaza and Lents Park are the largest local landmarks. Near the station is the small Lents Park grocery, an Arco gas station and several automotive shops. The Multnomah Park Pioneer Cemetery, further east at 82nd and Holgate, holds the graves of a number of early pioneers in the area. Portland Youth Builders is several blocks south, on 92nd Avenue. East of the freeway is Lent Elementary School, Bloomington Park and half-lot residential neighborhoods.

Area Personality

Lents Park is the area's jewel and is a social center for local residents. It is a 40-acre recreational park featuring tennis and basketball courts, softball diamonds, soccer fields, a bandstand and the Walker Stadium for baseball and football. Summer evenings in the park showcase the variety of people living in the surrounding neighborhoods. A summer music series brings people out, culminating in Founder's Day in August. Near the basketball courts, a mural depicts the variety of musical traditions of the ethnic communities in the area. The neighborhood around Lents Park is mostly early to mid 20th-century ranch houses, interspersed with several earlier homes. The houses on 92nd Avenue are smaller and older as you approach Foster Road.



The building at the corner of SE 92nd Avenue and Foster Road reflect the character of historic downtown Lents.



The old Lents library on Foster now houses Hogan Electric.



Mount Scott is visible from many of the Foster Road area neighborhoods.

SE Foster Road

Area Description

The SE Foster Rd/Lents Town Center Station will be situated north of Foster Road, between SE Ramona Street and Foster. The platform itself will be above grade at freeway level. South of the platform, the track will cross above the Foster-Woodstock couplet coming down south of Woodstock. There will also be a TriMet operator layover facility at this station. Pedestrian access to the platform will be via Ramona Street, Foster Road or the multi-use path. A Park & Ride is not planned for this stop.

Just west of the platform is the historic downtown of Lents. The area is in the midst of re-establishing itself as a thriving commercial and residential district. To the northwest are Wattles Boys & Girls Club and the Lents Little League fields. Ramona Street is dominated by the old Oddfellows Hall (now home to the Oregon Karate Association). Along 92nd Avenue north of Foster, are the old fire station (in the process of refurbishment), the Masonic and Oddfellows Lodges, Riley's bar, an antique store, a few empty storefronts and a vacant lot. A plaza sits at the northwest corner of 92nd and Foster. The New Copper Penny bar, restaurant and off-track betting, built by Theodosius "Saki" Tzantarmas over the last 33 years, fills the block between Foster and Woodstock.

Moving westward on Foster, the old library now houses Hogan Electric, and the Lents Auto Body shop inhabits the old Safeway building, with an addition built by owner Randy Dage. Trillium Artisans has a storefront for selling local artisans' work, made primarily of recycled materials. Across the large vacant lot nearby, a new apartment complex is visible on SE Reedway Street, built by Revitalize Outer Southeast (ROSE). There are a number of smaller businesses further west on Foster Road and along Woodstock Blvd. Several area churches are within walking distance, including the Russian New Life Missionary Church.

East of the freeway, there are fewer landmarks in the immediate vicinity. Primarily a residential area, this region is known as Lents Junction (north of Foster) and Watson (south of Foster). Lents Junction was the point where the Springwater interurban met the Lents trolley, at about 104th and Foster. The Springwater Trail and Johnson Creek parallel one another through these neighborhoods. Zenger Farms, Beggars Tick Wildlife Refuge and Leach Botanical Gardens all contribute to the enduring rural character of this area, as do several unimproved roads and alleys just off Foster. Many auto body and parts shops are along Foster Road from I-205 to about 122nd Avenue. The Freeway Land site (formerly Dwyer's sawmill) south of Foster and 100th is one of the few industrial sites in the Lents neighborhood. Much of that area is within the Johnson Creek floodplain.

Area Personality

The SE Foster Rd/Lents Town Center Station will be located within Lents' historic downtown, which is the center of Lents' identity to many locals. The corner of 92nd Avenue and Foster Road *is* Lents to many past and present residents. Every year at Founder's Day, they commemorate the founding of the town by early pioneer, Oliver P. Lent and his son George. The corner of 92nd and Foster Avenue used to boast two pharmacies, a movie theater, a fire station, Masonic and Oddfellows' lodges, a Safeway, doctors' offices, a public library,



Lents Founder's Day celebrations—commemorating early pioneer Oliver P. Lent and his son George—includes music, dancing and a parade.

and a post office. Residents who grew up in Lents reminisce about which businesses used to be in which buildings. In a sense, there are two co-existing towns of Lents in people’s minds—the modern-day, economically struggling neighborhood just off the freeway and the thriving small-town main street of the past. The construction of I-205 in the early 1980s struck a great blow to the small town by removing a large part of downtown Lents and splitting the neighborhood in half.



The corner of SE 92nd Avenue and Flavel Street hosts two large storage rental facilities.

Revitalize Outer Southeast (ROSE), Portland Development Commission (PDC) and the City of Portland Planning Commission have been taking great interest in redeveloping Lents into a successful regional town center. Local business leaders and Lents Neighborhood Association members pay close attention to any developments in the area and are working to strengthen the community.

Local historian Ray Hites is a goldmine of information about the town’s past, as is the semi-autobiographical novel *One Summer* by Albert Drake.



As at the SE Foster Rd Station, Mount Scott dominates the skyline from the SE Flavel Station area.

SE Flavel Street

Area Description

At the SE Flavel St Station, the MAX line will cross Flavel at grade with a gated crossing over the road. The station platform will be south of Flavel Street with no Park & Ride. There will be a light rail structure over Johnson Creek just north of Flavel Street. However, the multi-use path will remain in its current location—running eastward to the corner of 92nd Avenue and Flavel Street, where it crosses Johnson Creek.

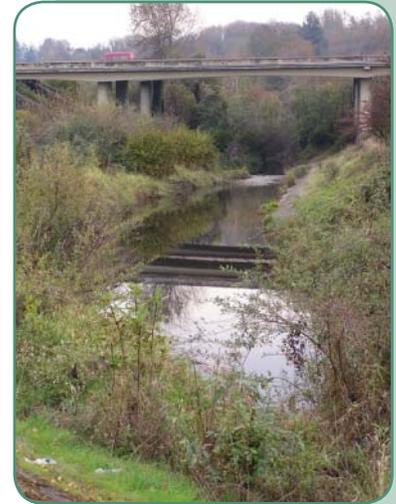
The SE Flavel St Station is within a region dominated by Johnson Creek's green spaces and large storage facilities, with little residential space nearby. Residential neighborhoods start on the northwest side of the Springwater path. At 92nd Avenue and Flavel Street are two public storage lots (Public Storage and Mini Storage), a Checkers mini-mart and the Mount Scott Kingdom Hall of Jehovah's Witnesses.

Across I-205, Flavel Street forks and becomes Knapp Street (heading northeast) and Mount Scott Boulevard (heading southeast into Happy Valley). Here, the neighborhood abruptly changes. Between Johnson Creek and Knapp Street is the Freeway Land Company's industrial land.³⁰ South of here, new high-end residential developments are emerging on the north slopes of Mount Scott, as well as small business complexes to cater to these residents. These prosperous neighborhoods continue across the Multnomah-Clackamas county line (between Flavel and Johnson Creek Blvd). Local institutions are few in the immediate area; however, organizations and businesses close to downtown Lents also play a role in this region. Kelly Elementary School and Glenwood Park are nearby—a few blocks northeast of the SE Flavel St Station and the Springwater Corridor. The Freeway Land Company and Johnson Creek separate this area from the Lents Junction region, while Lincoln Memorial Park and Willamette National Cemetery straddle the county line and border Happy Valley to the south.³¹

Area Personality

In a sense, the defining characteristics of this area are physical barriers: I-205, Johnson Creek, and Mount Scott. Johnson Creek carves a thin green line through the area, flanked by land that is affected by the creek's flood patterns. Efforts are being made to clean up Johnson Creek and expand the green areas along it. The Springwater Corridor Trail, formerly a railroad track, parallels the creek. Mount Scott has acted as a barrier and natural area until very recently when it has become an attractive spot for residential development. The freeway now stands as a physical demarcation between the affluent and the poor.

This station is within the southern part of the Lents neighborhood. A few smaller neighborhood names are historically connected to this area, although they are rarely used now. South of here is the Battin neighborhood, which will be more relevant for the discussion of the SE Fuller Rd Station. East of I-205, the south end of the Watson neighborhood borders Mount Scott Boulevard.

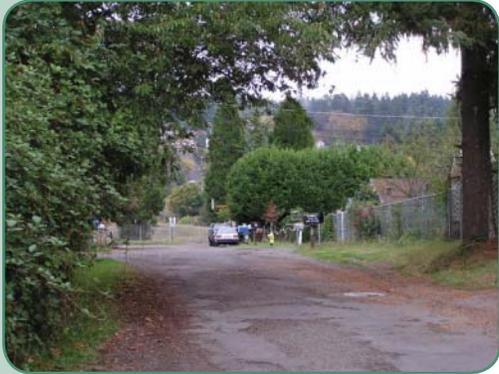


White settlers reported that a natural amphitheater and a ceremonial site called Indian Rock were located south of Johnson Creek at SE 100th Avenue.

³⁰ This site is part of the old William Johnson homestead. See *Lents* section.

³¹ The Willamette National Cemetery has a section dedicated to the Chinese Benevolent Association, presumably for Chinese and Chinese-Americans in the region.

Two Native-American sites are reputed to have been nearby. Apparently, white settlers reported that a natural amphitheater and a ceremonial site were located near Johnson Creek. Indian Rock, as they called the amphitheater, was located at approximately SE 100th Avenue, south of Johnson Creek.



The area just around the SE Fuller Rd Station is historically called the Battin neighborhood after earlier landowners and retains remnants of a rural feel.



A beautiful maple stands at the end of Con Battin Road, near the entrance to the future station.

SE Fuller Road

Area Description & Personality

The SE Fuller Rd Station will be located between Con Battin Road and Otty Road, west of Fuller Road. The station will be built at grade, with a 630-space Park & Ride between the platform area and Fuller Road. Vehicular traffic will have to access the station from Johnson Creek Boulevard to the north or Otty Road to the south, with entrances to the Park & Ride and the Quick Drop from Fuller Road. Much of the ridership will come from motorists driving to the Park & Ride. Pedestrian and bicycle access will be from the multi-use path.

The area just around the station is historically called the Battin neighborhood, after earlier landowners. The Battin neighborhood retains remnants of a rural feel in the midst of commercial development. Old fruit and oak trees stand among the modest, mixed-era houses. A beautiful maple stands at the end of Con Battin Road, near the entrance to the future station. North of Battin Road and the station location is the Solid Rock Baptist Church, which previously served the Battin neighborhood but now draws most members from farther afield.

Across the freeway, Mount Scott rises to the east. Newly built condominiums and large houses dominate the hillside. The community of Happy Valley is just southeast of these new developments.

As with the SE Foster Rd and SE Flavel St Stations, the Fuller Road/Battin area has been deeply affected by the construction of I-205 and the expansion of “big box” retail on 82nd Avenue.



The Clackamas Town Center Station will be built east of the Clackamas Town Center mall (top) and south of the Clackamas Corner strip mall (above).



The large New Hope Church at the base of Mount Scott is visible from the mall parking lot.

Clackamas Town Center

Area Description

The Clackamas Town Center Station will be built east of the Clackamas Town Center mall and south of the Clackamas Corner strip mall, between SE Monterey Avenue (to the north) and Sunnyside Road (to the south). This station will function as a regional Transit Center with bus facilities on the ground floor of a Park & Ride garage. The platform will be located adjacent to the second floor of the Park & Ride garage with 750 Park & Ride spaces. The Park & Ride facility will be shared with Clackamas Town Center customers.

This station is located at the east end of a large mall parking lot, alongside I-205 and the multi-use path. North of Monterey Avenue are new condominiums, the Town Center Village retirement community and the Monterey Court Alzheimer's care facility.

Just east of I-205 are Kaiser-Permanente Sunnyside Medical Center and a number of mini-malls. The large New Hope Church at the base of Mount Scott is visible from the mall parking lot. Mount Scott towers to the northeast, with new communities of large houses cropping up quickly. Older establishments on the south side of Mount Scott include the Top O' Scott Golf Course and the Gethsemane Cemetery. Mount Talbert Nature Park and the Three Creek Nature Park lie south of Sunnyside Road. To the west of the Clackamas Town Center parking lot is 82nd Avenue, and beyond this is the Harmony neighborhood, Christ the King School and La Salle High School. Phillips and Mount Scott creeks flow to the west and south of Clackamas Town Center, respectively.

Area Personality

The Town Center area serves a wide variety of patrons, drawing from surrounding neighborhoods as well as most communities in northern Clackamas County.

Suburbanization and development in this area is significant. Development Director for Clackamas County, David Seigneur emphasizes, "Here, as on the westside, there's been a drastic change over 20 years."

Librarian Doris Grolbert explains that the residents of the Clackamas Town Center/Sunnyside Road area constitute a new community, growing from fields to neighborhoods only in the last 15 years. The primary institutions that bring residents together are the schools and the library. The Clackamas Town Center mall is recently undergoing a large renovation. The North Clackamas Aquatic



The name Montavilla comes from the Mount Tabor Villa development, which stretched from 73rd to 78th, between Glisan and Stark. The area retains much of its history character today, as seen in this view from SE Stark Street at 76th Avenue.

Park is another prized local institution, as is the North Clackamas Chamber of Commerce. Founded in 1955, the chamber is the first resource that most people recommend to learn about north Clackamas affairs.



Churches such as Saints Peter and Paul Episcopal Church (*above*) played a central part in establishing a sense of Montavilla neighborhood identity.



The Montavilla Neighborhood Association's flag shows its present-day reputation as the "Bible Belt" of Portland.

NEIGHBORHOODS

Montavilla

History and Identity

The Montavilla neighborhood lies between Mount Tabor and I-205. It encompasses the area between 68th Avenue and I-205, I-84 and SE Division. The SE Main St Station is across I-205 from Montavilla, and the SE Division St Station is at the southeast corner of the neighborhood. Like all of outer southeast Portland, it is an area that is undergoing great physical and cultural changes. Montavilla residents emphasize that their neighborhood has a prosperous history as an independent community fed by two streetcars and centered in the historic downtown at Stark between 76th & 82nd avenues.

Prior to the 1880s, Montavilla was an unnamed tract of land in East Portland, covered by the farms and orchards of settlers who had established Donation Land Claims east of Mount Tabor.³² With the completion of the first bridge across the Willamette River from downtown (Morrison Bridge in 1887), speculators and developers began buying land from the farmers and planning residential developments in the area. The name *Montavilla* comes from the development of Mount Tabor Villa—one of the additions established by these developers. Originally, Mount Tabor Villa meant a strip from 73rd to 78th, between Glisan and Stark; however, the name came to include numerous other additions, including Mount Tabor Villa Annex, East Tabor Villa, Mount Tabor Homes, Hunter's Addition, Van Schoick Addition, Southeast Ward, Terrace Park, Montacello, Villa Hills, Sanford, Jonesmore, and St. Ives Addition. The Kinzel Park development between 76th and 80th avenues just south of Stark gained its own regional nickname, Swedeville, from the nationality of many of its inhabitants.

Platted in 1889, the Montavilla area grew so rapidly that by 1892 it boasted its own post office, three grocery stores, meat markets, blacksmith shops, a privately owned bank and a livery stable. A small business district developed along Baseline Road (Stark St.) just east of Mount Tabor at the P.5 Marker.³³ Streetcar service to downtown made Montavilla a desirable place to live for residents who needed to commute downtown to work. Early horse-drawn streetcars quickly gave way to electric trolleys, including both the Mount Tabor line and the Montavilla line. Montavilla's first interurban rail service was incorporated when the Mount Hood Railway and Power Company established a steam line from SE 90th Avenue to Gresham, Dodge Park and eventually the hydro plant at Bull Run. As with the Springwater Division further south, the Mount Hood interurban allowed Montavilla residents to take day trips out of town.

³² According to Rod Paulson, "The first such title in Montavilla was issued to Hillery Cason and his wife Delilia, who took up the half section of 320 acres of land that went from Stark Street to Halsey and from 72nd to 82nd avenues." Could Hillery Cason be related to the William Cason who was the first recorded settler in the Lents area?

³³ The P.5 marker denotes five miles from the Willamette Stone meridian in northeast Portland, from which all the land west of the Cascade Mountains in both Oregon and Washington was surveyed. Stark Street runs exactly to the Willamette Stone, hence its original name, Baseline Road. Baseline Road was the main thoroughfare from Portland and East Portland to the farms farther east.

Historian E. Kimbark MacColl indicates that Montavilla had a high level of prosperity in the early 20th century:

Platted in 1889, [Montavilla] had become a major suburb by 1906 when it voted to annex itself to Portland. Its degree of prosperity was revealed by the startling notice in 1906 that it had the largest postal receipts of any suburban town within the Portland region. When Portland's city fathers voted to extend a major trunk sewer line through the center of the community, the local residents quickly raised their one-third share of the million dollar cost and paid the city in cash—a record that has probably never been equaled in Portland's history.³⁴

Unlike Lents, Montavilla neighbors voted overwhelmingly for annexation by Portland—in 1906, 80 percent of the 10,000 residents approved the decision, seeing an opportunity for sewers, paved streets and street lighting. According to *The Oregonian* in March 1914, “Montavilla is considered one of the most prosperous suburbs on the East Side of the river...Nearly all the streets have been improved by grading and laying cement sidewalks.”³⁵

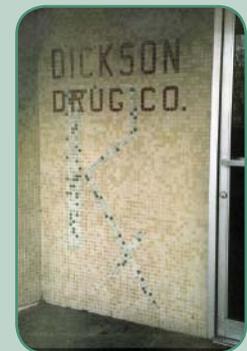
Churches and schools played a central part in establishing a sense of Montavilla neighborhood identity. The Greater Eastside Business Directory, published in honor of Montavilla's centennial in 1989, cites the founding and history of local churches in great detail. Dianne Dickson Lawrence remembers, “When I was young, all the churches had parsonages or manses...and all their kids went to the schools nearby.” Rev. Kurt Neilson at Saints Peter and Paul Episcopal on 82nd Avenue describes his older parishioners as a “bunch of characters” who are tough and practical, but also good-hearted and modest. In the 1950s, these parishioners had the know-how and will to do much of the hard work to build the new church hall.³⁶ More recently, Rev. Neilson's parish provides a social event/meal to local homeless and low-income folks and offers support services for prostitutes who are working on 82nd Avenue. The Montavilla Neighborhood Association's flag shows Montavilla's present-day reputation as the “Bible Belt” of Portland. The neighborhood children attended Montavilla, Vestal, Clark and Binnsmead schools. The Montavilla and Russellville³⁷ elementary schools no longer exist, but the other schools still educate area children.

Until recently, the Montavilla neighborhood was composed of predominantly white, Protestant, lower and middle class families. A notable exception was the community of Japanese families who settled in the area, primarily as berry and vegetable farmers, starting in 1904.

Because of its proximity to Portland, Montavilla became the first Japanese farming settlement with a sizable population. As early as 1908 there were thirty-six Japanese farmers who held a total of 665



When the Academy Theater first opened, a movie, newsreel and cartoon costs 25 cents.



Opened in 1910, Dickson Drug Store operated in Montavilla for over 90 years.

³⁴ E. Kimbark MacColl, op cit., p. 106.

³⁵ Montavilla: The Untold Story,” *Greater Eastside Business Directory, Featuring the Montavilla Centennial Souvenir*. Portland: Montavilla Community Association & 82nd Avenue Business Association, 1989, p. 20.

³⁶ St. Peter and Paul's bell tower houses a Columbia riverboat bell from the late 1800s, which still functions.

³⁷ Montavilla was at 76th and Ash; Russellville was at Stark and 102nd. Russellville neighborhood was considered a part of Montavilla by some, before I-205 divided this part of southeast Portland.



The Taylor Court Grocery has been open for 82 years and has had five owners, only one of whom lived outside Montavilla.

acres. Three years later the community had approximately two hundred Japanese residents with an additional hundred or so laborers during the harvest season; half of the total acreage in the area was under Japanese management by then.³⁸

Along with Gresham-Troutdale, Montavilla was home to one of the two largest Japanese farm settlements in eastern Multnomah County. The community was strong enough to support a farmers' association and a school for Japanese children (see below). As elsewhere, during World War II Japanese and Japanese-Americans from the area were forced to stay in internment camps. Most of them settled elsewhere after the war.³⁹

After World War II, returning veterans and their brides purchased the remaining undeveloped lots and built bungalows and tract style homes. The streetcars stopped running in 1948, replaced by buses. In the 1950s, downtown Montavilla was still the place to hang out, with the soda fountain at Dickson Drugs, the Academy Theater, and Ray Wilson's Market. The completion of the Banfield Freeway (I-84) and growth of 82nd Avenue contributed to the decline of Montavilla's downtown area on Stark. Fred Meyer's (inheritor of Wilson's Market) and the Montavilla post office closed their doors in 1964 and other businesses moved away over the next 20 years. Dickson Drugs held on as a family-owned business until 2004, when it closed even its post office branch duties. Neighborhood association president Sandra McDaniels explains that when she moved to the area 11 years ago, "Montavilla had already died out" because of the competition from shopping centers like Gateway and Lloyd Center. Nevertheless, this area shows new signs of life and still acts as a main thoroughfare around Mount Tabor to downtown. It remains to be seen whether 'downtown Montavilla' can be revitalized into a viable and historical business district. Certainly, the neighborhood still boasts, "Children, grandchildren, and great grandchildren are still living within blocks of many of the original homesteads."⁴⁰

Notable People, Places and Events

"The Potato King of Montavilla"

The Montavilla centennial articles in the Greater Eastside Business Directory for 1989 tell of Hartwig A. Mann, who settled in Oregon in 1903. He worked as a rock contractor on the Sandstone Arches in Laurelhurst and the entrance to the Lincoln Memorial, but he became famous locally as "The Potato King of Montavilla" after he became a farmer. "Montavillites became familiar with his team of grey work horses who provided moonlight rides for many young children in the neighborhood."⁴¹

Theaters of the Golden Era

The Granada Theater, located at 76th & Glisan, has since been demolished. The Academy Theater was located at 7818 SE Stark, in the building most recently

³⁸ *Oregon Historical Quarterly*. Vol. 94, Winter 1993-4, p. 321-2.

³⁹ Amy Uzunoe-Chin, who grew up in eastern Montavilla in the 1980s, says that, "Growing up, I was the only Japanese."

⁴⁰ Kara Backus. "Montavilla urbanized with rail to Portland," *The Verdict*. February 7, 1992, p. 5.

⁴¹ "Montavilla Timeline," *Greater Eastside Business Directory, Featuring the Montavilla Centennial Souvenir*. Portland: Montavilla Community Association & 82nd Avenue Business Association, 1989, p.29.

home of the Nickel Ads. When it opened, you could see a movie, newsreel and cartoon for 25 cents. Fifty-year Montavilla resident Glenn Miller remembers, “Everybody went and hung out at the Academy Theater,” with its very sloped floors and ushers with flashlights to show you to your seat. Dickson Drugs kept its soda fountain open late to entice moviegoers after the show. Ty Dupuis, owner of Flying Pie Pizzeria, has bought the building and has reopened it as a theater/pub.

Dickson Drugs

Opened February 2, 1910, Dickson Drug Store was owned and operated by the Dickson family for 90+ years until it closed recently. Sixty-five year old Dianne Dickson Lawrence tells of how her great grandfather emigrated from New Zealand to Portland, where he hid up in the West Hills to avoid being shanghaied, since he was a sailor. After he was married, he wanted to settle in Montavilla, perhaps because it resembled his native country; however, his wife insisted it was too long a buggy ride to town.

The next generation fulfilled his dream when his son, Leland Dickson, bought a drugstore business in Montavilla from its previous owner in 1910 and started Dickson Drug Store in February. One of Portland’s frequent fires destroyed the building on July 4th of that year, but the Dicksons rebuilt and re-opened by October 1910. In the 1950s, Dianne remembers working at the store, where one of her duties was pulling a cart around the corner to get ice from the ice house. The store’s soda fountain stayed open until 10 p.m. for moviegoers from the Academy Theater and is credited with a number of successful courtships. When the Montavilla post office was closed in 1964 and services were moved to 122nd Avenue, leaving no post office in the community, Bill Dickson—Dianne’s father—applied to open a contract post office in the drug store. With the soda fountain gone and larger stores on 82nd drawing business away from Dickson’s, the post office services became a main draw to the store. After a few years living in the eastern United States, Dianne came back to Montavilla to work in the family store until it closed in 2004. Sitting near the window in the newly opened Bipartisan Café, she waves and recognizes many of the passersby. Dianne, her brother Barnaby, and her mother and stepfather still live in the Montavilla area and own a collection of pictures of old Montavilla, previously displayed on the walls in the store.

The Montavilla Japanese School

Serving the Japanese immigrants that farmed the area in the early 1900s, the Japanese school helped Japanese children learn English and assisted them with their homework. Sometimes, the children were so successful that they refused to speak Japanese at home, and their parents worried about preserving Japanese tradition and language. Students also learned calligraphy, listened to Japanese folk stories, and put on performances of traditional music and dance. “The school lasted until early 1942, when war was declared with Japan. The school was sold and torn down. The Portland Adventist Medical Center is now on that same site.”



Owners of the Taylor Court Grocery throw a huge parade and block party every summer. The neighborhood elects a “queen” of the party, who has to be over 80 years old and have lived in Montavilla for 50 years.



Bipartisan Café is a new addition to the Montavilla neighborhood, having opened in June 2005 on the corner of 76th and Stark.

Montavilla Community Center

The community center (Glisan and 82nd Ave, at the corner of Montavilla Park) was founded in 1920 and was one of the first four community centers in the

city. It originally consisted only of the current gymnasium and an outdoor pool. According to the center's website, "The gym usually housed a variety of recreational activities, but during the summer months when the pool was in use, two floor-to-ceiling wood walls were put into place. These boards divided the gym into a boys' dressing room and a girls' dressing room, with a center walkway between them. Legend has it that boys would try to line up the knotholes in the wooden walls—never successfully." The building has gone through numerous renovations and additions, including a new mosaic representing the diverse neighborhood currently gracing the front. Generations of Portlanders from the outer Eastside remember swimming at the center during the summers, and it is still a thriving community exercise and meeting place.

The Rabbit Meat Company

"The Rabbit Meat Company located at 90th and SE Stark explained the impact World War II had on [Montavilla] business. This business was purchased about 1942 from Faith Ruppel and Maxine Hooper. Rabbit

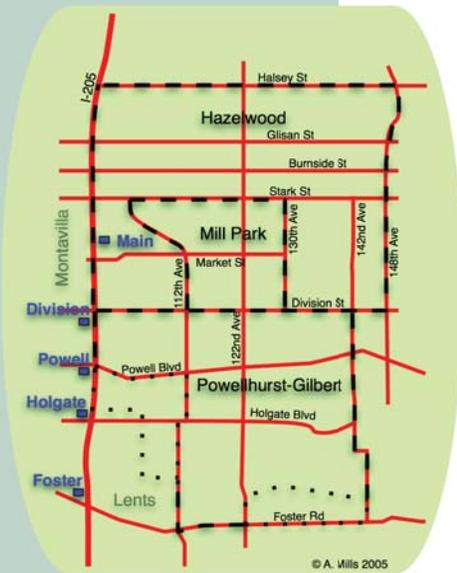
Meat Co. was a processing plant for fryer rabbits. In addition, they dressed and sold chickens and eggs wholesale and retail. During the rationing of meat throughout World War II, the business survived selling rabbits and chickens."⁴² The building now houses an antique store.

Flying Pie Pizza

Ty Dupuis opened Flying Pie Pizza at 7804 SE Stark in 1984, and local residents have been attesting to the high quality of their pizza ever since. Montavilla residents are proud to have the "best pizza in the city" in their neighborhood. One local explained that she has friends who buy Flying Pie pizzas to take home and freeze for later because they won't eat anything else. The walls are adorned with old hubcaps and collages of happy customers sitting in red vinyl booths. It's the kind of place where you order and pick up your food at the counter and banter with the cooks. The restaurant sponsors the Mount Tabor Soccer Club and displays numerous sports trophies and photos in their second room. Owner Ty Dupuis grew up in the area. He also owns the old Academy Theater, now a theatre/pub, next door.

Taylor Court Grocery

Operated by Errol Carlson and Mel Hafsos since March 1997, the Taylor Court Grocery at 1135 SE 80th has been open for 82 years and has had five owners, only one of whom lived outside Montavilla. Located in the area previously known as Swedetown or Swedeville, the grocery is a small building located in the center of a residential neighborhood. Errol knows most people by name or face, although he explains that this is getting harder because of the great turnover in recent years. Both men work 12 hour days, seven days a week to keep the business viable, in part because they aim to maintain it as a family-friendly store. There is no lottery or porno section, although alcohol and cigarettes are still the main moneymakers. To neighborhood kids, it's the "candy



Powell Butte borders the east side of the Powellhurst-Gilbert neighborhood.

⁴² "Montavilla: The Untold Story," Op cit, p. 24.

store.” To encourage their patrons to “help support the neighborhood,” Errol and Mel throw a huge parade and block party every summer.⁴³ In 2004, they had 1,500 participants and 300 people in the parade, including several mayoral candidates, Irish fiddlers, Chuuck dancers, and numerous other performers. The neighborhood elects a “queen” of the party, who has to be over 80 years old and have lived in Montavilla for 50 years. Errol also works hard to communicate with his international clientele—he has created a phonetically written notebook of basic greetings, numbers and grocery words in Korean, Japanese, Farsi, Romany (Gypsy), Russian, Czech, Spanish and Chuuck (a Micronesian language), as learned from his patrons.

Candle Light Restaurant

A Chinese-American restaurant and bar at 7334 NE Glisan, the Candle Light’s walls are adorned with a number of old photographs of Montavilla.

Bipartisan Café

Bipartisan Café is a new addition to the Montavilla neighborhood, having opened in June 2005 on the corner of 76th and Stark. Owner Peter Emerson established the coffee house as a place for people of different backgrounds and political views to get together and talk about ideas. The Bipartisan café is one of the only coffeehouses of this sort east of Mount Tabor. Nevertheless, the bipartisan approach draws attention to the idea that Montavilla (and outer southeast, in general) is home to a greater mix of political persuasions than central Portland.



Mae Lapsley moved to Powellhurst-Gilbert in 1942, and Glenn Taylor arrived in 1963. Both remember a more rural quality to the area.



A house at SE 122nd Avenue and Raymond reflects the variety of development from the past century.

⁴³ Mel cancelled the party for summer 2005 because he was too sick to do planning in the early stages.

David Douglas Communities: Hazelwood and Powellhurst-Gilbert

The neighborhoods of Hazelwood and Powellhurst-Gilbert share a similar history, as areas incorporated into Portland very recently. Unlike Lents and Montavilla, Hazelwood and Powellhurst-Gilbert did not have distinct identities, or even names, until they were annexed into Portland in the 1990s. A mixture of houses and fields, unincorporated outer southeast was drawn together primarily by the David Douglas High School district. An excellent resource for the area is *History & Folklore of the David Douglas Community*, published by the David Douglas Historical Society. The book opens with a short history of the community and continues with 200+ pages of family stories, as written by the family members themselves.⁴⁴ The book is available through Multnomah County Library, which has eight copies.

Living in East County

The Hazelwood neighborhood runs along the eastside of I-205 from Gateway to Division and out to 148th Avenue. The neighborhood came into existence in 1988–1989, when the area was being annexed by Portland. The name comes from the pre-existing Hazelwood Water District, which itself derives its name from the hazelnut tree farms that used to grace the area. Neighborhood association president, Arlene Kimura, explains that the association was previously called the East County Community Association. The Hazelwood area nearest I-205 was developed primarily after World War II.

Powellhurst-Gilbert extends from 82nd to Powell Butte and from Division to Foster Road at its widest point. The neighborhood overlaps with Lents between Powell and Holgate, just east of I-205 and for several blocks south. The Powellhurst-Gilbert neighborhood abuts the I-205 Light Rail only on a narrow stretch between Division and Powell. According to Jack Vahey, whose family has lived and worked in the area for three generations, “Powellhurst” is named after the Powell settler families in Gresham for whom Powell Valley Road (now Powell Boulevard) and Powell Butte was named. Other reports mention that this was an Indian trail before the Powells arrived. The ‘hurst’ part of the name means a ‘grove of trees,’ referring to the woods that used to cover east Multnomah County. The lots in Powellhurst-Gilbert are generally quite large—many are half-acre lots—while many of the homes were built before or around World War II.

The Gilberts were another pioneer family, for whom Gilbert Road was named—now present-day Harold Street. The founding Gilbert married Mary Furey and came into ownership of her family’s 640-acre donation land claim. One way in which the family made money was by burning logs in a large pit and selling the resulting charcoal to people in Portland. Like Oliver P. Lent, Gilbert donated 30–40 acres to build a school, which became the Gilbert Primary School.

Not a part of the City of Portland until recently, both neighborhoods have retained a more rural character for longer than neighborhoods east of I-205. Houses were built on half-acre lots, leaving plenty of room for planting one’s own vegetables—necessary during World War II—or for children to play. Forty-two year old Glenn Taylor remembers thinking that parks were for city kids—he

⁴⁴ Dick Cooley possesses a copy of this document. Other sources for it were not uncovered.

played baseball and football and everything else in neighborhood backyards. When he asked his parents to let him join the Boys and Girls Club, they told him “No, because it costs money.”

Mae Lapsley remembers moving to the area in 1942 and notes that there were berry fields everywhere, as well as cherry orchards near 96th Avenue. People often owned horses back then, building barns in their backyards without restrictions or building permits. Mae Lapsley’s son delivered eggs on horseback. Joanne Davis⁴⁵ remembers the joy of riding her horse out to Powell Butte or Mount Scott as a teenager. “Nothing mattered. I was on my horse.”

Ms. Davis earned the money to buy her horse by picking berries on farms to the east. This was a common summer activity for children and teenagers in all the outer southeast neighborhoods, including Montavilla and Lents. Numerous older residents remember getting up at four or five o’clock to walk out to the berry fields, sometimes as far as Mount Scott.

The area northeast of the SE Main St Station was decidedly rural until the 1970s. Beth Baltz, in the property management office at Portland Adventist Medical Center, recalled that before World War II, the land was mostly farmland, growing berries and rhubarb. The area had a lot of truck farming done by Japanese and Italians. This meant that they grew crops and then drove into downtown Portland to sell them. H. Sadaji and Kikuo Shiogi, two Japanese brothers, farmed a 20-acre plot on Everglade Avenue, now SE Market Street, where they “raised raspberry, loganberry, asparagus and cucumber” from about 1909 to 1930. “There were also apple, cherry and prune trees.”⁴⁶

After World War II, mid-county was a hotbed of construction. A number of farmers wanted to retire around 1950, and developers like William Cooley were happy to buy their land and build subdivisions. Dick Cooley remembers his father building 100 houses in a year, a phenomenal achievement for the time. The population grew rapidly, although it remained predominantly white. Dick Cooley’s graduating class at David Douglas High School had 750 students, predominately of European descent but with a smattering of African-Americans and Japanese teenagers.

Only over the last few years have the population mix and housing density changed, according to Jack Vahey. He remembers that even 10 years ago, many homes had large undeveloped back yards, which are now apartment complexes or manufactured homes. Some land has been in the same families for generations, and there are reportedly still some Gilberts and Powells in the neighborhood.

In some sense, the area is changing so rapidly that finding a sense of identity is like trying to hit a moving target. Debbie Hamada at the East Portland Community Center, an activity and sports facility near Mall 205, explained that the whole two-block area near the center has been built in the last five years, including new apartment buildings, police offices and the East Portland Neighborhood Office. She said that lots of Russian and East European and Asian immigrants have flooded into the area, but that they may not necessarily stay in the area. They are expecting an influx of over 1,000 African refugees &

⁴⁵ Joanne considers herself a Lents resident, but she grew up and still lives in the area claimed by both Lents and Powellhurst-Gilbert.

⁴⁶ Howard & Grace Horner, ed. Op cit, p. 259-60.



Lents is named for its pioneer founder Oliver P. Lent.

immigrants, who are being settled in the region by the Immigrant & Refugee Community Organization (IRCO).

Notable People, Places and Events

David Douglas High School

David Douglas High School at 1001 SE 135th Avenue is named after Scottish botanist David Douglas, who led an expedition to the Northwest in 1824, where he discovered the eponymous Douglas fir. The high school was the center of much of the area's social life. Residents' stories about the David Douglas area can be found in *History & Folklore of the David Douglas Community*, available from Multnomah County Library. The David Douglas high school population has been growing recently, as other inner high schools have shrunk, with 600–700 students starting each year. International populations at the school are quite high, and reportedly up to 46 languages can be heard in the hallways.

Morningside Hospital (SE Main St Station)

Located on Baseline Road (Stark Street) from 1905 to 1964, Morningside Hospital served as a psychiatric hospital for the Territory of Alaska. The majority of patients were European immigrants to Alaska, although a small number of Alaskan Natives were included. Suffering from schizophrenia—then called “dementia praecox,” manic-depression or mental illnesses, the “inmates” were there “because their families did not want or could not care for them. The Alaskan magistrates had nowhere else to send them for care.”⁴⁷ The large hospital grounds—between 96th and 100th, from Baseline Road to Section Line Road—were cared for largely by the unpaid labor of the patients. Essentially, the hospital doubled as a working farm and dairy—a small self-sustaining community. After Alaska was granted statehood, Morningside became a private institution for a few years. It was razed to provide space for Mall 205.

Russellville School (SE Main St Station)

The Russellville School was located at 102nd and Pine, north of Mall 205. There is a plaque near the Coffee People commemorating its location. There was also a Russellville interurban stop on the Mount Hood line.

John & Joe Cereghino (SE Main St Station)

John and Joe Cereghino were brothers from Genoa, Italy, who settled on a farm near Market Street (then Everglade Avenue) in 1914 and grew berries and vegetables, which they sold in southeast Portland. They also provided work and a place to stay for other Italian immigrants, many of whom worked on the farm for 10–12 years. Joe took produce to market by horse and wagon until a truck was purchased in 1923. John supervised the planting of a small orchard and home kitchen garden, as well as the fields of caneberries, raspberries, loganberries and blackberries. Entertainment for the Italian families included Bocci ball (for the men), as well as an Annual Gardener's Picnic on the Swan Boat on the Columbia River. John retired in 1942, while Joe continued truck farming until 1958.⁴⁸

Cooley Family

William J. Cooley was a developer in the area, starting in 1945. Cooley and his partner Sam Wolsborn built most of the 1950s developments in the Main

⁴⁷ Howard & Grace Horner, ed. Op cit , p. 22.

⁴⁸ Ibid, p. 26.

Street area. The Cooleys lived in one of these developments, and their children attended David Douglas High School. William's son, Dick, is still active in local development and city planning, although he no longer lives in the neighborhood. (For more, see the Cooley entries in *History & Folklore of the David Douglas Community*.)

Kelly Butte (Division and Powell stations)

Situated between Powell and Division, east of I-205, Kelly Butte has many layers of history. It is one of three cinder-cone volcanoes in the Portland area, along with Rocky Butte and Mount Tabor. Part of the Boring Lava Domes, it is the terminus of the Columbia Ridge gravel deposit. It received its name from Rev. Plympton Kelly—son of Clinton Kelly—whose donation claim included the butte. He went on to be involved in the Indian Wars in eastern Oregon and wrote a book about his exploits. Kelly Butte was used as a major rock quarry from which a number of prominent buildings in Portland were built. Oliver P. Lent worked on Kelly Butte quarrying rock. Kelly Butte gravel was used to pave 92nd, Holgate, Foster and Powell in the early 20th century. In the mid-1950s, a Command Center was built on top of the butte to house Portland's government in case of atomic war. The building was said to be able to withstand a one-megaton bomb. The Command Center was converted into the 911 dispatch center until the mid-1990s. The 18.64-acre park still belongs to the City of Portland and sports a beacon on the top. Neither vehicles nor pedestrians can go to the summit, which is fenced off as a natural area and to keep people from vandalizing the bunker. As in much of the Northwest, blackberry bushes cover large areas of the butte.

Ed Benedict Park & the Portland Memory Garden (Powell)

The Ed Benedict Park is located at 100th and Powell, near the new 911-dispatch center. A recent feature to the park is the Portland Memory Garden, designed for people with Alzheimer's disease and other memory problems. Dedicated in 2002, the garden is meant to provide a sensory experience for users, including fragrant plants that are meant to be familiar to many. It is a demonstration garden project and part of the 100 Parks, 100 Years centennial celebration of the American Society of Landscape Architects (ASLA).

Lents

Lents' Pioneer History

Lents was a pioneer town which was annexed into Portland in the early 20th century but which maintains its own sense of identity and separate history.

The story of early white settlers in Lents is the story of the Oregon Trail, federal land grants and building a society from scratch. The first documented white resident of the area is a bachelor named William Cason, who came to Oregon in 1843 and staked a claim to Cason Prairie four years later. He is reported to have died on his way back from Portland by a fall from his horse. Since he lived alone, his presence was not missed and he was found dead the next day, killed by the fall, the cold or both.

Lents was named after Oliver Perry Lent, who came across the country on the Oregon Trail with his pregnant wife and two relatives. Lent hailed from near Marietta, Ohio, and had been trained as a stonemason. He met his wife, Martha Almira Buckley, in West Virginia while working at this trade. They crossed the plains to Oregon in 1852 when Oliver was 22 and Martha was 19. They settled in the Richey Valley, 10 miles east of Portland, on a 320-acre government land claim in Sycamore, southeast of Mount Scott. One source claims that Martha was also related to Clinton Kelly's family, who settled in the Lents/Powellhurst-Gilbert area in 1850. Perhaps this was the reason that the Lents changed their plans to settle in California and headed for Oregon instead. Another explanation might be an unsubstantiated story that an axle broke on their covered wagon, suffering irreparable damage and causing them to settle where they stopped. In 1866, Lent purchased a 190-acre farmstead from James Stevens for \$3500 outside of Portland, on a stretch of land called Cason Prairie, after William Cason. Much of this farmstead became present-day Lents.

Oliver Lent seems to have put his hand to practically every business and endeavor in the region. In addition to farming on his homestead, he worked as a stonecutter, quarrying stone at Kelly Butte for the old penitentiary, the Prettyman mansion, and the foundations of the Pioneer Square Courthouse and Post Office. His son, Oscar, remembers in a 1936 article, "When the post office was built, at Morrison and 6th streets, they used the stone my father had cut for the penitentiary for the basement of the post office building." Lent also owned several sawmills at different times, including a sawmill he built on Johnson Creek in 1883, where he "cut the huge tress for the use of the settlers" ("Memories...", p. 11) and provided employment for other men who settled in the area. Over the course of his life, he also acted as the first postmaster of Lents, Justice of the Peace, school director and road supervisor. In fact, the town received its name because of a coin flip between William Johnson and O. P. Lent to determine who would be the town's first postmaster. As was the practice of the day, the post office was named after the first postmaster. When people spoke of going to town, they referred to it as "going to Lent's" – which is how the final "s" became part of the name.

Lent was a family man and an active community member. He donated land near his residence to establish a school, which was attended by his nine surviving children (Martha bore 12 total) and those of the Johnson, Gates and Campbell families. Lent Elementary School bears his name (without the 's') because of his role in establishing the local school district. "It was largely through his efforts that school district No. 12 was established and to its conduct he gave general supervision, laboring always to promote its interests" (in *The City of Portland*, p. 111). Lent was also a master of the local Grange, a member of the Woodmen of the World fraternal organization, and a member of the Unitarian Universalist faith. Though a Unionist during the Civil War and an admirer of Lincoln, he became a staunch Democrat after the war and ran unsuccessfully for state senate.



An empty plinth awaits a statue in the Lents Town Center square.

The Lent family has continued to play notable roles in Portland and Oregon up to the present. Oliver P. Lent and his eldest son, George, were instrumental in bringing the first steam railway into town in 1892. George, who worked as an attorney in Portland, was also responsible for platting and registering Lent, Oregon, with the county recorder on August 17, 1892.⁴⁹ One hundred years later, the Lents neighborhood and 30–40 descendents of the Lent family celebrated Founder's Day at Lents Park. Among the attendees were two great-grandsons of the neighborhood's founder: Berkeley Lent of Salem, a former state senator and Oregon Supreme Court Justice, and his brother, Oliver P. Lent. The Lent family continued to live in the neighborhood until fairly recently. Local historian, Ray Hites, remembers hitting a homerun through the garage window of the old Lent home when he was a boy.

Other notable early settlers in the Lents area include the Rev. Clinton Kelly and his son, Plympton Kelly, William Kern and his son-in-law, Judge Marquam, and Waterman Gates. Kelly Butte Park was originally a donation land claim (*Powell Station, Powellhurst-Gilbert*) owned by Plympton Kelly, who also fought in the Indian Wars of eastern Oregon and wrote about his exploits there.

Pioneers and Native Americans

Clearly, white people were not the first people in the Lents area. The available information about the first people in the area is mostly as related by their white neighbors. Local historian Ray Hites speaks of an old Indian ceremonial site and a natural amphitheater, called Indian Rock, between 100th Avenue and Foster Road and Mount Scott (*Flavel*). Most likely, this site was used by one of the Clackamas tribes in the area. Gladys Brown, an early Lents librarian, writes in an article about pioneer life, "Near the schoolhouse (near 100th and Foster) was a favorite camping spot for fishing parties of Indians. From there they often went back a short distance toward the hills and carried on ceremonial dances on the flat levels of Indian Rock, a sheltered spot toward Mount Scott." For some reason, the white population did not like these ceremonial dances: "Mr.

⁴⁹ What we now know as downtown Lents was not part of Oliver P. Lent's original land claim. Thomas W. and Cynthia Gates were deeded 640 acres by the US Government, stretching from Powell Valley Road to Woodstock and from 82nd to 97th avenues, and including a 40-acre piece near Powell from 97th to 102nd avenues. The state of Oregon owned a 40-acre area south of this. George Lent bought the land and registered Lent—stretching from 92nd to 97th and from Tolman Street to Foster Road. Original street names reflect early settlers: Johnson Avenue, Gates and Agate streets, all of whose names have since been changed.

Charles Johnson, son of Jacob Johnson, said that the Indians used to hold their ceremonial dances on the lowland near the falls, much to the disgust of the townspeople. One night some of the young men took potatoes and tomatoes as weapons and threw them at the dancing Indians. The Indians never danced there again.”⁵⁰ It is unclear why the townspeople expressed such disgust and where exactly these ceremonial dances were held. Indian Rock is not really there anymore because it was quarried and the stone was used either to pave local roads or to line Johnson Creek.

Foster Road

It was no mistake that George Lent established the new town of Lent along Foster Road. Reportedly, Foster Road began as an old Indian trail: “The present Mrs. O.P. Lent, daughter-in-law of the original couple, says that Foster Road slanted across the land claims because it was the trail used by the Indians from up toward the mountains to go to fishing grounds at Oregon City. The Indians went down the Foster Road trail until it struck Powell Valley. From there they went to the Willamette River, then up to the falls.” Native groups were traveling through the area for some time after the Lent family settled here, and Mrs. Lent told stories about how “Indians would come to her back door and ask for milk and eggs.”⁵¹

Foster Road took its name from Philip Foster, who came to Oregon by sea in 1842 and married Mary Charlotte Pettygrove, sister of Francis Pettygrove. “Foster had been in the mercantile business in Oregon City for a time, after which he had a farm at Eagle Creek known as the Foster place, that became a byword with the incoming settlers headed for the Willamette Valley, where they could purchase supplies needed for their new life in the Oregon country.”⁵²

*[Foster] was a road promoter. Nearly all of the Clackamas County roads of the early “fifties” radiated from Oregon City or “Foster’s”. One lay from Oregon City to Foster’s; another from Milwaukie to Foster’s; a third from Foster’s, along the Sandy River to the Columbia; a fourth from Foster’s to Emigrant Road over the Cascades mountains; and the historical one from Portland to Foster’s.*⁵³

Foster’s road was designed as an alternative route of the Barlow Trail that brought settlers directly into Portland rather than down to Oregon City.

Early on, Foster Road was a plank road, made from outer parts of logs left over from nearby mills. White settlers like the Gates family followed Foster Road into East Portland, Milwaukie and Portland to sell their produce and obtain goods they could not themselves produce. To this day, one can find fruit stands and farmland along Foster Road to the east of Lents.

Lents and the City of Portland

In 1912, Lents decided to join Portland by a very close vote and was annexed the following year on July 1st. Along with Montavilla, Lents was the eastern edge of Portland until the 1960s, when the border moved to Powell Butte.

⁵⁰ Gladys Brown. “Memories of Pioneer Home Life,” *The Voice of American Women*, p. 11 & 18.

⁵¹ *Ibid*, p. 11.

⁵² Rod Paulson. “Lents – Foster Road – And the Electric Street Cars,” *Portland Neighborhood Histories*. Vol. 1: A-L, p. 2.

⁵³ W.S. Chapman. “Foster Road,” *Lents File*, Wilson Room at Multnomah County Library, hand-typed composition.

A prosperous suburb of 8,000–10,000 people before annexation, the population of Lents steadily continued growing afterward annexation. As E. Kimbark MacColl wrote in 1979, “Long time residents of the community feel that once the city annexed Lents, conditions went downhill. The district was overlooked in terms of street and sewer improvements. And when Oregon created a state highway on SE 82nd Avenue in the early 1930s, commercial strip development took over.”⁵⁴ Downtown Lents had operated as the closest market for farmers in Happy Valley and as the gateway to Portland from the southeast.

In part, Lents’ complicated relationship with central Portland is related to issues of transportation. In the 1910s, the Mount Scott interurban trolley terminated in Lents, while the Springwater Estacada Line (*Flavel*) continued through Lents on to Estacada and Cazadero. These new rapid transit systems reduced the trip into downtown Portland from a whole day to a few hours, and business owners hoped this would bring more business to Lents, but it often had the opposite effect. When the Ross Island Bridge was built in the mid-1920s without streetcar tracks, it caused Foster Road to become a major automobile thoroughfare to downtown Portland. Similarly, the creation of 82nd as a state highway in the 1930s, changing that street from multi-family to commercial-industrial use, took more customers away from Lents downtown.

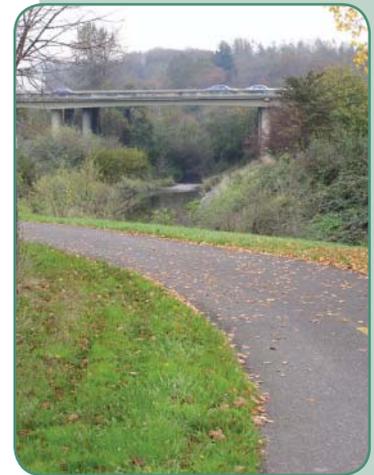
The construction of I-205 through the center of downtown Lents split the community in half and created a mental barrier between eastern and western Lents. Before its construction, some residents were optimistic that the freeway would bring new residents and customers to the area. Sadly, their hopes were not fulfilled. At least 500 homes and businesses were removed. Judy Welch explains, “It was like a wall.” She said it took years for people east of the highway to see that they could continue to shop and participate on the west side.”

Business leaders, like Lents Body Shop owner Randy Dagele, feel that the needed attention and money has not materialized in Lents. A symbol of this demoralization is the empty plinth on the unfinished square at SE 92nd and Foster. This square was an outreach effort as part of the Portland Development Commission’s (PDC) plan to create a thriving Lents Town Center. Randy Dagele explains that the project was stopped and remains unfinished because of a lawsuit brought by Shiloh Inn against the City and County, which temporarily stopped urban renewal projects all over the city. The project had three proposals for the plinth and had reached RACC when it was stalled. There was no money or attention for this project when the lawsuit finally ended. Dagele is attempting to create a grassroots movement to put a statue of Oliver and Martha Lent, as designed by Michael Florin Dente.

Southern Lents—near the SE Flavel St Station

The two most notable features of Lents south of the Foster-Woodstock couplet are Johnson Creek and the Springwater Corridor. Both pass under I-205 near the future SE Flavel St Station.

Flowing from the woodlands of Cottrell in northern Clackamas County to the Willamette River, Johnson Creek is a 26-mile, free-flowing stream in the middle of an urban landscape. It currently passes through four cities (Gresham,



Johnson Creek has played a significant role in Lents and regional life. Today the increasing popularity of the nearby Springwater Corridor trail is returning Johnson Creek to the public eye.

⁵⁴ E. Kimbark MacColl. Op cit, p. 106.



More than 110 years old, Lents Park continues to be a gathering and recreational facility for the community.



Tom Peterson, the famed southeast Portland appliance and furniture retailer, became a local celebrity in the 1970s and 1980s.

Portland, Milwaukie, and Happy Valley) and two counties (Clackamas and Multnomah) along the way. Before the white pioneers arrived in the area, the salmon in Johnson Creek sustained the Clackamas Indians living on Mount Scott. “There are stories told of salmon runs so plentiful the fish could be caught with a pitchfork and were sold for ten cents. Some people say that the creek was so thick with fish during the fall runs that you could walk across the creek on the fishes’ backs.”⁵⁵ “Johnson Creek... was practically the only water between the Clackamas and Columbia rivers, except for a few springs near Kelly Butte,”⁵⁶ a fact which may explain the large number of settlers who came to settle along it. Families planning to go to Oregon City were sometimes drawn closer to Portland because of Johnson Creek—and because Foster Road made it easy to get there.

Johnson Creek was named after either William or Jacob Johnson. According to “Memories of Pioneer Home Life,” an article by Lents’ librarian Gladys Brown in *The Voice of American Women*, Jacob came to Oregon as a young man in 1846. She writes, “The story goes that he walked most of the way to Oregon, helping drive cattle, and that he was the first man to take up a donation land claim in the area of Johnson Creek.” While living in the Johnson Creek area, he attended the Portland Academy—where the Portland Hotel later stood from 1890–1951, near present day Pioneer Square. “He would run (the stories all emphasize how men ran long distances) to the Willamette River, and thence take a boat to the west side to school.” His father, William Johnson, followed his son to Oregon. “There is a story that one of the Johnson women, probably Williams’s wife came across the plains in a rocking chair in one of the wagons because of a crippled condition and that she lived to be one hundred and five years old.” William took up a claim to the east of the Gates claim, where he built a sawmill on the creek.⁵⁷

At the time of the first government survey in 1852, Johnson’s sawmill was located on “Milwaukie Creek,” so named because it enters the Willamette near the town of Milwaukie.⁵⁸ Other mill owners set up camp on the creek, including Oliver P. Lent, because it offered access to the heavily wooded areas that covered east Multnomah County, provided water to run the mill, and was a convenient way to handle the raw logs.

Johnson Creek still plays a significant role in Lents and regional life. It continues to flood occasionally, despite attempts to control its course. Some neighbors near the creek have their houses elevated to allow for this eventuality. As the concrete, urban landscape of roofs, driveways and streets increases run-off, arguments have been made that Johnson Creek floods more than before because of environmental changes. The hundred-year floodplain of Johnson Creek stretches from about 104th to at least 116th in the low-lying areas of Lents and runs next to the Freeway Land Company site (former site of Dwyer Mill), the Leach Botanical Gardens and numerous Happy Valley farms.

The increasing popularity of the nearby Springwater Corridor trail is bringing Johnson Creek more into the public eye. The Johnson Creek Watershed Council,

⁵⁵ Johnson Creek Watershed Council website: <http://www.jcwc.org/johnsonCreek/creek.htm>

⁵⁶ Gladys Brown. Op cit, p. 11.

⁵⁷ Ibid.

⁵⁸ Rod Paulson. Op cit, p. 4 of article.

among other actors, is working regionally to restore the creek to health. Ed Kerns, who grew up near the creek, started a tree-planting project 10 years ago, which has evolved into the Lents Springwater Habitat Restoration Project. Kerns works with the Lents neighborhood to plant trees and clear non-native species—the project has planted 1,500–1,800 native trees in 10 years.

The Springwater Corridor is named for the Springwater interurban line that ran from Sellwood to Cazadero, near Estacada, starting in 1903. Also referred to as the Portland Traction Company Line, the Cazadero Line or the Bellrose Line, this interurban was used to carry materials for construction of the Cazadero Dam on the Clackamas River and, later, to transport produce to Portland and Portland tourists to the countryside. The line met up with the Mount Scott urban streetcar at Lents Junction (102nd and Woodstock), allowing passengers to travel directly from downtown Portland to Gresham, Boring, Estacada and Cazadero:

*It was heralded as the first electric railway ever built to the very highest 'steam road standards'. There were about 53 stations on this division. A park was built at Cazadero on the Clackamas River to showcase a Power Generating Plant. The power generated was used to electrify the Streetcar Lines and to light Portland's streets.*⁵⁹

Passenger service on the Springwater line was discontinued in 1958; however, the corridor has found new life in the 1990s as a multi-use path and part of a larger trail system.

Modern Lents and Its Future

A planning document for the Outer Southeast Community Plan described downtown Lents (the 92nd and Foster area) thus:

This commercial area has the largest concentration of deteriorating, vacant buildings in the Outer Southeast Community Plan area. The large Holman furniture and carpet store is vacant, as well as numerous storefront spaces. Most of the buildings are wooden framed and have not been maintained. However, these storefront buildings have a historic feeling. (p. 30)

The community plan aims to revitalize the area into a thriving Lents Town Center, which the Foster Road light rail stop would serve.

Notable People, Places, and Events: SE Holgate Blvd Station

Lent Elementary School

Lents Elementary School traces its history to the founding of a school by O. P. Lent on his land grant. The school has moved at least four times before arriving at its current location at 5105 SE 97th Avenue (east of I-205, near the SE Holgate Blvd Station). A more complete history of Lents was put together by a Capstone Team, working with students at Lent Elementary.

Lents Park

The park is more than 110 years old and continues to be a gathering and recreational facility for the community. Some parts of the park were originally used as a stone quarry, which explains the dip in the landscape towards the south. “Lents Park is the area’s ‘jewel.’ A 40-acre recreational area featuring

⁵⁹ Pdxhistory.com Interurbans page: <http://pdxhistory.com.tripod.com/pdxtrains/pdxtrolleys/cctrolleys/interurbans/interurbans.html>



The first U-Haul store was founded in Lents in 1945.



The Lents Founder's Day parade and community celebration takes place every August in honor of Oliver P. Lent and Lents history.

tennis courts, softball diamonds, varied playground activities and an excellent baseball-football facility in Walker Stadium.” Charles B. Walker Stadium—a project championed by then-mayor and Lents resident Fred Peterson—was built in the 1950s, and the neighborhood association has erected a new gazebo in the park recently. Music in the parks programs and the annual Founder’s Day celebration take place in Lents Park in the summer. On a typical night out, you can see a group of young Polynesians practicing dance and music, a Spanish-speaking family playing soccer, a couple of girls walking dogs, an amateur baseball game, and Asian, Hispanic, Anglo and African-American teens all playing basketball together.

Multnomah Park Pioneer Cemetery

A pioneer cemetery dating back to 1888, Multnomah Park Cemetery was founded by O. P. Lent, Gustaf Petersen, George P. Lent, Robert Gilbert and William Kern. Twenty-one members of the Lent family are buried here, as are Clinton and Plympton Kelly, a Jacob Johnson, and numerous other early Lents residents.

Notable People, Places, and Events: Lents/SE Foster Rd Station

Berkeley P. Lent

Great-grandson of Oliver P. Lent, he was a former state senator and Oregon Supreme Court Justice from 1977 to 1988).

Fred Peterson

Former mayor of Portland (1953-54), his father operated Lents Pharmacy for many years at SE 92nd and Foster. He is beloved by Lents residents for advocating for the Lents Park stadium.

Douglas C. Engelbert

Inventor of the mouse and numerous other wonders of the computer age, Engelbert grew up at 122nd and Johnson Creek. He attended Oregon State University and served in the Navy during World War II.

Tom Peterson

Tom Peterson, a local appliance and furniture retailer, became a local celebrity in the ‘70s and ‘80s because of his late-night advertisements in which he knocked on his side of the TV glass, urging viewers to “Wake Up!” and hear about his low prices. Famed for his never-changing flattop haircut, he shamelessly promoted his merchandise by giving away alarm clocks, T-shirts and clock faces with a cartoon of his face on them. Free “Tom Peterson” haircuts were offered along with purchases. Gus Van Sant has featured him or his ads in four of his films, including a cameo in *My Own Private Idaho*.

Theodosius “Saki” Tzantarmas & New Copper Penny

Saki Tzantarmas is the owner of a Lents landmark, the New Copper Penny. Saki was a former boxer, Greek folk dancer, past president of the Holy Trinity Greek Orthodox Church, and founder and president of the Association of Greek Restaurant Owners. He immigrated to the United States from northern Greece in 1964, bringing his boxing career with him. He and his wife Antonia moved

to Portland in 1964 where they worked as Greek folk dancers at a club called Athens West at NW Sixth Avenue and Everett Street. In 1973 they opened their first establishment in Lents. Over the years his business has grown to contain an off-track betting parlor, night club, restaurant and a 400-person banquet hall, home to innumerable neighborhood weddings, parties and special events. Tzantarmas is a major supporter of the Wattles Boys & Girls Club in Lents, hosting its annual Christmas party in his mirror-lined and gilded hall.⁶⁰

The New Copper Penny has taken over a whole block at 92nd and Foster and includes properties that used to be doctor's offices, two drugstores and the Yeager movie theater. The New Copper Penny is said to attract a younger clientele to its diner and connected bar, with a separate entrance to the off-track betting facility to the side. The restaurant walls are decorated with several enlarged, historic photographs and articles about Lents on its walls.

The Lents Coin Toss

Oral accounts often state that the town of Lents was named after O. P. Lent and Johnson Creek was named after William Johnson because of the result of a coin toss, similar to Portland's creation myth. In fact, the coin flip determined who would be the town's first postmaster. There is also some debate about which Johnson the creek is named for – William Johnson or his son, Jacob, who came to Oregon before his father.

Woody Guthrie Slept Here

When Woody Guthrie was hired by the Bonneville Power Administration to write songs to peddle bargain hydroelectric power to the population, he and his family stayed in a house at 6111 SE 92nd Avenue—just south of downtown Lents. He may not have spent much time at the home himself, since he was on the road much of the time with Elmer Buehler, trying to write the 30 songs in 30 days that the BPA required.

Roller Rink

There was a local roller rink in downtown Lents as early as 1902. When the Lent schoolhouse burned down in the forest fire of 1902, the rink was used as a temporary schoolhouse.

Yeager Theater

Located on 92nd Avenue, the Yeager Theater was Lents' downtown movie theater from 1912. It changed its name to the Aero Theater sometime before 1944. Since the theater closed, the building once belonged to furniture magnate Tom Peterson and is now the Copper Penny Restaurant's banquet hall. The marquee still faces 92nd, just north of Woodstock.

Lents Pharmacy

Located at the northeast corner of 92nd and Foster, the pharmacy was operated by a Mr. Peterson (father of Mayor Fred Peterson) until 1945, when Meredith Fisher bought the business. The pharmacy itself has been housed in at least three different places. Local historian Ray Hites has photographs showing a young Fred Peterson sitting on a mule in front of the store, when it was on the northeast corner of 92nd and Foster.

⁶⁰ As reported in the *Portland Tribune*, Dec. 13, 2005.

Lents Junction

Located at 102nd and Woodstock, Lents Junction was where the streetcars from downtown Portland to Lents met up with the interurban that went from Sellwood from Cazadero. Day-trippers in the early 20th century took this route out to see the power-generating dam at Cazadero and just to get out of town. The Springwater Corridor still crosses at the same point.

U-Haul

The first U-Haul store was opened in Lents in 1945 by founders L. S. “Sam” Shoen and his wife, Anna Mary Carty Shoen. The Shoens pioneered the concept of do-it-yourself moving equipment with their rental trucks, painted orange with self-advertisements on the side. The same store still rents U-Hauls and is located at 8816 SE Foster Road.

Wattles Boys & Girls Club

Opened in 1947 as the Powell’s Boys Club and later known as Lents Boys and Girls Club, Wattles is one of four Boys and Girls Clubs in Portland. The club works to help kids of all backgrounds, with an emphasis on disadvantaged youth. The Club serves a large number of Spanish-speaking youth, printing its registration forms in Spanish and English.

Lents Little League

Little league games are a good place to see the Lents community in action. The Lents Little League fields near Wattles Boys and Girls Club have been purchased by PDC in anticipation of their planned redevelopment of downtown Lents. The planned removal of Lents Little League from its home has caused a great deal of debate and conflict about where the league will move.

Lents Founder’s Day

The community celebration takes place every August in honor of Oliver P. Lent and Lents history. The tradition got started in 1992 when Lents celebrated the centennial of being platted in August 17, 1892. The day starts off with a local parade and then has live music, free food, games for kids and informational booths. A popular feature of past Founder’s Days has been Ray Hites’ history corner, where he displays photos from former days in Lents and talks with people about what used to be where. Some Lents natives now living in other parts of town make a point to come on Founder’s Day.

Trillium Artisans

This non-profit organization works with local artisans to help them sell their crafts and learn to market them more effectively. They operate a storefront in downtown Lents, where they sell work that must be 50 percent reclaimed or recycled materials and personally made by the artisan. Trillium Artisan’s goal is to help people become self-sufficient and to raise people’s income by offering a way for them to sell products. They also work with artists to write business plans and assist in providing them access to trade shows.

SE Flavel St Station

Freeway Land Company site – former site of old Dwyer Mill (Foster &

Flavel stations)

Built on a part of the old William Johnson homestead, Dwyer Mill was the inheritor of Johnson's original sawmill.

A. J. Dwyer built the southeast Portland Lumber Company (in 1947 it changed its name to Dwyer Lumber Company) on SE 100th Avenue in 1924 on 80 acres of land. The Dwyer Lumber Company was truly a family affair as members of the family held all of the top positions in both the forest area and the office area. In 1958, 75 new employees were added to the payroll for the opening of a new plywood plant next to the original sawmill. The new plant had the capacity to produce an additional 42 million board feet of plywood. In 1966, an addition was planned which would produce over 100 million board feet of plywood. The realization of this project was short lived as in 1968, started by a welder's torch, a four-alarm fire swept through the compound. Neighbors remember the flames shooting close to 200 feet in the air and the homes of nearby residents evacuated because of the threat of the fire spreading.⁶¹

The mill, which qualified as the largest sawmill within a city's limits, closed in the 1970s. The site is now owned by the Freeway Land Company, which houses close to twenty tenants, including machine shops, trucking, freight, dispatch, concrete and asphalt, construction, engine rebuilding, railroad supply, bark landscape, and block companies.⁶²

The 120-acre site south of Foster and 100th Avenue is mostly unoccupied or used by renters without permanent buildings. The area is surrounded by single-family residential neighborhoods to the east and Mount Scott to the south. The Springwater Corridor and Johnson Creek run through the site, two-thirds of which is situated within the creek's 100-year floodplain. "There is speculation that much of the site is covered with several feet of sawdust from historic use of the site as a sawmill."⁶³ The Outer Southeast Community Plan includes this land for possible local industrial development.

Zenger Farms (Foster & Flavel)

Zenger Farms was a part of the original Jacob Johnson land claim that passed through several hands, eventually taking its name from a Swiss farmer, Ulrich Zenger, who farmed it from 1913-1954. His son carried on the tradition, planning ahead to both preserve the farm and create a place where future generations could build a relationship with the land. The City of Portland's Bureau of Environmental Services (BES) bought the land after Zenger Jr.'s death, as part of the Johnson Creek Basin and Watershed program. The property is now a functioning farm as well as an open-air classroom for children and adults around the city.

From the Zenger Farm website:

They learn about sustainable practices - specifically how such practices make urban farming viable and encourage fecund relationships between the natural and built environments. The program also serves disadvantaged youth, with a concentration on Outer Southeast Portland.

⁶¹ Ibid.

⁶² Ibid.

⁶³ Outer Southeast Community Plan planning document, p. 37.

Zenger's Immigrant Market Garden "... is one of the ways Zenger Farm supports local economic development. Every year, a portion of farmland is reserved for recently immigrated families in the neighborhood. These people use the garden primarily to grow vegetables that are common in their country of origin but are either unavailable or too expensive to buy in the United States. Families are able to grow food for themselves and sell the surplus at local farmer's markets."

Zenger also contributes land to a Community Supported Agriculture (CSA) program.

Lents Springwater Habitat Project

Created by community activist Ed Kerns, the Lents Springwater Habitat Restoration Project works with local volunteers to "organize and manage regular tree plantings in the Lents neighborhood, installing native trees and shrubs, along the Springwater Corridor, the I-205 Bikepath and along Johnson Creek - all within the Lents neighborhood."⁶⁴ Most of the volunteers are local kids from Kelly and Lent Elementary, Lane Middle School, Marshall Campus and other youth organizations.

Glenwood Park

Glenwood Park is located just north of Kelly Elementary School. In 2004, community members and organizations sought to make the park a safer, community-oriented space, starting with sponsoring a concert of the "Oregon Symphony in the Parks" summer series.

Kelly Elementary

Like many of the schools in the area, Kelly Elementary struggles to teach and support children from a wide variety of backgrounds, including non-English speakers and poor families. Kelly's SUN school coordinator, Greg Belisle, explained that successful arts programming in this community involves giving people a chance to see their children perform or bringing them together for a participatory social event. The Family Stories program also takes place at Kelly Elementary. According to the Kelly Elementary School website, "Family Stories involves families in writing their own histories and in projects that support their children's literacy."

Lents in General

One Summer

One Summer is a short novel about a boy's summer in Lents in about 1950 by Albert Drake, who grew up in the neighborhood and went on to write about his love for hot rods and his hometown. The novel evokes the sights, sounds and smells of small-town Lents through the eyes of an adolescent boy, who delights in playing in the open fields and sleepy streets of Lents. Drake received an NEA grant to write *One Summer*, which is now out of print.

Lents Volunteer Fire Department

Started soon after the turn of the century, the Lents Volunteer Fire Department was staffed by unpaid young men from the community. The town purchased



North Clackamas' older urban neighborhoods often housed workers who commuted to work at the north Portland shipyards.

⁶⁴ <http://www.volunteerhere.com/directory.asp?which=K-L>

its hand-pulled chemical engine through money raised at a masquerade ball, benefit show, ice cream social and band concert in 1911. “[W]hen the alarm sounded, the first two men to reach the station were the ones to pull the engine. If hydrants were available, they were often met with friendly competition from nearby Portland Auxiliary Hose Company.”⁶⁵ The volunteer firemen were housed at the former Isis Theater (presumably another name for the Yeager) near 92nd and Foster until the building was bought. At that point, the volunteer corps closed its doors and handed over their duties to the city of Portland fire services.

Galloping Goose

According to older residents, including *One Summer* author Albert Drake, the interurban train that passed through Lents on the way to Estacada was known as the “Galloping Goose.” Apparently, a number of local railcars, from Vancouver, BC to New Mexico, carried this same name and similar reputations from the late 1800s until local railway travel declined in the 1950s. The name seems to have been a common moniker for bouncy, loud, local mail/passenger trains, especially early-20th century models built from a truck chassis on a railcar bed.

Street Names

Before a project to regularize street names in 1930, a number of streets in Lents were named for notable settlers: 95th Avenue was Gates Street for Thomas Gates, 96th was Cason Street after William Cason, Woodstock Boulevard was once Johnson Street and 92nd Avenue was Main Street.



When the Clackamas Town Center was built, the county commissioners agreed to the construction on the basis that public services be located in the mall. The post office and library were housed there for a number of years.

⁶⁵ Judith Quinlin Bunch and Joyce Quinlin Gray. “Southeast Memories: Lents Volunteer Fire Department 1919,” *Good Neighbor News*. 1998.



An old farmhouse on Lake Road (top) and the new house just across the road (bottom) reflect the still rural character that continues in parts of the area.



Clackamas County feels much pride as the home of Oregon City, the first incorporated town west of the Rocky Mountains.

North Clackamas County

Unincorporated Clackamas

The North Clackamas Chamber of Commerce describes the region as “metropolitan living at a classic hometown pace.”⁶⁶ In fact, north Clackamas County is a mixture of urban, suburban and rural communities that include historic towns, working farms, large shopping malls, deteriorating early 20th-century urban neighborhoods and brand-new suburban housing developments. The region has both very high- and very low-income households. Strong housing costs, lower taxes and fewer legal restrictions have led to a boom in housing construction and retail development in the unincorporated portions of the county near I-205.

Located just beyond Portland’s Urban Growth Boundary, north Clackamas has had a population explosion in the last few years. County Development Director David Seigneur explains that least at 30 percent of the population is brand new, while County Commissioner Bill Kennemer comments that another reason for growth is that residents’ children are returning to the area to raise their own kids. Despite the rapid business expansions taking place, close to 60 percent of the residents still commute outside of the county for work. This is a continuation of an earlier pattern—north Clackamas’ older urban neighborhoods housed workers who traveled to work at the north Portland shipyards.

Like elsewhere along the line, the ethnic diversity of north Clackamas is changing quickly. The Spanish-speaking population is growing fastest, while Vietnamese and Russian populations are also increasing.

Local historian Jim Tompkins explains that this region was not very cohesive even prior to the construction of the I-205 freeway. Native peoples and white settlers tended to gravitate to the Willamette and Clackamas rivers nearby. Newer inhabitants prefer the scenic hilltops of Mount Scott to these flatter places. In contrast, the area along I-205 has often functioned as a transportation route. Tompkins states that nearby 82nd Avenue was a spur of the Oregon Trail. Some settlers rafted from The Dalles to the mouth of the Sandy River near Troutdale, where they reassembled their wagons and traveled down Powell Valley Road to near 82nd Ave and then south to Oregon City. Streetcars on the “Trolley Trail” came through this way to the Chautauqua Center in Gladstone and to Oregon City. In a sense, the MAX line will continue an established pattern.

In the early 1980s, before the freeway and Clackamas Town Center were built, this region consisted of older neighborhoods to the north (near Fuller Road) and fields and orchards to the south (near Clackamas Town Center). The Overland Park⁶⁷ and Battin neighborhoods are examples of the former—neighborhoods built out of early 20th century developments.

⁶⁶ <http://www.yourchamber.com/subjectindex.cfm?ModuleID=LIVINGWORKING>.

⁶⁷ Overland Park’s main claim to fame may be that it was the home of skater Tanya Harding. The neighborhood is located between Bell and 82nd avenues and Overland and Otty streets, west of the freeway and Fuller Road station.

Battin Neighborhood (SE Fuller Rd Station)

Formerly known as the Battin neighborhood, this area takes its name from the Battin family who lived here from the 1870s to about the 1950s. Thomas E. Battin came to Oregon from Pennsylvania in 1865, at the age of 19. He came unaccompanied, working as a hired cattle drover for another migrating family. He met his future wife, Caroline, while wintering in Boise. Upon arriving in Oregon, he worked at cutting cord wood and investing in real estate—usually buying portions of claims from earlier settlers. He was the first owner of a parcel of school land in the present-day Brentwood-Darlington neighborhood in Portland, which he bought from the state for \$200. Two weeks later, he sold the land for \$1000. He settled down on a farm that stretched from Fuller Road to now-gone Jacobson Road (at approximately 90th Avenue) and from Battin Road to Otty Road. Over the years, the Battin property was subdivided among family members, and local streets were named for these children: Battin Road was originally Cleo Battin Road and Con Battin Road was named for C.E. Battin. William Otty Road and J.E. Jacobsen Road were named for claim-holders to the east. Fuller Road was originally Fuller-Price County Road.

The Battin neighborhood was divided, and much of it was removed, when I-205 was built through the area. Mary Alice Clay, who lived up the hill from the Solid Rock Baptist Church where her husband was the pastor, remembers that church attendance dropped considerably because the freeway forced members to move away. The church survives today with a congregation that primarily live in more distant neighborhoods. Cresslyn Clay, granddaughter of Mary Alice, still lives in her grandparents' house. Battin Elementary School dates from the 1930s, although Clackamas County School District #54 held a deed as far back as 1917. The school was demolished and replaced with a Home Depot and other stores in 1989.

(See the *SE Fuller Rd Station* section for a description of the neighborhood today.)

Clackamas Town Center

Despite its name, the Clackamas Town Center is actually a large retail mall that opened in 1980 on a site until recently occupied by farms and orchards. Early landowners in the area include Helen Dickover and M.E. and D.W. Daffney. North Clackamas School District owned the land for several years, with the intention of building a high school there, but the plans were never fulfilled. When the Clackamas Town Center was built, the county commissioners agreed to the construction on the basis that public services be located in the mall. The post office and library were located there for a number of years. At the time, the mall acted as a gathering place for the small communities nearby. Librarian Doris Grolbert says spending Friday nights at the mall felt like being at a block party. After a renovation, both institutions were moved out of the mall. The library is now housed in the Clackamas Corner mall, although it is likely to move further eastward if funding can be found. A year ago, the mall development was bought by a company from Chicago, General Growth.



Historically, Happy Valley looked to its neighbor town of Lents for markets and other services. Today Happy Valley has transitioned from rural farmland to a thriving upper-middle class suburb.



The End of the Oregon Trail Interpretive Center allows visitors to experience the 2,000-mile Oregon Trail journey.

In a few decades, this area has grown from fields and two-lane county roads to a concrete-laden commercial and residential district. Bill Kennemer reminisces about taking Sunday drives along bucolic Sunnyside Road with his girlfriend in 1966. Leaving Milwaukie, they would pass the “beater car lots” on 82nd Avenue and enter a wonderful country setting of rolling hills and Norman Rockwell-like houses with picket fences. He remembers “my favorite [house] had a cow out in the front yard.” Martha Waldemar recalls Sunnyside Road when it was a curvy, twisting two-lane country road where she used a large fir tree to locate the turn-off to a friend’s home.

There are still a number of nurseries and active farms in the area, particularly on Lake Road, which becomes Harmony Road and then Sunnyside Road, as it progresses eastward. Nancy Yuill of the Clackamas Community Land Trust pointed out that buttes and watersheds in the area are important landmarks to community members. Mount Scott and Mount Talbert lie to the east of I-205, and the undeveloped Three Creek Nature Park lies west of the Town Center. Mount Scott, named after noted editor *The Oregonian* Harvey W. Scott, dominates the eastern side of I-205. It contains Gethsemane Cemetery, Top O’ Scott golf course, numerous large housing developments, and some Happy Valley neighborhoods.

North Clackamas Area History

Clackamas County feels much pride as the home of Oregon City, the first incorporated town west of the Rocky Mountains, and Mount Hood, the tallest mountain in Oregon. County historians emphasize the area’s principal role in the settlement of Oregon and lament the loss of the state capitol to Salem. The North Clackamas Chamber of Commerce capitalizes on Mount Hood’s popularity by describing its north county service area as the “Sunrise Communities of Oregon’s Mount Hood Territory.”

One of the four original districts designated by the Provisional Government of 1843, Clackamas County used to be enormous. The district stretched from the crest of the Rocky Mountains up to Russian Alaska (about 54°40’ N) and encompassed large parts of Oregon, Washington and British Columbia. Bitter political battles led to the removal of the capitol from Oregon City to Salem in 1851 and the creation of Multnomah County in 1856. Clackamas lost its Columbia River front as Multnomah County was carved completely from the northern portion of Clackamas County.⁶⁸ Clackamas retained most of its farmlands as well as a number of small communities and Mount Hood.

Happy Valley

Happy Valley is located in a hollow east of Mount Scott and west of Scouter’s Mountain. Originally filled with forests of giant Douglas fir, pine, spruce, cedars and other trees, the valley was cleared for farming by early settlers. The valley was initially called “Christilla Valley,” after its earliest homesteaders Christian and Matilda Deardorff, although many persisted in calling it just the “Hollow.” It later became Happy Valley because “[b]oys from the ‘Hollow’ enjoyed drinking Grandpa Deardorff’s delicious apple cider before attending church services at

⁶⁸ Patricia Kohnen. “Changing County Borders in Oregon, 1843 – 1941,” on <http://www.usgennet.org/alhonorus/ahorclak/borderchanges.html>.

Sunnyside and often used to arrive there singing loudly and gaily. Sunnyside dwellers were soon referring to them as “the happy boys from the Hollow.”⁶⁹

Other early families included the Yots, Talberts and Zinsers, many of whose descendents were still living in the valley in 1969. The first families came from midwest states like Indiana and Iowa, but a later wave of settlers was composed of German and German-Americans. This influx prompted the first church in town to hold services in German.

Happy Valley looked to its neighbor town of Lents for markets and other services. The church had no resident pastor. “Every Sunday a minister from Lents walked over the mountain to hold services in the church.”⁷⁰ Happy Valley farmers brought produce into Portland through the Lents neighborhood to markets on Foster Road. Like children from Lents, long-time residents remember picking berries in the summer and playing on Mount Scott. One resident, Erik Gustafson has created a website in honor of his hometown.

Unlike Lents, however, Happy Valley has transitioned from a rural farmland to a thriving upper-middle class suburb. The old barns and farms are giving way to subdivisions, and Happy Valley is now one of the prosperous communities in Clackamas County.

Notable People, Places and Events

Three Creeks Nature Park

The Three Creeks Nature Park is south of Harmony Road and west of the Clackamas Town Center. It is named for the conjunction of Mount Scott Creek, Phillips Creek and Kellogg Creek. Phillips and Mount Scott Creek flow to the west and south of Clackamas Town Center, respectively.

Mount Talbert Nature Park

Located southeast of the Clackamas Town Center, Mount Talbert Nature Park is an undeveloped butte south of Happy Valley and west of the Sunnyside district. It stands in stark contrast to the development on Mount Scott.

Kalapuyans, Clackamas, and Molalla Peoples

These are the main three Native-American populations who lived in or traveled through the area (See *First Peoples* section).

Camp Withycombe and the Oregon Military Museum

Camp Withycombe is a military installation dating from 1903 and located in the unincorporated town of Clackamas. “Camp Withycombe has served as a rifle range and training ground for the Oregon National Guard for more than 80 years. The original 234-acre parcel of land was first named Camp Benson after Governor Frank W. Benson, but was later renamed Camp Withycombe during World War I for James Withycombe, the Governor during that time.”⁷¹ It is also home to the award-winning Oregon Military Museum established in 1975 as the state’s official military history repository.

⁶⁹ From the *History of Happy Valley* produced by Grade Five at Happy Valley School, May 1969 as reprinted at <http://www.gustaf.com/hvonweb/hvhist2.htm>. (A hard copy can be found at Clackamas County Historical Society.)

⁷⁰ Ibid.

⁷¹ <http://www.globalsecurity.org/military/facility/camp-withycombe.htm>

End of the Oregon Trail Interpretive Center

“Located on Abernethy Green, the main arrival area for Oregon emigrants in the mid-1800s, the End of the Oregon Trail Interpretive Center allows visitors to experience the 2,000-mile Oregon Trail journey. A multi-media presentation includes a visit to the general store, the “Bound for Oregon” film compiled from pioneer journal entries and exhibits such as what each month had in store for the pioneers as they traveled west. It is open year-round, and admission is charged.”⁷²

Museum of the Oregon Territory

The Museum of the Oregon Territory looks over McLoughlin Road and the Willamette Falls in Oregon City. It tells the story of the Oregon Territory, and exhibits include Native American artifacts, the original plat map of San Francisco, and an extensive pharmacy bottle collection. The same building is also home to the Clackamas County Historical Society research library and photo archives.

⁷² <http://www.mthoodterritory.com/presskit/museums.htm>.

APPENDICES

Appendix A: Selected Bibliography

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⁷³

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Appendix B: Available Photographs and Sources

Montavilla

Oregon Historical Society

Montavilla 4th of July Parade, 1911	OrHi#54272
82nd and Glisan, 1934	OHS-COP#02065
82nd between Couch and Davis	OHS-COP#02062
82nd and Burnside	OHS-COP#02059
SE Stark Street, 1934	OHS-COP#03209
Montavilla School Victory Garden (WW2) ⁷⁴ ♥	OrHi#84085
82nd and Burnside Fire Department♥	OrHi#74572
Montavilla School Addition♥	OrHi#84086
Gravel path along 82nd, 1931♥	OHS-COP#02763
East Ankeny Trolley Barn, 1910♥	OrHi#783766
Mount Tabor Nurseries and surroundings	Photo Album #418
Montavilla view, 1907	Photo Album #418
Montavilla & Rocky Butte (p. 39)	Seth Pope Album 1906-08
Birdhouse sits atop pole above Hudson School Garden at 77th and East Market	OrHi#004052
2 Horses Pull Montavilla Meat Market Wagon	OrHi#019470
(Russellville Baseball Team	OrHi#020925)
(Russellville was on Stark St. near 102nd	OrHi#020929)
(Russellville Grade School	OrHi#020943)
(House of Herman A. Lewis, ca. 1894	OrHi#021621)
The Altenheim Home, 7901 SE Division ⁷⁵	OrHi#021434
John B. holds 2 horses in front of the John B. Wiltse Fuel Yard at 82nd & Burnside, 1900	OrHi#020931
Miss Kreglow’s 6th Grade, Montavilla School, 1908	OrHi#020927
SE 82nd and Stark after a Snow Storm, 1909	OrHi#020947
July 4th Fire destroyed several Montavilla blocks before Brick Theater stopped fire at 79th & Stark, 1910	OrHi#020935
Fire damage, 1910	OrHi#020940

⁷⁴* Also viewable in the *Greater Eastside Business Directory 1989 – Montavilla Centennial Souvenir*.

⁷⁵ The “Altenheim Home” was a retirement home for old German residents.