

**Architectural Reconnaissance Report
Bayside Survey Project
Portland, ME
MHPC# M16804**

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Prepared for:

Sponsoring agency or entity
Historic Preservation Fund Grant
Maine Historic Preservation Commission
55 Capitol Street
Augusta, ME 04333

Dates:

Provide the dates from when the project was started up through when the report was written and/or revised and submitted.
June 10, 2018 – August 16, 2019

Level:

Reconnaissance or Intensive
Reconnaissance

Name of surveyors:

(If different from author, provide contact information for each surveyor.)
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Leslie Moore
Emma Survis

Continuing project?

If so, please summarize previous efforts.
No.

I. EXECUTIVE SUMMARY

This survey documents historic resources in the Bayside neighborhood, an area bounded by Forest Avenue, Cumberland Avenue, Washington Avenue, and Marginal Way in Portland. Bayside is approximately 230 acres and encompasses approximately 234 parcels with historic resources. This survey documents approximately 448 primary structures, 16 garages and 1 trail on the neighborhood's 230 total acres.

The boundaries of the survey follow the political boundaries as they appear on the City of Portland tax maps.

The Bayside trail is approximately one-mile-long, connecting Deering Oaks and Forest Avenue to the Eastern Promenade trail at running parallel with Somerset Street and Marginal Way.

Most of the resources in the survey area are in good to fair condition, with some replacement windows, siding or contemporary additions affecting the architectural integrity of the individual resources. The survey area is a blend of residential neighborhoods and commercial/industrial blocks that illustrate its evolution from a working-class immigrant neighborhood to a major warehouse industrial area and finally to the current mix of low, middle and upper class residents along with the commercial revitalization of the old industrial warehouses. The minor alterations on individual properties do not affect the integrity of the neighborhood or the neighborhood's ability to convey its historic and architectural significance.

There are three potential historic districts within the Bayside neighborhood, but boundaries of these potential districts have yet to be fully determined (See attached maps). The potential historic districts within the residential area of the Bayside neighborhood would be significant under National Register Criteria A: Social History and National Register Criteria C: Architecture as locally good examples of neighborhoods that have maintained their early to late 19th century character and are representative of Portland's residential development history. The period of significance for the two proposed residential districts would be from the construction of the earliest known extant structure circa 1824 to the end of the period of growth of the neighborhood and a change of architectural styles and development patterns circa 1920.

The potential historic district within the commercial/ industrial area of the Bayside neighborhood would be significant under National Register Criterion A: Industry and National Register Criterion C: Architecture as a locally important example of mid-20th century industrial development in an urban setting. The period of significance for the proposed industrial district would be during the height of construction and cohesiveness of architectural style circa 1930-1959.

Additionally, there are four potentially individually eligible properties for listing on the National Register, including the Boys and Girls Club at 277 Cumberland Avenue, the Miss Portland Diner at 140 Marginal Way, the U-Haul Center at 411 Marginal Way, and Cushman's Bakery at 185 Lancaster Street.

II. RESEARCH DESIGN AND BACKGROUND RESEARCH

A. Basis:

Describe the purpose of this survey. Identify the Federal or State regulations mandating this survey, or any Programmatic Agreements associated with this project.

The purpose of this investigation was to conduct a reconnaissance survey and make recommendations regarding National Register eligibility for above ground resources within the survey boundary in Portland, ME. The purpose of the survey included identifying characteristic features for the above ground resources that are vulnerable to the impacts of climate change. This work is required for review by the Maine Historic Preservation Commission (MHPC) as required by National Parks Service' Historic Preservation Fund grant requirements as administered by the Maine Historic Preservation Commission.

B. Survey & Research Goals:

Describe the underlying project, specifically citing the type of project and duration of project. Summarize planned or anticipated alterations to landscapes, buildings, structures, districts, objects or sites.

The survey documents historic resources in the Bayside neighborhood, an area bounded by Forest Avenue, Cumberland Avenue, Washington Avenue, and Marginal Way in Portland. Bayside is approximately 230 acres and encompasses approximately 234 historic resources. With the concern of rising sea levels and increased storm surges, Greater Portland Landmarks is interested in documenting the neighborhood's historic resources and exploring the potential for historic designations. The results of the survey will assist Greater Portland Landmarks in their advocacy to proactively control potential loss of historic resources; update local and state historic resources inventories, and identify potential new historic districts or individual landmarks.

In addition, the City of Portland has created a new Comprehensive Plan, titled *Portland's Plan 2030*. Western Bayside was identified as a neighborhood to be enhanced and eastern Bayside was identified as a neighborhood to be evaluated. Enhancement areas are areas that have been studied and in the midst of a plan implementation. Evaluation areas are where the City recognizes the need to review existing conditions and develop a strategy for future change. These nodes should be assessed for their ability to address neighborhood needs and serve as centers for complete neighborhoods.

Bayside has been identified as particularly threatened by sea level rise. This survey will help to serve as a baseline of information that identifies the existing character of the neighborhood and what could potentially be lost to rising sea level.

While most of Portland's downtown and Munjoy Hill, western and eastern neighborhoods have been surveyed, little survey work has been undertaken in the Bayside neighborhoods. This survey documented historic resources along and between Forest Avenue, Cumberland Avenue, Washington Avenue and Marginal Way and resulted in the completion of 465 survey forms and encompassed the full 230 acres of the neighborhood.

As a part of the survey work, Greater Portland Landmarks compiled a historic and architectural context for the entire neighborhood. This context statement builds upon survey work undertaken in West Bayside, some limited research previously undertaken on individual buildings within the West Bayside area, and research compiled by the Great Portland Landmarks' publication *Portland*.

Specific project goals were:

- 1) To develop a historic and architectural context statement for the Bayside neighborhood.
- 2) To conduct a reconnaissance survey of 230 acres of land in Bayside following MHPC survey standards and methodology.
- 3) To identify contexts for National Register evaluation and to apply the National Register criteria to all resources identified in the survey.

The number of survey forms stated in the project goals were exceeded during the field work by the inclusion of secondary dwellings at the rear of primary dwellings, and the inclusion of significant outbuildings.

C. Survey Boundaries:

1. Draw the boundaries of the survey on the topographic map in blue or black and label this line "Survey Boundaries." The boundaries of a survey map include portions of a property that lie outside the APE.

The Bayside neighborhood is the area bounded by Forest Avenue, Cumberland Avenue, Washington Avenue, and Marginal Way in Portland.

D. Survey Methodology:

1. Describe background research method.

Primary sources of information include historic maps and atlases, street directories, street files, and files on Bayside located at Greater Portland Landmarks. Additional primary sources of information include federal census records and historic tax photos owned by the City of Portland. Primary materials consulted were available online. Additional sources are included in the bibliography below.

2. Describe field research method.

A field survey was conducted in June and July of 2019. At least one photo was taken of each building in the survey area and important character defining details were noted. Current photographs were compared to historic images to determine if any alterations or additions had been made.

3. Did you undertake a file search at MHPC for NR or previously recorded properties?

No. Landmarks noted resources already present in the CARMA database, but did not consult older records on file at MHPC. Landmarks also maintains files with older survey records and we utilized some information in our files, gathered in the 1990s and early 2000s as part of our historic marker program, in our research.

E. Goals

1. Provide the number of acres in the planned survey area.

230

2. Provide the number of surveys this project is expected to generate.

465

III. SURVEY FINDINGS

A. Acres:

Provide the total number of acres within the survey boundaries.

The survey boundary encompasses approximately 230 acres.

B. Setting:

Provide a general overview of the setting, including topography, development, and landscape.

The Bayside neighborhood consists of densely developed residences dating primarily from the mid-19th century to the early 20th century and a less dense area of low rise industrial properties dating primarily from the mid-20th century. There is a portion of the West Bayside neighborhood between Kennebec Street and Marginal Way that has been developed in the 21st-century with commercial and multi-family properties. Lots sizes range from very small lots in the more residential areas of less than 0.02 acre to large lots around 2.5 acres in the commercial/ industrial areas. The topography of the area slopes slightly downhill from Cumberland Avenue towards Marginal Way between Forest Avenue and Franklin Street and much more steeply downhill from Cumberland to Marginal Way between Boyd Street and Anderson Street. The area is separated into two fairly distinct zones;

residential and commercial/ industrial with some smaller commercial spaces mixed into the residential neighborhoods.

Most homes are located on sloping sites and built right up to the sidewalk with little or no intermediary space between the sidewalk and the entry. Almost all residential properties have a set of stairs to reach the front entry door while the commercial buildings are nearly all entered at grade. While most the streets have sidewalks, some of the narrower streets have partial sidewalks or sidewalks on one side of the street only. Sidewalks consist of brick, concrete, or asphalt throughout the survey areas. Where sidewalks are present there is usually, but not always, street trees spaced at regular intervals. Granite curbs appear throughout. While most streets are paved with bituminous paving materials, there are several granite-block paved streets and several streets where the bituminous material has deteriorated exposing the granite pavers below.

C. Number of Resources Recorded:

Count each individually recorded building, structure, object, or site. Do not include continuation sheets in this count.

465 forms were added to the CARMA database. This includes 448 primary structures (residences and commercial/industrial buildings), 16 garages, two of which were large commercial parking garage structures, and 1 multi-modal trail.

D. Previously Inventoried Properties:

Address whether any of the resources had been previously surveyed. If so, how many, and how were these properties represented and evaluated within the current project?

West Bayside was surveyed by Greater Portland Landmarks in 2000 with the finding that 126 buildings contributed to the neighborhood's historic character. All properties that were previously survey are represented and evaluated within the current project.

E. Types of Properties:

1. Summarize general trends within the project area: commercial, residential, urban, rural, etc.

Bayside is an urban neighborhood on the northern half of Portland's peninsula extending from Marginal Way along Back Cove to Cumberland Avenue. The neighborhood consists of single family residences, two-family and multi-family residences, including semi-detached homes, triple-deckers, and apartment buildings. Additionally, there are large areas of industrial and commercial properties along Marginal Way, Kennebec Street, and Anderson Street. Residential properties range from the mid-19th century to the mid-20th century. Very few of the properties have garages. Industrial properties are primarily from the mid-20th century, though there are some from the early 20th century. There is a large area of 21st century development along Kennebec and Marginal Way in West Bayside.

2. Summarize the age, style, and condition of the resources within the project area.

Resources in the project area range from the early 19th century to the mid-20th century and include Greek Revival, Italianate, and Second Empire residences as well as some 20th century commercial style buildings. Building forms include hall-and-parlor, side hall, central hall, apartment buildings, and triple-deckers. The identified resources are generally in fair to good condition. Condition is usually impacted by the application of replacement windows and siding, resulting in the loss of some architectural details.

3. Describe in detail any eligible individual properties or historic districts.

There are two resources within the survey boundary that have been previously identified as individually eligible and are currently listed on the National Register of Historic Places; the 1932 United States Post Office at 111 Forest Avenue (listed 1986) and the 1927 Schlotterbeck and Foss Company Building at 117 Preble Street (listed 2016).

F. NR Eligibility:

1. Address resource integrity, NR criteria, area of significance and period of significance.

Most of the resources in the survey area are in good to fair condition, with some replacement windows or siding affecting the architectural integrity of the individual resources. However, the survey area contains several cohesive residential neighborhoods that illustrate the historic settlement pattern in the Bayside area. A large mid-20th century commercial area also conveys the industrial economy of Portland during that particular time period. The minor alterations on individual properties do not affect the integrity of the proposed districts or the proposed districts' ability to convey its historic and architectural significance.

Three potential historic districts in the Bayside neighborhood would be significant under National Register Criteria A: Social History and Industry and National Register Criteria C: Architecture as a locally good example of urban development and settlement in Portland and the importance of industrial growth to the economy of the city. The period of significance for the two identified residential districts would be from the construction of the earliest known extant structure circa 1824 to the point when settlement in Bayside began to slow down circa 1920. The period of significance for the identified industrial district would be 1930-1959 based on the construction of the earliest and latest extant buildings that reflect the era's industrial construction and contribute to the industrial area's cohesive architectural style.

A recommended boundary line for the first proposed residential district would include a majority of the properties contained between Forest Avenue, Cumberland Avenue, Alder Street and Portland Streets. The recommended boundary line for the second identified residential district would include the majority of properties roughly contained between Mayo Street and Washington Avenue east to west and Cumberland Avenue to Gould Street north to south. This would exclude all the large apartment development housing as well as all the properties facing Washington Avenue. The recommended boundary line for the industrial district would be all the properties contained between Fox Street, Anderson Street, Plowman Street and Marginal Way, excluding the properties built after 1959 and all residential properties on Anderson and Fox Streets.

There are also four potentially individually eligible properties in the survey area. The first is the Boys and Girls Club at 277 Cumberland Avenue. It is an Art Deco/Modern style building constructed in 1930. John Calvin Stevens provided design assistance on the project, which was largely funded by the Hannaford family, founders of Hannaford's Grocery Store. Ed Hannaford and John Calvin Stevens were Charter Members of the Boys and Girls Club which is why they were so instrumental in getting the project built. The property would be eligible under National Register Criterion A: Social

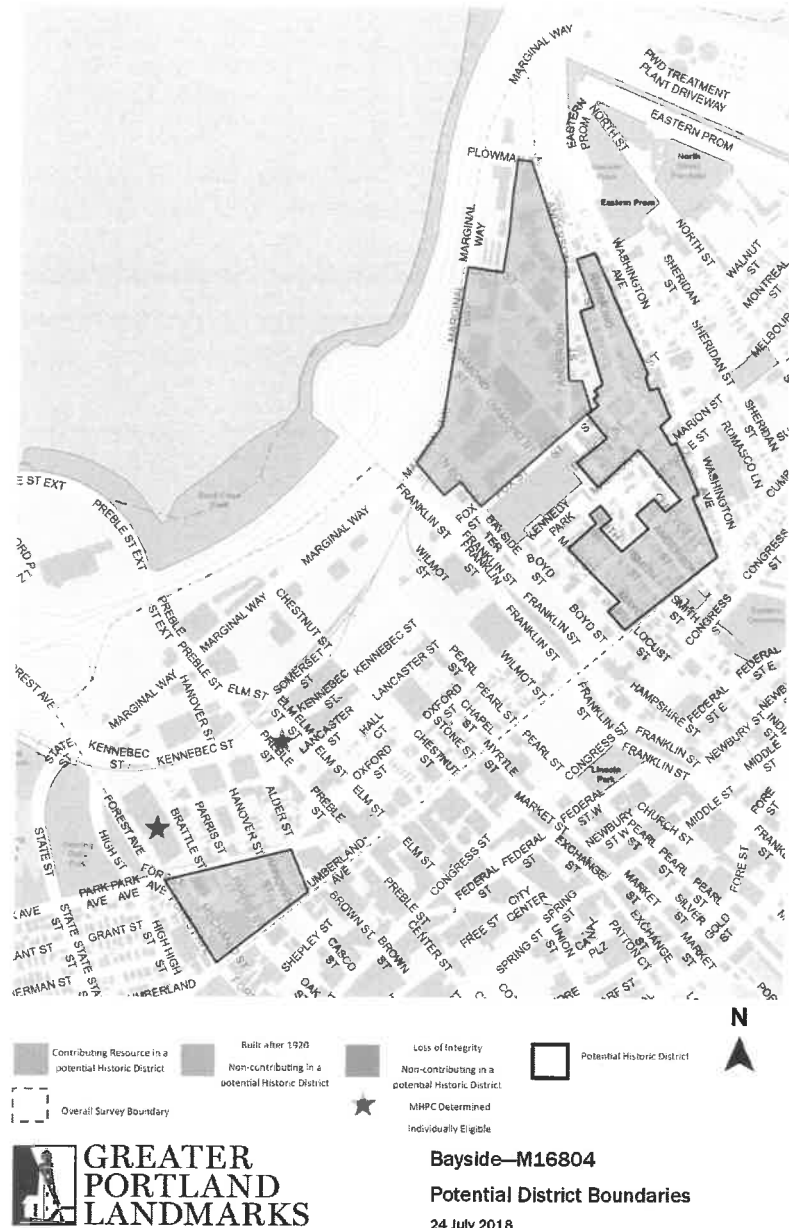
History and National Register Criterion C: Architecture. Its period of significance would be the year it was constructed in 1930.

The second potentially eligible property is the Miss Portland Diner at 140 Marginal Way. This diner, Worcester Lunch Car Company (WLCC) #818 is one of the last 90 out of 651 original Worcester diners still in operation. This property would be eligible under National Register Criterion A: Commerce and Criterion C: Architecture and its period of significance would be 1949-1964, when the diner was first opened until it was first moved.

The third potentially eligible building would be the U-Haul building, built in 1963 at 411 Marginal Way is an excellent example of mid-century modern design with an iconic folded concrete roof. It would be eligible under National Register Criterion C: Architecture and its period of significance would be the year it was built in 1963.

Finally, Cushman's Bakery at 185 Lancaster Street, built in 1915, was a company known not just in Portland, Maine but throughout New England for a greater part of the 20th Century. The building was designed to house the most modern machinery available at the time and baked goods were delivered directly to customers' doors, first by horse-drawn wagon and later by vehicle. The building would be eligible under National Register Criterion A: Social History and Commerce. The period of significance would be from its opening in 1915 until its closure in 1962.

2. For a historic district provide a topographic map showing the limits of the proposed district illustrating street or landscape views and all non-historic or non-contributing resources.



G. Threats

Discuss any known or anticipated threats to the survey area. These might include, for example, development (sprawl, teardowns, urban renewal projects), neglect, or environmental threats.

The most concerning threat to this area is sea level rise. Flooding now occurs regularly along Marginal Way and Somerset Street and is projected to get worse, despite improvements to the city's drainage outfalls.

H. Recommendations for Further Work

Provide recommendations for future survey work, for example, expanding the survey boundaries, developing a local or National Register nomination, or publishing the results of the survey to a website.

Due to the recurrent flooding and threat of sea level rise, the development of a conservation district in this area may be a more suitable option to help protect the identified historic resources in this area while allowing the

neighborhood to increase its resiliency in the face of these climate change threats.

In addition to the four buildings identified previously, with more research, there are several more properties that may be eligible for local protections. Those identified properties are as follows:

The Nathaniel Hamblen House at 87 Forest Avenue. This house was built in 1827 and retains a high degree of integrity. Nathaniel Hamblen was also a prominent early residential developer in Portland.

The Preble Chapel at 331 Cumberland was built in 1899 at the site of the original Unitarian Church that was built in 1851 on land and with funds donated by Mary Deering Preble.

The Scandinavian Bethlehem Church at 58 Wilmot was built in 1915 and is important to the immigrant identity of Bayside.

The Pythian Temple at 341 Cumberland Avenue (also known as the Jewish Community Center and now as the Earl Apartments) was built in 1910 for the Knights of Pythias. It became the Jewish Community Center in 1937 and was an influential and important building for the Jewish community of Portland until it was sold in 1979.

The St. Ansgar Evangelical Lutheran Church at 12 Mayo Street was built in 1898, the original church for the congregation.

I. Data Repository

Describe where copies of the survey products (maps, matrix, photographs, disks, forms, report, etc.) will be stored and how they will be made available to the public, if applicable.

Greater Portland Landmarks will retain a copy of the survey forms and report in their street files. Copies will be provided to the City of Portland's Historic Preservation program and an original copy will be located at the Maine Historic Preservation Commission. Additionally, the survey forms are available online through the State of Maine's CARMA system.

Results of the survey were presented to the public at a neighborhood meeting on September 5, 2019.

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V. Historic Context Statement

Bayside is a peninsula neighborhood in the City of Portland. The area has been expanded repeatedly by infill of Back Cove. One of the earliest fill operations was initiated in 1840s to bring a railroad into the western end of the neighborhood, additional fill was undertaken in 1850 when Charles Q. Clapp (1799-1868), a local real estate developer, scraped earth off of Munjoy Hill to fill in 11 acres north of Oxford Street to build more piers and a dam.^a Though a series of fill projects, the Bayside neighborhood more than doubled within a century. The higher elevations of the Bayside neighborhood contain some of the highest concentrations of early building stock on the Portland peninsula. The neighborhood was largely spared during the Great Fire of 1866, which decimated most of the peninsula's other early neighborhoods.

Colonial History of Falmouth

The history of the occupation of the Portland area began in 1628 when the first permanent resident settled in Portland. The first crude house was built in Portland in 1632, and the Proprietor of Maine granted these settlers a deed to the land on Casco Neck.^b In 1658, Massachusetts annexed the province of Maine and Casco became part of the community of Falmouth, which included the modern day municipalities of Cape Elizabeth, Falmouth, Westbrook, South Portland, and Portland. The establishment of Falmouth and the stronger government structure that resulted from being part of the Massachusetts Bay Colony led to a migration of settlers to the Portland peninsula and the Back Cove area between 1658 and 1675.

Between 1675 and 1678, settlement in Falmouth was stalled as a result of King Phillip's War.^c During this conflict, thirty-four Falmouth inhabitants were captured and killed.^d In April of 1678, a treaty ending the conflict was signed between New York Governor Sir Edmund Andros and the tribes of Maine. After the treaty, people once again settled in Falmouth. However, Thomas Danforth, President of the District of Maine, ordered that the people of Falmouth resettle there in a more compact manner in order to better defend the town from future attacks by the native population. Fort Loyal, constructed at the foot of King (now India) Street in 1680 became a center of the new community on the "neck" or peninsula. Skirmishes and battles between English settlers and natives continued throughout the next decade, leaving the area around Back Cove abandoned as residents flocked to the safety of the fort. In May 1690, a battle lasting five days between French and Indian forces and the English settlers culminated in the burning of fort and the Falmouth settlement.

The area was abandoned until 1700 when a few English families began to make their way back to Falmouth and in 1717 applied for incorporation as part of Massachusetts.^e Within the next decade, Falmouth became a center

^a Billings, Randy, "Building on history in Bayside," Portland Press Herald, December 9, 2013. https://www.pressherald.com/2013/12/09/bayside_poised_for_a_project/ (Accessed August 6, 2019).

^b Greater Portland Landmarks. *Portland* (Portland, ME: Greater Portland Landmarks, 1972), 5-6.

^c Greater Portland Landmarks, *Portland*, 6-7

^d Greater Portland Landmarks. *Portland* (Portland, ME: Greater Portland Landmarks, 1972), 7.

^e Barry and Anderson, 35.

of the international trade in ship's masts and quickly developed into a formidable economic settlement with saw mill, grist mill, and paper mill.^f By 1752, there were 10 sawmills and grist mills in operation. Lumber was so profitable in the form of masts, plans, boards and timbers that the Falmouth became entirely dependent on commerce to supply all basic necessities. The prosperous growth of Falmouth was interrupted by the American Revolution in 1764. Joining the side of the colonists, Falmouth was targeted by the British and bombarded for over 12 hours, destroying 400 of the 500 buildings in Falmouth.^g

Independence, 1777-1865

After recovering from the British Royal Navy's bombardment in 1775, Portland prospered as a ship port and expanded out from the waterfront along the Fore River. The "Neck," which is the area known as Portland today, separated from Falmouth on July 4, 1786. It then began to experience rapid growth, with a population increase of 43% between 1800 and 1820. The sea was Portland's most important economic boost; it became a "lively maritime center."^h In fact between 1789 and 1807, Portland's shipping capacity increased from 5000 tons to 30000 tons. Then, disaster hit, with the Embargo of 1807. Recommended by President Jefferson, it stopped all ships from being able to leave United States ports, in order to protect American ships during the Napoleonic wars.

During this period the city laid out Cumberland and Forest Avenues around 1800. Some early homes were built in the Federal style. Some Federal-style architecture, including 235 Cumberland, which is one of the oldest homes in the area, built in 1808 and 87 Forest Avenue, built in 1827, still remain. 87 Forest Avenue is one of the earliest homes in the neighborhood and belonged to Nathaniel Hamblen, who, along with his brothers Eli and Joseph, was a prominent early developer in Portland. Two of his developments are currently on the National Register, the Hamblen Development Historic District on 188-205 Danforth Street and the Hamblen Block, which is encompassed by the district. The Hamblen family also built homes at 81 and 85 Forest Avenue.

After a decade of economic decline caused by the Embargo, Portland took advantage of Back Cove's shipping channel and established a second seaport on the north end of the peninsula. Seeking economic opportunities beyond shipping, railroad interests filled in some of the cove's coastline for their rail lines in the 1840s, starting what would become a long tradition of infilling in the region. In fact, in order to handle railroad shipments more efficiently and link the Portland, Saco and Portsmouth terminal near High Street with that of the Atlantic and St. Lawrence railroad near India Street, the railroad companies urged the filling in of the waterfront below Fore Street, which was done by the City in 1853, creating Commercial Street. Concurrently with this infill project, the Back Cove was infilled further, so that by 1857, Kennebec and Lincoln Streets were in place to allow a circle

^f Barry and Anderson, 38.

^g Greater Portland Landmarks, *Portland*, 12-15

^h Greater Portland Landmarks. *Portland* (Portland, ME: Greater Portland Landmarks, 1972), 18.

around Munjoy Hill that could connect to the newly created Commercial Street.ⁱ

After the Great Fire – 1866-1950

On July 4, 1866, an accidental fire destroyed much of Portland while also being a catalyst for new growth in Bayside. The fire started on Commercial Street and swept diagonally across the city, destroying 1800 buildings. Over 10,000 Portland residents lost their homes in the fire.

While other Portland neighborhoods lost most of their Federal and Greek Revival architecture during the Great Fire of 1866, Bayside suffered less damage with most of western Bayside left untouched by the flames. Buildings, however, did burn along Cumberland Avenue and the southernmost blocks of Wilmot, Mayo, Smith, and Anderson streets. Looking to rebuild as quickly as possible, the city deposited the debris from the fire into Back Cove, once again greatly expanding Bayside. Historic maps show that by 1900 the shoreline extended all the way to Marginal Way. The cleared lots and newly created land was rebuilt with new Italianate and Second Empire construction. Examples of this period of construction are visible on Smith and Anderson Streets between Oxford and Cumberland, along Oxford Street between Anderson Street and Washington Avenue, and along Cumberland Avenue east of Franklin Street. While most buildings of this area are gable front, side-hall Italianates, a good example of a Second Empire building built following the Great Fire is located at 165 Cumberland Avenue built 1871-1876.

Since its creation, Bayside has always been both a residential and industrial neighborhood. In the nineteenth century it housed a foundry, tannery, stove works, saw mill, casket manufactory, and pickle factory that offered industrial jobs that attracted newcomers to the city. While Portland never hosted the diversity found in other American cities, Bayside became home to immigrants from Canada, Ireland, Scandinavia, Greece, Armenia, Germany, and Poland.

Around the turn of the century, property owners built three-story apartment buildings, known as "triple deckers," to accommodate the city's growing population. Several examples of this building form are extant at 33 Smith Street (c1900), 50 Wilmot Street (c1915), 14 Cleeve Street (1896), 24 Cleeve Street (1894), 7 and 11 Cleeve Street (1899).

Industrial Growth and Urban Renewal

As a result of additional filled land along Back Cove, industry in Bayside grew rapidly during the mid-20th century on previously undeveloped areas. Sanborn maps reveal the building of a motor freight station, a Sears-Roebuck Company warehouse, a Westinghouse Electric Corporation building, the Harcon Iron and Steel Company offices and warehouse, the H.J Heinz food warehouse, a General Electric Supply Company warehouse, among many others, between the years of 1949 – 1958. The majority of these warehouse buildings remain today, retaining a high degree of

ⁱ Greater Portland Landmarks. *Portland*, 5.

integrity and representing a cohesive picture of the economic importance of industry to Portland during this time.

Bayside remained a stable working-class neighborhood through the 1950s, though an influx of shipyard workers during World War II led to pockets of overcrowding and poverty. Faced with the effects of disinvestment from the Great Depression, federally funded highways that allowed middle and upper middle classes to commute to downtown from surrounding communities, and the rising popularity of suburban malls, local government worried about the economic viability of Portland's downtown and targeted the "slums" of Bayside for causing commercial decline. On the peninsula a series of arterials were intended to facilitate these commuters to drive (and park!) into the downtown to work and shop. Franklin Arterial was part of plan developed in a 1967 *Patterns for Progress* report by Victor Gruen, a nationally known architect and planner. From 1961 to 1972, the Slum Clearance and Redevelopment Authority (interestingly referred to as SCRAP) demolished more than 2,800 housing units in Portland, many of them in Bayside and home to immigrant and first generation citizens. In place of the streets of single and multi-family dwellings, the city built public housing developments such as Kennedy Park (1964-1965) and the 16-story Franklin Tower (1969). Additionally, the state filled in even more of Back Cove in 1974, to build Interstate 295.

While the construction of I-295 separated Bayside from Back Cove, the Franklin Arterial split Bayside into two separate neighborhoods; East and West. Despite the dramatic changes caused by Urban Renewal and the decline of industrial activity, both East and West Bayside fundamentally retained their identity as working class neighborhoods that attracted new immigrants. In the last decades of the 20th century, refugees from Indonesia, Cambodia, Vietnam, Sudan, Somali, and Iraq made the neighborhood their home.

In the 1970s Joseph Kreisler established the Preble Street resource center in West Bayside to help locals struggling with homelessness. The organization expanded over the years to provide a larger variety of social services and maintains a strong presence in the area. Other organizations that provided services to Portland's homeless population also located in Bayside, including Portland's overnight shelter, a teen shelter, and the Department of Health and Human Services.

Present

Bayside is a balanced mix of commercial and residential buildings. Many lots are still underdeveloped, either as empty lots or parking lots, as a result of urban renewal clearances or later demolitions as industry in the area declines. Lancaster Street in West Bayside and Fox Street in East Bayside form a fairly strong separation between the residential and commercial areas with the exception of Hammond Street in East Bayside.

Currently, new companies such as Bayside Bowl, Tandem Coffee Roasters, and Rising Tide Brewery, have revitalized industrial properties in northern

East and West Bayside, attracting more upper middle-class residents to the neighborhood and raising concerns over gentrification.

As the population and economy of East and West Bayside continues to grow, so too does the threat of climate change. Flooding now occurs regularly along Marginal Way and Somerset Street and is only projected to get worse. Most affected are areas filled in the 19th and 20th centuries. Thanks to sea level rise, Back Cove is slowly creeping back to reclaim those areas of the neighborhood that did not exist 225 years ago.

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*Office of Equal Opportunity
National Park Service
1849 C Street, N.W.
Washington, D. C. 20240”*