

Ordinance 3835 Exhibit E

MEMORANDUM

To: Evan McKenzie, Planning Director, City of Pendleton

From: Woodruff Minor, Historian

Date: August 31, 2012

Re: Technical Memorandum 11.3: The Pendleton Historic Resources Inventory

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BACKGROUND AND CONTEXT

What This Memorandum Does

In Periodic Review Phase I, Winterbrook evaluated Pendleton's historic preservation program and recommended that the City seek Certified Local Government designation from the State Historic Preservation Office (SHPO). Among other duties, CLG designation requires local

inventories to be periodically updated. Winterbrook assessed the existing Pendleton Historic Resources Inventory, producing a table that lists all adopted resources, including those also listed on the National Register, while taking into account formerly inventoried resources that are no longer extant. In addition, Winterbrook produced a list of properties to be considered for potential inclusion in an updated inventory, drawing from Keith F. May's *Pendleton Style Inventory* (referred to herein as the "Winterbrook/May list").

This memorandum represents the next step in planning for the expansion of the Pendleton Historic Resources Inventory. Included are overviews of the city's history and architecture, to provide a context for assessing potential resources; assessments of the distribution of historic properties on an area-by-area basis; and recommendations for future action. An appended table lists some potential resources that could be considered for inclusion in the inventory; based on a field review of historic properties on the Winterbrook/May list, this table is illustrative in nature. Many other potential resources remain to be surveyed in Pendleton.

Related Memoranda

Technical Memorandum 11: Historic Resource Program Assessment (June 30, 2011), completed as part of the Periodic Review Phase I, takes stock of the existing Pendleton Historic Resources Inventory and makes recommendations for its expansion. "Appendix A: Pendleton's Adopted Historic Inventory" lists all extant resources on the inventory by name, address, date, style, and evaluated status. "Appendix B: Potential Historic Resource Sites" lists properties from May's *Pendleton Style Inventory* for potential inclusion in the Pendleton Historic Resources Inventory. GIS maps appended to *Memorandum 11* show the locations of historic resources on the adopted inventory. *Technical Memorandum 11.1: Certified Local Government Process* (May 17, 2012) comments on the role of surveys and inventories in the CLG process.

METHODS AND SOURCES

Field Methods

During a weeklong site visit in May, streets in the city's historic grid (Figure 1) were ridden or walked to assess the distribution of historic properties. Brief notes were taken for individual properties on the Winterbrook/May list as well as for other potential resources and areas with concentrations of resources. This process achieved two goals. First, it allowed for a visual assessment of the quality, integrity, and age of potential resources on the Winterbrook/May list. Second, it provided a general overview of historic buildings, structures, and objects in the city, with an eye to future surveys. This field review was not conducted according to SHPO standards for a Reconnaissance Level Survey (RLS), which entails systematic recordation, photography, mapping, and research; rather, it was a "pre-survey" to help determine priorities for future RLS efforts to update and expand the Pendleton Historic Resources Inventory. (For an overview of SHPO survey requirements, see *Guidelines for Historic Resource Surveys in Oregon*, available on the SHPO website: www.oregon.gov/ORPD/HCD/SHPO).

Sources

Works by Pendleton historian Keith F. May (Drigh Sighed Publications) were indispensable sources for gaining insight into the city's history and architecture. *A Field Guide to Historic Pendleton* (1997) and *Pendleton: A Short History of a Real Western Town* (2005) cover major trends, leading citizens, and significant buildings. May's *Pendleton Style Inventory* (2012) is an in-progress compendium of information on over 400 local properties, and it includes a list of inventoried resources, a tally of styles, and sketches of architects. Pendleton's built environment is also documented on various recordation forms. State of Oregon survey sheets were completed for two early surveys of Pendleton architecture: Stephen Dow Beckham (19 forms, 1976), and James Lynch & Associates, A.I.A. (146 forms, with context statement, 1985). Properties from those surveys comprise the bulk of the Pendleton Historic Resources Inventory. Additional information was gleaned from the "South Main Street Commercial Historic District" National Register of Historic Places Nomination Form (1985-86), also by James Lynch & Associates.

Further research was conducted at the Umatilla County Recorder's Office, Pendleton Public Works Department, and Pendleton Public Library. Tract maps on file at the Recorder's Office include all Pendleton subdivisions since the original town plat of 1868, providing an overview of the city's development. Two maps on file at the Public Works Department—*Official Map of Pendleton, Oregon* (1950) and *City of Pendleton, Additions and Annexations* (ca. 1985)—show respectively the mid-century street grid and the location of subdivisions. Two helpful histories are Charles Wellington Furlong, *Let'Er Buck: A Story of the Passing the Old West* (New York: G. P. Putnam, 1921; republished by Overlook Press, 2007), and Gordon Macnab, *A Century of News and People in the East Oregonian, 1875-1975* (Pendleton, OR: East Oregonian Publishing Co., 1975). Finally, online sites were accessed for the history of the city, county, and region. Thanks are due to Keith May, Tim Simons, and Evan McKenzie for their assistance.

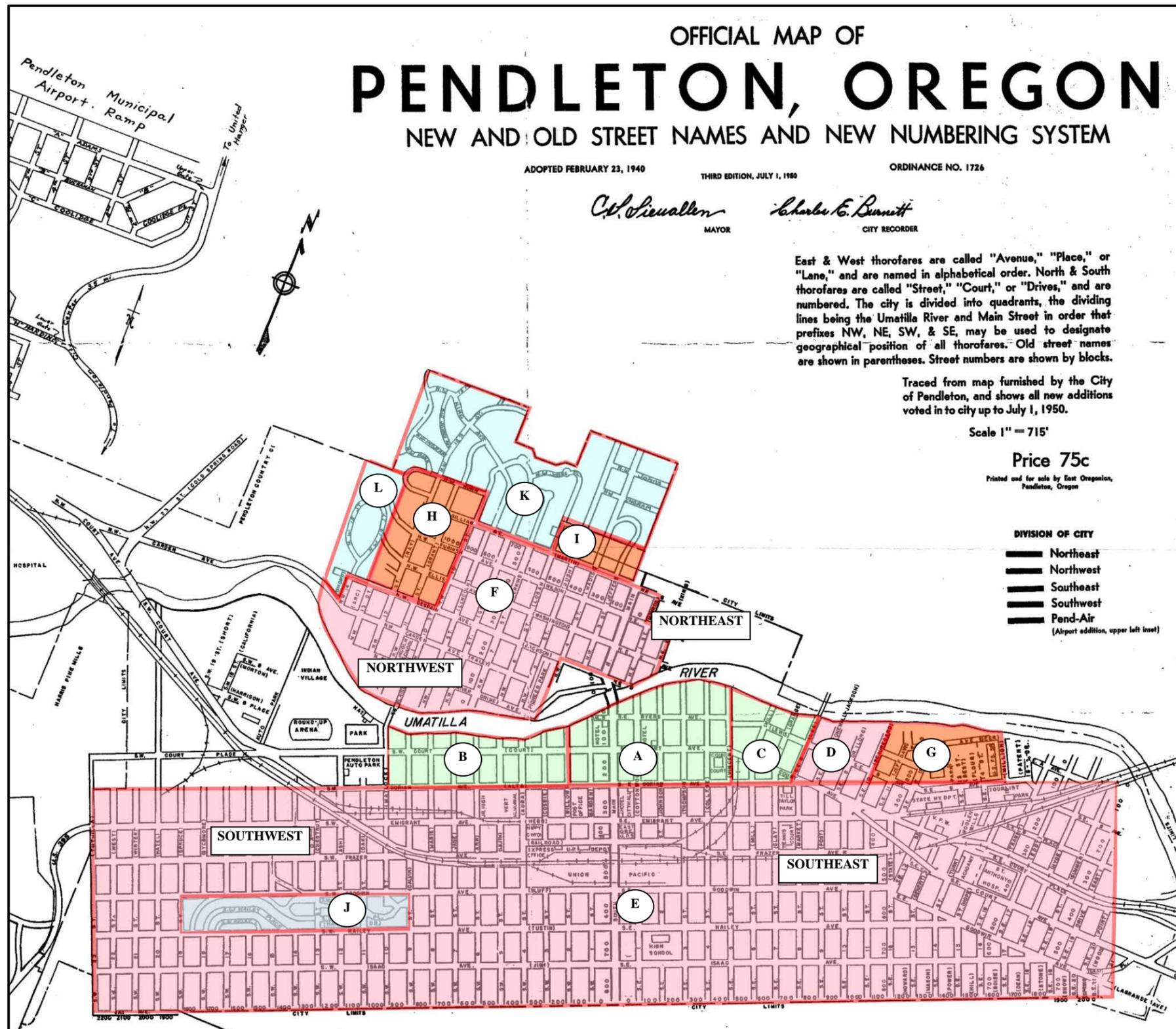


Figure 1. Significant Subdivision Activity, City of Pendleton, 1868-1950

The accompanying map shows Pendleton's urban grid as it appeared in July 1950. Assembled from nearly 25 separate tracts surveyed and subdivided over an 80-year period, beginning with the original town plat of 1868, the historic grid was incrementally enlarged by additions and annexations. Since 1950, most subdivision activity has been in outlying areas such as McKay Creek, southwest of the historic grid (beyond lower left corner of map), and upland sites on the south and north. Approximate boundaries of the city's principal subdivisions from 1868 to 1950 are shown in red; in some cases, contiguous tracts of similar age are grouped together for visual clarity. The map is color-coded to show important phases of subdivision activity. Street names reflect the city's four quadrants – Southeast, Southwest, Northeast, Northwest – demarcated by the Umatilla River and Main Street (crossing river at center of map).

- A. Town of Pendleton (1868)
- B. Arnold's & Raley's Addition (1877)
- C. LaDow Addition (1877) and Jacob's Addition (1877)
- D. Addition to Jacob's Addition (1881)
- E. Reservation Addition (1882)
- F. Switzler's Addition (1881), Livermore's Addition (1887), Raley's Addition (1887), and Houser's Addition (1887)
- G. Byers Park Addition (1901)
- H. Cole's Addition (1903) and Irvington Heights (1915)
- I. Livermore's 2nd Addition (1915)
- J. Harris Heights (1939) and Harris Heights 2nd Addition (1946) [Re-subdivision of Blocks 190-199 of the Reservation Addition]
- K. Phelps's Addition & Curry's Addition (1941), West Hills Addition (1948), and Stangier Hills (1950)
- L. Brown Courts Addition ("Sergeant City") (1948)

	1868-1877
	1881-1887
	1901-1915
	1939-1950

Source: Tract maps on file at the Umatilla County Recorder's Office and the Pendleton Public Works Department.
 "Official Map of Pendleton, Oregon" courtesy of the Pendleton Public Works Department.

HISTORICAL OVERVIEW

From its origin in the 1860s as a way station on the Oregon Trail, Pendleton went on to become the fourth largest city in the state by the end of the 19th century. The arrival of the railroad in the 1880s transformed the town into a regional shipping and supply center, giving rise to a substantial commercial core, extensive residential districts, and several notable industries. Growth continued strong through World War I, abating in the 1920s and 1930s. The opening of an Army Air Corps base during World War II inaugurated a new period of intensive growth, with widespread infill in the old grid and new residential tracts along its fringes. Relatively little development has occurred since the 1960s, contributing to the city's historical ambience.

Origins

The area around Pendleton was the earliest settled section in eastern Oregon. The Oregon Trail exited the Blue Mountains a short distance to the east, proceeding west through Umatilla Indian country and crossing the river named for the tribe to landings on the Columbia River. Beginning in the 1850s, way stations for emigrant parties were established in the area. The most successful of these was the 1864 homestead of Moses and Aura Goodwin, which included a toll bridge at a popular crossing on the "Upper Flat" of the Umatilla River—an alluvial plain in a narrow valley bordered by steep ridges to the north and south. The Goodwins' quarter-section (160 acres) consisted primarily of upland north of the river, with a narrow swath of flatland along the south bank. Their property was adjoined on the south by the 1855 Umatilla Indian Reservation, which took in much of the Upper Flat as well as rolling uplands bordering the Blue Mountains.

Established the same year as Umatilla County, five years after Oregon achieved statehood, Goodwin's Station was soon chosen as the site of the permanent county seat. The choice was due to the advent of wheat farming and sheep ranching, which rapidly transformed the upper reaches of the Umatilla River into a regional population center. At the same time, the discovery of gold in the mountains to the east drew hordes through the area en route to the new mining towns of La Grande and Baker City. In December 1868, six weeks after the election for the Umatilla County seat, the Town of Pendleton was surveyed on the sliver of Goodwin land south of the river.

This first plat—a conventional gridiron of the type that would characterize land subdivision in Pendleton over the next 70 years—covered about 20 blocks on the alluvial plain, bounded on the north by the river, on the south by Dorion Avenue, on the east by SE 5th Street, and on the west by SW 2nd Street (Fig. 1, "A"). (Street names are contemporary, not historical.) The tract hugged the curving bank the length of seven blocks, varying in depth from two to three blocks. Main Street, the widest road in the plat, on axis with Goodwin's bridge, became the commercial and civic core: the site of the first business buildings and county courthouse. Court Avenue, on the path of the Oregon Trail, became a secondary commercial axis; the cross-street nearest the river, Byers Avenue, became a favored locale for early houses. The fact that most of the original town

plat lay east of Main Street would help determine later land uses, including the preponderance of early residential development in the town's Southeast quadrant.

Pendleton put down urban roots in the 1870s, when the town's population tripled to nearly 750. This decade witnessed the advent of the first newspapers, the first schools, the first churches, and the first mills. In 1877 work began on a two-mile-long levee on the south bank of the Umatilla River to protect the town from seasonal floods. That same year, three new residential tracts were laid out along the river (Fig. 1, "B" and "C"), forming a compact row of blocks east to SE 10th Street (north of Court Avenue) and west to SW 10th Street (north of Dorion Avenue). Main Street was lined with wood-frame commercial buildings, including two hotels, and dozens of houses went up in the original plat and the new residential tracts. For all this activity, however, the 1870s proved but a prelude to the growth of the next two decades.

The Railroad Era

In 1880, the newly incorporated Oregon Railway and Navigation Company (OR&N) began work on a rail line from Portland through the Columbia Gorge to eastern Oregon. By 1881, the first completed segment stretched east from The Dalles beyond Celilo Falls to Umatilla and Wallula. The railroad pushed south from Umatilla, reaching Pendleton in September 1882. Late in 1884, the line was completed to its terminus in Huntington, via La Grande and Baker City, where it connected with the recently opened Union Pacific line from Utah. Thus, by 1885 Pendleton was a regular stop in the Union Pacific transcontinental system, and was connected as well to the Northern Pacific transcontinental line at Wallula and at Walla Walla (also linked to Pendleton by rail). Absorbed by UP in 1889, the old OR&N mainline would provide Pendleton with freight and passenger service for nearly a century.

The advent of rail service spurred the most intensive period of growth prior to World War II. During the 1880s, Pendleton's population nearly quadrupled, to 2,500; by 1900, the number of residents approached 4,500, making it Oregon's fourth largest city (after Portland, Astoria, and Baker City). The town owed its prosperity to its newfound prowess as a shipping point for the region's grain, flour, and wool, and as a retail/distribution center for farmers, ranchers, and town dwellers. Anticipating its rail status, the city had incorporated in October 1880, several weeks after OR&N established its Wallula railhead. That same year also saw the construction of the town's first brick building, the harbinger of dozens of others that would transform the look and feel of the commercial core. By 1905, Pendleton's downtown included more than 50 brick structures, most of them two stories in height, stretching along the five blocks of South Main Street between the river and the train station and onto adjacent streets.

Between 1881 and 1887, six tracts were annexed to the city, extending its boundaries beyond the river and across the flat (Fig. 1, "D" to "F"). The largest of the new subdivisions was the 1882 Reservation Addition (Fig. 1, "E"), so-named because its 640 acres were appropriated from the Umatilla Indian Reservation. Authorized by the federal government, this huge annexation pushed

the city limits across the valley and up the slopes of South Hill to Isaac Avenue; the east and west limits were extended to the vicinity of SE 20th Street and SW 22nd Street. The alacrity of the federal intervention was likely due to the railroad's urgent need for land at Pendleton for a roundhouse and yard. Subdivided into more than 250 blocks, the Reservation Addition would mark the limit of the city's south-of-the-river expansion until the 1950s.

Four residential tracts in the 1880s also extended the grid up the slopes of North Hill to Gilliam Avenue and as far west as NW 14th Street (Fig. 1, "F"). North Hill would develop as an enclave of large and stylish residences intermixed with vernacular houses and bungalows; the same type of development would hold true for South Hill, though on a smaller scale. Residential development on the flatlands followed two general paths. East of Main Street in older sections of the grid, particularly near the river, houses tended to be more elaborate; in the Reservation Tract they were typically more modest, especially in the vicinity of the train tracks. In any event, the additions and annexations of the 1880s provided ample land for residential, commercial, and industrial development over the next half-century, resulting in few new subdivisions. The city's early growth peaked around World War I, when the population approached 7,000. Downtown attained mature form, with 65 brick structures up to four stories in height. Hundreds of houses spread out from the commercial core along the flats and up the hills overlooking the city.

The arc of Pendleton's first phase of intensive development began with the railroad and ended with the mechanization of farming around World I, when the region's agricultural workforce subsided and the city's growth slowed. Two events that occurred toward the end of this 35-year period of robust growth—the re-establishment of the Pendleton Woolen Mills (1909) and the inauguration of the Pendleton Round-Up (1910)—persist to the present as symbols of a proud past and embodiments of cultural and economic continuity. The years between the world wars were quiet by contrast, characterized by gradual infill in the residential neighborhoods, minimal construction downtown, and the beginning of commercial and institutional development along the state highway to the east (SE Court Avenue). Between 1915 and 1939, there was no significant subdivision activity in Pendleton.

Since World War II

By 1940, the onset of world war in Europe and Asia had resulted in a build-up of America's military capability, with direct and dramatic consequences for Pendleton. In 1941, two military facilities were commissioned in Umatilla County—the Umatilla Army Depot, near Hermiston, and Pendleton Field, an Army Air Corps base occupying the recently established municipal airport northwest of town. When America entered the war late in 1941, Pendleton and Hermiston experienced explosive growth after years of quiet drift. The division of Pendleton into quadrants, in 1940, and the concurrent renaming of streets—intended to facilitate anticipated growth with a more rational address system—demonstrated the city's radical openness to change.

Population growth associated with the air base, and with new food processing plants built in response to soaring global demand, resulted in Pendleton's most intensive period of growth since the 1880s. Between 1939 and 1950, seven new residential tracts were platted. Two were adjacent infill developments on South Hill ("J" in Fig. 1); five others expanded the North Hill grid on the north and west ("K" and "L" in Fig. 1). In the 1950s several large contiguous subdivisions—notably Sherwood Heights (1950) and the Montee Addition (1954)—were also developed in the rural McKay Creek area southwest of the historic grid, along U.S. 395. Between 1940 and 1960, Pendleton grew by nearly 40 percent, from about 8,850 residents to nearly 14,500 residents, finally overtaking Baker to become the largest city in eastern Oregon.

By contrast, over the last 50 years there has been little appreciable growth—a population gain of about 2,200 (13 percent) between 1960 and 2010, to the current level of some 16,600 residents. By 2012, Pendleton had ceded its time-honored standing as Umatilla County's largest city to Hermiston. Factors contributing to the economic slowdown included the decreased importance of rail transport in tandem with the growth of trucking—symbolized by the I-84 freeway, which skirted the central city along the crest of South Hill, stranding the once-vibrant downtown. Since the 1960s, strip commercial development has proliferated near freeway ramps at the west end of town, accompanied by residential development in outlying areas.

ARCHITECTURAL CHARACTERISTICS

Materials and Builders

Pendleton's traditional building materials were wood, brick, and stone. Wood, the first to appear, was also the most persistent and widespread. Lumber was hauled in from the region's sawmills; local planing mills turned out doors, window sash, trim, and ornament. With rare exceptions, houses in Pendleton were wood-framed and wood-clad, with stucco veneer increasingly common after World War I. The first commercial buildings, churches, and schools—even the first county courthouse—were also built of wood. By the 1880s brick was the material of choice for the town's commercial buildings; it began to be supplanted by reinforced concrete during World War I. Brick remained rare in other sections of the city prior to 1905. Stone was favored for its durable and decorative qualities. Locally quarried black basalt appeared early in foundations and retaining walls, less commonly in bearing walls and veneers, and also found use in infrastructural projects like the downtown tunnel system and the river levee. Lighter volcanic tuff from Baker County enjoyed a vogue as a veneer on local churches after 1905.

From an early date Pendleton provided opportunities for resident builders. John M. Bentley arrived in 1872 and four years later opened the town's first planing mill. The mill's first foreman, Theodore F. Howard, who arrived in 1875, became a leading contractor in both wood and brick. He is credited with the design of a number of fine houses and several commercial structures, indicating that he was a versatile designer-builder in the 19th-century mold. The town supplied ample work for stonemasons, many of them immigrants. In addition to Chinese workers, who

may have had a hand in building the levee, tunnels, and retaining walls, they included the Italian brothers Lorenzo and Louis Monterastelli and the French coterie credited with building the 1888 brick courthouse, notably Paul Perard and the brothers Louis and Frank Duprat. Pendleton stonemasons took their talents to other towns, such as Heppner, whose 1903 basalt courthouse was the work of Frank Duprat. Stonemasons were quite capable of building in brick, as shown by the example of the courthouse, and they likely played a role in creating the commercial district.

While not clearly documented, the impact of the railroad on Pendleton's built environment was certainly substantial. The advent of rail service made a wide range building materials more easily available. Lumber, bricks, stone, cement, plaster, terra cotta, cast iron, sheet metal, tile, and glass could be shipped directly to Pendleton from manufacturers and distributors in Portland, Walla Walla, Baker City, and elsewhere. The railroad also expedited the transport of architects, engineers, and builders; numerous practitioners of the arts of design and construction were now only hours away. An intriguing aspect of Pendleton's—and the region's—architectural history is the cross-pollination of ideas and techniques from one community to another. Architects from Portland, Walla Walla, and Baker City are known to have produced designs for Pendleton, and Portland architect Raymond Walter Hatch practiced there for a decade; T. F. Howard worked in Baker; Frank Duprat built in Heppner. This interplay of imported and exported traditions is a notable strand in the fabric of Pendleton's built environment.

Architectural Styles

Pendleton's brick commercial buildings embody two stylistic trends. Those built through about 1905 display the articulated bays, high bracketed cornices, and segmental-arch window forms of the commercial Italianate style. Later designs, through the 1920s, tend to be simpler in both composition and detailing; muted stylistic references, when they occur, range from Classical to Romanesque. The main visual interest in these buildings is often provided by the brick itself, laid in patterns that have more to do with a celebration of craftsmanship than a particular style. The same is true for stone construction, where the textures and hues of the material are often more compelling than the "style." The first wave of reinforced-concrete commercial buildings, through the 1920s, tended to have functional façades sheathed in stucco; those from the 1930s and 1940s often display Art Deco/Moderne motifs. The widespread remodeling of building façades after World War II attempted to refashion the downtown in the spirit of modernist minimalism.

Pendleton's houses fall into two broad stylistic categories—those designed by professional architects and designer-builders, and those that were not. Those in the former category, which include most of the larger houses and some of the smaller ones, are usually given style names; those in the latter category, often lacking a discernible style, are commonly called "vernacular." Professionally designed houses exhibited a standard evolution from the 1870s to the 1930s. The prevalent residential styles of the late 19th century were Italianate, Stick, Queen Anne, and Colonial Revival, with the latter serving as a bridge to the new century. Italianate and Stick houses from the 1870s and 1880s are rare in Pendleton. Most of the city's fine stock of stylish

old houses dates from about 1890 to about 1905, displaying Queen Anne and Colonial Revival elements. Many are composite designs, combining picturesque Queen Anne massing with the classicized detailing and toned-down surface treatment (e.g., shingles) of Colonial Revival.

In the early 20th century, the dominant residential styles were Colonial Revival, Craftsman, and Period Revival (an umbrella term for the stylistic evocation of various historical periods, e.g., Medieval Europe, Tudor England, Colonial America, and Spanish Colonial America). Colonial Revival—evoking the domestic architecture of the American colonies—proved the most durable style, evolving from its 19th century origins following the Centennial to new forms of expression after World War I as the favored option in the revivalist palette. In Pendleton, Colonial Revival houses with symmetrical wood façades and classical detailing far outnumbered picturesque neo-medieval designs with half-timbered stucco and clipped gables. In counterpoint to revivalism was the “modern” rustic functionalism of the Craftsman aesthetic—another word for Arts & Crafts, with a more populist flavor—prevalent in Pendleton in the 1910s and 1920s.

Houses in the second broad category—those in the vernacular tradition—are better understood as “types” rather than “styles.” Visual relationships among vernacular houses derive more from similarities in composition and plan than signature style elements (though “style” is an aspect of vernacular design). Continuity and change within the tradition can be documented by identifying and tracking various vernacular house types. Pendleton is richly endowed with vernacular houses, particularly in the flatlands of the Reservation Addition but also in the hill districts. Examples from the 19th century typically have gable roofs, prominent porches, and simple arrangements of doors and windows. In the 20th century, the distinction between “styled” and “vernacular” becomes blurred. The popular “bungalow” originated as a Craftsman cottage but evolved into standardized types. The Ranch house, which emerged in the 1930s and persisted for decades under various guises, was the populist dream house of mid-century America. Pendleton retains a wide variety of Ranch houses in its subdivisions of the 1940s, 1950s, and 1960s.

PENDLETON HISTORIC RESOURCES INVENTORY

Generally speaking, “historic resources” comprise those portions of the built environment that possess architectural and/or historical significance, retain integrity, and are at least 50 years old—the standard age threshold for listing on the National Register of Historic Places. As a means of anticipating eligibility, a 45-year threshold is recommended by the Oregon SHPO for Reconnaissance Level Surveys. In 2012, the 50-year cutoff is 1962; the 45-year cutoff, 1967. In this section, the Pendleton Historic Resources Inventory is discussed in relation to the city’s built environment, assessing potential resources for updating and expanding the existing inventory.

The Adopted Inventory

Compiled from surveys conducted in the 1970s and 1980s, the Pendleton Historic Resources Inventory is weighted with properties from the city’s first period of intensive growth, through World War I. As shown in *Technical Memorandum 11*, the existing inventory includes properties

built as late as 1941, though fewer than 15 of those resources (less than 10 percent) postdate 1920. The adopted inventory also omits numerous older resources that warrant inclusion. To be truly representative of the city's built environment, the Pendleton Historic Resources Inventory needs to be updated and expanded based on the findings of future Reconnaissance Level Surveys conducted according to SHPO standards.

The Pendleton Historic Resources Inventory lists approximately 160 buildings, structures, and objects. More than half of those resources are located in two sections of the city: the historic downtown, centered along South Main Street, and North Hill, comprising the city's Northeast and Northwest quadrants within the historic grid. Together these two areas account for around 85 inventoried resources—around 40 in the commercial core and 45 on North Hill. Two residential neighborhoods, at SE Byers Avenue and South Hill, account for another 30 properties. The 45 remaining inventoried resources are scattered across the historic grid in the Southeast and Southwest flatlands, with a few in outlying areas. In sum, the city's most visually impressive historic areas—the downtown and three residential enclaves—are also its most intensively surveyed areas, accounting for about two-thirds of the inventoried resources.

Potential Historic Resources

Other areas of the city are not well represented in the Pendleton Historic Resources Inventory. Many blocks of vernacular houses on the flats of the Reservation Addition, particularly in the threatened Southwest quadrant, remain to be surveyed. Various commercial and institutional properties on or near the old state highway at the east end of town are undocumented, as are the city's dozen or so subdivisions platted between 1939 and 1964. Numerous other properties in the North Hill, South Hill, and SE Byers neighborhoods have not been surveyed. The one historic area of the city requiring little further survey work is the commercial center.

The following assessment of resource distribution provides a yardstick for measuring an area's potential for future Reconnaissance Level Surveys—the necessary first step in expanding and updating the inventory. Some potential historic resources are included in the appended list, based on a field review of the Winterbrook/May list in *Technical Memorandum 11*.

Downtown

Pendleton's historic downtown area consists of the concentration of historic commercial and civic properties centered along the five blocks of South Main Street between the Umatilla River and the Union Pacific Railroad tracks. It lies within the original town plat and the Reservation Addition (Fig. 1, "A" and "E"). The area includes over 40 inventoried properties, built between 1880 and 1933, on South Main Street, SE Byers Avenue, SE Court Avenue, SE Dorion Avenue, SE Emigrant Avenue, SE 1st Street, SE 2nd Street, SW Byers Avenue, SW Court Avenue, SW Dorion Avenue, SW Emigrant Avenue, SW Frazer Avenue, and SW 1st Street. The downtown is the most surveyed section of city. In addition to State of Oregon survey sheets, National Register nomination forms have been prepared for nine individual buildings and one historic district with

over 20 contributors (“South Main Street Commercial Historic District”). Nearly all of the inventoried properties in the downtown area were built before 1920.

Potential additions to the Pendleton Historic Resources Inventory in the downtown area include 15 commercial properties on the Winterbrook/May list, situated on South Main Street, SE Court Avenue, SE Dorion Avenue, SW Court Avenue, SW Dorion Avenue, and SW 1st Street. Built between 1881 and 1950, they include nine properties postdating 1920 and several 19th century buildings with post-1920 façade alterations. A handful of other 20th century commercial buildings in the downtown area also appear to be potential resources. These additions to the inventory would provide historical and stylistic balance, representing the downtown’s later development through the 1950s, prior to the opening of I-84.

In recent years, a number of downtown buildings have been rehabilitated with urban-renewal grants administered by the Façade Restoration Committee of the Pendleton Development Commission. In some cases, these projects have more or less “cleansed” façades by removing added materials and rehabilitating original materials and storefronts; in other cases, elements have been added or reconstructed. In evaluating such buildings for potential inclusion in the Pendleton Historic Resources Inventory, a distinction has been made between buildings in the former category, which largely retain their original fabric, and those in the second category, which are largely reconstructed or reinvented. Those in the first category appear to have potential for inclusion, and six such buildings are included in the appended table.

Southeast Pendleton

Pendleton’s Southeast quadrant, extending east from the commercial core and South Main Street, retains much of its historic integrity, unlike the redeveloped west end of the city. On the flats, the historic grid of the Reservation Addition stretches to SE 20th Street (Fig. 1, “E”). Significant concentrations of older residences remain east of SE 3rd Street, between SE Court Avenue and the river, with pockets of older houses south of SE Court Avenue to SE 11th Street. East of SE 12th Street, a number of older commercial, institutional, and industrial properties are scattered between SE Byers Avenue and SE Court Avenue, near the rail line and old state highway. The upland area—the east section of South Hill, beyond the cleft at SE 5th Street—retains a small cluster of older houses along SE Goodwin Avenue as well as infill housing from World War II and later. Apart from the downtown area, the Southeast quadrant contains about 45 inventoried properties. Two-thirds are houses. The other inventoried resources include several churches and industrial sites, notably the Pendleton Woolen Mills.

The most impressive concentration of residential properties in the area is centered along SE Byers Avenue from the vicinity of SE 4th Street to the vicinity of SE 8th Street, bordering the Umatilla River. This is the most documented neighborhood in the Southeast quadrant, with more than a dozen inventoried properties. Developed between the 1880s and 1920s on adjoining tracts (Fig. 1, “A” and “C”), this potential historic district includes large houses in the Queen Anne and

Colonial Revival styles along with bungalows and vernacular cottages. An important cross-axis transects the east end of the district at SE 8th Street, visually linking two National Register-eligible historic resources—the inventoried Lee Street Bridge (1909), crossing the Umatilla River, and the Til Taylor Statue (1929), a potential resource in Til Taylor Park at SE Dorion Avenue. East and south of this potential district, residential development is generally more modest in scale and vernacular in feeling. A handful of more substantial houses is sprinkled throughout the Southeast grid, including the South Hill cluster along SE Goodwin Avenue.

Potential additions to the Pendleton Historic Resources Inventory in the Southeast quadrant include about 40 properties on the Winterbrook/May list. Except for a statue, a fraternal lodge, a church, and a motel, all of the properties are houses. Most are bungalows or vernacular houses concentrated between SE 9th and SE 14th Streets; there are also several contributors to the potential SE Byers Avenue historic district. The Southeast quadrant contains a variety of other historic resources awaiting future surveys, including residential, commercial, institutional, and industrial properties. There are potential residential historic districts on the flatlands and South Hill, notably the above-mentioned district on SE Byers Avenue.

Southwest Pendleton

Though rich in residential resources, Pendleton’s Southwest quadrant remains the least surveyed section of the city. Outside the downtown area, the quadrant has only 17 inventoried resources. Except for South Hill, the area contains few large or stylish houses; the flatland streets are characteristically lined with late 19th and early 20th century vernacular houses and bungalows. Inventoried resources for the Southwest quadrant include nine houses on the flatlands, four houses on South Hill, a church, an industrial site, and the Pendleton Round-Up arena.

Houses on the Southwest flatlands are concentrated in three principal groupings. A block-wide swath extends west from the vicinity of SW 3rd Street to SW 10th Street between SW Court Avenue and SW Dorion Avenue, within the boundaries of an 1877 subdivision (Fig. 1, “B”). Two other enclaves are within the 1882 Reservation Addition (Fig. 1, “E”). One grouping lies south of the Union Pacific tracks between SW Goodwin Avenue and SW Hailey Avenue, at the base of South Hill, extending west from South Main Street to the vicinity of SW 7th Street; two blocks of SE Goodwin Avenue are integral with this enclave. The more extended residential area south of the UP tracks stretches west from the vicinity of SW 10th Street to about SW 18th Street along SW Frazer Avenue, SW Emigrant Avenue, and cross-streets. North of the UP tracks and west of the Pendleton Round-Up arena, the flats become progressively modern in appearance, culminating in an expanse of strip commercial development near the freeway.

The upland area, South Hill, by virtue of its early architectural aspirations, is more closely related to the North Hill district across the valley than the adjoining flats below. Subdivided as part of the Reservation Addition, South Hill first developed west from the cleft at SE 5th Street to the vicinity of SW 8th Street. Early residential development was concentrated around South Main

Street and SE/SW Isaac Avenue. The hillside streets retain impressive examples of late 19th and early 20th century houses as well as later infill, notably the Harris Heights subdivisions of 1939 and 1946 (Fig. 1, “J”). There are 16 inventoried resources on South Hill west of SE 5th Street—15 houses (none built later than 1905) and the 1918 Pendleton High School.

Potential additions to the Pendleton Historic Resources Inventory in the Southwest quadrant include seven properties on the Winterbrook/May list—six houses and a vernacular church. Built around 1920 for an African Methodist Episcopal (AME) congregation, the church is evidence of an early African American community in the area that has not been fully documented. Though other types of resources, such as the AME Church, are represented in the Southwest quadrant, residential properties comprise its defining historic feature. Numerous houses remain to be surveyed, from vernacular cottages in the flats, to wartime tracts and infill on South Hill, to the 1950s subdivisions of the outlying McKay Creek area. There are potential residential historic districts throughout the Southwest quadrant.

North Pendleton

Separated from the rest of the city by the Umatilla River, North Hill forms a distinct subarea within Pendleton’s historic grid. It remains the city’s largest concentration of historic houses. The Northeast quadrant, originally comprising a mere five blocks east of North Main Street, is integral with the Northwest quadrant. Prior to the extensive subdivision activity of the 1880s, the sloping land north of the river was used for grazing; linked to the town by the bridge at Main Street, it was also the site of the first cemetery. The 1880s boom produced four contiguous subdivisions north of the river, stretching north to Gilliam Avenue and west to NW 10th and NW 14th Streets (Fig. 1, “F”). The grid was extended north and west by three early 20th century tracts (Fig. 1, “H” and “I”) and by four later and larger mid-century tracts (Fig. 1, “K” and “L”). With their preponderance of angled and curving streets, these later subdivisions (like South Hill’s Harris Heights) introduced the first major changes to the city’s rectilinear grid since its inception in the 1860s.

North Hill’s panoramic views and convenient access to the downtown attracted prosperous families, and the area quickly became known as Pendleton’s premier residential district. The first wave of construction, through the turn of the century, included many large and stylish houses, dwarfing residential growth on the more isolated South Hill. Except for a small number of associated uses—apartment buildings, churches, schools, a library, a few shops—North Hill developed as a sprawling district of single-family residences, containing the city’s largest concentration of professionally designed houses. Early mansions partake of Queen Anne and Colonial Revival; later houses display Craftsman, Colonial Revival, and Period Revival motifs. Mid-sized and smaller designed houses as well as vernacular houses went up alongside large houses from an early date. Bungalows appeared in great numbers after 1910 in the newer tracts and as infill in older tracts, a process reprised after 1940 by mid-century Ranch houses. Since the 1960s, new residential development has spread from the historic grid into the Northeast and

Northwest uplands. Outlying areas of the Northwest quadrant, beyond the historic grid, include a nexus of resources associated with the airfield and former state hospital.

Apart from the downtown, North Hill is the most extensively surveyed area in Pendleton. The area includes 45 inventoried properties. Except for the First Christian Church (1908) and the National Register-listed former Umatilla County Library (1916), which adjoin the bridge and functionally relate to the historic town center across the river, the inventoried resources are all houses, built between 1886 and 1930. Potential additions to the Pendleton Historic Resources Inventory in the Northeast and Northwest quadrants of North Hill include 45 properties on the Winterbrook/May list—38 houses, three churches, a commercial building, a garage, a former school dormitory, and a park bandstand. Built between 1905 and 1950, the houses run the gamut from riverfront mansions to infill bungalows and Ranch designs. North Hill contains many residential resources that have not been surveyed, notably in later subdivisions. Potential historic districts include concentrations of older and larger houses to the southeast as well as extended areas of vernacular houses, bungalows, and Ranch houses to the north and west.

RECOMMENDATIONS FOR FUTURE ACTION

The following recommendations are intended as guidelines for updating and expanding the Pendleton Historic Resources Inventory, providing comprehensive documentation of the city's significant historic properties while also serving simultaneous goals of public awareness, sensitive rehabilitation, economic revitalization, and civic pride.

1. Institute an ongoing program of Reconnaissance Level Surveys (RLS), conducted according to the standards of the State Office of Historic Preservation.
2. Develop priorities for RLS projects. The choice of areas to be surveyed should take into account the overall age and concentration of historic properties; threats posed by deferred maintenance and new development; and levels of previous survey efforts. Based on these considerations, the following possible sequence is recommended: (a) Southwest flatland (excluding Downtown)—the city's least surveyed older area and the one most vulnerable to new development; (b) Southeast flatland (excluding Downtown)—under-surveyed and vulnerable to new development; (c) South Hill, under-surveyed generally; (d) North Hill, under-surveyed in its later tracts; (e) Outlying subdivisions in the McKay Creek area, under-surveyed generally; (f) Downtown—well surveyed, requiring minimal effort.
3. Develop historical and architectural context statements relating to Pendleton's mid-20th century development—a significant local period that is not well-documented.
4. Continue the ongoing documentation of inventoried historic resources and potential historic resources. New information could be added to *The Pendleton Style Inventory*, providing an expanding database for future RLS efforts.