

CITY OF PORTLAND, MAINE

HISTORIC PRESERVATION BOARD



Julia Sheridan, Chair
Bruce Wood, Vice Chair
Ian Jacob
Robert O'Brien
Penny Pollard
Julia Tate
John Turk

AGENDA

HISTORIC PRESERVATION BOARD MEETING

On May 15, 2019, the Portland Historic Preservation Board will meet at 5:00 in Room 24, Basement, City Hall to review the following items. (Public comments are taken at all meetings):

1. ROLL CALL AND DECLARATION OF QUORUM

2. REPORTS OF DECISIONS AT THE MEETING HELD ON MAY 1, 2019

- i. Certificate of Appropriateness for Window Replacement; Exterior Alterations; 446 Fore Street; 446 Fore Street, LLC., Applicant. The Board voted 6-0 (Jacob absent) to approve the application, subject to conditions.

Certificate of Appropriateness for Dormer Replacement; 434 Fore Street; Terrapin Properties, Applicant. The Board voted 6-0 (Jacob absent) to approve the application, subject to conditions.

3. WORKSHOP - 5:00 PM

- i. Preliminary review of formal nomination of the following Forest Avenue and Deering Avenue structures for designation under the provisions of Article IX of the Land Use Code (Historic Preservation ordinance). Workshop to include consideration of potential ordinance amendments which would create a Multiple Property Designation category.

536 DEERING AVENUE Engine Company No. 8 Firehouse
309 FOREST AVENUE Firestone Auto Supply & Service Store
330 FOREST AVENUE Van Blarcom Incorporated Auto. Garage
331 FOREST AVENUE A.S. Hinds Laboratory Bldg.
343-349 FOREST AVENUE Miles B. Mank Motor Car Company
355 FOREST AVENUE L.C. Gilson Automobile Co. Bldg.
364 FOREST AVENUE Oakhurst Dairy
495 FOREST AVENUE Packard Motor Car Co. Showroom
501 FOREST AVENUE Gleason Chrysler Auto Dealership
517 FOREST AVENUE Clifton R. Shaw Auto Dealership
525 FOREST AVENUE John S. Goff Chevrolet Bldg.
533 FOREST AVENUE Studebaker Automobile Dealership
617 FOREST AVENUE Great Atlantic & Pacific Tea Co. Store
630 FOREST AVENUE Darling-Kidder Motor Car Company
643-651 FOREST AVENUE Odd Fellows Block
646-650 FOREST AVENUE Chapman Block
660 FOREST AVENUE Valle's Sandwich Shop

BREAK FOR DINNER - MEETING RESUMES AT 7:30 PM

4. WORKSHOP, CONTINUED

- i. Advisory Review of Proposed New Construction; 24 MOUNTFORT STREET; Barrett Made, Applicant.
- ii. Advisory Review of Proposed Renovation; 140 CONGRESS STREET; Pliny Reynolds, Applicant.

5. CONSENT AGENDA

April 30, 2019

Deb Andrews
Manager, Historic Preservation Program
City of Portland
389 Congress Street
Portland, Maine 04101

Re: Petition for the Nomination of a Munjoy Hill Historic District

Dear Ms. Andrews,

We, the undersigned, owners of potentially affected property recommended for inclusion in a Munjoy Hill Historic District and/or recommended for designation as individual landmarks, write pursuant to City of Portland Land Use Ordinance Section 14-615 to petition for the nomination of a Munjoy Hill Historic District and the designation of related individual landmark buildings. We request that you forward this petition to Portland's Historic Preservation Board, and we invite two (2) or more members of that Board to officially sponsor this petition in order to formally initiate the nomination of the Munjoy Hill Historic District and related designation of related individual landmark structures.

As you know, Munjoy Hill was largely developed as a residential neighborhood between 1850 and 1925. It also contains a business district on Congress Street on top of Munjoy Hill, which establishes the context for the 1808 Portland Observatory, a National Historic Landmark. The area was not developed in uniform fashion, but rather the current building stock reflects several different important historical and economic influences operating in this section of Portland. These include railroad-influenced development above the Portland Company, post-1866 Great Fire intensive residential construction, sections of historic concentrations of African American residents, development of dense housing to accommodate late 19th and early 20th century European immigrants, and the later developed Eastern Promenade residences bordering the already-designated Eastern Promenade historic landscape district.

Many of the houses on Munjoy Hill are admittedly smaller and less grand than those built on the Western Prom and West End of the City. However, the large concentrations of intact buildings on Munjoy Hill, meant for middle-class and working-class occupants, reflect patterns of development that are equally important to the history of Portland and equally deserving of historic district protections. The Western Prom area and West End of Portland have benefitted from historic district designations for 25 to 30 years. It is time to extend the same type of protection to those portions of the Munjoy Hill neighborhood which exhibit the historical and architectural significance intended to be protected by Portland's Historic Preservation Ordinance.

Sincerely,



Printed name: Berry Marter

Property Address: 46 E Promenade



Printed name: Erna Koch

Property Address: 81 Vesper St.

Petition for the Nomination of a Munjoy Hill Historic District, cont'd

Printed name:

JEAN McMANAMY

Property Address:

10 WILKES

Printed name:

Tica Douglas

Property Address:

11 Munjoy St.

Printed name:

Vana Carmona

Property Address:

105 North

Printed name:

WAYNE VALZANIA

Property Address:

27 MORRILL ST.

Printed name:

Diane Dawson

Property Address:

2 Morning St

Printed name:

Peter L. Murray

Property Address:

104 North St

Printed name:

Michael Hoover

Property Address:

40 Melbourne

Printed name:

R. J. Westhoff

Property Address:

11-15 Morning ST

Printed name:

Betty Westhoff

Property Address:

11 Morning St

Printed name:

Hilary Bassett

Property Address:

55 Morning St Apt 1-1

Petition for the Nomination of a Munjoy Hill Historic District, cont'd

Pamela Day
Printed name: Pamela Day
Property Address: 25 Waterville St.

Enoch Wenstrom
Printed name: ENOCH WENSTROM
Property Address: 88 BECKETT ST

Enoch Wenstrom
Printed name: ENOCH WENSTROM
Property Address: 83 BECKETT ST

Carol M. Connor
Printed name: Carol M. Connor
Property Address: 12 Montreal St

Karen Snyder
Printed name: Karen Snyder
Property Address: 72 Waterville St

Barbara Vostal
Barbara Vostal
22 O'Brien St
#101-107 Congress

Mary K Casale
Printed name: Mary K. Casale
Property Address: 35 Waterville St

Edmund C. Hostetler
Printed name: Edmund C. Hostetler
Property Address: 7 Pine St / 14-16 North St

Edmund Gardner
Printed name: Edmund Gardner
Property Address: 84 Eastern Prom

G. Robinson Whitten
Printed name: G. ROBINSON WHITTEN
Property Address: 23 ST. LAWRENCE ST.

Robin F. Whitten
Printed name: ROBIN F WHITTEN
Property Address: 186 Eastern Prom

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
FOREST AVENUE AND WOODFORDS CORNER

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deb Andrews, Historic Preservation Program Manager
DATE: May 9, 2019
RE: May 15, 2019 **WORKSHOP – Review of formal nomination of 17 historic structures for designation under provisions of historic preservation ordinance, consideration of designation options, design guidelines**

Subject Structures:

536 Deering Avenue	Engine Company No. 8 Firehouse	1907
309 Forest Avenue	Firestone Auto Supply & Service Store	1930-31
330 Forest	Van Blarcom Incorporated Auto. Garage	1919
331 Forest Avenue	A.S. Hinds Laboratory Bldg.	1920
343-349 Forest	Miles B. Mank Motor Car Company	1916-1917
355 Forest	L.C. Gilson Automobile Co. Bldg.	1922
364 Forest	Oakhurst Dairy	1951-1953
495 Forest	Packard Motor Car Co. Showroom	1927
501 Forest	Gleason Chrysler Auto Dealership	1927
517 Forest	Clifton R. Shaw Auto Dealership	1928
525 Forest	John S. Goff Chevrolet Bldg.	1927-1928
533 Forest	Studebaker Automobile Dealership	1928
617 Forest	Great Atlantic & Pacific Tea Co. Store	1915
630 Forest	Darling-Kidder Motor Car Company	1917
643-651 Forest	Odd Fellows Block	1897
646-650 Forest	Chapman Block	1916
660 Forest	Valle's Sandwich Shop	1964

Introduction

In letters dated May 3 and May 6, 2019 Historic Preservation Board members Julia Sheridan and Penny Pollard formally nominated seventeen (17) historic structures on Forest Avenue and Deering Avenue for protection under the provisions of Article IX (Historic Preservation) of the Land Use Code. (See **ATTACHMENT 1**.) As the letters state, their nomination is based on information presented to the Board on April 3, 2019, which they believe demonstrates that the properties meet the designation criteria outlined in the preservation ordinance. In submitting

written notice of nomination, the requirements for initiation of a nomination under Sec. 14-615 of the ordinance have been met.

Note that the nomination includes two additional Forest Avenue properties for designation consideration: 309 Forest (Firestone Auto Supply & Service Store, 1930-31) and 330 Forest (VanBlarcom Incorporated Automobile Garage, 1919). While not included in the original slate of structures proposed for designation, information on the buildings was included in the background information provided to the Board on April 3rd and in the opinion of staff clearly meet the Architectural descriptions of the two buildings are included with this staff report—see ATTACHMENT 2.

Note that Wednesday's workshop will focus primarily on determining a designation category most appropriate for the identified historic resources given the fact that the structures are widely distributed along Forest Avenue between I-295 and Woodford's corner.

At Wednesday's workshop, staff will also share some draft design guidelines that might address some of the questions and issues discussed during the first two workshops. The design guidelines would identify those portions of the historic buildings that are of highest priority for preservation and provide early guidance as to whether/how additional stories might be introduced in the future.

Background

Formal nomination follows two preliminary workshop sessions on a proposal to designate key historic properties on Forest Avenue and at Woodfords Corner. On April 3rd, historic preservation staff provided building descriptions and historical information on notable properties along Forest Avenue that represent significant periods in the corridor's development. The building descriptions were the product of a 2016 architectural survey of Forest Avenue. Staff also presented general information on Forest Avenue's late nineteenth and early twentieth century development history, including its era as a streetcar trolley line that served the emerging suburban neighborhoods around it as well as the period when it became recognized as Portland's "auto row" on account of its concentration of first-generation auto showrooms and garages. Finally, staff described the context and basis for its designation proposal, including the Planning Department's desire to capitalize on Forest Avenue's existing assets as it planned for future development/redevelopment of the area.

At the second workshop (April 17), Planning Director Christine Grimando reviewed the land use regulations that currently govern development in this area. Ms. Grimando also described the City's recently updated Comprehensive Plan and the recommendations therein as they apply to this important off-peninsula corridor and at this key intersection. Ms. Grimando's presentation was in response to questions raised by Board members on April 3rd about how the proposed historic designation initiative relates to other current or proposed land use regulations applicable to this portion of Forest Avenue.

Designation Options

During the preliminary workshop sessions, there were questions as to what would be the most appropriate designation option for the identified group of buildings. Portland's ordinance currently provides for three types of designation categories: individual landmarks, historic districts (which encompass a number of properties within a single contiguous boundary), and historic landscape districts. Given the fact that the identified buildings all contribute to the story of a key transportation corridor's development history, they share a common theme or basis for designation. The buildings are fairly widely dispersed along the Forest Avenue corridor, however, and are interspersed with clearly incongruous recent development. Given the dispersed nature of the historic resources, designation as a contiguous *historic district* is not appropriate.

Landmark designation

Designation as *individual landmarks* is an option. Based on a close reading of the ordinance's definition of "landmark" and the minimum criteria for designation as a landmark, a clear case could be made for landmark designation. Under Sec. 14-610 (a) Minimum Criteria for Designation, Criterion 6 is applicable:

- (6) *Its representation of a significant cultural, historic, architectural, archeological or related theme expressed through distinctive areas, sites, structure or objects that may or may not be contiguous.*

In this case, the theme to which all the identified structures are related is the development of the Forest Avenue corridor.

As you will note, the ordinance requires that nominated landmarks need meet only one of the six minimum criteria for significance. That said, a number of the Forest Avenue buildings proposed for designation meet additional criteria as well. For example, the first-generation auto showrooms meet Criterion 4:

- (4) *Its exemplification of a significant architectural type, style or design distinguished by innovation, rarity, uniqueness or overall design, detail, materials or craftsmanship.*

The auto showroom is a building type that was introduced with the advent of the automobile. Typically one or two stories tall, the buildings featured an open floor plan with tall ceilings and wide expanses of glass on both the front façade and at the leading corners of the building that allowed for broad views from passing cars. Auto showrooms were built in significant numbers outside city centers between 1910 and 1930 and were often clustered around each other, earning the corridors on which they were located the reputation of "auto row". Outer Commonwealth Avenue in Boston is another typical example of an early "auto row".

The former Valle's Sandwich Shop at Woodford's Corner (now Woodford's F&B) is another example of a building that meets Criterion 4. The building is a relatively rare example in Portland of Mid-Century Modern commercial design.

The Odd Fellows Block is another structure that meets additional criteria for landmark designation, specifically Criteria 1 and 5:

- (1) *Its value as a significant example of the cultural, historic, architectural, archaeological or related aspect of the heritage of the City of Portland, State of Maine, New England Region, or the United States.*
- (5) *Its identification as the work of an architect, designer, engineer or builder whose individual work is significant in the history of development of the City of Portland, State of Maine, New England Region, or the United States.*

The Odd Fellows Block not only contributes to the story of Forest Avenue's development history (Criterion 6), it is significant for its association with an important fraternal organization that has contributed to the cultural life of the city and has served as an important gathering space for other community groups as well since its construction (Criterion 1). Finally, the building meets Criterion 5 as a significant example of the work of Francis Fassett, one of Portland's most important architects who heavily influenced the architectural heritage of the city, designing buildings in a number of Victorian styles over a long career.

In short, staff finds that the buildings proposed for designation meet at least one, if not more, of the minimum criteria for landmark designation included in Portland's historic preservation ordinance. Additionally, all of the structures meet the ordinance's "integrity standard", which reads as follows:

Sec. 14-611. Any area, structure or object that meets the criteria in section 14-610 must also have sufficient integrity of location, design, condition, materials and workmanship to make it worthy of preservation or restoration.

Multiple Property Designation

The other designation category option for consideration would be a "Multiple Property Listing." This is a designation classification that was developed to recognize groups of related significant properties that share a common theme, trend or pattern of history. This is a designation category developed by the National Park Service and adopted by a number of municipalities to respond to circumstances where a group of thematically-related resources may not be located in sufficient numbers within a contiguous area so as to constitute a historic district. It provides a useful mechanism to recognize and preserve important historic resources where the creation of a historic district would not be considered the most fitting preservation tool.

ATTACHMENT 4 is a National Register Bulletin describing multiple property listings and the basis for this type of designation. See also **ATTACHMENT 5** for an excerpt from a University of Pennsylvania report that addresses the topic and its relationship to community revitalization strategies. A requirement of such designation is the preparation of a Multiple Property Documentation Form that establishes the historical or thematic context of the nominated properties and the relationship of each property to the theme or historical pattern. Under a general heading, one or more specific historic contexts may be identified.

If the Board were to decide that the multiple property designation was the most appropriate designation option for the identified historic resources on Forest Avenue, Portland's preservation ordinance would need to be amended to create the new designation classification and requirements. The recommended ordinance amendments would need to be implemented by the City Council *before* the nomination process for the Forest Avenue properties as a multiple property designation could proceed. If the multiple property designation process were chosen, those nominating the slate of properties would need to consider withdrawing, temporarily, their nomination in order for the ordinance changes to be made. This would ensure that the timeframes for designation consideration could be met.

With respect to required ordinance amendments, Sec. 14-602 (Definitions) would need to be amended to include applicable definitions, and Division 3 (Categories and Criteria for Designation) and Division 4 (Nomination, Consideration and Designation) would need to be amended accordingly. All other sections of the ordinance that refer to landmarks or districts would need to be amended as well. If the Board elects to pursue this designation option, all necessary amendments would be drafted for the Board's review.

Following are preliminary draft definitions that suggest how multiple property listings might be defined:

Multiple Property Listing: a designation classification applying to a group of historically, architecturally and/or culturally significant sites, structures or objects that are related by theme, building type and/or historical association. Historic resources included in a multiple property designation may not be located in sufficient numbers within a contiguous area so as to constitute a historic district. The name of the thematic group, denoting the historical framework of nominated properties, is the multiple property listing. Multiple property designation shall not substitute for historic district designation where the area otherwise meets the requirements of a historic district.

Multiple Property Designation Context Statement: a form that serves as the basis for evaluating the eligibility of related properties for historic designation. It may be used to nominate and register thematically-related historic properties simultaneously or to establish the registration requirements for properties that may be nominated in the future.

Designated Historic Property: an individual property of historic and/or architectural significance eligible for designation within the context of an accepted Multiple Property Listing. A designated individual property may or may not qualify as a landmark, but is eligible for individual designation as it relates to the thematic criteria established in the Multiple Property Designation context statement.

As conceived by the National Park Service, a Multiple Property Listing would designate several properties simultaneously, but would not preclude the designation of additional properties in the future, provided they relate directly to the identified theme or historic context. The Multiple Property Designation Context Statement would be the document against which the additional property would be evaluated for inclusion in the listing.

As proposed, the designation process for multiple property listings would follow the same process as that for a landmark. In other words, the Historic Preservation Board would make a recommendation for designation directly to the City Council.

Hybrid approach

Another option available to the Board would be to nominate a subset of the 17 historic structures as landmarks, and the remainder could follow the two-step ordinance amendment and multiple property designation process outlined above.

Staff comment

Obviously, the Board will want to weigh the relative merits, advantages and disadvantages of the various designation options and determine what best suits Forest Avenue's historic resources. While multiple property designation is an option that well suits an area like Forest Avenue and could prove a useful tool for recognizing and protecting other related-but-geographically dispersed historic resources in the city, staff has concluded that the identified historic resources on Forest Avenue and at Woodfords Corner do meet the criteria for designation as landmark structures under the current language of Portland's historic preservation ordinance. Pursuing this option would also allow the designation process to take advantage of an existing tool without interrupting the nomination.

Potential Design Guidelines to Accompany Designation

As Board members are aware, the historic preservation ordinance allows for specific design guidelines to accompany a designation recommendation. While not required, the design guidelines could highlight specific characteristics of the nominated resource or district that should be taken into consideration in future reviews of alterations or new construction. In response to Board discussion at previous workshops, staff has drafted guidelines for the Board's consideration. See **ATTACHMENT 6**. These guidelines could accompany individual landmark designations or a multiple property designation.

ATTACHMENTS

1. Letters of nomination
2. Building descriptions of nominated properties – see especially descriptions for 309 Forest (Firestone Auto Supply and Service Store, 1930-31) and 330 Forest (Van Blarcom Incorporated Automobile Garage)
3. Context statement - *Forest Avenue: Its Early Development & Transportation History*
4. Excerpt from National Register Bulletin on Multiple Property Designations
5. Excerpt from *Beyond the Theme: Community Revitalization-Based preservation Planning Approaches for Multiple-Property Designations*, University of Pennsylvania
6. Draft design guidelines

Att. 1

May 6, 2019

Deb Andrews, Historic Preservation Program
City of Portland
389 Congress Street
Portland, ME 04101

Dear Deb:

I would like to request nomination of the following properties for protection under Portland's historic preservation ordinance. I believe there is sufficient information provided in the report presented to the board on April 3, 2019, to demonstrate that these properties meet the City's criteria for designation.

536 Deering Avenue Engine Company No. 8 Firehouse 1907
331 Forest Avenue A.S. Hinds Laboratory Bldg. 1920
343-349 Forest Miles B. Mank Motor Car Company 1916-1917
355 Forest L.C. Gilson Automobile Co. Bldg. 1922
364 Forest Oakhurst Dairy 1951-1953
495 Forest Packard Motor Car Co. Showroom 1927
501 Forest Gleason Chrysler Auto Dealership 1927
517 Forest Clifton R. Shaw Auto Dealership 1928
525 Forest John S. Goff Chevrolet Bldg. 1927-1928
533 Forest Studebaker Automobile Dealership 1928
617 Forest Great Atlantic & Pacific Tea Co. Store 1915
630 Forest Darling-Kidder Motor Car Company 1917
643-651 Forest Odd Fellows Block 1897
646-650 Forest Chapman Block 1916
660 Forest Valle's Sandwich Shop 1964
309 Forest - Firestone Auto Supply & Service Store, 1930-31
330 Forest - Van Blarcom Incorporated Automobile Garage, 1919

I would request that a nomination for these properties to be protected under the City's Historic Preservation Ordinance move forward as outlined in Section 14-615, 14-616, and 14-619 of the City's Code of Ordinances. Thank you.

Sincerely,



Julia Sheridan
Historic Preservation Board Chair

Penny Pollard

May 3, 2019

Historic Preservation Board Member

29 Deering St.

Portland, ME 04101

Deb Andrews

Historic Preservation Program Manager

City of Portland

389 Congress St.

Portland, ME 04101

Dear Deb,

I am pleased to request nomination of the following Forest and Deering Avenue properties for protection under Portland's Historic Preservation Ordinance. Evidence was presented at the April 3rd, 2019 Historic Preservation Board Meeting that I have reviewed and believe satisfies the criteria for designation in the Standards for Designation.

Properties

536 Deering Ave.	Engine Company No. 8 Firehouse	1907
309 Forest Ave.	Firestone Auto Supply & Service Store	1930-31
330 Forest Ave.	Van Blarcom Incorporated Auto. Garage	1919
331 Forest Ave.	A.S. Hinds Laboratory Bldg.	1920
343-349 Forest Ave.	Miles B. Mank Motor Car Company	1916-1917
355 Forest Ave.	L.C. Gilson Automobile Co. Bldg.	1922
364 Forest Ave.	Oakhurst Dairy	1951-1953

495 Forest Ave.	Packard Motor Car Co. Showroom	1927
501 Forest Ave.	Gleason Chrysler Auto Dealership	1927
517 Forest Ave.	Clifton R. Shaw Auto Dealership	1928
525 Forest Ave.	John S. Goff Chevrolet Bldg.	1927-1928
533 Forest Ave.	Studebaker Automobile Dealership	1928
617 Forest Ave.	Great Atlantic & Pacific Tea Co. Store	1915
630 Forest Ave.	Darling-Kidder Motor Car Company	1917
643-651 Forest	Odd Fellows Block	1897
646-650 Forest	Chapman Block	1916
660 Forest Ave.	Valle's Sandwich Shop	1964

I request that the nomination for protection of these properties proceed under Portland's Historic Preservation Ordinance as outlined in Section 14-615, Section 14-616, and Section 14-619 of the City of Portland's Code of Ordinances.

Sincerely,



Penny Pollard

May 3, 2019

Historic Preservation Board



Firestone Auto Supply & Service Store

ADDRESS

309 Forest Avenue

ARCHITECT

unknown

DATES

1930-1931

STYLE

Art Deco

The former Firestone Auto Supply & Service store at 309 Forest Avenue is currently known as the William C. Rowell Building. The building was first occupied by Firestone Auto Supply and Service store in 1931. Although the building has undergone exterior changes it retains its thematic association with Forest Avenue's automotive history and retains several character defining details of its style.

Firestone Auto Supply and Service was located at 355 Forest Avenue in the former LC Gilson Automobile Company Building along with Forest City Tire Company. In 1931 Firestone relocated to this new building at 309 Forest Avenue. Firestone's auto supply stores were part of Firestone Tire and Rubber Company, a company founded in 1900 by Harvey Samuel Firestone (1868-1938). Firestone's business model was a policy of vertical integration. His company owned rubber plantations that supplied the raw materials to the company's manufacturing plants and owned the retail stores to distribute their various manufactured rubber products.

The building is a two story brick structure with a flat roof with Art Deco details. Pilasters topped by concrete ziggurats are located between each of the seven bays emphasize the vertical. The narrow vertical windows are arranged in a horizontal band. In four of the bays between each floor of windows is a stylized sunburst concrete panel inset in the brick façade. A projecting bay is located on the west side of the building where it connects to 311 Forest Avenue. The remaining three sides are simpler in detail with flush brick walls and windows arranged in horizontal bands like the front façade.



VAN BLARCOM INCORPORATED AUTOMOBILE GARAGE

ADDRESS

330 Forest Avenue

ARCHITECT

Unknown

DATES

1919; interior alterations in 1934, 1959

STYLE

Art Deco/Moderne & Commercial

The building at 330 Forest Avenue was built in 1919 for the Frank H. van Blarcom Company. Van Blarcom opened a public garage in this structure, one of the earliest automobile-related businesses on the length of Forest Avenue that would become Portland's so-called Auto Row. The property has undergone several changes of use but has always served as a commercial space.

The building is a one story brick structure with six bays on its primary façade, five of which are large showroom windows. Today, the flat roof retains the original parapet detail on its northwest- and southeast-facing façades and the heavy cornice with brackets remains in place. The tax assessor's photograph from 1924 shows a parapet along the primary façade as well (Fig. 1). This roof section contained the same Art Deco geometric ornamentation in stucco as on the northwest and southeast elevations and also featured an oval medallion on a triangular pediment centered above the building's entrance. The parapet detail no longer remains along the primary façade and the date of its removal could not be found.

A steel structure was added at the rear of the main building in 1921 to be used as an oil room for Cumberland Automobile Sales, the tenants at that time. In 1924, Forest City Motor Company sold Lincoln automobiles from this location. An addition in brick enlarged the boiler room in 1930 after the structure had changed use and had become the location for Ideal Cleansers and Dyers. John J. Cunningham became the owner of the property in 1932 and retained ownership through 1959. Dunlop Tire and Rubber Company operated at 330 Forest Avenue following Ideal Cleansers until 1934, when the building became a glass shop and office. The contractor for the required interior remodeling was New

Deal Stores Incorporated. The building's use changed again in 1935, this time to Littlefield and Greene Automobile Accessories. From the late 1930s until the late 1950s, the building functioned as showroom and garage space for several used car dealerships, including the Elliott Peterson Used Car Depot. Extensive interior alterations in 1959 modified the interior for use as a retail space; Brookline, Massachusetts-based Beacon Way Stores sold fabric here in 1962 until at least 1970, and the building was occupied by home furnishings retailer Pier 1 Imports in 1985. The building is currently houses Kitchen Cove Cabinetry and Design.



Fig. 1



A. S. HINDS LABORATORY BUILDING

ADDRESS

331-337 Forest Avenue

ARCHITECT

John Calvin Stevens and
John Howard Stevens

DATES

1920

STYLE

Beaux Arts Revival & Commercial

Noted Portland architects John Calvin Stevens and his son John Howard Stevens designed the building at 331-337 Forest Avenue for Aurelius Stone Hinds in 1920. Hinds worked for the apothecary of H. H. Hay & Company in downtown Portland until 1864. While running a drugstore of his own on the peninsula, Hinds perfected the formula for his world famous Honey and Almond Cream. He established A. S. Hinds Company in 1875, and began producing and selling his skincare products from the purpose-built laboratory space on Forest Avenue in 1920.

Hinds' Honey and Almond Cream was an extremely successful product, both domestically and internationally, and a branch laboratory was established in Montreal, Canada. In 1906, an advertising department was formed to handle marketing of the cream (Fig. 1). Although the company was acquired in 1907 by the Manhattan-based Lehn & Fink, who had brought Lysol from Germany to the United States market in 1890, the A. S. Hinds Company continued to operate independently for a number of years.

The A. S. Hinds Laboratory Building is a four story brick structure built in the Beaux Arts Revival and Commercial styles. The building's flat roof has a subtle parapet detail, the lines of which are highlighted by cast stone ornamentation. The heavy cornice features prominent brackets and dentils. Patterned brick ornamentation and small cast stone medallions grace the façade. Blueprints drawn by John Calvin Stevens are held in the collections at the Maine Historical Society in Portland (Fig. 2).

The laboratory occupied the upper floors of the building, while the first and second levels were reserved for retail and office use. In 1926, the A. S. Hinds Laboratory was no longer located in this building; operations had moved to Lehn & Fink plants in New Jersey. A wholesale druggist and the Marmon Company Autos automobile dealership operated at 331-337 Forest Avenue that same year. A number of automobile-related businesses, such as Firestone Tire & Rubber Company and Gemmer Motors Company, were tenants of the building from 1926 through 1932. From this point the building's commercial use shifted towards suppliers, including the Portland Pipe Line Company, and warehouse storage.

In 1926, three large show windows were installed to accommodate the automobile dealerships, and alterations were undertaken in a previously added private garage space to convert the building from its former manufacturing layout to retail and warehouse space. These alterations were designed by John Calvin Stevens and John Howard Stevens and were overseen by local contractor Frank A. Rumery, who would go on to design an automobile dealership at 517-533 Forest Avenue in 1927-30. A freight elevator was installed in 1930; by 1946, the main occupant was Reliable Furniture and the third floor was remodeled in 1955 to meet their needs as a used furniture retailer. The building served as a Discount Book Outlet in 1993, after it had lain vacant for two years. It currently contains 70 residential units as Bayview Court and maintains the first floor as retail space for Back Bay Cycle.



Fig. 1

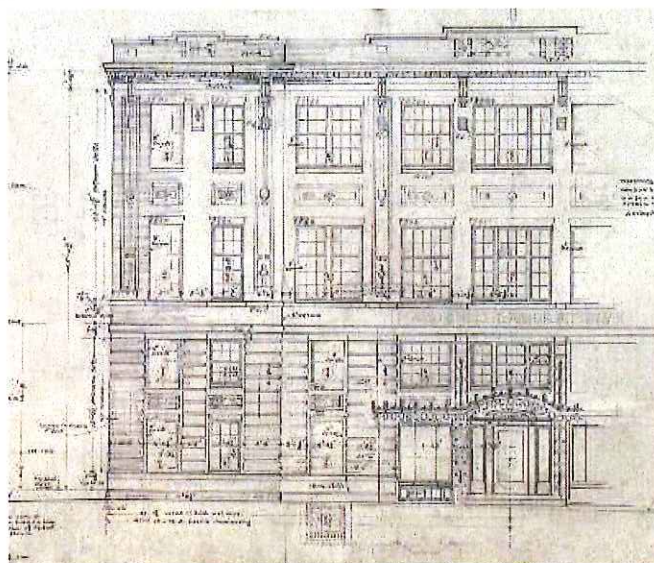


Fig. 2



Miles B. Mank Motor Car Company

ADDRESS

343-349 Forest Avenue

ARCHITECT

unknown

DATES

1916-1917

STYLE

Vernacular

The large brick building at 343-349 Forest Avenue was first occupied by Miles B. Mank Motor Car Company in 1917. Although the building has undergone exterior changes, particularly on the first floor, it retains its thematic association with Forest Avenue's automotive history and retains several character defining details of its building type.

Miles B. Mank, organized in 1910 with his partner George Stuart, the Mank -Stuart Motor Car Company, a dealer of Cadillac cars. They first built a large garage on Forest Avenue near Congress Street. (Figure2) A few years after George Stuart retired in 1912, Miles B. Mank built this two-story building along a section of Forest Avenue that would become Portland's Auto Row. While Mank continued to own the building in the 1920s he moved his dealership to Preble Street. 343-349 Forest Avenue was then occupied by Myron D. Kidder, Inc. a REO auto and truck dealership previously known as Darling-Kidder Inc. and located at 626-630 Forest Avenue. In the 1930s through the 1960s, 343-349 Forest Avenue was occupied by the Portland Burial Case Company, a casket manufacturer.

Cadillac Automobile Company was founded in part by Henry M. Leland and partners in 1902. The company was named in honor of the founder of the City of Detroit. REO Motor Car Company was established in Lansing, MI in 1905. It was founded by Ransom. E Olds, founder of the Olds Motor Vehicle Company, later Oldsmobile. In 1910 REO added trucks to their manufacturing and in 1936 switched their focus solely to truck manufacturing.



Figure 1. City of Portland Tax Photo, 1924.

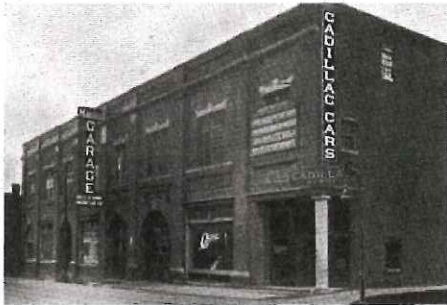
While the two-story brick structure has lost its glass showroom façade and multi-pane upper story windows, the general form, cornice band, sign band, and brick details remain. The brick soldier course below the second story windows, the cornice band, and the parapet cross are now somewhat obscured by the paint that has been applied to the brick façade. The first floor alterations reinforced the upper story bays and the division of the commercial windows echo the tri-partite pattern of the windows above. The showroom entrance at the corner of Forest Avenue and Bank Road was lost in the alterations, but the garage entrance off Bank Road is still apparent, although filled in by a commercial storefront system. A secondary pedestrian entrance was added on the Bank Road façade by elongating an existing window opening.

BOARD OF TRADE JOURNAL

428

A Modern Service Station

A Portland automobile concern whose growth has been phenomenal since its organization in 1910, now operating one of the largest, most modern, and finely equipped garages in New England is the Miles B. Mank Motor Car Company, 9 to 21 Forest Avenue. From a small beginning, occupying one room and employing one repair man, this enterprising and progressive concern has come by leaps and bounds to the front and today they give steady employment to 11 people and utilize over 35,000 square feet of floor space.



Service Station of Miles B. Mank Motor Car Co., Portland, Me.

The Mank-Stuart Motor Car Company was established in 1910. Mr. Stuart retired in 1912, the company being incorporated in 1913 as the Miles B. Mank Motor Car Co.

The service station of the company has a wide spread and long established reputation for the superiority of its service and is metropolitan in features and modern in methods. The garage is well lighted and ventilated, is fireproof throughout, and is kept scrupulously clean. The repair department has recently been equipped with the latest and most improved machinery for carrying on this industry and none but skilled workmen are employed.

The Company are State agents for the Cadillac, "the standard of the world," and each year the public looks to the Cadillac for that which marks the climax in motor car progress. This Cadillac will be exhibited at the Portland

Dealers' Auto Show, February 9 to 14, and the company invite your inspection. Mr. Miles B. Mank, the live wire of the company, is known as one of the foremost and progressive automobile dealers in the State. He is an expert in every detail of the trade and is highly esteemed in all circles of the city.—Advt.

Traveling Men's Opinions

It is somewhat surprising to note how little the magnitude of the automobile industry is appreciated by the general public, says the Automobile Journal. It might be assumed that as a body, traveling men were well informed as to industrial enterprises. The following quotation from The Manufacturing Jeweler is an example of the regard with which their opinion is held:

Traveling men say they cannot account for the present dullness. Some of the jewelry drummers have an idea that the purchase of so many automobiles by thousands of people throughout the country, and the necessary expense incurred in running the same, may have some effect.

A traveling man, who was engaging the attention of passengers on a train out of New York recently, with somewhat similar opinions and the further observation that within a year there would be but half a dozen automobile manufacturers in America, was asked how many he thought there were today. "Offhand, about 30," was his reply.

He was surprised to learn there were more than 200; that they had produced 450,000 cars during the past year, and had shipped nearly \$28,000,000 worth of these machines abroad. The opinion of traveling men regarding the stability of the automobile industry evidently needs decided revision.



First row, left to right: Miles B. Mank, Miles B. Mank Motor Co., Portland; Myron D. Kidder, Myron D. Kidder Co., Inc., Portland; Haven Sawyer, Sawyer Motor Car Co., Bangor; W. B. Thoms, Portland. Second row: Carl Curtis, Lewiston Buick Co., Lewiston; V. S. Darling, Darling Automobile Co., Auburn; C. G. Abbott, the Henley-Kimball Co., Portland

Figure 2. A 1913 article on the first Miles B. Mank Motor Car Co. Building on Forest Avenue, near Congress Street.

Figure 3. A 1922 photograph of Maine car dealers including Miles B. Mank in the first row, on the left.



L.C. Gilson Automobile Co. Building

ADDRESS

355 Forest Avenue

Architect

Unknown

DATES

1922; rear addition 1981

Style

Art Deco/Moderne

The L. C. Gilson Automobile Company, building at 355 Forest Avenue was built in February 1922. It is one of several early automobile related businesses on the length of Forest Avenue that would become known as Portland's Auto Row. Although the building has undergone exterior changes it retains its thematic association with the Forest Avenue's automotive history and retains several character defining details of its style and building type.

Gilson had already established an automobile dealership at 881-891 Congress Street by 1906, selling cars from Ford, Reo, and Stanley in what Portland's Board of Trade Journal called, "one of the largest, and most modern [garages] in New England." By 1924, the Congress Street block had been converted into apartments and the Gilson Automobile Company had relocated to the building owned by Frank W. Sparrow at 355 Forest Avenue.

The one story brick structure has three bays, a flat roof, and ornamentation in contrasting brick on the façade piers. A rear ell was added in 1981. The building has always been utilized for automobile sales or servicing purposes. It was occupied by Brewster Tire Stores Incorporated in the 1927. In 1929, Forest City Tire Company shared the building with Firestone Tire Stores Incorporated, which continued on as the property's sole occupant in 1930-1.

The building has become best known as Palmer Spring Company building due to its signature orange façade and the company's presence at this address since 1932. Palmer Spring Company was established in 1849 and is thought to be the oldest spring company in the United States. Joseph Benjamin Palmer

founded the company in Boston after bringing his trade from England and served as its first blacksmith. The company's Conestoga wagon logo reminds its patrons of the vehicles originally serviced by Palmer Spring Company.

In 1949, Palmer Spring Company operated a service station and spring manufacture from its building on Forest Avenue and completed interior renovations in 1950 to expand its manufacturing room. The company continues to operate at 355 Forest Avenue with a service garage and a blacksmith.

Like most automobile showroom buildings it is one-story masonry building with a showroom in the front and service facilities in the rear accessed from an alley or side street. Like many showrooms, the character defining details of its architectural style are concentrated on the showroom portion of the building and include use of multi-colored brick, the recessed brickwork panels, and the geometric brickwork on each pier. Character defining details of its building type are the location of a sales area in the front portion of the building with large display windows and a pedestrian entrance along the primary street façade and a rear service facility. Typical of many of the remaining automobile showrooms along Forest Avenue, the original storefront windows have been replaced. However the original pattern of the fenestration remains and does not detract from the significance of the building. In the rear, the pattern of the fenestration remains largely intact and although some replacement is evident, the original openings are apparent. In addition it retains a strong association with a particular automotive service company.



City of Portland Tax Photo, 1924



OAKHURST DAIRY

ADDRESS

364 Forest Avenue

ORIGINAL ARCHITECT

Unknown

DATES

1922; additions in 1951-3, 1988,
and 2005

STYLE

International (central building)

The Oakhurst Dairy at 364 Forest Avenue was constructed in phases to accommodate the growing needs of its successful business. The central building, recognizable by the Mid-Century Modern metal "Oakhurst" sign across its façade, was designed by architect Earle Webster and was built perpendicular to the Dairy's original 1920s brick structure. Later additions from 1989 and 2005 flank this central building, forming a large complex on the lot.

The dairy has been in the Bennett family of Portland since Stanley T. Bennett bought the Oakhurst Dairy from Arthur Leadbetter in 1921. Leadbetter had established his dairy in 1902 on Woodford Street. After acquiring the dairy, Bennett relocated it from its original location to its current site on Forest Avenue; an announcement in the national weekly *American Machinist* from 1922 stated that the planned two story building and associated power plant unit would cost Oakhurst Dairy an estimated \$100,000. In 1933, Oakhurst Dairy became the first dairy distributor in the United States to require that the milk it processed did not contain tuberculin, used to test for bovine tuberculosis. Oakhurst Dairy has continued to oppose using additives such as bovine growth hormones in its milk.

Bennett's son Donald oversaw the design and construction of the addition in 1951-3, working with architect Earle Webster to create a state-of-the-art manufacturing facility in the International style. Constructed of brick, the two story building has a two bay façade with a large window at its center to ensure that people could view the plant's operations (Fig. 1). The Portland Society of Architects gave this structure its 2009 50-Year Building Award in recognition of its Modernist design. Oakhurst Dairy bought the adjacent lot, owned by the Henley Kimball Automobile Dealership, in 1973 and built a cold storage

facility in 1988. The final addition to the lot was designed in 2005 by Pennsylvania-based Facilities Design, Incorporated and provided the dairy with new receiving and updated cold storage areas.

In 2014, Oakhurst Dairy was sold to Dairy Farmers of America, a national farmer-owned cooperative based in Missouri, after 92 years of family ownership.

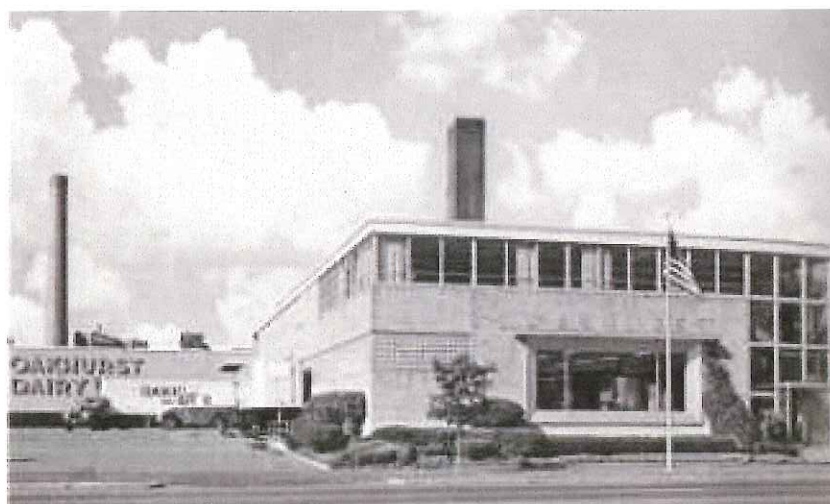


Fig. 1



Packard Motor Car Company Showroom

ADDRESS

495 Forest Avenue

Architect

Frank A. Rumery

DATES

1927

Style

Commercial

Originally occupied by the Packard Motor Car Co. of Boston, the building at 495 Forest Avenue was built with its physical and stylistic twin at 501 Forest Avenue in 1927 as part of the redevelopment of the former Ricker Estate. It is one of several automobile related businesses on the length of Forest Avenue that would become known as Portland's Auto Row. Although the building has undergone exterior changes, particularly the storefront windows, it retains its thematic association with the Forest Avenue's automotive history and retains several character-defining details of its style and building type.

During World War II the building was used for Army storage, then subsequently occupied by Brown Motors, Inc., a division of the Brown Company, manufacturers of pulp wood and paper in Berlin N.H. The Brown family once owned a large estate on Forest Avenue, as well as the Berlin Mills wharf on Portland's waterfront. Brown Motors was a Chrysler-Plymouth dealership. The company was operated by Simmons Brown, who lived with his family on State Street, before moving to Falmouth Foreside.

TELEPHONE 3-0244

BROWN MOTORS, INC.

CHRYSLER — PLYMOUTH

Sales PARTS Service

RELIABLE USED CARS

489-495 FOREST AVENUE
PORTLAND, MAINE



Gleason Company Chrysler Dealership

ADDRESS

501 Forest Avenue

Architect

Frank A. Rumery

DATES

1927

Style

Commercial

Originally occupied by the William H. Gleason Co. Chrysler-Plymouth dealership, the building at 501 Forest Avenue was built with its physical and stylistic twin at 495 Forest Avenue in 1927 as part of the redevelopment of the former Ricker Estate. It is one of several automobile related businesses on the length of Forest Avenue that would become known as Portland's Auto Row. Although the building has undergone exterior changes, particularly the storefront windows, it retains its thematic association with the Forest Avenue's automotive history and retains several character-defining details of its style and building type.

After World War II, the auto showroom was occupied by John S. Goff's DeSoto and Plymouth dealership. The dealership was previously located at 525 Forest Avenue, before moving to 489 Forest Avenue in 1943. The Goff dealership was only in the building a short time, moving in 1955 to 628 Congress Street. The building was subsequently occupied by a number of commercial businesses, including several realty companies.

Telephone Forest 4164

WILLIAM H. GLEASON CO.

DISTRIBUTORS

**CHRYSLER
CARS**

**PLYMOUTH
CARS**

501 FOREST AVE. PORTLAND, ME.

"The Car For Everybody"





STUDEBAKER AUTOMOBILE BLOCK & GARAGE

517-533 Forest Avenue and 44 Indian Lane

Contractor Frank A. Rumery is thought to have designed the buildings at 533, 525, and 517 Forest Avenue as a group, along with a second automobile dealership complex slightly further south on Forest Avenue. These projects were part of a plan to redevelop the former Ricker estate into apartments, a filling station, car dealerships with frontage on Forest Avenue, plans which included a shared power plant. The Ricker Mansion was built in 1855 for Joseph S. Ricker, a tanner who also served as director of the street's railroad system. The mansion was one of several large estates just outside the city along the less-developed Forest Avenue and boasted a "grapery" and greenhouses on its extensive grounds. The Ku Klux Klan's Portland chapter bought the property in 1923 and maintained it as a meeting and event space until the house burned down in the later 1920s. Redevelopment of the lot occurred between 1927-30 and the area was renamed Ricker Park.

Rumery was already well-known at this time for his active involvement in many development projects along Forest Avenue and was also the contractor for the Ricker Park apartments. John P. Thomas, the Portland-based architect who would design the Stevens Avenue Armory at 772 Stevens Avenue in 1940, was commissioned to address the design of the new apartment buildings the lot.



CLIFTON R. SHAW AUTOMOBILE DEALERSHIP

ADDRESS

517 Forest Avenue

ORIGINAL ARCHITECT

Frank A. Rumery

DATES

1928

STYLE

Commercial

Clifton R. Shaw Automobiles relocated from 365 Forest Avenue to 517 Forest Avenue when the latter building was constructed in 1928. This building is the third in the group of three structures geographically and aesthetically related to the Studebaker Automobile Dealership at 533 Forest Avenue. Connected to 525 Forest Avenue at the rear of the structure, it demonstrates a strongly shared form, scale, and ornamentation program with this neighboring building and also draws on the stylistic motifs of the Studebaker Automobile Dealership at 533 Forest Avenue.

As with 525 Forest Avenue, the one story structure's low-pitched parapet gable roof emphasizes its horizontality and there is a multi-light fenestration in the gable. Slightly projecting brick headers interrupt the Flemish bond pattern in an irregular decoration, a motif that is repeated in each of the three related buildings. The degree of this façade ornamentation decreases as the street number decreases, resulting in a lower relief at 517 Forest Avenue than at 533 Forest Avenue.

Unlike its adjoining buildings, this structure was not consistently occupied. It was occupied by Fred's Motor Transportation Company in 1934 but lay vacant in 1935. In 1944, 517 and 525 Forest Avenue were utilized as US Army Quarters. The car dealership of Nash-Brown Incorporated and the Pattison Automobile Company, who marketed Dodge-Plymouth automobiles, operated at 517 Forest Avenue in 1945 and 1955 respectively, but by 1965 this location was again vacant. It currently serves as a dance studio for Casco Bay Movers.



JOHN S. GOFF CHEVROLET BUILDING

ADDRESS

525 Forest Avenue

ORIGINAL ARCHITECT

Frank A. Rumery

DATES

1927-8

STYLE

Commercial

Although the John S. Goff Chevrolet Company building does not carry the mark of a specific automobile company on its façade, it is both physically and stylistically linked to its neighbor, the Studebaker Automobile Showroom at 533 Forest Avenue. As with the Studebaker Dealership building, the Goff Company building possesses a façade of Flemish bond brickwork with irregularly-positioned projecting headers providing texture and decoration.

In this building, the ends of these extending bricks are brought closer to the façade than at 533 Forest Avenue. It also closely shares its overall form and decorative elements with the one story building at 517 Forest Avenue, such as the cast stone ornamentation above the side bays, the low-pitched roof with slight parapet detailing, and the multi-light fenestration centered in the gable.

John S. Goff Chevrolet Company owned the building from 1927 until 1935; by 1955 the business had relocated to 628 Congress Street. In 1944, both 525 and 517 Forest Avenue held US Army Quarters. The structure at 525 Forest Avenue was still used by the US Army as a sales office in 1945 and was acquired in 1955 by Couri Motor Company, who had already occupied 533 Forest Avenue for 20 years. The building currently serves as a gym.



STUDEBAKER AUTOMOBILE DEALER BUILDING

ADDRESS

533 Forest Avenue

ORIGINAL ARCHITECT

Frank A. Rumery

DATES

1928

STYLE

Commercial

The Studebaker Automobile Dealership at what is now 533 Forest Avenue (the historic address appears to be 531 Forest Avenue) was built in 1928 for the Hennings Motor Company. The car brand's logo depicting a "Studebaker" banner spread across a spoked wheel still remains at the apex of the parapet gable; this structure is therefore considered the primary building of the three adjoining structures on Forest Avenue. Together, these buildings form an "E", with the shorter arms oriented perpendicularly to Forest Avenue. Behind the long connected section of the buildings is the dealership's associated garage, located alone on the small alley of Indian Lane.

The two story brick building has three main bays, two large showroom windows at street level, and a flat roof with a centered triangular parapet gable. The texture created by the decorative pattern of variously projecting headers in the Flemish bond brickwork is carried through to the adjoining buildings at 525 and 517 Forest Avenue. Large bricked over bays run along each side of the building and feature squared ornamentations of cast stone above.

The Hennings Motor Company, formerly Gray-Son Motor Company and Waterville Motor Company, sold Studebaker and Erskine motor cars. Prior to its location at 533 Forest Avenue, its salesroom was at the edge of the Deering neighborhood at 26 Forest Ave while its main office and service department were on Allen Avenue in Morrill's Corner. In 1929 it appears to have shared its space at 533 Forest Avenue with a dentist's office. Hennings had moved to 511 Forest Avenue by 1934 and the building was then occupied by Couri Motor Company, a dealer in Pontiacs and later also GMCs, Tempests, and Vauxhalls. Couri still owned 533 Forest Avenue in 1969 and had acquired the neighboring 525 Forest Avenue building in 1955. Harold Wiley Pontiac joined with Couri, and in 1981, sold the building to Young's Furniture. This sale required alterations to the structure to accommodate a retail furniture business, such as the addition of a loading dock. Today it is occupied by Skillful Home Recreation, an outdoor furniture retailer.



Darling-Kidder Motor Car Company

ADDRESS

626-630 Forest Avenue

ARCHITECT

unknown

DATES

1917

STYLE

Vernacular

Originally occupied by the Darling-Kidder Automobile Dealership, the brick building at 626-630 Forest Avenue was built 1916-1917. It is one of several early automobile related businesses on the length of Forest Avenue that would become known as Portland's Auto Row. Although the building has undergone exterior changes, particularly the storefront windows, it retains its thematic association with the Forest Avenue's automotive history and retains several character-defining details of its style and building type.

Darling-Kidder Company

V. S. DARLING, Pres.

M. D. KIDDER, Treas. and Man.

"HOME OF THE REO"

SALES

SERVICES

Cumberland and York County Distributors

REO MOTOR CARS AND TRUCKS

Darling-Kidder was established in 1916 as a joint venture between Veranus Darling of Auburn and Myron Kidder of Portland. The partnership was short lived dissolving in 1919. Veranus Darling was a pioneer in Maine's automobile business. Initially an owner in a bicycle shop, he was a natural mechanic that seized on the opportunity presented by the new auto industry. He established the second automobile dealership in Maine and became the state agent for Reo motor cars. He also served as the director of the Maine Auto Dealers' Association. Veranus Darling died in 1924 and his son Elmer Darling succeeded him in the Darling Automobile Company.

In 1919 Myron D. Kidder moved the REO auto and truck dealership to 343-349 Forest Avenue. REO Motor Car Company was established in Lansing, MI in 1905. It was founded by Ransom E. Olds, founder of the Olds Motor Vehicle Company, later Oldsmobile. In 1910 REO added trucks to their manufacturing and in 1936 switched their focus solely to truck manufacturing.



The Darling-Kidder Building in 1924. Maine Historical Society Image.

The building at 626-630 Forest Avenue was subsequently occupied by Chandler Motors of Maine, distributors of the Chandler and Cleveland Motor Cars, and Regent Motor Sales Inc., a new and used car dealership. In the 1940s the former showroom and automobile service center was converted to a retail shop for Tom Taylors, a men's clothing shop.

Although the building has undergone exterior changes, particularly the lower storefront windows, it retains its thematic association with the Forest Avenue's automotive history. It retains several character-defining details of its style and building type including the multi-pane transom windows, the deep band below the projecting horizontal cornice, brick columns and bay spacing. The one-story former auto showroom building continues to contribute to the character of Woodford's Corner and the Forest Avenue corridor.

IN THE TRADE

EASTERN STATES

MAINE—PORTLAND.—One of the Reo Motor Car Co.'s progressive dealers, the Darling-Kidder Co., has recently moved into its new, thoroughly up-to-date building, built especially for the housing and sale of Reo cars and trucks. The new quarters occupies a lot of about 5,000 square feet, and cost about \$20,000. The salesroom is at the right hand side of the building and the service station, which will accommodate 15 to 20 cars, is on the left. Especially attractive is the twelve-foot sidewalk around the building, and parking spaces, between the concrete walk and the curb.

Maine Dealers Who Promoted State Convention

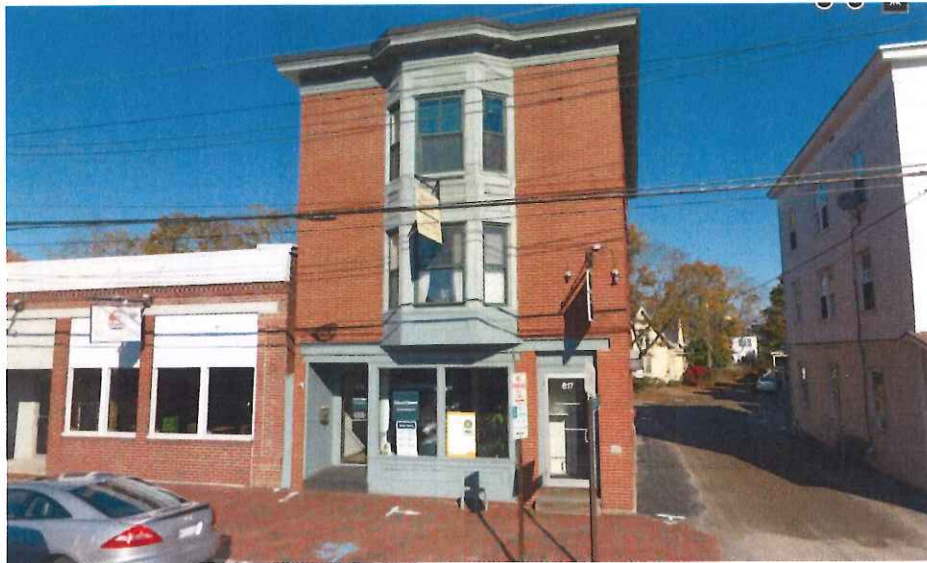


J. S. Darling



First row, left to right: Miles B. Mank, Miles B. Mank Motor Co., Portland; Myron D. Kidder, Myron D. Kidder Co., Inc., Portland; Haven Sawyer, Sawyer Motor Car Co., Bangor; W. B. Thomas, Portland. Second row: Carl Curtis, Lewiston Buick Co., Lewiston; V. S. Darling, Darling Automobile Co., Auburn; C. G. Abbott, the Henley-Kimball Co., Portland

From the February 23, 1918 publication of Automobile Topics



The Great Atlantic & Pacific Tea Co. Store

ADDRESS

617-619 Forest Avenue

ARCHITECT

unknown

DATES

1915

STYLE

19th/20th Century Revival

The building at 617-619 Forest Avenue sits at the corner of Arlington Place, a short dead end residential street, known in the late 19th century as Belmont Place. In 1917, William Oxnard sold the lot with buildings to Mina and Abbie Ambrose. Abbie Ambrose was the widow of Edward Ambrose, a Readfield attorney who died in 1915. Mina their daughter worked as a high school teacher and later was the assistant principal of Cape Elizabeth high School. The family does not appear to have lived in the building, rather using it as an investment property.

The shop front of the three-story building at 617 Forest Avenue was first occupied by the Great Atlantic and Pacific Tea Company, a national grocery chain later known as the A&P. The company was founded in 1859 in New York City by George Gilman. In 1915 the company had 1600 stores nationwide. The upper portion of the building was occupied by two five-room apartments that were rented for \$35/month in 1924 .

The building was sold by the Ambroses in 1923 to Joseph Kalil (1886-1959) of Portland. Joseph immigrated to Portland in 1904 from Lebanon, then part of Syria. Joseph and his wife Ida lived upstairs at 617 Forest Avenue and Joseph's dry goods store was in the storefront at 619 Forest Avenue for a few years before he became a travelling salesman. Kalil, was a member of the Masonic Lodge, treasurer of the Men's American Lebanese Club. He attended the nearby Trinity Episcopal Church and is buried in Evergreen Cemetery.

The shopfront was occupied by C.F. Cook and Sons, a meat and provisions dealer in the 1930s-1950s.

The building is a three story brick structure with a flat roof. The façade features a projecting two-story bay. The storefront, originally a central entrance flanked by two storefront windows is now a recessed side entry with one large store front window with two large panes of glass over a recessed wood panel base. The second floor unit is now leased as office space. While the storefront and upper story entrances have been altered the building retains several character defining details including the bay details, the projecting cornice and modillions, and the unique temple framed window on the Arlington Place façade. These details and the building form and massing contribute to the character of Woodfords Corner and the Forest Avenue corridor.



617-619 Forest Avenue in 1924. Maine Historical Society Image.



ODD FELLOWS BLOCK

ADDRESS

643-651 Forest Avenue

ARCHITECT

F. H. Fassett & E. F. Fassett

DATES

1897

STYLE

Italianate

Built in 1897, the Odd Fellows Block was designed by Francis H. Fassett and his son Edward F. Fassett, well-known Portland architects of the time. Francis H. Fassett heavily influenced the architectural heritage of Portland through his use of the Victorian High Gothic, Queen Anne, and Italianate styles. Most famous for his grand residences, churches, and civic architecture, Fassett and his son designed this building for the Independent Order of Odd Fellows in the Italianate style.

The Odd Fellows Block is a four story red brick flatiron structure that sits at the center of Woodfords Corner and remains readily visible as the anchor of the main intersection of Forest Avenue, Woodford Street, and Deering Avenue due to its overall scale and corner-oriented clock tower. The tower, with its Doric columns and cupola, rises well above the flat roof (Fig. 1). Below the cornice on the Forest Avenue frontage, light bricks form the letters "I. O. O. F. Block". Considered especially majestic when the building was completed in 1897 (Fig. 2), the citizens of a then-independent town of Deering wished for it to serve as their town hall; Portland annexed Deering by an Act of the legislature in 1899 and had two separate city councils for one transitional year, before fully absorbing Deering's government in 1900.

The flatiron form of the Odd Fellows Block is repeated in a traditional manner at the Chapman Building on the opposite side of Forest Avenue and interpreted in a modern fashion in the diagonally facing Modernist building across the main Woodford's Corner intersection. These structures serve as the architectural cornerstones of Woodford's and form a gateway for those approaching the City of Portland from the north.



Fig. 1

The Independent Order of Odd Fellows is a fraternal organization with roots in 18th Century England. The charitable and service-based values held by the Odd Fellows may be visible in the variety of functions their building could accommodate. The 1926 Portland City Directory describes a multipurpose space that allowed for commercial tenants such as dentists and a tailor as well as gathering spaces for Masons and the Odd Fellows themselves in addition to an area for the Second Church of Christ (Scientist). By 1955, the uses seem to have been pared, with only one dentist on record, and halls only for the Masons and Odd Fellows. The Odd Fellows also owned the building at 645 Forest Avenue, adjacent to the rear of the main Block, which served as a bank and offices, and a social hall in downtown Portland at 21 Forest Avenue.

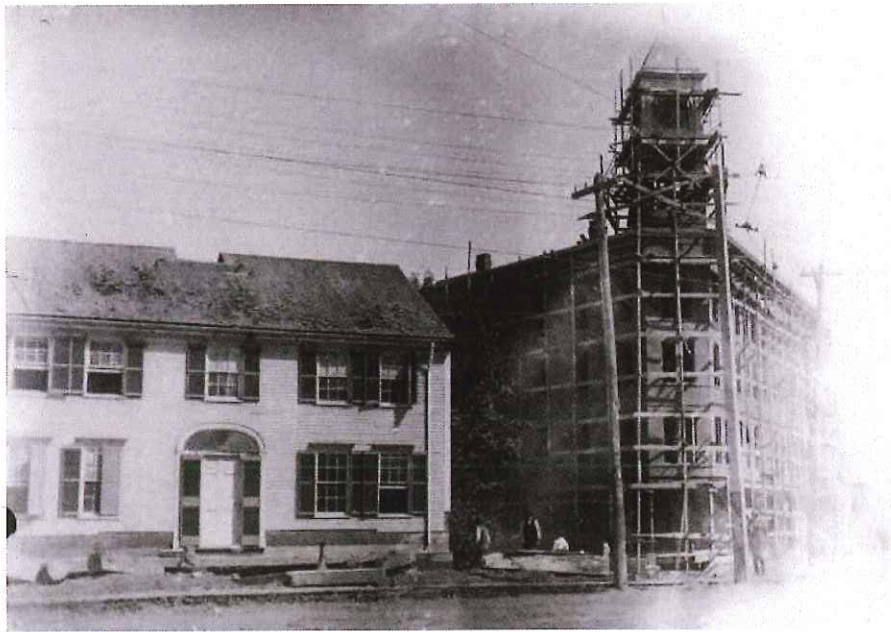


Fig. 2



CHAPMAN BLOCK

ADDRESS

646-650 Forest Avenue (alternate address is 543-547 Deering Avenue)

ARCHITECT

Unknown

DATES

C. 1916

STYLE

Italianate

Owned by Albion L. Chapman in 1924, this flatiron building at 650 Forest Avenue in Woodford's Corner was constructed in approximately 1916; the architect is not known. This block should not be confused with the Chapman Building at 447 Congress on the peninsula, often referred to as the Time & Temperature Building. That structure was designed by Herbert W. Rhodes was the tallest building in Portland at 12 stories when it was constructed in 1924.

Albion L. Chapman and his partner George Wyman were local to Woodford's Corner, and had an apothecary at 552-554 Deering Avenue on the corner of Forest and Deering Avenues in 1900. The Chapman Block on Forest Avenue is a three story brick flatiron structure with stacked bay windows on the second and third levels its façade, which project over the recessed entryway (Fig. 1). These bay windows are ornamented with decorative panels constructed of wood. A thick cornice is of cast stone with a parapet surround at its flat roof. The building complements the earlier flatiron block built across the street at 643-651 Forest Avenue for the Independent Order of Odd Fellows in its use of the Italianate style, but is more modest in scale. The pairing of the Chapman and Odd Fellows Blocks forms a gateway when entering Portland along Forest Avenue from the north.

The Chapman Block has housed a variety of occupants. In 1926, a milliner named Alberta L. Stickney and the Deering Loan and Building Association both operated from the Chapman Block's office spaces. Nearly ten years later the building's resident businesses had expanded to include a beauty shop, physician and dentist offices, a real estate and insurance agency, and a music teacher. Virginia Sweetser taught music in this building for at least ten years until 1936.

The Chapman Block also accommodated several eateries over the years, a function it shares with the Modernist structure located across the busy Woodford's Corner intersection at 660 Forest Avenue. This building housed the former Valle's Sandwich Shop from 1964 to 1966 and remained an integral part of the region's food service industry in its capacity as the Valle corporate headquarters until 2000. In the 1970s, Woodford's Tavern occupied space within the Chapman Block; today, the building accommodates the Bayou Kitchen restaurant.

In 1967, the upper floors of the Chapman Block changed use from office space to apartments and interior alterations were necessary. Bayou Kitchen expanded into space previously occupied by a tattoo parlor in 2011, which required significant interior remodeling.



Fig. 1



VALLE'S SANDWICH SHOP

ADDRESS

660 Forest Avenue

ARCHITECT

William Nelson Jacobs Associates

DATES

1964

STYLE

Modern/Contemporary

The building at 660 Forest Avenue was purpose-built in 1964 to house Valle's Sandwich Shop, a short-lived smaller-scale arm of Valle's Steak House, a very successful restaurant business with 25 locations along the East Coast that operated from 1933 to 2000. The building was designed by the Boston-based firm of William Nelson Jacobs Associates and it remains one of Portland's few extant and largely unaltered Modern/Contemporary structures.

Located in the center of Woodford's Corner, this Mid-Century Modern building faces the Chapman Building and the block erected for the Independent Order of Odd Fellows across the main intersection of Forest Avenue, Woodford Street, and Deering Avenue. Although distinct in both scale and architectural style from these older structures, the building at 660 Forest Avenue echoes their flatiron façades in its diagonally-oriented placement on the corner. Its dynamic positioning re-interprets their strong street level presence with a projecting three bay façade, large floor-to-ceiling windows capped with a tripartite parallel gable roof, and exaggerated angular overhangs. The rear ell of the building is rectangular and has a flat roof. Other Valle's locations also featured this unique three-bay façade and exaggerated roofline, a characteristic referenced in the company's mid-century logo (Fig. 2).

Donald Della Valle emigrated from Italy to Portland in 1912 and opened the 12-seat Valle's Café in the Woodford's Corner area at the end of Prohibition in 1933. The first steak house, located at 660 Forest Avenue after World War II, was a one story building and contained a large sign projecting from the flat roof above the front door (Fig. 1). In 1960, the restaurant business was moved from this location

in Woodford's Corner to Brighton Avenue and in 1962, Valle was granted permission to demolish a theater adjacent to his Woodford's Corner lot with the notation, "Land to be built on later". The current structure was built on the site of the former steak house and theater in 1964 and operated as a sandwich shop for a short period, before serving as the corporate offices for Valle's Steak House from 1966 until 2000.

As with the current building, the space at the rear of the earlier structure was shared with another commercial enterprise; in 1950, the popular New England chain Benjamin Franklin general store occupied the secondary space and today the commercial space in the rear ell is used by a combination dry cleaners and tanning salon. Since the building's construction, no major alterations have taken place. Valle's Incorporated, which retains ownership of the building, received permission in summer 2015 to convert the office space back into a restaurant; in the plans submitted, no major alterations will be made to the structure, and no business name or estimated opening date have been filed.



Fig. 1



Fig. 2



Engine Company No. 8 Firehouse

ADDRESS

536 Deering Avenue

ARCHITECT

unknown

DATES

1907

STYLE

19th/20th Century Revival

The former Engine Company No.8 Firehouse sits at 536 Deering Avenue at Woodford's Corner in the Deering neighborhood of Portland. Currently the site of Big Sky Bread Company, this building was built to house Engine No. 8 in 1907 and operated as a firehouse until 1967.

Woodford's Corner had an active fire-fighting group starting in 1873, two years after the formation of the town of Deering. This fire brigade was called the Woodford's Engine Company and by 1889 it occupied space in Lewis Hall at 165 Woodford Street, sharing the building with the Deering Town Offices and another fire company, Ladder Company Four. When the City of Portland annexed Deering in 1899, the resulting integration and reorganization of fire companies saw the brigade at Woodford's Corner become Portland's Engine Company Eight. In 1907 Ladder Company Four moved to a newly-constructed firehouse close to Morrill's Corner on Arbor Street and Engine No. 8 transferred to the purpose-built brick fire station at 536 Deering Avenue.

The Engine Company No. Eight Firehouse played an important role in the Portland Fire Department. In 1916, it was the first station in Portland to put a motorized fire truck into service. It was the headquarters for the City's District Two Fire Chief from 1909 until its closure. Engine Company No. Eight remained an active fire department company at 536 Deering Avenue until 1967 when the engine company was relocated, along with the District Chief's offices, to North Deering.

After the engine company relocated to North Deering in 1967, the City of Portland leased the unoccupied firehouse to the Children's Theatre of Maine in 1971 for a period of five years at the cost of one dollar. This change of use necessitated some interior modifications, such as the removal of the fire pole and the addition of a metal fire escape. Following the Theatre's leasing period, the firehouse was used by the city for storage but remained vacant until a private owner bought the building in 1994. Big Sky Bread Company moved into the space the same year.

The building is a two story brick structure with a flat roof. The façade features spandrels with decorative ornamented panels constructed of wood above the two large bays that once served as the station's doors. Just above this ornamentation, a flag pole is mounted at the second story level and extends well above the roofline. The heavy eaves are highlighted by dentils and brackets at the cornice. The "Engine 8" sign that can be seen in historic images is no longer hanging on the façade. A siren tower was erected on the roof in 1951.



Engine Company No. 8 Firehouse circa 1912. Maine Historical Society Image.

Multiple Property Designation

Definitions:

Multiple Property Designation: A designation classification applying to a group of historically, architecturally and/or culturally significant sites, structures or objects *not located within a historic district* that are related by theme, building type and/or historical association. Historic properties included in a multiple property designation need not be contiguous and need not qualify individually as landmarks, but must meet the minimum criteria for designation as described in Sec. 14-610 and relate directly to the overall theme, building type or historical context which is the basis for their designation.

pen w/ ? **Historic property:** An historically, architecturally and/or culturally significant site, structure or object designated as part of a Multiple Property Designation. Historic properties need not exhibit the same level of significance as a landmark property but must.....

14-610 (a) Minimum criteria for designation

14-610 (b) add classification

14-611 Integrity

*14-615
14-617 Recommendation*

Add language elsewhere as appropriate.

Site Plan Ordinance, Sec. 14-526 (18) b. This requirement shall not apply to developments adjacent to individual historic properties designated as part of a Multiple Property Designation.

Designated Individual Property: an individual property of historic and/or architectural significance eligible for designation within the context of an accepted Multiple Property Designation. The designation process for a designated individual property would follow the same process as that of a landmark, but would only be eligible as it related to the thematic criteria established in the Multiple Property Designation context statement.

Multiple Property Designation: a group of historic resources designated thematically, which may not be located in sufficient numbers within a contiguous area so as to constitute a Historic District. A multiple property designation shall not substitute for historic district designation where

Forest Avenue: Its Early Development & Transportation History

January 2016



Woodford's Corner in the 1940s

This document is largely excerpted from the historic context statement prepared for *Forest Avenue and Stevens Avenue, Portland, Maine* prepared by Scott T. Hanson of Sutherland Conservation and Consulting in August of 2015. Additional details can be found in that report. Copies of *Forest Avenue and Stevens Avenue, Portland, Maine* are available from the City of Portland and Greater Portland Landmarks.

Introduction

Forest Avenue is one of Portland's oldest and most important transportation corridors. It serves as a vital connector between the peninsula and the suburban neighborhoods of Deering as well as adjacent communities to the west. A significant number of historic buildings remain along Forest Avenue that represents the social, cultural, economic, commercial and residential history of Portland's suburban development. Forest Avenue retains a number of automobile showrooms and auto-related businesses built in the early 20th century in a concentrated area between Baxter Boulevard and Belmont Street that served as Portland's Automobile Row.

Early Development along Forest Avenue

With the settlement of inland areas away from Portland's coast in the mid-eighteenth century came early roads connecting the peninsula town to these sparsely settled towns. Among the earliest roads was Forest Avenue. The route of present day Forest Avenue was completed in 1805 when a new bridge was constructed over a portion of Back Cove connecting Deering to the Parkside neighborhood. Forest Avenue was the primary road to the lakes and mountains and on to northern New Hampshire and Vermont. Over time, homes, farms, and shops were constructed along the road, generally developing from the peninsula outward. As inland settlement increased, this became a major route for farmers bringing produce to market in Portland.

Dense development occurred in the late 18th century where early roads intersected, particularly at Woodford's and Morrill's corners. These intersections were natural locations for the development of commercial establishments as well as taverns to serve stage coach travelers.

Railroad & Horse Car Suburban Development

Following the stage coach, railroads established suburban railroad stations at these major road crossings. The first railroad traversed Woodford's Corner in 1847 and a depot was built just to the north of the current intersection. Away from these commercial centers, residential development along Forest Avenue consisted of sizable estates for wealthy businessmen who commuted by private carriage from Deering to downtown Portland.

In 1864 a horse car line extended from the peninsula to Forest Avenue. The affordability of the new transportation method as well as demand for housing following the Great Fire of 1866 spurred suburban development for the middle class, especially near the growing business and neighborhood centers at Woodford's and Morrill's corners. The large estates nearest the corners were the first to be subdivided for this new residential development. "Separate from the city, these new subdivisions were designed as residential landscapes, combining open space, fresh air, and greenery of the country with an efficient arrangement of houses."¹ One of the first subdivisions was Dr. Eliphet Clark's plat in 1866 along Pleasant Avenue between Forest and Stevens Avenues. Other subdivisions were Warren Sparrow's along Arlington Street, Arlington Place, and Clifton Street in the 1870s and the Oakdale subdivision in 1881.

¹ Ames, David L. and McClelland, Linda Flint. *Historic Residential Suburbs: Guidelines for the Evaluation and Documentation for the National Register of Historic Places*, US Department of the Interior, National Park Service, 2002.

Street Car Suburban Development

The horse car lines were electrified in 1895, extending the transportation lines outward and expanding the availability of land for residential development. Following national trends, the suburban development in Deering attracted a wide range of people from the working to the upper middle class, with a large portion of the new residents being middle class. Suburban residential developments from this era include the Coyle Park development in 1899 and the Boulevard Park subdivision along Deerfield Road in the early 20th century. The houses built in all of these subdivisions reflected the architectural styles of the periods in which they were developed. While the earlier 19th century subdivisions featured primarily Italianate and Queen Ann style houses, the later ones were built in the Colonial Revival, Classical Revival, and Arts and Crafts styles.

At Woodford's the village center at the corner was substantially altered by the construction of the Odd Fellows Hall in 1897. The four story building with its clock tower was urban in scale and character. For a few years before the annexation of Deering by Portland, the Deering city offices were located in the new block. Additional commercial, social, and civic development built near the corner includes the new fire station on Deering Avenue in 1907, the Woodford's Club in 1913, and Albion Chapman's three story brick "flat iron" building of 1916 in the angle between Deering and Forest Avenues. Woodford's Corner continued to serve as an important neighborhood center for goods and services through the middle part of the twentieth century.

The Automobile and Its Impact on Development along Forest Avenue

In the first decade of the 20th century, the impact of the auto was minimal along Forest Avenue. Most residents of the area could work and shop in the area or they could quickly and affordably travel into the downtown via street cars. As the number of residents living along Forest Avenue increased due to the affordability of commuting into Portland, new residential forms appeared along the street to accommodate a diversity of housing needs. New residential buildings on Forest Avenue tended to be multi-family homes after 1900. Several two-family homes, a few triple decker apartment houses, and a couple of mixed use buildings constructed in the early part of the century remain. Mixed use buildings generally had a commercial use at the street level and residential apartments above.

The introduction of the personal automobile had an enormous impact on suburban development along Forest Avenue, reflecting a larger trend in the city, state and nation. In 1901 there were only 27 automobiles in Portland² and they were primarily toys for the wealthy businessmen. Nationwide and in Portland automobile ownership increased exponentially between 1910 and 1930. In 1915 the national average was one car for every forty-three citizens. By 1923, fifty percent of American households owned an automobile. The rise in auto ownership negatively impacted the ridership on the area's street cars, but it also created new businesses to fuel, service, and detail automobiles and generated new building types.

In the residential neighborhoods on either side of Forest Avenue, the impact of the automobile is represented by the small single car garage. Initially carriage barns were converted for use as garages, but in the 1920s one-story, single bay garages were often constructed to the side and rear of homes to accommodate vehicle storage. Several examples remain on streets like Deerfield Road, Belmont Street, Coyle Street, and Longfellow Street.

² Barnes, Albert F. Greater Portland Celebration 350. Portland, Maine 1984, 128.

Portland's Auto Row

Another new building type, the automobile showroom was generated by the success of the auto industry. Automobile companies built model showrooms that were emulated in small cities and towns across the country. In Portland, auto sales and services were initially incorporated into existing businesses and located in the downtown. As demand increased, Portland's auto dealer's emulated national developments and moved their showrooms outward along Forest Avenue, creating a concentrated area of dealerships known as an automobile row. Dealers congregated their dealerships along Forest Avenue between Baxter Boulevard and Bedford Street between 1915 and 1930 in an area occupied by large estates in the late 19th century.

These new car dealership buildings had a large footprint with significant enclosed interior space for displaying and servicing autos. Primarily one or two story buildings built of masonry construction with wood or steel truss roofs, these dealerships were among the first architectural building types developed in response to the automobile. The automobile showroom was located at the street where large plate glass windows gave ample view to passers-by of the autos for sale inside. The rear of the building was the service facilities, often with access from alleys or side streets. The buildings were designed in a variety of styles, with most of the architectural ornamentation concentrated on the showrooms.

In 1910 there were six automobile dealerships in Portland, all on the peninsula.³ The first auto showroom on Forest Avenue was built in 1915 with three more built in the following two years. By 1924 there were seventeen buildings devoted to auto sales and service on Forest Avenue. These include tire and battery stores as well as another new building type, the filling station. Portland's auto row expanded west to Belmont Street several years later with the subdivision of the Ricker estate for four new auto dealerships and the Ricker Park apartments.

In 1910 there were three hundred companies producing automobiles in the United States. In Portland, many of the manufacturer names we recognize today, Ford, Chevrolet, Oldsmobile, and Chrysler were joined by lesser known manufacturers like Grant, Franklin, Peerless, and Hudson. Many of the smaller manufacturers succumbed to fierce competition or were consolidated into larger companies in the mid 1920s. Some manufacturers that survived until the late 1920s closed during the Great Depression.

The last great estate along Forest Avenue was redeveloped in the 1940s when the Forest Park development was built along Baxter Boulevard to house World War II shipyard workers. On the Forest Avenue portion of the development parcel a Howard Johnson's and A&P Grocery store were constructed.

Post World War II and the Impact of Interstate and Arterial Highways

Following national trends, Portland's suburban development after World War II was concentrated in bedroom communities further from the downtown than the earlier street car suburbs. The development of interstate and arterial highways, like I-295 and the Maine Turnpike following the Federal Aid Highway Act of 1956 fueled suburban development away from the historic core of the city. Many of the residents in these suburban communities still worked and shopped in Portland and Forest Avenue became a primary commuter arterial. The trolley system was abandoned before the war and although it was replaced by bus service, most of the suburbanites traveled by car. Automobile traffic through Morrill's and Woodford's Corners increased

³ Barry, William David and Anderson, Patricia McGraw. *Deering*. Portland, Maine, 2010, 50.

dramatically in the 1950s and changes were made to accommodate the increased traffic. These changes decreased pedestrian access and safety and the resulting reduction in pedestrian activity made it challenging to sustain the scale and type of businesses that had historically been located in the neighborhood.

Eventually the increasing number of people living beyond the traditional urban and suburban core triggered commercial development of modern shopping centers further out. The Pine Tree Shopping Center was built off Brighton Avenue in 1959. Other modern shopping centers were built at Westgate in Libbytown, Northgate in North Deering, and near Riverside in Westbrook. Additional commercial development sprang up around the Exit 8 interchange of the Main Turnpike. This development impacted the auto dealerships along Forest Avenue as new larger car dealerships with large lots were built near the turnpike exit. Howard Johnson's built a new hotel and restaurant on Riverside near Exit 8 and demolished their 1940s building on Forest Avenue. A new modern shopping plaza, Forest Avenue Plaza, with a large front parking lot was built on the site of the former Howard Johnson's and the A&P grocery. Valle's Steakhouse built a new restaurant on Brighton Avenue near Exit 8, demolished their 1940s building at Woodford's Street and Forest Avenue, and built a new sandwich shop at that corner in 1964, in a building now occupied by the Woodford Food and Beverage.

Since the mid 20th century, Forest Avenue has increasingly become a street lined with commercial properties. Forest Avenue's residential history has nearly disappeared in the section between I-295 and Woodford's Corner. Only four homes and one mixed use building with apartments remain on Forest Avenue between I-295 and Coyle Street. All of the homes have been converted to commercial uses. Seven residential buildings remain between Coyle Street and Woodford's Corner, and all are located on the east side of the street.

The historic buildings that remain to represent Forest Avenue's social, cultural, residential, and commercial history are significant to an understanding of the development of Portland's off-peninsula suburbs in the 19th and early 20th centuries. The remaining buildings represent a range of styles and building types that are representative of a broad period in the historical development of Forest Avenue. Forest Avenue is also significant as the location of Portland's Automobile Row. The remaining automobile showrooms and auto-related businesses built in the early 20th century in a concentrated area between Baxter Boulevard and Belmont Street are representative of Forest Avenue's significance as a transportation corridor. The automobile dealerships, filling stations, and automotive related commercial buildings are also significant as examples of the commercial impact of the automobile industry in early 20th century Portland.

Att. 4

NATIONAL PARK SERVICE

NATIONAL REGISTER PUBLICATIONS

NR HOME

RESEARCH

TRAVEL

EDU

NATIONAL REGISTER BULLETIN**HOW TO COMPLETE THE NATIONAL REGISTER
MULTIPLE PROPERTY DOCUMENTATION FORM**[Previous](#)[Table of Contents](#)[Next](#)**U.S. Department of the Interior, National Park Service****II: INTRODUCTION**

The National Register of Historic Places Multiple Property Documentation Form (NPS 10-900-b) nominates groups of related significant properties. On it, the themes, trends, and patterns of history shared by the properties are organized into **historic contexts** and the **property types** that represent those historic contexts are defined.

The Multiple Property Documentation Form is a cover document and not a nomination in its own right, but serves as a basis for evaluating the National Register eligibility of related properties. It may be used to nominate and register thematically-related historic properties simultaneously or to establish the registration requirements for properties that may be nominated in the future. The nomination of each building, site, district, structure, or object within a thematic group is made on the National Register Registration Form (NPS 10-900). The name of the thematic group, denoting the historical framework of nominated properties, is the **multiple property listing**. When nominated and listed in the National Register of Historic Places, the Multiple Property Documentation Form, together with individual Registration Forms, constitute a **multiple property submission**.

The Multiple Property Documentation Form streamlines the method of organizing information collected in surveys and research for registration and preservation planning purposes. The form facilitates the evaluation of individual properties by comparing them with resources that share similar physical characteristics and historical associations. Information common to the group of properties is presented in the Multiple Property Documentation Form, while information specific to each individual building, site, district, structure, or object is placed on an individual Registration Form. As a management tool, the thematic approach can furnish essential information for historic preservation planning because it evaluates properties on a comparative basis within a given geographical area and because it can be used to establish preservation priorities based on historical significance.

Sample Outline for a Multiple Property Submission**A. Multiple property listing name***Historic and Architectural Resources of Granville County, North Carolina***B. Associated historic contexts***The Plantation Era in Granville County, 1746-1865*

Bright Leaf Tobacco and Rural Granville County, 1866-1937

Bright Leaf Tobacco and the Ascendancy of Oxford, 1866-1937

C. Associated property types

Georgian and Federal Style Dwellings

Greek Revival and Romantic Style Dwellings

Bright Leaf Era Farmhouses and Tenant Houses

Romantic, Victorian and Eclectic Style Buildings in Oxford

Commercial, Industrial, Institutional and Religious Buildings

Plantation Era

Bright Leaf Era Rural Granville County

Bright Leaf Era Oxford

Outbuildings

D. National Register Registration Forms

This multiple property submission encompassed nomination forms on houses, mills, landscapes, farms, plantations, historic districts, churches, orphanages, masonic lodges, and commercial buildings, including:

Rufus Amis House and Mill

Oxford Historic District

Puckett Family Farm

Lewis Wimbish Plantation

Central Orphanage

Salem Methodist Church

Bobbitt-Rogers House and Tobacco Manufactory District

How a Multiple Property Submission is Organized

The organization of a multiple property submission has both general and specific components. The multiple property listing is named for the subject of the listing. Under this general heading, one or more historic contexts may be identified. In the National Register program, historic contexts include three elements: a historical theme, geographical area, and chronological period. Historic contexts describe the impact of various historic themes, trends, or patterns on areas as small as part of a community or as large as the nation. The property type analysis occupies the middle ground between the general historic context and the individual property. At the most specific level, the National Register Registration Form illustrates how an individual property or historic district relates to the historic contexts, represents a property type, and meets registration requirements for the type.

For examples of multiple property submissions, see [*National Register Casebook: Examples of Documentation, Historical and Architectural Resources of Granville, North Carolina, Case 35-1 and Historic Resources of Oakes, North Dakota, Case 35-2*](#). The National Register staff may be consulted for information on multiple property submissions that may already have been completed defining specific historic contexts. Research on subject areas, such as mining, building types, and maritime resources, may already have been conducted as part of a multiple property submission and may be applicable to other localities and states. Instructions for completing the individual registration forms are found in [*How to Complete the National Register Registration Form*](#). The Secretary of the Interior's Standards and

Guidelines for Archeology and Historic Preservation may be consulted for additional information on standards for preservation planning, identification, evaluation, and registration. The State Historic Preservation Officer (SHPO) and Federal Preservation Officer (FPO) also may provide information on historic contexts.

In order to be approved by the Keeper of the National Register, the submitted Multiple Property Documentation Form must include at least one historic context and one associated property type discussion. Additional historic contexts and associated property types may be submitted at a later date. Individual National Register Registration Forms may accompany the Multiple Property Documentation Form, or they may be submitted later. The originator of the Multiple Property Documentation Form may prepare this information or Registration Forms, or another Federal or State agency, private organizations, or individuals.

The approach taken in organizing multiple property submissions will depend upon a number of factors, including the nature and number of the resources expected to form the thematic group and the extent to which historic contexts and evaluations of property types have been developed. Practical considerations, such as staff, time, amount and source of funding, availability of information and expertise, may help determine how many and which historic contexts and property types are treated. Planning concerns, such as development pressures, other threats to historic resources, and planning priorities and goals, may also strongly influence decisions about the areas looked at and the historic contexts documented at any given time.

Computer-Generated Forms

Computer-generated forms may be used in place of the National Park Service forms and continuation sheet if they meet certain requirements. These forms must list in order all items as they appear on the National Register forms. They must also contain the form number (NPS 10-900-b) and the OMB approval number appearing in the upper right hand corner of the form, and be printed with a letter-quality printer on archivally stable paper. The National Park Service can provide a template for the National Register Registration Form that can be used with a variety of personal computers (IBM-DOS compatible) and word processing software. Applicants should check with the SHPO or FPO before using a computer-generated form.

Public Education

Although multiple property submissions constitute the most common use of research and documentation of historic contexts, the information may serve broader public education uses. The forms themselves are of value for public education. The narrative also may be used in historical publications, tourist pamphlets, walking tour notes, and educational manuals directed at elementary and secondary school students. The National Park Service encourages the use of information collected for registration for public education including the development of interpretive programs and publications.

[Previous](#)[Back to top of page](#)[Next](#)[Previous](#)[Back to top of page](#)[Next](#)



2012

Beyond the Theme: Community Revitalization-Based Preservation Planning Approaches for Multiple Property Designations

Latishia M. Allen
University of Pennsylvania

Follow this and additional works at: http://repository.upenn.edu/hp_theses



Part of the [Historic Preservation and Conservation Commons](#)

Allen, Latishia M., "Beyond the Theme: Community Revitalization-Based Preservation Planning Approaches for Multiple Property Designations" (2012). *Theses (Historic Preservation)*. 183.
http://repository.upenn.edu/hp_theses/183

Suggested Citation:

Allen, Latishia M. (2012). *Beyond the Theme: Community Revitalization-Based Preservation Planning Approaches for Multiple Property Designations*. (Masters Thesis). University of Pennsylvania, Philadelphia, PA.

This paper is posted at ScholarlyCommons. http://repository.upenn.edu/hp_theses/183
For more information, please contact libraryrepository@pobox.upenn.edu.

Beyond the Theme: Community Revitalization-Based Preservation Planning Approaches for Multiple Property Designations

Abstract

Multiple Property Submissions (MPS) were established in 1977 as a form of designation under the National Register of Historic Places and are dependent on historic contexts and thematic building types/styles as grounds for significance. This reliance on historic context opened the doors for nominating several vernacular or commonplace buildings and allowed for a more objective approach to evaluating the significance of historic resources. As a form of designation reliant upon local historic contexts that simultaneously contribute to broader national contexts, these frameworks were intended to feed into planning initiatives such as tourism, local oral histories, and educational programming. Tangible links between significant events that have shaped the places and society we live in today have the potential to enrich and strengthen communities through active use and planning. As such, this thesis focuses on a city with a MPS and examines the implications of this designation and its potential to tie into planning initiatives aimed toward revitalization. The city of Opa-locka, located approximately ten miles northwest of Miami, Florida, was designed under an Arabian Nights theme complete with a progressive master plan based on Garden City principles. Today, Opa-locka is said to contain the largest collection of Moorish Revival style buildings in the United States and is also a city in need of revitalization due to a depressed economy and weak tax base. Can Opa-locka retain and promote its historic architectural heritage and supportively grow beyond its original Arabian Nights theme? This thesis proposes a framework and recommendations for a community revitalization-based preservation plan for the city's historic resources based on historic planning practices, case studies, and interviews. A community revitalization-based preservation plan would result in a plan cognizant of the area's needs that would aim to leverage the MPS designation and build beyond its highlighted contexts to endorse the economic benefits of historic preservation. While this work focuses on the city of Opa-locka, the methodologies and recommendations can serve as a case study for revitalization efforts in similar types of municipalities with strong architectural themes or historic character derived from resources listed under a MPS.

Keywords

multiple property submission, community revitalization, opa-locka, moorish revival, preservation plan

Disciplines

Historic Preservation and Conservation

Comments

Suggested Citation:

Allen, Latishia M. (2012). *Beyond the Theme: Community Revitalization-Based Preservation Planning Approaches for Multiple Property Designations*. (Masters Thesis). University of Pennsylvania, Philadelphia, PA.

MULTIPLE PROPERTY SUBMISSIONS (THEMATIC RESOURCES)

The 20 resources listed on the National Register in Opa-locka were nominated in 1982 under a Multiple Property submission titled "Opa-locka Thematic Resource Nomination" under Criteria A, B, and C.²⁰⁷ Established in 1977 as a form of designation under the National Register of Historic Places, Multiple Property submissions (MPS)²⁰⁸ were originally intended to encourage the use of these documents as tools for planning. Focused on general surveys of sources with common themes such as "the work of an architectural firm or a method of bridge construction," this spur in survey and documentation efforts was prompted by the Housing and Community Act of 1976. This act sponsored grants that funded survey efforts and the preparation of nominations.²⁰⁹

Lawrence Aten is credited with the general notion behind the MPS format as a response to the concepts behind Resource Projection Planning Process (referred to as RP3) taking hold in the National Park Service during the 1970s and 1980s.²¹⁰ MPS submissions were seen as a fusion between two of the guiding principles of RP3: "rationalizing planning for historic resources and creating more effective mechanisms for management."²¹¹ While the concept of the designation stayed the same, by 1984, in keeping with the Secretary of the Interior's Standards, the form changed from a "multiple resource and thematic" form to a "multiple property documentation form."²¹² This change strengthened the nomination's requirement to feature "the development of historic contexts and the grouping of properties by common physical and associative

207 "Opa-locka Thematic Resource Area," Nomination.

208 Based on the older forms these resources are also referred to as "Thematic Resources"

209 Linda Flint McClelland, "Connecting History with Historic Places, The Multiple Property Approach," 1994, 1

210 Philip V. Scarpino, "Planning for Preservation a Look at the Federal-State Historic Preservation Program: 1966-86," *The Public Historian*, vol. 14 no.2, 1992, 64.

211 Philip V. Scarpino, "Planning for Preservation a Look at the Federal-State Historic Preservation Program: 1966-86," *The Public Historian*, vol. 14 no.2, 1992, 64.

212 Linda Flint McClelland, "Connecting History with Historic Places: The Multiple Property Approach," *Cultural Resource Management Online* 2, vol.2 (1994), Cultural Resource Management, <http://crm.cr.nps.gov/archive/17-2/17-2-3.pdf>, (accessed April 5, 2012), 1.

characteristics.”²¹³ In developing this historic context emphasis, Multiple Property submissions were seen as tools that could help other initiatives in areas such as tourism, public education programs, and interpretive projects through themes.²¹⁴

By 1980 MP submissions were in the thousands and as popularity grew over the course of the decade, by 1996 they accounted for nearly “one third of the 66,300 National Register listings.”²¹⁵ In 1991 National Register *Bulletin #16B: How to Complete the National Register Multiple Property Documentation Form* and a video titled *The Multiple Property Approach*, were produced and distributed, further promoting MPSs. This designation type was intended to be a flexible nomination in that it anticipated the expansion of context and that additional surveys following the initial designation would result in new resources added under the umbrella of an established theme.²¹⁶

Today MP submissions range from geographically dispersed structures crossing multiple city boundaries, such as the Historic U.S. Post Offices of Wyoming, to designations concentrated within one city, as seen in Opa-locka. One author states the importance of these listings as:

“...tangible link[s] between historic events of the past and places that today can be recognized, preserved, and interpreted. By connecting history and historic places, these listings are forming a rich and ever-growing compendium of local, state, and national history that can be used as we preserve historic properties in meaningful lasting ways.”²¹⁷

This form of designation allows for the same benefits as being listed on the National Register as individual resources or as contributing properties within historic districts, including encouraging the utilization of tax credits and other incentives.

213 McClelland, 1.

214 “National Register of Historic Places: Multiple Property Submissions,” CRM (Cultural Resource Management Online 19, no.9, (1996), 1.

215 Ibid.

216 McClelland, 1.

217 Ibid.,2.

**Design Guidelines applicable to
Forest Avenue Multiple Property Designation**

1. The following buildings within the Forest Avenue/Woodfords Corner Multiple Property Designation were designed such that most of their architectural detail/interest is focused on the front façade and on the side elevations for a depth of one or two bays from the front corners (this depth varies from building to building). Beyond that point, the buildings are more utilitarian in appearance, with limited architectural detail. For these buildings, consideration may be given to removing the rear portion of the building for new construction, provided the front portion of the historic structure is retained and rehabilitated in conjunction any new construction. The new construction shall be subject to review under the historic preservation ordinance's Standards for Review of Construction.

330 Forest	Van Blarcom Incorporated Automobile Garage
355 Forest	L. C. Gilson Automobile Co. Building (Palmer Springs)
495 Forest	Packard Motor Car Company Showroom
501 Forest	Gleason Company Chrysler Dealership
517 Forest	Clifton R. Shaw Automobile Dealership (gabled roof form)
525 Forest	John S. Goff Chevrolet Building (gabled roof form)
626-630 Forest	Darling-Kidder Motor Car Company
660 Forest	Valle's Sandwich Shop

2. Additional floors may be added to existing structures provided the addition is set back a minimum of ---- feet from the front façade of the original structure. Overall allowable height of the building, including any rooftop addition, shall be governed by the underlying zoning. Additional floors shall be subject to review under applicable historic preservation ordinance standards.

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
24 MOUNTFORT STREET

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
DATE: May 10, 2019
RE: May 15, 2019 **WORKSHOP – Advisory Review of Proposed New Construction**

Address: 24 Mountfort Street

Applicant: Joseph Napolitano

Architect: Mike Bruno, Barrett Made

Introduction

Architect Mike Bruno of the design-build firm Barrett Made has submitted plans to the Portland Planning Department for a Level II site plan review of a new two-unit building at 24 Mountfort Street. The proposed construction is to be attached to the existing building at the corner of Mountfort and Federal Streets, but it faces Federal Street across from the Eastern Cemetery retaining wall.

Board members will recall that along with the eastern ends of Federal and Newbury Streets, Mountfort Street was not included within the final boundaries of the India Street Historic District. Because this project is within 100' of both the Eastern Cemetery and the Abyssinian Meeting House on Newbury Street, both of which are designated landmarks, the Historic Preservation Board is being asked to conduct an advisory review to the Planning Authority. Design review is being conducted by planning staff under the India Street Form-Based Code, but in consultation with planner Christian Roadman and Urban Designer Caitlin Cameron, HP staff is asking the Board to examine the impact of the proposed project on the two landmarks. Again, the Board is not being asked to conduct a full design review of the proposed building, but only to assess how the new construction will affect the Abyssinian Church and the Eastern Cemetery.

The new building is proposed for the paved parking area just west of the western block of 24 Mountfort Street, a three-family wood-framed building. The proposed four story contemporary building has a 10' garage door and the main entrance facing Federal Street, a two-bedroom unit on the second floor and a larger two bedroom unit on the third and

fourth floors. At the fourth floor level a deck on the rear section of the third floor roof faces southeast. Mr. Bruno has provided plans and elevations and a massing study showing renderings from various vantage points on Federal, Mountfort, and Newbury Streets. Staff has added photos of the development site, the context, and the 1924 tax photo.

Project Context and Existing Building

The existing building is a three-unit, flat-roofed building that was listed by the Assessor as 50 years old in 1924, with three floors of living space due to the raised brick foundation. It looks very similar to the 1924 appearance, except the stairs on the southeast corner have been enclosed on the second and third floors. In 1924 a narrow, flat-roofed building occupied the proposed development site. Just west of the proposed project site is the rear yard of the Abyssinian Church, at a lower elevation than the site and Federal Street, because of the general topography sloping toward the harbor.

The block including the subject property is bounded by Mountfort, Federal, Hancock, and Newbury Streets – an eclectic mix of mostly single and multi-family residences, with a few mixed use buildings. Most are at least 100 years old, and many have been significantly altered. Three buildings in from Mountfort, facing south on Newbury Street is the Abyssinian Meeting House, the third oldest African American church in the nation, and a federally and locally listed landmark.

Travelling west from the subject property on Federal Street, the block beyond Hancock Street includes some newer buildings bearing some similarities to the proposed project: the condominiums at 38-50 Federal and the three-family at 52 Federal all have garage doors and entrances on the ground floor facing north, but otherwise the condo row and the three family are quite dissimilar. The condominiums are of stone and brick, with considerable articulation on the façade, while 52 Federal has a more minimalist façade with vertically oriented siding. Neither is being cited as contextual examples to be emulated. It is worth noting that since they were built design guidelines no longer allow garage doors to be wider than 40% of the street frontage.

Proposed Project

Barrett Made's proposed design is just over 25' wide, with a slightly recessed, 10' garage door on the right side of the front façade, and a glazed entry door and single sidelight on the left. At the entry door, the siding is proposed to switch from board-and-batten vinyl siding to vertical cedar plank siding, highlighting the entrance. A continuous shallow canopy across the front façade conveys the transition from first to second floor. From that point the board-and-batten siding rises to the roof cornice, with nine punched casement windows aligned in three vertical rows. ***Note that the front façade was revised by the architect, so the front (north) elevation shown on page A.201 is not up to date.***

On the side elevations (east and west) the fourth floor cut-out facing south and roof

setback are visible, creating the deck that will be accessed from the master bedroom suite. Six feet of deck are uncovered at the rear of the building, and a cut-out in the floor plan creates a covered deck area under the roof that continues straight across from side to side. Sliding patio doors open onto the deck on the rear walls of the fourth floor, and the railing is a cable rail system.

Slate colored vinyl board-and-batten siding sheathes all faces, except around the front door, and all windows are proposed as Matthews Brothers vinyl casement or fixed units. The vinyl corner trim is 3-1/2" wide, and narrow j-channel surrounds the windows. The roof has a very slight slope to the west for drainage, with a low parapet that will have scuppers on the west side. No detail drawings of the roof cornice have been provided.

Staff Comments

As the Board's review is an advisory one for a relatively small project that is being reviewed by Planning Department staff, the Board's focus should be on the relationship of the proposed building to the two landmarks. A more comprehensive design review is the task of planning staff. The massing study provided by Mr. Bruno illustrates that the effect of the new construction would be most visible from Newbury Street, as viewed from the south (see Massing Study, View 2.) The height of the new building is less than the allowed 45', but because of the change in grade between Federal and Newbury Streets the height of the four story project is accentuated. The new construction would not be directly behind the church, but slightly east.

Staff suggests the review should focus on making the appearance of the project visually recessive, quiet, rational, and as compatible in its roof form and massing as possible. High quality materials and attention to details, window patterns, and palette would demonstrate respect and deference toward the cemetery and the church. Staff notes:

- It is helpful that the fourth floor does not extend all the way to the rear of the building.
Staff
Wonders, however, whether a straight rear wall (minus the cut-out,) further from the rear edge would quiet the rear face more than the current design by presenting a simpler mass.
- Staff inquired of Mr. Bruno whether the proposed building could be any lower; he replied that the height is determined by a comfortable ceiling height of just over 8', and structural requirements.

From the perspective of the Eastern Cemetery, the height and scale of the proposed building may be the most significant features to examine, as it would be the only four story building on that immediate block of Federal Street. The new construction's ability to be compatible with its immediate context also has bearing on the relationship to the Cemetery. Staff does not argue with the contemporary expression – it helps differentiate the building from the existing building at 24 Mountfort. It is important to find a balance of articulation and simplicity, and a mix of material quality, proportions, and directionality to respect the context and the landmark.

Staff is not including in this memo the complete Standards for Review of New Construction, but suggests that in terms of understanding the relationship of the proposed building to the nearby landmarks, most important aspects are:

- Scale and form
- Height
- Proportions
- Roof Shapes
- Composition and directional expression of facades
- Relationships of materials, texture, and color

Attachments

1. Architect's plans and elevations
2. Massing Study provided by Barrett Made
3. Google street views of existing conditions provided by staff
4. 1924 tax photo of 24 Mountfort Street

24 MOUNTFORT STREET,
PORTLAND, MAINE 04101
PERMIT SET
DATE OF ISSUE: 02/04/2019

OWNER:
JOE NAPOLITANO

ARCHITECT:
BARRETT MADE
CONTACT: MATT AHLBERG, RA
48 UNION WHARF
PORTLAND, ME 04101
PHONE 207.210.4421
E-MAIL matthew.ahlberg@barrettmade.com

CONSULTANTS:
CASCO BAY ENGINEERING
CONTACT: TONY DUMAIS, P.E.
424 FORE ST #3A
PORTLAND, ME 04101
PHONE 207.842.2800
E-MAIL tonyd@cascobayengineering.com



CODE REVIEW SUMMARY:

_____ FIRE RATED ASSEMBLY

APPLICABLE CODES:
Locality: Portland, ME 04101

Maine Uniform Building and Energy Code (MUBEC)
NFA 101, 2012 Edition
International Building Code, 2015 Edition

ZONING:
Project Address: 24 Mountfort Street
Portland, ME 04101
Zone: IS-JBC
Map: 020
Lot: B001
Lot Coverage: Max 90% (Actual: 60%)

USE AND OCCUPANCY CLASSIFICATION:
Residential R-3

Total Proposed Area:

1st Floor - Garage	= 819 sf
2nd Floor - Apartment 1	= 819 sf
3rd Floor - Apartment 2	= 819 sf
4th Floor - Apartment 2	= 561 sf
Total	= 3,018 sf

SPECIAL DETAILED REQUIREMENTS BASED ON USE AND OCCUPANCY:
(IBC Sec. 420.2, 420.3, 420.5)

GENERAL BUILDING HEIGHTS AND AREAS:

Allowable building height in feet above grade plane =	60 (40'-4" Provided)
Allowable number of stories above grade plane =	04 (4 Provided)
Allowable area in square feet =	UL

(IBC Sec. 503.1.2, Table(s) 504.3, 504.4, 506.2)

TYPES OF CONSTRUCTION:

Construction type = VA

(IBC Table 601)

FIRE AND SMOKE PROTECTION FEATURES:

Fire wall fire-resistance rating = 1 hour

(IBC Table 706.4)

INTERIOR FINISHES:

Interior exit stairways = Class C

Corridors and enclosure for exit access stairways = Class C

Rooms and enclosed spaces = Class C

(IBC Table 803.1)

FIRE PROTECTION SYSTEMS:

- Proposed Building provided with an automatic sprinkler system throughout.
(IBC Sec. 903.3.1.2)
- Existing Adjacent R-2 Building on same lot to be provided with an automatic sprinkler system throughout.



W4 01 UL- —	5 1/8" CRB (EA SIDE) ACQUISTE BATT INSULATION TIT 2" x 4" WOOD STUDS @ 24" OC NOTE: PARTITION TO EXTEND TO CRB TO ACQUIT PROTECT ACQUISTAL SEALANT SHALL AS REQUIRED
W4 02 UL U305 60 MIN.	5 1/8" CRB (EA SIDE) ACQUISTE BATT INSULATION TIT 2" x 4" WOOD STUDS @ 24" OC NOTE: PARTITION TO EXTEND TO CRB TO ACQUIT PROTECT ACQUISTAL SEALANT SHALL AS REQUIRED
W6 01 UL U305 60 MIN.	5 1/8" CRB (EA SIDE) MINERAL WOOL, TIT 2" x 4" WOOD STUDS @ 24" OC NOTE: PARTITION TO EXTEND TO CRB TO ACQUIT PROTECT ACQUISTAL SEALANT SHALL AS REQUIRED

GENERAL PARTITION NOTES:

1. REFER TO ROOF FINISH SCHEDULE FOR FINISH SURFACE TREATMENT AND CEILING HEIGHTS ASSOCIATED WITH PARTITIONS.
2. PROVIDE WOOD BLOCKING BETWEEN ALL STUDS TO REINFORCE GWB AT WALLS AT THE FOLLOWING LOCATIONS:
 - (A) AT ALL DOORS RECEIVING WALL MOUNTED BUMPERS (DOORS INDICATED AS SWING AGAINST WALL)
 - (B) AT ALL WALLS SCHEDULED TO RECEIVE WALL HUNG CABINETS, SHELVING, FIXTURES, ACCESSORY AND BASE CABINETS.
3. STUD SPACING SHOWN ON PARTITION TYPES IS MINIMUM STANDARD.
4. PROVIDE ACoustICAL SEALANT BENEATH ALL STUD RUNNERS AND AROUND ALL CONNECTIONS TO WALLS WITH SOUND BARS.
5. ALL BATHROOMS - KITCHENS TO HAVE 5/8" MOISTURE RESISTANT GWB AND OR TILE BACKER BOARD.

GENERAL	
G.001	COVER SHEET + CODE REVIEW
SHEET 1	STANDARD BOUNDARY SURVEY PLAN

ARCHITECTURAL

A.101	FIRST LEVEL FLOOR PLAN
A.102	SECOND LEVEL FLOOR PLAN
A.103	THIRD LEVEL FLOOR PLAN
A.104	FOURTH LEVEL FLOOR PLAN
A.105	ROOF PLAN
A.121	FIRST + SECOND LEVEL RCP
A.122	THIRD + FOURTH LEVEL RCP
A.201	EXTERIOR ELEVATIONS
A.301	CROSS SECTION

STRUCTURAL

S0.0	STRUCTURAL NOTES
S1.0	FOUNDATION PLAN
S1.1	2ND FLOOR FRAMING PLAN
S1.2	3RD FLOOR FRAMING PLAN
S1.3	4TH FLOOR FRAMING PLAN
S1.4	ROOF FRAMING PLAN
S2.0	TYPICAL CONCRETE DETAILS AND SECTIONS
S2.1	CONCRETE DETAILS
S3.0	FRAMING DETAILS
S4.0	PREFABRICATED TRUSS DIAGRAMS AND NOTES
S5.0	ELEVATIONS
S5.1	ELEVATIONS
S5.2	ELEVATIONS



AUTHOR'S ADDRESS:

COVER SHEET + CODE REVIEW

G.001

FEBRUARY 4, 2019

ISSUED FOR:
PERMITTING

24 MOUNTFORT
24 MOUNTFORT ST,
PORTLAND, MAINE, 04101

NTS
IS BECAUSE OF THE PROBABILITY OF BARBITT HAVING FIRST TO BE CONSIDERED A HUMAN CHIMP
NOT AN ANIMAL. THIS IS A SUBJECT MADE

BARRETT
MADE

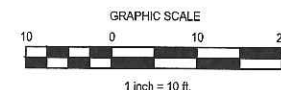
HOMES • SPACES • DETAILS

COURSE GRAVEL	
CONCRETE	
STONE	
EARTH/COMPACT FILL	
GYPSUM/PLASTER	
PLYWOOD	
BATT INSULATION	
FINISH WOOD	
ROUGH WOOD	
BLOCKING WOOD	
CONCRETE MASONRY	
BRICK MASONRY	
SAND/FINE GRAVEL	
RIGID INSULATION	
GLASS	

AB	ANCHOR BOLT	D	DRYER
ACT	ACOUSTICAL CEILING TILE	DBL	DOUBLE
ADDL	ADDITIONAL	DEFL	DEFLECTION
ADMIN	ADMINISTRATION	DEMO	DEMOLITION
AFF	ABOVE FINISH FLOOR	DF	DRINKING FOUNTAIN
ALUM	ALUMINUM	DIA	DIAMETER
AP	ACCESS PANEL	DIAG	DIAGONAL
APV	ASPHALT PAVEMENT	DIM	DIMENSION
ARCH	ARCHITECT	DR	DIRECTOR/DOOR
		DIV	DIVISION
BD	BOARD	DN	DOWN
BIT	BITUMINOUS	DWG	DRAWING
BLDG	BUILDING		
BLKG	BLOCKING	E	EAST
BM	BENCHMARK	EA	EACH
BRG	BEARING	EF	EXHAUST FAN
BTW	BETWEEN	EJ	EXPANSION JOINT
		EL	ELEVATION
CAB	CABINET	ELEV	ELEVATOR
CB	CATCH BASIN	ELEV	ELECTRIC/ELECTRICAL
CEM	CEMENT	EQ	EQUAL
CF	CUBIC FEET	EW	ELECTRIC WATER COOLER
CIRC	CIRCLE/CIRCULAR	EX	EXAMINATION
CJ	CONTROL JOINT	EXIST	EXISTING
CL	CENTER LINE	EXT	EXTERIOR
CLG	CEILING		
CLO	CLOSET	FBO	FURNISHED BY OWNER
CMU	CONCRETE MASONRY UNIT	FCO	FLOOR CLEAN OUT
CO	CLEAN OUT	FD	FLOOR DRAIN
COL	COLUMN	FCP	FIRE CONTROL PANEL
CONC	CONCRETE	FE	FIRE EXTINGUISHER
CONST	CONSTRUCTION	FG	FIBERGLASS
CONT	CONTINUE, CONTINUOUS	FIN	FINISH
COOR	CORRUGATED	FL	FLOOR
COORD	COORDINATED	FOS	FACE OF STUD
CRS	COURSE	FRP	FIBERGLASS REINFORCED
CT	CERAMIC TILE		PLASTIC
CTV	CABLE TELEVISION LINE	FT	FOOT
CUH	CABINET UNIT HEATER	FTG	FOOTING
CY	CUBIC YARD	F.O.	FACE OF

FINISH MATERIAL		BUILDING SECTION	
ROOM NUMBER	ROOM-NAME 	BUILDING ELEVATION	
DOOR NUMBER		WALL SECTION	
WINDOW TYPE		INTERIOR ELEVATION	
PARTITION TYPE		COLUMN REFERENCE LINE	
REVISION REFERENCE		EXISTING DOOR	
FIRE EXTINGUISHER, RECESSED CABINET		NEW DOOR	
FIRE EXTINGUISHER, SURFACE MOUNT			
DETAIL			
PROPOSED ELEVATION	FLOOR-LEVEL ELEVATION-HEIGHT		

IS BEARING IN THE PROPERTY OF BARRETT HALL AND IS NOT TO BE COVERED BY FRANCHISES
 RICHARD NICKLE 209 O BORETTI BLVD



EXISTING SITE PLAN

GENERAL NOTES

- 1) THE BOUNDARY AND TOPOGRAPHY INFO. TAKEN FROM BERRY, HUFF, MC DONALD, MILLIGAN SURVEYORS AND ENGINEERS DATED AUGUST 2016
- 2) THE CONTRACT WORK TO BE PERFORMED ON THIS PROJECT CONSISTS OF FURNISHING ALL REQUIRED LABOR, MATERIALS, EQUIPMENT, IMPLEMENTS, PARTS AND SUPPLIES NECESSARY FOR: OR INSTALLATION OF THE INSTALLATION TO BE SHOWN ON THE FIELD SURVEY DRAWINGS, WITH THESE DRAWINGS AND AS FURTHER ELABORATED IN ANY ACCOMPANYING SPECIFICATIONS.
- 3) THE WORK SHALL BE PERFORMED IN A THOROUGH WORKMANLIKE MANNER, ALL CONTRACTORS TO CONFORM TO ALL APPLICABLE OSHA STANDARDS, ANY REFERENCE TO A SPECIFICATION OR STANDARD OF THE CITY OF SAN JOSE SHALL BE CONSIDERED TO MEAN THE LATEST SPECIFICATIONS, OR OTHER STANDARDS, CODES OR ORDERS, REFERS TO THE MOST RECENT OR LATEST SPECIFICATION OR DESIGNATION.
- 4) THE CONTRACTOR WITHIN THE TOWN RIGHT OF WAY SHALL COMPLY WITH TOWN PUBLIC WORKS STANDARDS. ALL MATERIALS AND EQUIPMENT MUST BE KEPT OFF OF THE ROADWAY WITH MAINE D.O. STANDARDS. ALL UTILITY CONSTRUCTION SHALL CONFORM TO RESPECTIVE UTILITY STANDARDS.
- 5) THE OWNER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS REQUIRED BY THE TOWN PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FROM THE TOWN OF SAN JOSE. THE WORK (STREET OPENINGS, BUILDING PERMIT, ETC.) OF THE CONTRACTOR SHALL POST AND PAY FOR ALL FEES PROVIDED PROOF OF INSURANCE AND PROVIDE TRAFFIC CONTROL NECESSARY FOR THIS WORK.
- 6) PRIOR TO CONSTRUCTION, THE SITE CONTRACTOR IS TO INFORM ALL AREA UTILITY COMPANIES AND CEMENTINAL AGENCIES OF PLANNED CONSTRUCTION. THE SITE CONTRACTOR IS REQUIRED TO CONDUCT A 14-DAY (7:00 AM - 5:00 PM) ADVANCE BUSINESS DAYS PRIOR TO ANY EXCAVATION TO VERIFY ALL UNDERGROUND AND OVERHEAD UTILITY LOCATIONS.
- 7) THE PROJECT DRAWINGS ARE GENERALLY SCHEMATIC AND INDICATE THE POSSIBLE LOCATION OF EXISTING UNDERGROUND UTILITIES. INFORMATION ON EXISTING UTILITIES HAS BEEN COMPILED FROM AVAILABLE INFORMATION. THE CONTRACTOR SHALL VERIFY THE LOCATION OF UTILITIES IN THE FIELD SURVEY. IT IS NOT GUARANTEED TO BE CORRECT OR COMPLETE. UTILITIES ARE SHOWN TO ALERT THE CONTRACTOR TO THE LOCATION OF UTILITIES. THE CONTRACTOR IS FULLY RESPONSIBLE FOR DETERMINING ACTUAL LOCATIONS AND ELEVATIONS OF ALL UTILITIES, INCLUDING SERVICES, WHEN THOSE SERVICES ARE TO BE LEFT IN PLACE. THE CONTRACTOR IS TO PROVIDE ADEQUATE MEANS TO PROTECT EXISTING UTILITIES FROM DAMAGE. IF ANY UNCHARTED OR INCORRECTLY CHARTED UTILITIES BE FOUND, THE CONTRACTOR SHALL CONTACT THE UTILITY ENGINEER IMMEDIATELY FOR DIRECTIONS BEFORE PROCEEDING FURTHER WITH THE WORK IN THIS AREA.
- 8) OSHA REGULATIONS MAKE IT UNLAWFUL TO OPERATE CRANES, BOOMS, HOISTS, ETC. WITHIN TEN FEET (10') OF ANY ELECTRIC LINE. IF THE CONTRACTOR MUST OPERATE CLOSER THAN 10', THE CONTRACTOR MUST CONTACT THE POWER COMPANY TO MAKE ARRANGEMENTS FOR PROPER SAFEGUARDS BEFORE ENCRANCHING ON THE REQUIREMENT.
- 9) IT IS THE CONTRACTOR'S RESPONSIBILITY TO EXAMINE ALL PLANS, APPROVALS, AND DETAILS FOR ADDITIONAL INFORMATION. THE CONTRACTOR SHALL VERIFY ALL THE SITE CONDITIONS IN THE FIELD AND REPORT TO THE OWNER. IF THE CONTRACTOR FINDS ANY DISCREPANCIES REGARDING THE CONSTRUCTION DOCUMENTS AND/OR FIELD CONDITIONS SO THAT AN APPROPRIATE REVISION CAN BE MADE PRIOR TO BIDDING.
- 10) THE CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR EXACT DIMENSIONS AND CONSTRUCTION DETAILS OF THE BUILDING AREA. BUILDING AND DRIVEWAYS SHOWN ARE CONSIDERED TO BE THE EXACT DIMENSIONS. THE CONTRACTOR SHALL PROTECT THE FACE OF CURBS, OUTSIDE FACE OF WALLS, OR EDGE OF PAVING UNLESS OTHERWISE NOTED.
- 11) ALTERNATIVE METHODS AND PRODUCTS OTHER THAN THOSE SPECIFIED MAY BE USED IF REVIEWED AND APPROVED IN WRITING BY THE OWNER, DESIGN ENGINEER, AND APPROPRIATE GOVERNMENTAL AGENCIES PRIOR TO CONSTRUCTION.
- 12) THE CONTRACTOR SHALL RESTORE ALL UTILITY STRUCTURES, PIPE, UTILITIES, PAVEMENT, CURBS, SIDEWALKS, AND LANDSCAPED AREAS DISTURBED BY CONSTRUCTION TO AS GOOD AS BEFORE BEING DISTURBED AS DETERMINED BY CITY CODE ENFORCEMENT OFFICIALS. ANY DAMAGES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- 13) ANY EXCAVATION SHALL BE BACKFILLED TO EXISTING GRADE WITHIN THE END OF THE DAY OR ADEQUATELY PROTECTED FROM DANGER TO HUMANS AND ANIMALS.
- 14) THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL FIELD LAYOUT. THE OWNER WILL PROVIDE A BENCH MARK AT THE CONSTRUCTION SITE FROM WHICH TO BEGIN LAYOUT.
- 15) THE CONTRACTOR SHALL GUARANTEE THE FAITHFUL REMEDY OF ANY DEFECTS DUE TO FAULTY MATERIALS OR WORKMANSHIP AND GUARANTEES PAYMENT FOR ANY RESULTING DAMAGE WHICH SHALL APPEAR WITHIN A PERIOD OF ONE (1) YEAR FROM THE DATE OF SUBSTANTIAL COMPLETION OF THE PROJECT.
- 16) THE CONTRACTOR SHALL PROVIDE AS-BUILT RECORDS OF ALL CONSTRUCTION (INCLUDING UNDERGROUND UTILITIES) TO THE OWNER AT THE END OF CONSTRUCTION.
- 17) A PRE-CONSTRUCTION CONFERENCE WITH THE OWNER, DESIGNERS, TOWN OFFICIALS AND CONTRACTOR SHALL BE REQUIRED BEFORE ANY CONSTRUCTION OCCURS ON THE PROJECT. DURING CONSTRUCTION THERE SHALL BE WEEKLY PROGRESS MEETINGS WITH THE OWNER (ON SITE OR TELECONFERENCE) UNTIL PROJECT COMPLETION.
- 18) PROPER IMPLEMENTATION AND MAINTENANCE OF EROSION CONTROL MEASURES ARE OF PARAMOUNT IMPORTANCE FOR THIS PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES. THE CONTRACTOR SHALL SHOW AND MAINTAIN ALL EROSION CONTROL MEASURES SHALL BE INSTALLED IF DEEMED NECESSARY BY ON-SITE INSPECTORS. THE OWNER, TOWN OFFICIALS, REPRESENTATIVES, OR STATE/LOCAL/FEDERAL INSPECTORS AT NO ADDITIONAL COST TO THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE EROSION CONTROL MEASURES.

LEGEND		
EXISTING	DESCRIPTION	PROPOSED
	GRANITE MONUMENT - 3" OFFSET	
	IRON PIN FOUND/SET	
	IRON ROD FOUND	
	CAPPED IRON ROD FOUND	
	DRILL HOLE FOUND	
	GRANITE MONUMENT FOUND	
---	STREET LINE	---
---	LOT SETBACKS	---
---	PROPERTY LINE	---
---	ADJUTER LINE	---
---	"NO CUT" BUFFER	
	NETLANDS	
	EDGE OF ROAD/TRAVELLED WAY	
	SOIL TEST PIT	
--- 101 ---	CONTROLLER	--- 101 ---
327x60 ± 327.6	SPOT GRADE	327x60 ± 327.6
	GAS SHUT-OFF	
	UTILITY POLE	
--- 06 ---	OVERHEAD ELECTRICAL	--- 06 ---
--- 06AT ---	UNDERGROUND ELECTRICAL	--- 06AT ---
	ELECTRICAL TRANSFORMER	
---	FIRE HYDRANT	---
--- 6" W 6" W ---	WATER LINE	--- 6" W 6" W ---
---	WATER GATE	---
--- 12" S ---	SEWER LINE	--- 12" S ---
	SEWER MANHOLE	
	DRAINAGE MANHOLE	
	CATCH BASIN	
--- 10/20 ---	UNDERDRAIN/STORMDRAIN	--- 10/20 ---
--- 10 ---	UNDERDRAIN	--- 10 ---
	SILT FENCE	
	TOP. STONE CHECK DAM	
	GRADING AND FLOW DIRECTION	
	HAY BALES	
	EROSION CONTROL BLANKET	
	STORM/WATER BOUNDARY	
	STORMWATER FLOW (1c)	
	FACE OF LEDGE OUTCROP	
	BIRCH	
	MAPLE	
	TREE LINE	
	SITE LIGHTING (DAYCONE FIXTURE)	
	STONE WALL	

SCALE: 1"=10'-0"



CLIENT:

BARRETT MADE

48 UNION WHARF
PORTLAND, ME 04101

PRELIMINARY
NOT FOR CONSTRUCTION

PORTLAND, ME

24 MOUNTFORT STREET

PROPOSED BUILDING ADDITION

[illegible]

SHEET TITLE:

EXISTING SITE
PLAN

DESIGNED:	DL
DRAWN:	DL
DATE:	03-05-18
PROJECT NUMBER:	18-102

C100



A.101

NOTES

SCALE:

THEIR INTERESTS AND PROPERTY OF BODILY

24 MOUNTFORT
24 MOUNTFORT ST,
PORTLAND, MAINE, 04101



FIRST LEVEL FLOOR PLAN
SCALE: 1/2" = 1'-0"



A.102

PROJECT NAME:
24 MOUNTFORT
24 MOUNTFORT ST,
PORTLAND, MAINE. 04101

DATE OF ISSUE:
FEBRUARY 4, 2019

ISSUED FOR.
PERMITTING

SCALE:
1/2" = 1'-0"

© 2004 HEBREW UNION COLLEGE. THE HEBREW UNION COLLEGE IS AN EQUAL OPPORTUNITY INSTITUTION.

DEPARTMENT OF THE ARMY
WASHINGTON, D.C. 20315-5061

BARRETT
MADE

HOMES • SPACES • DETAILS



SCALE: 0.2 = 1.0



REVISIONS:

DRAWING TITLE:
A.103 THIRD LEVEL FLOOR PLAN

PROJECT NAME:
24 MOUNTFORT ST.
PORTLAND, MAINE, 04101

DATE OF ISSUE:
FEBRUARY 4, 2019

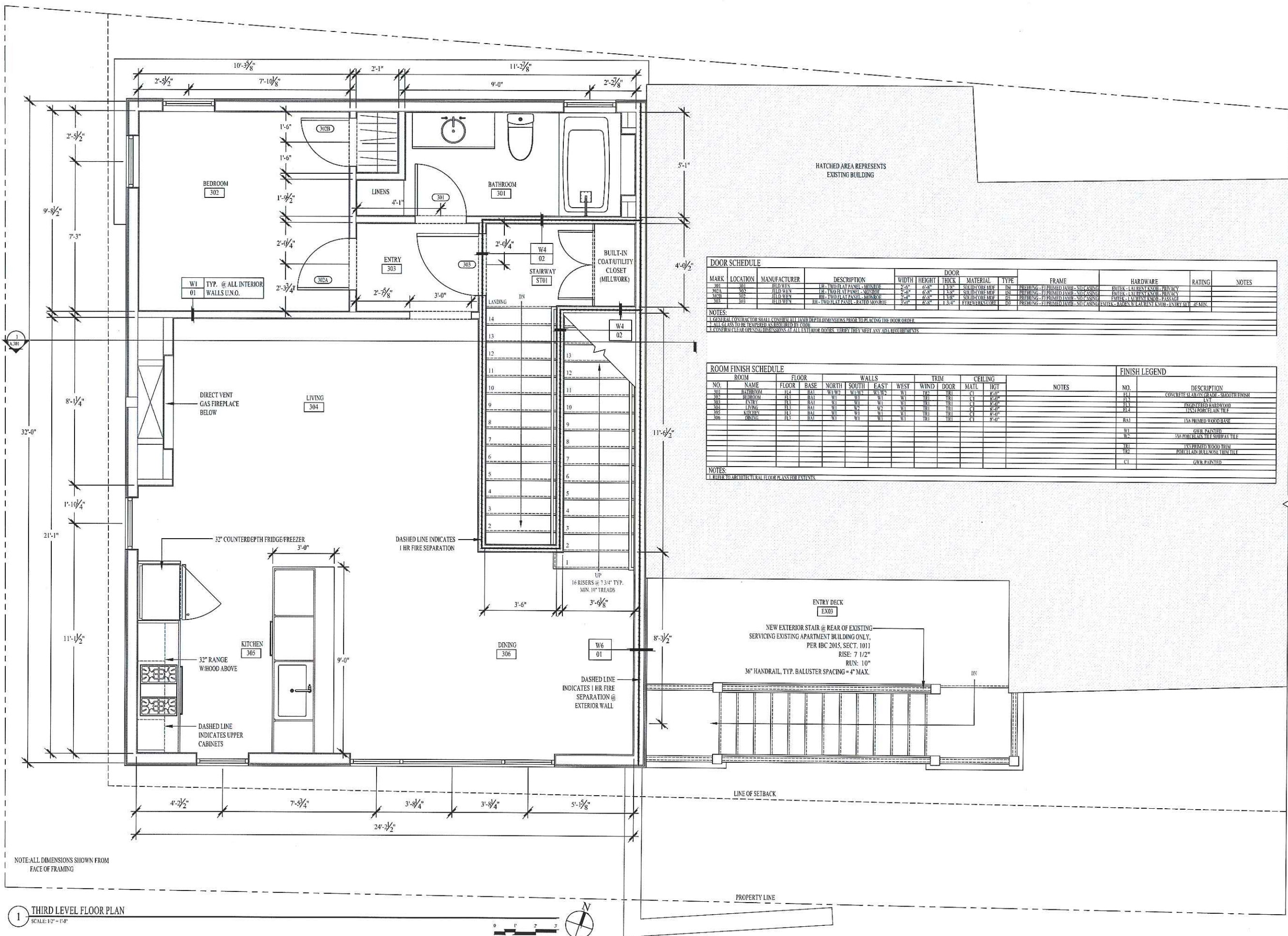
ISSUED FOR:
PERMITTING

SCALE:
1/2" = 1'-0"

DESIGNED BY: BARRETT MADE
DRAWN BY: JAMES H. BARRETT
CHECKED BY: JAMES H. BARRETT
DATE: 02/04/19

**BARRETT
MADE**

HOUSES - SPACES - DETAILS



1 THIRD LEVEL FLOOR PLAN
SCALE: 1/2" = 1'-0"



REVISIONS:

DRAWING TITLE:
A.105 ROOF PLAN

DATE OF ISSUE:
FEBRUARY 4, 2019

ISSUED FOR:
PERMITTING

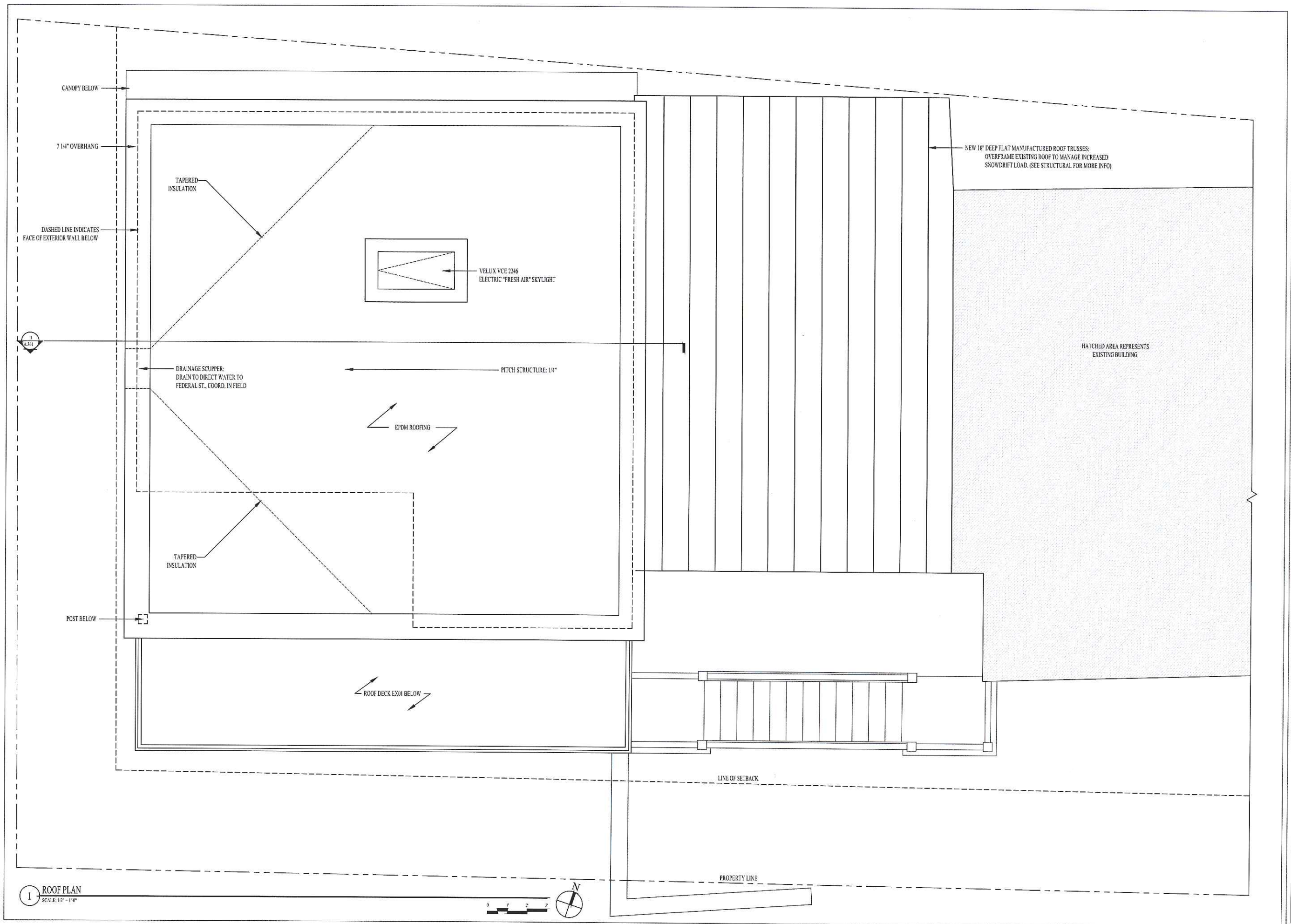
SCALE:
1/2" = 1'-0"

NOTES: SEE ALL OTHER DRAWINGS FOR PROJECT INFORMATION.
ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 MAINE BUILDING CODE.

PROJECT NAME:
24 MOUNTFORT
24 MOUNTFORT ST.
PORTLAND, MAINE 04101

**BARRETT
MADE**

HOUSES - SPACES - DETAILS





WINDOW SCHEDULE															
TYPE	QTY.	MANUF.	MODEL	OPERATION	FRAME SIZE			DETAILS			SCREEN	GLAZING	FINISH & HARDWARE	NOTES	
					WIDTH	HEIGHT	JAMB	HEAD	JAMB	SILL					
A1	5	MATTHEWS BROTHERS	CLASSIC NEW CONSTRUCTION	BU CASPETS	3'-0"	4'-0"	3'-1 1/2"	6'-8"	--	3'-2"	--	WHITE - APPLIED	INSUL. LOW-E - ARGON - 1/2" SHG-28 - 1/4" GL-1 CR-61	WHITE INTERIOR - BLACK EXTERIOR, WHITE HANDS - LOCK	MUST MEET GLASS REQUIREMENTS
A3	5	MATTHEWS BROTHERS	CLASSIC NEW CONSTRUCTION	BU CASPETS	3'-0"	4'-0"	3'-1 1/2"	6'-8"	--	3'-2"	--	WHITE - APPLIED	INSUL. LOW-E - ARGON - 1/2" SHG-28 - 1/4" GL-1 CR-61	WHITE INTERIOR - BLACK EXTERIOR, WHITE HANDS - LOCK	MUST MEET GLASS REQUIREMENTS
B1	7	MATTHEWS BROTHERS	CLASSIC NEW CONSTRUCTION	BU CASPETS	3'-0"	5'-0"	3'-1 1/2"	6'-8"	--	3'-2"	--	WHITE - APPLIED	INSUL. LOW-E - ARGON - 1/2" SHG-28 - 1/4" GL-1 CR-61	WHITE INTERIOR - BLACK EXTERIOR, WHITE HANDS - LOCK	MUST MEET GLASS REQUIREMENTS
B3	7	MATTHEWS BROTHERS	CLASSIC NEW CONSTRUCTION	BU CASPETS	3'-0"	5'-0"	3'-1 1/2"	6'-8"	--	3'-2"	--	WHITE - APPLIED	INSUL. LOW-E - ARGON - 1/2" SHG-28 - 1/4" GL-1 CR-61	WHITE INTERIOR - BLACK EXTERIOR, WHITE HANDS - LOCK	MUST MEET GLASS REQUIREMENTS
C1	2	MATTHEWS BROTHERS	CLASSIC NEW CONSTRUCTION	BU CASPETS	3'-0"	6'-8"	3'-1 1/2"	6'-8"	--	3'-2"	--	WHITE - APPLIED	INSUL. LOW-E - ARGON - 1/2" SHG-28 - 1/4" GL-1 CR-61	WHITE INTERIOR - BLACK EXTERIOR, WHITE HANDS - LOCK	MUST MEET GLASS REQUIREMENTS
C3	2	MATTHEWS BROTHERS	CLASSIC NEW CONSTRUCTION	BU CASPETS	3'-0"	6'-8"	3'-1 1/2"	6'-8"	--	3'-2"	--	WHITE - APPLIED	INSUL. LOW-E - ARGON - 1/2" SHG-28 - 1/4" GL-1 CR-61	WHITE INTERIOR - BLACK EXTERIOR, WHITE HANDS - LOCK	MUST MEET GLASS REQUIREMENTS
D	2	MATTHEWS BROTHERS	CLASSIC NEW CONSTRUCTION	BU CASPETS	3'-0"	6'-8"	3'-1 1/2"	6'-8"	--	3'-2"	--	WHITE - APPLIED	INSUL. LOW-E - ARGON - 1/2" SHG-28 - 1/4" GL-1 CR-61	WHITE INTERIOR - BLACK EXTERIOR, WHITE HANDS - LOCK	TEMPERED, PROVIDE OPENING RESTRICTOR FOR TEMPERED, PROVIDE OPENING RESTRICTOR FOR TEMPERED
E	2	MATTHEWS BROTHERS	CLASSIC NEW CONSTRUCTION	FIXED	3'-0"	3'-6"	3'-1 1/2"	6'-8"	--	3'-2"	--	--	INSUL. LOW-E - ARGON - 1/2" SHG-28 - 1/4" GL-1 CR-61	WHITE INTERIOR - BLACK EXTERIOR	TEMPERED, PROVIDE OPENING RESTRICTOR FOR TEMPERED
NOTES:															
1. GENERAL CONTRACTOR SHALL CONFIRM ALL JAMB DEPTH DIMENSIONS PRIOR TO PLACING THE WINDOW ORDER															
2. ALL GLASS TO BE INTERIOR AS TO COORDINATION CODE															
3. ALL SIZES SHOWN ARE FRAMING SIZES. ALLOW 1" EXTRA IN HEIGHT AND WIDTH FOR ROUGH OPENINGS															

EXTERIOR ELEVATIONS

A.201

24 MOUNTFORT
24 MOUNTFORT ST,
PORTLAND, MAINE, 04101

FEBRUARY 4, 2019

ISSUED FOR:

 $3/16" = 1'-0"$

DEVELOPMENT OF A
NEW TYPE OF

BARRETT
MADE

HOMES • SPACES • DETAILS

ROOF LINE
EL. + 40'-4"

4TH LEVEL FIN. CEILING
EL. + 37'-7 1/2"

4TH LEVEL FIN. FLOOR
EL. + 29'-7 1/2"

3RD LEVEL FIN. CEILING
EL. + 27'-1"

EXISTING ROOF LINE
EL. + 24'-3"

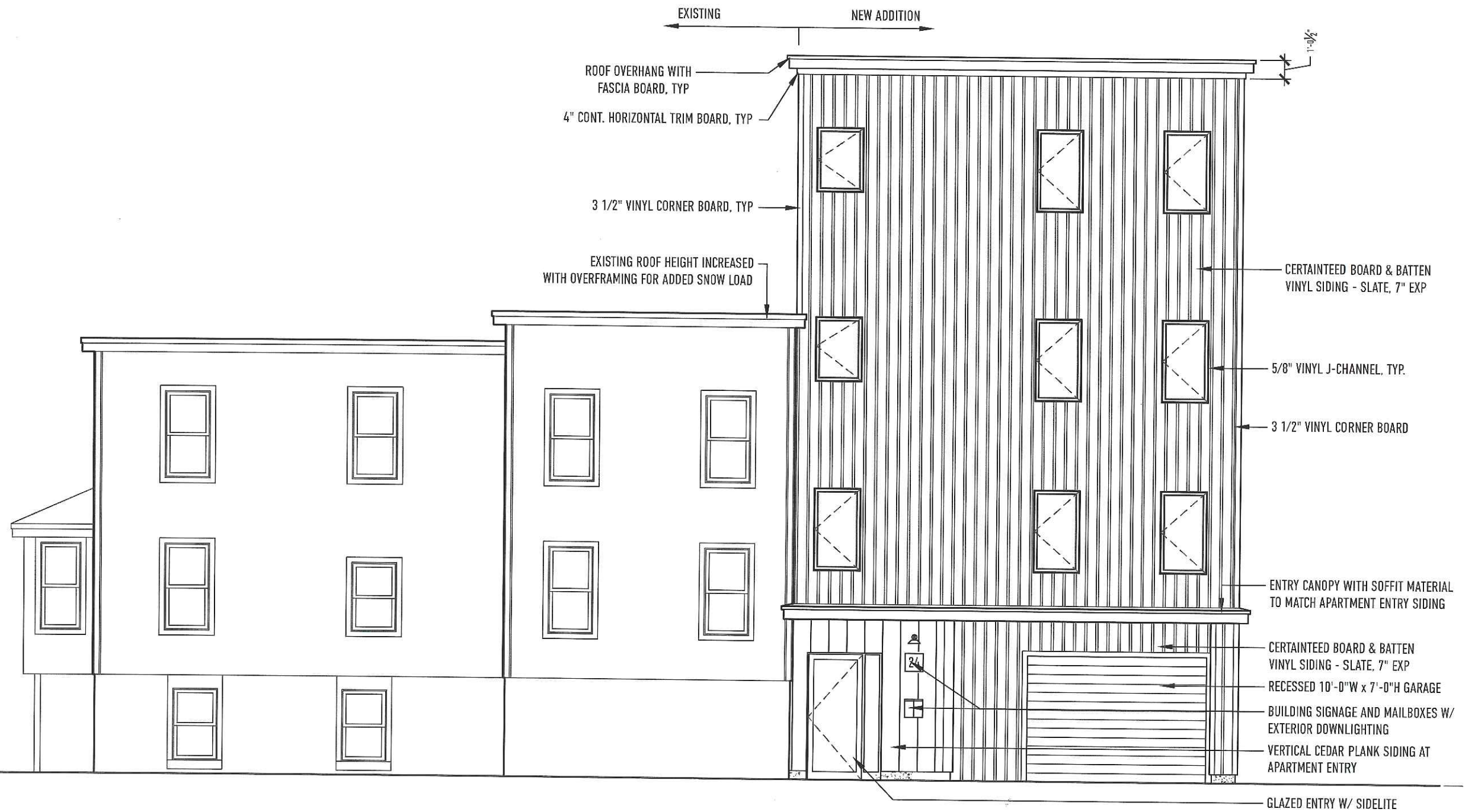
3RD LEVEL FIN. FLOOR
EL. + 18'-1"

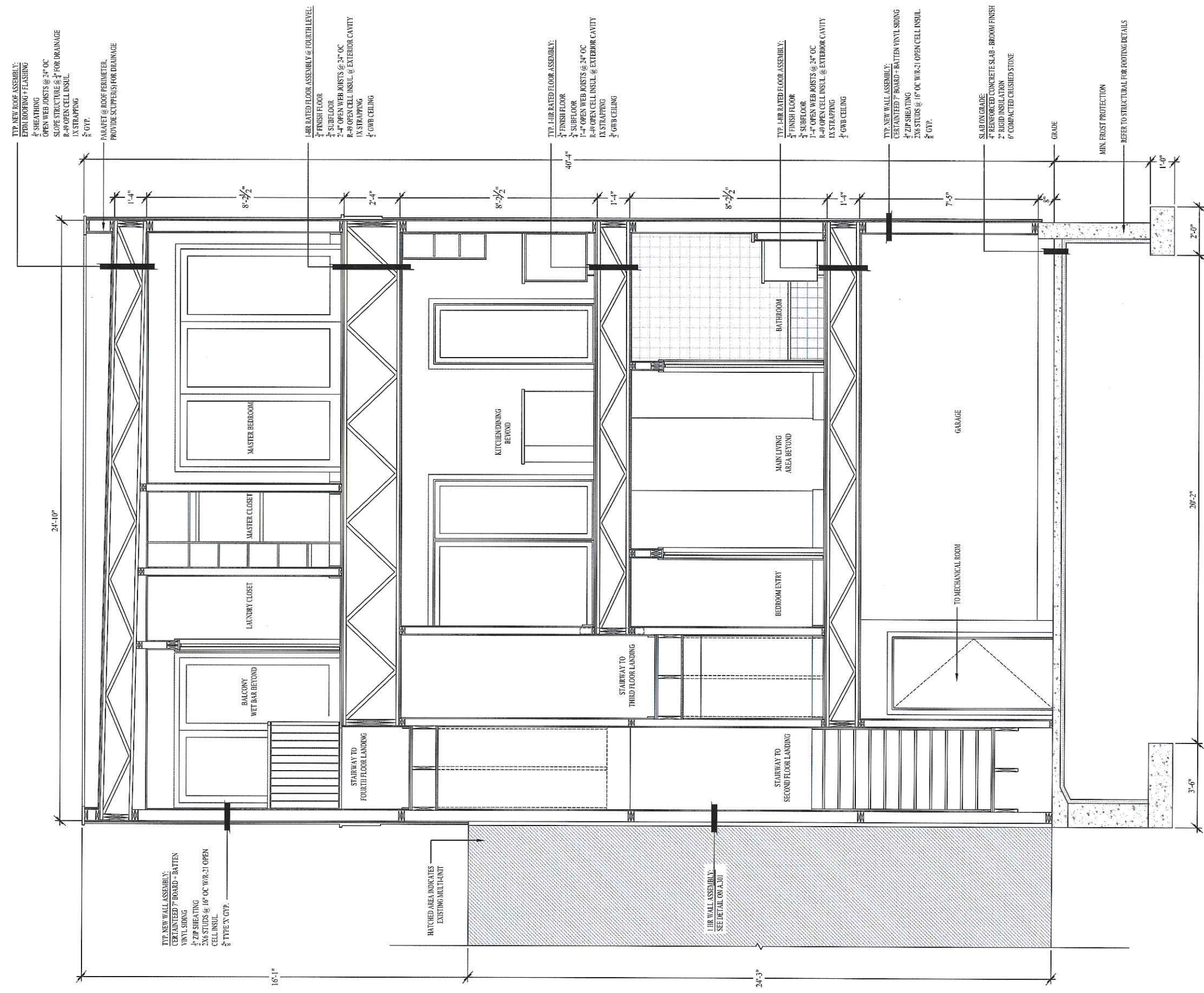
2ND LEVEL FIN. CEILING
EL. + 17'-6 1/2"

2ND LEVEL FIN. FLOOR
EL. + 9'-6 1/2"

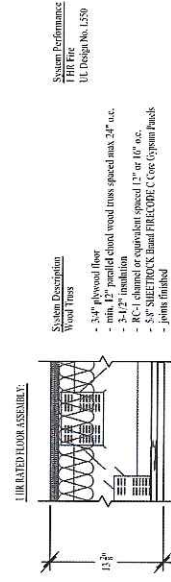
1ST LEVEL FIN. CEILING
EL. + 8'-0"

SLAB ON GRADE
EL. + 0'-0"





1 CROSS SECTION
SCALE: 1/2" = 1'-0"

DATE OF ISSUE:
FEBRUARY 4, 2019

ISSUED FOR:

SCALE:

THIS MAGAZINE IS THE PROPERTY OF CARPENTERS' MANSION AND IS NOT TO BE COPIED OR REPRODUCED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF CARPENTERS' MANSION.

DRAWING TITLE:

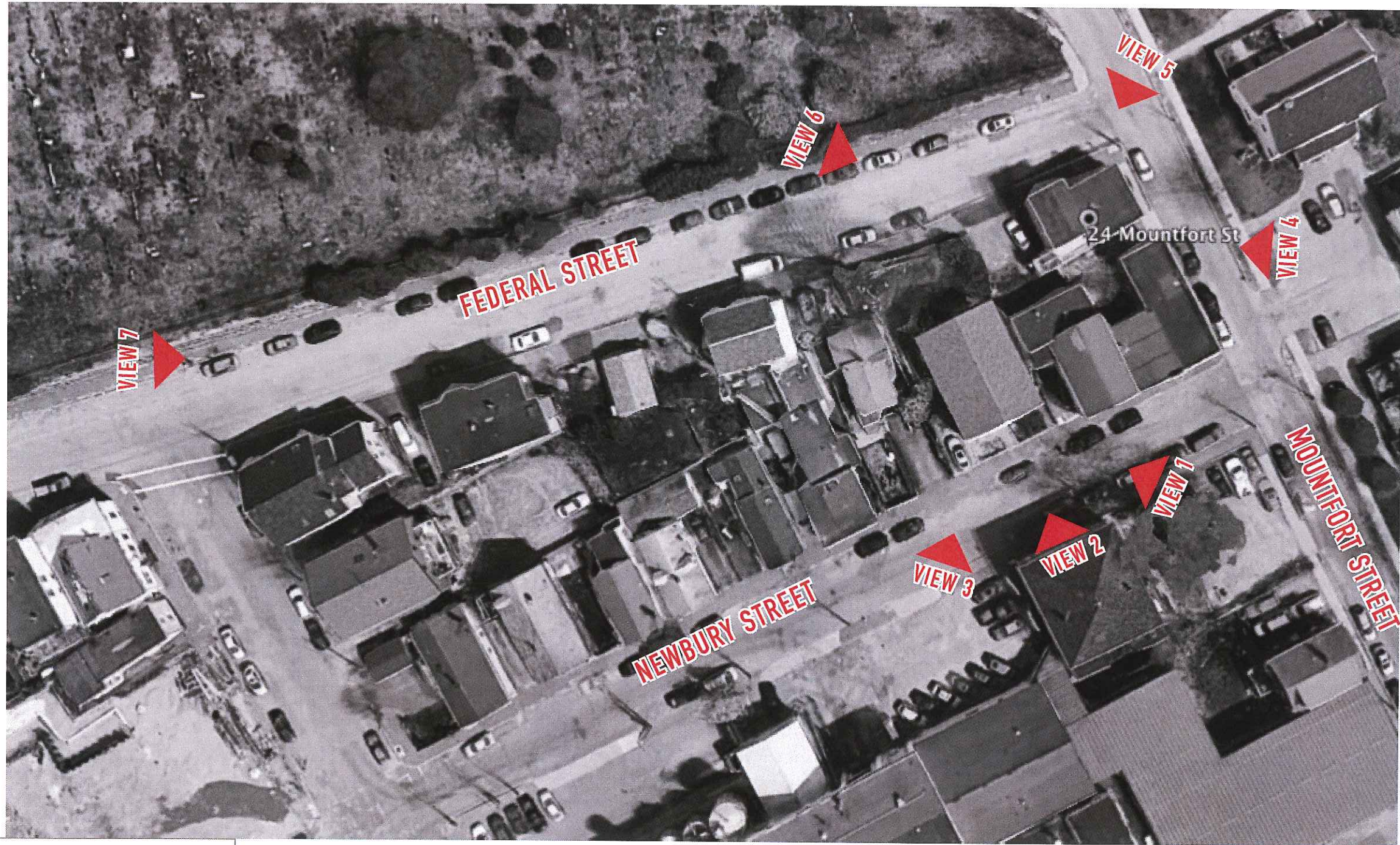
A.301

CROSS SECTION

PROJECT NAME:
24 MOUNTFORT
24 MOUNTFORT ST,
PORTLAND, MAINE, 04101

REVISIONS:





BARRETT
MADE

HOMES • SPACES • DETAILS

24 Mountfort Street, Portland, Maine
Basis of Design Context/Massing Studies

04.23.2019

SITE PLAN



DAKOTA
MADE

HOMES • SPACES • DETAILS

Basis of Design Context/Massing Studies

VIEW 1 - Proposed Building minimally visible. True street level view will hide more



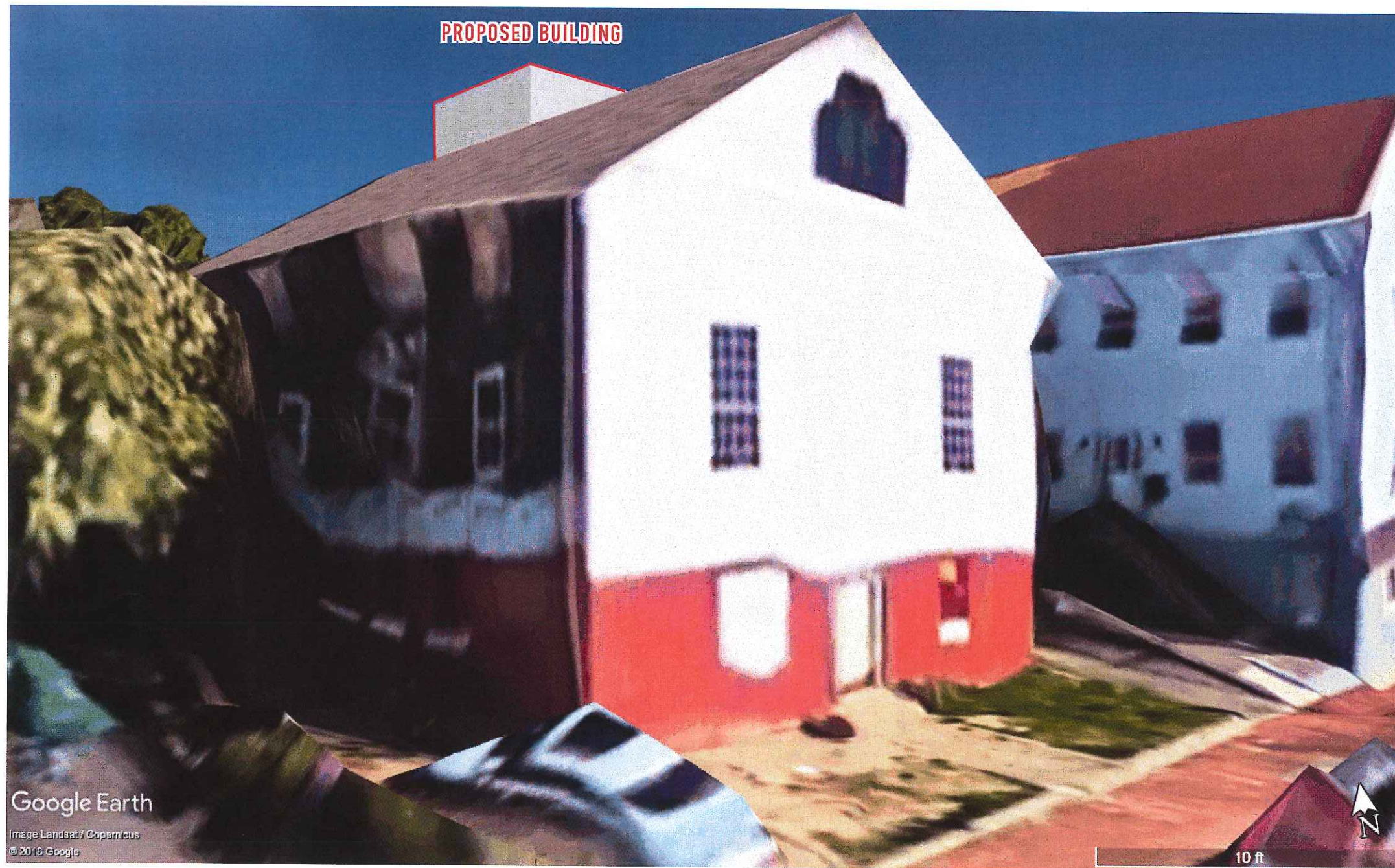
BARRETT
MADE

HOMES • SPACES • DETAILS

24 Mountfort Street, Portland, Maine
Basis of Design Context/Massing Studies

04.23.2019

VIEW 2 – Proposed Building is visible but will reflect surrounding building aesthetics. True street level view will hide more



BARRETT
MADE

HOMES • SPACES • DETAILS

24 Mountfort Street, Portland, Maine
Basis of Design Context/Massing Studies

04.23.2019

VIEW 3 – Proposed Building is minimally visible. True street level view will hide more.



BARRETT
MADE

HOMES · SPACES · DETAILS

24 Mountfort Street, Portland, Maine
Basis of Design Context/Massing Studies

04.23.2019

VIEW 4 - Proposed Building is minimally visible. True street level view will hide more.



BARRETT
MADE

HOMES • SPACES • DETAILS

24 Mountfort Street, Portland, Maine
Basis of Design Context/Massing Studies

04.23.2019

VIEW 5 - Proposed Building is only 1 story higher than existing adjacent building



BARRETT
MADE

HOMES • SPACES • DETAILS

24 Mountfort Street, Portland, Maine
Basis of Design Context/Massing Studies

04.23.2019

VIEW 6 – Proposed Building is only 1 story higher than existing adjacent building



BARRETT
MADE

HOMES • SPACES • DETAILS

24 Mountfort Street, Portland, Maine
Basis of Design Context/Massing Studies

04.23.2019

VIEW 7 – Proposed Building relates to context of entire block building heights



GOOGLE VIEW OF SITE



GOOGLE VIEW - 24 MOUNTFORT

7.83 ft



GOOGLE VIEW - NEWBURY ST.



GOOGLE VIEW- NEWBURY ST.



24 Nov

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
140 CONGRESS STREET

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
DATE: May 10, 2019
RE: May 15, 2019 **WORKSHOP – Advisory Review of Proposed Alterations**

Address: 140 Congress Street

Applicant: Pliny Reynolds

Architect: Matthew Ahlberg, Barrett Made

Introduction

Pliny Reynolds, owner of 140 Congress Street, has applied for an Administrative Authorization from the Planning Department to convert an existing former church located on the front portion of the subject lot into a hostel. The property immediately abuts the Portland Observatory, a National Historic Landmark and locally-designated landmark structure. Because of the property's proximity to the Observatory and the extent and nature of the exterior alterations, the project is subject to an advisory review by the Historic Preservation Board.

The applicant's submission is attached. Due to time constraints, the staff memo will be available for the Board and public on Monday, May 13.

Guesthouse 140:

Address: 140 Congress Street,
Portland, Maine 04101

Drawing Index:

ARCHITECTURAL DRAWINGS - PERMIT SET

A0 COVER SHEET

A0.0 EXISTING SITE PLAN

A0.1 KEY PLAN - PROPOSED WORK

A0.2a LIFE SAFETY PLAN-GROUND

A0.2b LIFE SAFETY PLAN-LOFT

A0.2c LIFE SAFETY PLAN-BASEMENT

A0.3 EXISTING PLAN-GROUND LEVEL

A0.4 EXISTING PLAN-BASEMENT

A1.0 GROUND FLOOR PLAN

A1.1 LOFT PLAN

A1.2 BASEMENT PLAN

A3.0 DETAILS - STAIRS

A3.1 DETAILS - ADA RAMP - PLAN

A3.2 DETAILS - ADA RAMP

A4.0 SECTION - EAST

A4.1a SECTION - NORTH

A4.1b SECTION - NORTH

A4.2 SECTION - NORTH

A5.0a EXTERIOR ELEVATION

A5.0b EXTERIOR ELEVATION

A5.1 EXTERIOR ELEVATION

PROJECT DESCRIPTION

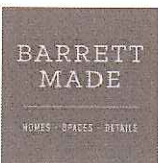
Commercial Interior Alteration at 140 Congress Street, Portland, Maine, 04101. This property is zoned R6 and consists of two attached structures: A single family residence and a place of assembly. Our intent is to convert the place of assembly into a Hostel while the single-family home will act as permanent residence for the owner/operator/applicant.

The Hostel will comply with all facets of City of Portland Land Use Code of Ordinances Chapter 14 Sec. 14-137 Rev. 1-18-2012 14-162.

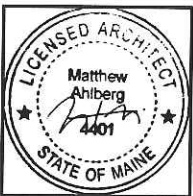
As per our pre-approval meetings with Development review, Planning, Historic Preservation, Zoning, Code Enforcement, and Life Safety the Hostel will include:

- 2 dedicated parking spaces (less than .25 miles from transit stop).
- 6 Guestrooms (6 total Beds). One ADA accessible Unit on the ground floor utilizing the existing entry landing and steps and providing a new ADA compliant ramp .
- General gathering area for guests only with a communal kitchen (no open flame/range), 2 bathrooms in the basement.

Barrett Made Design Build
65 Hanover Street
Portland Maine 04101
tel: 270 210 4421

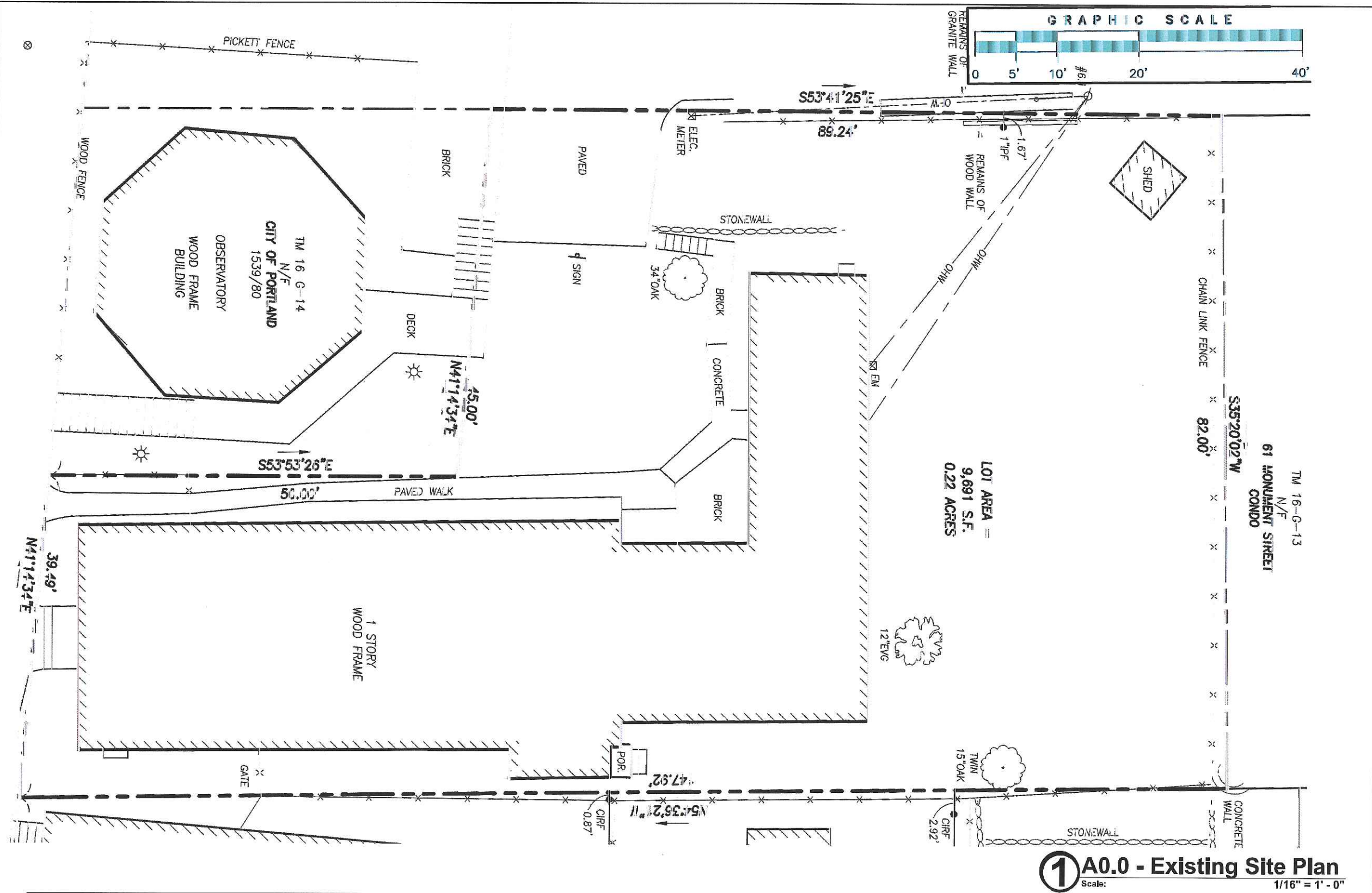


140 Congress Street



Distribution

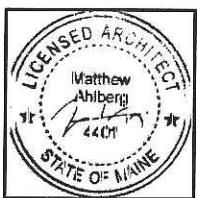
issue:	date:	rev:
Permit Set	1/3/19	
Permit Set	2/28/19	



Barrett Made Design Build
65 Hanover Street
Portland Maine 04101
tel: 270 210 4421



140 Congress Street



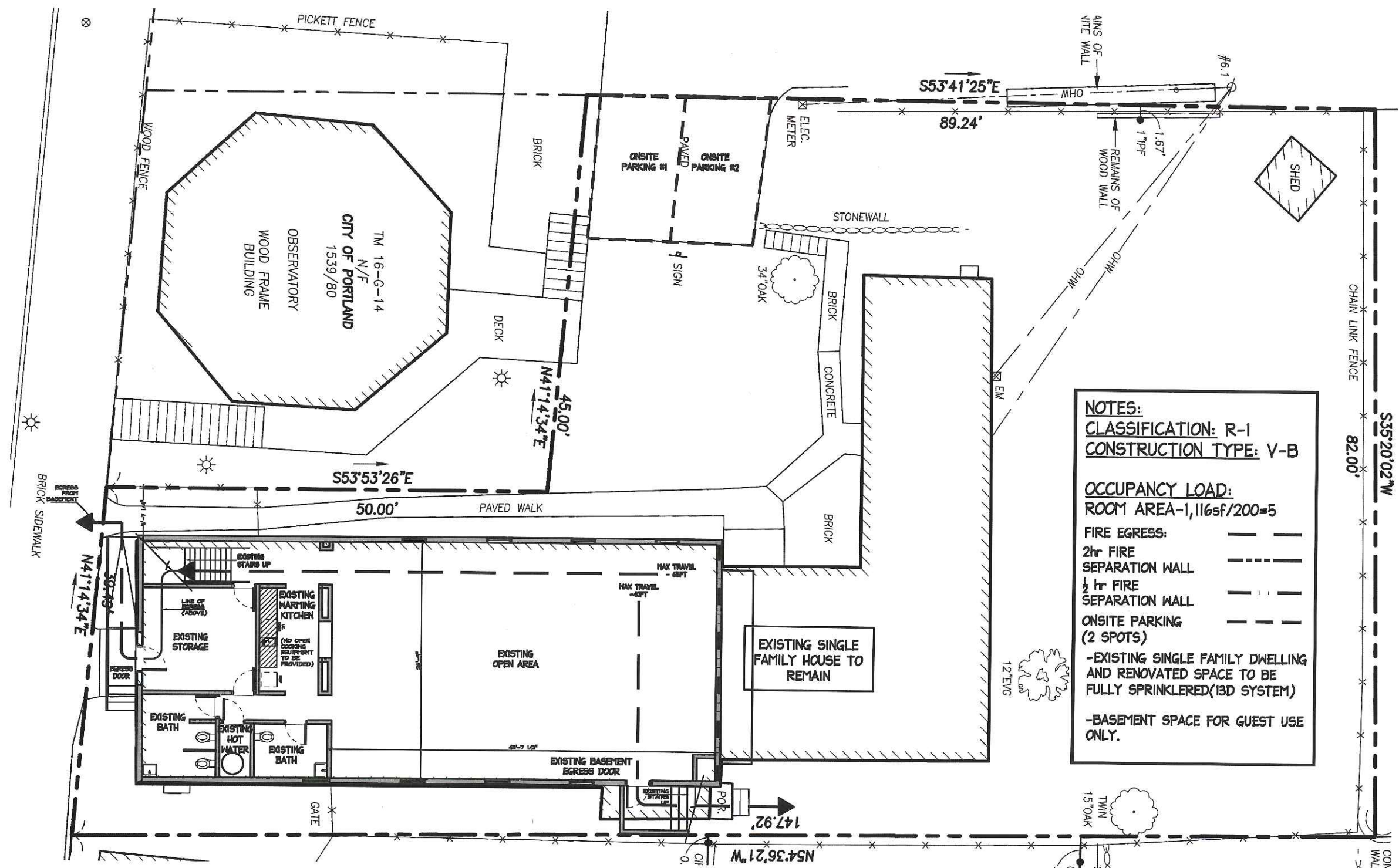
Distribution		
issue:	date:	rev:
PERMIT SET	1/3/19	
PERMIT SET	2/28/19	



BARRETT
MADE

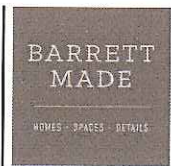
MOVIES • SPACES • DETAILS

issue:	date:	rev:
PERMIT SET	1/3/19	
PERMIT SET	2/28/19	



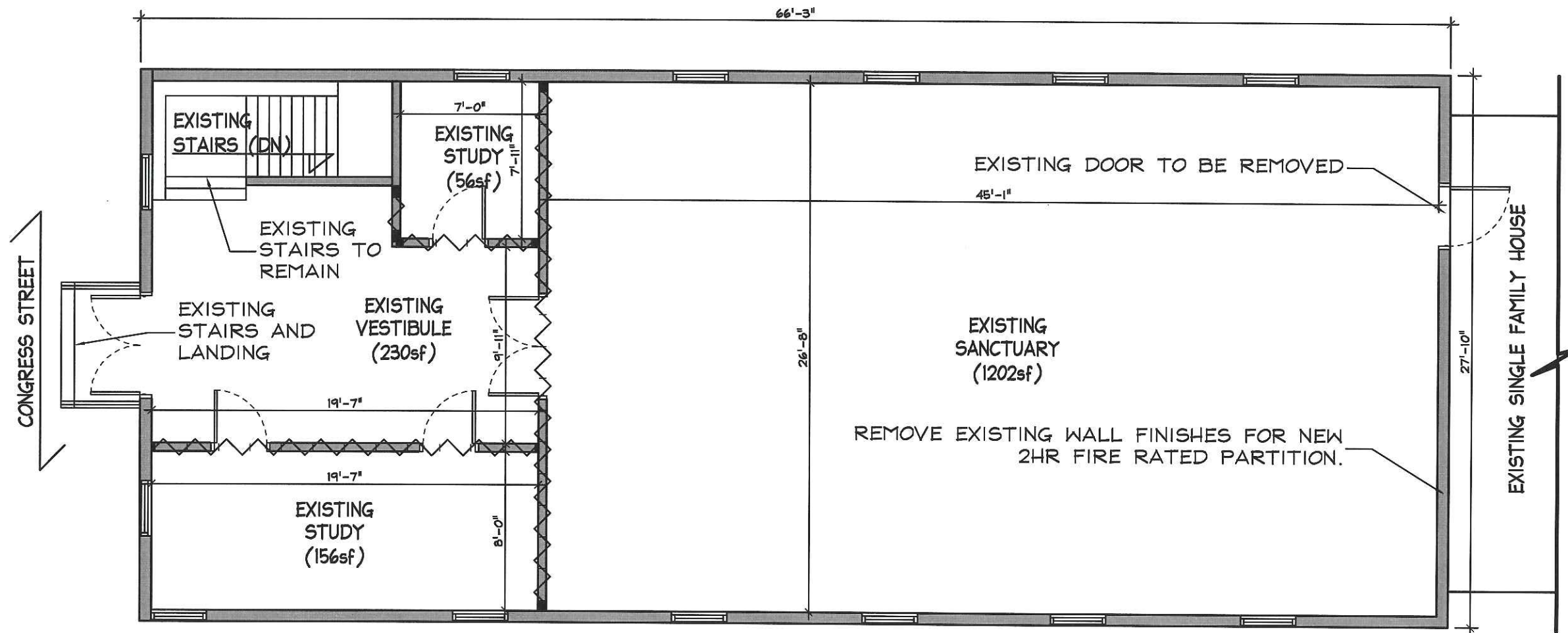
1 A0.2c - Life Safety Plan-Basement
 Scale: 1/16" = 1' - 0"

Barrett Made Design Build
 65 Hanover Street
 Portland Maine 04101
 tel: 270 210 4421



140 Congress Street

Distribution		
issue:	date:	rev:
Permit Set	1/3/19	
Permit Set	2/28/19	



LEGEND:



NON STRUCTURAL WALLS TO BE REMOVED



EXISTING WALLS TO REMAIN

NOTE:

-REFER TO DEMO PERMIT BLDC2019-00560 (2/1/2019) FOR MORE INFORMATION

TOTAL SQUARE FEET - 1736sf



1 A0.3-Existing Plan-Ground Level

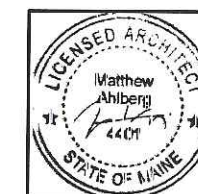
Scale:

1/8" = 1' - 0"

Barrett Made Design Build
65 Hanover Street
Portland Maine 04101
tel: 270 210 4421

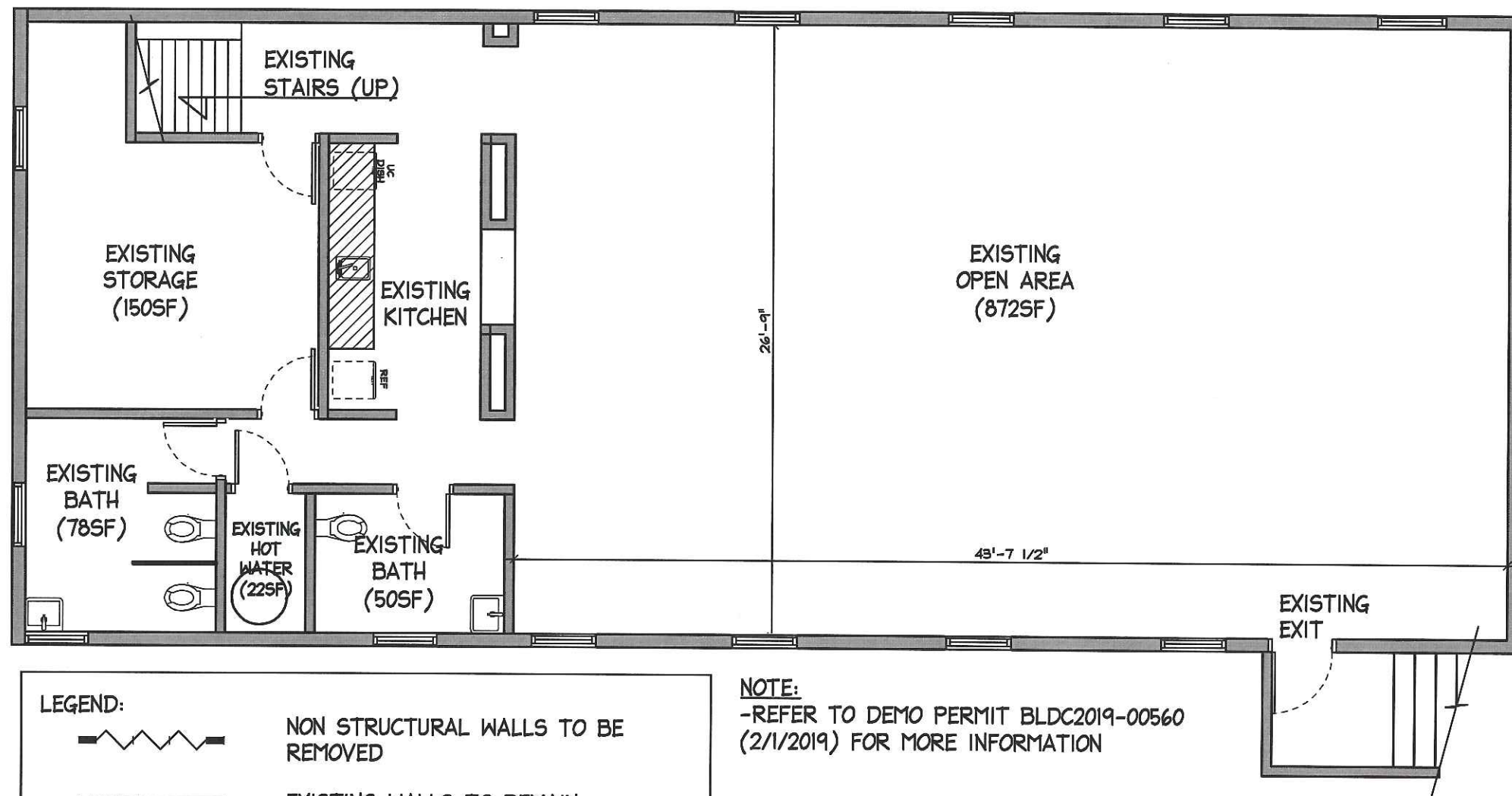


140 Congress Street



Distribution

issue:	date:	rev:
Schematic Design	12/18/18	
PERMIT SET	1/3/19	
PERMIT SET	2/28/19	



LEGEND:



NON STRUCTURAL WALLS TO BE REMOVED



EXISTING WALLS TO REMAIN

NOTE:

-REFER TO DEMO PERMIT BLDC2019-00560 (2/1/2019) FOR MORE INFORMATION

TOTAL SQUARE FEET - 1736sf

1 A0.4-Existing Plan - Basement Level

Scale:

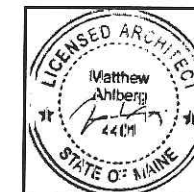
1/8" = 1' - 0"

Barrett Made Design Build
65 Hanover Street
Portland Maine 04101
tel: 270 210 4421

**BARRETT
MADE**

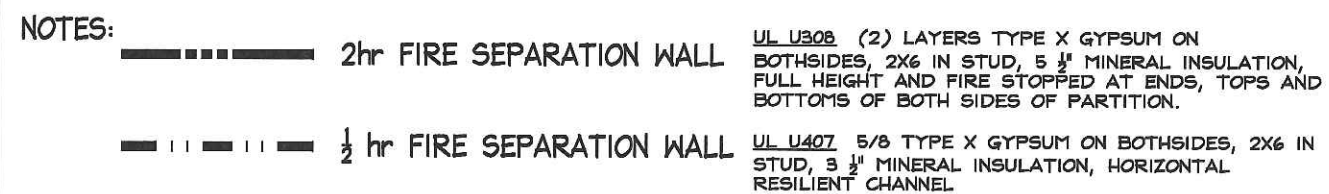
HOUSES - SPACES - DETAILS

140 Congress Street

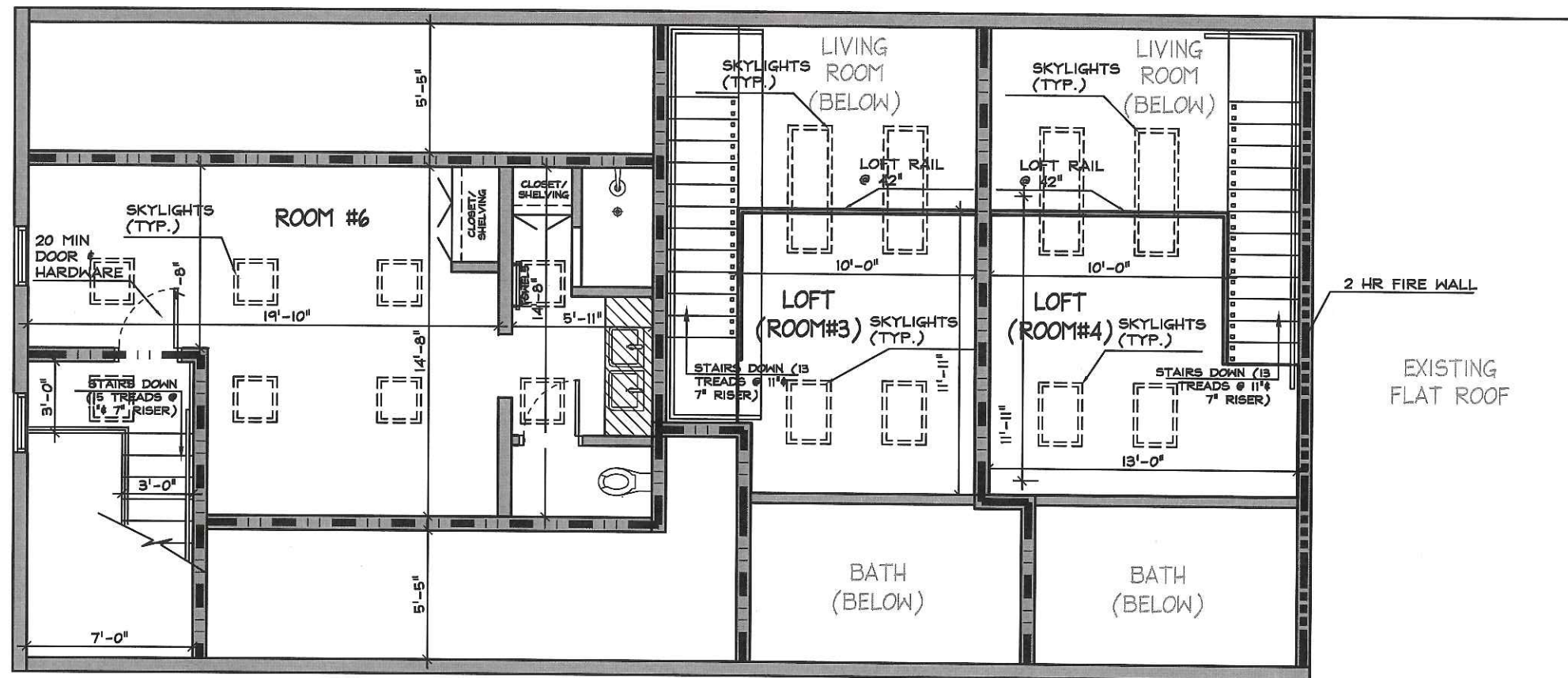


Distribution

issue:	date:	rev:
Schematic Design	12/18/18	
PERMIT SET	1/3/19	
PERMIT SET	2/28/19	



Distribution		
issue:	date:	rev:
Permit Set	1/3/19	
Permit Set	2/28/19	



NOTES:

----- 2hr FIRE SEPARATION WALL

- - - - - 1/2 hr FIRE SEPARATION WALL

UL U30B (2) LAYERS TYPE X GYPSUM ON BOTH SIDES, 2X6 IN STUD, 5 1/2" MINERAL INSULATION, FULL HEIGHT AND FIRE STOPPED AT ENDS, TOPS AND BOTTOMS OF BOTH SIDES OF PARTITION.

UL U407 5/8 TYPE X GYPSUM ON BOTH SIDES, 2X6 IN STUD, 3 1/2" MINERAL INSULATION, HORIZONTAL RESILIENT CHANNEL

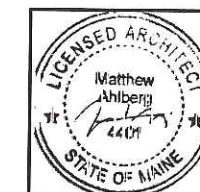
TOTAL SQUARE FEET - 612sf

1 A1.1 - Loft Plan
Scale: 1/8" = 1' - 0"

Barrett Made Design Build
65 Hanover Street
Portland Maine 04101
tel: 270 210 4421

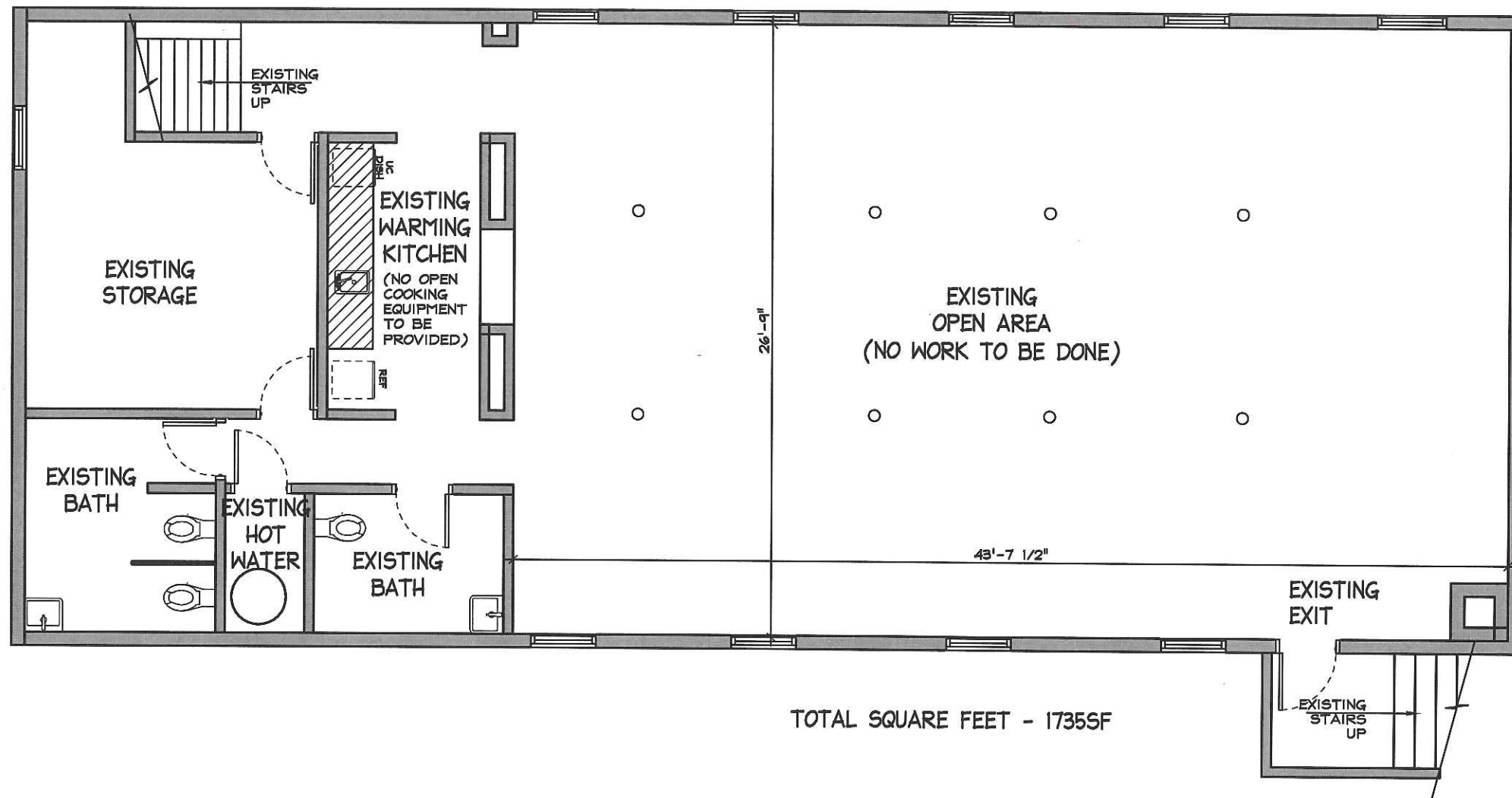
BARRETT
MADE
HOMES - SPACES - DETAILS

140 Congress Street



Distribution

issue:	date:	rev:
PERMIT SET	1/3/19	
PERMIT SET	2/28/19	

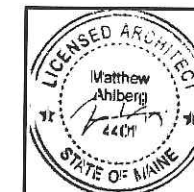


1 A1.2 Basement Plan
Scale: 1/8" = 1' - 0"

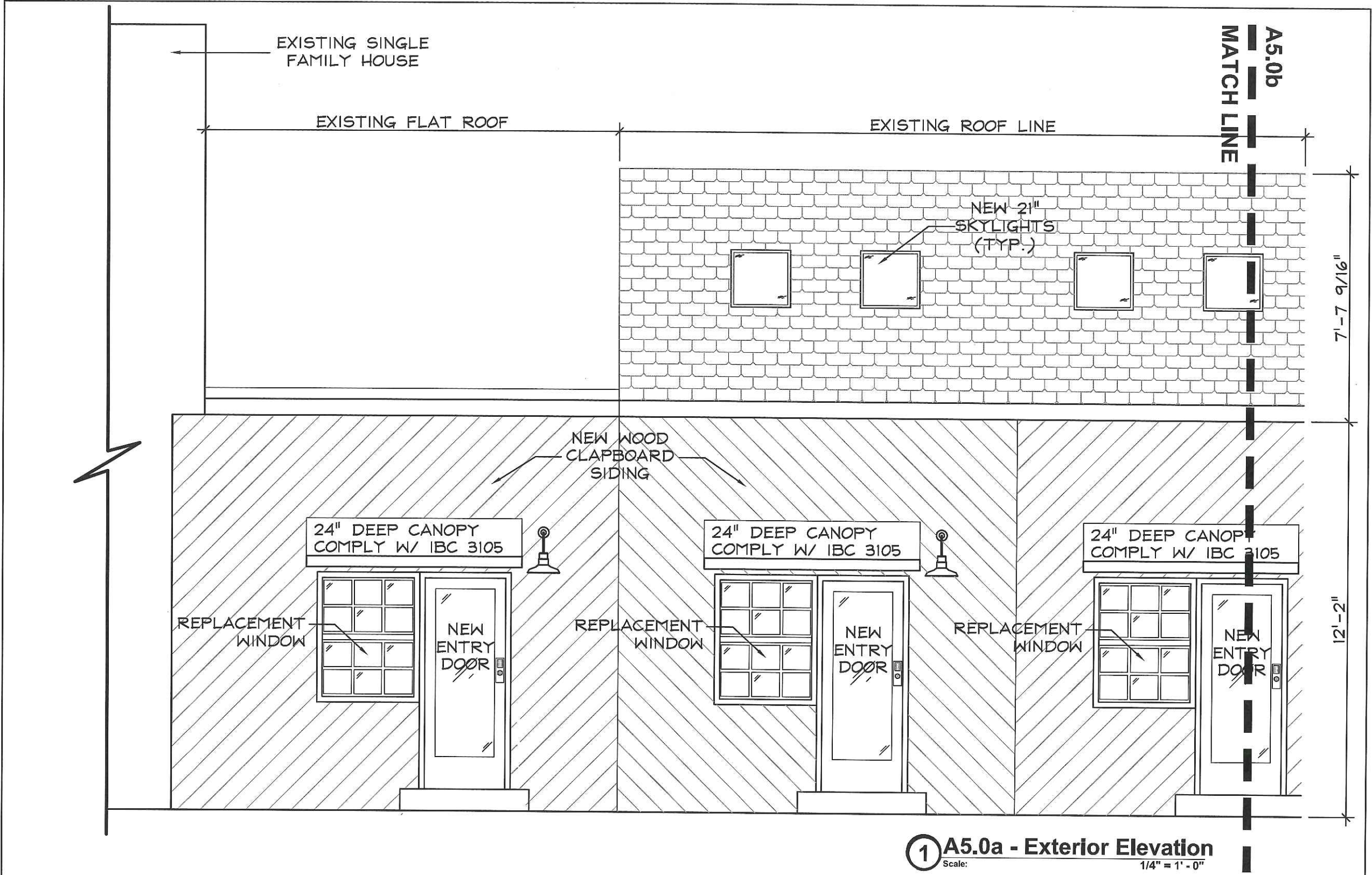
Barrett Made Design Build
65 Hanover Street
Portland Maine 04101
tel: 270 210 4421



140 Congress Street



Distribution		
issue:	date:	rev:
PERMIT SET	1/3/19	
PERMIT SET	2/28/19	

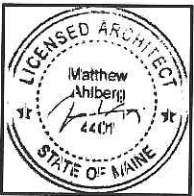


1 A5.0a - Exterior Elevation
 Scale: 1/4" = 1'-0"

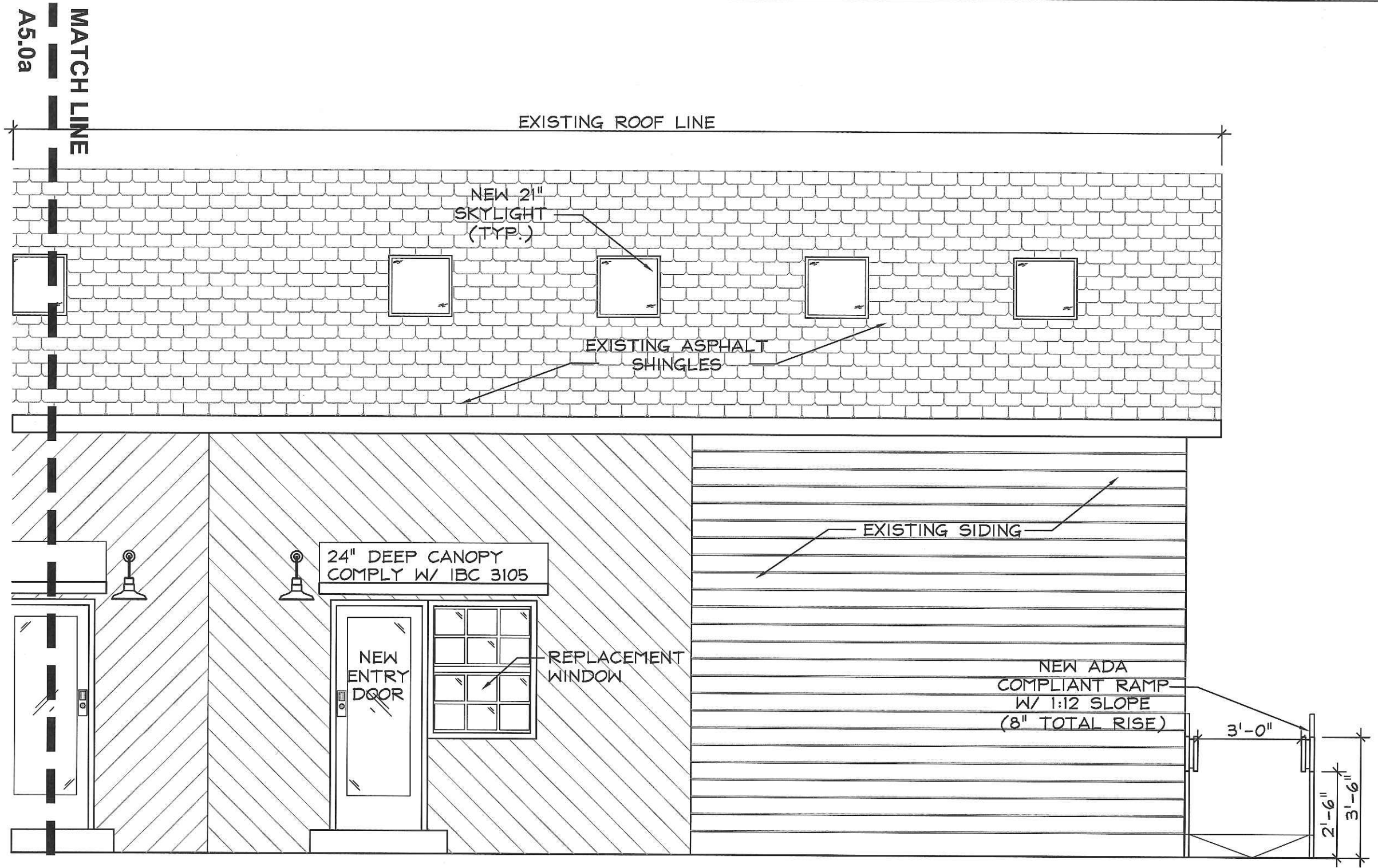
Barrett Made Design Build
 65 Hanover Street
 Portland Maine 04101
 tel: 270 210 4421



140 Congress Street

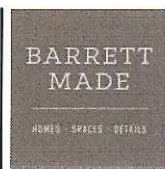


Distribution		
issue:	date:	rev:
Permit Set	1/3/19	
Permit Set	2/28/19	

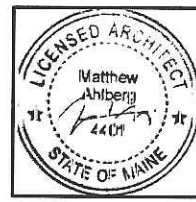


1 A5.0b - Exterior Elevation
 Scale: 1/4" = 1' - 0"

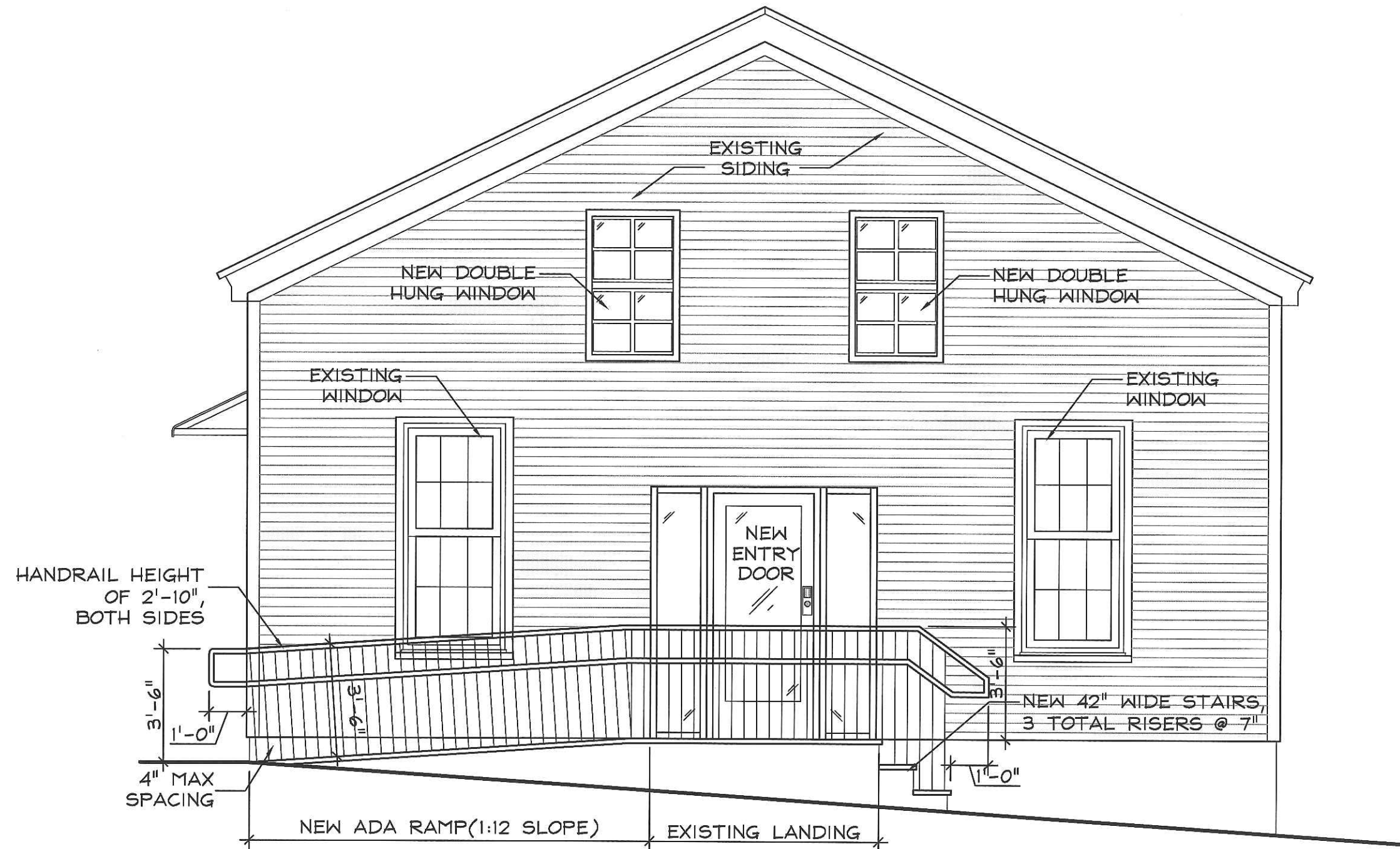
Barrett Made Design Build
 65 Hanover Street
 Portland Maine 04101
 tel: 270 210 4421



140 Congress Street

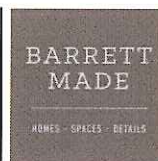


Distribution		
issue:	date:	rev:
Permit Set	1/3/19	
Permit Set	2/28/19	

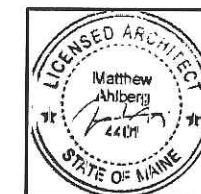


1 A5.1 - Exterior Elevation
 Scale: 1/4" = 1' - 0"

Barrett Made Design Build
 65 Hanover Street
 Portland Maine 04101
 tel: 270 210 4421



140 Congress Street



Distribution		
issue:	date:	rev:
Permit Set	1/3/19	
Permit Set	2/28/19	