

Historic Preservation Board

Wednesday, March 6, 2024 at 5:00 PM
Room 24, Basement Level of City Hall



MEMBERS

Robert O'Brien (Chair)
Brad Miller (Vice Chair)
Hilary Bassett
Ashley Keenan
Valerie Paquin-Gould
Brian Sosebee
Rob Whitten

HYBRID PARTICIPATION:

The Historic Preservation Board invites the public to attend the meeting in person or Zoom pursuant to the Remote Meeting Policy adopted by the Historic Preservation Board. Please check the Agenda Center prior to the meeting (<https://portlandme.portal.civicclerk.com>) to view memos and reports which will be posted by the end of the day on the Friday before the Historic Preservation Board meeting as well as start times for each item as placement on the agenda can change.

REMOTE PARTICIPATION

Allow your computer to install the free Zoom app to get the best meeting experience. If you are not able to attend either in person or via Zoom, a recording will be available in the [Agenda Center](#) following the meeting. For public comment via Zoom, you will need to use the "raise your hand" feature. To raise your hand via the telephone, please hit *9. You will be asked to unmute by the host when it is time for public comment.

You are invited to a Zoom webinar.

When: Mar 6, 2024 05:00 PM Eastern Time (US and Canada)

Topic: Historic Preservation Workshops 3/6/2024

Please click the link below to join the webinar:

<https://portlandmaine-gov.zoom.us/j/88981945953>

Or One tap mobile :

+13126266799,,88981945953# US (Chicago)

+16469313860,,88981945953# US

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

+1 312 626 6799 US (Chicago), +1 646 931 3860 US, +1 929 205 6099 US (New York), +1 301 715 8592 US (Washington DC)

Webinar ID: 889 8194 5953

International numbers available: <https://portlandmaine-gov.zoom.us/j/kc45R5Bmx>

PUBLIC COMMENT INFORMATION:

To submit written public comment on an agenda item, email hp@portlandmaine.gov. Submissions must be received by 12:00 pm the day before the Historic Preservation Board meeting to guarantee their inclusion in the agenda packet. All submissions must include the commenter's name and legal address. To help ensure your comment is submitted for the correct item, please include the name of the agenda item (see below).

AGENDA:

1. ROLL CALL AND DECLARATION OF QUORUM
2. REPORT OF ATTENDANCE AT THE MEETING HELD ON FEBRUARY 21, 2024

- i. PUBLIC HEARING

- i. 31 May Street: *Keenan, Miller, O'Brien, Paquin-Gould, Whitten present; Bassett, Sosebee absent*

WORKSHOP:

- i. 64 Pine Street: *Keenan, Miller, O'Brien, Paquin-Gould, Whitten present; Bassett, Sosebee absent*
- ii. 156 High Street/8 Deering Avenue: *Keenan, Miller, O'Brien, Paquin-Gould, Whitten present; Bassett, Sosebee absent*

3. REPORTS OF DECISIONS AT THE MEETING HELD ON FEBRUARY 21, 2024

- i. Certificate of Appropriateness for Addition & Alterations; 31 MAY STREET; Nathaniel R. Hull & Reid Hayton-Hull Trustees, Applicant. Plan Number: HPBR-002799-2024. The Board voted (5-0) to approve the application as submitted (Bassett, Sosebee absent).

4. COMMUNICATION AND REPORTS

- i. Victoria Mansion, Preservation Trades Training Program: Window Preservation. Staff will share a press release from the Victoria Mansion announcing a series of Preservation Trades Training Workshops.

5. PUBLIC HEARING

- i. No Public Hearing Items

6. WORKSHOP

- i. Preliminary Review of Rehabilitation and Interpretive Elements; 1 BEAN POT CIRCLE (B&M CANNERY BUILDING); The Initiative for Digital Engineering and Life Science, Applicant. Plan Number: HPBR-002723-2023.
- ii. Preliminary Review of New Construction; 42 ATLANTIC STREET; LB Atlantic LLC, Applicant. Plan Number: HPBR-002814-2024.

**STAFF MEMORANDUM
HISTORIC PRESERVATION PROGRAM
PLANNING AND URBAN DEVELOPMENT**



TO: Chair O'Brien and Members of the Historic Preservation Board
FROM: Evan R. Schueckler, Historic Preservation Program Manager
DATE: February 22, 2024
RE: Victoria Mansion, Preservation Trades Training Program: Window Preservation
MEETING: March 6, 2024

On February 12, the Victoria Mansion issued the attached Press Release announcing a series of Preservation Trades Training Workshops. The first, scheduled from April 1, 2024 to April 12, 2024 will focus on preservation of historic wood windows. The training will be for practicing tradespeople who are interested in expanding their specialized skills and knowledge relating to the technical aspects of Historic Preservation.

Applications are due on March 8. Selected participants will receive a weekly stipend.

More information can be found on the Victoria Mansion's Website:
<https://victoriamansion.org/event/window-preservation-training-2024/>

ATTACHMENTS

1. Victoria Mansion Press Release announcing Preservation Trades Training Programs



FOR IMMEDIATE RELEASE (NO EMBARGO)

Contact: Timothy Brosnihan, Executive Director
(207) 772-4841, ext. 100
tbrosnihan@victoriamansion.org

Portland, Maine, February 12, 2024 – Victoria Mansion to Host the First in a Series of Preservation Trades Training Programs

The two-week training program, aimed at practicing tradespeople interested in acquiring the specialized skills required to preserve historic wood windows, will begin on April 1, 2024.

Victoria Mansion plans to host the first in a series of specialized training programs designed to help practicing building tradespeople develop the knowledge and skills necessary to expand their careers into the historic preservation field. The initial pilot program will focus on the preservation of historic wood windows and offer five to ten days of daily hands-on training. Trainees will gain experience in conditions assessment, diagnostics, traditional wood repairs, modern wood-epoxy repairs, glazing, and painting.

The April pilot program will be led by Portland preservation expert John Leeke, author of *Save America's Windows* and a registered building assessor for the federal Collections Assessment for Preservation (CAP) program. John was recently honored by [Traditional Building Magazine](#) as one of the industry's "25 leaders who have dedicated their careers to the classical and traditional styles in myriad and outstanding ways that are serving as models around the country."

Participation in the pilot project is limited to five trainees and is subject to a competitive application process. Notably, the five trainees will receive a weekly stipend, in recognition of the value of their labor, and to attract well-qualified professionals currently working in the building trades. For more information about the program and how to apply, please visit [Victoria Mansion's events page](#) for details.

For years, preservationists have lamented the lack of workers skilled in the special methods and techniques required to work sensitively on historic buildings. While this problem can't be fixed overnight, we firmly believe that knowledge sharing will be part of the solution.

The pilot training will be the first of an annual series of preservation trades workshops designed to provide specialized training to expand the pool of skilled tradespeople qualified to work on historic properties. Victoria Mansion plans to offer these opportunities on an ongoing basis – expanding both the number apprenticeships created, as well as the number of preservation specialties offered.

According to Timothy Brosnihan, Victoria Mansion's Executive Director, "Currently many of the state's most experienced preservation experts are approaching retirement and will leave an

enormous vacuum if their skills are not transferred to the next generation. At Victoria Mansion, we continually struggle with the shortage of skilled, hands-on preservation practitioners. We see these training seminars as an opportunity to chip away at this problem, creating positive spillover effects that will benefit the stewards of other historic buildings throughout the state of Maine.”

For further information about the shortage of trades professionals in historic preservation, refer to [*Understanding and Advancing the Preservation Trades*](#) published by the Northeast Regional Initiative for the Preservation Trades, University of New Hampshire Cooperative Extension, February 2023.

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About Victoria Mansion

To people who are curious about art and history, Victoria Mansion is a triumph of 19th-century architecture and design with a wealth of stories to tell. Surviving intact with over 90% of its original interiors more than 160 years after its construction, Victoria Mansion is an historic house museum welcoming guests of all ages and backgrounds for a unique opportunity to explore and connect with the past. The mission of Victoria Mansion is to conserve, maintain, and restore the Victoria Mansion property and collections to the highest standards and to interpret them in their social and historical context to a broad local, state, and national audience. Visit us at www.victoriamansion.org.

**STAFF MEMORANDUM
HISTORIC PRESERVATION PROGRAM
PLANNING AND URBAN DEVELOPMENT**



TO: Chair O'Brien and Members of the Historic Preservation Board
FROM: Evan R. Schueckler, Historic Preservation Program Manager
DATE: March 1, 2024
RE: 1 Bean Pot Circle (B&M Cannery)– SECOND WORKSHOP – Rehabilitation
PROJECT ID: HPBR-002723-2023
MEETING: March 6, 2024

Owner: IDEALS (The Initiative for Digital Engineering and Life Science)
Architect: Greg Russell, Bruner Cott and Associates, Inc.

A sign announcing the Historic Preservation Board's meeting on March 6, 2024 was posted at the property on February 23, 2024. A legal ad was published in the Portland Press Herald on February 23, 2024 and February 24, 2024, and 75 notices were sent to neighboring property owners within 100 feet of the subject property.

PROJECT SCOPE

Rehabilitate the B&M Cannery building at 1 Bean Pot Circle, including cleaning and restoration of existing historic masonry, total replacement of windows and doors, new entry vestibule and canopy at east elevation, new operable wall system and canopy at south elevation, new stair tower, and new rooftop mechanical screening.

Project to include sitework such as regrading and new plazas and pathways.

Demolish existing non-contributing codfish building and pier (not subject to review). Construct new pier (not subject to review) and incorporate interpretive elements that speak to the history of the site and significance of the codfish building and B&M company.

SUMMARY OF HISTORIC CONTEXT

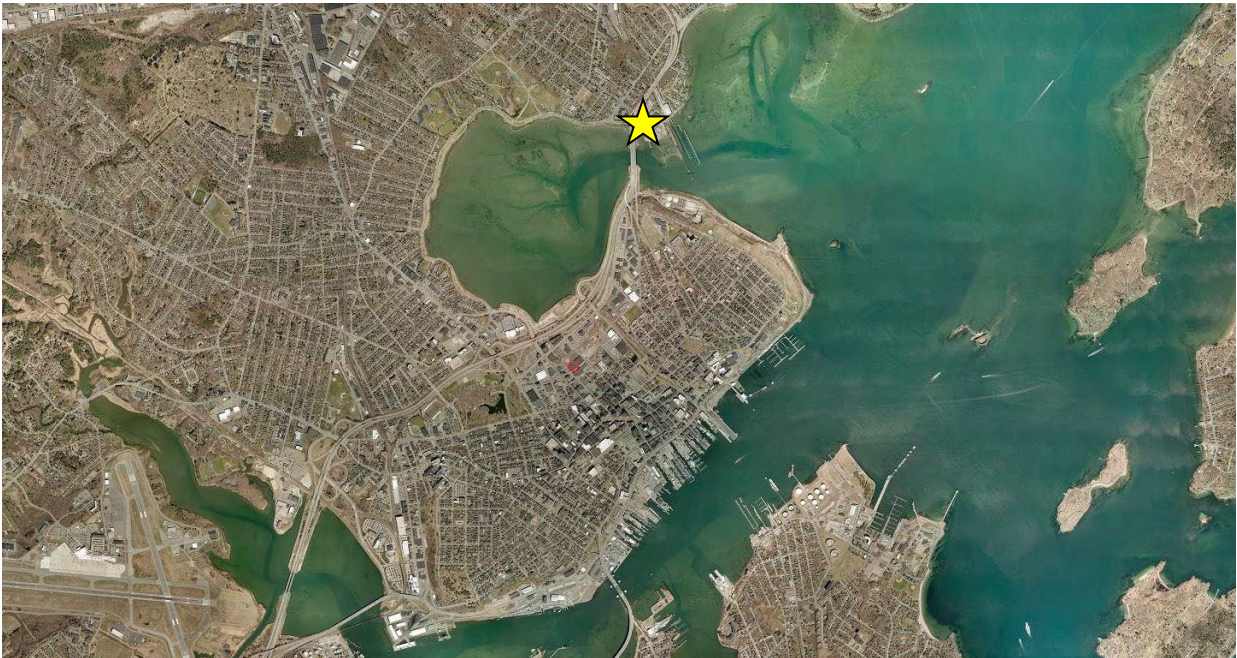


Figure 1: Partial map of Portland showing location of 1 Bean Pot Circle, the B&M Cannery.

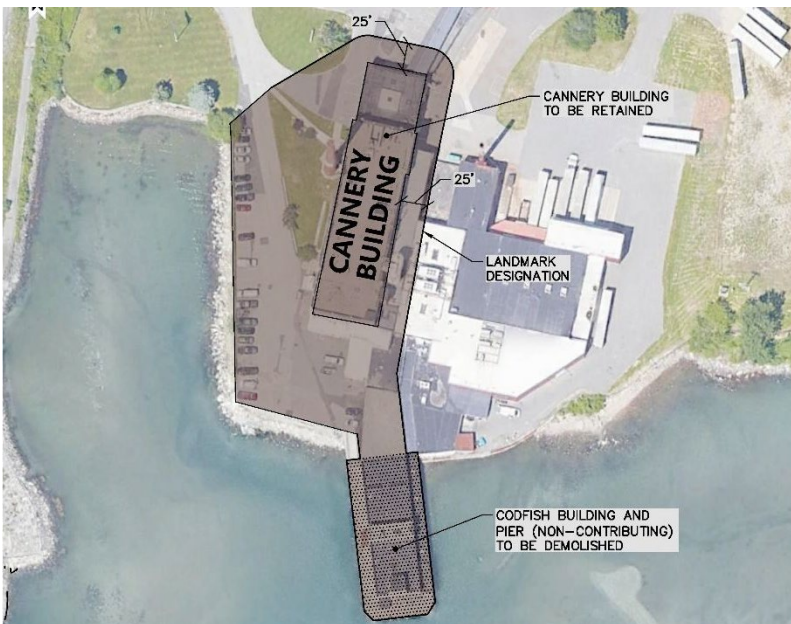


Figure 2: B&M Cannery Landmark Designation Boundary. (Page 32, Attachment 11).

The Burnham & Morill Company Offices and Cannery at 1 Bean Pot Circle were constructed in 1913 to house the company's growing food processing operations. The company had been founded in 1867 with the initial canning facility located on Franklin Street in the Old Port (15 Franklin Street).



Figure 3: 1930 Photograph of the B&M Company plant. (Maine Memory Network)

The iconic landmark structure is constructed with a reinforced concrete frame with filler panels and decorative elements in brick. The building originally had double-hung wood windows throughout, though these have been replaced over time. The building had also seen extensive modifications including a rambling complex of low additions attached at the north, south, and east elevations. The site remained in use by the B&M Company until 2022 when the building was sold to IDEALS and the company moved its operation out of Portland.

For a more thorough history of the B&M Company and Cannery, please see Attachment 3.

PREVIOUS REVIEW BY HISTORIC PRESERVATION BOARD

June 1, 2022, Public Hearing (Landmark Designation):

During the June 1 Public Hearing, the Historic Preservation Board voted to recommend to City Council that the B&M Cannery be designated a local Landmark. As part of the discussion with the IDEALS, the Board agreed with the applicant to support a limited designation boundary and that only the Cannery Building itself be considered a contributing resource to the Landmark designation (see Figure 2). The low additions to the north, south, and east were all deemed non-contributing based on their architectural character and dates of construction, while the Codfish Building was deemed noncontributing based on its severely deteriorated condition. Given that the Codfish Building had clear significance in its associations with the B&M Company but was deemed unsalvageable, the owner committed to incorporating interpretive elements in a new pier in the same location as the Codfish Building. It was also determined that the design and construction of the new pier would not be subject to Historic Preservation review; however, any elements built on top of it would be subject to review.

December 6, 2023, Workshop (Rehabilitation):

During the December 6 workshop, the applicant shared plans for the rehabilitation of the cannery building and some very preliminary information on proposed interpretive elements. Generally, the Board was very supportive of the proposed alterations to the cannery building. Board members found the proposed approach of restoring lightly damaged areas of the building and taking more heavily altered areas as opportunities for contemporary interventions as an appropriate approach. They commented that this would allow the west and south elevations of the building, which are most visible to the public from the interstate, to be primarily historically accurate, while more contemporary nods would be prominent at the interior of the site facing towards the adjacent proposed development.

Board members also discussed the proposed interpretive elements and sitework. Board members expressed generally favorable views of the six elements that would make up the proposed interpretive program. One area of discussion was in the relationship between the former industrial nature of the site and the proposed sitework. Board members commented that they would like to see some nods towards a messier industrial history in the proposed sitework and interpretive elements.

STAFF COMMENTS

For this second workshop, the applicant is focusing their presentation on plans for sitework and interpretive elements given that the proposed rehabilitation received such a favorable response at the prior workshop. They have provided responses to several comments from the first workshop, noting that additional information and details on the proposed cannery rehabilitation will be provided in a future submittal. The bulk of the application is more detailed information on proposed sitework and interpretive elements, including a number of new rendered views of the Cannery Building and proposed pier with the surrounding sitework and interpretive elements.

Regarding site work, the applicant has provided site plans showing general information on proposed circulation and materials of the various pathways, plazas, and steps. The plans and renderings also give a sense of the proposed program of regrading that is part of a larger program of improving the site's resiliency to storms and sea level rise. The primary multi-use pathway that will run around the perimeter of the site is proposed to be a bituminous paving, while more pedestrian-oriented paths will be done in pre-cast concrete pavers. The large plaza where the pier meets land will be granite, while the pier itself will have timber decking with inset metal bands. Within the designation boundary, the land will be raised around the cannery building so that grade meets the building at the first floor. The basement level is proposed to be raised to improve resiliency and a strip of land running along the shoreline will be raised to help protect the basement from increasingly high tides.

The applicant is still proposing six primary interpretive elements that will be located along the east and south sides of the Cannery and on the new pier. These elements will utilize several historic site features which were salvaged during the earlier selective demolition phase, as well as new elements. These elements are largely the same as were presented during the first workshop, but more detailed. In particular, clearer information has been provided about the potential design and content of the proposed “Commemoration & Map” (Item C). They have also added a “Viewfinder Kiosk” (item B) which would allow visitors to see a view of the historic Codfish Building superimposed over the proposed pier. This would help viewers to understand the relationship between the proposed light poles and the historic volume of the Codfish Building.

Given that this is a second workshop, the Board should provide very

ANALYSIS OF APPLICABLE REVIEW STANDARDS

Standards for Review of Alterations, 17.8.2:

Standard 1	
Every reasonable effort shall be made to provide a compatible use for a property which requires minimal alteration to the character defining features of the structure, object, or site and its environment or to use a property for its originally intended purpose.	
Standard Met?	Staff Comments
Yes	At present, the proposed office/educational use of the structure does not inherently require any incompatible alterations to the structure. The large, open floorplates and extensive fenestration are being viewed as assets in the proposed rehabilitation.

Standard 2	
The distinguishing original qualities or character of a structure, object, or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.	
Standard Met?	Staff Comments
Yes	The applicant is not proposing to remove significant portions of historic material or any prominent architectural features. The applicant is proposing to remove an existing concrete staircase at the west elevation which leads to the existing primary entrance to the building, and to add fill to the site, raising the grade to the first-floor level, allowing a fully accessible entrance in this location. The Board did not comment on proposed removal of the existing concrete staircase.

Standard 3	
All sites, structures, and objects shall be recognized as products of their own time, place, and use. Alterations that have no historical basis or create a false sense of historical development, such as adding conjectural features or elements from other properties, shall be discouraged.	
Standard Met?	Staff Comments
For Board Discussion	The applicant is not proposing to introduce any conjectural features or elements from other properties. Where Historic elements are missing and are proposed to be reintroduced, such as with the windows, they are to be based on physical evidence or photographic documentation. The applicant is proposing a program of interpretive elements within the site and at the new pier to interpret the history and function of the site. Board members should consider whether the proposed program is sufficiently faithful to the history and use of the site.

Standard 4	
Changes which may have taken place in the course of time are evidence of the history and development of a structure, object, or site and its environment. Changes that have acquired significance in their own right shall not be destroyed.	
Standard Met?	Staff Comments
Yes	The applicant is proposing to utilize contemporary glazing interventions in areas where the building has already been heavily modified such as where noncontributing additions were removed. The applicant has proposed this in the spirit of retaining a ghost or the memory of where these later additions had attached to the building. This will speak to the evolution and, albeit less architecturally significant, later industrial history of the site.

Standard 5	
Distinctive features, finishes, and construction techniques or examples of skilled craftsmanship which characterize a structure, object, or site shall be treated with sensitivity.	
Standard Met?	Staff Comments
Yes	The applicant is proposing to carefully repair and restore the distinctive concrete and brick exterior of the building.

Standard 6	
Deteriorated historic features shall be repaired rather than replaced wherever feasible. Where the severity of deterioration requires replacement of a distinctive feature, the new feature should match the feature being replaced in composition, design, texture, and other visual qualities and, where possible, materials. Repair or replacement of missing historic features should be based on accurate duplications of features, substantiated by documentary, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other structures or objects.	
Standard Met?	Staff Comments
Yes	The applicant is proposing to repair the existing historic masonry. Where historic windows are missing, they are proposed to be replaced based on the design of a limited number of remaining, though deteriorated historic windows and pictorial evidence. The new windows will be made from metal.

Standard 7	
The surface cleaning of structures and objects, if appropriate, shall be undertaken with the gentlest means possible. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be undertaken.	
Standard Met?	Staff Comments
For Board Discussion	At present, the applicant has not provided information on the means, methods, and products that will be used to clean the historic masonry. Staff would recommend that such information be included in future submissions or be accounted for in conditions of approval to confirm that non-destructive means of cleaning and restoration are being employed.

Standard 9	
Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural, or archaeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material, and character of the property, neighborhood or environment.	
Standard Met?	Staff Comments
Yes	The applicant is proposing to introduce a program of modern glazing in openings that had previously been heavily altered by non-historic additions. The contemporary glazing is proposed to be simplified with large single lites and a differentiated rhythm of mullions from the recreated historic glazing. The proposed entrance vestibule will also be differentiated in using simplified glazing and being inserted over the historic concrete frame. The contemporary glazing, canopies, and entrances will be completed in metal, which is in keeping with the building's industrial character, and will be finished in the same color as the recreated historic windows to create a cohesiveness across building openings.

Standard 10	
Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.	
Standard Met?	Staff Comments
Yes	Generally, the proposed alterations will be reversible in that no significant changes to the masonry structure are proposed. New glazing will be inserted into existing structural openings. For the new canopies, and the entrance vestibule additional detail should be provided in future submissions to show that these elements could be removed or replaced at a future date with minimal damage to the historic structure.

ATTACHMENTS

1. Project Description
2. Plans of Interpretive Elements
3. B&M Cannery Landmark Nomination Report

February 12, 2024

Evan R Scheuckler
Historic Preservation Program Manager
City of Portland
<via email>

Re: Response to Staff Comments on Documents submitted for Workshop #1 for the Rehabilitation of the B&M Cannery Building (Project ID #HPBR-002723-2023)

Dear Evan,

Find below comments from IDEALS and Bruner/Cott in response to the Staff review of documents submitted for the first workshop of the rehabilitation of the B&M Cannery. Notes are listed below each standard, in **RED**.

ANALYSIS OF APPLICABLE REVIEW STANDARDS

Standards for Review of Alterations, 17.8.2:

Standard 1

Every reasonable effort shall be made to provide a compatible use for a property which requires minimal alteration to the character defining features of the structure, object, or site and its environment or to use a property for its originally intended purpose.

Standard Met?

Staff Comments: Yes

At present, the proposed office/educational use of the structure does not inherently require any incompatible alterations to the structure. The large, open floorplates and extensive fenestration are being viewed as assets in the proposed rehabilitation.

IDEALS & B/C Response

No modifications to the previously submitted documents are required to address any Staff comments on this issue.

Standard 2

The distinguishing original qualities or character of a structure, object, or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.

Standard Met?

Staff Comments: For Board Discussion

The applicant is not proposing to remove significant portions of historic material or any prominent architectural features. The applicant is proposing to remove an existing concrete staircase at the west elevation which leads to the existing primary entrance to the building, and to add fill to the site, raising the grade to the first-floor level, allowing a fully accessible entrance in this location. The Board should discuss whether these stairs have any significance, or whether they should be incorporated or referenced in the proposed site work.

IDEALS & B/C Response

In Workshop #1, the PHPB board did not comment on the significance of the concrete stairs at the west elevation. There was no mention or requirement to modify the submitted documents to incorporate the existing stairs into the proposed site work. No modifications to the previously submitted documents are required to address any Staff or PHPB board comments on this issue.

Standard 3

All sites, structures, and objects shall be recognized as products of their own time, place, and use. Alterations that have no historical basis or create a false sense of historical development, such as adding conjectural features or elements from other properties, shall be discouraged. Standard Met?

Staff Comments: For Board Discussion

The applicant is not proposing to introduce any conjectural features or elements from other properties. Where Historic elements are missing and are proposed to be reintroduced, such as with the windows, they are to be based on physical evidence or photographic documentation.

The applicant is proposing a program of interpretive elements within the site and at the new pier to interpret the history and function of the site. Board members should consider whether the proposed program is sufficiently faithful to the history and use of the site.

IDEALS & B/C Response

Documents submitted for Workshop #2 address the Staff Comments about the program of interpretive elements. No modifications to the previously submitted documents are required to address any other Staff comments on this issue.

Standard 4

Changes which may have taken place in the course of time are evidence of the history and development of a structure, object, or site and its environment. Changes that have acquired significance in their own right shall not be destroyed. Standard Met?

Staff Comments: For Board Discussion

The applicant is proposing to utilize contemporary glazing interventions in areas where the building has already been heavily modified such as where noncontributing additions were removed. The applicant has proposed this in the spirit of retaining a ghost or the memory of where these later additions had attached to the building. This will speak to the evolution and, albeit less architecturally significant, later industrial history of the site.

IDEALS & B/C Response

PHPB liked the overall approach to the design and the introduction of contemporary elements where original building fabric was lost. No modifications to the previously submitted documents are required to address any Staff or PHPB board comments on this issue.

Standard 5

Distinctive features, finishes, and construction techniques or examples of skilled craftsmanship which characterize a structure, object, or site shall be treated with sensitivity.

Standard Met?

Staff Comments: Yes

The applicant is proposing to carefully repair and restore the distinctive concrete and brick exterior of the building.

IDEALS & B/C Response

No modifications to the previously submitted documents are required to address any Staff comments on this issue.

Standard 6

Deteriorated historic features shall be repaired rather than replaced wherever feasible. Where the severity of deterioration requires replacement of a distinctive feature, the new feature should match the feature being replaced in composition, design, texture, and other visual qualities and, where possible, materials. Repair or replacement of missing historic features should be based on accurate duplications of features, substantiated by documentary, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other structures or objects.

Standard Met?

Staff Comments: Yes

The applicant is proposing to repair the existing historic masonry. Where historic windows are missing, they are proposed to be replaced based on the design of a limited number of remaining, though deteriorated historic windows and pictorial evidence. The new windows will be made from metal.

IDEALS & B/C Response

No modifications to the previously submitted documents are required to address any Staff comments on this issue.

Standard 7

The surface cleaning of structures and objects, if appropriate, shall be undertaken with the gentlest means possible. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be undertaken.

Standard Met?

Staff Comments: For Board Discussion

At present, the applicant has not provided information on the means, methods, and products that will be used to clean the historic masonry. Staff would recommend that such information be included in future submissions to confirm that non-destructive means of cleaning are being employed.

IDEALS & B/C Notes & Response

B/C will work with on-site trial samples for exposing and repairing concrete. Paint removal is likely to involve low-pressure abrasives or "pressure washing". Concrete removal will be necessary at places where rebar corrosion has caused spalls and incipient detachment. Decorative brick patterns embedded in concrete columns and parapets are attached to areas of broken concrete and will be rebuilt when the concrete is replaced. Repointing of brick spandrels will also involve trial areas for mortar specification that staff can review. Note that B/C will specify the least invasive or gentlest process that adequately cleans the existing structures and objects. A sample specification will be included in materials submitted for the PHPB hearing.

Standard 9

Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural, or archaeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material, and character of the property, neighborhood or environment.

Standard Met?

Staff Comments: For Board Discussion

The applicant is proposing to introduce a program of modern glazing in openings that had previously been heavily altered by non-historic additions. The contemporary glazing is proposed to be simplified with large single lites and a differentiated rhythm of mullions from the recreated historic glazing.

The proposed entrance vestibule will also be differentiated in using simplified glazing and being inserted over the historic concrete frame.

The contemporary glazing, canopies, and entrances will be completed in metal, which is in keeping with the building's industrial character, and will be finished in the same color as the recreated historic windows to create a cohesiveness across building openings.

The applicant has provided preliminary information on proposed interpretive elements for the site, including at the new pier. Board members should provide feedback on whether the proposed program is sufficient in its scope and compatibility, is clearly contemporary, and on what additional information should be provided for future review.

IDEALS & B/C Notes & Response

Documents submitted for Workshop #2 address the Staff Comments about the program of interpretive elements. No modifications to the previously submitted documents are required to address any other Staff comments on this issue.

Standard 10

Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.

Standard Met?

Staff Comments: For Board Discussion

Generally, the proposed alterations will be reversible in that no significant changes to the masonry structure are proposed. New glazing will be inserted into existing structural openings. For the new canopies, and the entrance vestibule additional detail should be provided in future submissions to show that these elements could be removed or replaced at a future date with minimal damage to the historic structure.

IDEALS & B/C Notes & Response

B/C will submit additional details for the PHPB hearing showing how the new canopies and entrance vestibule could be removed or replaced at a future date with minimal damage to the historic structure.

Sincerely,



P. Greg Russell, Associate Principal

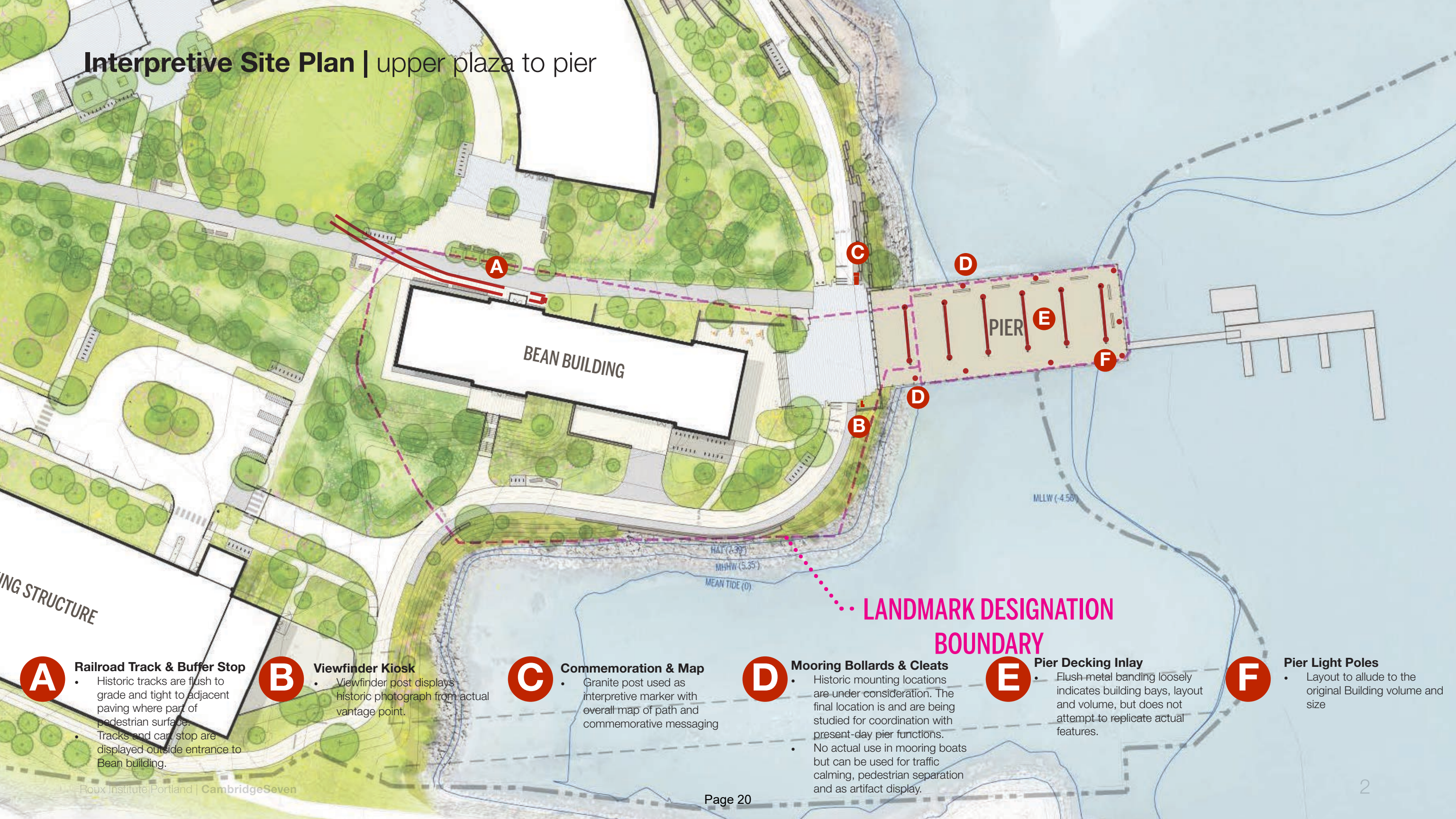
Interpretive Approach

Roux Institute Portland

February 8, 2024

IDEALS | CambridgeSeven | Bruner Cott | Stimson

Interpretive Site Plan | upper plaza to pier



A

Railroad Track & Buffer Stop

- Historic tracks are flush to grade and tight to adjacent paving where part of pedestrian surface.
- Tracks and car stop are displayed outside entrance to Bean building.

B

Viewfinder Kiosk

- Viewfinder post displays historic photograph from actual vantage point.

C

Commemoration & Map

- Granite post used as interpretive marker with overall map of path and commemorative messaging

D

Mooring Bollards & Cleats

- Historic mounting locations are under consideration. The final location is and are being studied for coordination with present-day pier functions.
- No actual use in mooring boats but can be used for traffic calming, pedestrian separation and as artifact display.

E

Pier Decking Inlay

- Flush metal banding loosely indicates building bays, layout and volume, but does not attempt to replicate actual features.

F

Pier Light Poles

- Layout to allude to the original Building volume and size

LANDMARK DESIGNATION BOUNDARY

Hardscape Materials Plan | within and near historic designation

P5

P6

P7

P4

S1

P1

W5

P10

TD

Precast Concrete Pavers
Multiple textures and sizes define the main promenade walking surface and plaza surface

Granite Pavers
granite slab pavers provide a vehicular and pedestrian walking surface and provide a highly durable surface and part of the

Monolithic Granite Stairs
• large granite blocks form the tread and riser of the plaza stairs, connecting to the historic granite usage on site.

Monolithic Granite Blocks
oversized granite blocks at shoreline reference historic stone bulkhead wall and provide functional shoreline protection and access.

Granite Cobbles
a mix of site-salvaged and new cobbles provide vehicular edging and warning strips for cyclists at intersections and calm zones for pedestrian and interpretive activities

Bituminous Paving
• multi-use path accommodates emergency vehicles, service vehicles, bikes and pedestrians with a hard wearing utilitarian surface.

Timber Decking
• Primary surface of pier with ties to historic pier construction

LANDMARK DESIGNATION BOUNDARY

BEAN BUILDING

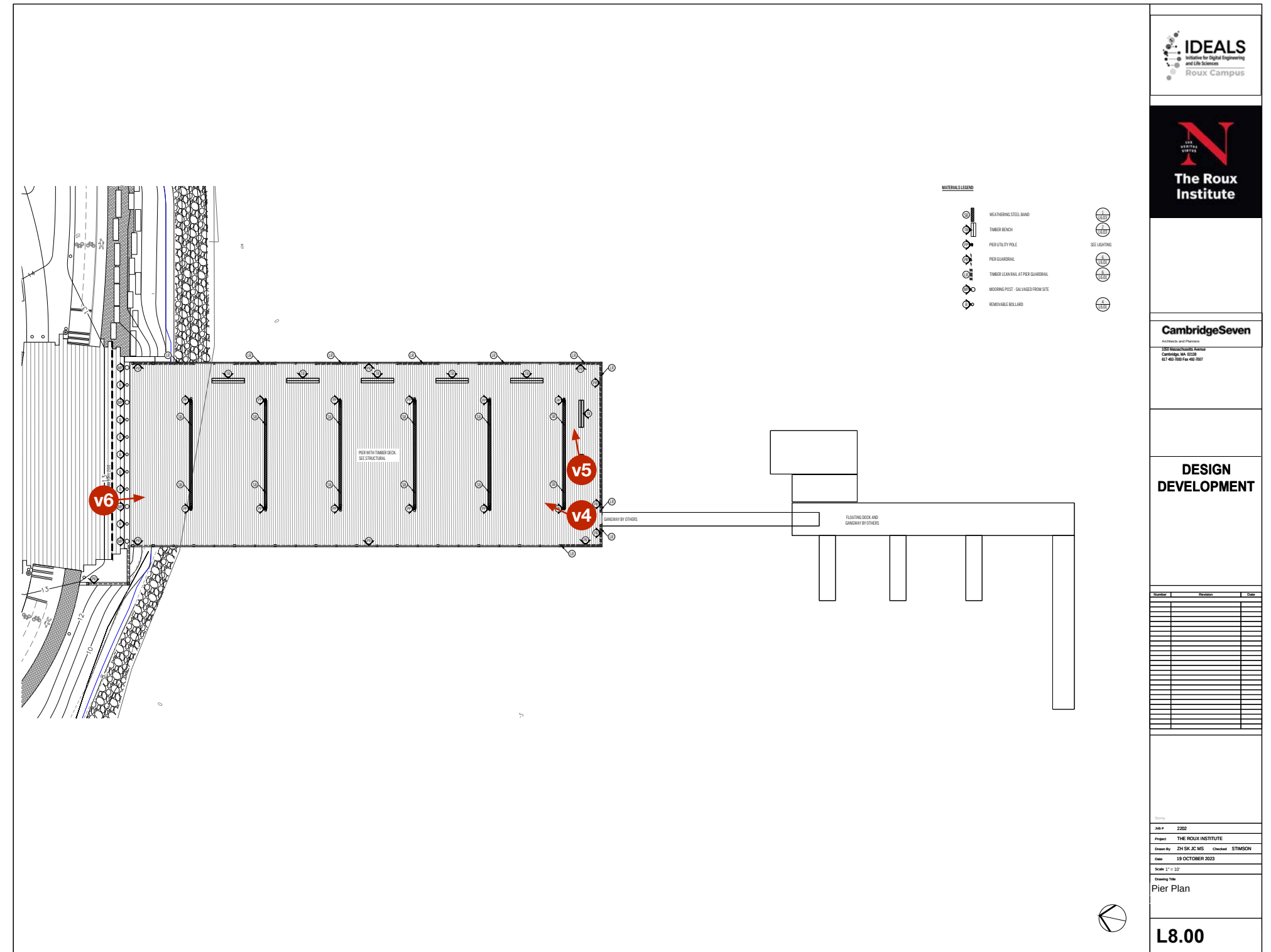
PIER

COVE

Materials Plan | Upland



Materials Plan | Pier



Original Building Plans | ground floor plan & details

Pier Decking Inlay

- Flush metal banding loosely indicates building bays, layout and volume, but does not attempt to replicate actual features.

E

structural system & inlay

Mooring Bollards & Cleats

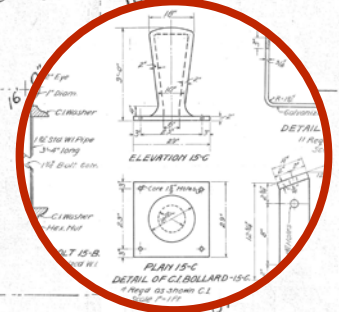
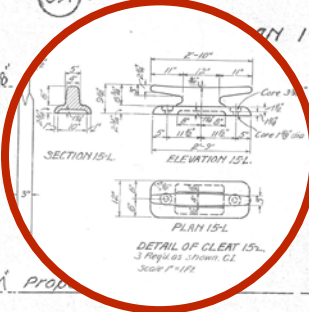
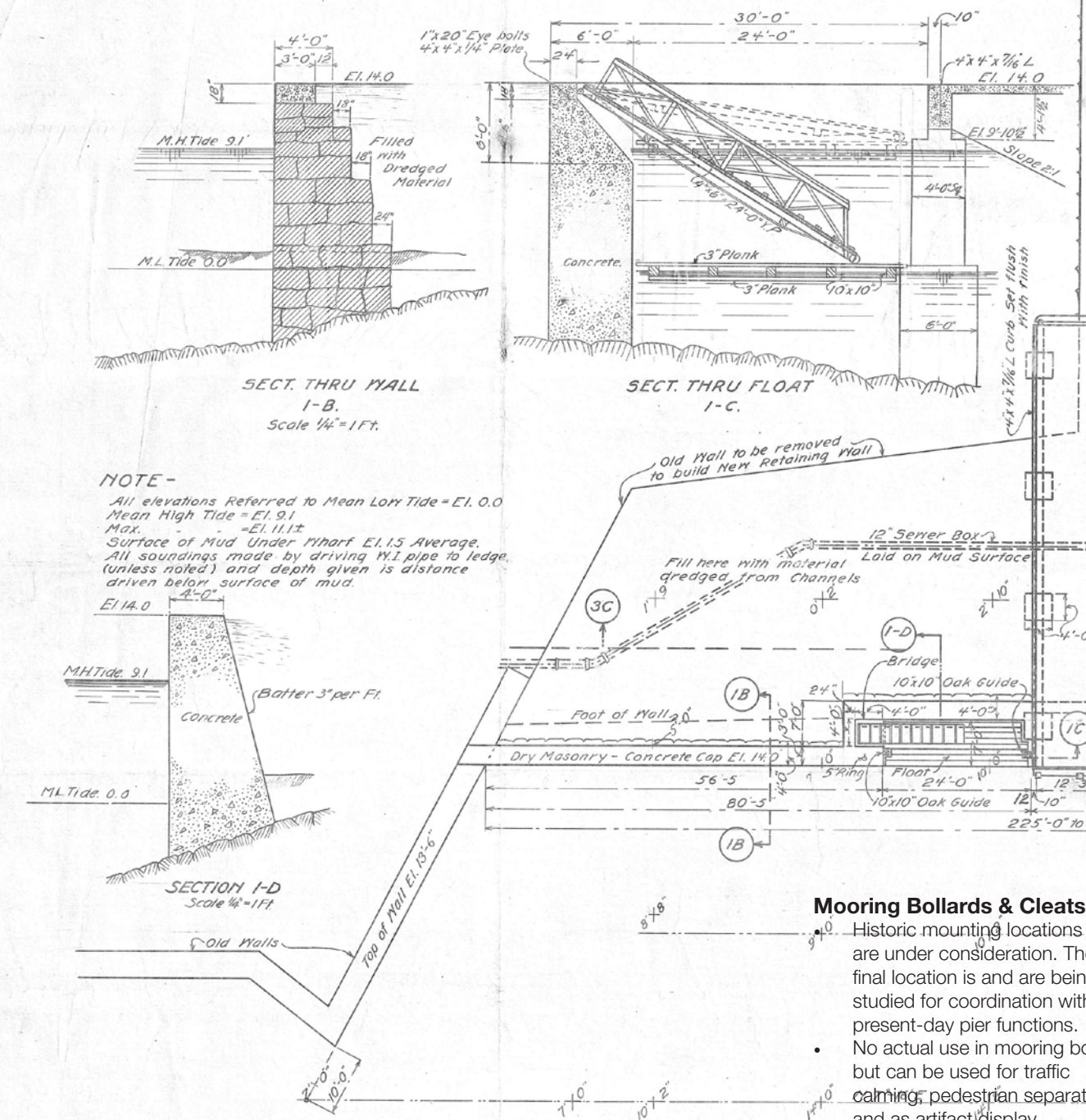
- Historic mounting locations are under consideration. The final location is and are being studied for coordination with present-day pier functions.
- No actual use in mooring boats but can be used for traffic calming, pedestrian separation and as artifact display.

D

cleat

D

bollard



Revised, December 17, 1912.
BURNHAM & MORRILL CO.
Reinforced Concrete Wharf
LOCATION PLAN
Scale 1/8" = 1'-0"
SAWYER & MOULTON ENGINEERS
Portland and Leniston Maine.
Made Traced Approved
GLENN-7-12 E.A.R. 11-27-12 GLENN-11-29-12
3112 SHEET 1.

Pole Arrangement | view from pier entry



C map

F poles

D cleat

Pole Arrangement | view from gangway



F poles

D cleat

D bollard

E inlay

Pier & Lower Plaza | overview



Pier & Lower Plaza | overview



Pier Elements | view from south side showing interpretive elements



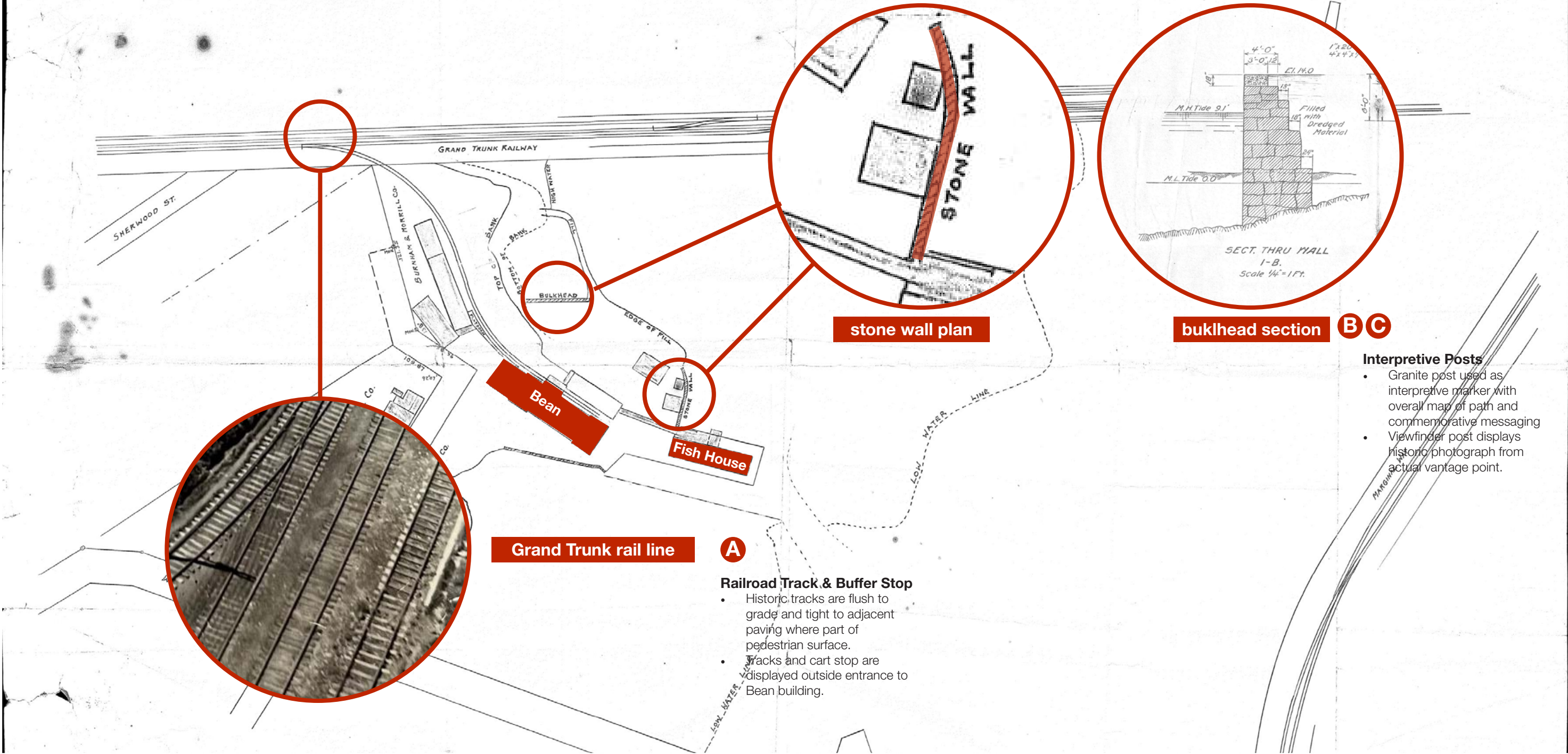
F
lights & poles

D
cleat

D
bollard

E
historic building bay
markings

Landside Site Elements | railroad and stone wall landscape artifacts



Map and Commemoration | view from north side of pier plaza



Map and Commemoration | view from north side of pier plaza



Map | elevation & details with potential text and imagery



monolithic salvaged granite blocks from the site

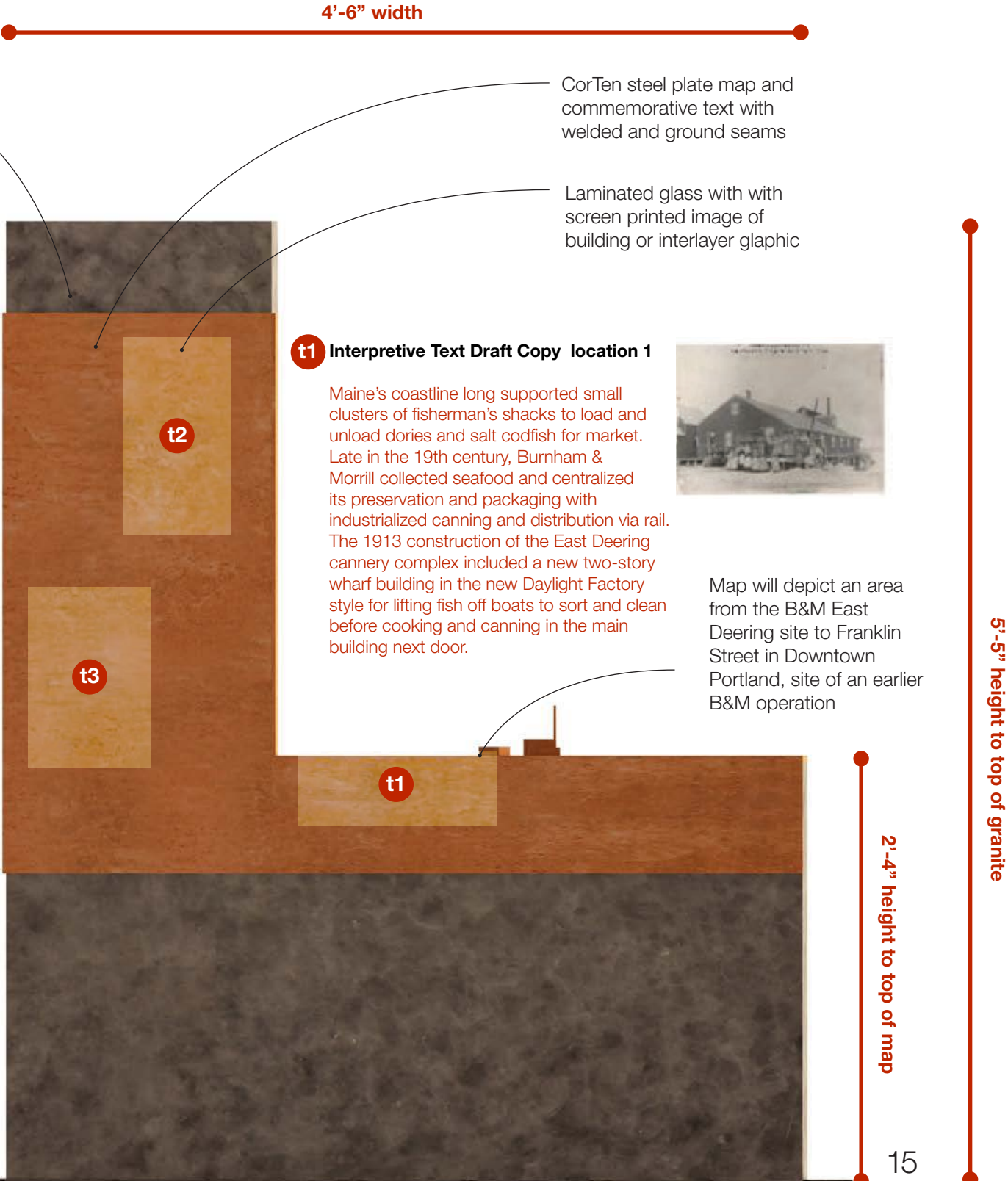
t2 Interpretive Text Draft Copy location 2

Burnham & Morrill fish flakes were freshly cooked, firm, white meat of cod and haddock that canning made available to remote inland markets. Trawlers arrived three or four times per week to deliver upwards of one million pounds of cleaned fish packed in ice up into the top floor of the fish house to be weighed, inspected for quality, then conveyed through chutes into white-tiled receiving tanks on the floor below to be immersed overnight in a "light pickle" of salt water. This conditioned the fish for removal of fins and skins. Next, the fish were lifted back to the upper floor to travel along trimming tables where heads, tails, fins, and skin were removed in preparation for a short steaming process. The fish then were conveyed to the main building. Their lightly cooked condition allowed the fish to be easily broken apart for the removal of bones along long conveyor belt tables.



t3 Interpretive Text Draft Copy location 3

The main building contained the cannery where cans lined with sanitary parchment and fish converged on circular tables fitted for filling to a designated weight then moving along to retorts for cooking, covering the top with parchment and sealing. After labeling, cans were packed into cases and loaded onto rail cars on a special siding at the building that connected directly to the Grand Trunk Railway that originated in Portland. Most of the history of the Burnham & Morrill fish operation and much of this text came from a 1934 article in the Atlantic Fisherman.



4'-6" width

CorTen steel plate map and commemorative text with welded and ground seams

Laminated glass with with screen printed image of building or interlayer glaphic

t1 Interpretive Text Draft Copy location 1

Maine's coastline long supported small clusters of fisherman's shacks to load and unload dories and salt codfish for market. Late in the 19th century, Burnham & Morrill collected seafood and centralized its preservation and packaging with industrialized canning and distribution via rail. The 1913 construction of the East Deering cannery complex included a new two-story wharf building in the new Daylight Factory style for lifting fish off boats to sort and clean before cooking and canning in the main building next door.



Map will depict an area from the B&M East Deering site to Franklin Street in Downtown Portland, site of an earlier B&M operation

2'-4" height to top of map

5'-5" height to top of granite

Map Extents | option 1



B&M East Deering Site



B&M Franklin Street Site

Map Extents | option 2



Viewfinder | view from south side of pier plaza





Viewfinder | elevation & details with potential text and imagery



Interpretive Text Draft Copy

Burnham & Morrill developed the East Deering site in 1913 with a concrete wharf and fish house in an innovative concrete structure. Called “Daylight Factory” architecture, the concrete was painted white and decorated with applied brickwork. Roof-mounted jib cranes unloaded iced fish from trawlers into the building for preparation prior to cooking and canning in the main building next door.

Text Location:
bottom horizontal plate inside viewfinder on glass panel



Lower Plaza | view to the East



Promenade and Lower Plaza | looking Southeast



Railroad Tracks and Buffer Stop | view from promenade



A
buffer stop

P10
reclaimed cobbles

A
railroad
tracks

Railroad Tracks and Buffer Stop | view from promenade



Interpretive Summary | view of pier, plaza and promenade



F



E



D



C



B



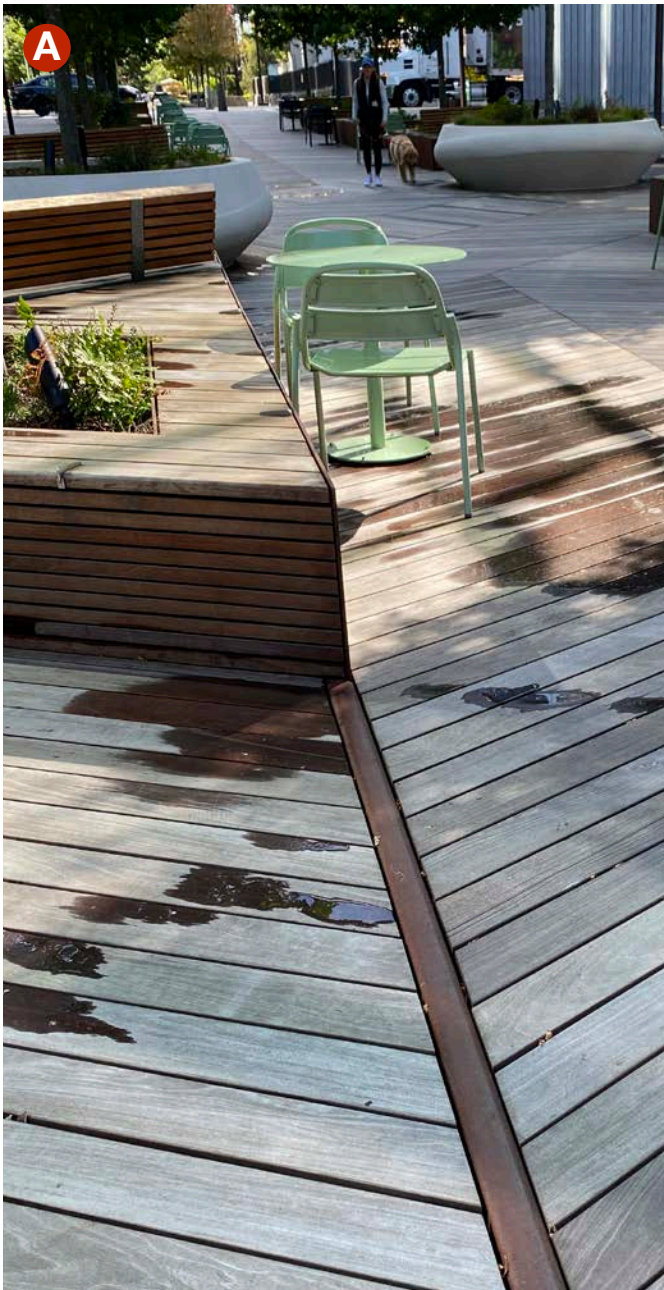
A



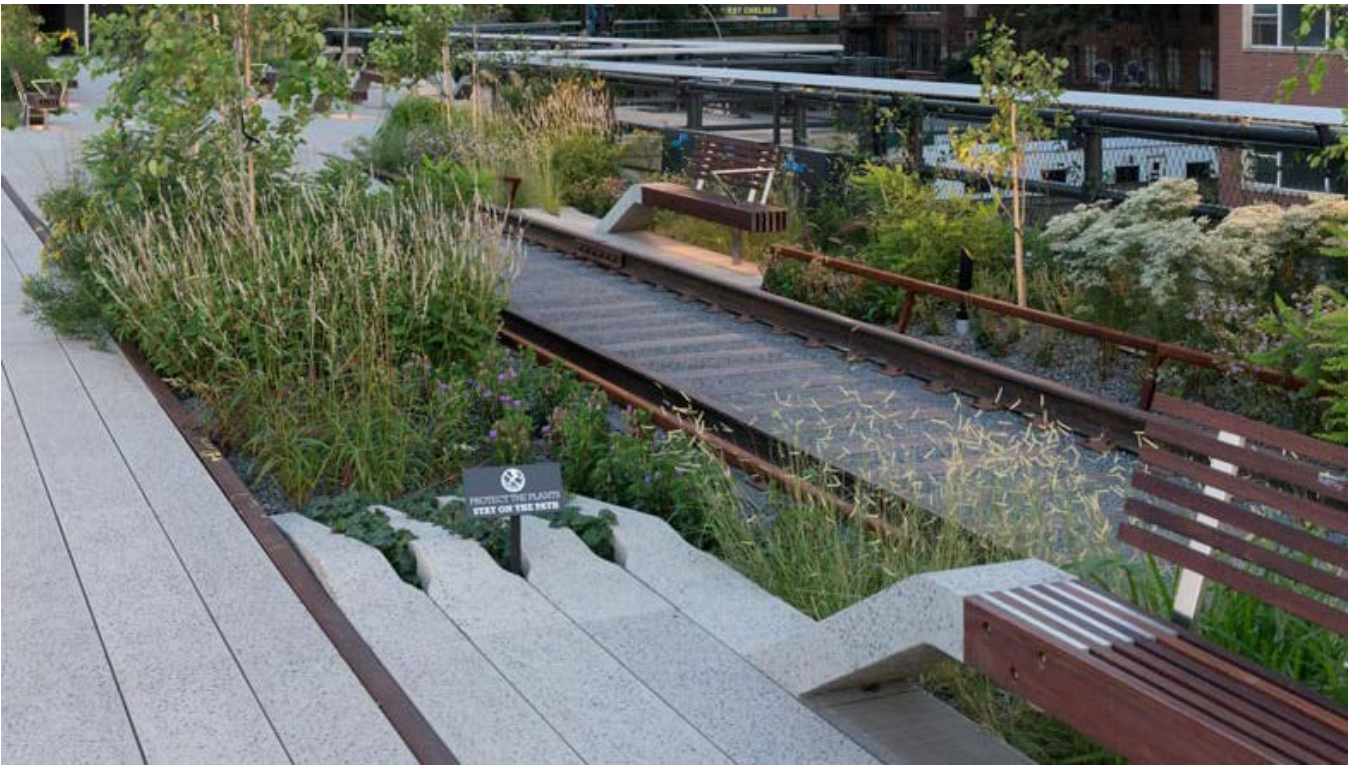
Appendix | precedent images



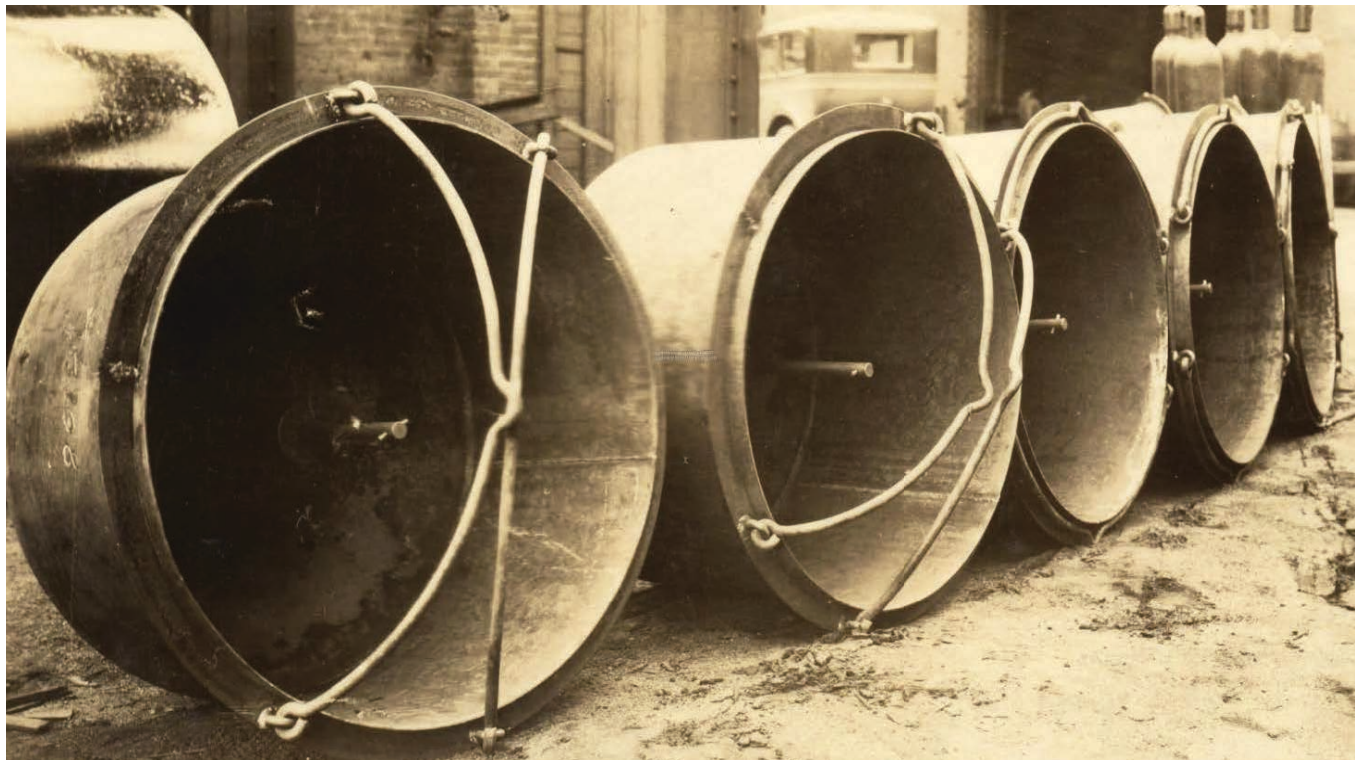
Interpretive Element Reference Images | railroad tracks



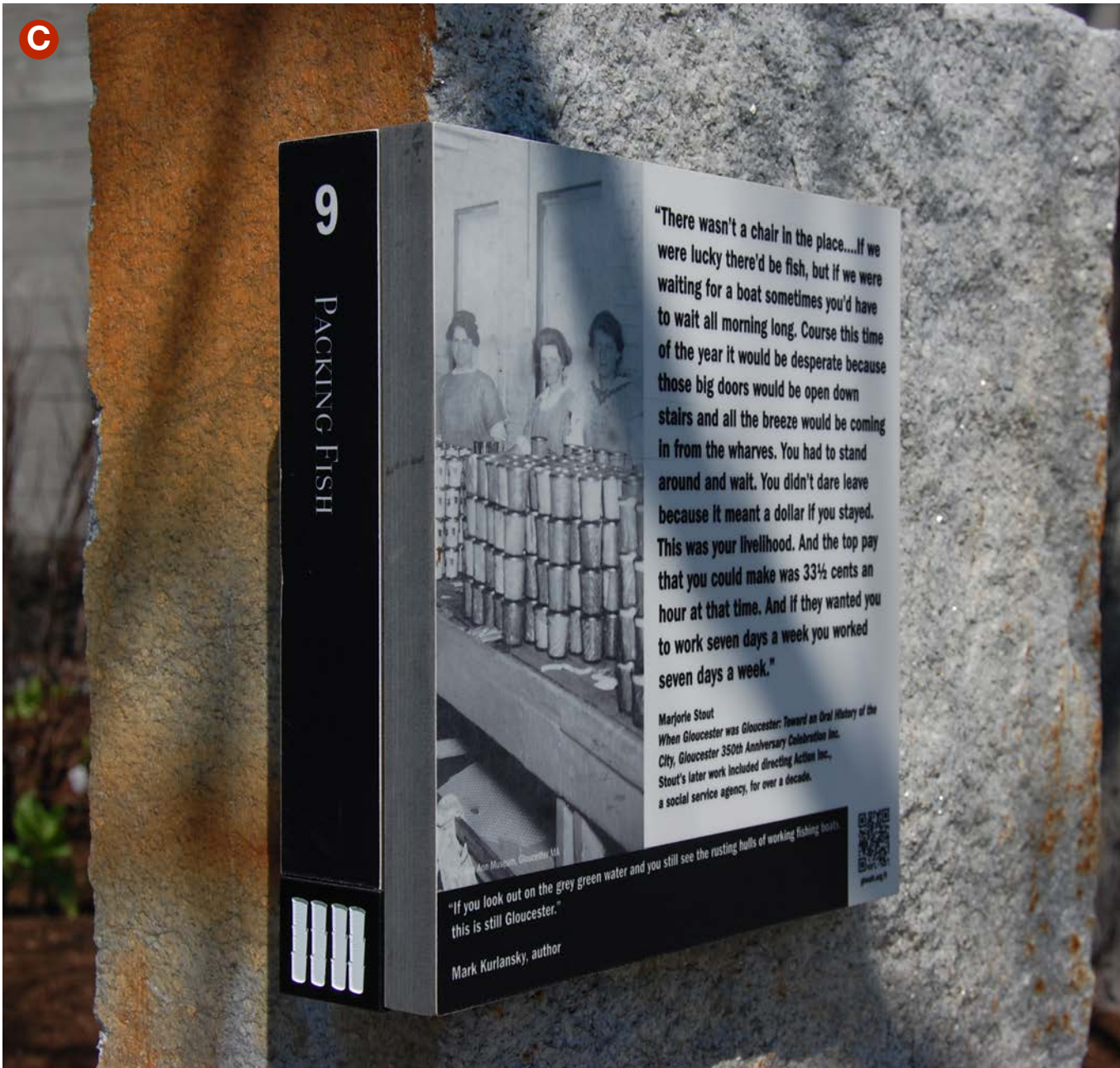
Roux Institute Portland | CambridgeSeven



Interpretive Element Reference Images | bean pots & retort cages



Interpretive Element Reference Images | granite markers



Interpretive Element Reference Images | bollards and cleats



Interpretive Element Reference Images | flush metal surface



Interpretive Element Reference Images | pole-mounted interpretive opportunities



Roux Institute Portland | CambridgeSeven





**Burnham & Morrill Company Cannery
1 Beanpot Circle
Portland, Maine**

Historic Landmark Study Report
Prepared by Michael LaFlash of Heritage Consulting
with
Christine Beard of Essex Preservation Consulting

June 2022

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Physical Description

Summary:

The Burnham & Morrill Company Offices & Cannery (B&M Cannery), located at 1 Beanpot Circle in Portland's East Deering neighborhood, is a brick and concrete industrial building with a four-story main block and two-story north wing. Constructed in 1913, the building was designed by prominent Portland-based architect George Burnham of the firm Burnham & Higgins. The Cannery building has served for decades as one of Portland's most noteworthy landmarks due to its highly visible location along Interstate 295 at the mouth of Back Cove. The Cannery's design of contrasting red brick and white painted concrete serves as a highly recognizable element situated adjacent to the water.

Setting/Site:

The B&M Cannery is located on a 13.6-acre parcel at the southernmost portion of Portland's East Deering neighborhood (City of Portland Parcel ID #447 A001). Due to its location, the Cannery is largely isolated from the surrounding neighborhood, being situated within the former food packing facility complex. The parcel is irregularly shaped and bound by Interstate 295 to the west, the former Grand Trunk Railroad tracks to the east, Sherwood Street to the north, and by Casco Bay to the south.

The B&M site consists of the processing buildings and associated outbuildings, paved driveways and parking areas, and sections of lawn at the perimeter of the site and to the west of the subject building. The B&M Cannery is situated at the south end of the property, near the water, and is physically linked to the former codfish canning building, a storage and labeling building, and the 1947 cooking building via late-20th century connectors (see Figure 1). Historic images indicate that the Cannery's original smokestack (no longer extant) was located on the east side of the building (Figure 14). A second brick smokestack was added c. 1958 in front of the Cannery's primary (west) elevation (Figure 21) but was removed in 2021 by B&G foods, the former owner.¹ A round concrete base remains in the location of the former smokestack.

Aside from the subject building and the codfish canning building, the larger complex does not convey the same early-20th century industrial character found at the B&M Cannery as the result of alterations. The codfish canning building was constructed at the same time as the subject building, designed by Burnham & Higgins, and contains many of the same architectural features, including offsetting red brick and white painted concrete, as well as an identical parapet. Constructed upon a wharf, however, the building is no longer structurally sound and has high levels of corrosive chlorides. Additionally, the building has undergone various changes over

¹ Peter McGuire, "B&M Baked Beans leaving Portland after more than 150 years," *Portland Press Herald*, Aug. 30, 2021.

time, that have resulted in the loss of primary character-defining features, most notably its windows (see Photos 11-13).

Structure:

The B&M Cannery is constructed of reinforced concrete post and beam construction with an exterior brick veneer and a poured concrete foundation. The internal structure of the building is emphasized on the exterior by the concrete vertical pilasters and horizontal banding. On the interior, the building features an early version of board-formed reinforced concrete mushroom columns (see Photos 9-10).



Figure 1: B&M Cannery Site Plan

Exterior:

The B&M Cannery consists of two sections: the four-story main block of the building that housed the kitchen and Cannery operations, and the smaller two-story office block at the north end of the building (Photo 6). Due to the sloping grade, the basement level is fully exposed at the south end of the building

(Photo 3). The building sections are identical in design and only differ in their height. Exterior elevations are divided into window bays by wide concrete pilasters that rise through the decorative parapet. The upper portion of each pilaster is embellished with brick coursing in a stylized pattern (Photo 4). Wide brick panels define the parapet walls. Throughout the building, windows have been largely replaced with modern aluminum-framed hung windows, though some examples of the historic multi-light wood windows remain.

West Elevation: The primary (west) elevation is fifteen bays wide, with the main block making up the twelve southernmost bays (Photo 1) and the office wing extending three bays to the north (Photo 2). The six central bays of the main block are slightly recessed, flanked by two shallow pavilions of three bays each. The office wing is recessed slightly from the main block. As the principal facade, the west elevation contains the building's main entrance, located in the second bay from the north end on the main block (Photo 2). The entrance consists of an older glazed wood single-leaf door that appears to be an early replacement. The entry is flanked by the original wood partial sidelights with paneled aprons. The vast majority of windows at this elevation are modern aluminum-framed replacements. In some cases, window openings have been altered to either increase or decrease the size of the opening. Several window openings above the main entrance retain the historic double-hung wood windows, which have paired eight-over-eight sashes. Examples of glass block infill also exist at the elevation (Photos 1-2 and 5-6).

A large rectangular sign board at the center of the parapet reads "B&M Brick Oven Baked Beans" (Photo 1). The extant sign was installed in 2009. Historic images indicate that the original signage was affixed to the roof and projected well above the parapet (see image on cover page).

North Elevation: The north elevation is three-bays wide and features the same design elements as the west elevation (Photos 4-6). Both floors of the office wing are visible, while only the third and fourth floors of the main block are exposed on this side of the building. All windows openings hold modern aluminum-framed replacement windows. There are no entrances at this elevation. The easternmost bay of the office wing is linked to the adjacent storage and labeling building by an added wood-frame connector.

South Elevation: The south elevation consists of four exposed floors of the main block above the exposed raised basement, which is now obscured by a CMU block addition (Photo 3). Like the north elevation, the south consists of three-bays that each contain window openings. The windows on the south elevation have been completely replaced with modern aluminum-framed windows. Within the easternmost bay, windows do not extend the full width of the bay due to the location of the freight elevator on the interior. Similarly, a modern metal-sided addition projects from the easternmost bay at the second floor level, connecting with the later storage and shipping building. This addition connects with the subject building only at the second floor level.

East Elevation: Due to later construction, only the office wing and the third and fourth floor levels of the main block are visible on the east elevation (Photos 7 and 8). The visible walls area largely mirrors the

west elevation, with a similar design and fenestration pattern. At the first and second floor levels, the main block is obscured by later additions that connect the B&M Cannery to the 1947 cooking building and storage and shipping building. The later connections are clad with standing seam metal siding and do not convey any of the original Cannery building's materials or design.

Roof: The B&M Cannery features two roof levels. Both roofs are flat and finished with a modern synthetic membrane. The roof over the office wing features a skylight at its center. Historic images confirm that there was originally a skylight in this location but it is not known if the existing skylight is a replacement.

Interior:

The interior of the B&M Cannery is largely utilitarian with open floor plans and limited finishes (Photos 9 and 10). As such, the former Cannery spaces are primarily open in plan with exposed concrete floors, exposed brick walls, exposed concrete ceiling structure, and painted concrete columns. Instances of modern alterations exist in office areas, where subdivisions have occurred and suspended acoustic ceiling were installed.

Historical Overview

City of Portland Minimum Criteria Standards for Designation

The city of Portland has an impressive collection of historic resources that are identified at the local level by the Historic Preservation division of the city's Department of Planning & Urban Development. Many of the city's historic resources are designated either as individual landmarks or as contributing resources to one of twelve local historic districts. Historic designation is covered in Section 17 of the City of Portland Land Use Code, which outlines the designation process and identifies six minimum criteria standards for designation.

A noted visual landmark in the city, the B&M Cannery satisfies the following criteria for individual landmark designation as established in the City of Portland Historic Preservation Ordinance, Sec. 17.4.1.A:

Criterion #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.*

Throughout the late-19th century and well into the 20th century, the Burnham & Morrill Company grew to become a widely recognized food packing and canning company that sold its products on a national scale. Burnham & Morrill was founded in 1867 by George Burnham, Jr. and Charles S. Morrill, both of whom worked for the earlier Maine-based packing firm of Rumery & Burnham. Burnham & Morrill grew to a national scale through a product line that showcased foods historically associated with Maine and the New England region. With canned corn, clams, lobster, fish flakes, and others, Burnham & Morrill were able to establish packing facilities throughout Maine, employing thousands of locals throughout its history. In the 20th century, however, the company expanded its product line to incorporate Boston-style baked beans. With the incorporation of baked beans, B&M became nationally known, distributing and selling in grocery stores from Maine to California. The wide reach of the Burnham & Morrill name, however, extended well beyond the United States, with former president of the company, Charles Morrill, explaining in the 1940s that B&M products were eaten “as far away as India, though we don’t know how they got there.” Morrill also explained that B&M beans were found in “an igloo just under the Arctic Circle.”²

² Charles S. Morrill, “‘B&M’ – What two young Maine men founded 80 years ago!” and Address at Portland, ME to the American Newcomen (New York City, NY: Newcomen Society in North America, 1950), p. 15.

The company's growth in the late-19th century and the first decade of the 20th century, necessitated expanded production facilities. Prior to construction of the subject building, the Burnham & Morrill company was headquartered in a combination canning factory/office building on Franklin Street in Portland (also known as the W.L. Blake Warehouse, this building is a contributing resource to the Portland Waterfront Historic District). The company also owned and operated numerous satellite canning facilities throughout the state. In 1913, the B&M Cannery was constructed, providing the company with what was hailed as "a modern, sanitary plant" considered to be "one of the industrial show places" of Maine. Between 1913 and the 1960s, the building remained Burnham & Morrill's office headquarters and primary canning facility, complete with the company's laboratories, which were necessary for the development of additional products and updated sanitation. Following Burnham & Morrill's sale in 1965, the facility continued to operate under the B&M brand name. Operations ceased at the Cannery in 2021.

As the purpose-built headquarters and primary canning facility for the Burnham & Morrill Company, the B&M Cannery satisfies eligibility under Criterion 1.

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

Architecturally, the B & M Cannery is significant as an example of a multi-story reinforced concrete manufacturing loft, a building type that became widely popular for industrial buildings in the 1910s and 1920s. The B & M Cannery is particularly important in the context of Portland's historic industrial building stock due to the very limited number of buildings of this type that either remain or retain their original appearance.

Criterion #5 - *Its identification as the work of an architect, designer, engineer, or builder whose individual work is significant in the history or development of the City of Portland, the State of Maine, the New England region, or the United States.*

The B&M Cannery was designed by the prominent Portland-based architectural firm of Burnham & Higgins, though credit to the design is most often associated with George Burnham. Considered to be one of Maine's most accomplished architects of the early 20th century, Burnham was responsible for the design of numerous commercial, industrial, municipal, and residential buildings both in Portland and throughout Maine, a number of which are listed in the National Register of Historic Places and designated Portland landmarks. Additionally, the duo grew to become one of the leading firms in all of Maine by the end of the 1910s.

The B&M Cannery serves as one of Burnham & Higgins' most notable examples of industrial architecture. Burnham's use of contrasting red brick and light concrete situated adjacent Casco Bay has

resulted in one of Portland's most noteworthy buildings. As such, the B&M Cannery satisfies eligibility under Criterion 5.

History of the Burnham & Morrill Company and the B&M Cannery

In the Napoleonic era, the French army carried food in small metal boxes that they called canisters. The canisters, or cans for short, functioned more as containers than what we today would consider cans, as they were not sealed. Around the time that Napoleon had waged his war against the European continent, the residents of the greater Portland area were experiencing a devastating failure of their corn crop; the city "had all but starved to death," as was detailed in one retrospective.³ One Mainer, with ties to France, took it upon himself to experiment with canning corn to ensure that famines would no longer be a major cause for concern.

During his trips to France in the early-19th century, Isaac Winslow learned about the process of preserving food by canning. Winslow brought the concept back to Portland, Maine, where he took cooked corn and preserved it in a hermetically sealed can.⁴ Winslow's experiments highlighted numerous potential challenges to properly preserving food. For years, Winslow's attempts at cooking and canning corn resulted in spoiled products. Then, in 1844, he succeeded in cooking the corn in a common household wash boiler, using an open boiler process, and cut the kernels off the cob with a knife, placing them into the can and sealing it shut. Winslow's son Nathan commercialized the canned corn product and developed a family-run company with his nephew John Winslow Jones.⁵ The two operated out of a factory on Fore Street in Portland. The first recorded sale of canned corn was from Nathan Winslow to Samuel S. Pierce of Boston for a dozen cans that cost \$4.00.⁶ In 1862, John Winslow Jones, then sole owner of the company was granted a patent for the canning process.⁷

Around the same time that the Winslow family was canning corn in the 1840s and 1850s, others in Maine were experimenting with the canning and packing process. In the Bay of Fundy, the Treat, Noble & Company of Eastport was experimenting with packing lobsters and salmon. Similarly, various other firms were established in Portland that packed meats and fish. Among these early firms was the

³ Morrill, "B&M," p. 8-9.

⁴ "The Canning Industry" in *Fourteenth Annual Report of the Bureau of Industrial and Labor Statistics for the State of Maine 1900* (Augusta, ME: Kennebec Journal Print, 1901), p. 67-68.

⁵ Morrill, "B&M," p. 10-11.

⁶ "The Canning Industry" in *Fourteenth Annual Report of the Bureau of Industrial and Labor Statistics for the State of Maine 1900* (Augusta, ME: Kennebec Journal Print, 1901), p. 67-68.

⁷ Morrill, "B&M," p. 11.

company of Rumery & Burnham who packed meat, fish, clams, poultry, and lobster.⁸ Rumery & Burnham was established by Samuel Rumery, who had his start in the industry in the Eastport firm, and George Burnham Jr., who's father was involved in the early years of the food packing industry.⁹ The duo took up shop in a factory and warehouse on Franklin Street in the Old Wharf section of Portland (Figure 2).



Figure 2: 1896 Sanborn Fire Insurance Map, showing the original location of the Rumery & Burnham Cannery on Franklin Street. Burnham & Morrill, successor to Rumer and Burnham used the Cannery through the remainder of the 19th century.

By the Civil War, even more food packing firms, such as the Portland Packing Company, were established in Maine. In 1867, Rumery & Burnham dissolved, with Samuel Rumery moving to the Portland Packing Company and George Burnham establishing his own firm, named the Burnham & Morrill Company, with his son John E. Burnham and former Rumery & Burnham employee Charles Morrill.¹⁰ Burnham & Morrill maintained operation of the Franklin Street canning factory. This factory

⁸ Ibid.

⁹ Ibid, p. 11-12.

¹⁰ "The Canning Industry," p. 68.

building remains extant and is a contributing resource to the Portland Waterfront Historic District (see Figure 3).



Figure 3: 2018 Image of the former Burnham & Morrill Company Cannery on Franklin Street.
(Image Source: Google Maps)

The Civil War opened the door for expanded interest in canned foods, which accommodated the early growth of Burnham & Morrill in the late-1860s. Like the earlier Rumery & Burnham, Burnham & Morrill canned meats, vegetables, and seafood products. Beyond the growth of the industry, however, Burnham & Morrill rose above their stiff competition through these highly regarded products. In 1874, the company was awarded the highest medal in excellence for their sweet corn and succotash from the American Institute in New York. Then, in 1876, at the Centennial International Exhibition in Philadelphia the company won another award for excellence. This was shortly followed by a gold medal at the Exposition Universelle Internationale in Paris.¹¹

Like many other canning companies in Maine, Burnham & Morrill focused heavily in the 19th century on canned sweet corn (Figure 4). In a retrospective on the development of the company, however, the grandson of founder Charles Morrill explained that the company found great success in engaging with both farmers and fishermen alike. As he put it, “Burnham & Morrill play no favorites, but open assured

¹¹ “Sea-Food for Inlanders” in *The Story of a Pantry Shelf: An Outline History of Grocery Specialties* (New York City, NY: Butterick Publishing Company, 1925), p. 45-46.

markets to the products of both sea and land.” He continued, “the canning of these perishables means stable employment and a solid type of citizenship for both the tillers of the soil and the fishers of the Sea.”¹² As such, the company also sold canned deep-sea lobsters, mackerel, and clams in addition to corn and succotash (Figures 5-7).

Throughout the late-19th and early-20th century periods, the company operated primarily out of their Franklin Street plant, with many smaller canning facilities along the “Maine Corn Belt” and the Maine coastline for clam products. Additional factories were established in Nova Scotia, Canada.¹³ (Figure 8). Burnham & Morrill’s high-quality products were the result of the company’s dedication to experimentation and sanitation. From an early period in the company’s history, they developed an experimental laboratory and diet kitchen that allowed for better quality products as better practices in sanitation and food sciences were developed.¹⁴ In the first decade of the 20th century, they introduced a new product, fish flakes. Fish flakes were a combination of cod and haddock that was cooked and boned, season and packing in parchment-lined tin.¹⁵



Figure 4: 1891 Burnham & Morrill trademark label for Paris Sugar Corn.
(Image Source: Maine Memory Network)

¹² Morrill, “B&M,” p. 13.

¹³ “Sea-Food for Inlanders,” p. 46.

¹⁴ Morrill, “B&M,” p. 14.

¹⁵ “Sea-Food for Inlanders,” p. 47.



Figure 5: 1891 Burnham & Morrill trademark label for Deep Sea Lobster.
(Image Source: Maine Memory Network)



Figure 6: 1891 Burnham & Morrill trademark label for Cape Shore Mackerel.
(Image Source: Maine Memory Network)



Figure 7: 1891 Burnham & Morrill trademark label for Scarboro Beach Clams.
(Image Source: Maine Memory Network)

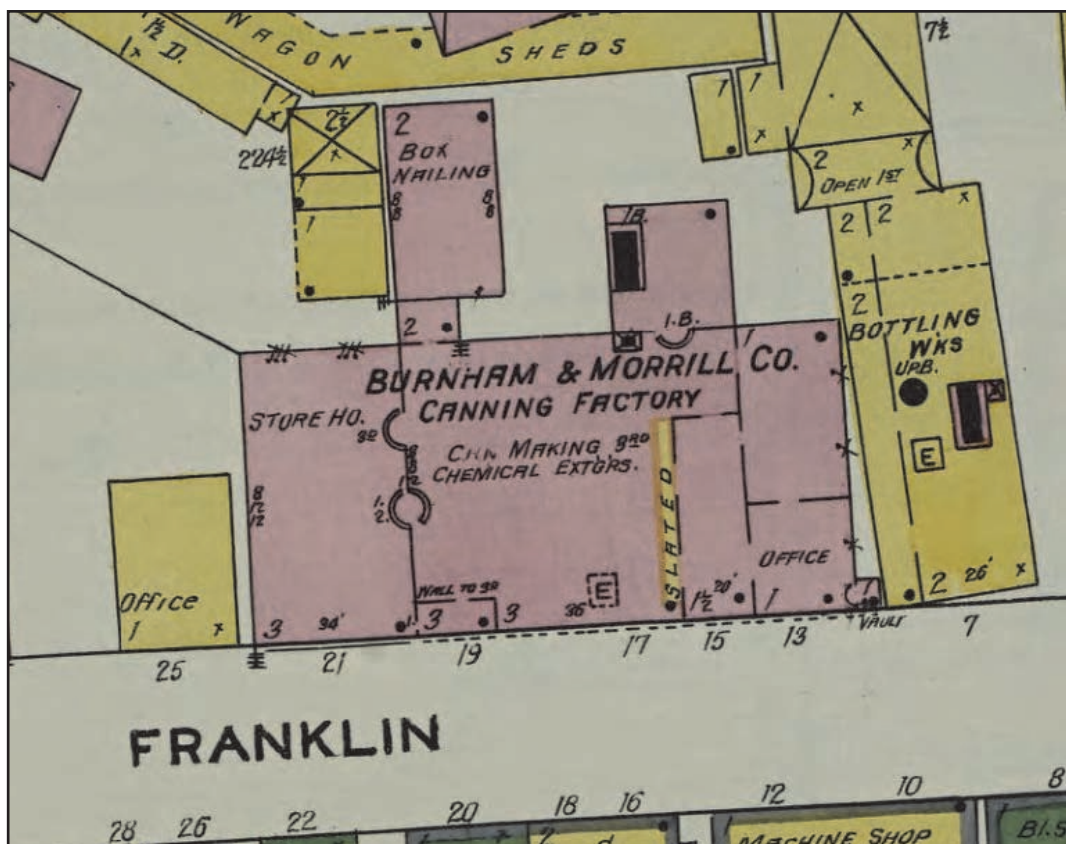


Figure 8: 1909 Sanborn Fire Insurance Map.

The company grew in the early-20th century with a greater demand for their products on a national scale. Advertising played an integral role in this period growth. As they had done with the manufacture of their products, Burnham & Morrill was thorough in their advertising. For example, when fish flakes were introduced in the early 1900s, the company conducted a careful investigation through conservative advertising before approving a national ad campaign.¹⁶ Advertisements for Burnham & Morrill products, therefore, are found in newspapers as close as New York and as far away as Texas, California, and Montana (Figures 9-12).



Figure 9: 1908 Burnham & Morrill Advertisement in the *Fort Worth Star-Telegram* (Fort Worth, TX).

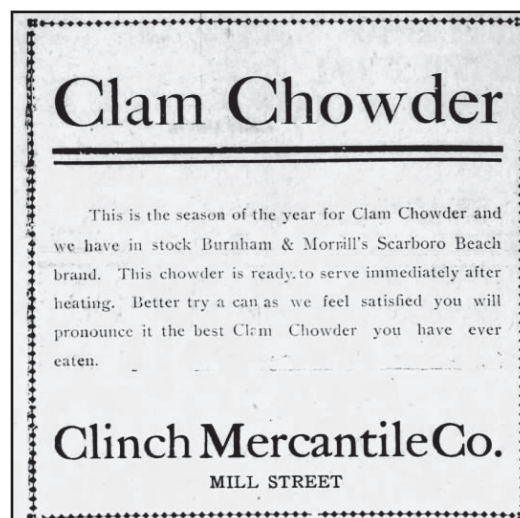


Figure 10: 1908 Burnham & Morrill Advertisement in *The Morning Union* (Grass Valley, CA).

¹⁶ "Sea-Food for Inlanders," p. 47.

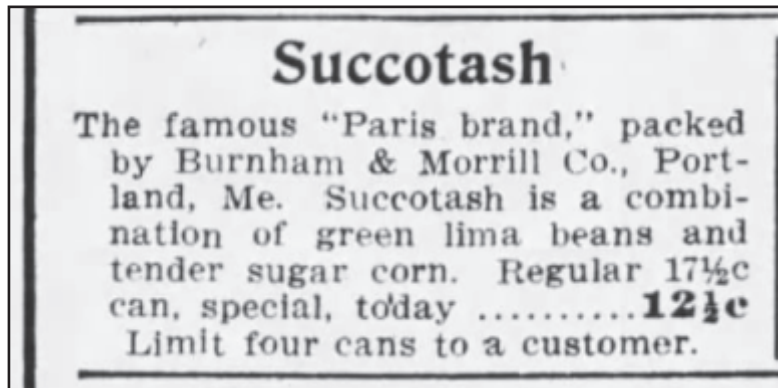


Figure 11: 1908 Burnham & Morrill Advertisement in *The Anaconda Standard* (Anaconda, MT).



Figure 12: 1910 Burnham & Morrill Advertisement in *The New York Tribune* (New York City, NY).

In 1910, the Burnham family's shares in the company were purchased by George B. Morrill, son of founder Charles Morrill. The purchase of the company was undertaken on a "character" note, which his

son later recalled that “the bank had confidence in his technical knowledge, his business shrewdness, and his general durability.”¹⁷ The Morrill’s would go on to take the company to new heights and introduce the company’s most well-known product, baked beans.

Demand in Burnham & Morrill goods necessitated the construction of a new, purpose-built, modern canning facility that could take the company into the 20th century. For their factory, Burnham & Morrill turned to local architects George Burnham, no relation to the company’s founders, and E. Leander Higgins to design a state-of-the-art headquarters located on the outskirts of Portland in the city’s East Deering neighborhood. The subject building was completed in 1913 and situated in a prominent location at the mouth of Back Cove at Casco Bay. The location of the Cannery was advantageous for the company as it was conveniently and strategically located adjacent to the water and the Grand Trunk Railway railroad tracks. As illustrated in the 1914 Richards Atlas of the City of Portland, the complex was designed with direct rail access, as well as a deep-water harbor that allowed for shipping and receiving direct to the Cannery (see Figure 13).

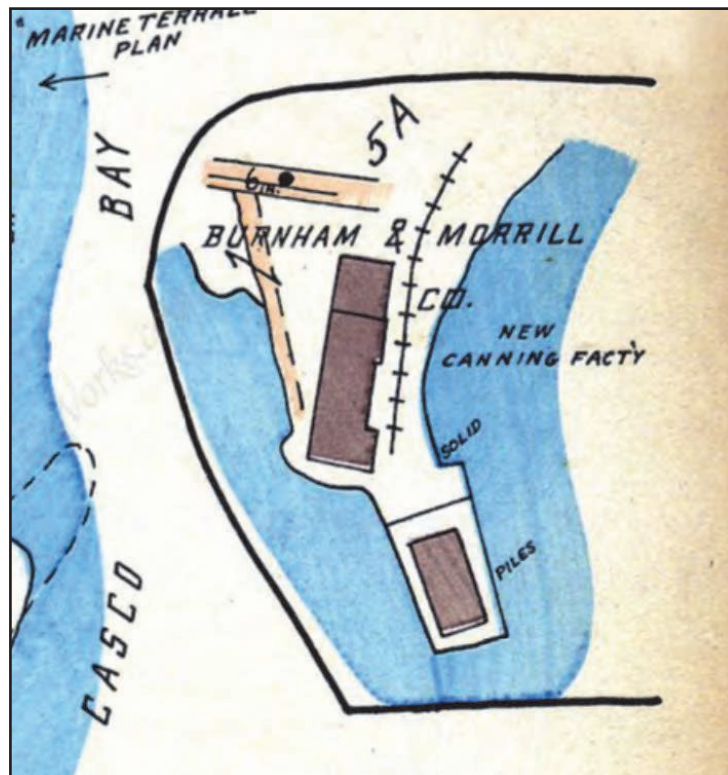


Figure 13: 1914 Richards Atlas of the City of Portland, showing the "New Canning Fact'y" of the Burnham & Morrill Co.

¹⁷ Morrill, “B&M,” p. 14.

Following construction, the new Cannery building was hailed as “one of the industrial show places of [Maine]”¹⁸ (Figure 14). Within the building, the company established a sanitary facility complete with kitchens, packing rooms, ovens, a new laboratory space, and the executive offices “where freshly uniformed employees [worked] under ideal conditions affording an abundance of sunlight and fresh air.”¹⁹



Figure 14: 1924 Portland Tax Record Photograph, Burnham & Morrill Company Offices and Cannery.
(Image Source: Maine Memory Network)

At the same time that the B&M Cannery was constructed, the company also constructed a codfish canning building.²⁰ The two-story building was also designed by Burnham & Higgins and was constructed on a reinforced concrete wharf by the Aberthaw Construction Company of Boston, Massachusetts.²¹

¹⁸ “Sea-Food for Inlanders,” p. 47.

¹⁹ Ibid.

²⁰ The codfish building has not been nominated for landmark designation, due to its poor structural condition resulting from high levels of chloride ions in the concrete. The building does not have sufficient integrity of condition, materials or workmanship necessary to make it worthy of preservation or restoration.

²¹ “Concrete Wharf To Be Built,” *Boston Evening Transcript* (Boston, MA), Nov. 20, 1912.



Figure 15: 1924 Portland Tax Record Photograph, Burnham & Morrill Company Codfish Canning Building.
(Image Source: Maine Memory Network)

The original Cannery complex consisted solely of the subject building and the codfish canning building, with landscaped lawns and paved driveways leading up to the B&M Cannery (see Figures 16-18).



Figure 16: c. 1930 Photograph, Burnham & Morrill Company Plant. (Image Source: Maine Memory Network)



Figure 17: 1930s photograph showing the construction of Tukey's Bridge with the Burnham & Morrill Company Plant at right. (Image Source: Maine Memory Network)



Figure 18: 1930s Photograph, Burnham & Morrill Company Plant. (Image Source: Maine Memory Network)

Completion of the subject building increased Burnham & Morrill's output and increased their employment numbers, but, perhaps most importantly, it also resulted in the introduction of their most notable product, baked beans. Newspaper advertisements indicate that the company was producing baked beans as early as the first decade of the 20th century. It was not until 1927, however, that the company began canning baked beans within the subject building.²² The famous B&M Brick Oven Baked Beans grew to become a nationally recognized brand name product that was sold on grocery store shelves throughout the United States (Figure 19).

At the company's height in the mid-century period, sources vary, but indicate that they employed between 300 and 500 employees at the B&M Cannery.²³ This total does not account for the number of employees at secondary canning facilities in Maine and Nova Scotia, which included 750 additional employees hired each year for seasonal work, picking and packing string-beans, corn, squash, and blueberries.²⁴ As further advances in machinery were introduced during that period, the Cannery's filling machines could produce more than 150 cans per minute, depending upon the product.²⁵

In that mid-century period, the company undertook their final major construction campaigns at the larger Burnham & Morrill complex. Beginning in 1947, a two-story cooking building was completed to the east of the B&M Cannery. This was followed by the c. 1951 construction of a storage and labeling building to the north of the B&M Cannery and a woodworking and storage building, also constructed c. 1951. Also at that time a one-story CMU block loading dock and connector was built between the B&M Cannery and the codfish canning building. Each of these buildings are illustrated on the 1951 Sanborn Fire Insurance Map (Figure 20).

²² McGuire, "B&M Baked Beans leaving Portland after more than 150 years."

²³ Morrill, "B&M," p. 15; McGuire, "B&M Baked Beans leaving Portland after more than 150 years."

²⁴ Morrill, "B&M," p. 15.

²⁵ Ibid, p. 14.



*Every Forkful
a Delicious
"DOWN-EAST"
FEAST*

Know why Yankee sailors used to break speed records winging home in their tall clipper ships? One reason was to get back to the feasts of baked beans our New England grandmothers used to bake with such a special flavor. Beans baked with true, old-time goodness exactly as B & M bakes 'em for you now "Down East" in Portland, Maine. Slowly (with no boiling) for one entire day! With lots of juicy pork chunks and spicy sauces! 'Till each flavor-drenched bean is meaty and tender and temptingly brown! Treat yourself to these genuine New England favorites . . . and you'll prefer 'em always. Burnham & Morrill Company Portland 2, Maine.

B&M Genuine New England Brick-Oven BAKED BEANS

214 November 1946 Good Housekeeping

Figure 19: 1946 B&M Baked Beans advertisement. (Image Source: *Good Housekeeping*, Nov. 1946)

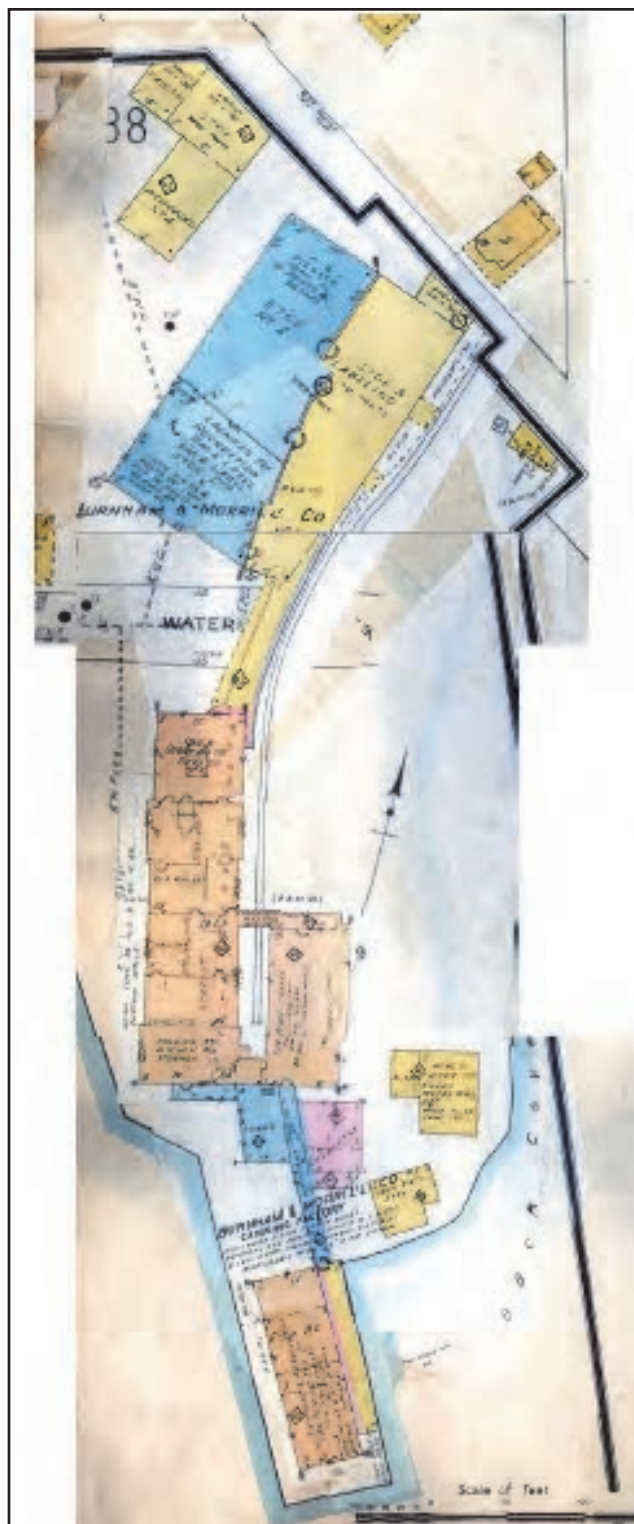


Figure 20: 1951 Sanborn Fire Insurance Map.

Following the physical expansion of the plant, Burnham & Morrill was recognized as the “largest food packing organization in the State of Maine and one of the largest in the United States.”²⁶ Further, the company was the largest producer of baked beans in the country. At that time, they employed more than 300 people at the plant.

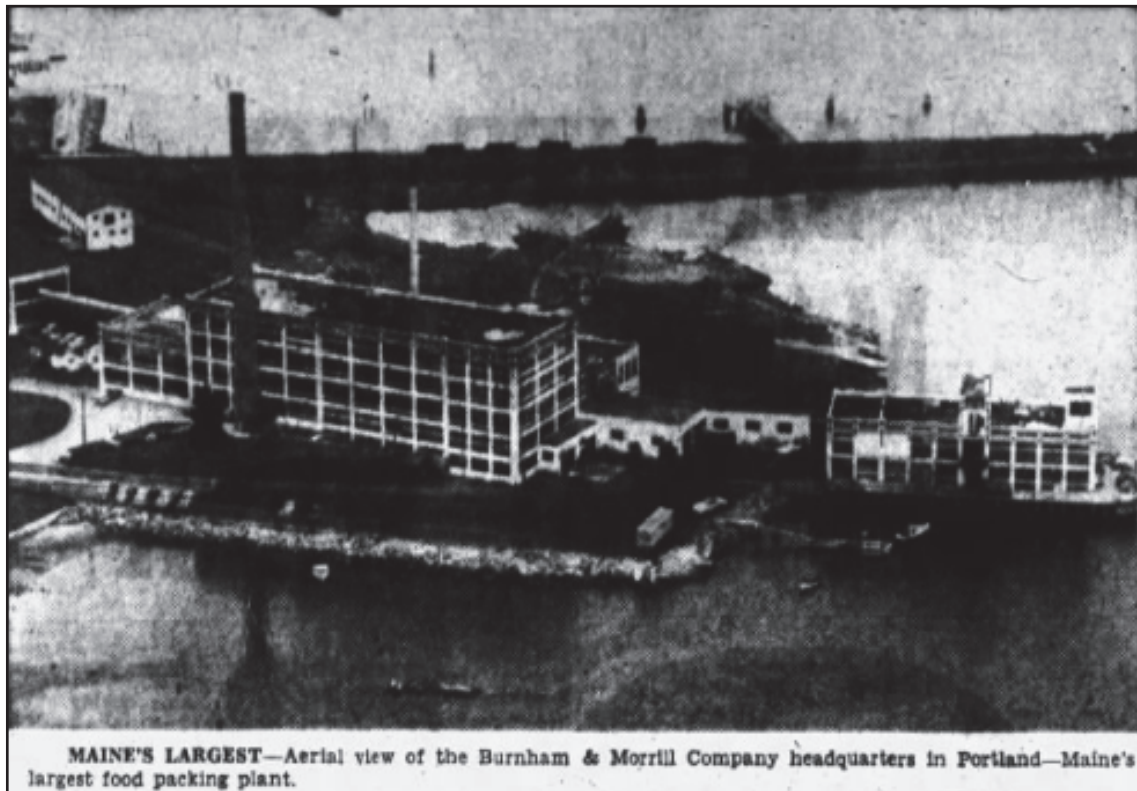


Figure 21: 1958 aerial image of B&M plant. (Image Source: *Bangor Daily News*)

In 1965, the City of Portland renamed the street address of the building to Bean Pot Circle, honoring the impact of the company and its world-renowned baked beans. That same year, the Burnham & Morrill was purchased by the Watertown, Massachusetts-based food packing and canning company William Underwood Company.²⁷ Following the initial sale of Burnham & Morrill, the complex continued to expand, and the company changed hands at various points throughout the latter portions of the 20th century. Despite changes in ownership, the B&M Cannery remained in active use until 2021.

²⁶ “Painstaking, Careful, Non-Rushing Methods Reasons For Great Growth At Burnham, Morrill,” *The Bangor Daily News* (Bangor, ME), Nov. 4, 1958.

²⁷ “Burnham & Morrill Company Records,” Located in the Raymond H. Fogler Library Special Collections, The University of Maine.

Throughout the 108 years that the Burnham & Morrill Company occupied the Cannery building, the company etched a significant place in Portland's industrial history. The canning and food packing industry traces its origins in America to the city of Portland and became one of the state's largest industries in the 19th century. The Burnham & Morrill Company exemplifies the industry in Portland as one of its longest lasting companies and one that grew to become one of the largest in the entire United States by the mid-20th century. As a truly Maine company, for over one and a half centuries, the Burnham & Morrill Company packed food products are historically associated with the state and larger New England region, placing Boston Baked Beans, Maine lobster, and Atlantic scallops into homes throughout the country. As such, the B&M Cannery stands as the physical representation of the company's impact on Portland and Maine's industrial past.

Architectural Significance

Most 19th century manufacturing buildings in New England followed the Waltham model of mill construction, a slow-burning construction system. Masonry buildings, predominantly brick, utilized closely spaced wood columns and beams instead of joists and separated internal vertical and horizontal spaces to limit the spread of fire. This building type served as the model for factory construction in throughout Maine and the rest of New England through the nineteenth century and into the early decades of the twentieth century.

The impressive four-story B & M Cannery was constructed in 1913, following the design of the well-known architects Burnham & Higgins. The design was a divergence from earlier Waltham model brick mill buildings, having a distinctly modern appearance that was consistent with advancements in construction technology at the time. By the turn of the century engineers, architects, and manufacturers had come to the realization that the nineteenth century factory model did not effectively integrate modern production demands of machinery, materials, and labor. The heavy timber framing required numerous supporting columns, which did not allow for sufficient unobstructed spaces. The brick load-bearing walls of the common "slow burning" mills restricted the size and number of windows as well. Small window openings of the nineteenth century mills restricted the amount of natural light on the interior, thus limiting where machinery could be placed in order for operatives to sufficiently see their work. The small window openings further restricted ventilation. By 1900 reinforced concrete had been introduced for building construction and factory designers were among the first to utilize this new technology. Reinforced concrete exhibited significantly higher tensile and compressive strength than brick (three times the strength of the best brickwork), absorbed vibration better, and provided excellent fire proofing capabilities. In addition, reinforced concrete slab construction allowed for larger windows, which improved natural lighting and ventilation. New building materials, including reinforced concrete and high tensile steel were relatively inexpensive and allowed for larger spans with fewer vertical

supports, thus larger more open interior spaces. It was also less expensive to construct reinforced concrete buildings than steel-frame structures because the steel framing members required fire proofing.

Advancements in reinforced concrete technology came rapidly in the early twentieth century. The use of concrete embedded with steel reinforcing expanded as the technology improved during the pre-World War I era and its use became commonplace for mill buildings, particularly multi-story industrial lofts. In 1902 engineer Ernest L. Ransome patented a system of extending the floor slab beyond the face of the building to support brick spandrel panels and large window openings. This technology resulted in exterior elevations featuring a grid pattern formed by the horizontal exposed concrete floor slabs and vertical reinforced concrete piers. This design became widely used for large multi-story factory buildings in the first three decades of the twentieth century (Figure 22). The use of rigid fire-resistant steel windows became commonplace after 1910, when American window manufacturers began producing industrial steel windows, which improved overall fire proofing for the mills and allowed for larger glazed wall area. By 1920 it was not uncommon for reinforced concrete mill buildings to have 50% or more of the exterior wall surface made up of glazing. Well-known engineers Lockwood, Greene & Company embraced this new building technology early on and is credited with having built the first textile mill entirely of reinforced concrete (Maverick Mills in East Boston; 1910). As was the case with most of the early reinforced concrete factories, the Maverick Mills utilized reinforced concrete beam and girder construction, where the framing members were exposed at the ceilings in a manner similar to the earlier heavy timber-frame mills. In an effort to minimize exposed framing at the ceilings, and thus improve lighting on the interior by reducing shadows, engineers developed a flat slab system whereby increased reinforcing in the floor slab allowed for the elimination of girders. As early as 1905 C.A.P. Turner developed his “mushroom system,” utilizing broad concrete columns with splayed tops encasing reinforcing that tied columns to a flat floor slab (Figure 23).

This technology allowed for improved light distribution, rapid construction, and facilitated placement of sprinkler pipes and other mechanicals. Turner’s mushroom system was just one of many iterations of reinforced concrete framing systems that aimed to create more consistent floor to ceiling heights without the interruption of large girders. Turner’s highly successful technique, however, became the industry standard. Ornamentation on the reinforced concrete mill buildings was generally limited and the character was utilitarian. Stylized concrete elements, such as capitals and brackets, were often used to decorate principal exterior elevations. Brick was typically reserved for use as spandrel panels beneath the windows or within the parapets. The resulting building type was subsequently used extensively throughout the country for manufacturing buildings of all types. Typical examples of this building type in Maine include the Saco-Lowell Shops Building 30 in Biddeford, Maine (Figure 24) and the B&M Cannery.

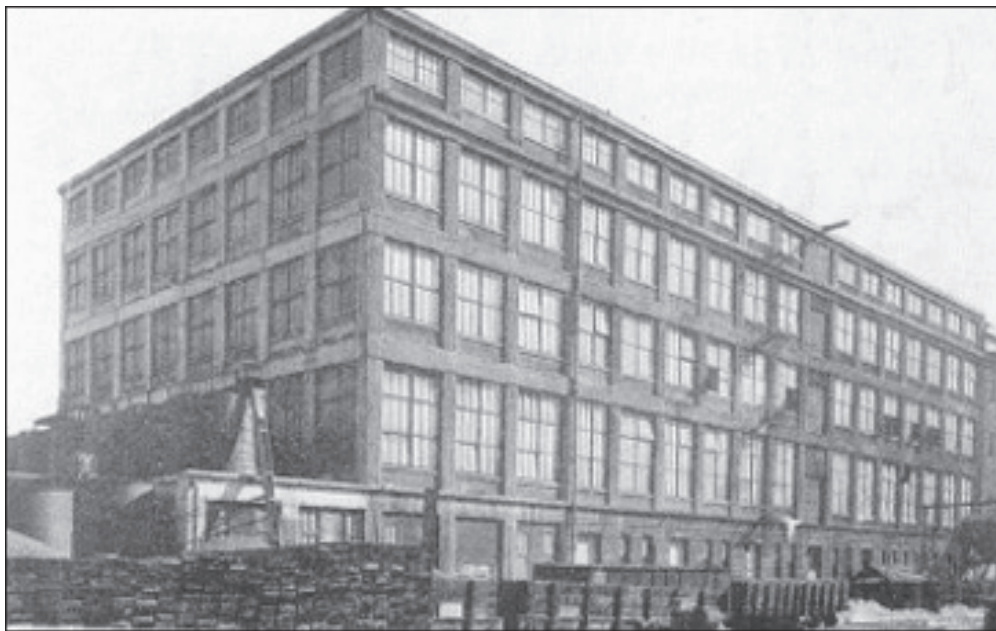


Figure 22: Pacific Coast Borax Refinery - Bayonne, NJ - designed by Ernest L. Ransome in 1904
(Image Source: Bradley, Betsy Hunter. *The Works*)



Figure 23: Union Switch & Signal Co. - Swissvale, PA - designed ca. 1905 by C.A.P. Turner
(Image Source: Bradley, Betsy Hunter. *The Works*)

The B&M Cannery embodies the distinctive characteristics of the early twentieth century reinforced concrete flat slab manufacturing building. The use of reinforced concrete mushroom columns, piers, and floor slabs allows for the large open interior spaces and high ceilings found in the building (Photos 9 and 10). The exterior grid frames generous window openings that originally held multi-pane double-hung sashes, several of which remain (Photo 1). Brick panels are used beneath the windows to create visual interest by contrasting with the lighter concrete elements. Architectural ornamentation is limited to pilasters embellished with brick coursing in a stylized pattern (Photo 4).



Figure 24: Saco-Lowell Shops Building 30 - Biddeford, Maine

Architects –Burnham & Higgins

Among Maine's most notable architects of the late-19th and early-20th century period, few rise to the prominence of George Burnham. Throughout his career, Burnham designed numerous commercial, industrial, municipal, and residential buildings throughout Maine, with many prominent examples of his work in Portland. With the firm of Burnham & Higgins, Burnham and his partner E. Leander Higgins continued this legacy by designing some of Portland's most notable homes and buildings.

George Burnham was born in Portland, Maine in 1875. He undertook his architectural training at the Massachusetts Institute of Technology (MIT), graduating in 1898. While attending MIT, Burnham

studied architectural theories made famous at the Ecole des Beaux Arts in Paris. Following his graduation, Burnham first worked in New York City under architect Thomas Tryon.²⁸

In 1902, Burnham contracted typhoid and pneumonia forcing him to return to his hometown. In Portland, Burnham commenced designing homes and commercial buildings in the Revival and Beaux Arts styles. Among his earliest commissions were the Federal Revival style Perez Burnham House (1902) and the Porteous, Mitchell & Braun Block (1904), designed in the Beaux Arts style.²⁹ In 1904, Burnham was awarded perhaps his most important and well-known commission, the Cumberland County Courthouse. Burnham bested eight other firms for the contract, including John Calvin Stevens, perhaps Maine's most prominent architect. Burnham worked on the courthouse project until 1909, while designing various smaller projects concurrently.³⁰ The Cumberland County Courthouse is a contributing resource to the Portland Waterfront National Register Historic District and the Portland Waterfront Local Historic District.

In 1909, Burnham hired E. Leander Higgins as a draftsman. Higgins was born in Bar Harbor, Maine in 1879 and studied architecture at MIT, graduating in 1906.³¹ During Higgins' early years working with Burnham, the firm completed another of its most well-known designs, the Maine Central Railroad Station in Gardiner, Maine (1911); the station was listed in the National Register of Historic Places in 1982.³² Higgins was named a partner in 1912 and the firm subsequently changed its name to Burnham & Higgins.³³

The firm of Burnham & Higgins was primarily known for their residential designs in Portland. In his biographical sketch of George Burnham, architectural historian Roger Reed explained that the firm's residential designs "characterize the work of the firm."³⁴ He further explained that their homes followed an established format:

²⁸ Roger G. Reed, "George Burnham" in *A Biographical Dictionary of Architects in Maine*, Jan. 1984.

²⁹ Ibid.

³⁰ Alessa Wylie, "Architect of the Week: George Burnham," Greater Portland Landmarks, accessed April 4, 2022, <https://www.portlandlandmarks.org/blog/2020/5/14/architect-of-the-week-george-burnham>.

³¹ "Biographical Note," in Higgins (Edward Leander) Architectural Records, located in the Raymond H. Fogler Library Special Collections, The University of Maine.

³² Frank A. Beard, "Gardiner Railroad Station," National Register of Historic Places Inventory-Nomination Form, 1982.

³³ Reed, "George Burnham."

³⁴ Ibid.

“Typically this consisted of rectangular structures with broad hipped roofs and over-hanging eaves supported on modillion blocks or exposed rafter ends. Dormers, an important decorative feature in a Burnham & Higgins house, are prominently situated to provide maximum exposure.”³⁵

Among their many homes Burnham & Higgins designed in the popular revival styles of the period were the Charles F. Flagg House (1913) in the Mediterranean Revival style and the Sidney St. Felix Thaxter House (1918) in the Colonial Revival style.

In 1913, Burnham & Higgins designed two industrial buildings, the B&M Cannery and its associated codfish canning building, two of only a few industrial examples by the firm. Concurrently, the firm designed the Portland Shoe Manufacturing Company factory on Pearl Street in downtown Portland. The downtown factory building follows a more traditional design model, with its brick exterior walls and punched segmental arched windows (see Figure 25).



Figure 25: 1924 Portland Tax Record Photograph, Portland Shoe Manufacturing Company.
(Image Source: Maine Memory Network)

Through the remainder of the 1910s, the firm continued to design buildings in Portland and throughout Maine. Following Burnham’s retirement in 1919, Higgins maintained prominence in the field of architecture during the 1920s and 1930s.

³⁵ Ibid.

Historic Landmark Boundaries

For purposes of this landmark nomination, boundaries of the landmark designation are to include the B&M Cannery building, the site of the Codfish Building, and a buffer area around the B&M Cannery, as delineated in Figure 26.

The site of the codfish building is included in the landmark designation. However, due to the condition of the building and underlying pier, it lacks sufficient integrity of condition to make it worthy of preservation or restoration. The codfish building and underlying pier are therefore non-contributing and may be demolished. The Historic Preservation Board's review of activity within the site of the former codfish building and pier is limited to review of any activity that would require a Certificate of Appropriateness that is proposed on top of a newly constructed pier. A Certificate of Appropriateness will not be required for the demolition of the codfish building and pier or construction, maintenance and repair of a new pier and related infrastructure, including but not limited to decking, railings, floats, and supports.

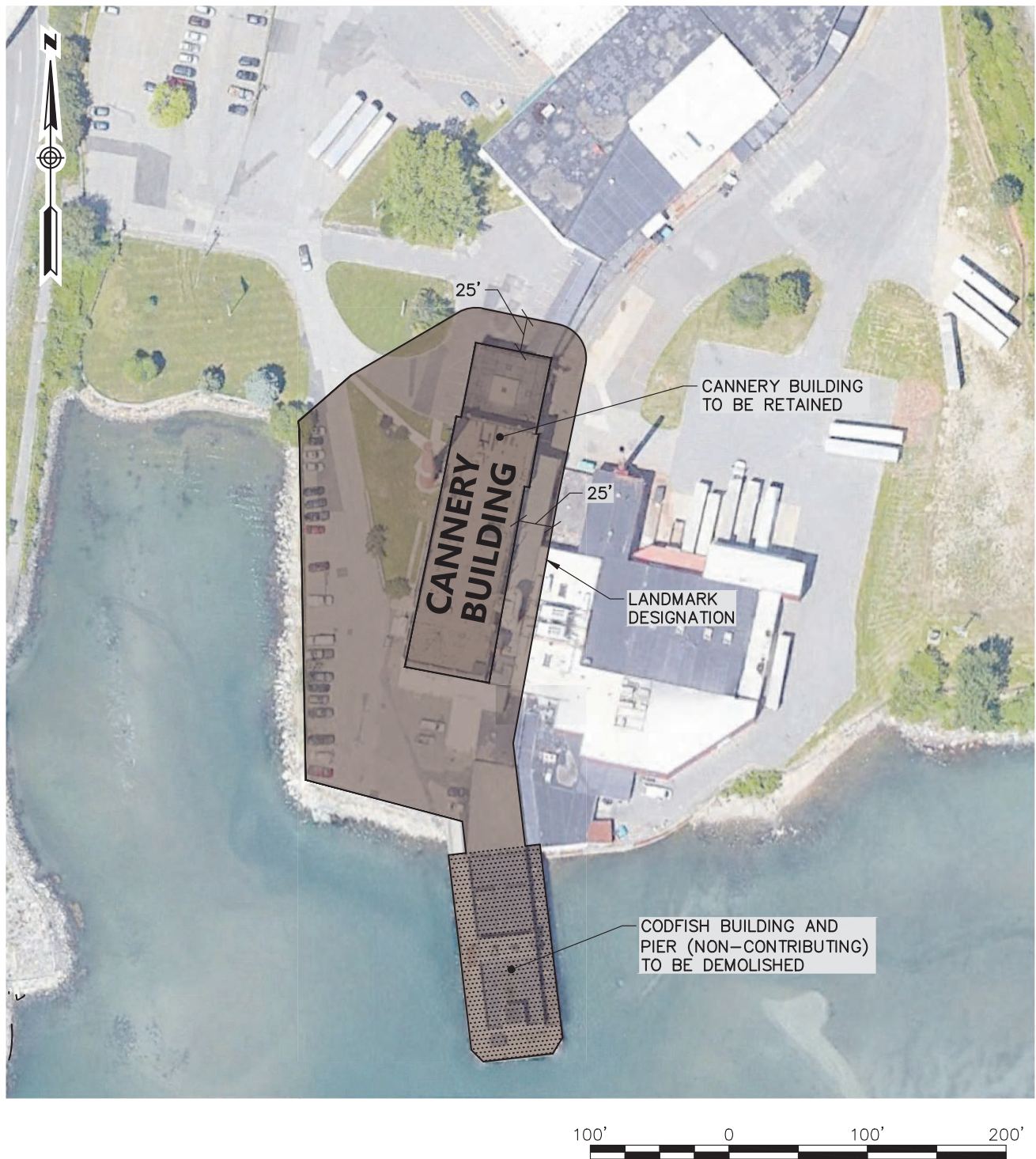


Figure 26: Boundaries of Landmark Designation

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Landmark Nomination Report:
Burnham & Morrill Company Cannery
1 Beanpot Circle
Portland, Maine

APPENDICES

Parcel Map



Photographs/Photo Key

(all photos taken March 2022)



Photo Key



1. B&M Factory, West Elevation, looking southeast.



2. B&M Factory, West Elevation, looking east.



3. B&M Factory, South Elevation, looking north.



4. B&M Factory, North Elevation, looking south.



5. B&M Factory, North and West Elevations, looking southeast.



6. B&M Factory, North and West Elevations, looking southeast.



7. B&M Factory, North and East Elevations, looking southwest.



8. B&M Factory, North and East Elevations, looking southwest.



9. B&M Factory, Second Floor, looking north.



10. B&M Factory, Fourth Floor, looking south.



11. Site, Codfish Canning Building, looking southeast.



12. Site, Codfish Canning Building looking northwest.



13. Site, Codfish Canning Building, looking southwest.



14. Site, Storage/Labeling Building looking northwest.



15. Site, Woodworking/Storage Building, looking northwest.



16. Site, Entrance and Woodworking/Storage Building looking south.

George Rheault <george.rheault@gmail.com>
to Historic Preservation, Evan Schueckler, Christine Grimando

The abysmal vagueness surrounding the interpretative resources to be invested to explain the Roux Institute's willful and unnecessary demolition city's historic preservation regime.

Please do better (or at least do something).

Please make sure the info below is added to the record so the 2022 saga can be refreshed for anyone new to the mess.

□

☐ Reply all

☐ Reply to author

☐ Forward

George Rheault <george.rheault@gmail.com>
to Historic Preservation, Evan Schueckler, Christine Grimando

11:58 AM (4 minutes ago)



Please add this to the record so the 2022 history is not forgotten.

----- Forwarded message -----

From: **George Rheault** <george.rheault@gmail.com>

Date: Fri, Oct 14, 2022 at 11:34 AM

Subject: Public Comment - Order 86-22/23 - POSTPONE the Bean Pot Circle Application - Demolition of B&M Wharf Building

To: Public Comment <publiccomment@portlandmaine.gov>, Dena Libner <dlibner@portlandmaine.gov>, Danielle West-Chuhta <dwest@portlandmaine.gov>, Kate Snyder <ksnyder@portlandmaine.gov>, Pious Ali <pali@portlandmaine.gov>, April Fournier <afournier@portlandmaine.gov>, Roberto Rodríguez <rrodriguez@portlandmaine.gov>, Anna Trevorrow <atrevorrow@portlandmaine.gov>, Victoria Pelletier <vpelletier@portlandmaine.gov>, Andrew Zarro <Azarro@portlandmaine.gov>, Mark Dion <mdion@portlandmaine.gov>, Tae Chong <tchong@portlandmaine.gov>, Christine Grimando <cdg@portlandmaine.gov>

I urge the City Council to postpone action on the landmark nomination for the B&M cannery building for a host of reasons.

The biggest reason is that the public comment I sent in as part of the Roux Institute's nomination application has been EXCLUDED from the meeting packet for this item. BELOW is but one example (which includes attachments) of my contributions to this debate which have been hidden from your review.

It is very disturbing that when it suits the Mayor and city staff, public comment is included in a Council meeting packet. However when public comment does not support the viewpoint of City staff, they simply pretend it does not exist and citizens must laboriously petition the Council to add it all back in.

The Roux Institute (and its development arm, IDEALS) want to get maximum public credit for "preserving" the B&M campus without fully acknowledging that what they have proposed to preserve is merely a hollow shell with virtually all the notable aspects of the campus stripped away.

The citizens of Portland deserve to understand how we arrived at this place and how city staff facilitated the outcomes here without engaging the public in any meaningful manner. Alternative preservation paths were still open to our community to take before the Roux Institute had locked up the path forward with our city staff helping to grease the wheels for those results instead of ensuring a neutral process built on integrity and good information.

Public Comment - Bean Pot Circle

Application - Demolition of B&M Wharf Building



Assigned to me

Subscribe

1 view



George Rheault

Mar 1, 2022, 12:10:01 PM (yesterday)

to HHistoric Preservation, d...@portlandmaine.gov, rwi...@portlandmaine.gov, Christine Grimando, j...@portlandmaine.gov, Abigail Reed

I oppose the demolition of the B&M Wharf Building being proposed by the applicant.

The City of Portland should make strenuous efforts (including commissioning its own engineering analysis) to ensure the Wharf Building is preserved in some reasonable form, even if it means jacking it up above its originally constructed height. See attached visual from 1924 Tax Records: [7 Water Street, Portland, 1924 - Maine Memory Network](#) as well as another photo from circa 1930 showing undeveloped area prior to expansion by B&M and others (principally the oil tank farm): [Tukey's Bridge, Portland, ca. 1930 - Maine Memory Network](#)

The standard the HPB set at the Portland Company campus is what should be guiding preservation staff here rather than prematurely taking the side of the applicant. On Fore Street, the "Pattern Storehouse," an otherwise unexceptional 19th century brick warehouse few could pick out of a line-up of similar aged structures, was deemed so essential (simply due to the fetishizing of some signage painted on the brick which itself had dubious lineage and significance), that the applicant on that site was required to reconstruct the building elsewhere on the campus (ultimately brick by damn brick).

1.) It is absolutely unquestioned that B&M's fish flake factory move from Franklin Street to Water Street had everything to do with the ability of the Portland operation to fully optimize an integrated "sea-land" manufacturing process at the new location - delivering fresh catch and using improved rail connections to quickly send finished product to distant markets before the advent of the trucking age. See attached an advertisement perfectly demonstrating this visually. B&M post-1913 made clear to its customers how the Wharf Building gave it a competitive advantage over others selling canned fish. Note bene: the undated advertisement was taken from pg 29 of "Deering: A Social and Architectural History (2010)" but is from a personal collection of William David Barry and probably could be easily accessed by reaching out to him.

2.) The Wharf Building is one of the last physical reminders that Back Bay (called such when it was navigable) was once a critical part of Portland's authentic working waterfront (as opposed to our modern "working waterfront" which mostly is conjured up by our local NIMBY class to hide behind). As such it deserves extra special recognition since the "The Battle Over Back Cove" (a/k/a, "The Battle for the Boulevard") roiled Portland, both its politics and physical form, for several generations and still ripples through our polity today. Very little of Portland's industrial past has ever received proper historic protection and study and the losses have piled up enormously over the years (American Can Company on Read Street being the most notable but the list is long and B&M's Wharf Building should not be added to it). The only reason the Portland Company received outsized attention was due to neighboring NIMBY property-owners desperate to preserve their views and a low-key environment to which they had grown accustomed. It is unlikely that the B&M site will be turned into a similar totem (neighborhood NIMBYs are mobilizing as I write), but by NOT insisting on preserving the Wharf Building the HPB needs to confront the question of whether saving the remaining stub of the original B&M complex even makes sense. When B&M began an intense focus on baked beans in the 1930s, it was using existing space that had not been architecturally tailored to baked bean production. Indeed, as we have seen from the bean factory relocation, there was really nothing requiring this manufacturing process to be located there other than the fact that B&M already owned it at the time.

3.) There are unquestioned challenges to preserving the Wharf Building but considering the scale of the overall real estate play here (cleverly and elaborately camouflaged from the NIMBY class as the "Roux Institute"), the expense is not an unreasonable ask. Indeed applicants are routinely ordered by the HPB

to make extraordinary outlays in relation to a project's overall budget to accommodate the HPB's historic whims. Here, the money to save the Wharf Building will probably amount to rounding error if the full campus build-out envisioned by the Roux Family Wealth Office is achieved. It is also somewhat comical that a tech titan of the 21st century and his operatives are unable to find cost-effective engineering solutions for pier repair and shoring that are commonly done across the globe in marine environments including Portland itself.

Also, the idea that shoreland zoning is an impediment should be challenged and the applicant required to document in writing what it is specifically that such zoning would prevent or complicate. The Wharf Building presumably is a grand-fathered non-conforming use and any necessary modifications, while certainly triggering regulatory review and extra permits, are in no way categorically forbidden by shoreland zoning. And pier repairs and reconstructions take place routinely along the different zones of the Commercial Street waterfront without being blocked by shoreland zoning. Attorney Costigan should retract her "footnote" and an independent legal analysis on this question should be sought by the City of Portland if the applicant persists with this line of complaint.

FISH FLAKES
CORNEO
COD AND HADDOCK
FOR FISH BALLS, CREAMED FISH, ETC.
READY FOR IMMEDIATE USE WITHOUT SOAKING
PACKED IN MAINE, U.S.A.
BURNHAM & MORRILL CO.

BURNHAM & MORRILL FISH FLAKES

You can have, in your home—no matter where you live—the most wonderfully fresh fish, specially cooked and prepared for you so that they are as fresh and flavorful as on the day taken from the ocean. B & M Fish Flakes—the finest fish product for making

Creamed Fish, Fish Souffle, Codfish Balls,
Fish Chowder, Fish Salad, and many other dainty and delicious fish dishes.

Only the firm, white meat of selected cod and haddock, rushed in fast steamers to our sanitary kitchens at Portland, Maine, and there packed in clean parchment-lined containers. It takes three pounds of fish to make one pound of B & M Fish Flakes—no bones, no waste, no water. That is why this wholesome food is economical as well as delicious.

B & M Fish Flakes are cooked and packed in a clean factory at the water's edge, flooded with sunlight and kept perfectly sanitary at all times. They simplify the cooking question, delight the family and guests, and are nourishing as well as appetizing. You will find them a perfect fish food for every day in the year.

¹ AT YOUR GROCER'S
Free on request—"A Book of Recipes" for preparing many tempting dishes.

BURNHAM & MORRILL CO.
72 Water Street, Portland, Maine

Packets exclusively of State of Maine Food Products—the best of their kind—including B & M Porto Sugar Corn, B & M Pork and Beans, B & M Cream Chowder, B & M Clams, B & M Lobster.

Creamed Fish

Fish Souffle

Codfish Balls





HP Public Comment: Opposition to B&M Wharf Building Demolition



Assi...

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George Rheault

Apr 15, 2022, 12:58:06 PM (3 days ago)

to HHistoric Preservation, d...@portlandmaine.gov, rwi...@portlandmaine.gov, j...@portlandmaine.gov, Abigail Reed, Christine Grimando

As I stated previously, I am appalled that the concrete wharf and the "Fish House" on top of it is not being included in the proposed B&M site nomination.

The fact that the City of Portland stood by last summer and sanctioned the demolition of the gigantic and ICONIC smokestack (visible for miles in all directions) next to the "cannery" building was a grievous sin.

But now, apparently, the Historic Preservation Board is more than happy to stand by (with the connivance of planning staff) to allow further desecration of this site's local and national significance.

Stewardship of our community's historic resources is a tough business with trade-offs and compromise a necessary part of the job. However, the standards and exertions should be uniformly applied regardless of the applicant's power and political "pull" on the city's bureaucracy.

It is impossible to "celebrate" the proposed nomination by the applicant because what is being "delivered" for "preservation" is a monument stripped of most everything that matters about its history. It is no surprise the plan is for the site to be flanked by bland corporate architecture (designed mostly by spreadsheet). The end product - neither the "new" or the "old" - will excite any enthusiasm for the community.

See attached photo of the complex (believed to be circa 1960) when it was a beacon on the landscape and a meaningful engine for Portland's economy.

SOURCE: https://digitalcommons.portlandlibrary.com/pphnecs_images_business/68/

There was no intentional effort to make anything "beautiful" here but that is the irony of so many of our industrial vernacular landscapes. Through the sheer power of their concentrated resources used to manufacture and market their products and the enormous footprints needed to accomplish that work, our industrial neighbors did end up effectively making works of art.

Unfortunately, the HPB now expects to take pride in its support of a nomination that gives us merely a large concrete box, devoid of the smokestack, the fish-house wharf and the neon signage that once gave the overall site meaning and energy capable of eliciting an emotional response. If the HPB wants to cleave off all the important parts, the leftovers are probably not worth the preservation effort and certainly not if it means endorsing the applicant's myopic vision here.



Portland Public Library Archive

HPB Public Comment - 1 of 2 - Original Construction Specifications for Fish Wharf

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**George Rheault**

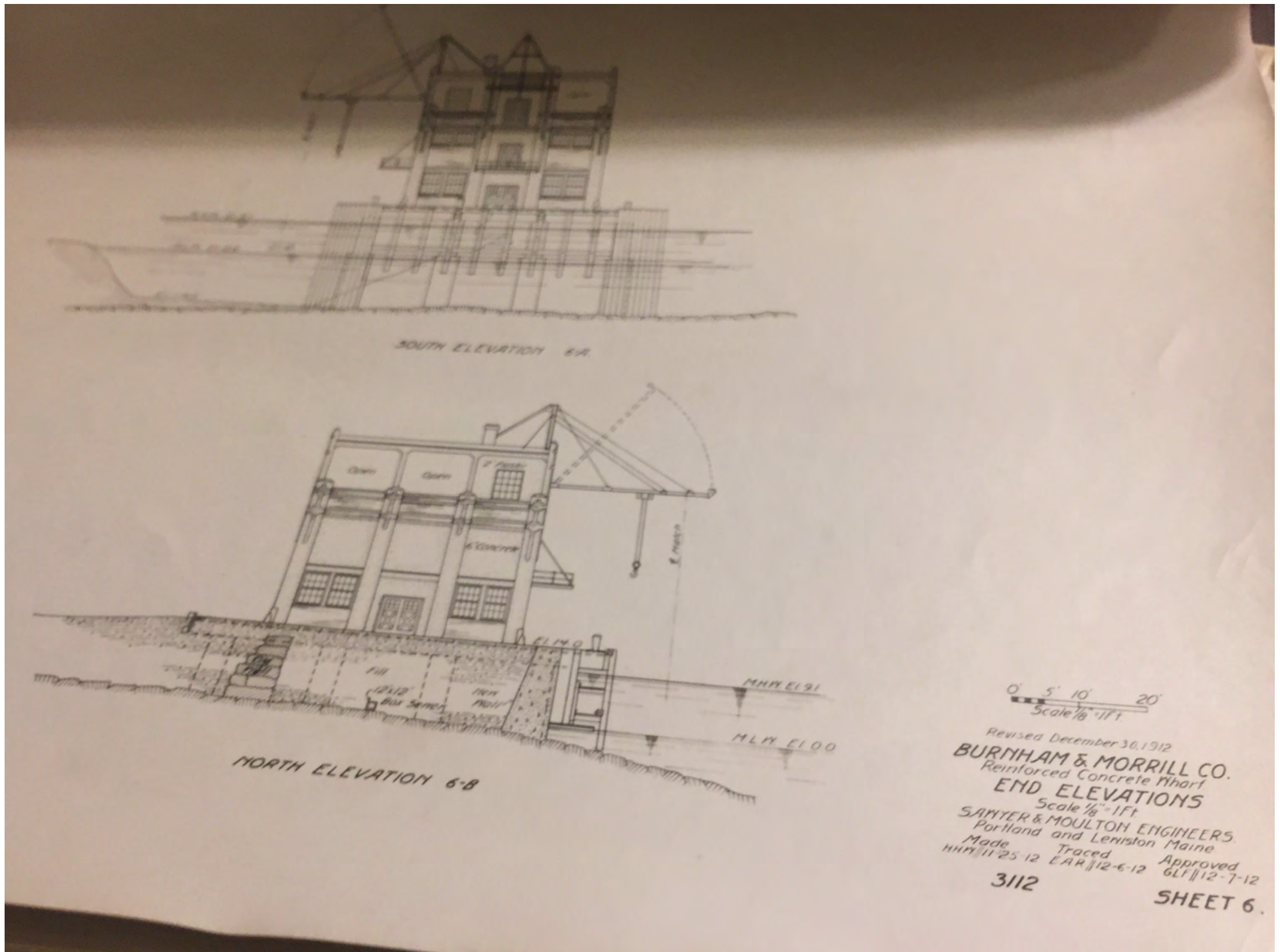
11:22 AM (8 minutes ago)

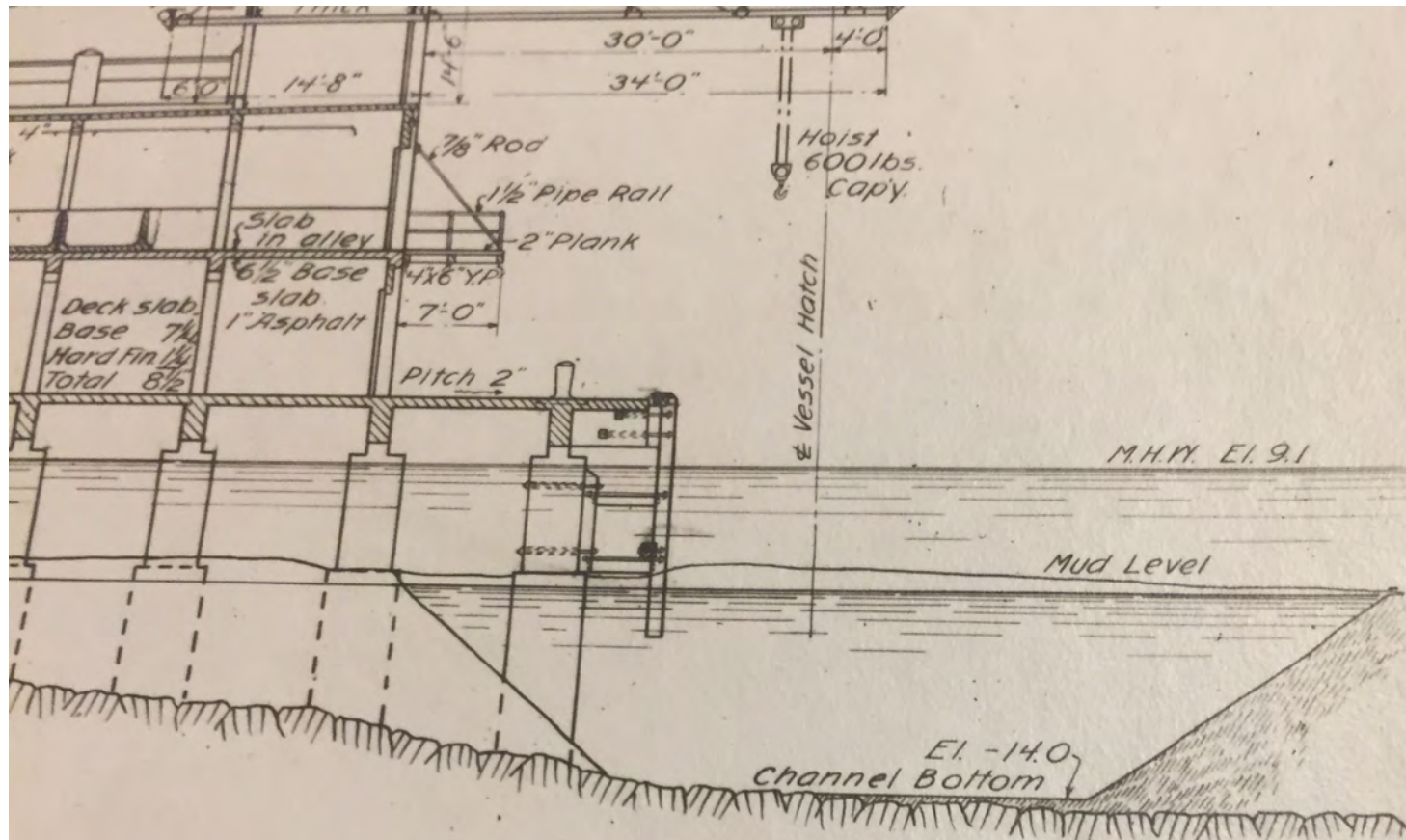
to HHistoric Preservation, d...@portlandmaine.gov, rwi...@portlandmaine.gov, Abigail Reed, j...@portlandmaine.gov, Christine Grimando

It did not come up in the staff memo or the applicants' materials, but the original plans for the Fish Wharf Building (the wharf and the building were one and the same structure) can be found at the Maine Historical Society.

The original specifications quite literally provide a basis for a faithful reconstruction effort should demolition of the original structure be deemed absolutely necessary (based on an independent evaluation not beholden to the applicant's agenda or frankly the City of Portland's agenda since they do not seem to have any daylight between them).

Additionally, since a reproduction will not actually need the same tolerances as a building truly meant for regular industrial use (e.g., the hoisting mechanisms), there may be some significant cost shaving enabled by reproducing the LOOK without having to make it FUNCTIONAL.





0' 5' 10' 20'
Scale 1/8" = 1 Ft.

Revised Dec. 30, 1912.
Revised Jan. 14, 1913.

BURNHAM & MORRILL CO.
Reinforced Concrete Wharf.
GENERAL SECTIONS.
Scale 1/8" = 1 Ft.

SAWYER & MOULTON ENGRS.
Portland and Lewiston Maine
Made Traced Approved
GLF/11-8-12 E.A.R./12-18-12 GLF/12-18-12
3112
SHEET 3.

-3-

The plans accompanying these Specifications are as follows:-

- | | |
|-----------|--|
| Sheet #1. | First Floor Plan. |
| " #2. | Second and Third Floors and Roof Plan. |
| " #3. | General Sections. |
| " #4. | Construction Trestle. |
| " #5. | Side Elevations. |
| " #6. | End Elevations. |
| " #7. | Reinforcing Details for Pent Houses. |
| " #8. | Reinforcing Details for Roof. |
| " #9. | Reinforcing Details for Second Floor. |
| " #10. | Reinforcing Details for Wharf Floor. |
| " #11. | Reinforcing Details for Wharf Floor Sections. |
| " #12. | Details of Foundation Piers. |
| " #13. | Detail Sections of Superstructure. |
| " #14. | Fender Details. |
| " #15. | Details of Ironwork. |
| " #16. | Details of Windows and Office Partitions. |
| " #17. | Details of Doors. |
| " #18. | Details of Vats. |
| " #19. | Details for Pent House Partitions and Travelers. |

Plans are identified by a number and each view by a letter. References in these Specifications are made to the plans by means of these numbers and letters. For example, "1-B" would mean that on Sheet #1, View "B", would be found the portion of the work described. For cross reference to the various plans and views the above letters and numbers are enclosed in circles at various points on the plans. These enclosed numbers and letters indicate that there are details, or views, showing more completely these specific portions of the work.

Where section lines are used the

3112-S-1.

SPECIFICATIONS

for

CONSTRUCTION

of

WHARF & FISH HOUSE

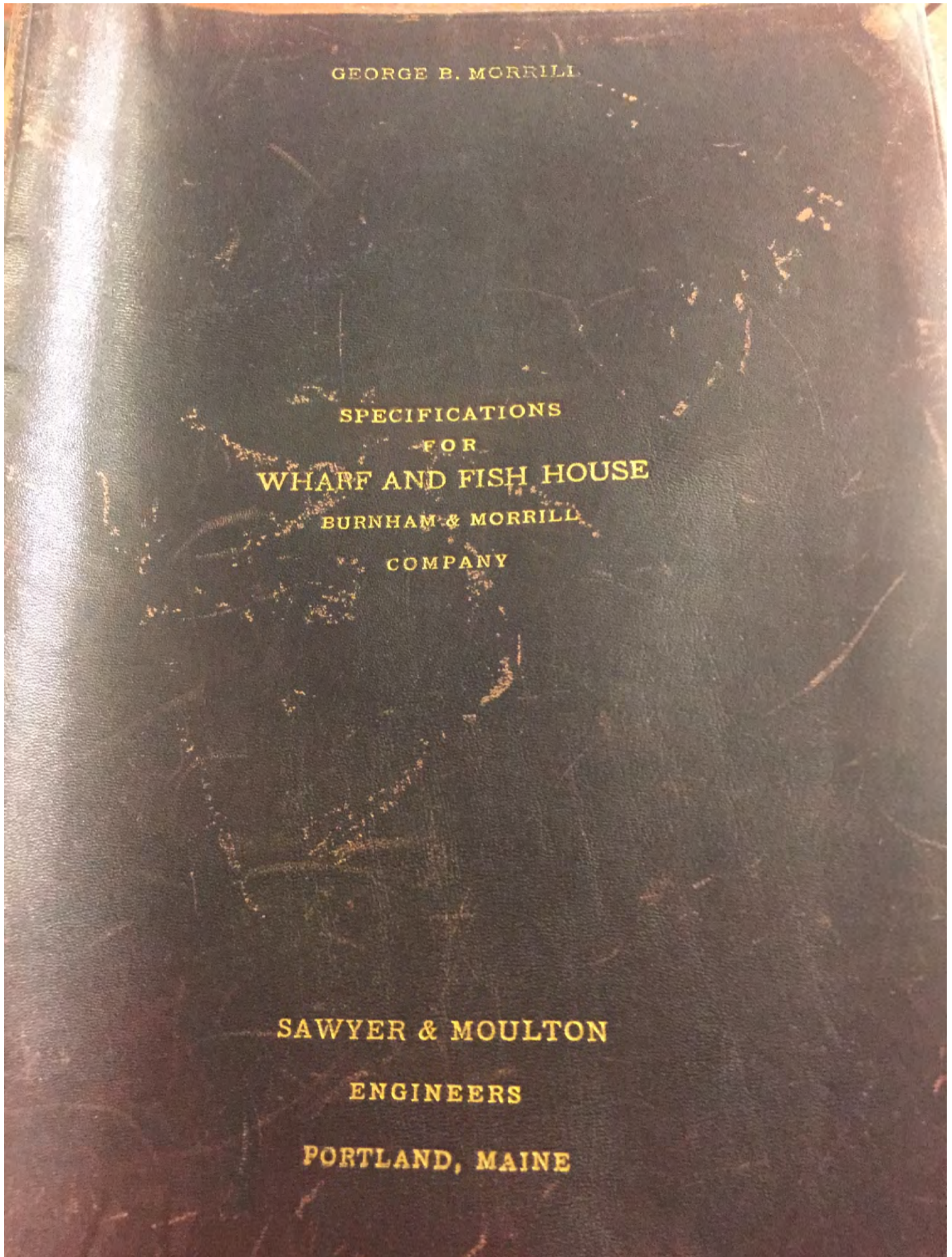
for

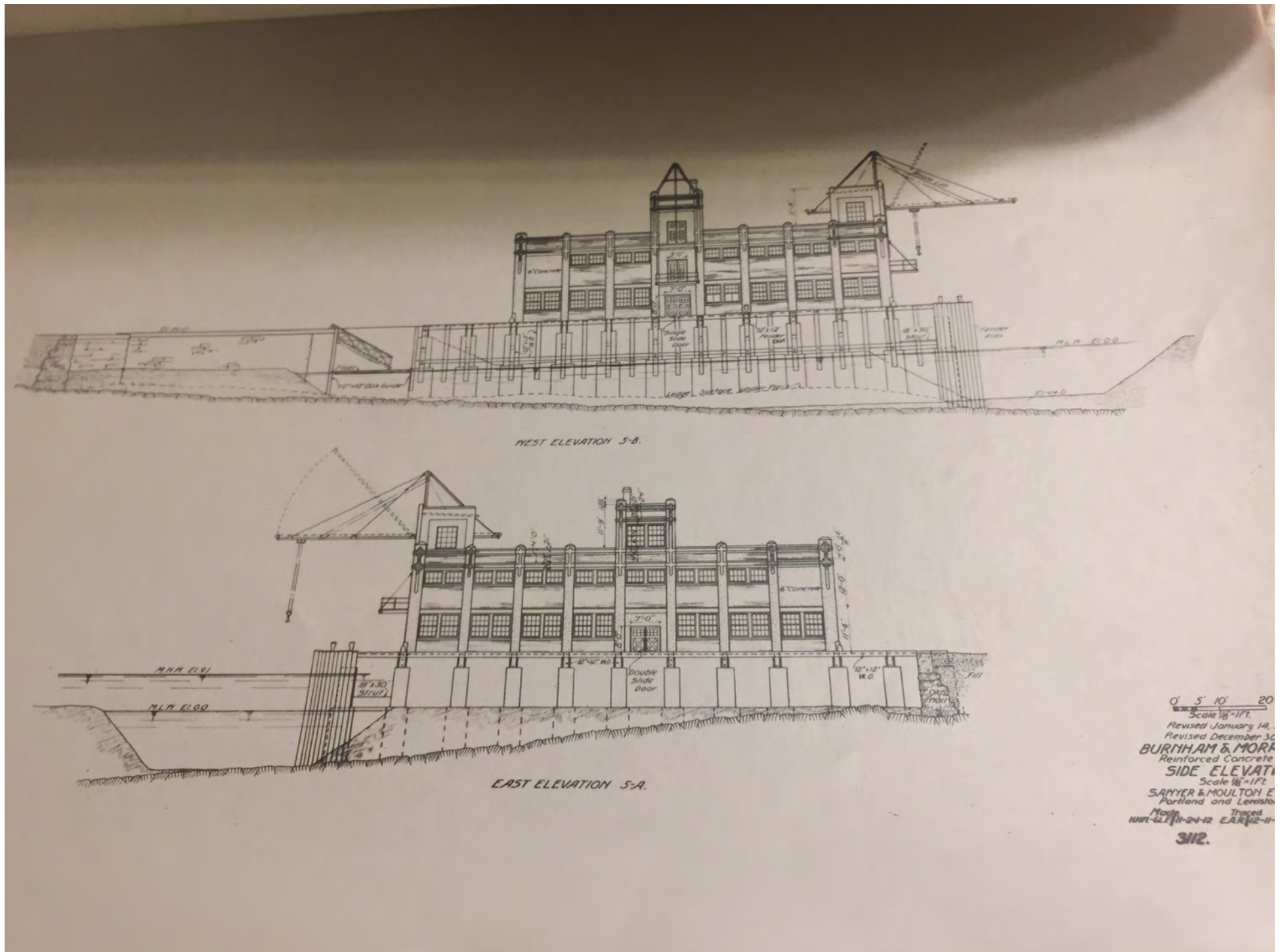
BURNHAM & MORRILL COMPANY,**PORTLAND, MAINE.****Sawyer & Moulton, Engineers, Portland, Maine.****December 17, 1912.****DIVISION I. GENERAL REQUIREMENTS.****SECTION #1. WORK TO BE DONE.**

The work to be executed under these Specifications comprises the construction of a reinforced concrete Wharf & Fish House, with concrete and dry rubble masonry sea wall. All of the foregoing work to be done in strict accordance with the requirements of these Specifications and the plans hereinafter described.

All workmanship and materials must be the best for their respective kinds, conforming in all respects to the true intent and purpose of these Specifications and the plans accompanying same.

The above work is to be constructed in the City of Portland, Maine, for the Burnham & Morrill Company near the site of said Company's new food products plant in the, so-called, East Deering section of the City.





HPB Public Comment - 2 of 2 - Original Construction Specifications for Fish Wharf

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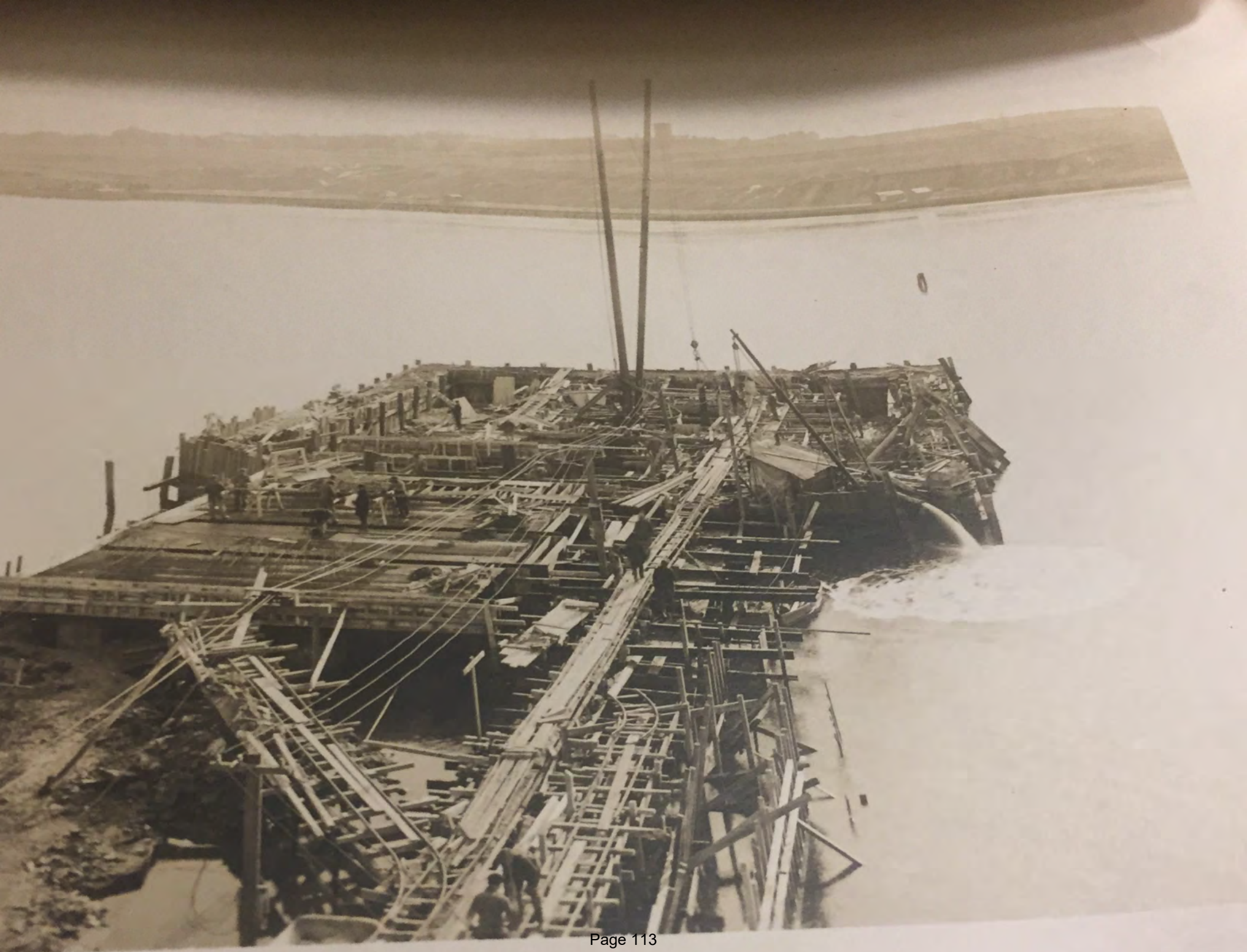
George Rheault

11:44 AM (7 minutes ago)

to HHistoric Preservation, d...@portlandmaine.gov, rwi...@portlandmaine.gov, Abigail Reed, j...@portlandmaine.gov, Christine Grimando

Included at the Maine Historical Society with the original plans for the B&M Fish Wharf were quite a few "in process" construction photographs, some of which I have attached.

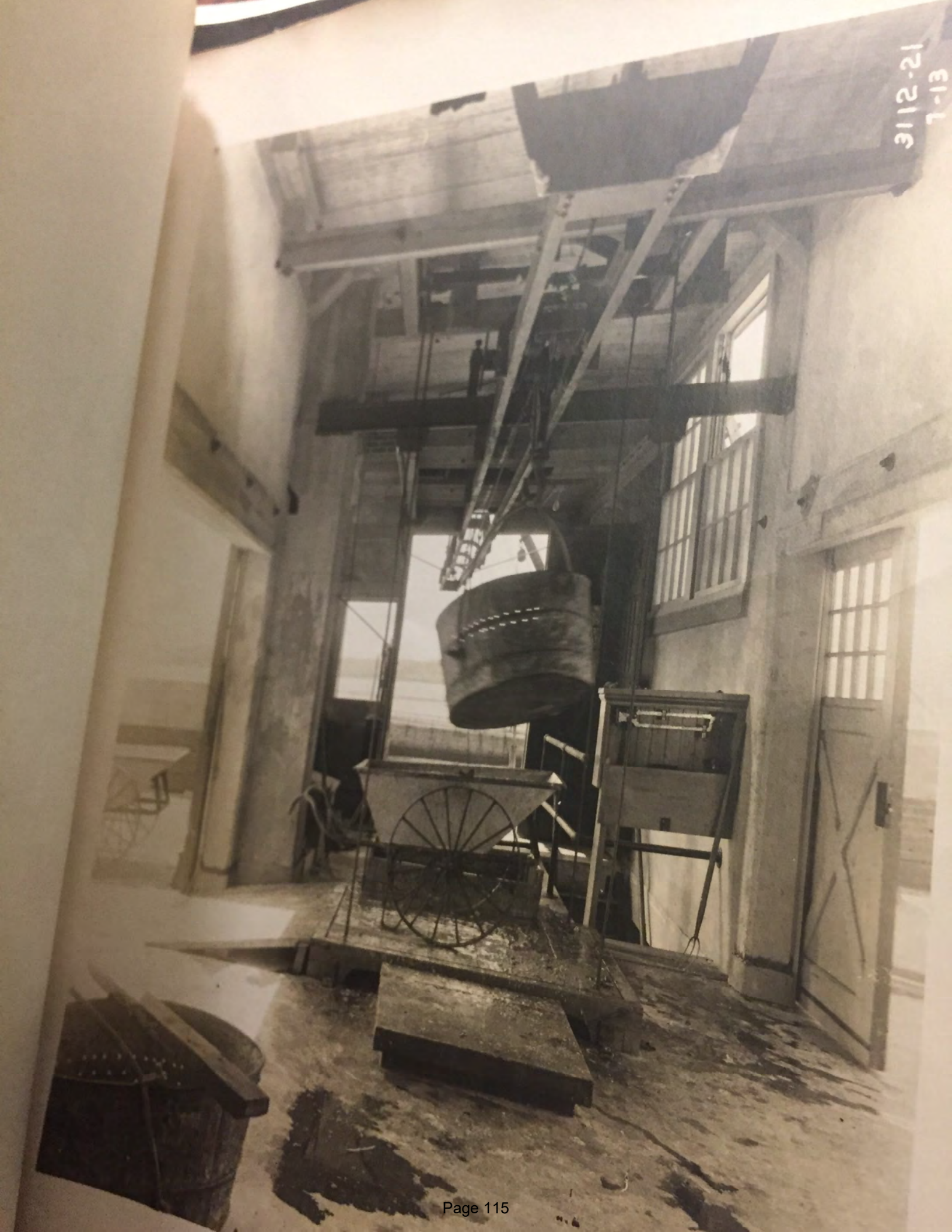
Besides being amazing documents on a stand-alone basis, they also offer insight about what it would take to renovate, rehabilitate and, if absolutely necessary, reconstruct the Fish Wharf.

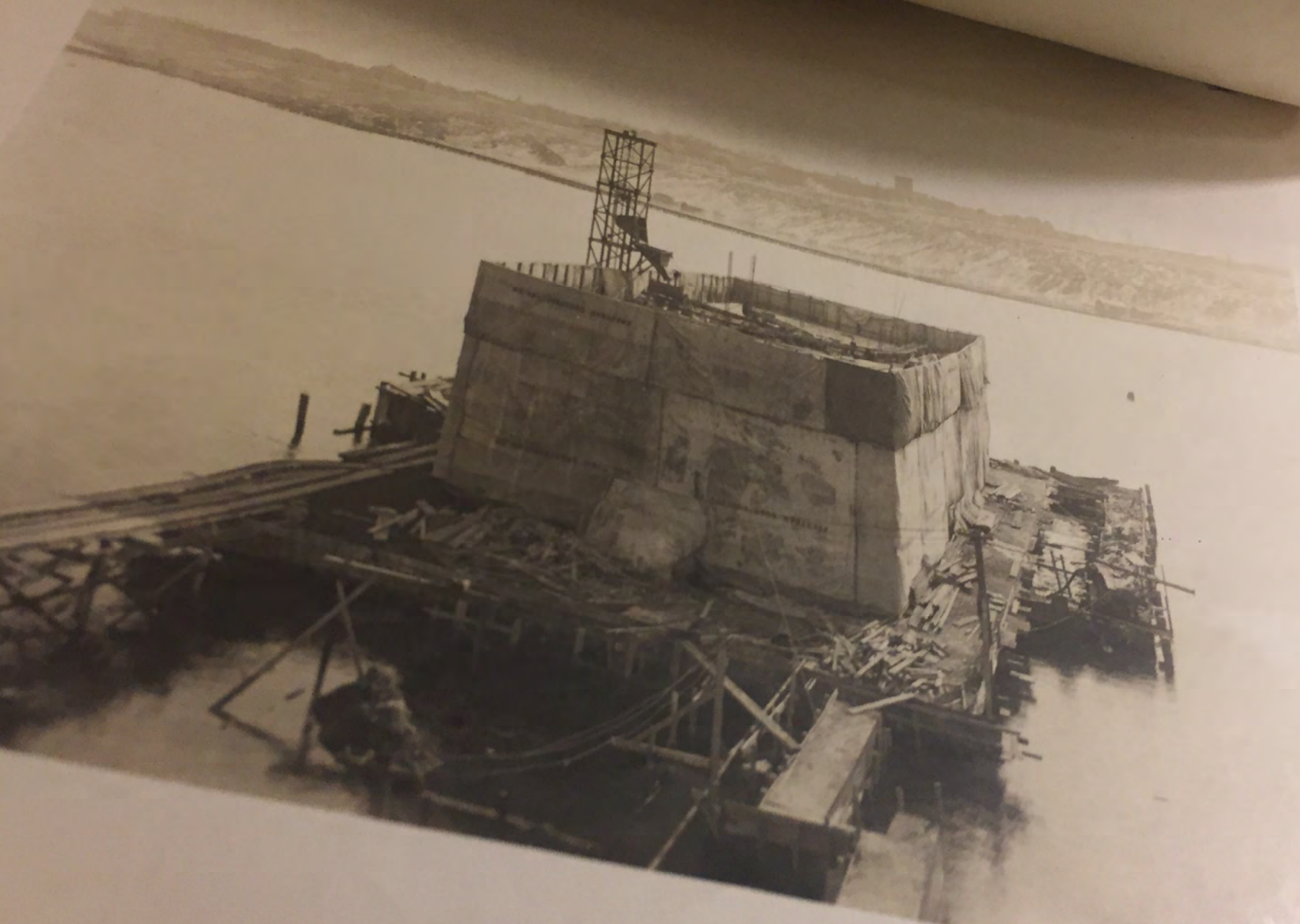




3112-24
7-13

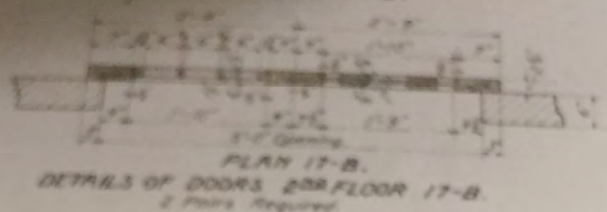
3112-21
1-13



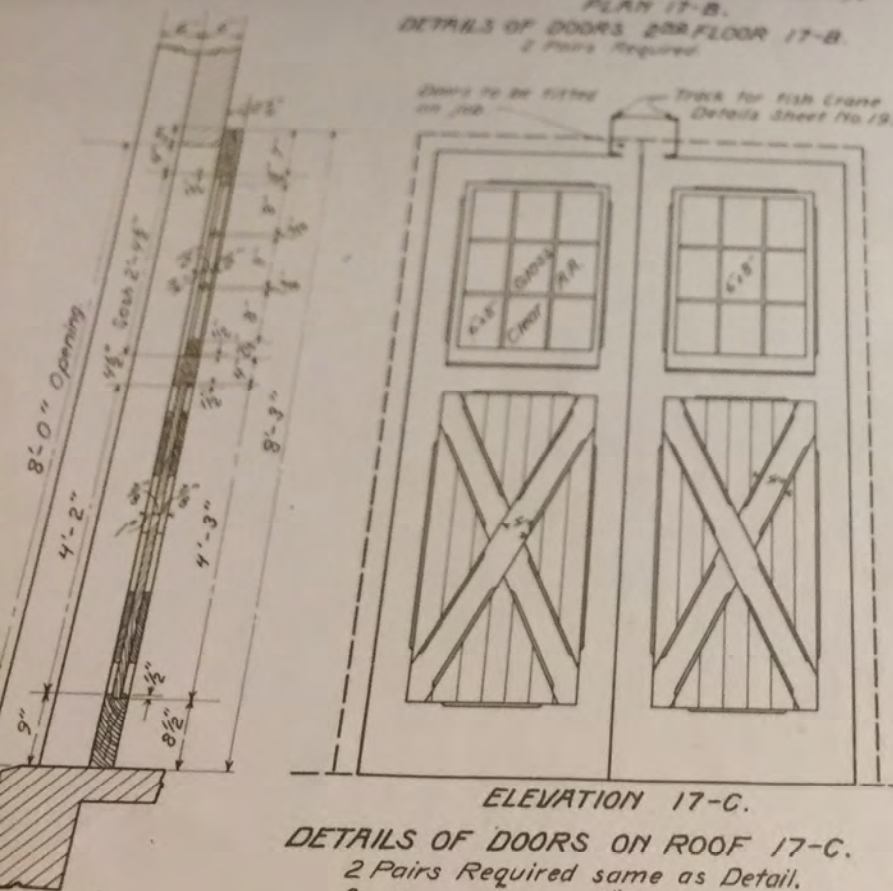


GENERAL VIEW FROM FACTORY BUILDING - POURING ROOF SLAB.





NOTE: Door Stiles & Rails to be
Matched & Tenoned, Pegged &
Pinned, and thoroughly Oiled.
Sheathing $\frac{1}{2}$ " Hatched & Single
Beaded.



12" 6" 0' 1' 2'
Scale 1"=1Ft.

BURNHAM & MORRILL CO.
Reinforced Concrete Wharf.
DETAIL OF DOORS.

Scale 1"=1Ft.
SAWYER & MOULTON, ENGRS.
Portland and Lewiston, Maine.

Made. Traced. Approved.
A.J.H./1-16-13. A.J.H./1-17-12. G.L.F./1-17-13.
3112. **SHEET-17.**

HPB Public Comment - Supplements to B&M History re Fish Wharf - Not Just Portland...

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George Rheault

12:59 PM (2 hours ago)

to HHistoric Preservation, d...@portlandmaine.gov, rwi...@portlandmaine.gov, j...@portlandmaine.gov, Abigail Reed, Christine Grimando

While the applicant's historical background does make mention of the wide scope of the B&M Company's operations, in the rest of Maine and beyond, it also strangely undersells that reality.

Below are links that make more clear the many parts of Maine that were highly dependent, for decades, on the B&M company for employment and purchase of raw agricultural produce for its packaged products.

Indeed, B&M's business and all the marketing that went along with it, may have done more to market "Maine" to the rest of the country and world than any other entity, including its own state government, during this period (goodwill that continued to translate into profits for both Maine and B&M into our contemporary era).

Preserving the B&M complex therefore has big implications not just for Portland's past but for the entire State of Maine.

[Burnham and Morrill Clam Plant, Scarborough, ca. 1885 - Maine Memory Network](#)

[Cannery 9, Burnham and Morrill Co., 1887 - Maine Memory Network](#)

[Clam factory at Medomak, Bremen, ca. 1915 - Maine Memory Network](#)

[Burnham & Morrill Corn Shop, North Turner, ca. 1920 - Maine Memory Network](#)

[Burnham Morrill Corn Factory, Farmington, ca. 1930 - Maine Memory Network](#)

[Burnham & Morrill corn plant, Fryeburg, 1938 - Maine Memory Network](#)

[Husks and cobs, Burnham & Morrill Co., ca.1938 - Maine Memory Network](#)

[Clam factory at Medomak, Bremen, ca. 1915 - Maine Memory Network](#)

[Clam Diggers at Fishermen's Cove, Scarborough, ca. 1900 - Maine Memory Network](#)

"Early in the 20th century one of Burnham and Morrill's best selling products was Scarboro Beach Clam Chowder. It was served on railroad dining cars across the country." [This not in this item should not be treated as gospel without further corroboration but it does give us a clue that SEAFOOD was a huge part of the B&M Company's prosperity in the first 25 years of the 20th Century which is why their NEW COMPLEX in 1912-1913 was specifically designed to include a wharf house.]

[Burnham and Morrill Company Trademark for Scarboro Beach Clams - Maine Memory Network](#) (this trademark is included in the applicant's historical report, but provides little context).

One Business Supporting Another: Portland Company fulfilling orders for B&M pots (NB: not sure if these were for beans)

[Cast Iron bean pots awaiting shipment, Portland, ca. 1900 - Maine Memory Network](#)

HPB Public Comment - More B&M History - The Centrality of Fish & Tucker Carlson's 1989 Summer Job

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**George Rheault**

1:30 PM (2 hours ago)

to HHistoric Preservation, d...@portlandmaine.gov, rwi...@portlandmaine.gov, j...@portlandmaine.gov, Abigail Reed, Christine Grimando

Some additional history for the record:

[Filling fish cans, Portland, 1934 - Maine Memory Network](#)

As the above link suggests, fish products were synonymous with the B&M Company's portfolio for much of its history. Charles Morrill makes this clear in his 1950 Newcomen lecture (see attached pages 14 & 15).

But he also makes clear that while B&M did NOT invent baked beans with pork, it was a HUGELY important pivot for the company in order to maintain a prosperous place in the food industry. The seafood side was dying until the advent of Charles Birdseye's frozen fish sticks which B&M missed out on and never (to my knowledge) tried to pursue.

For our purposes architecturally and from a preservation standpoint, the original move from the Portland waterfront to Back Cove had EVERYTHING to do with seafood processing but its continued existence and expansion in the Back Cove required it to ultimately abandon the seafood connection in favor of a focus on a more marketable and saleable foodstuff. But the Fish Wharf is a significant characteristic of that physical history that absolutely has to be honored if the HPB is serious about doing its job.

See also attached - excerpt from *"The Canning Clan: A Pageant of Pioneering Americans"* - Earl Chapin May - NY 1937 (The Macmillan Company) highlighting other bean canning tycoons like Frank Van Camp who made it big in beans AND later seafood - [Van Camp's - Wikipedia](#)

See also attached - 2006 NY Times Magazine piece by Tucker Carlson reminiscing about working at the bean plant in the summer of 1989.

Kind of sad that apparently one of the only accounts we have of the inside factory work comes to us via Tucker Carlson, whose notorious personality, also very sadly, has become more and more associated with Maine in recent years.

[NB: Carlson, as we all know, is a very unreliable narrator on many levels and generally out for himself no matter the topic. So it would be interesting if anyone

could corroborate that he in fact worked in the B&M factory rather than merely using the experiences of others to create his compendium of factory-life anecdotes that he may then have appropriated for his own self-promotion. Other than exploiting the well-known northeast novelty of B&M baked beans, how else does THIS guy end up getting a feature in a food-focused edition of the NYT's Magazine in March 2006?)]].

“ B & M ”
*What two young
Maine men founded
80 years ago!*

CHARLES S. MORRILL

MEMBER OF THE NEWCOMEN SOCIETY

PRESIDENT

BURNHAM & MORRILL COMPANY

PORTLAND

MAINE

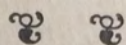


THE NEWCOMEN SOCIETY IN NORTH AMERICA
NEW YORK SAN FRANCISCO MONTREAL

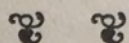
1950

It was a risk of course, but it was a reasonable risk. Nowadays risk is a risky word. Where is the bank, *Gentlemen*, that will lend a young man money on his simple promise to pay it back? Yet in those old calculated risks many of our modern enterprises got their start.

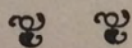
Burnham & Morrill was one of them, and it has had good expansion through the decades. The present East Deering plant in Portland employs steadily 500 people; and B & M's ten country plants, which are seasonal, pack string-beans, corn, squash, blueberries. They employ for that two-month period about 1500 hands, both men and women.



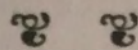
The markets for these products are some near at hand and some distant. Increasing public acceptance of fish in the Mid-West has widened that market. Our *largest* market is New England to Norfolk, Virginia; *second*, the West Coast; *third*, the Great Lakes region; *fourth*, Florida and New Orleans.



The product really gets around. Our beans have been eaten as far away as India, though we don't know how they got there. *Life's* correspondent, going from Paris to Istanbul on the Orient Express, photographed a sterno stove as furnishing heat to a can of B & M Beans. A Chief Engineer of the Northern Coast Guard Patrol, speaking to Portland Rotary, said he had found a can of B & M Beans in an igloo just under the Arctic Circle. This raised a laugh that puzzled him; he didn't know that B & M Beans were packed in Portland.

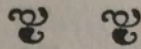


The Burnham & Morrill Company is 80 years old, and in that time has made good strides, and produced some striking innovations. We cannot say what the next 80 years have in store; but we look confidently for more discoveries in food packing, and more expansion generally. Burnham & Morrill is eighty years young. We like to think that it is always on the threshold of something

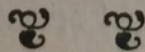


The market for canned fish is wide, but it has limits. There is a certain public resistance to fish. Why does the small boy have poked at him so often that hoary old adage: "Fish make brains"? It is on the theory that he wants his share of brains, but dislikes fish. Fish is cheaper food than meat, and he must be coaxed into eating it. The eating of fish therefore must be linked with the increased production of brains. If he eats fish, his algebra troubles will be solved—we hope.

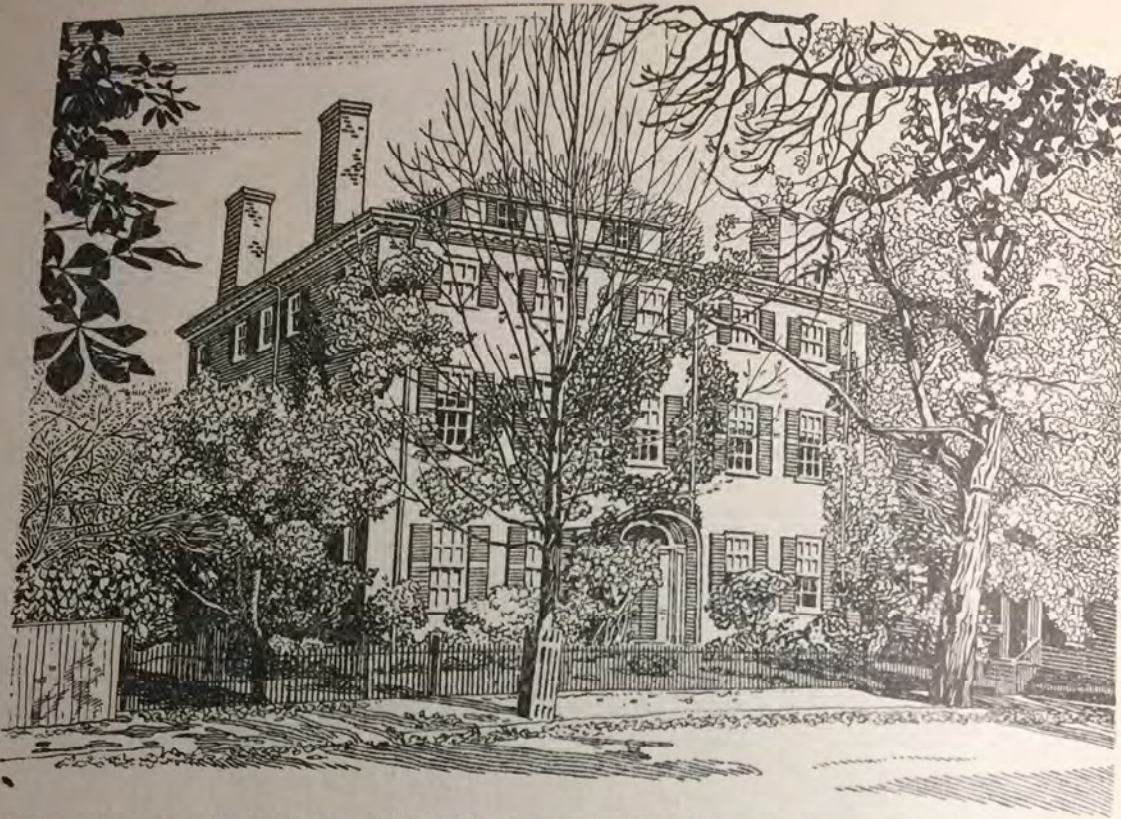
Fish, then, with some is an acquired taste. Not so meat. In place of a percentage of public resistance, there is the widest public acceptance. Out-and-out vegetarians are few and far between. Burnham & Morrill therefore has gone extensively into canned meats; into canned meat stews, along with its Oven Baked Beans, Brown Bread, fish products, and specialties, which many of our coastwise vessels include in their stores.



This link with the Sea is of course of long standing. From the first beginnings of canning, the ships that took Maine lumber and shooks into the Caribbean brought back the molasses that went into Burnham & Morrill Company Pork and Beans; and so our Maine cannery has played its part in perpetuating the Maine blue water legend.

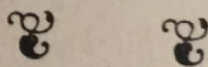


The firm meanwhile changed its top control. Once that had been practically all Burnham—George Burnham, who took in with him young John Burnham and young Charles Morrill. In 1910, it became all Morrill, when George B. Morrill bought out the Burnham interest. He had to borrow money to do this; and he did it on a "character" note. The bank had confidence in his technical knowledge, his business shrewdness, and his general durability, and it let him have the money.



“We who have B & M destinies in charge cannot imagine ourselves in any other line of business. For generations this has been our life; and the present Morrills, like the past, believe that ‘food is fun.’ We are conscious of the fact that we should be lost in any other enterprise. We are happy in the hope that we shall continue to find ourselves in this one.”

—CHARLES S. MORRILL



FOOD

Eat, Memory: Bean There

By Tucker Carlson

March 26, 2006

I bet we were the only people in my neighborhood growing up who ate B&M baked beans. We lived in La Jolla, Calif., 25 miles north of the Mexican border, where the only beans you saw were refried or served in salad. B&M beans came in a can, suspended in molasses with a chunk of salt pork. They seemed like the sort of thing you'd eat by the wood stove if you were snowbound in the mountains. They were a little heavy for La Jolla.

That was doubtless the appeal for my father, who came from New England and ate things like shepherd's pie, rhubarb and other mysterious foods that baffled guacamole-stuffed Southern California natives like my brother and me. But we ate the beans anyway, partly out of respect for my father, but also because they were delicious. In the summers, on the way from the Boston airport to vacation in Maine, we'd salute as we drove past the immense brick B&M plant in Portland. I remember wondering who worked there.

One summer during college, I found out. My roommate and I were living in Portland, though not very successfully. I'd applied to Denny's; he'd put his name in for a bartending job. Neither of us heard back. We sold car insurance door to door for a day. Finally we tried a temp agency. The next afternoon we found ourselves wearing white uniforms and hairnets and reporting for duty at the Burnham & Morrill baked-bean factory.

B&M was a strict union shop, closed to all but members of the Bakery, Confectionery, Tobacco Workers and Grain Millers International, local 334, and possibly their sons and nephews. But for some reason that summer the union allowed an exemption for temporary help. We went to work on the second shift at \$6.60 an hour.

The B&M plant was built in 1913 and, from what I could tell, hadn't been updated since. Outside, the building was dominated by a towering brick smokestack that belched bean fumes into the salty Portland air. Inside, it was a time capsule. True to advertising, B&M's beans (white pea and red kidney) were cooked as they had always been, in enormous cast-iron pots that were lowered into brick ovens. The pots hung from chains and moved across the plant floor on steel rails suspended from the ceiling.

It looked to me as if someone must have bribed the safety inspectors. Each bean pot was the size of a Fiat. They whipped across the floor at surprisingly high speeds, often pushed by workers who looked as if they could have used a nap. (When your shift starts at 4 in the afternoon, there's ample time to drink before work.) Occasionally a pot would slip the rails and come crashing down. I saw it happen

once. The impact sounded like a massive explosion. During our next smoke break, one of my gossiping co-workers claimed that the Burnham & Morrill plant had the highest rate of work-related injuries in all of Pet Inc., then the corporate parent. I believed him.

Most of my jobs were safe enough. One week I scraped charred beans from the insides of the ovens. The next I ran a machine that stacked cans onto pallets. For two weeks after that, I extracted the hot cans in which B&M baked its brown bread. They were made in enormous pressure cookers that looked like missile silos and were called reefers, for some mysterious reason. By the end, I got curious about the bread and tasted some. Surprisingly, it was pretty good.

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By July I'd been assigned to a pot-saucing station, mixing ingredients for 16- and 18-ounce containers of barbecue-flavored pea beans. For each pot we combined 21 gallons of hot water with 4.3 ounces of mustard slurry, a portion of ground bacon and 8 ounces of liquid hickory-smoke flavor. I was the liquid-hickory man.

Until that day, I'd naïvely imagined that food ingredients resembled food. Not so with barbecue sauce (i.e., liquid-hickory flavor). The flavor came in white plastic 50-gallon drums, shipped from a chemical plant in New Jersey. I learned right away that you didn't want to get the flavoring on your skin. It was the consistency of oil-based deck sealant and harder to remove. Within an hour every one of my fingers was dyed a deep yellow, the color of nicotine stains. I looked like a wino with a bad Pall Mall habit.

But at least I wasn't bored. The women on the pork line clearly were. I walked by them several times a day as they stood silently at a conveyor belt, dropping pieces of salt pork into cans of beans, one piece per can, eight hours a day. The monotony was enough to make you hope for a falling bean pot.

One day toward the end of my short career at the plant, a supervisor sent me to a storeroom on the third floor. Inside there was a pile of hundreds of bean cans, all of them full. Apparently some of these cans had bad seams. It was impossible to know exactly which ones were defective, but the company wasn't taking chances. Leaky seams meant spoiled product, maybe even botulism. You couldn't just throw them away, for fear that someone would retrieve them from the trash, eat them, get sick and sue. They had to be destroyed. My job was simple: puncture every can.

The assignment came with a special tool, fabricated in the millwright's shop. It looked like a framing hammer with a steel spike welded to the end. It made a satisfying sound as it pierced the cans.

I had a great time for the first hour. Then I came to a bad can. I should have known what it was. It looked different than the others, misshapen and bulging in the middle. If you've ever shot a can of shaving cream with a BB gun, you know what happened next. A plume of fermented beans burst forth like a geyser. The liquid was brown and bubbling and smelled like sewer gas. It hit me directly in the

face, spraying into my eyes and mouth, and running down the inside of my collar. I felt like screaming, but there were people watching, so I just kept whacking cans. My uniform stuck to me for the rest of the night.

On my final day of work, I stopped by the company store to pick up some beans, which B&M sold to employees at cost. Cheap beans were considered a key perk of the job, and in fact they were. The labels were often flawed and the cans dented, but the beans were fine, and incredibly inexpensive. For \$3, I bought a case of pork-free pea beans in sauce. I threw it on the back seat of my car and drove off.

Last year I was rooting through a cabinet in the laundry room of our summer house looking for Fourth of July fireworks. There, next to a leaky container of Tide, were the beans. I'd bought them fully intending to cook them for dinner. Tastes change over time, though. I worked there in 1989. I haven't had a baked bean since.

Food Tucker Carlson is the host of "The Situation With Tucker Carlson" on MSNBC. He is also the author of "Politicians, Partisans and Parasites: My Adventures in Cable News."

A version of this article appears in print on , Section 6, Page 61 of the National edition with the headline: Eat, Memory; Bean There

THE CANNING CLAN

evinced a fondness for the exclusive social circles of Indianapolis. Frank raised a small mustache and, following the lead of his able father, solved some of the problems of canning vegetables.

One problem solved very nicely in the environs of the Van Camp cannery was the baking and hermetical sealing of orthodox tin cans of the navy beans so closely associated with New England's history. A fire at Indianapolis brought beans and other products together and gave "Van Camp" an international popularity.

Frank Van Camp, rapidly assuming mature physique, was sent by his father to clean up a charred mess which had been part of a factory, and sat down to lunch on a certain day in 1890. "Canned beans" were just beans, without any adornment except a bit of pork in each can.

Boston baked beans had been in vogue throughout New England since about 1825, although they did not appear in cooking literature until Mrs. S. M. Child included a recipe for baked beans in "The Frugal Housewife," published at Boston around 1829. Mrs. Child was generous with her proportions, for she said: "A pound of pork is enough for a quart of beans and that is a large number for a common family. Pieces of pork streaked with lean should be chosen."

Whether Burnham & Morrill of Portland, Maine, packed pork with beans for their fishing fleets before W. K. Lewis of Boston was granted his patent on canned pork and beans in 1877 had not been officially decided by 1890. But Lewis had fixed the name "baked beans" in the canners' glossary nearly thirty years before a national Food and Drugs Act officially defined it. But canned pork and beans had not been packed or consumed in large quantities.

Frank Van Camp was rather sourly eating his frugal lunch in the mess left by an unfortunate fire—while a can of beans sat on a sooty shelf in front of him. Beans were regularly included in his noon-day lunch box. A tomato was also an item in his unheated menu. The pork packing establishment of Holmes, Paddock & Bradshaw was close to the Van Camp Packing Company. Subconsciously he was affected by the association of ideas. Son of a canner, Frank had an inspiration. "Why not," he thought, "add tomato sauce to canned pork and beans and thus give the public a novel combination?"

Within a few months there issued from the Kentucky Avenue plant

DREAMS OF EMPIRE

of the Van Camp Packing Company full carloads of "Van Camp's Boston Baked Pork and Beans with Tomato Sauce." From the advertising department there likewise issued full pages of flamboyant into a musket barrel while he ran somewhere, probably for his Boston pork and beans. In two years Frank Van Camp had established canned pork and beans in American kitchens and on American tables. Courtlandt's Van Camp Hardware and Iron Company was restricted to a comparatively small territory around Indianapolis, but Frank's Van Camp Packing Company sent salesmen to cities and towns all over the country.

Small, quiet, self-contained, Frank's brain grasped innumerable details, and he was the perfect executive. Caring little for formal social affairs, he found relaxation in playing pool and lunching almost daily at the Columbia Club with his close friend, the real estate broker, John Valentine Dittmore.

One day Frank said, "I believe the evaporated milk business is only in its infancy."

The Borden Company of New York and other eastern states, the Anglo-Swiss Milk Company of Dixon, Illinois, and the Helvetia or Highland Milk Company of Highland, Illinois, near St. Louis were the only aggressive evaporated milk manufacturers in America.

"If you care to investigate the evaporated milk business," Frank Van Camp suggested to his friend, Dittmore, "I will contribute half of the expense of a thorough investigation."

Mr. Dittmore, anxious to retire from the real estate field, accepted the offer and began his investigation during 1903. He soon discovered that evaporated milk processes were as carefully guarded as were "secret" processes of the 1870's. But after a few months' general study Van Camp and Dittmore incorporated the Indiana Condensed Milk Company, built and equipped a small plant at Sheridan, a few miles north of Indianapolis, and produced "bulk" milk of two kinds—sweetened for the confectionery trade and unsweetened for ice-cream manufacturers.

With a one-man sales department (Mr. Dittmore) and a very limited mechanical equipment, they realized they could not go far

STAFF MEMORANDUM
HISTORIC PRESERVATION PROGRAM
PLANNING AND URBAN DEVELOPMENT



TO: Chair O'Brien and Members of the Historic Preservation Board
FROM: Evan R. Schueckler, Historic Preservation Program Manager
DATE: March 1, 2024
RE: 42 Atlantic Street – FIRST WORKSHOP – New Construction
PROJECT ID: HPBR-002814-2024
MEETING: March 6, 2024

Owner: Daniel Black, LB Atlantic LLC
Architect: Kyle Barker, Primary Projects

A sign announcing the Historic Preservation Board's meeting on March 6, 2024 was posted at the property on February 22, 2024. A legal ad was published in the Portland Press Herald on February 23, 2024 and February 24, 2024, and 292 notices were sent to neighboring property owners within 100 feet of the subject property.

PROJECT SCOPE

Demolish existing noncontributing structure.

Construct new four story, 26-unit residential building.

Dimensions:

Overall Height: ~40'
Footprint: ~86' x 72'

Material Specifications:

Foundation	Unspecified
Siding	Painted horizontal and vertical
Trim	N/A
Roofing	Flat Membrane (not visible)
Windows	uPVC
Doors	Unspecified

SUMMARY OF HISTORIC CONTEXT

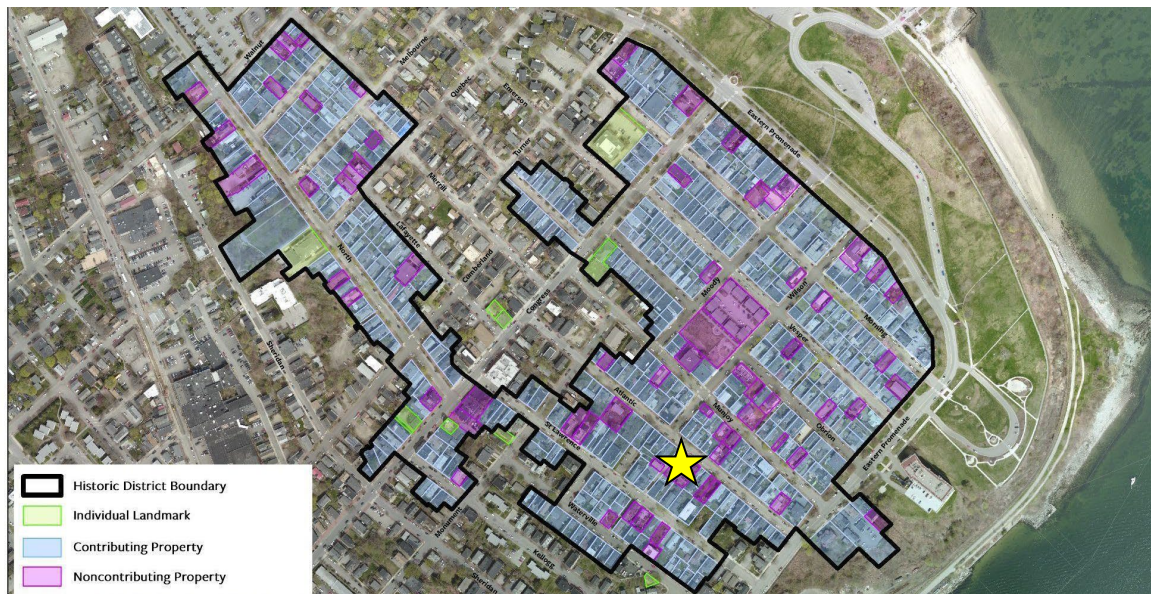


Figure 1: Map of the Munjoy Hill Historic District showing location of 42 Atlantic Street with yellow star.

Munjoy Hill is a dense historic neighborhood with a blend of vernacular, working-class architecture, a number of grand, high-style houses (primarily facing onto the Eastern Promenade), and a small number of commercial and institutional buildings scattered throughout.

Early in Portland's development, Munjoy Hill was sparsely populated. Other than the area occupied by the Portland Observatory and its attendant structures (constructed in 1807), the majority of the Hill was privately maintained for the pasturing of cows. Development on the hill remained slow-going early in the nineteenth century. Regardless, in 1836 the City of Portland purchased the lands along the edge of the peninsula that would eventually become the Eastern promenade in response to the increasing development. The earliest houses, of which only a few survive, were generally very modest one- to two-story wood-frame capes. Development picked-up pace in the mid-nineteenth century with the founding of the Atlantic and St. Lawrence Railroad in 1845 and the Portland Company in 1847. Jobs at the Portland Company in particular created the need for nearby working-class housing. The undeveloped tracts on Munjoy Hill provided ample space for that growth. Homes from the mid nineteenth century were often built in the vernacular Greek Revival style, featuring symmetrical façades and austere classically-inspired details.



Figure 2: Examples of early house types built on Munjoy Hill. An early- to mid-nineteenth century cape type house (left; 7 Lafayette Street), and a more ornate asymmetrical gable-fronted Greek Revival (right; 8 Sherbrook Street).

In the aftermath of the Great Fire of 1866, Portland found itself in dire need of additional housing and significant development occurred on Munjoy Hill. This was fueled by subdivision of the remaining large tracts of land and the arrival of streetcars, which made the easternmost ends of the peninsula easily accessible to downtown Portland. In this late-nineteenth century era, the scale of buildings increased, with many two- to three-family Italianate and Second Empire structures being built. This dense mode of development was further fueled by an influx of immigrants in the early-twentieth century. The demand for housing led to the advent of the now ubiquitous triple-deckers which dominate the easternmost ends of Munjoy Hill. These large frame structures can be found dressed in various architectural styles that were popular from the 1880s into the 1910s. This same era also saw increased interest in the expansive views and beauty of the Eastern Promenade by Portland's wealthiest residents. A number of grand single-family homes were built along the Promenade in the Italianate, Second Empire, Shingle, and Queen Anne styles. This development in the early-twentieth century solidified the Eastern Promenade streetscape as we know it today.



Figure 3: A typical street showing examples of triple-deckers and Italianate duplexes (left; 82, 84, 86, & 88 Beckett), and a grand Queen Anne house on the Eastern Promenade (right; 140 Eastern Promenade).

Munjoy Hill has a long history of development and features highly varied architectural expressions across buildings. Many buildings also feature historical alterations, as past owners tried to update Capes or Greek Revival houses with Italianate or Queen Anne details, creating varied and dynamic layers of history. Structures typically range from one-and-a-half to three stories with a number of later three-and-a-half to four story late apartment or institutional buildings scattered throughout the district. Regardless of this diversity, there are a handful of unifying features within the district. Construction is primarily of wood frame over brick or stone foundations, with only a handful of primarily brick structures. Structures are typically independent, but constructed densely, with tight driveways and side yards. Front yards are typically extremely shallow, with proximity to the sidewalk being prioritized even on large lots. Projecting bay windows or entry porches are often used to create additional variety along the sidewalk. Windows are predominantly vertically oriented with varied placement on front and side elevations, though windows typically align on larger multi-family buildings.

The immediate vicinity of the proposed development is highly eclectic, reflecting the overall diversity of the district's architecture. There are several one-and-a-half story structures along Atlantic, with 48 Atlantic being the most architecturally spectacular of them. Two-and-a-half-story Greek revival and Italianates predominate, with a couple of second empire houses mixed in. 28 Atlantic Street is the only proper triple decker along this stretch, though 55 Atlantic is also a full three-stories and stands out for its fully brick construction.



Figure 4: 2023 google street views showing 48 Atlantic Street (left image, left), a spectacular low-scale Italianate house next to 52 Atlantic (left image, right), a typical two-and-a-half-story Italianate house. 29 and 23 Atlantic (right image, left to right) are examples to austere two-and-a-half-story Greek revivals.



Figure 5: 2023 google street views showing 28 Atlantic Street (left), an example of high-style triple decker, and 55 Atlantic, an early fully brick three-story apartment built.

Additional information on the Munjoy Hill Historic District can be found on the city website:
<https://www.portlandmaine.gov/665/Historic-Districts>

STAFF COMMENTS

The applicant is proposing to construct a four story, 26-unit affordable housing project. The parcel contains an existing, noncontributing building that will be demolished to allow for construction. The proposed four-story height and 72-foot width are greater than most of the immediately adjacent historic structures; however, it is not out of keeping with heights found in the district and the applicant has taken steps to try and breakdown the massing of the building.

The front elevation is proposed to be broken down with a series of shifts in the wall plane that step the building back from the corner of Atlantic Street and Gilbert Lane. Some similar shifts are proposed along Gilbert Lane. Staff find that this is fairly successful in better scaling the building to nearby structures. Staff would encourage the Board to consider whether this could be further reinforced by creating a somewhat further differentiated middle section. This would then break the building down into two about 30-foot widths that would be much more in keeping with typical widths along Atlantic Street.

Relatedly, the entrance to the proposed structure will be fairly easily discernible by the ramp and stairs off of the sidewalk. However, the entrance itself lacks presence on the building's façade. Staff would encourage the Board to discuss whether there are opportunities to reinforce the entrance through a wider recess, or perhaps a small cantilevered canopy. A differentiated siding treatment or surround could also make the entrance more visually prominent. Such a detail could function as a reference to the hoods or entablatures often found on Italianate or Greek Revival buildings nearby.

The proposed structure features a very regular pattern of windows which helps it to fit into the district. Windows are sometimes arranged with some variety, but on the larger structures, such as triple-deckers, they are especially regular. Unfortunately, this pattern is broken at the left bottom corner of the front façade. Staff would encourage the applicant to explore whether the basement entrance could potentially be shifted to part way down the side elevation which would allow the first-floor unit in that location to be pulled to the front of the building, allowing for a more consistent window pattern. This might also help ground that corner of the building, which feels awkwardly tall without a first-floor window.

Given that this is a first workshop, the Board should provide very clear direction to the applicant on any threshold compatibility issues, as well as providing preliminary feedback on materials and details. Staff would recommend that the applicant provide some additional rendered views in future submissions as well as a partial streetscape elevation to aid the Board in assessing the relationship between the proposed structure and adjacent historic structures.

ANALYSIS OF APPLICABLE REVIEW STANDARDS

Standards for Review of New Construction, 17.8.3:

Standard A. Scale and Form	
<u>1. Height</u>	
The proposed height shall be visually compatible with surrounding structures when viewed from any street or open space and in compliance with any design guidelines.	
Standard Met?	Staff Comments
For Board Discussion	The proposed structure will be four stories. Atlantic Street is typically lined with one-and-a-half- to three-story structures.
<u>2. Width</u>	
The width of a building shall be visually compatible with surrounding structures when viewed from any street or open space and in compliance with any design guidelines.	
Standard Met?	Staff Comments
For Board Discussion	The proposed structure will be wider than typical of structures along Atlantic Street, though not out of scale with some of the largest buildings in the district. The applicant is also proposing to create several small shifts in the Atlantic Street and Gilbert Lane facades that breakdown the width of the building.

3. Proportion of principal facades The relationship of the width to the height of the principal elevations shall be visually compatible with structures, public ways, and open spaces to which it is visually related.	
Standard Met?	Staff Comments
For Board Discussion	The overall façade is proposed to have a fairly horizontal proportion; however, the shifts in wall plane along Atlantic Street will help breakdown the width of the building into more vertical masses. The context is predominantly vertically oriented buildings, with some more horizontal buildings interspersed.
4. Roof shapes The roof shape of a structure shall be visually compatible with the structures to which it is visually related.	
Standard Met?	Staff Comments
Yes	The proposed structure will have a flat roof. Flat roofs are typical of the Munjoy Hill Historic District.
5. Scale of a structure The size and mass of structures in relation to open spaces, windows, door openings, porches, and balconies shall be visually compatible with the structures, public ways, and places to which they are visually related.	
Standard Met?	Staff Comments
For Board Discussion	The Board should confirm whether the scale of the structure is appropriate to the context. Structures in the district typically range from one-and-a-half to three stories with a number of later three-and-a-half to four story apartment or institutional buildings scattered throughout the district.

Standard B. Composition of Principle Facades	
1. Proportion of openings The relationship of the width to height of windows and doors shall be visually compatible with structures, public ways, and places to which the building is visually related.	
Standard Met?	Staff Comments
Yes	The proposed structure will primarily feature vertically oriented openings with some more square or horizontal openings used sparingly as is typical of the historic context.
2. Rhythm of solids to voids in facades The relationship of solids to voids in the façade of a structure shall be visually compatible with structures, public ways, and places to which it is visually related.	
Standard Met?	Staff Comments
For Board Discussion	The structure favors solid to void, as is typical of the district. Windows are fairly regularly arranged, with the exception of the front left corner where the basement access is provided.

<u>3. Rhythm of entrance porch and other projections</u> The relationship of entrances and other projections to sidewalks shall be visually compatible with the structures, public ways, and places to which they are visually related.	
Standard Met?	Staff Comments
For Board Discussion	The proposed structure would feature a central recessed entry. Slightly recessed entrances are common, but many buildings also feature project porches or canopies.
<u>4. Relationship of materials</u> The relationship of the color and texture of materials (other than paint color) of the facade shall be visually compatible with the predominant materials used in the structures to which they are visually related.	
Standard Met?	Staff Comments
For Board Discussion	The structure is proposed to be clad in a mix of horizontal and vertical siding. Horizontal siding is ubiquitous through the Historic District. Vertical siding is uncommon, but vertical trim, details, and accents are very common.

Standard C. Relationship to Street	
<u>1. Walls of continuity</u> Facades and site structures, such as masonry walls, fences, and landscape masses, shall, when it is a characteristic of the area, form cohesive walls of enclosure along a street to ensure visual compatibility with the structures, public ways, and places to which such elements are visually related.	
Standard Met?	Staff Comments
Yes	The proposed structure would be situated close to the street, as is typical of structures throughout the district.
<u>2. Rhythm of spacing and structures on streets</u> The relationship of a structure or object to the open space between it and adjoining structures or objects shall be visually compatible with the structures, objects, public ways, and places to which it is visually related	
Standard Met?	Staff Comments
For Board Discussion	The proposed structure is set close to the street, and retains modest side yards, as is typical of the district. The structure is wider than typical, so it does somewhat break the rhythm of structures. However, this section of Atlantic Street is not particularly regular in its rhythm, and the proposed shifts in the Atlantic Street façade create a regular pattern of vertical masses that reflects the pattern of the district.

<u>3. Directional expression of principal elevation</u> A structure shall be visually compatible with the structures, public ways, and places to which it is visually related in its directional character, whether this be vertical character, horizontal character, or nondirectional character.	
Standard Met?	Staff Comments
For Board Discussion	The proposed structure has a horizontal massing that is broken up by shifts in the wall plane that create more horizontal masses. Structures in the district are predominantly vertically oriented, though some are have a horizontal massing. Many feature vertical accents such as trim details, bay windows, or porches.

Standard D. Other Standards	
<u>1. Compatible use</u> Every reasonable effort shall be made to provide a compatible use for a property which requires minimal alteration to the character defining features of the structure, object, or site and its environment or to use a property for its originally intended purpose.	
Standard Met?	Staff Comments
Yes	The proposed structure will have a residential use which is in keeping with the typical uses in the Munjoy Hill Historic District.
<u>4. Contemporary design</u> Contemporary design for additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural, or archaeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, material, and character of the property, neighborhood and environment.	
Standard Met?	Staff Comments
For Board Discussion	The proposed structure has a clearly contemporary character through its simplified massing and minimal exterior details. The Board should confirm whether the design is sufficiently compatible based on the above standards.

ATTACHMENTS

1. Project Description
2. Application checklist and deed
3. Plans



Dan Black
PO Box 10452
Portland, ME 04104
(207) 831-2824
danblack@lbdevpartners.com

February 8, 2024

Re: Historic Preservation Application, Project Description

Dear City of Portland Planning & Urban Development Department,

The 42 Atlantic Street, Portland, ME 04101 parcel is a 0.23 acre (10,018 square feet) site on Munjoy Hill. It currently has a two-story structure on it that used to house the local American Legion chapter. It is a non-contributing property within the Munjoy Hill historic district.

The proposed structure will be four stories and 23,590 square feet (with an additional 3,400 square feet of basement space). The primary frontage along Atlantic Street is composed of five bays which step progressively. Similarly, on the secondary façade along Gilbert Lane, there are three corresponding stepping bays. The intent of these articulations is to anchor the scale of the building back to the neighborhood.

Accessed via ramp or stair, the primary entrance is recessed three feet into the central bay of the Atlantic Street facade. Basement egress is provided at the South side of this facade. Gilbert Lane will have two additional doors: one for emergency egress, and one for bike storage access.

The building will have a total of 26 units, consisting of four studio apartments, eighteen two-bedroom units and four three-bedroom units. All will be deed restricted as affordable. The building will also have a communal laundry, tenant storage, and a common room that meets the specification of MaineHousing's construction standards. The building will have an elevator and two stairs. Roof access will be limited to maintenance.

Recent changes to the city's land use code, in response to LD2003, allow for 2.5 times the base zoning density for affordable housing projects. This area is in the R-6 zone which allows multi-family use by right with a density of one unit for every 750 square feet of lot size—at 10,018 square feet, 42 Atlantic is permitted to have 13 units on site. The density boost allows density of up to 32 units on the site.

The attached packet provides the requested material. Please let us know if you have any additional questions.

Sincerely,

Daniel Black

CITY OF PORTLAND
Planning & Urban Development Department

HISTORIC PRESERVATION APPLICATION SUBMISSION CHECKLIST Please submit each document as a separate PDF file Please confirm by electronically checking the boxes to the left		
To supplement your application, please submit the following items <i>as applicable to your project</i>. Keep in mind that the written project description that you provide the Historic Preservation Board and staff, is the only description they will have of your project or design. Therefore, it should precisely illustrate the proposed alteration(s), additions, and/or infill construction.		
GENERAL APPLICATION DOCUMENTS		
Yes ☒	N/A ☐	Project Description Cover Letter with detailed project description
Yes ☒	N/A ☐	Completed Checklist for Historic Preservation review (this document)
Yes ☒	N/A ☐	Evidence of Right, Title and Interest Deeds, leases or purchase and sales agreements
PLANS, etc.		
Yes ☒	N/A ☐	Exterior photographs of property (required for all applications). Include a general streetscape view, view of entire building, and close-ups of project area.
Yes ☒	N/A ☐	Sketches or elevation drawings at a minimum ¼" scale.
Yes ☐	N/A ☒	Details or wall sections, where applicable.
Yes ☒	N/A ☐	Floor plans, where applicable.
Yes ☒	N/A ☐	Site Plan, where applicable, showing relative location of adjacent structures.
Yes ☒	N/A ☐	Catalog cuts or product information (e.g. proposed windows, doors, fencing).
Yes ☒	N/A ☐	Materials – list all visible exterior materials.

DLN: 1002440261143

MAINE REAL ESTATE TAX-Paid

WARRANTY DEED**KNOW ALL PERSONS BY THESE PRESENTS**

THAT I, JASON T. HALL, in his capacity as Department Adjutant, The Department of Maine, American Legion, a duly organized non-profit corporation existing under the laws of the State of Maine, with a mailing address of 5 Verti Drive, Winslow, ME 04901,

for consideration paid,

grants to LB Atlantic LLC, a limited liability company duly organized and existing under the laws of the State of Maine and having a mailing address of PO Box 10452, Portland, ME 04112,

with **WARRANTY COVENANTS**, a certain lot or parcel of land with the buildings and improvements thereon situated in the City of Portland, County of Cumberland and State of Maine, being more particularly bounded and described as follows, to wit:

A certain parcel of land situated on the southwesterly side of Atlantic Street in the City of Portland and more particularly bounded and described as follows:

Commencing at the intersection of said Atlantic Street with the southeasterly side of Gilbert's Lane; thence running southeasterly by said Atlantic Street, ninety - two (92) feet; thence southwesterly and parallel with said Gilbert's Lane, one hundred ten (110) feet, more or less to land now or formerly of Thomas Warren; thence northwesterly by said Warren's land and land now or formerly of Edward Waite, to Gilbert's Lane; thence northeasterly by said Lane to the point of beginning.

Meaning and intending to convey hereby, the two parcels of land described in two separate deeds to Edward H. Sargent, both dated August 17, 1871, and one recorded in the Cumberland County Registry of Deeds, Book 388, Page 97, and the second recorded in said Registry in said Book 388, Page 100, and being the same premises devised to Jennie A. Sargent under the will of her father, Edward H. Sargent, which will is recorded in said Registry of Deeds, Book 1124, Page 215, also being the same premises deeded to this grantor by Jennz A. Sargent under date of June 16, 1936, and recorded in Cumberland County Registry of Deeds, Book 1500, Page 194.

Meaning and intending to convey and hereby conveying precisely the same premises conveyed by Deed of Harold V. Bickmore to Paul Malia Post Building Committee, Inc. dated August 18, 1947 and recorded in the Cumberland County Registry of Deeds in Book 1879, Page 472.

Grantor, The Department of Maine, American Legion, is the parent organization of now dissolved Paul Malia Post #161 which in turn is the parent organization of Paul Malia Post Building Committee, Inc.

Further reference is made to an affidavit to amplify title of near or even date to be recorded in the Cumberland County Registry of Deeds which provides evidence of Grantor's status as a successor in interest to the parcels being herein conveyed.

WITNESS my/our hand(s) and seal(s) this 5th day of January, 2024



Jason T. Hall, Department Adjutant,
Department of Maine, American Legion

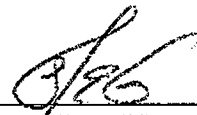
STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

January 5, 2024

Then personally appeared the above-named **Jason T. Hall** and acknowledged the foregoing instrument to be his free act and deed individually and in his said capacity.

Before me:

KEVIN J. GERSPACH
MAINE BAR #6477



Attorney-at-Law/Notary Public
Print Name: _____
My Commission Expires: _____

Atlantic Street Housing

Historic Preservation Application

Submitted: February 8, 2024

Owner
LB Atlantic, LLC

Architect
Primary Projects, PLLC

Civil Engineer
Acorn Engineering, Inc

Structural Engineer
Base Design Group, Inc

MEP-FP Engineer
BLW Engineers, Inc

Lighting Designer
Pieszak Lighting Design, LLC



Looking up Atlantic



Looking down Atlantic



From Gilbert



From Rear Parking

Floor Plan First Floor



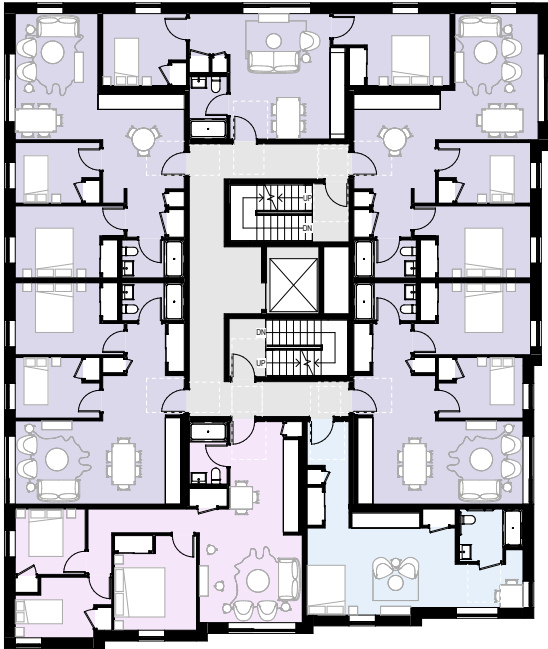
- Studio
- 2-Bed Unit
- 3-Bed Unit
- Circulation
- Resident Amenity



FLOOR AREA: 5,897 SF
1 STUDIO
3 2-BEDS
1 3-BED



- Studio
- 2-Bed Unit
- 3-Bed Unit
- Circulation
- Resident Amenity



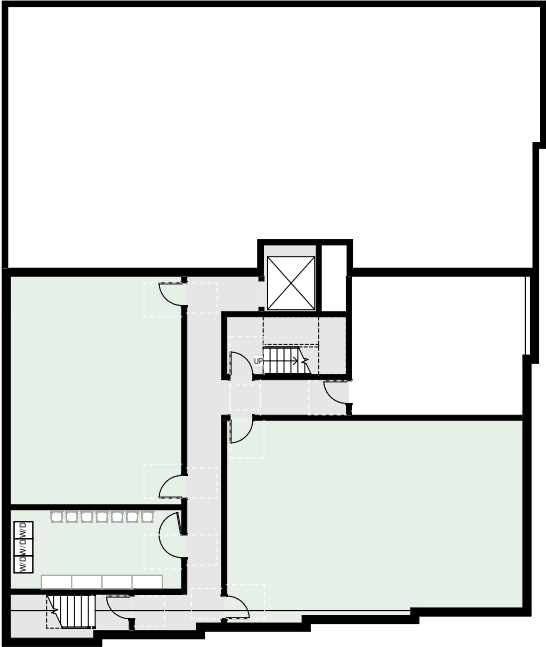
Gilbert Ln

FLOOR AREA: 5,897 SF
1 STUDIO
5 2-BEDS
1 3-BED

Floor Plan Basement



- Studio
- 2-Bed Unit
- 3-Bed Unit
- Circulation
- Resident Amenity

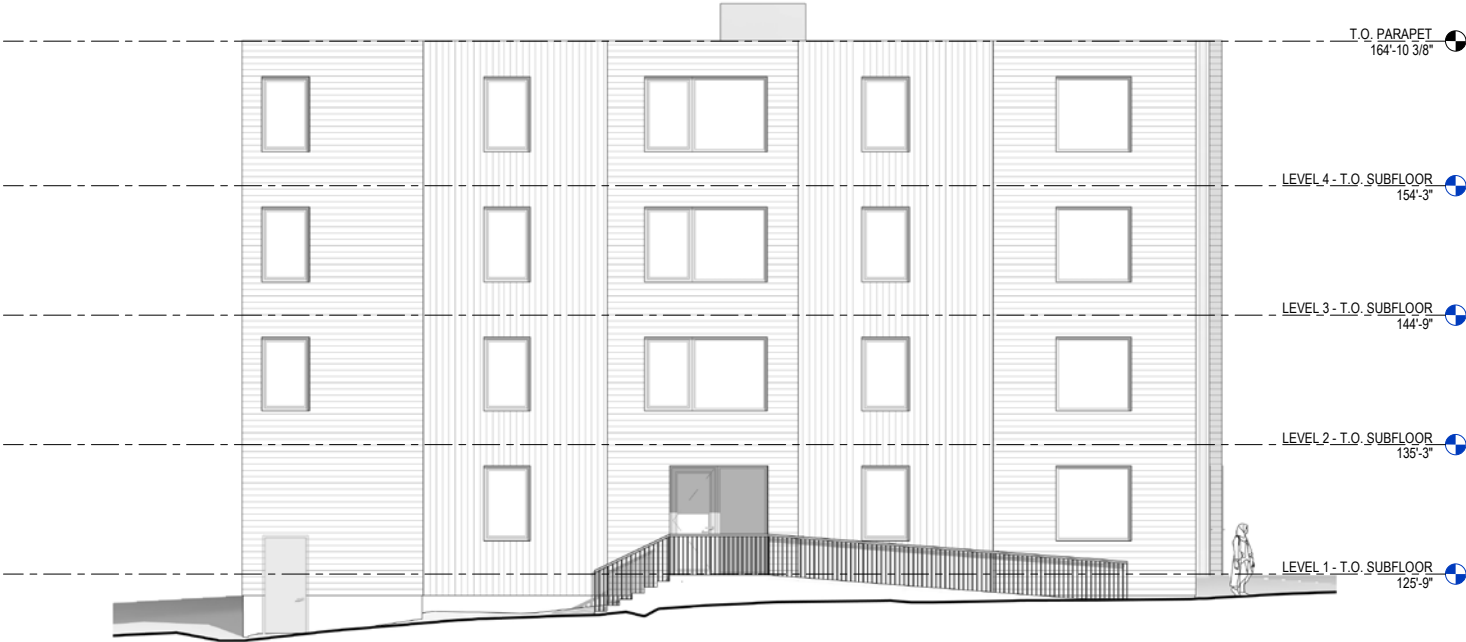


FLOOR AREA: 3,404 SF



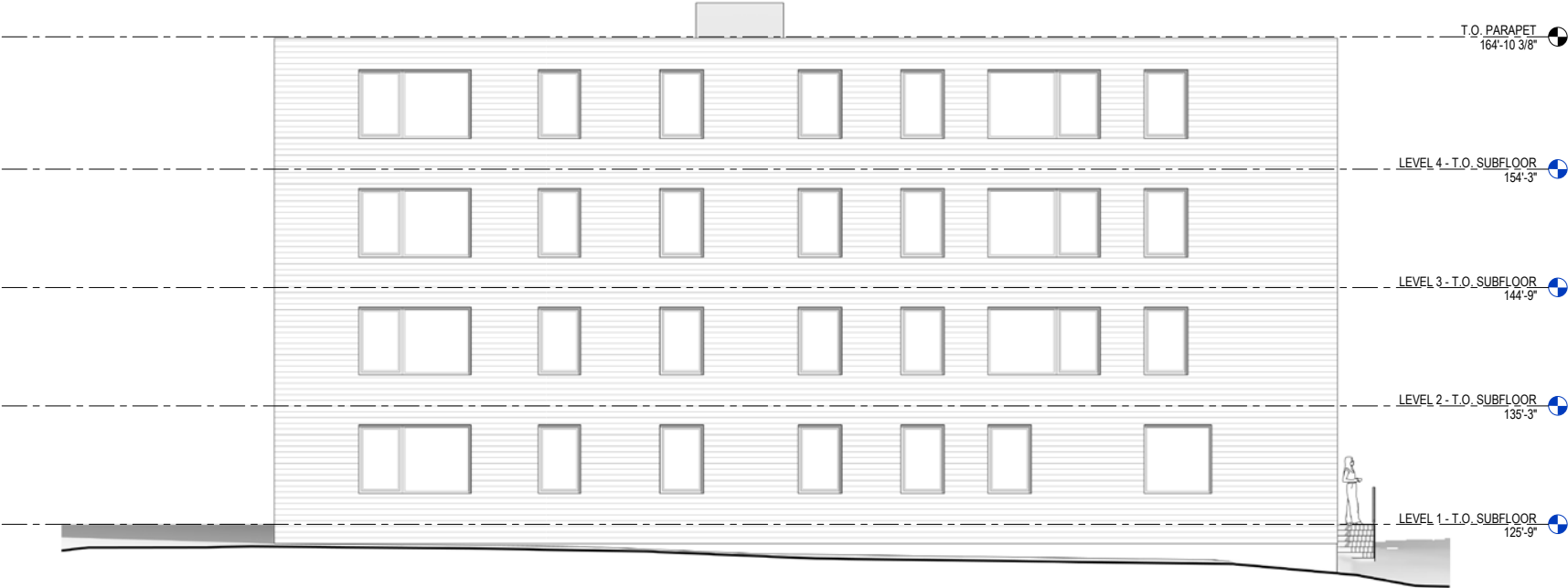
- Common Attributes:
- Street-Facing Porches
 - Vertically Oriented, Stacked Windows
 - Painted Wood Siding

Houses of Atlantic Street

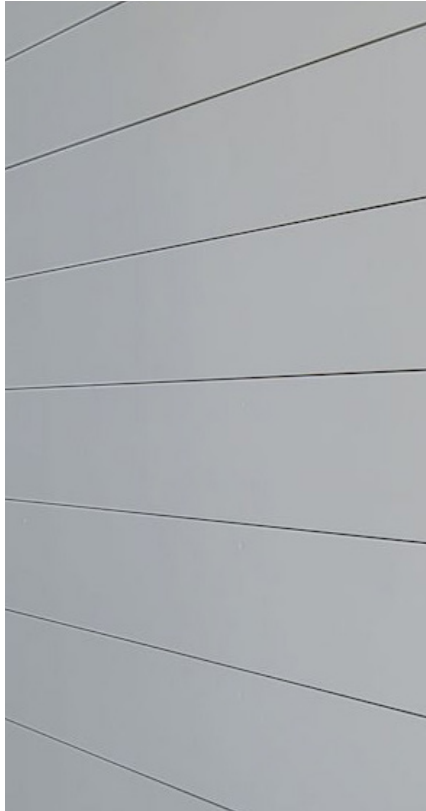
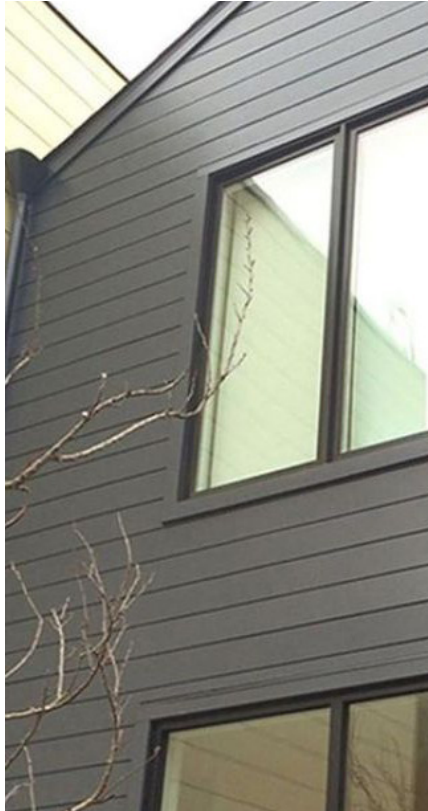












Current Proposal:

Painted

Warm, contextual color;
Color changes with steps in
the massing on the Atlantic &
Gilbert faces

Profile

Flush-faced profiles
(i.e. T&G, nickel gap, or similar)

Dimension

5.5" exposed face

Orientation

Primarily horizontal; alternates
between horizontal & vertical at
the steps in the massing

Examples of siding with a similar dimension & profile



Current Proposal:

Finish

Charcoal Gray uPVC
(Lighter than shown in images)

Operation

Windows: Picture & Tilt-Turn
Doors: Swinging

Features

Triple-Glazed