

CITY OF PORTLAND, MAINE

HISTORIC PRESERVATION BOARD



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

AGENDA

HISTORIC PRESERVATION BOARD MEETING

On June 19, 2019, the Portland Historic Preservation Board will meet at 5:00 p.m. in Room 209 of City Hall to review the following items. (Public comments are taken at all meetings):

1. **ROLL CALL AND DECLARATION OF QUORUM**
 2. **REPORTS OF DECISIONS AT THE MEETING HELD ON JUNE 5, 2019**
 - i. Certificate of Appropriateness for New Construction; 40-46 Free Street; JB Brown & Sons, Applicant. The Board voted 6-0 (Wood absent) to approve the application, subject to conditions.
 3. **COMMUNICATION AND REPORTS**
 4. **WORKSHOP - 5:00 PM**
 - i. Preliminary review of proposed landmark designation of 17 historic structures on FOREST AVENUE AND DEERING AVENUE. Structures proposed for designation are: 536 Deering Avenue and 309, 330, 331, 343, 355, 364, 495, 501, 517, 525, 533, 617, 630, 651, 648 and 60 Forest Avenue.
- BREAK FOR DINNER - MEETING RESUMES AT 6:45 P.M.**
5. **WORKSHOP, CONTINUED**
 - i. Preliminary Review of Proposed Reconfiguration/Redesign of Intersection; ANDREWS SQUARE (bounded by Pine, West and Clark Streets); City of Portland Department of Public Works, Applicant.
 6. **PUBLIC HEARING**
 - i. Certificate of Appropriateness for Ground Floor Redesign/Rehabilitation; 1 COMMERCIAL STREET; Casco Portland Partners, LLC., Applicant.
 7. **CONSENT AGENDA**

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
FOREST AVENUE AND WOODFORDS CORNER

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deb Andrews, Historic Preservation Program Manager
DATE: June 14, 2019
RE: June 19, 2019 **WORKSHOP – Review of formal nomination of 17 historic structures for designation under provisions of historic preservation ordinance**

Subject Structures:

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

Introduction

A fourth and final workshop has been scheduled on the nomination of 17 historic structures on Forest Avenue and Deering Avenue. The subject buildings are generally located between the I-295 interchange and Woodfords Corner. As the Board learned in previous workshops, the buildings are significant in representing key chapters in Forest Avenue's late nineteenth and early twentieth century development, particularly its era as a streetcar trolley line that served the emerging suburban Deering neighborhoods around it as well as the period when it became known as

Portland's "Auto Row" on account of its concentration of first-generation auto showrooms and garages.

In previous workshops, the Board considered various designation options, including individual landmark designation, which is provided for in the current ordinance, and the option of creating a "multiple property designation" category. Creating this designation category would require amending the ordinance itself prior to moving forward with the designation process. Based on a careful reading of the ordinance's current designation criteria for individual landmarks and consultation with Maine Historic Preservation Commission staff, Board and staff concluded that the current ordinance language addresses historic resources of this type and that the identified buildings appear to meet the criteria for landmark status.

At the conclusion of the last workshop, held on May 15th, Board members suggested a final workshop to review more detailed building descriptions for each of the nominated structures. Staff has expanded the descriptions for each building and addressed the potential for future additions or new development on a portion of the subject lots. Very general language suggesting the possibility of further development has been added, especially for the one-story buildings located on deep lots. In drafting this language, staff tried not to be too prescriptive as to the scale, placement, setback or design of any possible additions or development, but simply suggest the possibility.

Attached are copies of the expanded/edited forms for each structure. Additional photographs have been added where appropriate.

ATTACHMENTS

1. Updated building descriptions



Firestone Auto Supply & Service Store

ADDRESS

309 Forest Avenue

ARCHITECT

unknown

DATES

1930-1931

STYLE

Art Deco

Building History

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

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

Architectural Description

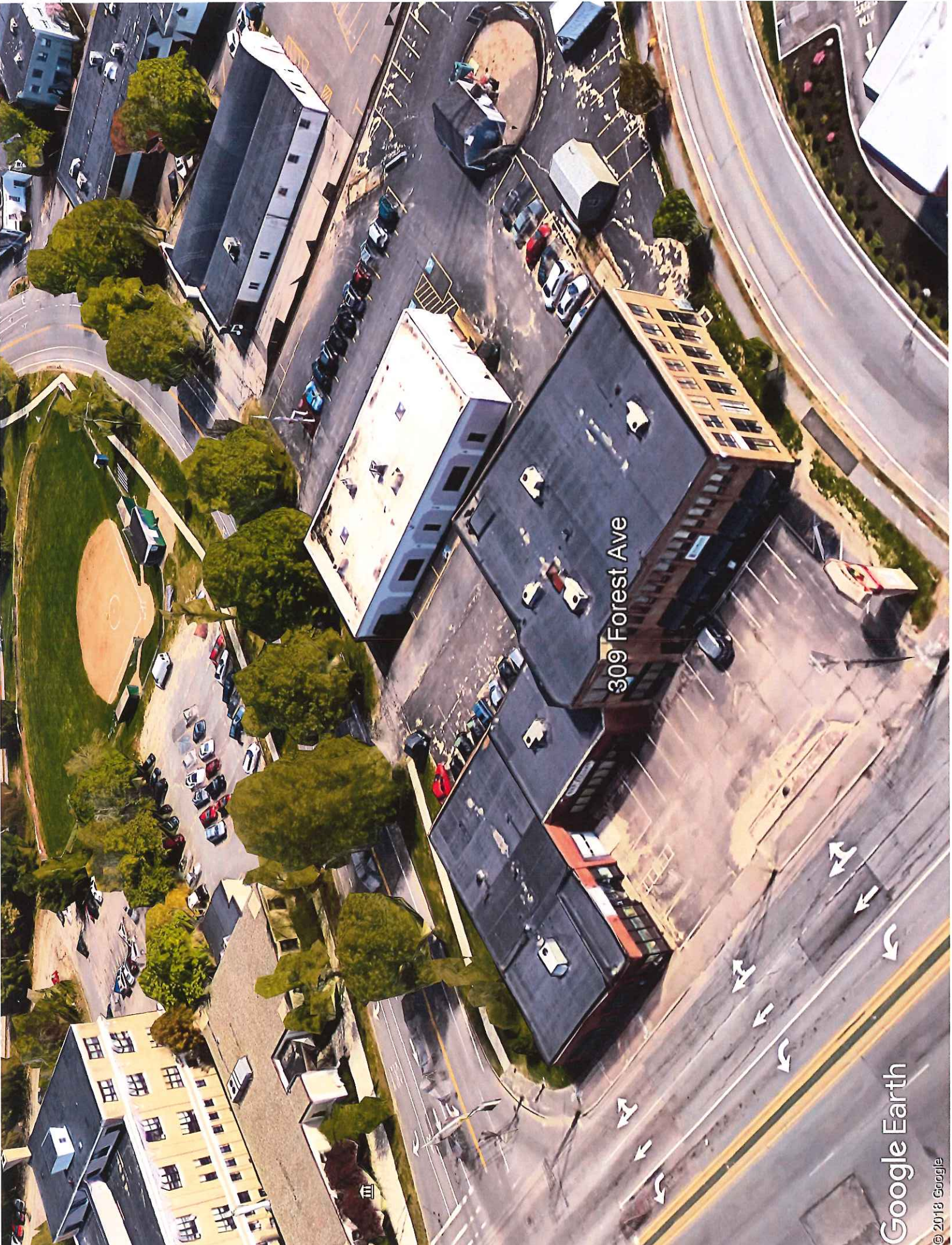
The building is a two story yellow brick structure with a flat roof. The building exhibits Art Deco details, particularly on the upper façade, that provide visual interest. These details include pilasters topped by concrete ziggurats located between each of the seven bays. The pilasters provide a vertical counterpoint to the otherwise horizontal building. Also ornamenting the front façade is a series of inset concrete panels between the

first and second floor levels that feature a stylized sunburst motif. At the second floor level, narrow vertical windows are arranged in a horizontal band. At the ground floor level, the window openings are larger, separated by the brick piers. The current windows extend to the ground. A two-story bay that projects slightly beyond the face of the balance of the façade is located on the west side of the building where it connects to 311 Forest Avenue. The remaining three sides are simpler in detail with flush brick walls and windows arranged in horizontal bands like the front façade. Given the presence of an access drive to Hannaford Plaza immediately east of the property, the east elevation of the building is as visually prominent as the front façade.

Alterations, Additions since construction

Because the building was constructed after the 1924 tax reevaluation initiative when every building was photographed, we do not know its exact original appearance. It is likely that the windows and doors have been replaced, but the overall form and composition of the façade is unchanged.

The building is significant for its role in the development of Forest Avenue as Portland's "auto row". Additionally, it is architectural significant as a rare example of Art Deco style commercial architecture in the city.



309 Forest Ave



VAN BLARCOM INCORPORATED AUTOMOBILE GARAGE

ADDRESS

330 Forest Avenue

ARCHITECT

unknown

DATES

1919; interior alterations in 1934, 1959

STYLE

Art Deco/Moderne & Commercial

Building History

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

A steel structure was added at the rear of the main building in 1921 to be used as an oil room for Cumberland Automobile Sales, the tenants at that time. In 1924, Forest City Motor Company sold Lincoln automobiles from this location. An addition in brick enlarged the boiler room in 1930 after the structure had changed use and had become the location for Ideal Cleansers and Dyers. John J. Cunningham became the owner of the property in 1932 and retained ownership through 1959. Dunlop Tire and Rubber Company operated at 330 Forest Avenue following Ideal Cleansers until 1934, when the building became a glass shop and office. The contractor for the required interior remodeling was New Deal Stores Incorporated. The building's use changed again in 1935, this time to Littlefield and Greene Automobile Accessories. From the late 1930s until the late 1950s, the building functioned as showroom and garage space for several used car dealerships, including the Elliott Peterson Used Car Depot. Extensive interior alterations in 1959 modified the interior for use as a retail space; Brookline, Massachusetts-based Beacon Way Stores sold fabric here in 1962 until at least 1970, and the building was occupied by home furnishings retailer Pier 1 Imports in 1985. The building is currently houses Kitchen Cove Cabinetry and Design.

Architectural Description

330 Forest Avenue is located at the southwest corner of Forest and Bedford Street. Given its location, the southwest side elevation is exposed, as is the front façade. Its northwest elevation is located in close

proximity to the neighboring building; the two structures appear to be joined by a narrow connector set back from the street.

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

Below the projecting cornice, the building façade is enlivened by the diamond-shaped stucco details spaced to reinforce the spacing of the bays. The brickwork itself provides a level of ornamentation as well. Windows are deep, extending almost to the ground. The 1924 photo also shows that there were multi-lite transom windows above the single-lite showroom windows.

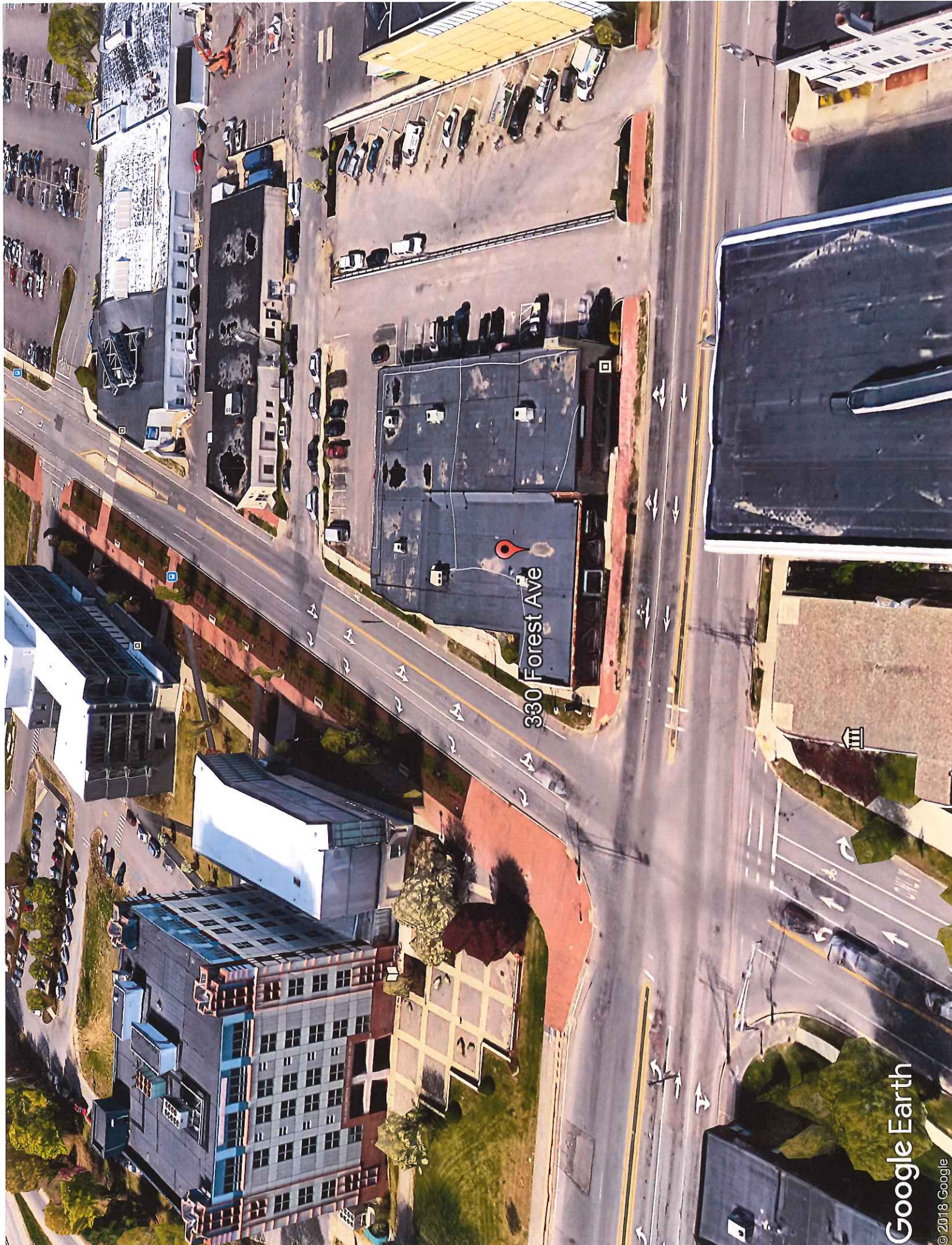
Alterations and Additions since 1924

The showroom windows and entries of 330 Forest have been replaced over time, as is the case with most of the existing showrooms on Forest Avenue. The placement of entries have moved and an additional entry was introduced in the easternmost bay of the building, together with the introduction of a handicap ramp. Notwithstanding these changes, the original scale and massing of the building and composition of the front façade, remain unchanged. The building also retains a number of its key architectural features. Today, the building still clearly conveys its roots as an early auto-related structure at the southwestern end of Portland's "auto row".

Potential for Future Development

Recognizing that the underlying zone for this portion of Forest Avenue allows building heights of up to 50 feet and that the desire for increased density is likely to increase over time along this corridor, it might be possible to add additional floors to the rear portion of the building or to remove the rear portion for redevelopment. The rear portion is more utilitarian and set back from the showroom portion of the block along Bedford Street.







A.S. HINDS LABORATORY BUILDING

ADDRESS

331 Forest Avenue

ARCHITECT

John Calvin Stevens
John Howard Stevens

DATES

1920

STYLE

Beaux Arts Revival & Commercial

Building History

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

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

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

building from 1926 through 1932. From this point the building's commercial use shifted towards suppliers, including the Portland Pipe Line Company, and warehouse storage.

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

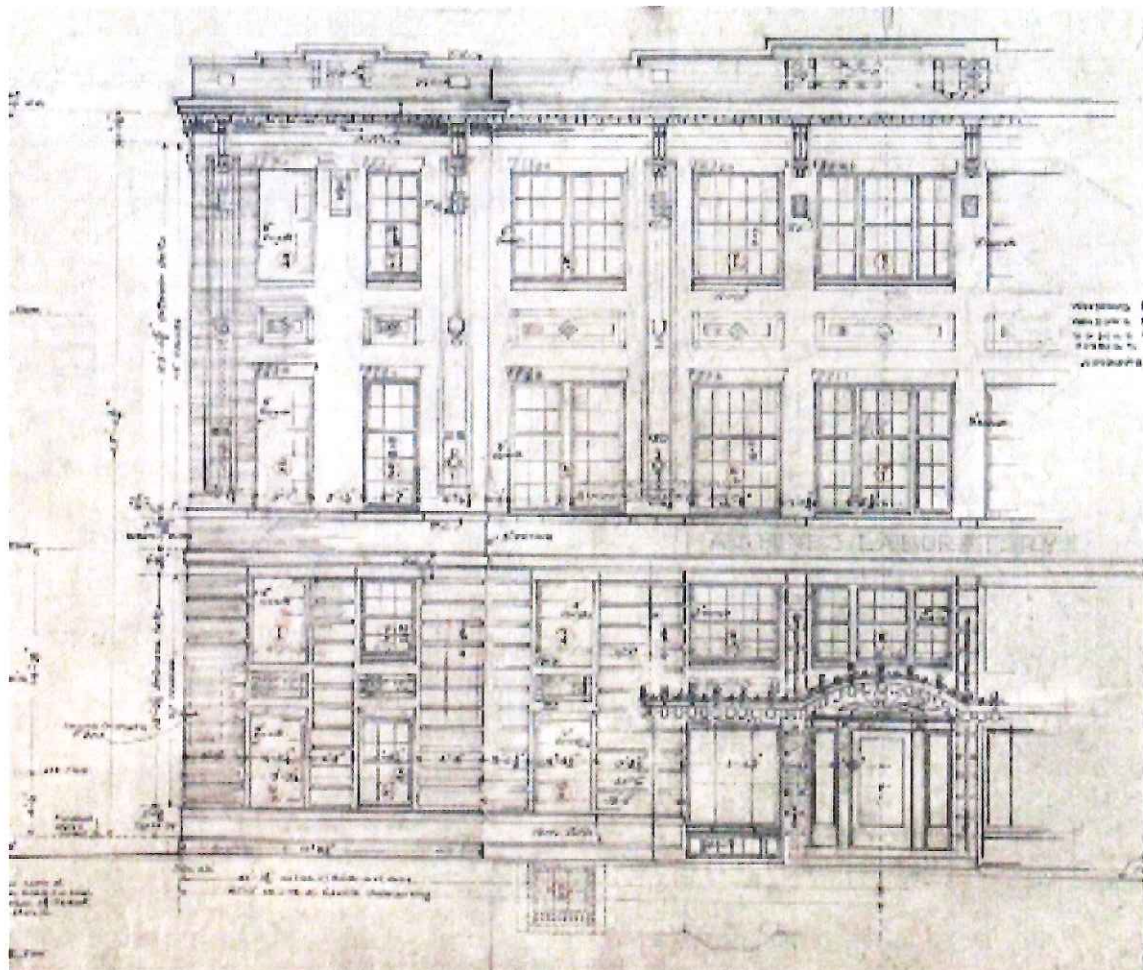
Architectural Description

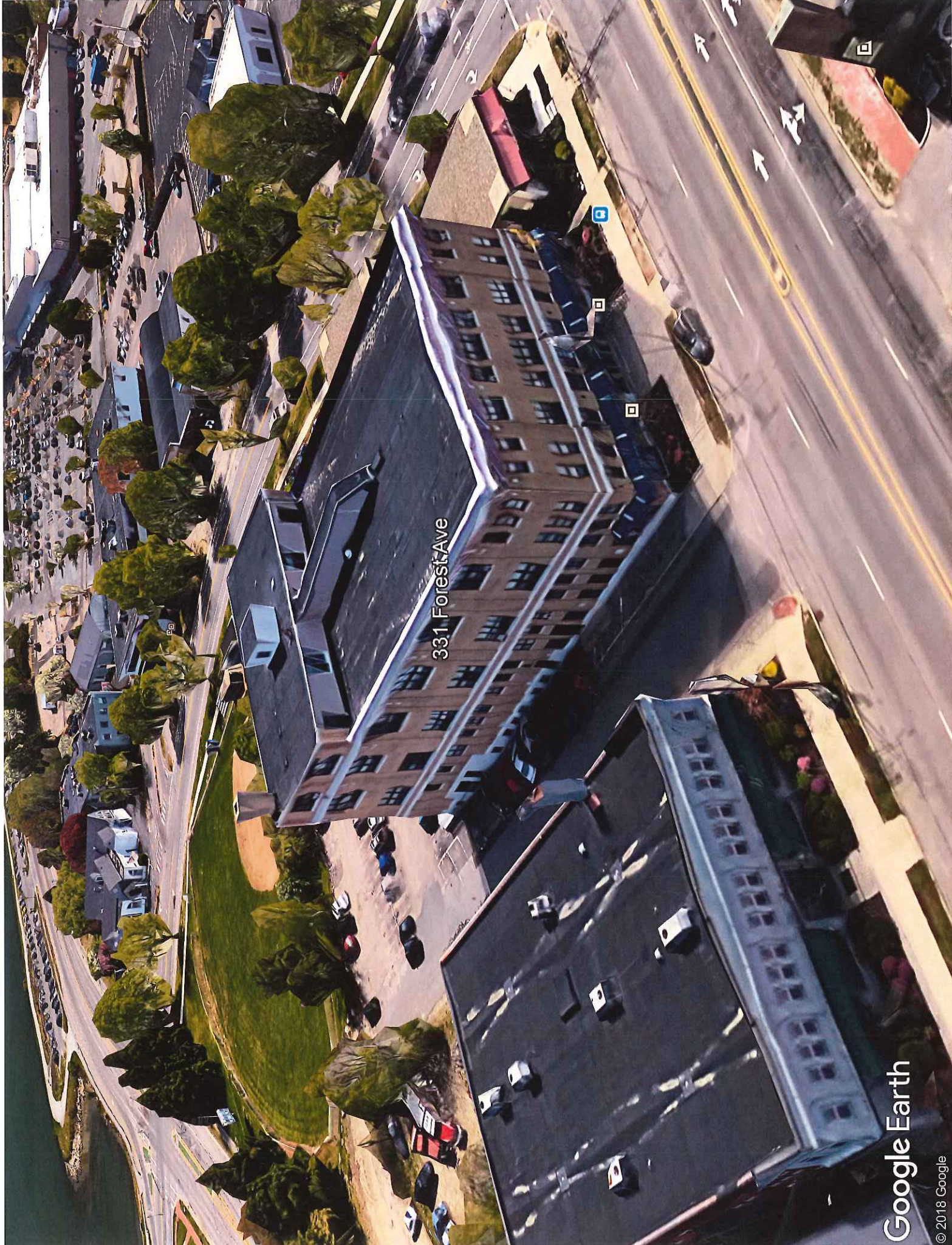
The A. S. Hinds Laboratory Building is a four story yellow brick structure built in the Beaux Arts Revival and Commercial styles. Given its siting and the presence of a low-scale structure and a driveway on either side of the building, the side elevations are visually prominent. Relative to other buildings constructed on Forest Avenue during this period, the building is noteworthy for its size. It is also architecturally notable; it is clear that the design is the product of a skilled architect. The building's flat roof has a subtle parapet detail, the lines of which are highlighted by cast stone ornamentation. The heavy cornice features prominent brackets and dentils. Patterned brick ornamentation and small cast stone medallions grace the façade. The upper story window pattern varies, with some windows mulled to form groupings. Other windows are individual punched openings. This fenestration pattern lends visual interest to the building, notwithstanding the fact that the windows themselves (originals were six-over-six) have changed in appearance with their replacement.. Blueprints drawn by John Calvin Stevens are held in the collections at the Maine Historical Society in Portland.

As noted above, the ground floor was modified in 1926 to accommodate the automobile showroom. On the exterior, three large showroom windows were installed to showcase the automobiles to passing traffic.

Alterations and Additions since Construction

Although the ground floor was altered in 1926, the modifications have gained significance in their own right as they were made to accommodate an auto showroom. The changes made, just a short time after the building's original construction, reinforce the fact that this section of Forest Avenue was quickly evolving to become Portland's Auto Row. Other than the ground floor alterations, the only other significant change has been the replacement of the original multi-light sash with one-over-one windows. The building remains in well preserved condition and is a commanding presence on Forest Avenue







Miles B. Mank Motor Car Company

ADDRESS

343 Forest Avenue

ARCHITECT

unknown

DATES

1916-1917

STYLE

Vernacular

Building History

Built in 1917, the large two-story brick structure at 343 Forest Avenue was first occupied by Miles B. Mank Motor Car Company. In 1910 Miles B. Mank, with his partner George Stuart, established the Mank-Stuart Motor Car Company, a dealer of Cadillac cars. They first built a large garage on Forest Avenue near Congress Street. (Figure2) A few years after George Stuart retired in 1912, Mank built this two-story building along a section of Forest Avenue that would become Portland's Auto Row. While Mank continued to own the building in the 1920s he moved his dealership to Preble Street. 343 Forest Avenue was then occupied by Myron D. Kidder, Inc. a REO auto and truck dealership previously known as Darling-Kidder Inc. and located at 630 Forest Avenue. In the 1930s through the 1960s, 343 Forest Avenue was occupied by the Portland Burial Case Company, a casket manufacturer.

Architectural Description

Built as an auto showroom, the Mank building is an unusually large example of its type, both in terms of its width and it being a two-story structure. As documented in 1924, shortly after its construction, the building featured a highly glazed first floor, with relatively thin posts separating the large floor-to-ceiling showroom windows. The entrances appear to have been located at the two ends of the façade. The corners of the ground floor were cut away and the projecting upper floors supported by a round column. The building featured an unusually tall frieze band above the storefront windows, capped by a projecting intermediate cornice. The brick structure was unpainted with cast stone used for the cornice and second story window



1924 City of Portland Tax Photo

lintels. Projecting brick piers divide the upper floors into a series of bays, with all but the end bays featuring groups of three windows connected by a continuous lintel. A flush cast stone cross was centered in the stepped parapet. Upper floor windows were six-over-one. Typical of this building type, most of the architectural embellishment is concentrated on the front portion of the building, returning for a short distance on the side elevations.

Alterations since 1924

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

Although the building has undergone exterior changes, particularly on the first floor, it retains the essential character defining details of its building type as well as its thematic association with Forest Avenue's automotive history.

A Modern Service Station

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

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

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

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

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



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

Traveling Men's Opinions

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

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

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

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

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



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

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





L.C. Gilson Automobile Co. Building

ADDRESS

355 Forest Avenue

Architect

Unknown

DATES

1922; rear addition 1981

Style

Art Deco/Moderne

Building History

The L. C. Gilson Automobile Company, building at 355 Forest Avenue was built in 1922. It is one of several early automobile-related businesses to locate along Forest Avenue between Baxter Boulevard and Woodford's Corner in the early years of the twentieth century. Based on the concentration of auto-related businesses in the area, Forest Avenue would become known as Portland's Auto Row. Although the building has undergone exterior changes it retains its thematic association with the Forest Avenue's automotive history and retains several character defining details of its style and building type.

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

The building has always been utilized for automobile sales or servicing purposes. It was occupied by Brewster Tire Stores Inc. in 1927. In 1929, Forest City Tire Company shared the building with Firestone Tire Stores Incorporated, which continued on as the property's sole occupant in 1930-31

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

from England and served as its first blacksmith. The company's Conestoga wagon logo reminds its patrons of the vehicles originally serviced by Palmer Spring Company.

In 1949, Palmer Spring Company operated a service station and spring manufacture from its building on Forest Avenue and completed interior renovations in 1950 to expand its manufacturing room. A rear ell was added in 1981.

The company continues to operate at 355 Forest Avenue with a service garage and a blacksmith.

Architectural Description

Purpose-built as an auto showroom, 355 Forest is a classic example of a new building type that was created in response to the advent of the automobile. Like most early automobile showroom buildings, it is a one-story masonry building with a showroom in the front and service facilities in the rear accessed from an alley or side street. Also like many showrooms, most of the building's architectural detail is concentrated on the showroom portion of the building, with the rear portion rather utilitarian in appearance. In the case of 355 Forest, architectural embellishment is provided by contrasting brick, recessed brickwork panels, and the geometric brickwork on each pier.

Typical of early auto showrooms, the front façade features large floor-to-ceiling windows flanking a central pedestrian entrance. Masonry piers serve to define the three bays of the façade. Large floor-to-ceiling windows are repeated on the side elevations near the leading corners of the building. The high level of glazing was intended to catch the attention of passing vehicles and provide a clear view of the automobiles for sale within the showroom. On the side elevations, the main portion of the building extends the depth of one bay; beyond that point, the building steps down in height and features a series of large service doors.

Alterations and Additions since 1924

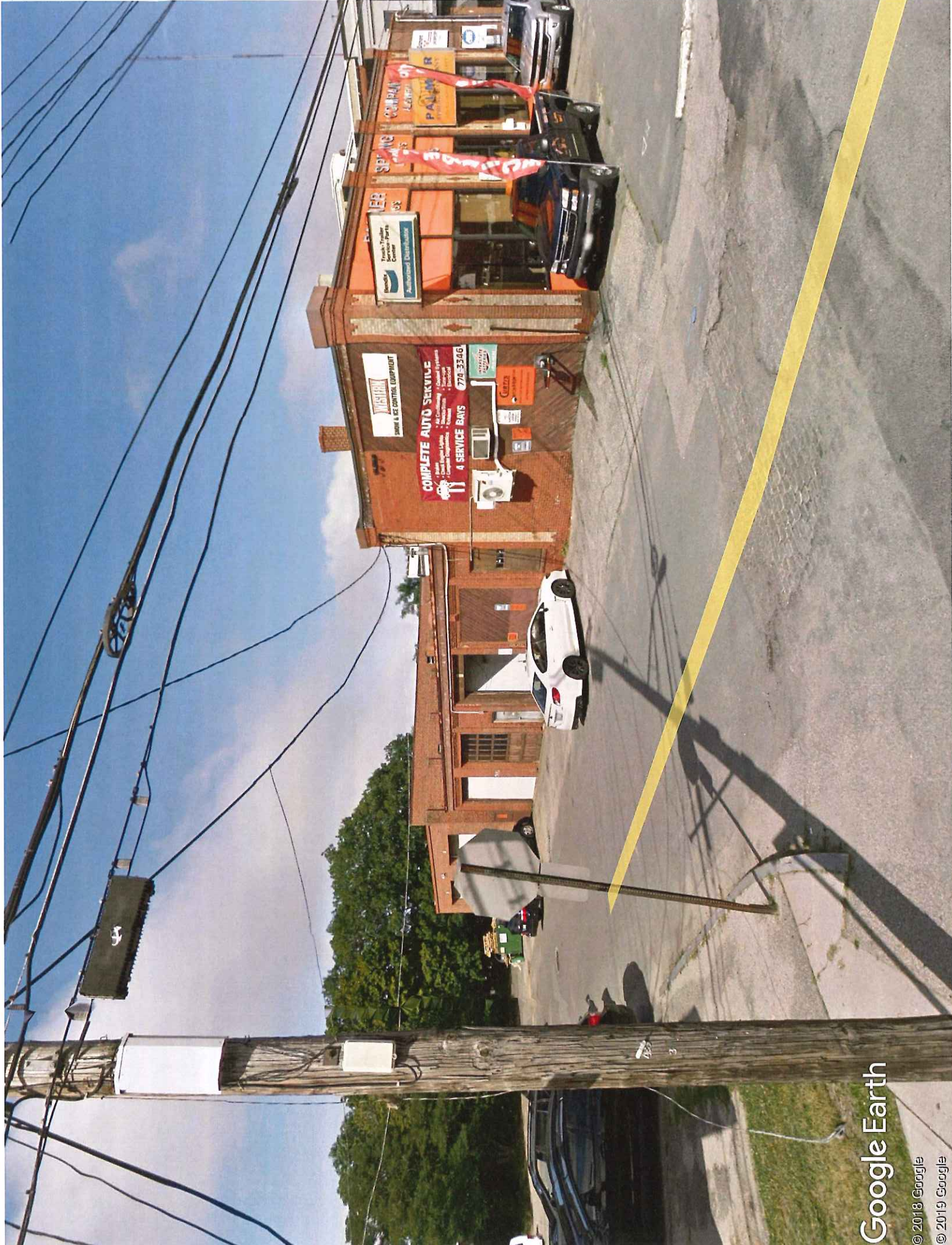
Typical of many of the remaining automobile showrooms along Forest Avenue, the original storefront windows have been replaced and infilled to some extent. However the original pattern and size of the window openings remains, as does the character-defining ornamental brickwork. Although alterations have been made, they are readily reversible and the building still communicates its original function. In the rear, the pattern of door openings remains largely intact and although some replacement is evident, the original openings are apparent.

Potential Future Development

Recognizing that the underlying zone for this portion of Forest Avenue allows building heights up to 50 feet and that the desire/pressure for increased density along the corridor is likely to increase over time, the relative lower level of significance of the rear garage portion of the existing Palmer Spring building should be taken into consideration. It may be possible to add additional floors to the rear portion of the building and/or replace this portion as part of a future development. The front portion, which has the most architectural significance, should remain at its current scale and form.



City of Portland Tax Photo, 1924







Oakhurst Dairy

ADDRESS

364 Forest Avenue

ARCHITECT

Earle Webster

DATES

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

STYLE

International (central building)

Building History

Oakhurst Dairy at 364 Forest Avenue was constructed in phases to accommodate the growing needs of its successful business. The central building, recognizable by the Mid-Century Modern metal "Oakhurst" sign across its façade, was designed by architect Earle Webster and was built perpendicular to the Dairy's original 1920s brick structure. Later additions from 1989 and 2005 flank this central building, forming a large complex on the lot. Designation is limited to the 1950's structure pictured above.

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

The design and construction of the 1951-53 addition (which is the focus of this designation) was overseen by Bennett's son Donald. Donald worked with architect Earle Webster to create a state-of-the-art manufacturing facility in the International style.

Oakhurst Dairy bought the adjacent lot, owned by the Henley Kimball Automobile Dealership, in 1973 and built a cold storage facility in 1988. The final addition to the lot was designed in 2005 by Pennsylvania-based Facilities Design, Incorporated and provided the dairy with new receiving and updated cold storage areas.

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

Architectural Description

Constructed of blond brick, the two-story, flat-roof building features a very simple box-like massing and is set close to the street. While straightforward in form, the placement and treatment of its fenestration provides a dynamic tension to the overall design. At the top of the upper façade, immediately beneath the aluminum cornice, there is a continuous band of mulled windows that stretches across the entire façade and returns onto the side elevations. At the west end of the façade and at the leading corner of the west elevation, this window treatment extends down to the ground to create a glazed tower-like element at the corner. The building entrance is located at the base of this tower. In the center of the façade is a wide window surrounded by a large “picture frame” constructed of natural aluminum. This window was designed to ensure that people could view the plant’s operations. At the east side of the façade and wrapping the east elevation is a narrow band of glazing made up of glass block. This offset treatment provides visual interest. Until very recently, a sign consisting of individual aluminum letters, was set on top of a narrow ledge above the center window. In its typeface and material, the sign was designed to be an integral component of the overall building design. Its execution in natural aluminum repeated the same material selected for all building trim and presented a strikingly modern building design when it was constructed.



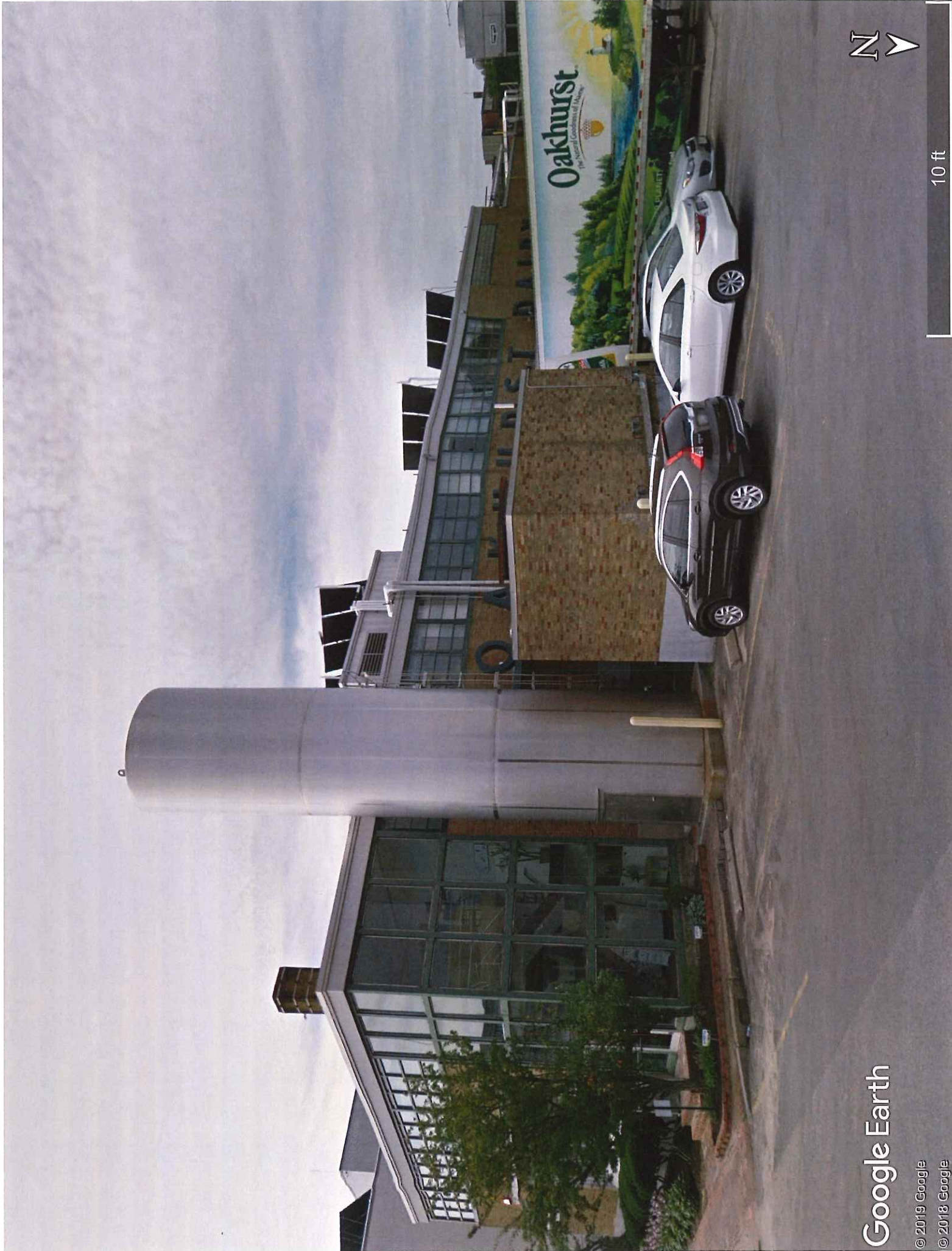
Alterations , Additions since Construction

Although the overall design and façade composition of the building remains unchanged, the recent replacement of most of the windows has changed somewhat the overall intended character of the building. (The windows within the vertical entry “tower” are still original.) While the window divisions have been replicated in the replacements, the new windows feature green aluminum frames. The change to a colored frame diminishes the intended aesthetic of the building, which featured a natural aluminum finish on all trim and door/window frames. The natural aluminum clearly reinforced the Modernist design aesthetic.

Other changes include the replacement of the glass block windows within the horizontal band at the southeast corner of the building. Glass blocks have been replaced with opaque white spandrel panels. The original sign on the Forest Avenue façade, which was comprised of individual standing letters, was also recently replaced with a single, mounted sign panel featuring cut-out letters.

Finally, a three-story stainless tank has been positioned near the leading corner of the building, next to the west elevation. A simple one-story detached structure has been constructed next to this tank. Mechanicals and solar arrays have been added to the roof.

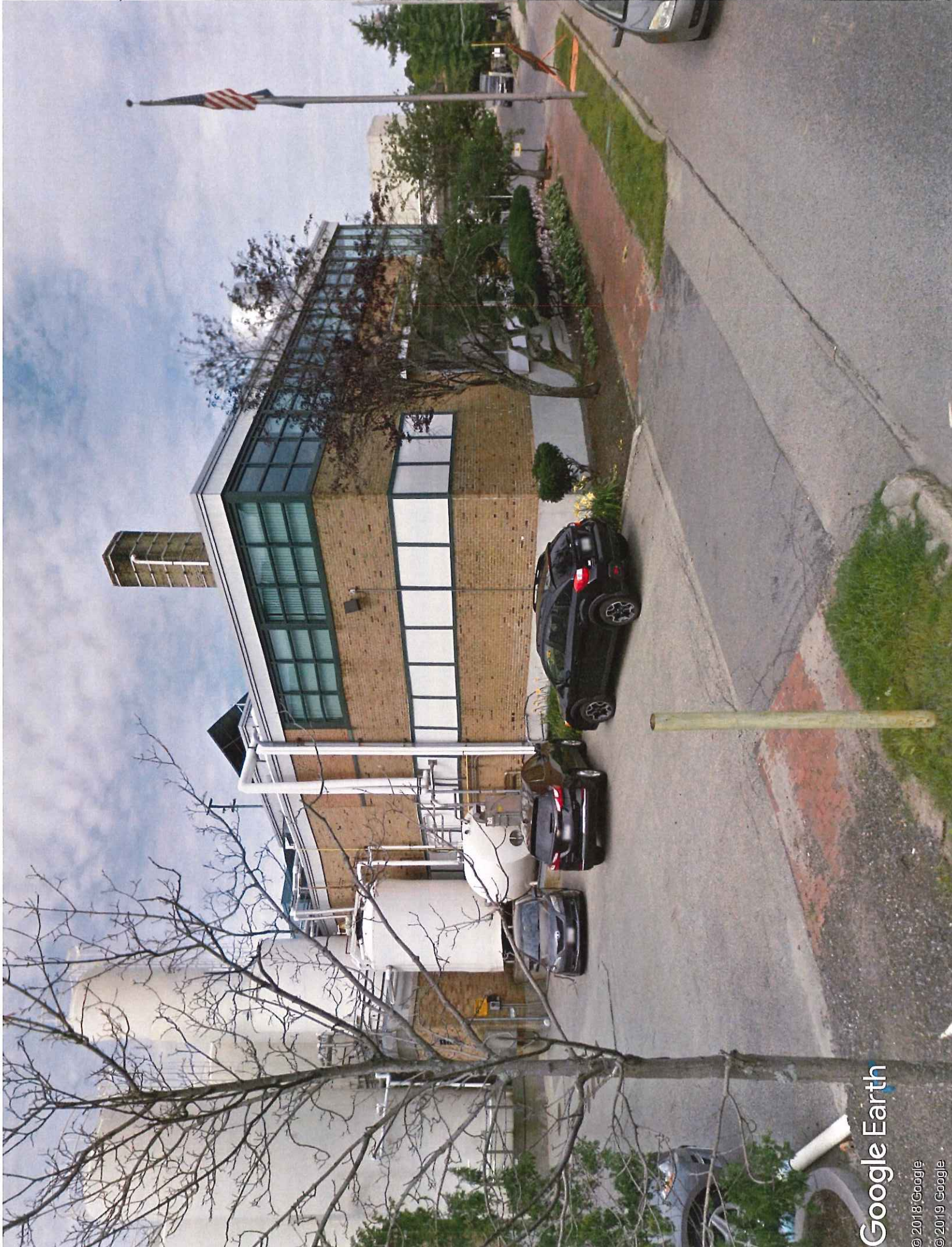
Notwithstanding these alterations, the building remains largely consistent with its original appearance, particularly for that portion closest to the street, and contributes to the architectural heritage of Forest Avenue. The significance of the building’s Modernist design was recognized by the Portland Society of Architects in 2009, when they gave it their 50-Year Building Award .



10 ft

Google Earth

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Google Earth

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Packard Motor Car Company Showroom

ADDRESS

495 Forest Avenue

ARCHITECT

Frank A. Rumery

DATES

1927

STYLE

Commercial

Building History

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

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

Architectural Description Architectural Description

As the building was built in 1927, after the tax reevaluation of 1924 when every taxable property was photographed, we do not have an early photograph of the building. In this case, however, we can make reasonable assumptions about its original appearance given the fact that its twin was built next door and given that auto showrooms of the period followed the same basic form, size and façade composition.

Like its twin next door, the three-bay commercial building features a brick façade laid in a variant of a Flemish bond. Both buildings feature a showroom at the street and access to the rear of the dealership

through a garage door that is set well back from the street. A shared courtyard is created between the two buildings in this area and the buildings share a common side wall.

Like its neighbor, the center of the parapet is highlighted by a shallow stepped gable. The building's horizontal lines are emphasized by a strong cornice band wrapping the façade and side elevations below the parapet, a brick soldier course connecting each window opening, and a continuous lintel above the façade windows and the side elevation windows closest to the street.

Given the fact that the neighboring building to the south of 501 Forest is set well back from the street, the south elevation of 501 is entirely visible. The south elevation features a series of tall, regularly spaced individual punched window openings. A secondary entrance is located toward the rear of this elevation.

Typical of the building type, 501 had large showroom windows at the front corners of its side elevations. The window. The west elevation is obscured by an abutting structure, but the east elevation is entirely exposed. The showroom window on the side elevation matches the height of those on the façade. The cornice continues the entire depth of the side elevations. On the east side, the cornice returns to face of the recessed connector shared by 495 and 501 Forest. This cornice treatment on both buildings, which joins at the connector, reinforces the relationship between the two structures.

Alterations and Additions since Construction

The most significant alteration to the building has been the replacement of the large showroom windows on the façade and at the leading corners of the side elevations. Original windows have been replaced with individual punched window openings separated by brick. Subtle indications in the existing brickwork suggests that the original openings matched those of its twin. The center entry doors have been replaced as well (as have the entry doors on most other showroom buildings on Forest.) Despite the change in fenestration and entry, the building still retains its essential form and a number of its character-defining features. It still clearly communicates its original roots as a first-generation automobile showroom and is especially interesting in its relationship to the twin showroom next door. It also contributes to one's appreciation of Forest Avenue's automobile-related history.

Potential Future Development

Recognizing that the underlying zone for this portion of Forest Avenue allows building heights of up to 50 feet and that the desire/pressure for increased density is likely to increase over time, it might be possible to add additional floors to the building. Additional floors would likely need to be set back from the front façade to allow the original building to read through. Note that the subject parcel also includes the open parking lot next door. Designation of the building does not preclude future construction on this parcel.



Google Earth

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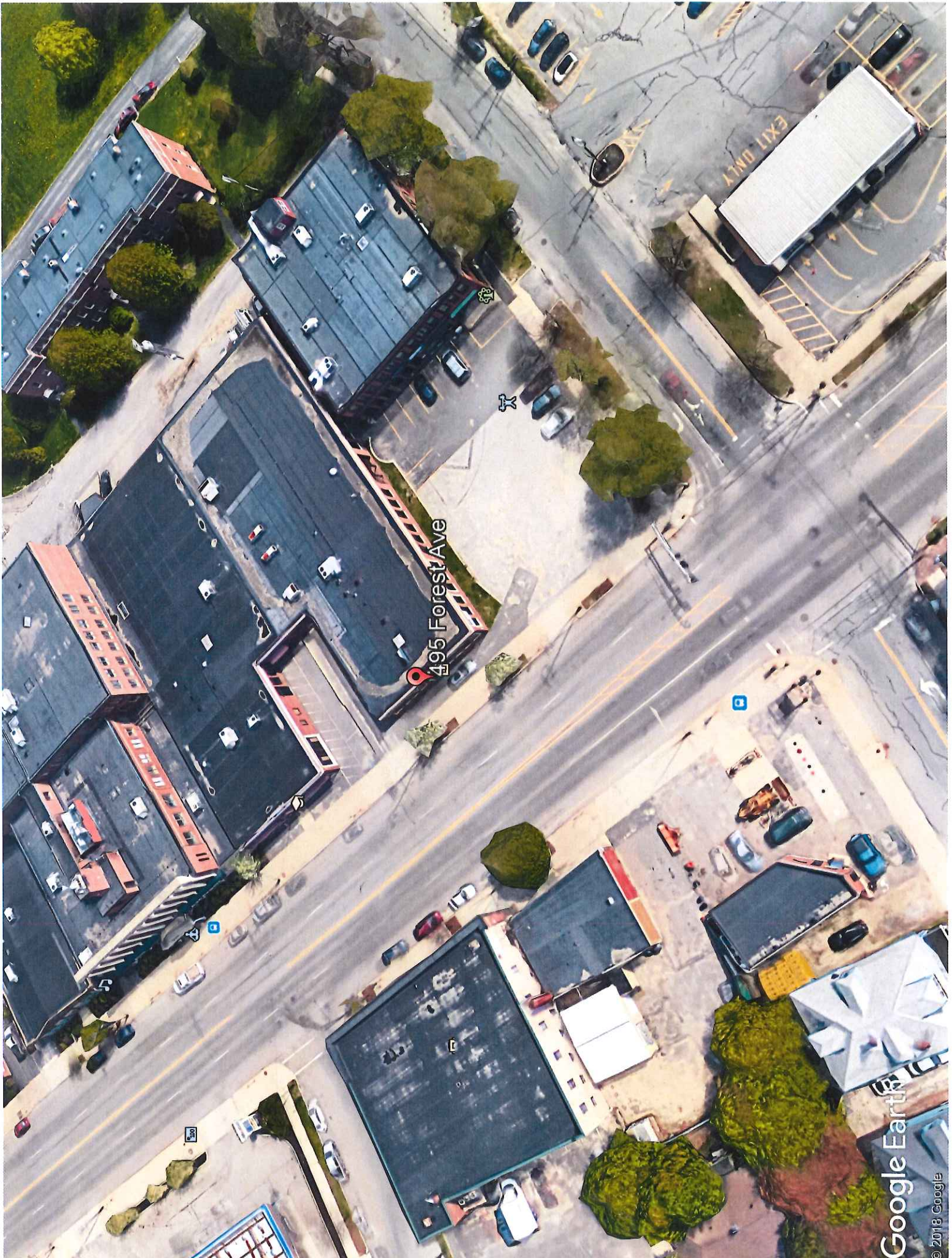
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495 Forest Ave



Gleason Company Chrysler Dealership

ADDRESS

501 Forest Avenue

ARCHITECT

Frank A. Rumery

DATES

1927

STYLE

Commercial

Building History

Originally occupied by the William H. Gleason Co. Chrysler-Plymouth dealership, the building at 501 Forest Avenue was built with its physical and stylistic twin at 495 Forest Avenue in 1927 as part of the redevelopment of the former Ricker Estate. It is one of several automobile related businesses along the stretch of Forest Avenue that would become known as Portland's Auto Row.

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

Telephone Forest 4164

WILLIAM H. GLEASON CO.

DISTRIBUTORS

**CHRYSLER
CARS**



**PLYMOUTH
CARS**

501 FOREST AVE. PORTLAND, ME.

"The Car For Everybody"



Architectural Description

As the building was built in 1927, after the tax reevaluation of 1924 when every taxable property was photographed, we do not have an early photograph of the building. In this case, however, we can make reasonable assumptions about its original appearance given the fact that its twin was built next door and given that auto showrooms followed the same basic façade composition.

Like its twin next door, the three-bay commercial building features a brick façade laid in a variant of a Flemish bond. Both buildings have a showroom at the street and access to the rear of the dealership through a garage door in the shared courtyard off Forest Avenue. The building's horizontal lines are emphasized by the strong cornice band wrapping the building below the parapet, a brick soldier course connecting each window opening, and the wide band of storefront windows. Note that the parapet features a shallow stepped gable at the center of the façade. Distinct from some early auto showrooms, the windows do not extend to the base of the building. The windows are framed in cast stone which extends to the building base.

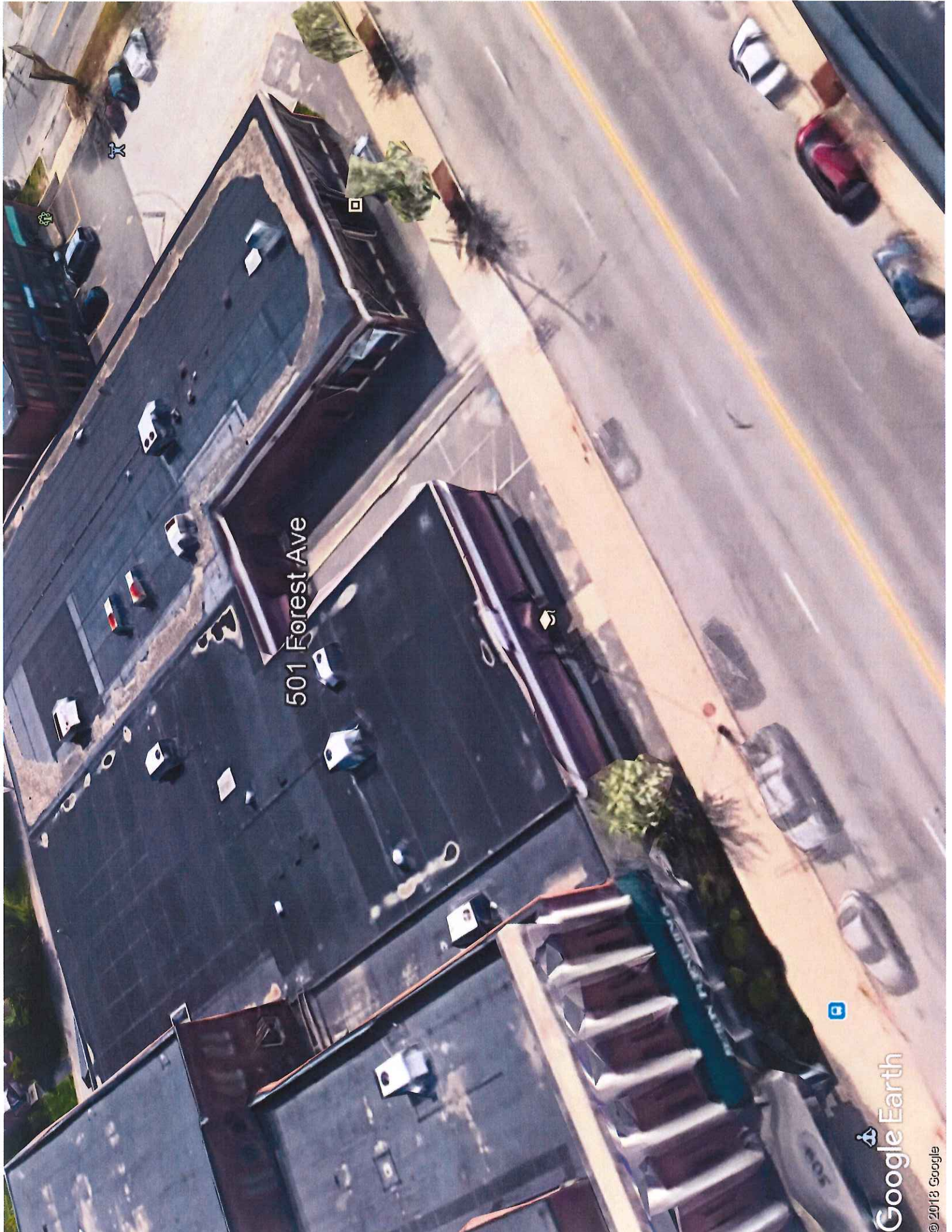
Typical of the building type, 501 had large showroom windows at the front corners of its side elevations. The window. The west elevation is obscured by an abutting structure, but the east elevation is entirely exposed. The showroom window on the side elevation matches the height of those on the façade. The cornice continues the entire depth of the side elevations. On the east side, the cornice returns to face of the recessed connector shared by 495 and 501 Forest. This cornice treatment on both buildings, which joins at the connector, reinforces the relationship between the two structures.

Alterations and Additions since Construction

The most significant alteration to the building has been the replacement of the large showroom windows with smaller vertical glazing alternated with opaque spandrel panels. The window openings themselves, however, remain intact and the alteration is readily reversible. Despite this change, the building remains a clear example of its building type, retains most of its character-defining architectural details, and contributes to one's appreciation of Forest Avenue's automotive history.

Potential Future Development

Recognizing that the underlying zone for this portion of Forest Avenue allows building heights up to 50 feet and that the desire/pressure for increased density is likely to increase over time, it might be possible to add additional floors to the rear portion of the building or to replace the rear portion as part of a future redevelopment. The front portion, which has the most architectural significance, should remain in its current scale and form.



501 Forest Ave



STUDEBAKER AUTOMOBILE BLOCK & GARAGE

517-533 Forest Avenue and 44 Indian Lane

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

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





CLIFTON R. SHAW AUTOMOBILE DEALERSHIP

ADDRESS

517 Forest Avenue

ARCHITECT

Frank A. Rumery

DATES

1928

STYLE

Commercial

Building History

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

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

Architectural Description

As with 525 Forest Avenue, the one story structure's low-pitched parapet gable roof emphasizes its horizontality and there is a multi-light window centered in the gable. Slightly projecting brick headers interrupt the Flemish bond pattern in an irregular decoration, a motif that is repeated in each of the three related buildings. The degree of this façade ornamentation is less pronounced than it is on its neighboring buildings.

As with its "twin" building at 525 Forest, the showroom portion of the building, which extends deep into the lot, is clearly defined. The pier projections above the roofline, clearly evident on the southwest side elevation, terminate at a certain depth. Larger window openings also extend to this point on the side elevations. Beyond this point, the building takes on a more utilitarian appearance.

On the 517 Forest facade, the original height of the showroom windows is clearly evident, as there is no canopy obscuring the original openings. The top portion of the windows has been infilled with spandrel glass, however and the once-expansively wide individual showroom windows are broken into narrower mullied panes.

On the northeast side of the building, a driveway leads down to a below-grade garage entry below the building connector. In this respect, 517 is different from the other buildings in this grouping.

Alterations and Additions since Construction

But for typical alterations cited above, the building still retains its original form and compositions, as well as key character-defining details. The building continues to convey its original use and its close visual and function relationship to its neighbors adds additional interest.

Potential for Future Addition/Development

Given the depth of the building and the fact that most of the architectural interest is concentrated on the front portion of the block, it may be possible to construct additional floors over the rear portion of the building, although the shallow gable roof might complicate any addition. Alternatively, consideration might be given to redeveloping the rear portion of the property, given the more utilitarian appearance of the rear. In all cases, the front portion of the building should be retained to a depth sufficient to convey the building's original function and building type.



JOHN S. GOFF CHEVROLET BUILDING

ADDRESS

525 Forest Avenue

Architect

Frank A. Rumery

DATES

1927-28

Style

Commercial

Building History

Although the John S. Goff Chevrolet Company building does not carry the mark of a specific automobile company on its façade, it is both physically and stylistically linked to its neighbor, the Studebaker Automobile Showroom at 533 Forest Avenue and is part of a grouping of three connected showrooms built by Frank Rumery in 1928. (See description of larger Studebaker Block.)

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

Architectural Description

A one-story structure with a shallow pitched gable roof, the form of the showroom building at 525 Forest is fairly unique in its roof form. (Most first-generation showrooms featured a flat roof, usually with a parapet to provide some additional building height and architectural interest.) The shallow gable end that faces the street features a wide window opening with two mullied multi-lite windows. A heavy frame around the window opening draws further attention to the center. The gable also features a step at the center which further emphasizes this architectural element. At the two ends of the façade, the brick extends to suggest projecting piers that frame the center gable.

As with the Studebaker Dealership building at 533 Forest, the Goff Company building features an exterior of Flemish bond brickwork with irregularly-parapet detailing. In this building, the ends of these extending bricks are brought closer to the façade than at 533 Forest Avenue. The Goff Building also closely shares its overall form and decorative elements with the one+ story building at 517 Forest Avenue. Unifying details include the cast stone ornamentation above the side bays, the low-pitched roof with slight parapet detailing and the multi-lite fenestration centered in the gable.

Typical of this building type, the front façade's ground floor is three bays wide with two large showroom windows flanking a center entrance. It is evident from remaining headers that both side elevations also featured two showroom windows at the leading corners of the building; the openings have been infilled.

Note that the spacing between the Goff building and its connected neighbor at 517 is wider than the spacing between the Goff building and the Studebaker Dealership building at 533. This wider spacing accommodates two garage entrance set back from the street. The garage for 525 Forest is located at grade; at 517, a driveway leads down to a below-grade garage.

Alterations and Additions since Construction

As is typical of commercial structures, the ground floor windows and entry have been replaced with new windows and doors, but the openings remain unchanged. Openings on the side elevations are infilled, but still evident. The building remains in well-preserved condition and contributes to the visual character of the street and automotive history of Forest Avenue.

Potential for Future Development

Given the depth of the building and the fact that most of the architectural interest is concentrated on the front portion of the block, it may be possible to construct additional floors over the rear portion of the building, although the shallow gable roof might complicate any addition. Alternatively, consideration might be given to redeveloping the rear portion of the property, given the more utilitarian appearance of the rear. In all cases, the front portion of the building should be retained to a depth sufficient to convey the building's original function and building type.



STUDEBAKER AUTOMOBILE DEALER BUILDING

ADDRESS

533 Forest Avenue

ARCHITECT

Frank A. Rumery

DATES

1928

STYLE

Commercial

Building History

Part of a group of five auto-related buildings designed and built by contractor Frank A. Rumery along this block of Forest Avenue between 1927 and 1928 (see description of overall Studebaker Block), the Studebaker Automobile Dealership at 533 Forest Avenue was built in 1928 for the Hennings Motor Company. Rumery's redevelopment of this section of Forest Avenue was part of a larger plan to redevelop the former expansive Ricker estate following the loss of the Ricker mansion in the mid 1920's. The buildings at 517, 525 and 533 Forest were physically connected at the rear. Two other Rumery-designed buildings at 495 and 501 Forest were also joined at the rear. At 533, the Studebaker brand's logo depicting a "Studebaker" banner spread across a spoked wheel still remains at the apex of the parapet gable; this structure is therefore considered the primary building of the three adjoining structures on Forest Avenue. Together, these buildings form an "E", with the shorter arms oriented perpendicular to Forest Avenue. Behind the long connected section of the buildings is the dealership's associated garage, located alone on the small alley of Indian Lane.

The Hennings Motor Company, formerly Gray-Son Motor Company and Waterville Motor Company, sold Studebaker and Erskine motor cars. Prior to its location at 533 Forest Avenue, its salesroom was at the edge of the Deering neighborhood at 26 Forest Ave while its main office and service department were on Allen Avenue in Morrill's Corner. In 1929 it appears to have shared its space at 533 Forest Avenue with a dentist's office. Hennings had moved to 511 Forest Avenue by 1934 and the building was then occupied by Couri Motor Company, a dealer in Pontiacs and later also GMCs, Tempests, and Vauxhalls. Couri still owned 533 Forest Avenue in 1969 and had acquired the neighboring 525 Forest Avenue building in 1955.

Harold Wiley Pontiac joined with Couri, and in 1981, sold the building to Young's Furniture. This sale required alterations to the structure to accommodate a retail furniture business, such as the addition of a loading dock. Today it is occupied by Skillful Home Recreation, an outdoor furniture retailer.

Architectural Description

533 Forest is a two-story brick structure. In its this respect the building breaks with the typical pattern of one-story auto showrooms. The façade features three bays at the ground floor level with two large showroom windows flanking a center entrance. At the second floor level, four evenly spaced tall windows are located on either side of a larger opening in the center of the façade. The center opening is framed with cast stone; cast stone is also used for the upper floor window sills and the narrow projecting band that delineates the parapet from the main building façade. A flat roofed building, the roof parapet features a centered triangular gable within which is the cast stone Studebaker logo. A decorative pattern of variously projecting headers in the Flemish bond brickwork creates a textured masonry surface. This textured masonry is repeated on the adjoining buildings at 525 and 517 Forest Avenue.



Both of the building's side elevations are exposed to view. The southeast elevation is separated from the adjoining structure at 525 by a driveway that leads back to a deeply recessed connector that links the buildings. A garage door at the center of the connector faces the street. On the opposite side of the building, a surface parking lot immediately abutting the building exposes the elevation to view. As is typical of auto showrooms, the large showroom windows of the front façade are continued for one bay on the northwest elevation and three bays on the south east elevation. (The windows have been bricked in on the southeast elevation, but the openings and cast stone headers are still evident.) The upper story window pattern established on the front façade continues on the side elevations as well.

Alterations and Additions since Construction

The Studebaker Automobile Dealership building was constructed after the City's 1924 photodocumentation initiative and we do not have other early photographs to confirm its original appearance. Despite the lack of documentation to confirm the building's original appearance, it is clear that the building's form and general composition, as well as most of its architectural details, remain intact. Typical of commercial structures, the ground floor windows and entry have been replaced with new windows and doors, but the openings remain unchanged. The building remains in well-preserved condition and contributes to the visual character of the street and automotive history of Forest Avenue.

Potential for Future Development

Given the depth of the building and the fact that most of the architectural interest is concentrated on the front portion of the block, it may be possible to construct additional floors over the rear portion of the building or to replace the rear portion with a new development.



The Great Atlantic & Pacific Tea Co. Store

ADDRESS

617 Forest Avenue

ARCHITECT

unknown

DATES

1915

STYLE

19th/20th Century Revival

Building History

The building at 617 Forest Avenue was built in 1915 as a mixed-use structure. The mixed-use nature of the building reveals the fact that this portion of Forest Avenue was transitioning from a largely residential area at the turn of the century to an increasingly commercial one. The building is located at the corner of Arlington Place, a short dead end residential street known in the late 19th century as Belmont Place. In 1917, William Oxnard sold the lot with buildings to Mina and Abbie Ambrose. Abbie Ambrose was the widow of Edward Ambrose, a Readfield attorney who died in 1915. Daughter Mina worked as a high school teacher and later was the assistant principal of Cape Elizabeth high School. The family does not appear to have lived in the building, rather using it as an investment property.

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

The building was sold by the Ambrose family in 1923 to Joseph Kalil (1886-1959) of Portland. Joseph immigrated to Portland in 1904 from Lebanon. Joseph and his wife Ida lived upstairs and Joseph's dry goods store was in the storefront below for several years before he became a travelling salesman.

The shopfront was occupied by C.F. Cook and Sons, a meat and provisions dealer in the 1930s-1950s. Today the second floor, which was built for residential use, is leased as office space.

Architectural Description

The building is a three story brick structure with a flat roof. The façade features a projecting two-story faceted bay that is centered on the façade. The storefront originally featured a recessed central entrance flanked by two storefront windows. Today, the storefront consists of a recessed side entry with one large storefront window with two large mulled windows over a recessed wood panel base. The entry to the upper floors is located to the right of the storefront, as it has been since the building was constructed. The building features a projecting cornice supported by a deep frieze and modillions. The east elevation, which is exposed due to the building's corner location, features pairs of mulled windows in the center and single windows on each side. All windows are topped by decorative brick lintels. A curious smaller window opening near the leading corner of the building retains its original pedimented roof. The second floor unit is now leased as office space. The building's brick exterior features fine mortar joints, typical of early twentieth century masonry.

Alterations and Additions since 1924

While the storefront and upper story entrances have been altered, the building retains most of its character - defining details including the bay details, the projecting cornice and modillions, and the unique temple framed window on the Arlington Place façade. These details and the building form and massing contribute to the character of Woodfords Corner and the Forest Avenue corridor.



617-619 Forest Avenue in 1924.





Darling-Kidder Motor Car Company

ADDRESS

630 Forest Avenue

ARCHITECT

unknown

DATES

1917

STYLE

Vernacular

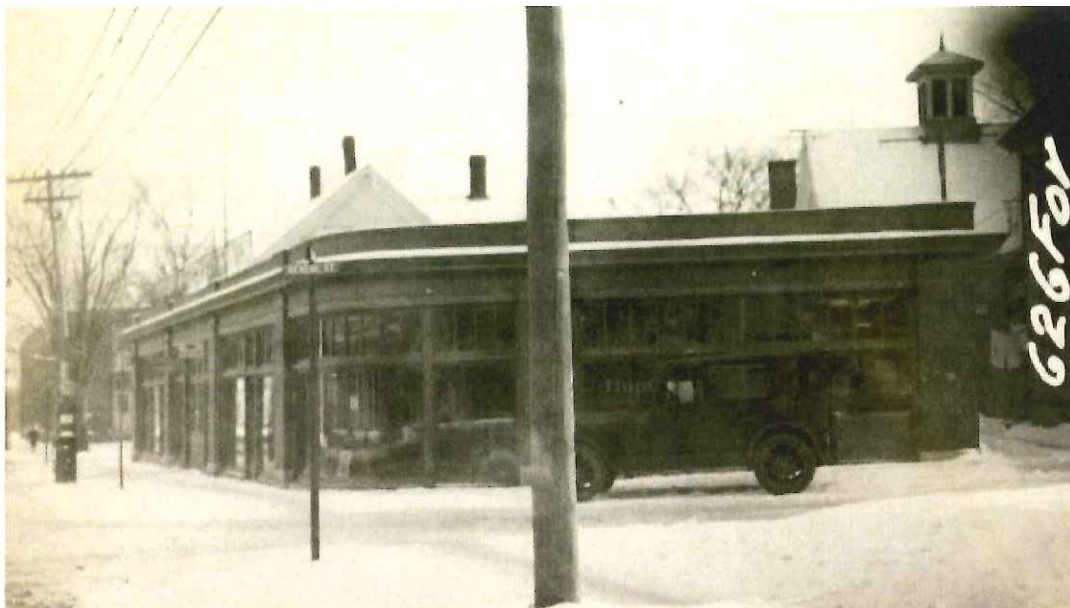
Building History

Originally occupied by the Darling-Kidder Automobile Dealership, the brick building at 630 Forest Avenue was built 1916-1917. It is one of several early automobile related businesses on the length of Forest Avenue that would become known as Portland's Auto Row.

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

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

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



1924 tax photo of the Darling-Kidder building

Architectural description

A one story commercial block located at the corner of Forest Ave. and Revere Street, the building takes advantage of its corner location by wrapping the corner with a curved façade. Tall, wide commercial windows with multi-lite transoms are separated by stout brick piers. The building features a deep frieze band below a projecting horizontal cornice. Above the cornice is a parapet which is punctuated by projections that continue from the projecting brick piers below. The entry, which is recessed, is on the Forest Avenue façade.

Alterations, Additions since construction

A rear addition was introduced some years after the building's original construction. It is recessive in appearance and does not compete with the original structure. The break between the original structure and the addition is discernible on the Revere Street elevation. Other changes include the wrapping or coating of the original brick parapet, visible in the 1924 photo. Alteration to the parapet had the effect of altering the proportions of the building. Windows and doors have been replaced as well, although a number of the original divided-lite wood transom windows remain at the west end of the building.

Although 630 Forest has undergone exterior changes, particularly within the storefront bays, the building retains its original façade composition and bay spacing, as well as a number of its key features, including several of its original divided-light transoms, its cornice, and strong brick piers. The former auto showroom building still clearly conveys its association with Forest Avenue's automotive history and continues to contribute to the visual character of Woodford's Corner and the Forest Avenue corridor.

IN THE TRADE

EASTERN STATES

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

From the February 23, 1918 publication of
Automobile Topics

Darling-Kidder Company

V. S. DARLING, Pres.

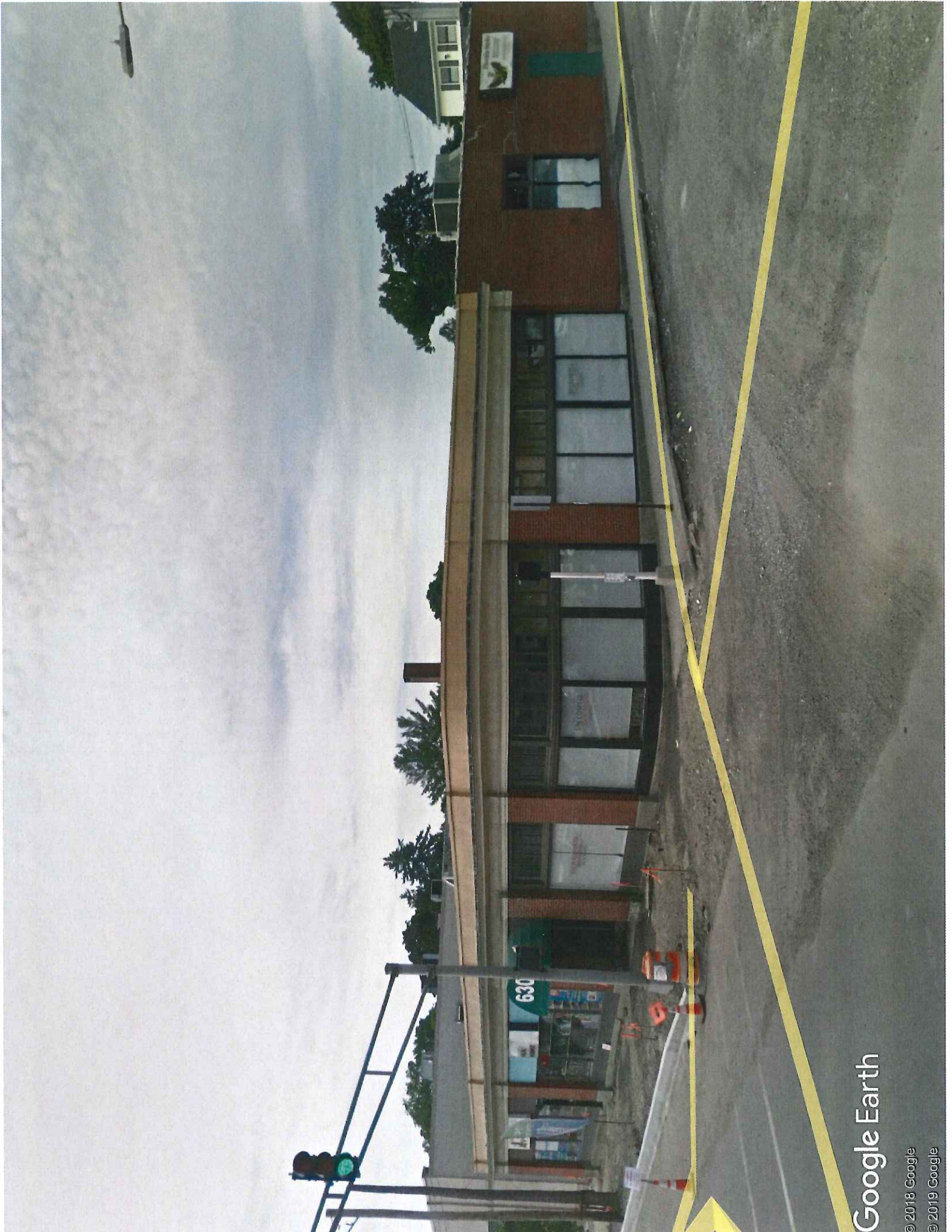
M. D. KIDDER, Treas. and Man.

"HOME OF THE REO"

SALES

SERVICES

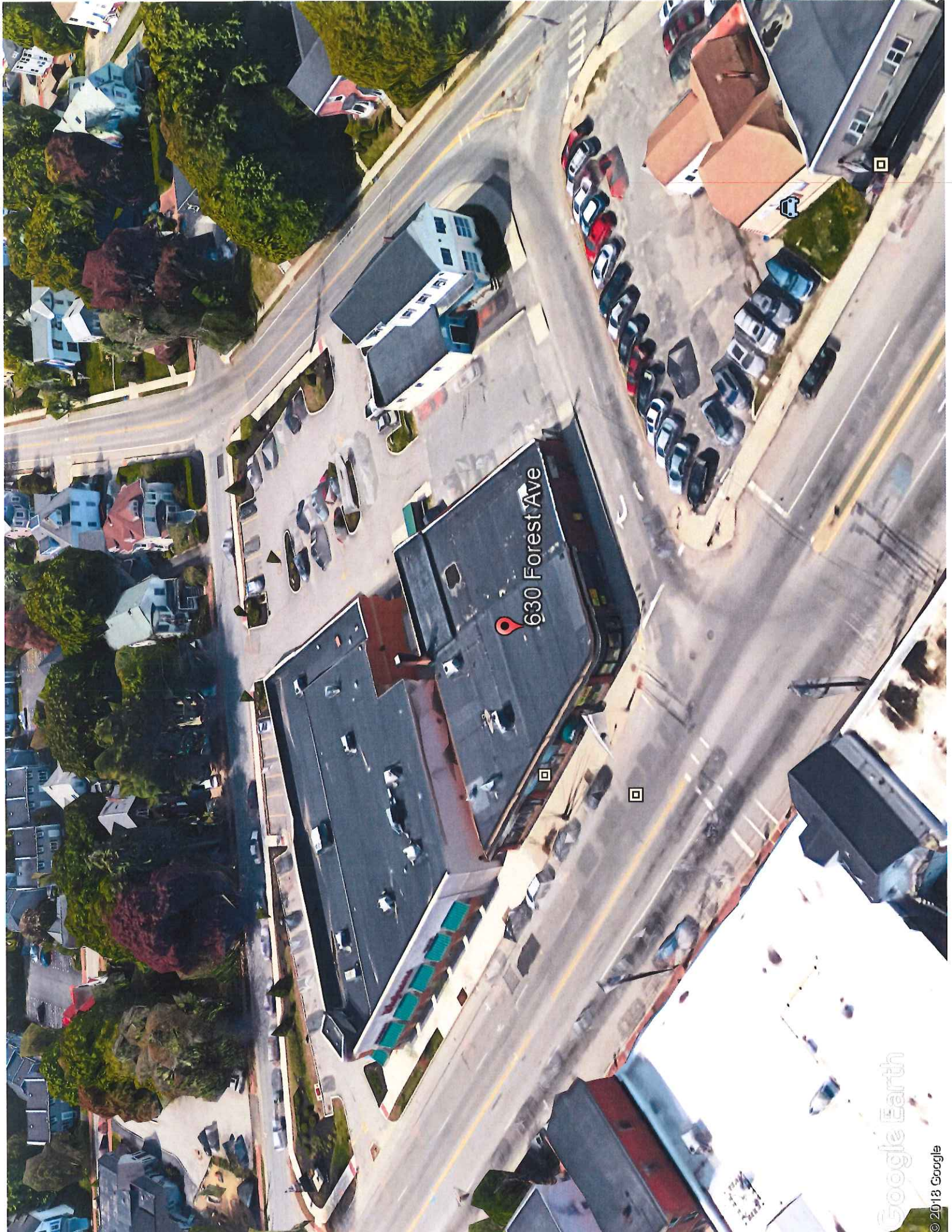
Cumberland and York County Distributors
REO MOTOR CARS AND TRUCKS

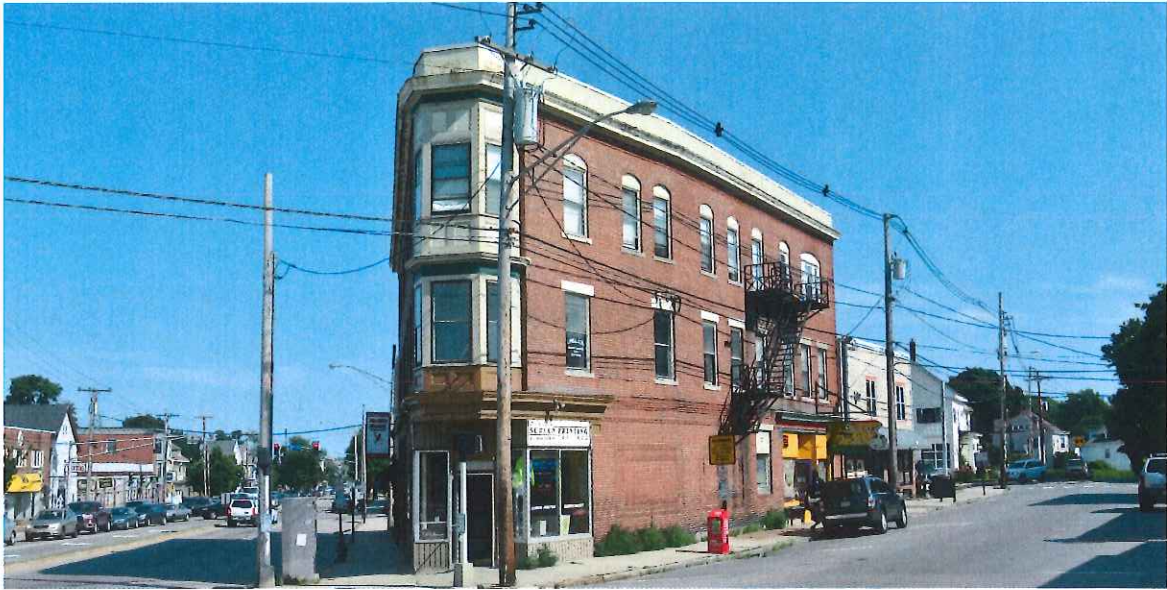


Google Earth

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CHAPMAN BLOCK

ADDRESS

648 Forest Avenue

ARCHITECT

unknown

DATES

C. 1916

STYLE

Italianate

Building History

The flatiron building at 648 Forest was constructed circa 1916. According to the 1924 tax records, the building was owned by Albion L. Chapman as of that date. Presumably, the building was built for Mr. Chapman as he and his partner George Wyman were local to Woodford's Corner and had an apothecary at 552-554 Deering Avenue on the corner of Forest and Deering Avenues in 1900. The architect is not known. This block should not be confused with the Chapman Building at 447 Congress on the peninsula, often referred to as the Time & Temperature Building.

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

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

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

Architectural Description

The Chapman Block is a three story brick flatiron structure. Stacked bay windows on the second and third levels dominate the building's façade which faces the Woodfords Corner intersection. The bays, which are ornamented with decorative panels in wood and brick, project well beyond a recessed entryway at the ground floor. Abutting this entry are storefront windows on either side that extend a short distance around the building corners. Beyond this point on both the Forest Avenue and Deering Avenue elevations are brick fields that separate the "nose" of the building from the storefronts that face the respective streets. This separation is reinforced by the treatment of the cornice separating the ground floor from the upper floors. The cornice stops at the corner and picks up again above the storefronts on the side elevations.

On the Forest Avenue elevation is a building entrance with sidelight and a storefront with recessed entry. To the right of the building entrance are two boarded-up window openings and another single storefront window. The ground floor of the Deering Avenue elevation features a single storefront with recessed entry and a single window. On this elevation the solid brick field is wider, but is enhanced by two decorative flush panels.

The upper floors feature punched window openings of vertical proportions. Some windows are grouped in two's or three's and others are single openings. The current windows are one-over-one and it is likely that they were one-over-one when built, given the era of construction. Flat cast stone lintels cap the second floor windows; the third floor windows openings have arched panels above with arched brick lintels. A decorative band of vertically-oriented bricks run between the third floor windows, adding visual interest. A deep cornice of cast stone with a parapet above terminate the building at the roofline. Immediately below the projecting cornice is decorative brickwork. The roof itself is flat.

In form, orientation and general architectural expression, the Chapman Block complements the earlier Odd Fellows flatiron block across the street, but is more modest in scale and architectural detail. The pairing of the two flatiron blocks forms a gateway when entering Portland along Forest Avenue from the north.

Alterations and Additions since Construction

The Chapman Block remains in relatively unaltered condition. A number of the upper floor windows have been replaced, as have some components of the storefronts (e.g. transoms and bulkheads), but the prominent bays facing Woodfords Corner retain their original detail and the overall composition of each façade remains unchanged. Enough original elements remain to guide a future rehabilitation effort. It should be noted that partial repointing was completed in the recent past; the repointing is not consistent with the original masonry.





SCREEN PRINTING
EMBROIDERY

Screen Printing & Embroidery
761-7755

State of Mind
761-7755

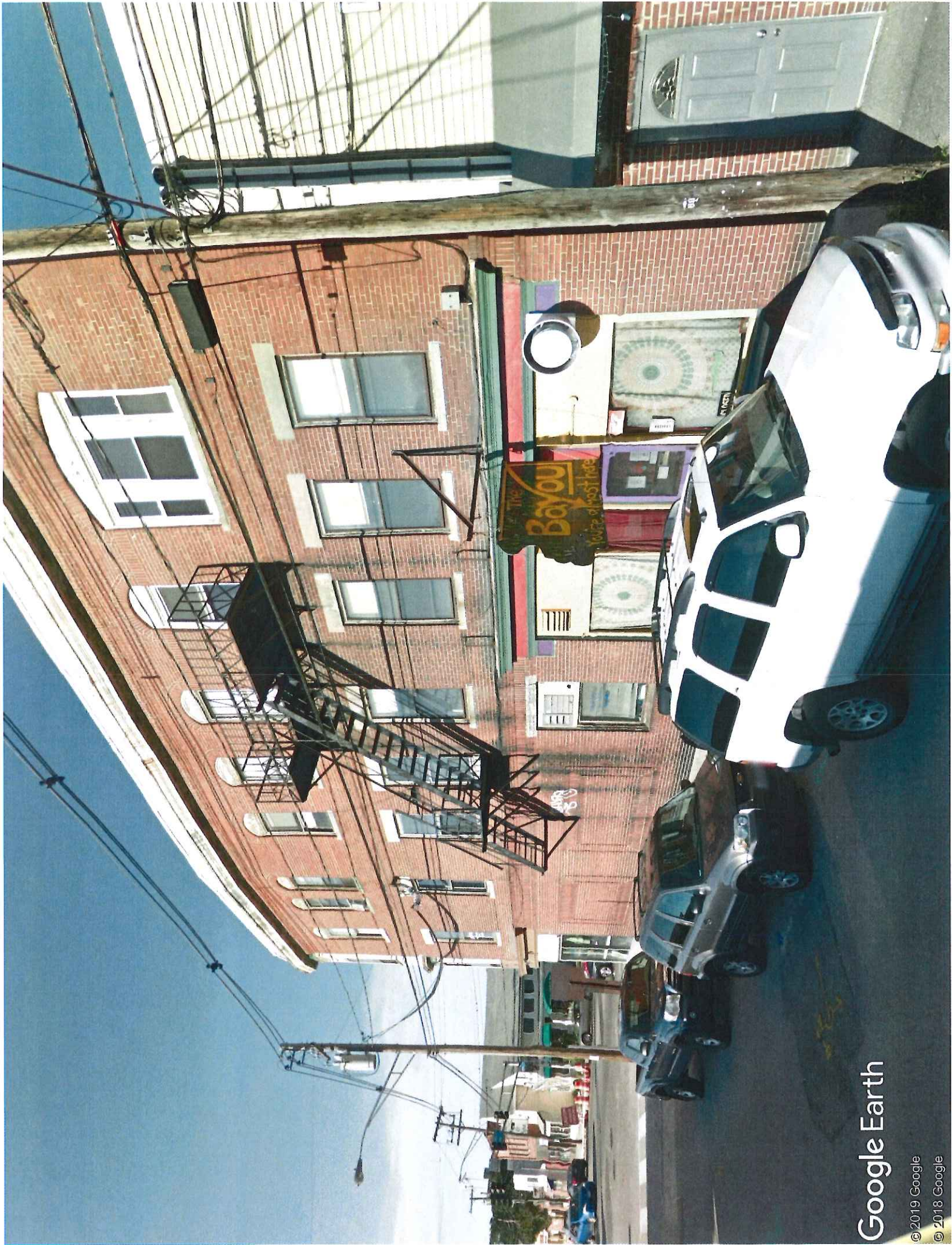
EMBROIDERY

A/D
Electric

Google Earth

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Google Earth

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ODD FELLOWS BLOCK

ADDRESS

643-651 Forest Avenue

ARCHITECT

F. H. Fassett & E. F. Fassett

DATES

1897

STYLE

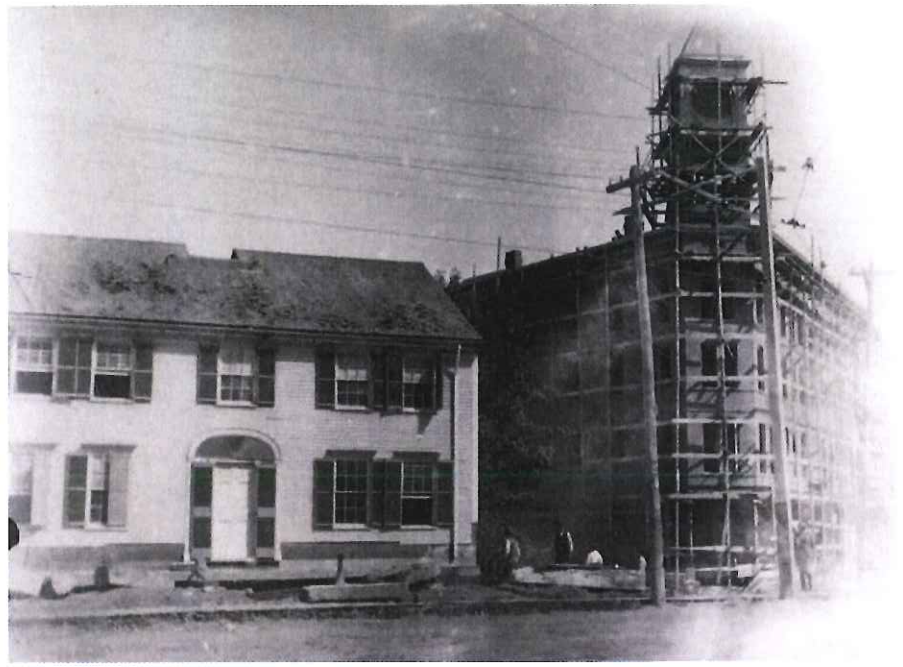
Italianate

Building History

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

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

Considered majestic when the building was completed in 1897, the citizens of a then-independent town of Deering wished for it to serve as their town hall; Portland annexed Deering by an Act of the legislature in 1899 and had two separate city councils for one transitional year, before fully absorbing Deering's government in 1900.



Architectural Description

The Odd Fellows Block is a four story red brick flatiron structure that sits at the center of Woodfords Corner and stands as the prominent anchor of the main intersection of Forest Avenue, Woodford Street, and Deering Avenue due to its overall scale and corner-oriented clock tower. The tower, with its Doric columns and cupola, rises well above the flat roof. Below the cornice on the Forest Avenue frontage, light bricks form the letters "I. O. O. F. Block".

The upper floors of the building feature a regular pattern of fenestration, with arched-topped windows on the second and third floors and semi-circular-topped windows on the fourth. At the corner facing the intersection, the windows openings are wider, with paired windows. Projecting brick piers divide the upper floors into bays. The decorative brickwork in stringcourses, window lintels, panels between floors, and a Greek key motif at the frieze beneath the cornice further enliven the building elevations. The deeply projecting cornice, which is supported by wood brackets, breaks at the corner, which emphasizes the vertical tower element facing Woodford's Corner.

The two ends of the Forest Avenue elevation, though similar in treatment, are architecturally differentiated. The break between the two treatments occurs near the center of the façade where two brick piers define what was likely a building entrance at the ground floor level. Between the piers at the second floor level is an oval cast stone plaque with the date of the building and the initials "I.O.O.F." . To the south (right), second floor windows repeat as on the left side of the elevation, but taller windows span the third and fourth floors, providing a distinctly vertical emphasis. Beyond the main four-story block, the building steps down to a two-story structure that is distinguished by a different frieze/cornice treatment.

At the ground floor, an intermediate cornice/sign band divided the base of the building from the upper floors. This cornice terminates just before the two storefronts at the south end of the Forest Ave. elevation.

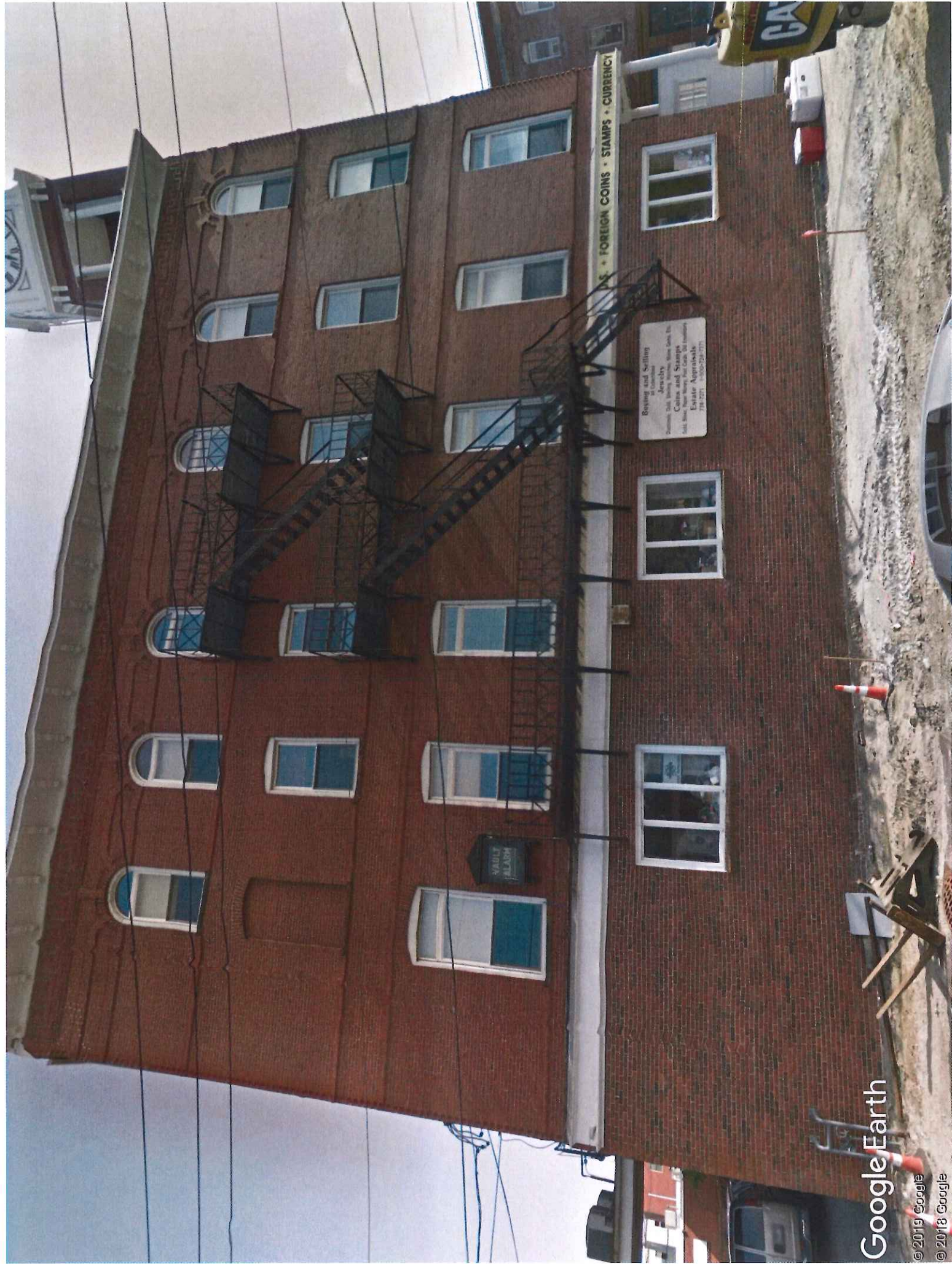
Today the ground floor level features a variety of window and entry treatments. At the corner entry are a pair of contemporary steel doors. On the north (left) side of the Forest Avenue elevation are a series of square window openings infilled with three mullied windows. At the south end of this elevation are two storefronts, each with their own door/window pattern. The storefront on the left features a recessed center entry flanked by two faceted storefront windows. The storefront on the right features a recessed entry at the left, with a single broad storefront window on the right. The storefront window extends closer to the ground. A tall infill panel is located above each storefront, likely covering an area that once featured a transom window and sign panel.

The Woodford Street elevation is less detailed than the Forest Avenue elevation and appears to have been treated as a secondary elevation from the building's construction. The windows are more widely spaced and some of the brick detailing (e.g. the brick piers) have been eliminated. At the ground floor level are a series of widely spaced horizontal window openings infilled with three-lite mullied windows. A metal fire escape is attached to this elevation.

The flatiron form of the Odd Fellows Block is repeated in a more conservative manner at the Chapman Building on the opposite side of Forest Avenue, built seventeen years later, and interpreted in a modern architectural vocabulary in the diagonally-facing Mid-Century Modernist building across the main intersection. These structures serve as the architectural cornerstones of Woodford's Corner and form a gateway for those approaching the City of Portland from the north.

Alterations and Additions since Construction

As the building has been in the ownership of a non-profit organization, it was not documented as part of the 1924 tax reevaluation. Additional photographs in the IOOF's archives will be helpful in confirming the nature and scope of alterations made since the building's construction. The most evident alterations are to the main entrance that faces Woodford's Corner and to the ground floor in general. Original upper floor windows have been replaced as well, but the openings remain unchanged. On the rear elevation, some window openings have been bricked in and door openings infilled with steel doors. Notwithstanding these changes, the building remains in well-preserved condition thanks to the stewardship of the Odd Fellows. The most recent initiative of the organization was the restoration of the building's signature clock tower.





VALLE'S SANDWICH SHOP

ADDRESS

660 Forest Avenue

ARCHITECT

William Nelson Jacobs Associates

DATES

1964

STYLE

Modern/Contemporary

Building History

The building at 660 Forest Avenue was purpose-built in 1964 to house Valle's Sandwich Shop, a short-lived smaller-scale arm of Valle's Steak House. Valle's Steak House operated from 1933 to 2000 and was a very successful regional restaurant with 25 locations along the East Coast.

Donald Della Valle emigrated from Italy to Portland in 1912 and opened the 12-seat Valle's Café in the Woodford's Corner area at the end of Prohibition in 1933. The first steak house, located at 660 Forest Avenue after World War II, was a one story building and contained a large sign projecting from the flat roof above the front door (see photo). In 1960, the restaurant business was moved from this location in Woodford's Corner to Brighton Avenue and in 1962, Valle was granted permission to demolish a theater adjacent to his Woodford's Corner lot with the notation, "Land to be built on later". The current structure was built on the site of the former steak house and theater in 1964 and operated as a sandwich shop for a short period, before serving as the corporate offices for Valle's Steak House from 1966 until 2000.

As with the current building, the space at the rear of the earlier structure was shared with another commercial enterprise; in 1950, the popular New England chain Benjamin Franklin general store occupied the secondary space and today the commercial space in the rear ell is used by a combination dry cleaners and tanning salon.

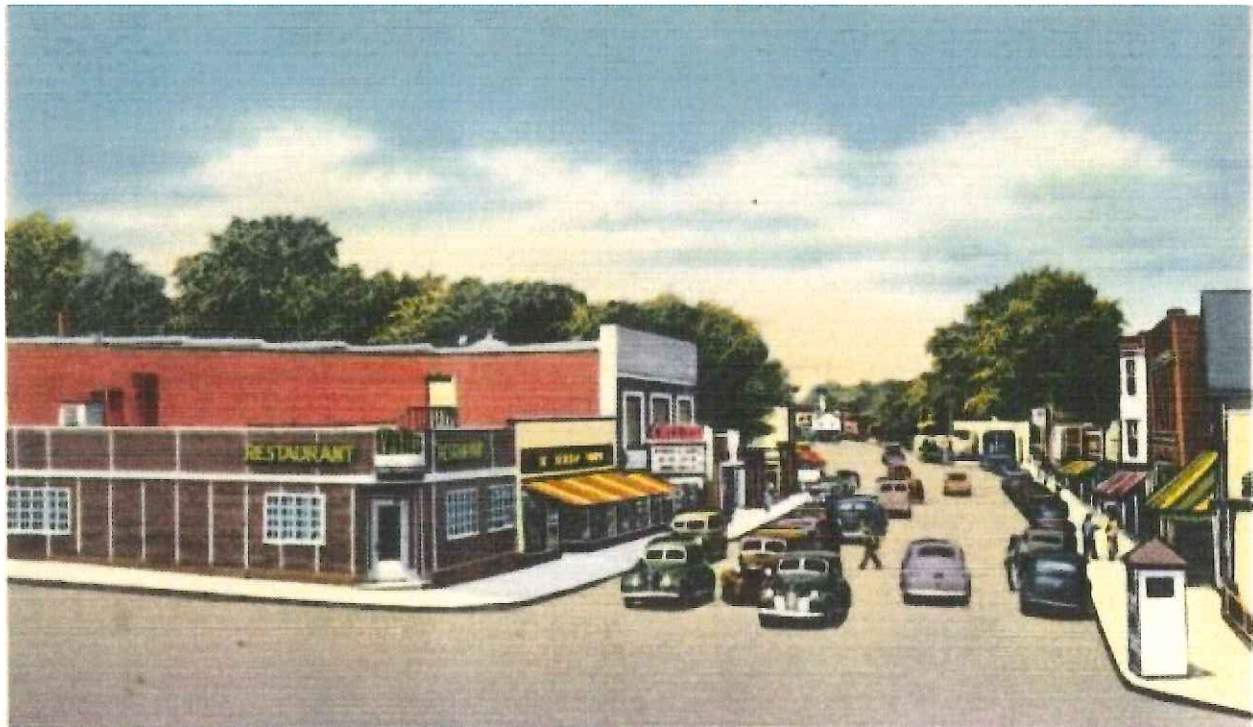
Architectural Description

The building was designed by the Boston-based firm of William Nelson Jacobs Associates and remains one of Portland's few extant and largely unaltered Modern/Contemporary structures.

Located in the center of Woodford's Corner, this Mid-Century Modern building faces the Chapman Building and the block erected for the Independent Order of Odd Fellows across the main intersection of Forest Avenue, Woodford Street, and Deering Avenue. Although distinct in both scale and architectural style from these older structures, the building at 660 Forest Avenue echoes their flatiron facades in its diagonally-oriented placement on the corner. Its dynamic positioning re-interprets their strong street level presence with a projecting three bay façade, large floor-to-ceiling windows capped with a tripartite parallel gable roof, and exaggerated angular overhangs. Other Valle's locations also featured this unique three-bay façade and exaggerated roofline, a characteristic referenced in the company's mid-century logo . The rear ell of the building, which features a simple box-like massing and a flat roof, is a nondescript, secondary component of the overall structure, exhibiting none of the architectural exuberance of the corner element.

Alterations, Additions since Construction

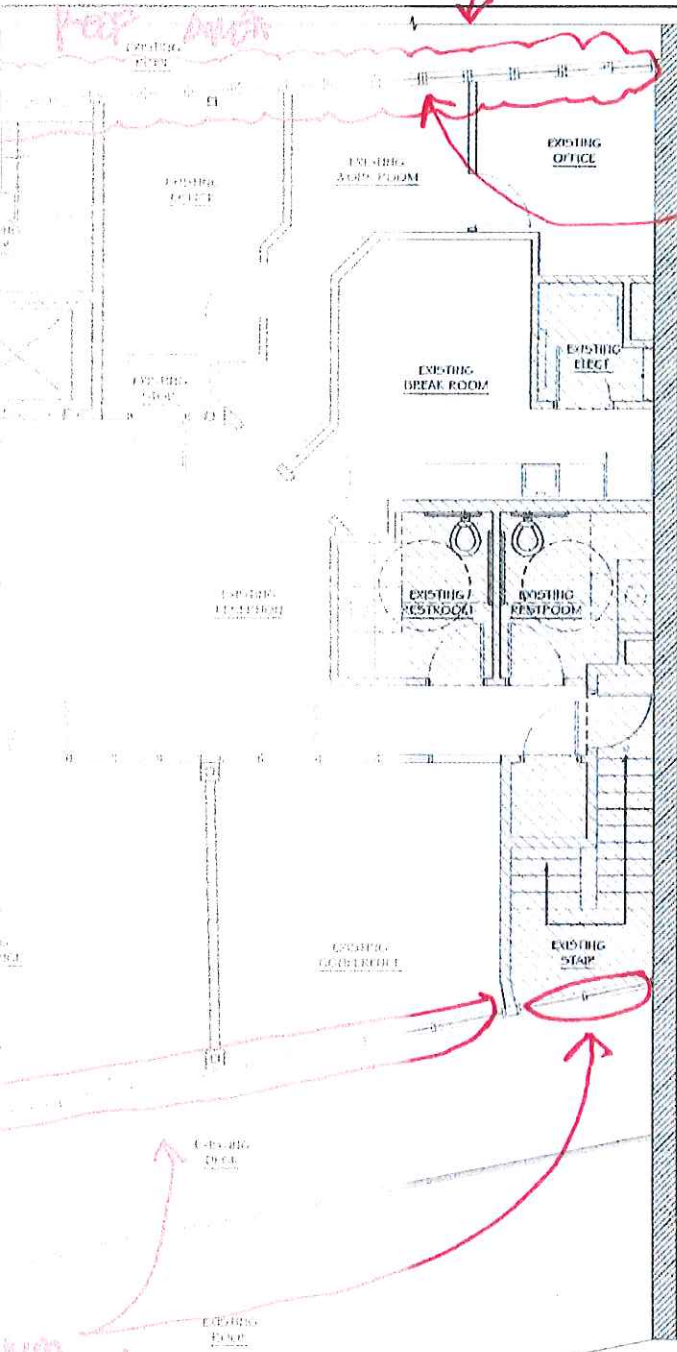
Since the building's construction, no major alterations have taken place.



Previous structure on site

VALLE'S
STEAK HOUSE

EXISTING ROOFTOP
HVAC UNITS ON THIS
ROOF AREA



CHANGES TO
WINDOW SIZES &
WINDOWS TO
EXISTING HEIGHTS
METRIC WINDOWS

LEGEND	
	EXISTING WORK
	PROPOSED WORK



GRANT HAYS
ASSOCIATES

ARCHITECTS
1000 BAY STREET SUITE 200
PORTLAND, MAINE 04101
TEL: 207.771.1111 FAX: 207.771.1112

DATE: 1 APR 2019
DRAWN BY: [Signature]
CHECKED BY: [Signature]

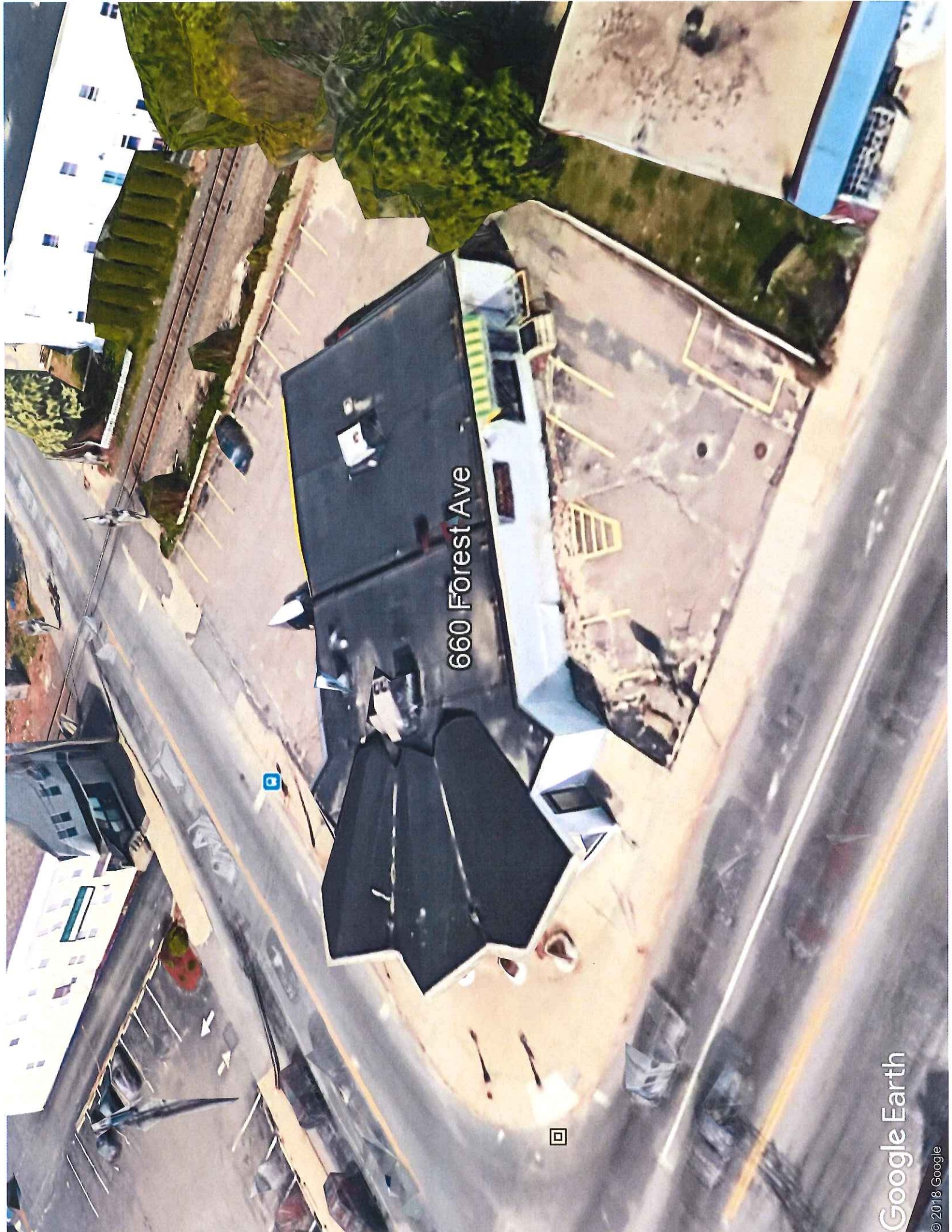
MEMIC
RENOVATIONS TO THE
FIFTH FLOOR OFFICES
245 COMMERCIAL ST. - PORTLAND, MAINE 04101
PHASE 1 - INTERIOR DEMOLITION

FIFTH FLOOR
EXISTING
CONDITIONS PLAN

DATE: 1 APR 2019
SCALE: 1/4"=1'-0"
PROJECT: MEM/mgk
PROJECT NO: 190514

A-1

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660 Forest Ave



Engine Company No. 8 Firehouse

ADDRESS

536 Deering Avenue

ARCHITECT

unknown

DATES

1907

STYLE

19th/20th Century

Building History

The former Engine Company No. 8 Firehouse is located at 536 Deering Avenue, in close proximity to the Woodford's Corner intersection. Currently the site of Big Sky Bread Company, the firehouse was built in 1907 to serve the surrounding Deering neighborhood and operated as a firehouse until 1967.

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

The Engine Company No. Eight Firehouse played an important role in the Portland Fire Department. In 1916, it was the first station in Portland to put a motorized fire truck into service. It was the headquarters for the City's District Two Fire Chief from 1909 until its closure. Engine Company No. 8 remained an active fire department company at 536 Deering Avenue until 1967 when the engine company was relocated, along with the District Chief's offices, to North Deering.

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

Architectural Description

The building is a two story brick structure with a flat roof. Although the building is simple and straightforward in its massing, the level of architectural detail belies the functional its nature of the structure. The façade features a pair of two-story tall openings separated by a center brick pier. At the ground floor level are garage doors and above are three mulled one-over-one windows. Separating the doors and the windows above are three square wood panels featuring a decorative cross-brace detail. This detail also appeared in the station's original doors—see historic photos. At the center of the façade a flagpole is mounted at the second story level and extends well above the roofline. The deeply overhanging cornice is supported by brackets and the frieze is ornamented with dentils. The brickwork itself is an important character-defining feature with narrow mortar joints that give the masonry a very uniform appearance. This type of brickwork was popular in the early 20th century. The "Engine 8" sign that can be seen in historic images is no longer hanging on the façade. A siren tower was erected on the roof in 1951.

The side elevations feature simple punched window openings, the placement of which reflecting the interior layout more than a strict adherence to architectural uniformity. The one-over-one windows feature rusticated granite sills and lintels of soldier course brick. Behind the main block of the building is a rear ell that is set back from the main block's side elevation. The decorative cornice continues around the entire ell. The ell's south elevation features a garage door opening with steel header and a large loft opening with projecting hoisting arm. Given the building's location at the corner of Deering Avenue and Revere Street, the building's entire south elevation is clearly visible. The rear elevation of the ell is also visible; the window openings on the rear have been bricked in.

Additions and Alterations since Construction

As a municipal, tax-exempt structure, the firehouse was not included in the 1924 tax revaluation and therefore no photograph was taken. Fortunately, other early photos exist to confirm its original appearance. From those photos we know the original appearance of the firehouse doors. These have been replaced with more contemporary doors that feature a high degree of glazing. But for the door replacement, the building remains in well preserved condition and is an important landmark in the Woodford's Corner/Deering neighborhood.



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



**HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE**

**WORKSHOP
ANDREWS SQUARE**

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
DATE: June 14, 2019
RE: June 19, 2019 Preliminary Review of Proposed Reconstruction of Andrews Square

Address: Andrews Square, (2 West Street)

Applicant: City of Portland, Department of Public Works

Landscape Architect: Keith Smith, formerly of Terrence J. DeWan & Associates

Introduction

The City of Portland Department of Public Works has requested a preliminary review of improvements to Andrews Square, at the intersection of Pine, West, and Clark Streets in the West End Historic District. Initially prompted by the safety concerns of neighboring property owners who enlisted the support of District 2 Councilor Spencer Thibodeau and the West End Neighborhood Association, the development of plans for the project is being funded by DPW as a capital improvement. In addition to improving safety for pedestrians and drivers at the unusually broad intersection the proposal would also have the goal of creating aesthetically pleasing and pedestrian friendly public spaces.

Working with DPW Project Manager Conrad Welzel, and consulting landscape architect Keith Smith, Project Engineer Caitlyn Abbott has prepared a thorough package to present the preliminary plans, including a summary letter, plans of existing conditions, the proposed site plan, and a landscaping plan. Also included are photos of existing conditions and materials as well as product information. Staff has added one 1924 tax photo of 72 Pine Street and an excerpt from Richard's Atlas of Portland, dated 1914.

Site Description and Context

In addition to the imposing 1879 Butler School Building (now housing owned by Avesta,) Andrews Square is noteworthy for the breadth of West Street, which joins Pine Street at an angle that gives the impression of it being somewhat misaligned with Clark Street on the

other side of Pine. In the 1914 Richard's Atlas of Portland the intersection looks much like it does now, though we know that the brick, mixed use laundromat / apartment building at the corner of Clark Street (68-70 Pine Street) was built later than even 1924. At that time the ground floor of the wood-framed houses on the southeast corner housed retail enterprises – indicating that in addition to the presence of the school, a small commercial hub was mixing businesses into the residential neighborhood. On the southwestern Clark Street corner, 72-78 Pine Street was a relatively new commercial block; it contained a garage in 1924, and probably other businesses.

Andrews Square got the name and the monument in 1921, when it was dedicated to the first Mainer to die in World War I – a soldier named Andrews who grew up in the West End and attended the Butler school.

Proposed Project

Please see the summary and the materials provided by Ms. Abbott.

Staff Comments

The proposed improvements will improve pedestrian safety primarily by narrowing West Street and reducing the length of crosswalks. Visibility and rationality will be improved by aligning the end of West Street with Clark Street. Some questions the Board may want to consider and / or request more detail for include:

- Will a lighting plan be developed for the public spaces and the crosswalks?
- Will any public art other seating (in addition to proposed benches) or other amenities be included in final plans?
- Are any bollards planned near corners?
- How will the scale and number of trees be balanced with the open character of the square, and the visibility of the buildings?
- Is the color of the pervious paving blocks (at street grade) close enough to the pavement color to be a subtle transition instead of a highly visible one?
- Is there an essential character to the square that is being preserved and enhanced by the proposed plans? Are the improvements and the geometry soft enough so this character is not lost to an intersection that feels highly engineered?

Attachments

1. Project Engineer's project summary
2. Engineer's photos of existing conditions and proposed materials
3. Product information sheets on drainage pavers
4. 1924 tax photo of 72-78 Pine Street
5. Excerpt from 1914 Richard's Atlas of Portland
6. Landscape Concept Plan, Site Plan, and Existing Conditions Plan

Att. 1



**CITY OF
PORTLAND**
Department of Public Works
Christopher C. Branch, P.E., Director

June 5, 2019

Re: Andrews Square Improvement Project
Historic Preservation Board Review – Major Project

Dear Historic Preservation Board:

The Portland Department of Public Works has received funding for the reconstruction of the intersection at Andrews Square in Portland's West End Neighborhood. The project will focus on the realignment of the West Street, Pine Street, and Clark Street intersection. We are pleased to submit the following materials for the upcoming Historic Preservation Board Meeting on June 19, 2019:

1. Project Description
2. Existing Conditions Plan
3. Proposed Site Plan
4. Proposed Landscape Plan
5. Photographs of Existing Conditions
6. Photographs of Proposed Materials
7. PaveDrain System Cut Sheet

Existing Conditions

The current configuration of the intersection at Andrews Square causes unsafe conditions for both vehicular traffic and pedestrians (See photo on following page). The stop signs are located a greater distance from the center of the intersection than with a traditional intersection design. In addition, the curb ramps at the crosswalks are in poor condition and or do not meet Americans with Disabilities Act (ADA) Standards. The existing 100-foot long crosswalk causes pedestrians to be within a roadway for an unsafe period-of-time.



(Existing Conditions)

Proposed Conditions (Site Plan)

The proposed configuration of the intersection at Andrews Square reflects a more traditional four-way stop intersection design (see photo on following page). The sidewalk area in front of the Andrews Square monument, as well as the sidewalk area in front of 65 Pine Street, will be extended in order to create this square, four-way stop configuration. Four crosswalks, up to 30-feet in length, with separated curb ramps will be installed to meet ADA Standards and provide safe access for pedestrians crossing the intersection.

Existing conditions, within and adjacent to the project area, have very flat grades. During and after a rainstorm, many puddles have been observed along the existing curb line. To address these drainage concerns, a permeable paving system known as PaveDrain will be installed. PaveDrain is an articulating concrete block system that allows for a vertical infiltration path, recharges local groundwater and reduces first flush pollutants. The PaveDrain system is available in several color options. To match the color of the granite curbing currently in place throughout the Historic District, the grey color has been chosen for this project location. The grey color will also provide smooth transition from the adjacent pavement. Photographs and cut sheets with the PaveDrain system have been included within the submission documents.



(Proposed Conditions)

Materials used for the hardscape design include granite curbing, Pine Hall Pathway Paver Brick, uncoated cast iron detectable warning panels, grey PaveDrain concrete pavers, and white pavement markings for the proposed crosswalks.

Proposed Conditions (Landscape Plan)

Keith Smith, Senior Associate and Maine Licensed Landscape Architect with Terrence J. DeWan & Associates (tjd&a), has produced the concept plan included in the application for treatment of the sidewalk / plaza spaces that will be created from the road realignment (see photo on following page).

The north plaza is showing a raised planter in the center of the space. The planter will be curb height retained by granite curbing on three sides with a curved large block granite bench facing the intersection with views down West Street toward the Western Prom. A single tree is being proposed for the center of the planting area.

The south plaza includes enhancing the space around the existing Andrews Square Memorial and flag pole. We are proposing to coordinate with Avesta Housing who currently owns the Butler building to cut back the overgrown vegetation encroaching on the memorial and create a new lower planting edge with three background trees. The paving pattern shown around the memorial and within the plaza would include: brick as shown as brick orange, flush granite bands as shown in light gray, an alternate paving of a

contrasting granite or approved unit paver as the medium gray, and large block granite seating as the dark gray. Additionally, we have proposed four street trees around the south plaza. The location of the trees is intended to provide a sense of enclosure while reinforcing the visual presence of the monument and flag pole from intersection. It is intended that both plazas relate to each other in form and materials.

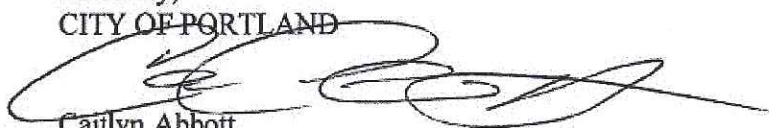
We are currently coordinating with the City Arborist, Jeff Tarling as to what trees and plants would be appropriate for the space. Some of the factors included in the plant selection process include, maintenance, appearance, bloom time (for Memorial Day?), mature plant and tree size (safety and utility line avoidance), salt tolerance, appropriateness for the space and natives where feasible.



(Proposed Landscape Plan)

We look forward to presenting to you at the June 19, 2019 Historic Preservation Board Meeting. If you have any questions, or find you need any additional information to help facilitate the review process, please do not hesitate to contact me at 874-8463, or by emailing cabbott@portlandmaine.gov.

Sincerely,
CITY OF PORTLAND


Caitlyn Abbott
Project Engineer

Cc:
Conrad Welzel, City of Portland Public Works Department
Keith Smith, Terrence J. DeWan & Associates
Spencer Thibodeau - Councilor District 2
West End Neighborhood Association

**Andrews Square Improvement Project
Existing Conditions Photo Log**



Photo 1: Facing the Butler School Building with views down Pine Street and West Street.



Photo 2: Looking northwest toward Clark Street and Pine Street.



Photo 3: Composite detectable warning panels, granite curbing, and brick materials currently in place.

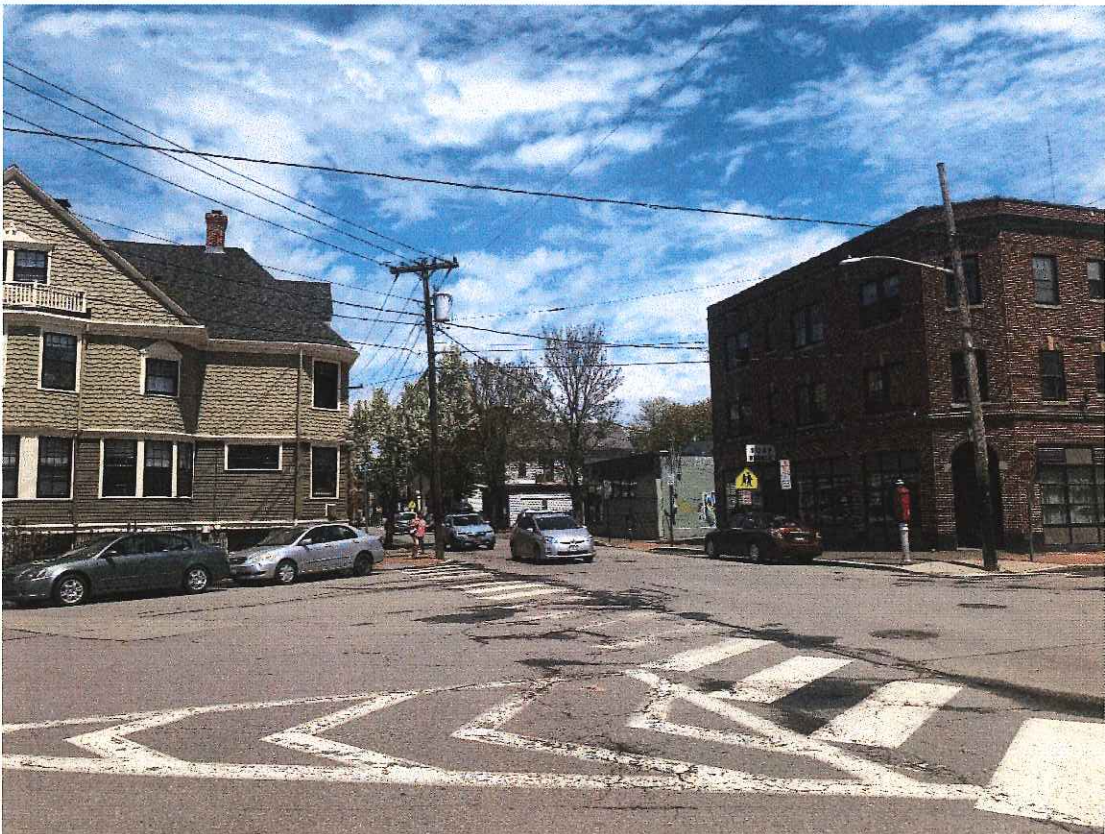


Photo 4: Looking southwest toward Pine Street and the Soap Bubble.



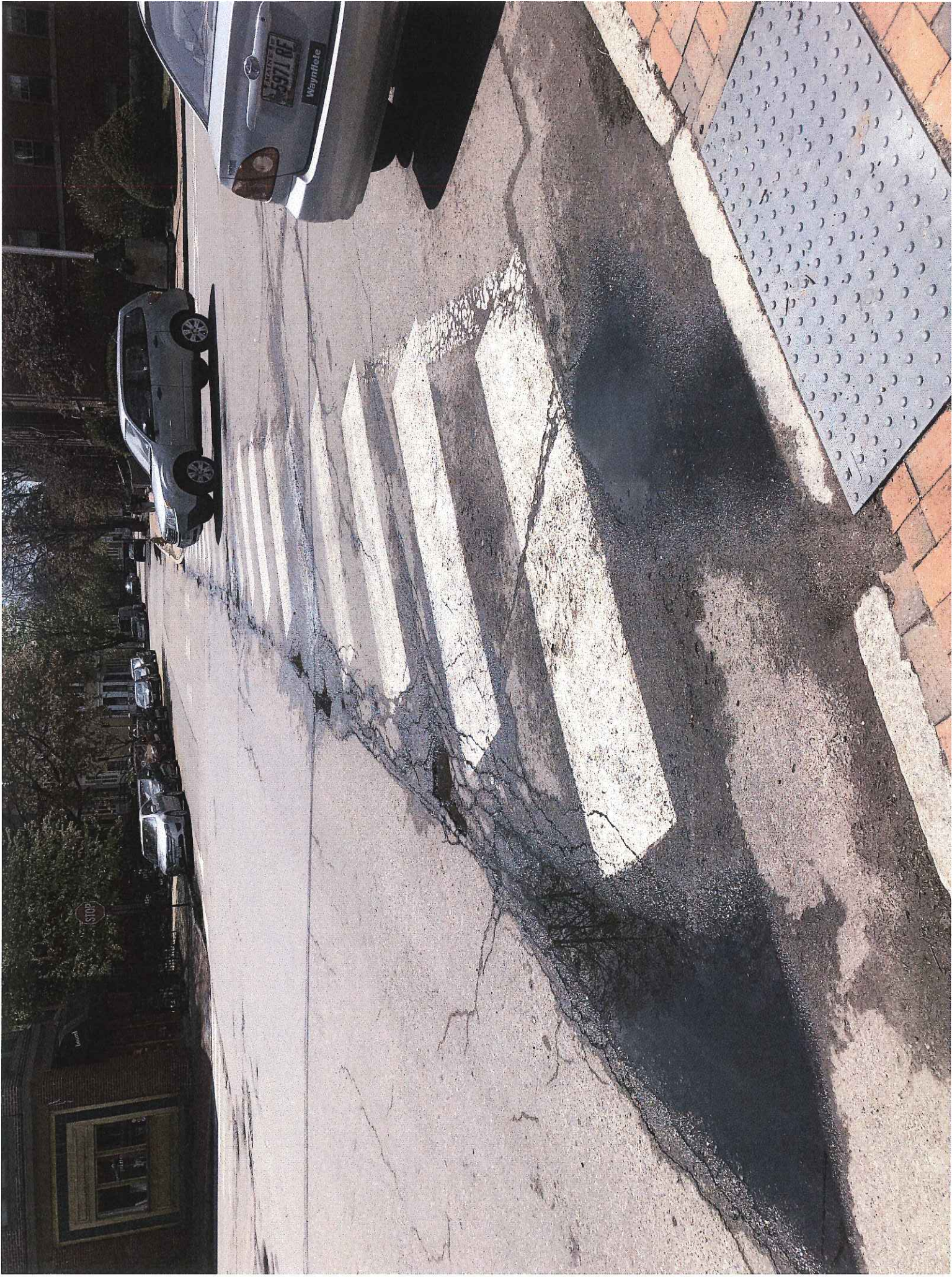
Photo 5: Looking southwest at the Soap Bubble.



Photo 6: Concrete ramps to be removed and upgraded to brick curb ramps with cast iron detectable warning panels. Granite curbing to remain at back of sidewalk. Shrubs blocking view of monument to be removed. Additional plantings to be proposed in area behind monument.



Photo 7: Current view of the Andrews Square monument from center of intersection.







Andrews Square Improvement Project Material Photographs



Photo Description: Benches are proposed as a granite material.

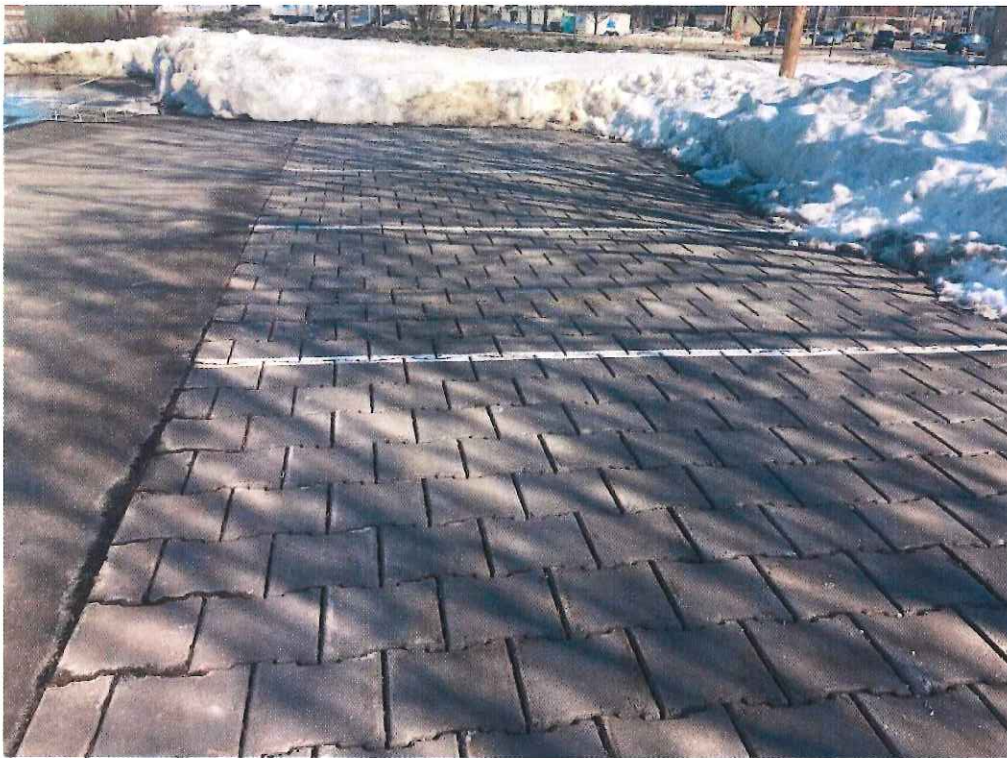


Photo Description: Grey PaveDrain concrete pavers installed in Deering Oaks State Street parking lot. Installation completed in Summer of 2018, photo taken in later winter of 2019.

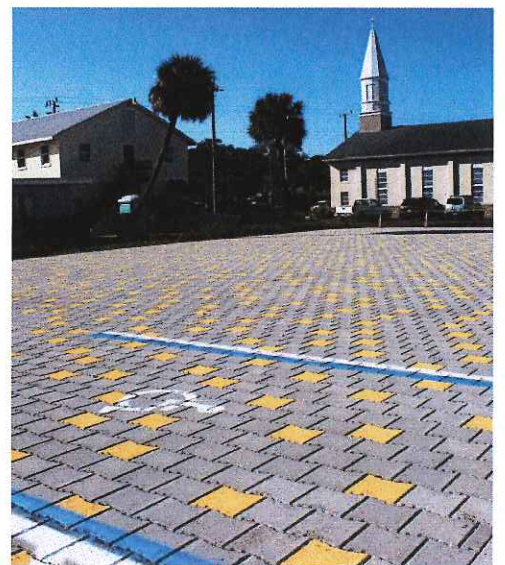
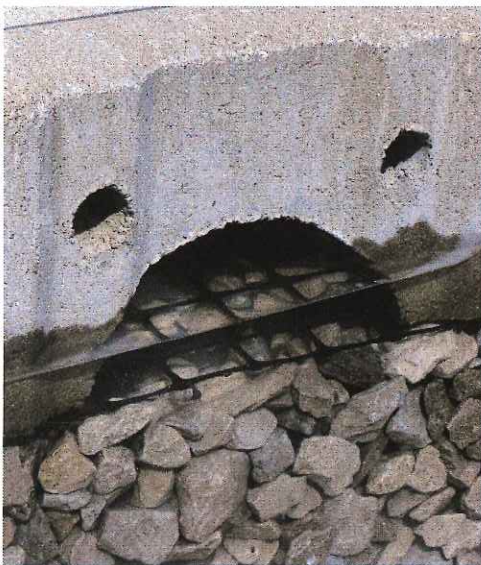


Photo Description: Uncoated cast iron detectable warning panels proposed for the curb ramps. Proposed brick and granite curbing to match the above photograph.

PAVE DRAIN

STORMWATER'S ARCH ENEMY

Sustainable Stormwater Solutions



Structural and Environmental Benefits

The PaveDrain® system combines modern-day functionality with a structural concrete concept used for centuries to create *the* revolutionary permeable paving solution. This system incorporates a patented arch design in the middle of an articulating concrete block to create an internal storage chamber that can be used as a reservoir for stormwater runoff, while simultaneously providing strength for heavy vehicular loads. The PaveDrain system is designed to be a critical component of Low Impact Development (LID) allowing for the infiltration of stormwater runoff.

The PaveDrain system is an aesthetically pleasing Permeable Articulating Concrete Block (P-ACB) that provides installation ease and flexibility to meet current and future stormwater management regulations. The PaveDrain system provides infiltration, storage, detention, conveyance and a concrete paving surface all in one. When combined, these features allow for a reduction or elimination in stormwater infrastructure costs while minimizing environmental impact. The PaveDrain system WORKS!

ASTM Standards & ADA Compliance

The PaveDrain system meets the requirements of ASTM D6684-04 and is recognized by the USEPA as a structural Best Management Practice (BMP) for stormwater infiltration. The Americans with Disabilities Act (ADA) Design Guidelines required that surface openings shall not exceed ½" and shall be firm, stable, and slip resistant. The PaveDrain system easily exceeds all these requirements by incorporating a ¼" gap between individual PaveDrain blocks.

Applications

- ☐ Parking Lots
- ☐ Low Speed Roadways
- ☐ Alley Ways
- ☐ Emergency Access Lanes
- ☐ Intersections
- ☐ Residential Driveways



Why the PaveDrain System?

As part of the Clean Water Act, the EPA developed the National Pollution Discharge Elimination System (NPDES) to improve water quality by regulating point sources and non-point sources that discharge pollutants into waters of the U.S. The PaveDrain system captures and infiltrates massive amounts of surface water and allows land owners to route stormwater and control peak flows.



PaveDrain blocks work with existing infrastructure and can be used as the form for small concrete pours. No small, cut pieces to become dislodged.



Infiltration Report

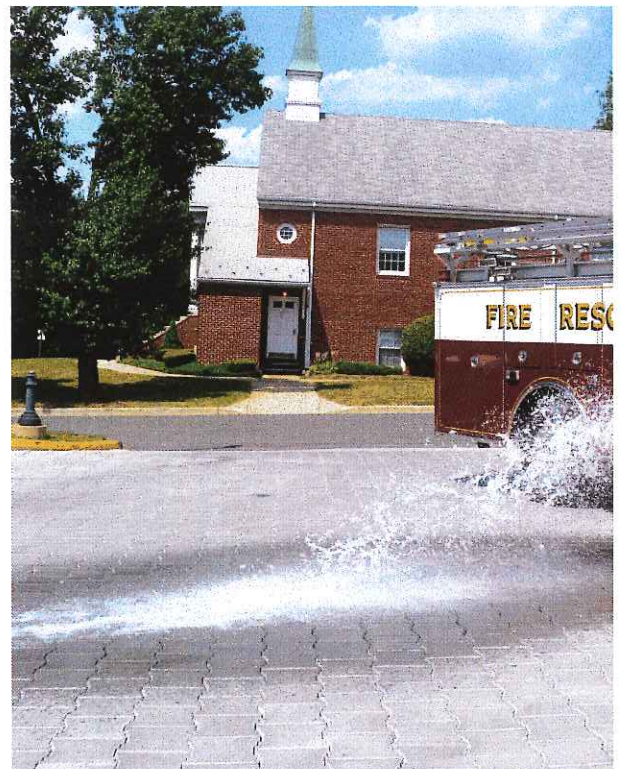
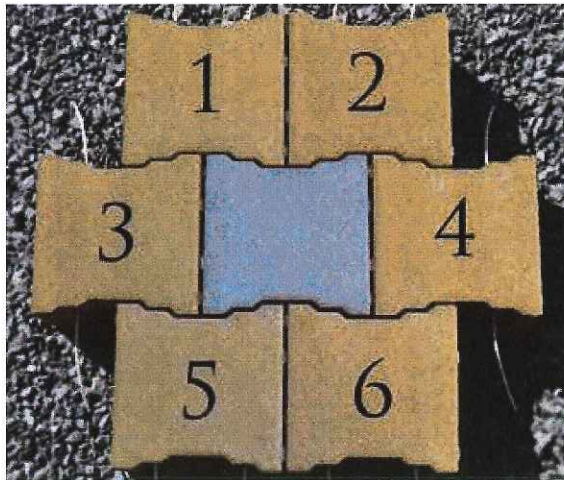
The PaveDrain® system was tested in accordance with ASTM C1701/C1701M-09 by an independent third party engineering firm. The tests were conducted on different PaveDrain installations that had not been maintained on an average of more than 2 years and still infiltrated in excess of 1,500 inches/hour per one foot diameter.

	Test #1	Test #2
Inside Dia. of infiltration Ring (in)	12.19	12.19
Elapsed time of Test (sec)	20.9	21.95
Infiltration Rate (in/hr) ($I=KM/(D^2 \cdot tr)$)	1,630	1,560
Avg. Infiltration Rate (in/hr)	1,595	

PaveDrain® Systems Properties

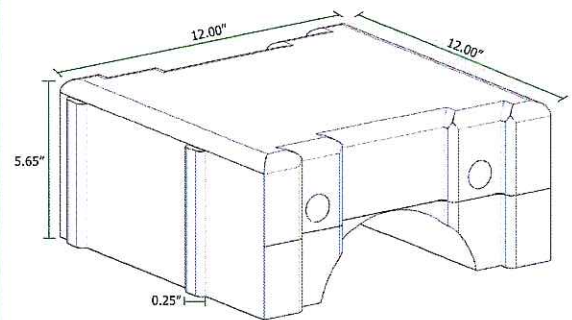
Thickness 5.65" ($\pm 1/8"$)
 Unit Dimensions 12.00" x 12.00"
 Unit Weight 45-49 lbs
 Unit 1 Sq. Ft. Nominal
 Percentage Open Space: 7% Surface, 20% Storage Area

**Each individual block is
interlocked by six (6) units**



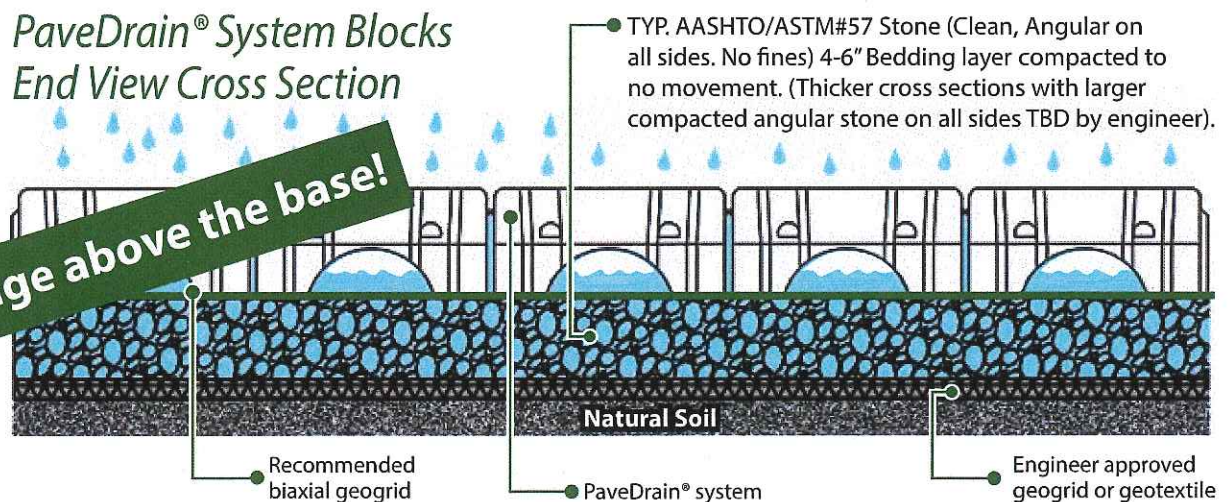
**Passes AASHTO HS-25
Truck Loading**

Measurements



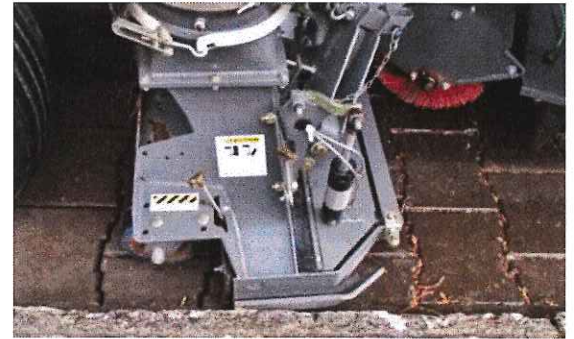
PaveDrain® System Blocks End View Cross Section

Storage above the base!



Maintenance and Repair

The PaveDrain® system is designed as an open joint concept between the blocks. Existing installations have required little, if any maintenance over multiple years. If the joints become filled or obstructed, maintenance is accomplished by using a vacuum truck or a combination sewer vacuum truck and the PaveDrain Vac Head. If a significant amount of sediment accumulates in the aggregate bedding stone, part or all of the PaveDrain system can be removed allowing the subgrade to be cleaned and then the same product re-installed without affecting the surrounding blocks. Repair of individual PaveDrain blocks can be accomplished with a block puller without affecting the surrounding blocks. For more detailed information on these topics go to www.pavedrain.com and select Installation & MAINTENANCE and then click REPAIR.



ELGIN Whirlwind® & Megawind® are registered trademarks of Elgin Sweeper Co.

Additional Benefits

- Up to 5 LEED Credits: Sustainable Sites; Credit 6.1, 6.2, 5.1, 5.7 & Materials & Resources: Credit 5.1.
- Initial Installations show a drastic reduction in the use of deicing salts over traditional asphalt and concrete surfaces.
- Since it is a precast concrete block, it can be installed in all types of weather.
- Available in several color options.
- No seams to catch on steel snow plow blades.
- Solar Reflectance Index (SRI) range of 36 - 41 for lighter colored units.
- Unlike traditional catch basins, varmints cannot enter drainage system.
- Regional manufacturing supporting local economies.
- Adaptable to small areas (retrofits) where retention ponds are outdated or not practical.

Represented Locally By:

PaveDrain, LLC

Global Water Center
247 Freshwater Way Milwaukee, WI 53204
(888) 575-5339 Office
www.pavedrain.com



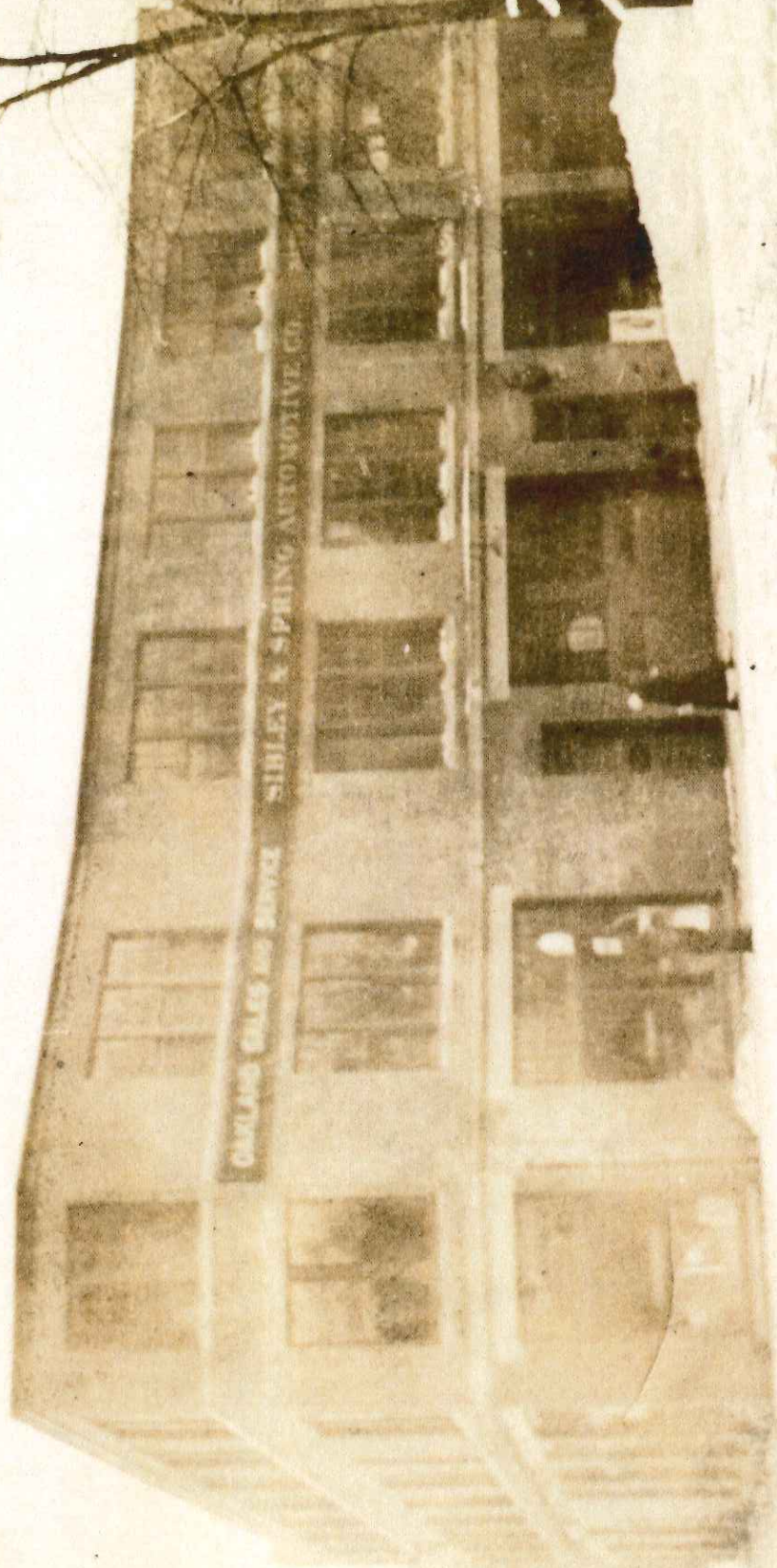
©2017 PaveDrain, LLC All Rights Reserved.
PaveDrain system is a registered trademark of PaveDrain, LLC

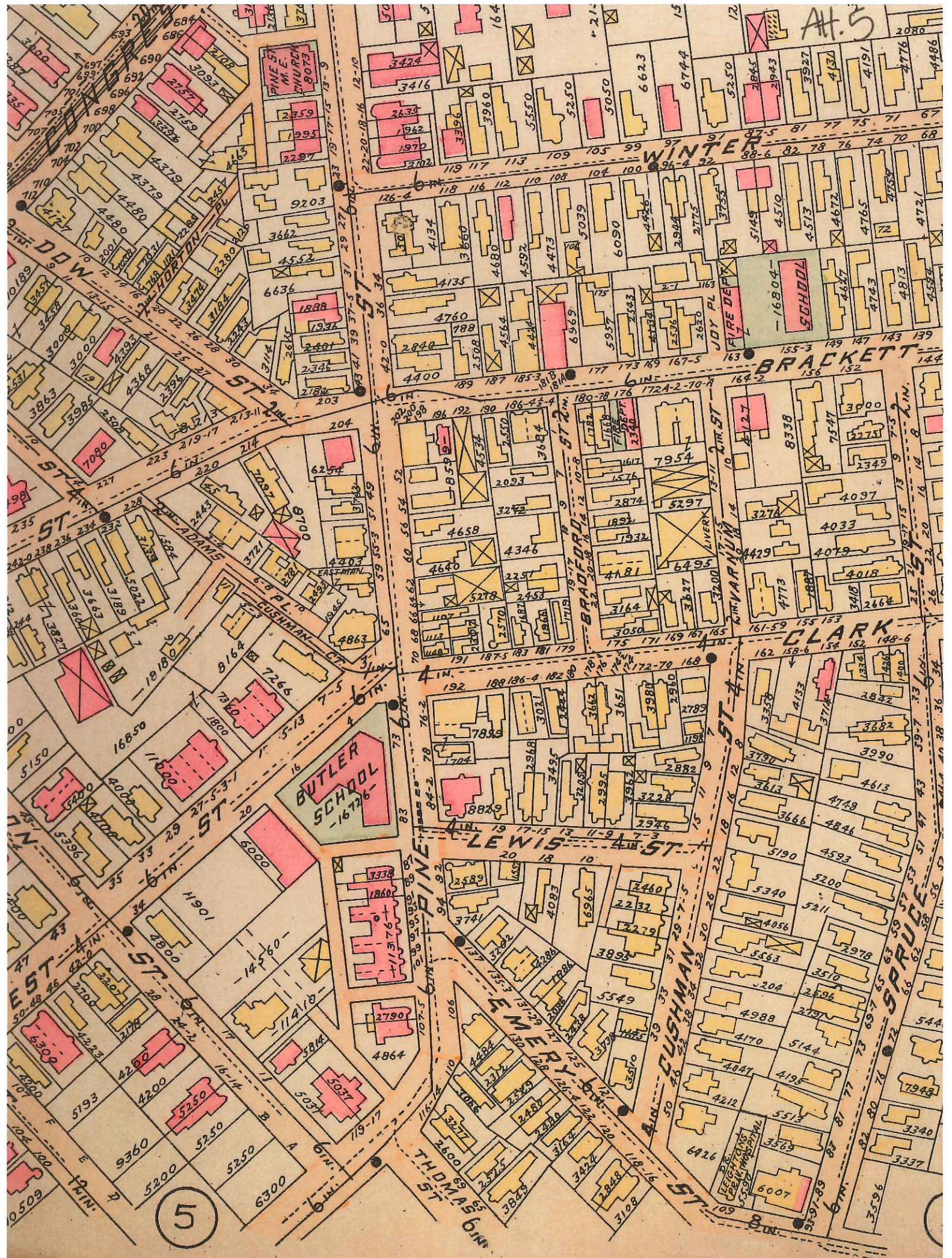


The PaveDrain systems is protected by the following U.S. and Canadian Patents; U.S. No. 8,251,607, No. D609,369, No. 8,366,343 & Canadian No. 133082. Additional patents pending.

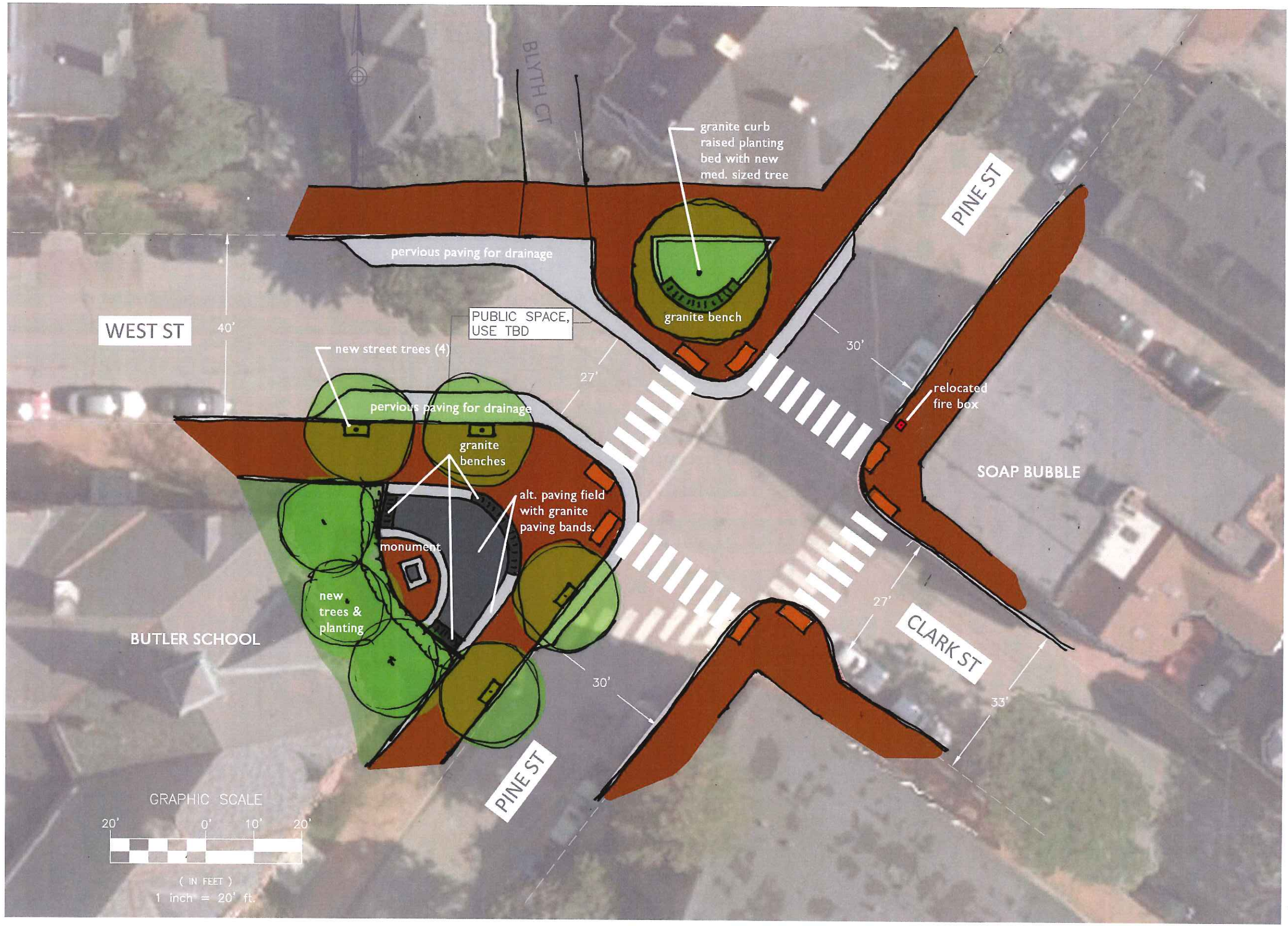
AH.4

12 Pine





AH.6



REFERENCES:

DESIGNED BY:
JML

DRAWN BY:
JML

CHECKED BY:
CCA

SCALE:
AS NOTED

DATE:
10/11/2018

PROPOSED CONCEPT PLAN

05.22.2019

ANDREWS SQUARE
WEST END IMPROVEMENTS
CONCEPT PLAN

CITY OF PORTLAND, MAINE
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION



SHEET #

1 OF 1



WEST ST

40'

PAVE DRAIN TO BE
INSTALLED ALONG CURB LINE
TO PROMOTE STORMWATER
INFILTRATION

EXISTING MONUMENT
AND FLAG POLE

BUTLER SCHOOL

GRAPHIC SCALE



(IN FEET)
1 inch = 20' ft.

UNCOATED CAST IRON
DETECTABLE WARNING
PANELS, TYP. 8

STOP SIGNS, TYP. 4

PINE ST

PROPOSED VERTICAL
GRANITE CURBING, TYP.

30'

26'

NEW PAVEMENT
AREA, TYP.

SOAP BUBBLE

CLARK ST

26'

30'

PINE ST

33'

REFERENCES:

DESIGNED BY:
CCA

DRAWN BY:
CCA

CHECKED BY:
CCA

SCALE:
AS NOTED

DATE:
06/05/19

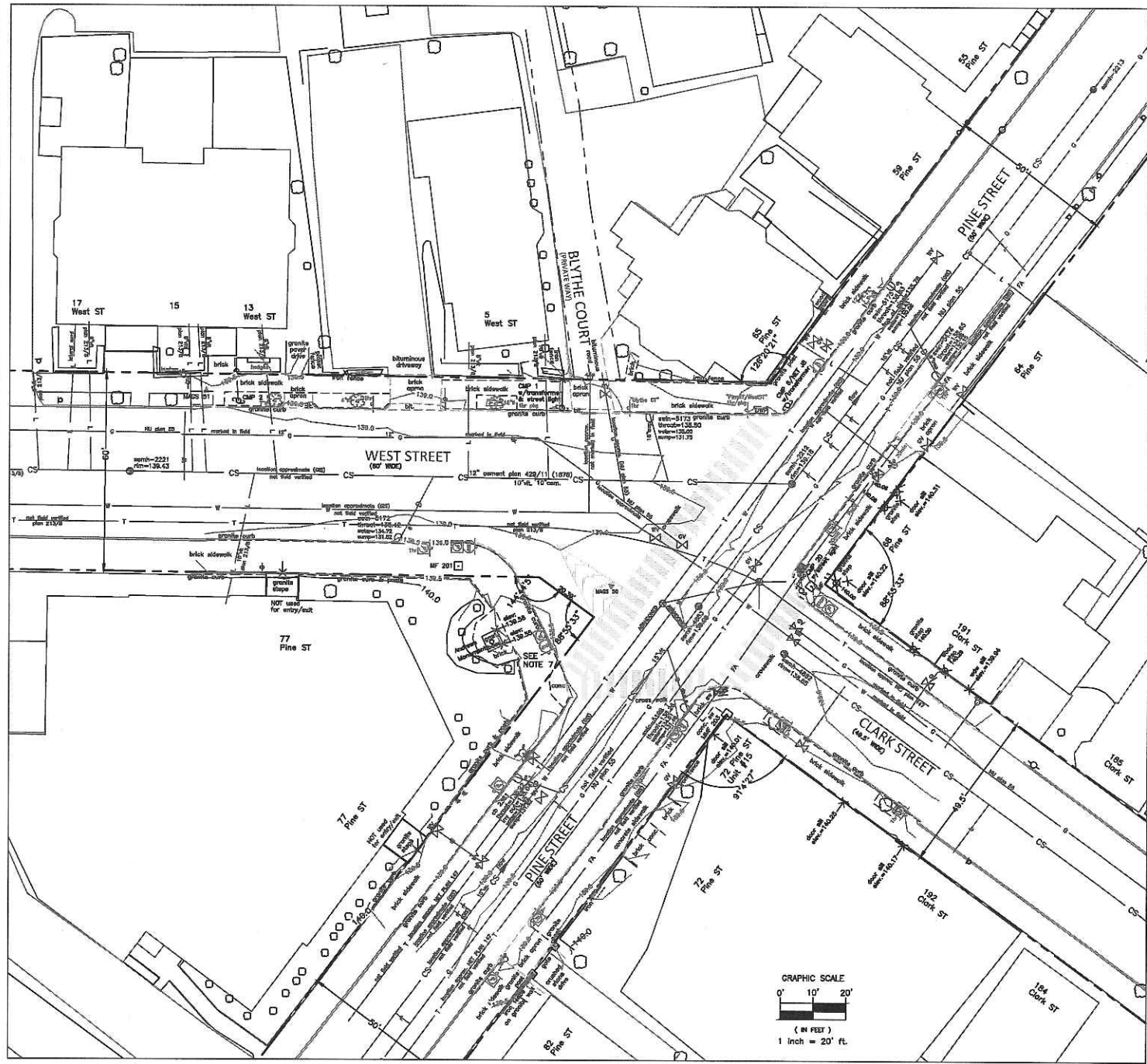
ANDREWS SQUARE
WEST END IMPROVEMENTS
SIDEWALK EXTENSION FOOT PRINT

CITY OF PORTLAND, MAINE
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION



SHEET #

1 OF 1



LEGEND

MONUMENT FOUND
"M" MONUMENT FOUND
MAG NAIL SET
MAG NAIL FOUND

CATCH BASIN
DRAIN MANHOLE
FIRE HYDRANT
SEWER MANHOLE
TELEPHONE MANHOLE

GAS BOX / GAS VALVE
WATER SHUT OFF / VALVE
LIGHT POLE / UTILITY POLE

SIGN
DECIDUOUS TREE

DETECTABLE WARNING PANEL

CRITICAL ELEVATION (DOOR / WDW SILL)

CRITICAL ELEVATION (STEPS)

BUILDING (AERIAL MAPPING)

BUILDING (GROUND SURVEY)

STREET LINE (PUBLIC)

STREET LINE (PRIVATE)

2' CONTOUR LINE

0.5' CONTOUR LINE

EDGE OF CURB

EDGE OF ROAD / DRIVEWAY

EDGE OF SIDEWALK

FENCE

COMBINED SEWER LINE

DRAIN LINE

FIRE ALARM LINE

GAS LINE

SEWER LATERAL LINE

TELEPHONE LINE (LUST)

WATER LINE



GRAPHIC SCALE
0' 10' 20'
(IN FEET)
1 inch = 20' ft.

NOTES

1. FIELD WORK FOR THIS PROJECT WAS PERFORMED IN MARCH AND APRIL 2019, USING A LEICA TS 12 ROBOTIC TOTAL STATION INSTRUMENT AND A CARLSON SURVEYOR2 DATA COLLECTOR.
2. ELEVATIONS ARE BASED ON THE CITY OF PORTLAND'S MEAN TIDE DATUM IN U. S. SURVEY FEET. THE BENCHMARK HELD IS THE TOP OF A DRILL HOLE IN A GRANITE MONUMENT LOCATED ON THREE-FOOT OFFSET AT THE EASTERLY CORNER OF PINE AND CLARK STREETS. THE ELEVATION IS 139.41 FEET. SEE LEVEL BOOK 849 PAGE 18.
3. ORIENTATION IS GRID NORTH, BASED ON CONTROL POINTS FROM A 2016 SURVEY FOR REICHE SCHOOL CROSS-WALKS ON BRACKETT STREET (CAD DRAWING "REICHE_BRACKETT_XWALKS_2016.DWG").
4. STREET LINES ARE BASED CITY STREET RECORDS, WORKING PLANS, MONUMENTS FOUND ON SITE AND BUILDING TIES OF RECORD.
5. ALL UNDERGROUND UTILITY LINES SHOWN ARE APPROXIMATE, BASED ON FIELD LOCATIONS OF MANHOLES, CATCH BASINS, VALVES, AND OLD PAINT MARKINGS FOUND ON SITE COMBINED WITH UTILITY PLANS ON FILE AT THE CITY ENGINEER'S ARCHIVES VAULT. UTILITY COMPANIES SHOULD BE CONSULTED TO VERIFY THE ACCURACY OF THESE LINES.
6. SOME TOPOGRAPHIC FEATURES SHOWN ARE BASED ON AVAILABLE CITY OF PORTLAND AERIAL MAPPING.
7. A PORTION OF THE SIDEWALK, CURBING AND PAVED ROADWAY APPEARS TO ENCROACH ON PRIVATE LAND NEAR THE WESTERLY CORNER OF PINE STREET AND WEST STREET.



PROJECT NAME:
ANDREWS SQUARE
PEDESTRIAN IMPROVEMENTS
PINE ST / WEST ST / CLARK ST INTERSECTION

CITY OF PORTLAND, MAINE
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
212 CANCO RD, SUITE 8, PORTLAND, MAINE 04101
PHONE (207) 874-8861 FAX (207) 874-8852

SURVEY CREW:
WSS/LJS
DRAWN BY:
L. SCIELZA
CHECKED BY:
W. SCOTT
SCALE:
1" = 20'
DATE:
APR. 23, 2019

REFERENCES:
PROJECT FIELD BOOK:
LB 850 PP 58-62
OTHER FIELD BOOKS USED:
LB 849 PP 18-19

VAULT PLANS:
1002/16, 397/15, 213/8
1 & I SHEET: IV-26
PMD PLANS: Portland_011
TELEPHONE PLANS: NET_147
UNTIL (GAS) PLANS:
NU_55 & NU_56

Civil 3D 2018 Drawing:
AndrewSQ_2019_Ext.dwg
Civil 3D 2018 Survey Database:
AndrewSQ_2019_DB

OTHER CITY CAD Drawing:
Reiche_Brackett_Xwalks_2016.dwg
CITY PROPERTY PLAN BOOK SHEETS: 24
TAX MAPS: 55 & 56
WORKING PLANS: 69, 75, 99

DESIGN BY:
DRAWN BY: L. SCIELZA, LST
CHECKED BY: W. SCOTT, PLS
SHEET NAME:
EXISTING CONDITIONS PLAN
DATE: 04/23/2019
PAGE 1 OF 1
VAULT PLAN NO.:
REV:

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

PUBLIC HEARING
1 COMMERCIAL STREET

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
DATE: June 14, 2019
RE: June 19, 2019 Public Hearing – Final Review of Proposed Storefront Renovations

Address: 1 Commercial Street
Applicant: Albert B. Glickman & Associates
Architect: David Lloyd, Archetype Architects

Introduction

On June 5, 2019 David Lloyd of Archetype Architects presented plans for storefront reconstruction at 1 Commercial Street. The proposed alterations were generally supported by the Board, with some comments and suggestions made but no major concerns raised. Mr. Lloyd has resubmitted slightly revised plans for a final review by the Board at a public hearing on June 19.

Formerly the location of Benkay Restaurant, with now vacant offices and storage spaces on the upper floors, 1 Commercial Street is located at the northwest corner of Commercial and India Street, directly across from the former Grand Trunk Railroad Offices. Although the building has lost some of its historic character over time, it has an interesting history, a recognizable form, and is classified as a contributing structure in the Portland Waterfront Historic District.

Mr. Lloyd has submitted revised elevations and plans. Staff includes below a brief summary of the changes made in response to Board comments.

Subject Structure, Current and Historic Appearance

The 3 ½ story, wood framed, commercial structure at the southern terminus of India Street is a unique, and rather curious, structure within its India/Commercial Street context. Its current compromised appearance, the product of numerous renovations, belies the building's rich history. Built circa 1860 as the New England House Hotel serving railroad and steamship passengers arriving or departing from the 19th century transportation hub located at intersection of Commercial and India Streets, the building is the only surviving 19th century wood hotel building in Portland and the only surviving hotel of the several

located in this immediate vicinity. Though there have been numerous alterations to the storefronts, windows, roof dormers, and wall treatments, the building has retained its basic form and general appearance, anchoring the bottom of India Street along with the Grand Trunk office building across the street.

The Greek Revival style gable-roofed building is six bays wide by five bays deep with a brick ground floor and wood upper stories. The northeast façade on India Street is six bays wide and three stories high. There are four bays of storefront windows and two entry doors on this first floor elevation. Though remodeled, the current storefronts remain in what appear to be original locations and their treatment is loosely modeled after their 1924 appearance, with transoms and wood bulkheads. The storefronts carry over in three bays on Commercial Street. The fourth bay is solidly infilled with wood, but for a modern door at the west end of the building. There is a corner entry between these two elevations cut diagonally into the building. A freestanding column supports the corner. This corner treatment appears in the 1924 tax photo as well. A shallow shed roof addition wraps the entire ground floor of the building.

Proposed Project

Plans call for demolition of the entire current storefront, including the wood infill at the west end of the Commercial Street elevation but leaving in place the existing brick wall pieces. Also slated for removal is the sloping shed canopy roof that wraps the Commercial and India Street faces just above the storefronts, and the barrel-shaped awning facing India Street. The new storefront designs are closely modeled on what can be discerned from the 1924 tax photos (see Attachment 4.)

More traditional than the existing version of the storefront, the plans feature significantly lower frame-and-panel bulkheads, large plate glass primary windows with bifurcated transoms like both the existing and the historic transoms. Storefront frames and bulkheads are to be painted wood, and all doors facing the sidewalks are to be replaced with full light wood doors.

Changes on the revised plans, as summarized by Mr. Lloyd:

- The canopy has been eliminated
- The round steel column at the corner entrance is shown wrapped with painted wood trim.
- At the suggestion of Mr. Turk, in the largest of the storefront bays the glazing was divided into three panels instead of two, to adjust the proportions.

Board Feedback and Staff Comments

At the June 5 workshop there were more Board members uncomfortable with the incompatibility of the proposed canopy than there were in support of it. There was less of a clear majority on the question of wrapping the round steel column with wood trim. The architect stated he is unsure about the change and might prefer leaving the column as is, but the Board's decision will be accepted, either way. There was also not a clear preference on the part of Board members on whether glazing in the doors should align with the bottom of the storefront glazing.

Staff would like the Board to comment on the number of divisions and the proportions of the glass panels in the storefront bays. Because of the varied width of the different storefront bays, finding a perfectly consistent pattern of divisions and proportions may well prove difficult, so any guidance that Board members might offer on other adjustments that might be made would be helpful.

The Board seemed comfortable with the lack of an overall signage plan as part of the proposal, and there is likely to be only one tenant. Members seemed comfortable with clapboard siding continuing down to the top of the storefront trim, and signage might be proposed for the sided areas above the storefront, consistent with the appearance in the 1924 photo.

There may be other final details to review which the Board might delegate to staff, such as final lighting and signage details.

Applicable Review Standards - Standards for Review of Alterations to Historic Buildings

(1) *Every reasonable effort shall be made to provide a compatible use for the 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.*

(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.*

(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.*

(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.*

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the June 19, 2019 public hearing and information included in the accompanying staff report, the Board finds that the proposed alterations at 1 Commercial Street **meet (fail to meet)** the historic preservation ordinance's Standards for Review of New Construction **(subject to the following conditions.....)**

Attachments

1. Architect's revised plans
2. Preliminary plans submitted for June 5 workshop
3. 1924 tax photo

Att. 1

Owner

Consultant:

Architect:
ARCHETYPE
architects
48 Union Wharf Portland, Maine 04101
(207) 772-0022 ARCHETYPE@ARCHETYPEDA.COM

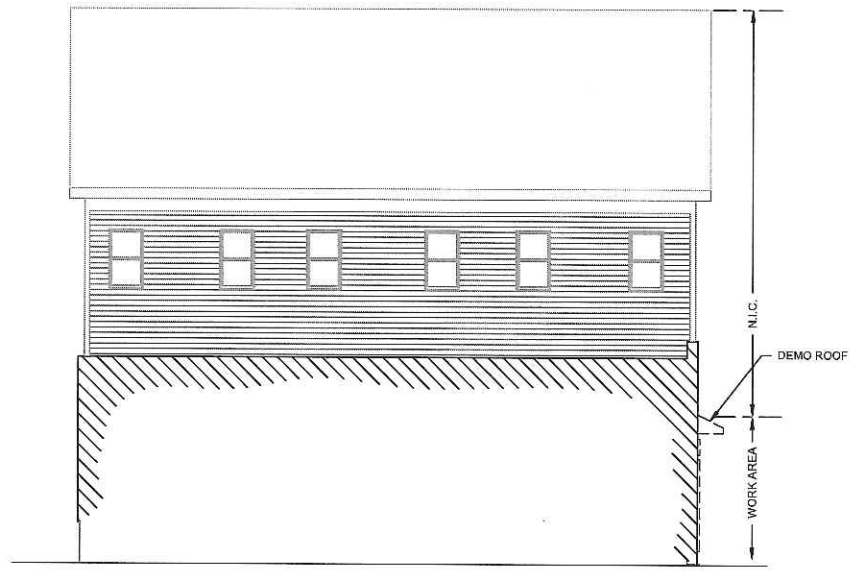
Project:
1 COMMERCIAL STREET

Portland, Maine

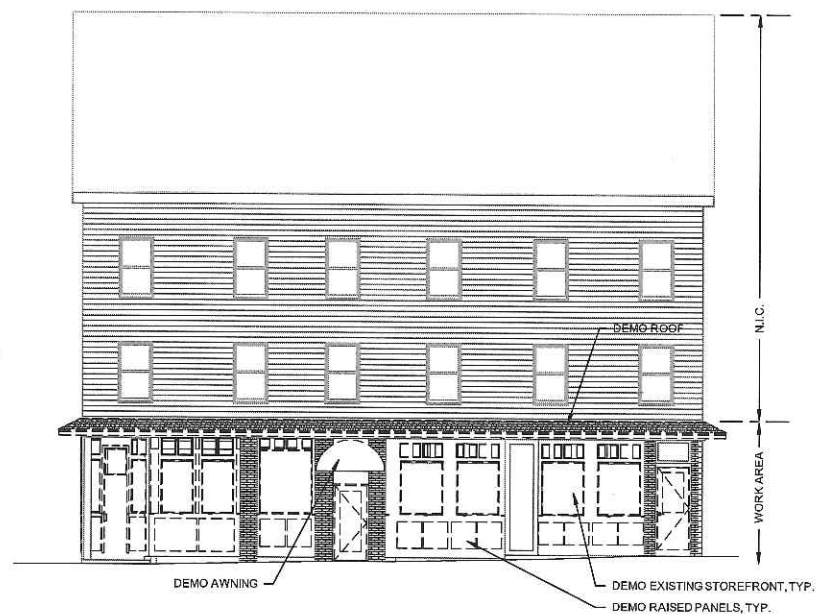
Revisions:

Date: 12 JUNE 2019
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EXISTING 1ST PLAN W/
DEMO & EXTERIOR
ELEVATIONS

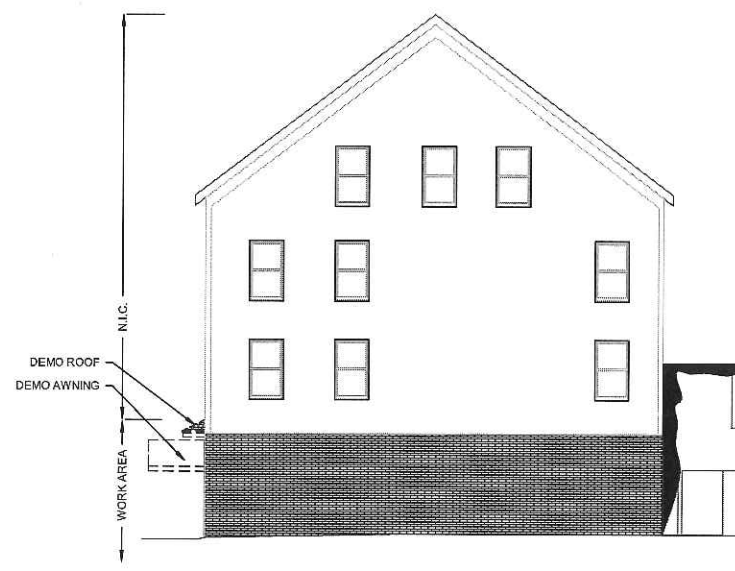
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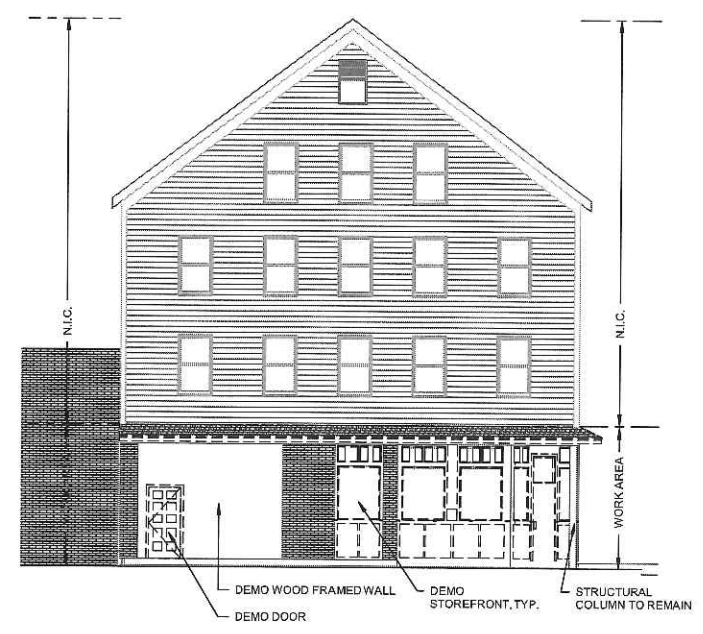
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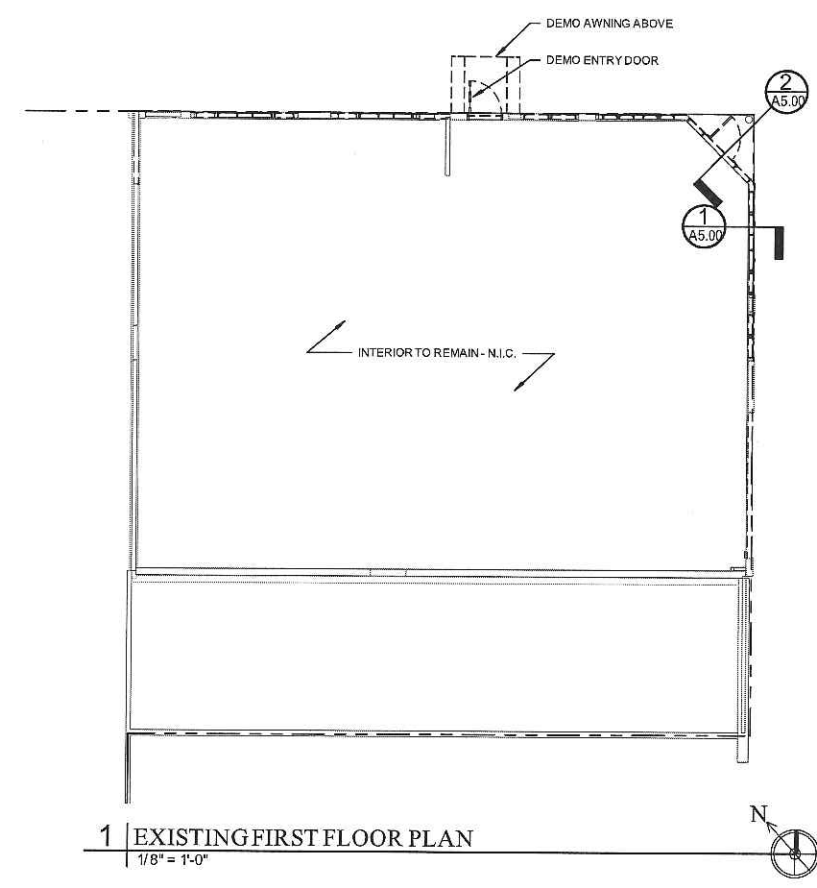
3 | EXISTING EAST ELEVATION
1/8" = 1'-0"



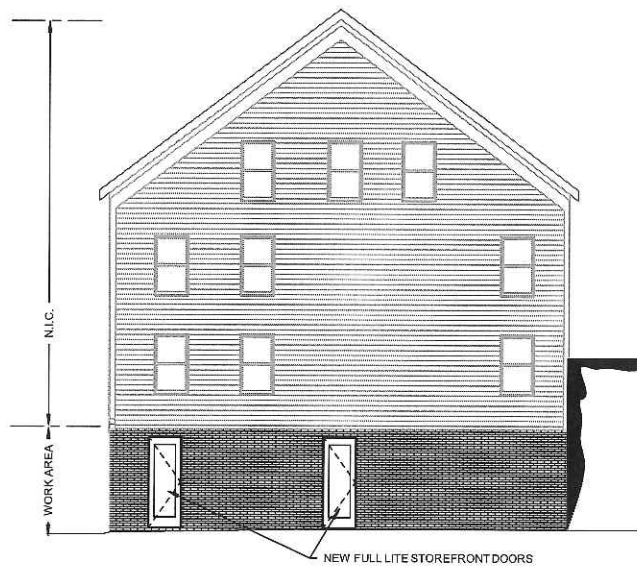
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1/8" = 1'-0"



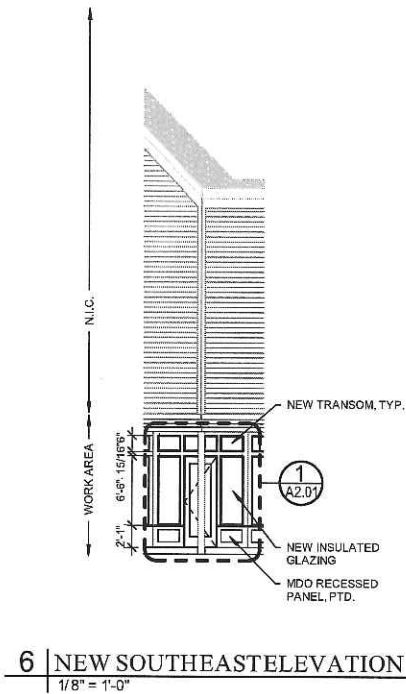
2 | EXISTING SOUTH ELEVATION
1/8" = 1'-0"



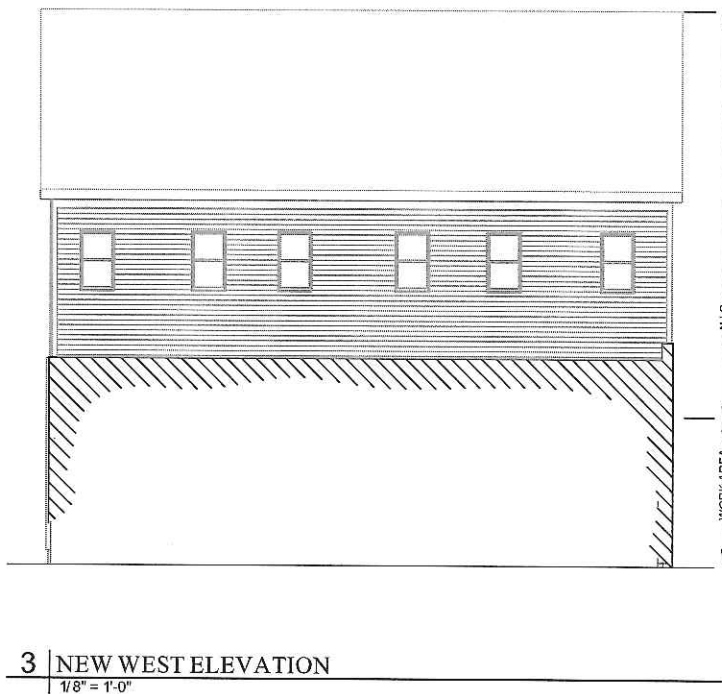
1 | EXISTING FIRST FLOOR PLAN
1/8" = 1'-0"



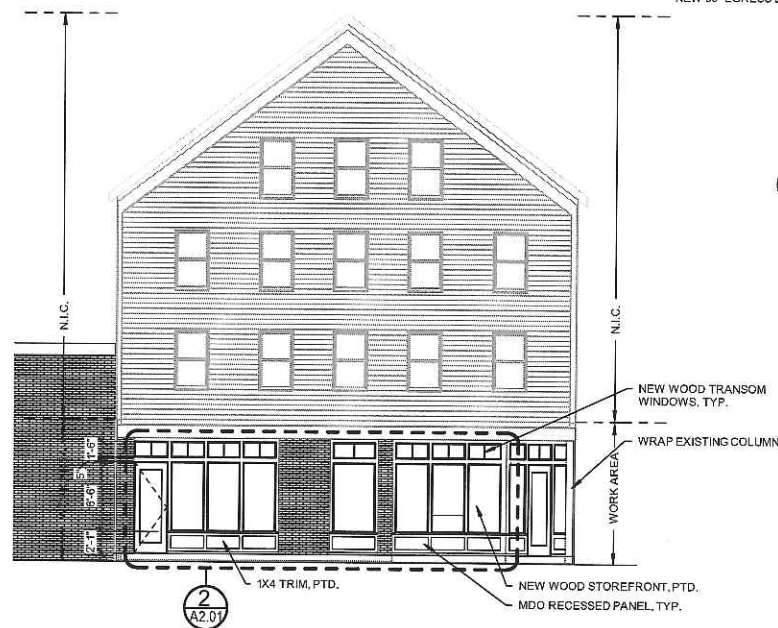
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1/8" = 1'-0"



6 | NEW SOUTHEASTELEVATION
1/8" = 1'-0"



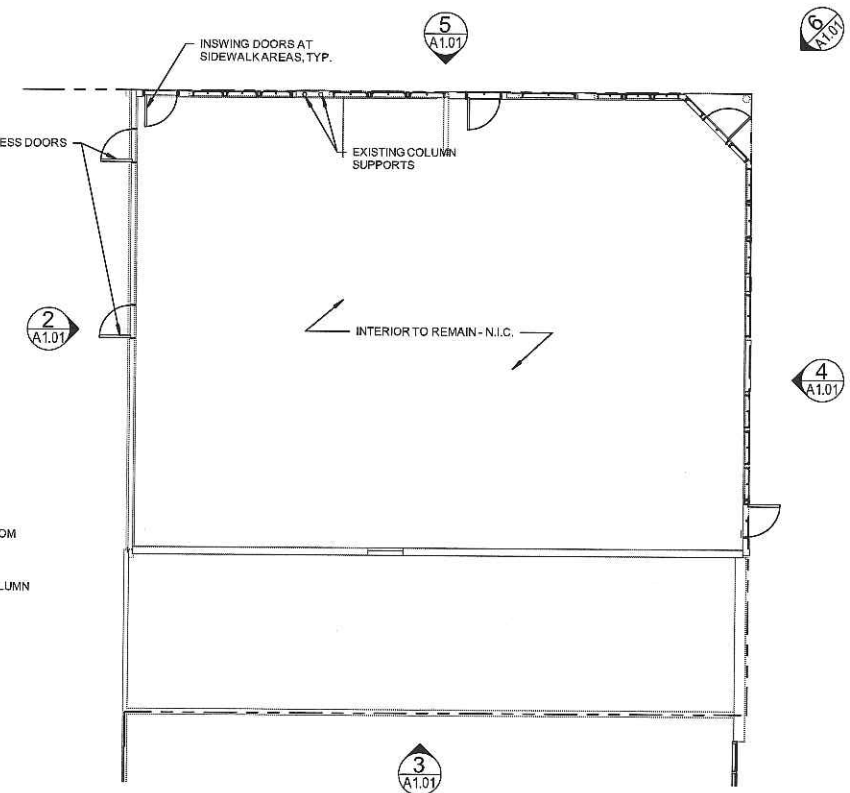
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1/8" = 1'-0"



4 | NEW SOUTH ELEVATION
1/8" = 1'-0"

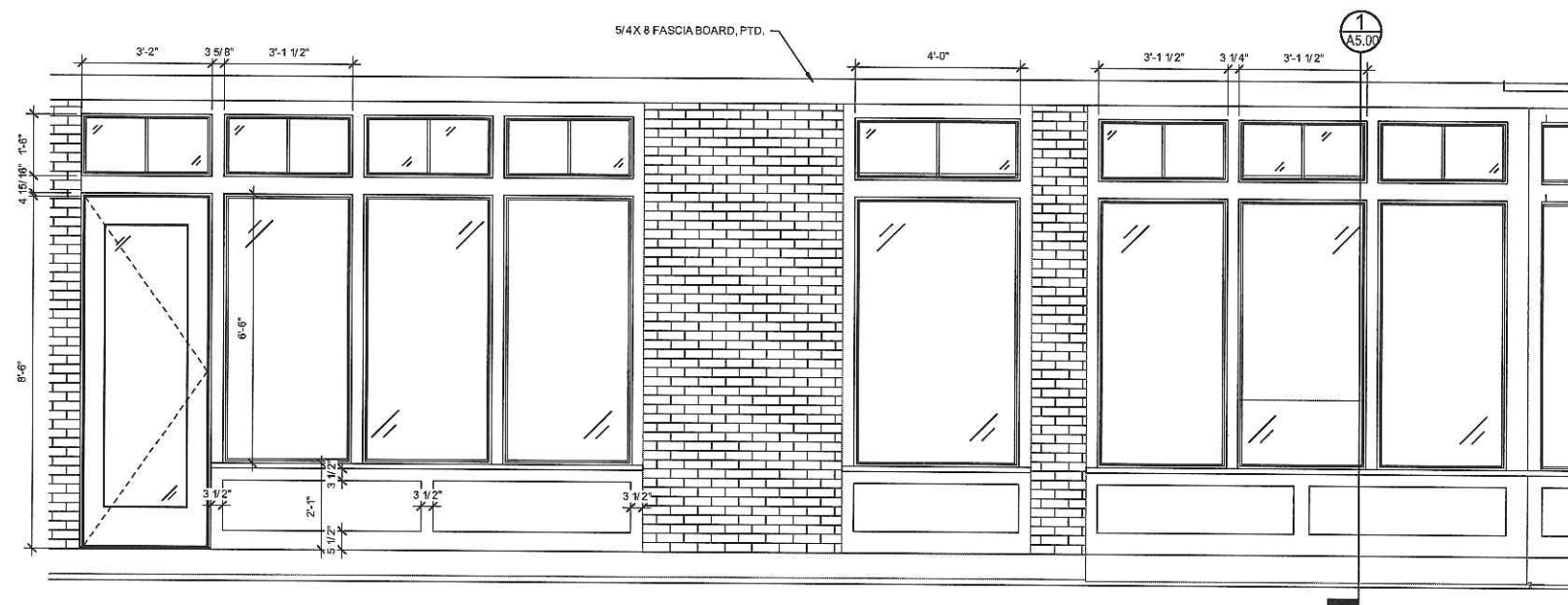


5 | NEW EAST ELEVATION
1/8" = 1'-0"

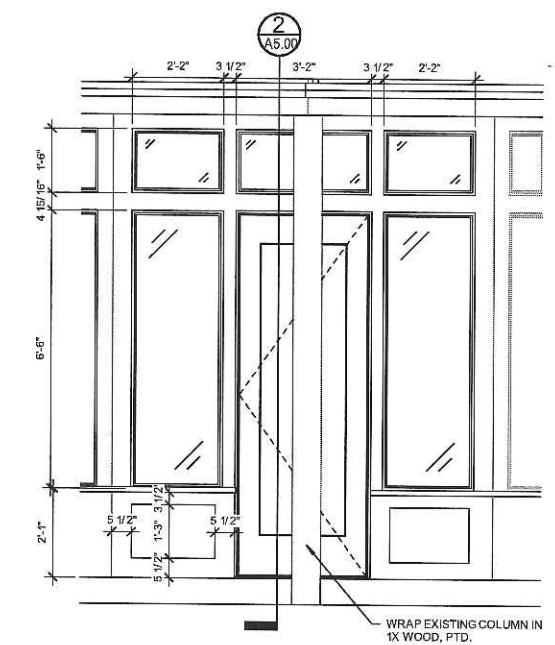


1 | NEW FIRST FLOOR PLAN
1/8" = 1'-0"

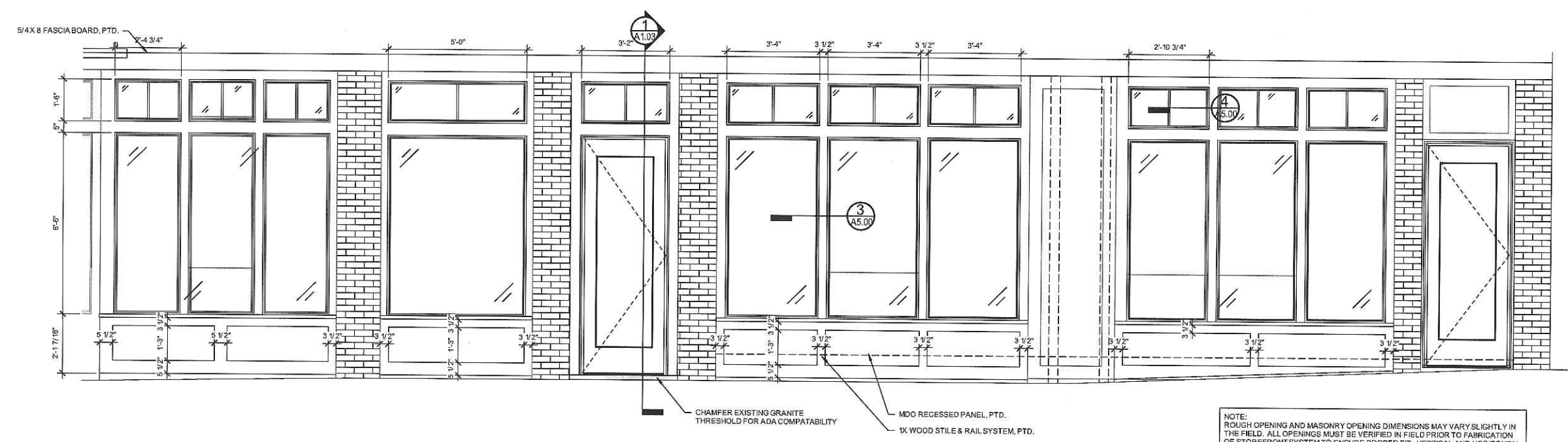
Prepared For:		Owner	
Architect:		Consultant:	
ARCHITECTYPE architects		48 Union Wharf Portland, Maine 04101	
Date:		12 JUNE 2019	
Scale:		1/8" = 1'-0"	
Project:		1 COMMERCIAL STREET	
Revisions:		Portland, Maine	
PROPOSED STOREFRONT REPLACEMENT PLANS & ELEVATIONS		A1.01	



2 | ENLARGED SOUTH ELEVATION
1/2" = 1'-0"



1 | ENLARGED SOUTHEAST ELEVATION
1/2" = 1'-0"

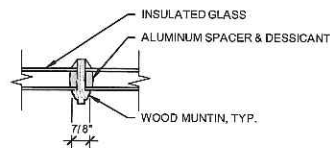


3 | ENLARGED EAST ELEVATION
1/2" = 1'-0"

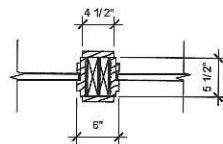
NOTE:
ROUGH OPENING AND MASONRY OPENING DIMENSIONS MAY VARY SLIGHTLY IN THE FIELD. ALL OPENINGS MUST BE VERIFIED IN FIELD PRIOR TO FABRICATION OF STOREFRONT SYSTEM TO ENSURE PROPER FIT. VERTICAL AND HORIZONTAL MULLIONS SHALL REMAIN CONSISTENT THROUGHOUT AS SHOWN ON ELEVATIONS.

Date: 12 JUNE 2019		Scale: 1/2" = 1'-0"		Revisions:	
12 JUNE 2019		1/2" = 1'-0"		ENLARGED ELEVATIONS	
Project: 1 COMMERCIAL STREET Portland, Maine		Architect: ARCHETYPE architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM		Consultant:	
Prepared For: Owner		City, State			
A2.01					

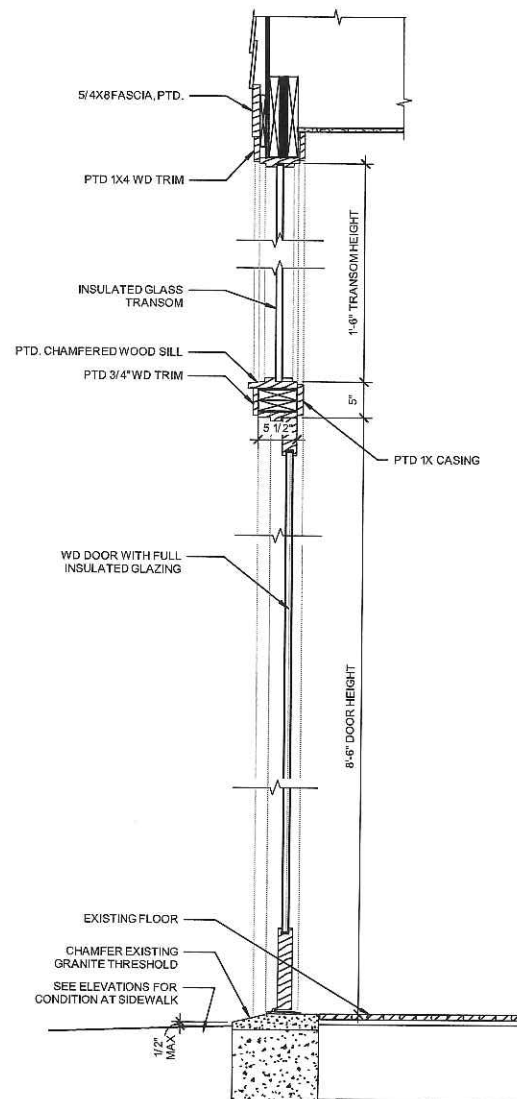
4 | MUNTIN PROFILE
3" = 1'-0"



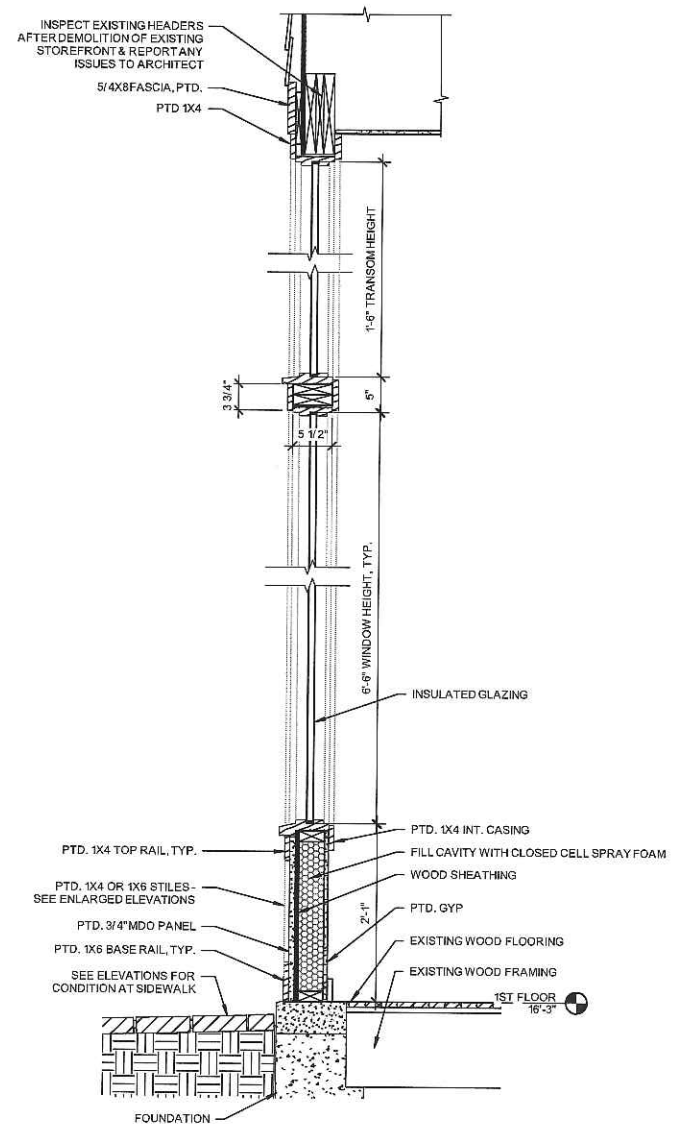
3 | HORIZONTAL SECTION AT MULLION
1" = 1'-0"



2 | STOREFRONT SECTION AT DOOR
1" = 1'-0"



1 | STOREFRONT SECTION AT WINDOWS
1" = 1'-0"



Date: 12 JUNE 2019

Revisions:

Project:

1 COMMERCIAL STREET

Architect:

ARCHETYPE
architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Consultant:

Prepared For:

Owner

Address
City, State

Scale:

As indicated

DETAILS

A5.00

Att. 2

Owner

Consultant:

Architect:
ARCHETYPE
architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project:
1 COMMERCIAL
STREET

Portland, Maine

Revisions:

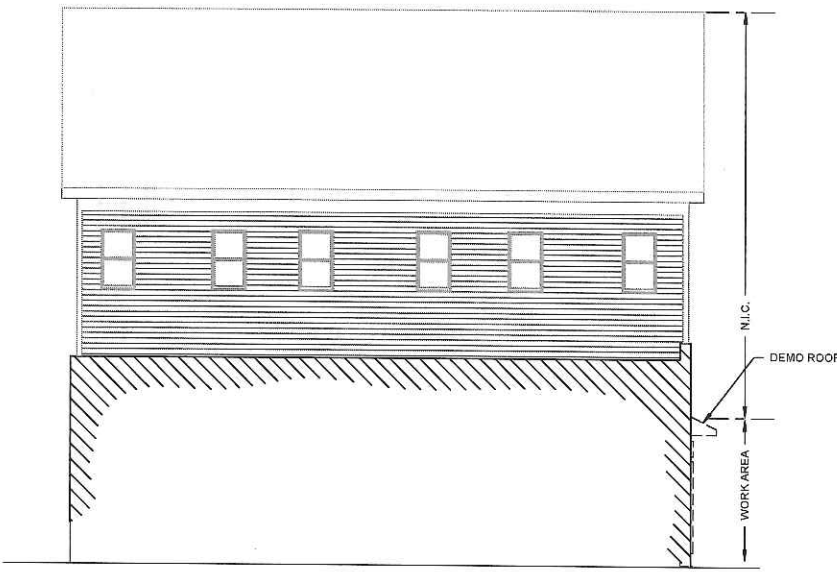
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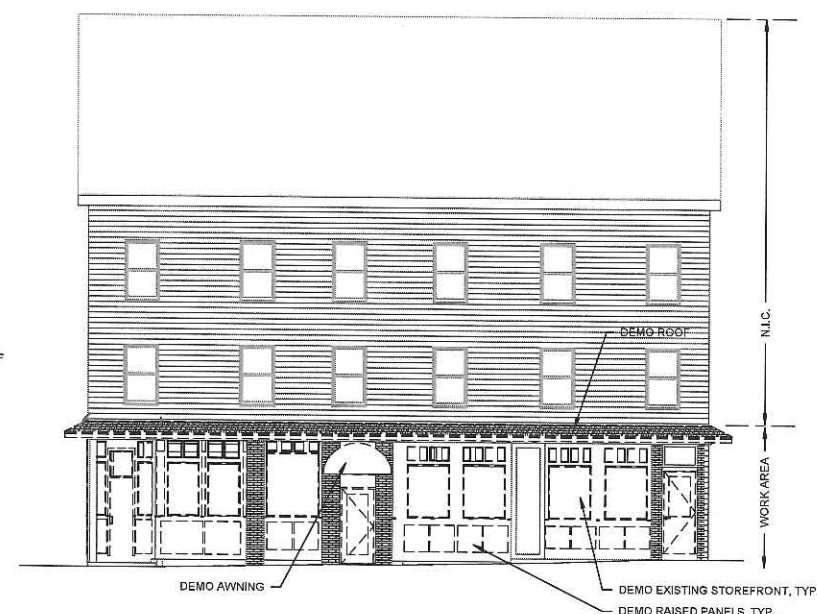
A0.01

18 APR 2019
EXISTING 1ST PLAN W/
DEMO & EXTERIOR
ELEVATIONS

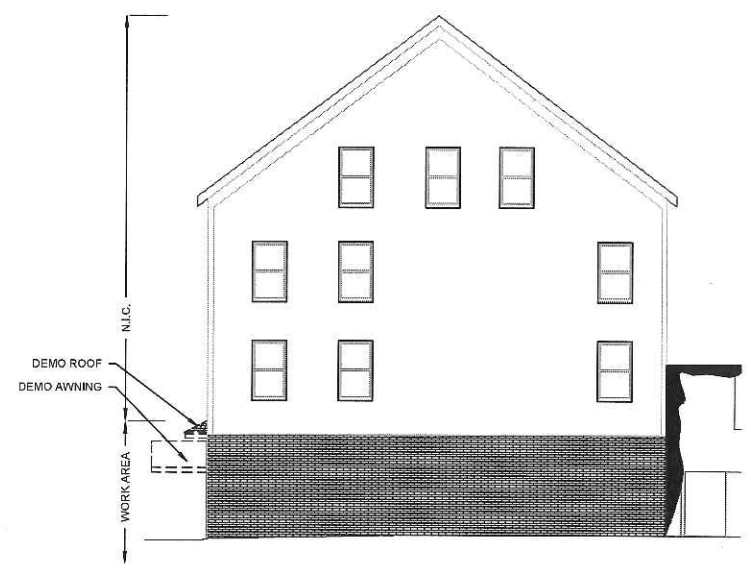
Prepared For:



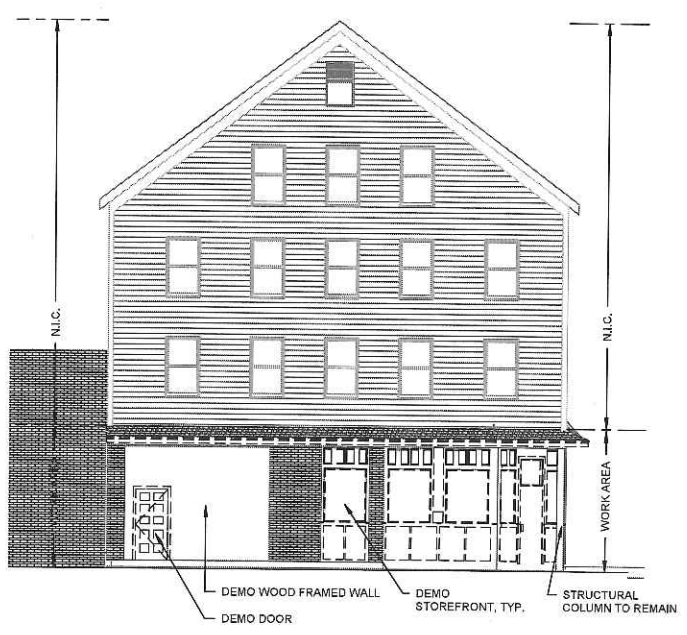
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1/8" = 1'-0"



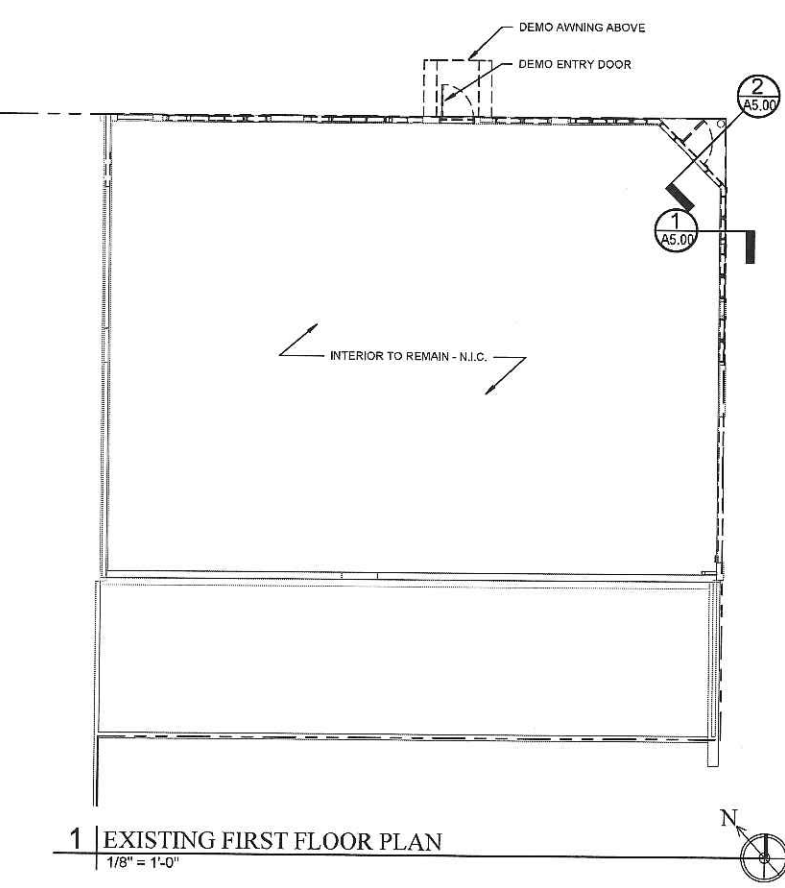
3 | EXISTING EAST ELEVATION
1/8" = 1'-0"



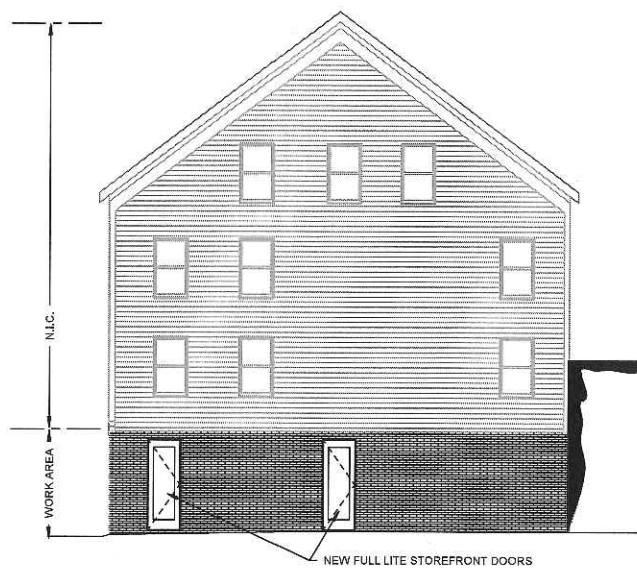
5 | EXISTING NORTH ELEVATION
1/8" = 1'-0"



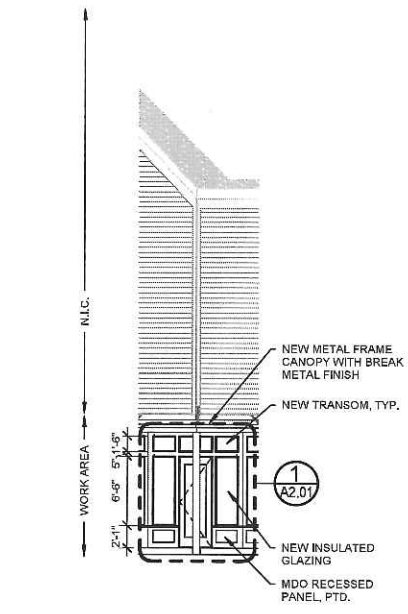
2 | EXISTING SOUTH ELEVATION
1/8" = 1'-0"



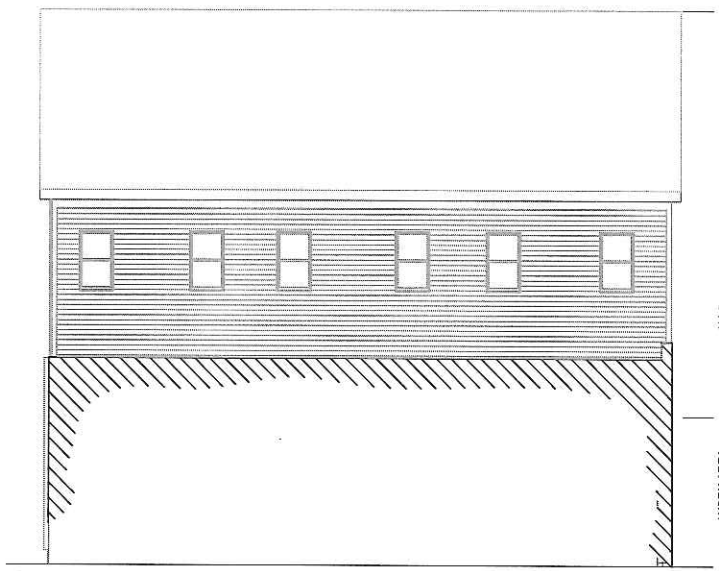
1 | EXISTING FIRST FLOOR PLAN
1/8" = 1'-0"



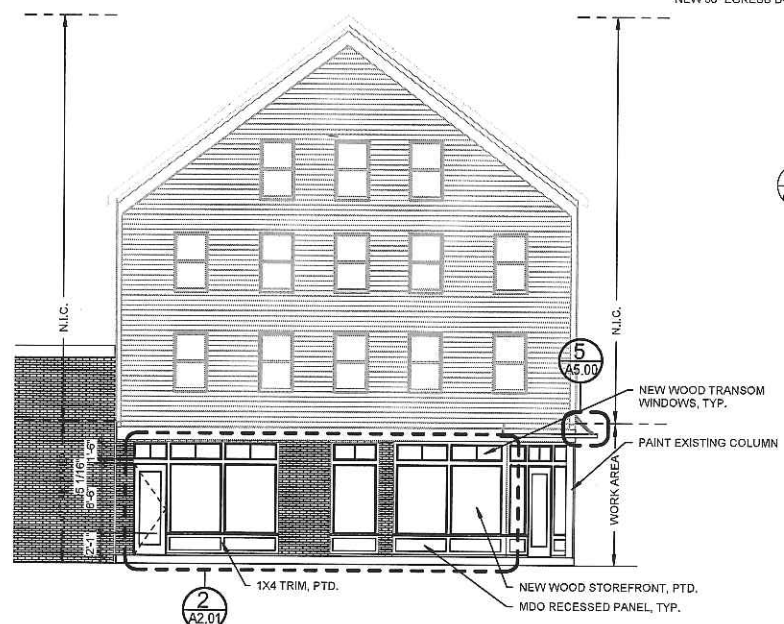
2 | NEW NORTH ELEVATION
1/8" = 1'-0"



6 | NEW SOUTHEAST ELEVATION
1/8" = 1'-0"



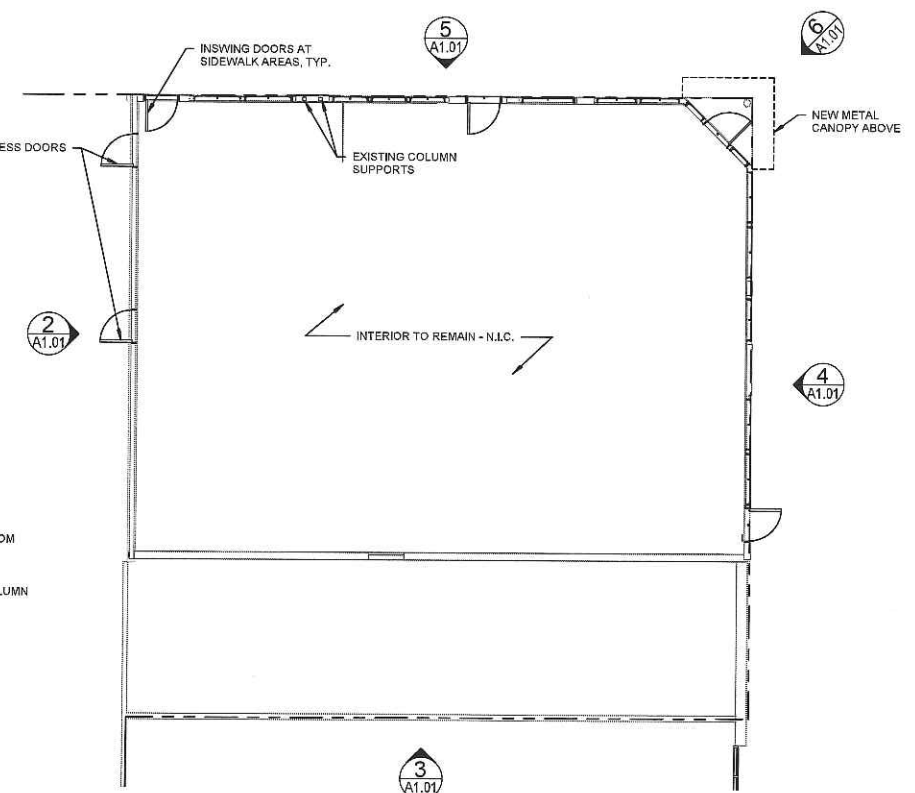
3 | NEW WEST ELEVATION
1/8" = 1'-0"



4 | NEW SOUTH ELEVATION
1/8" = 1'-0"

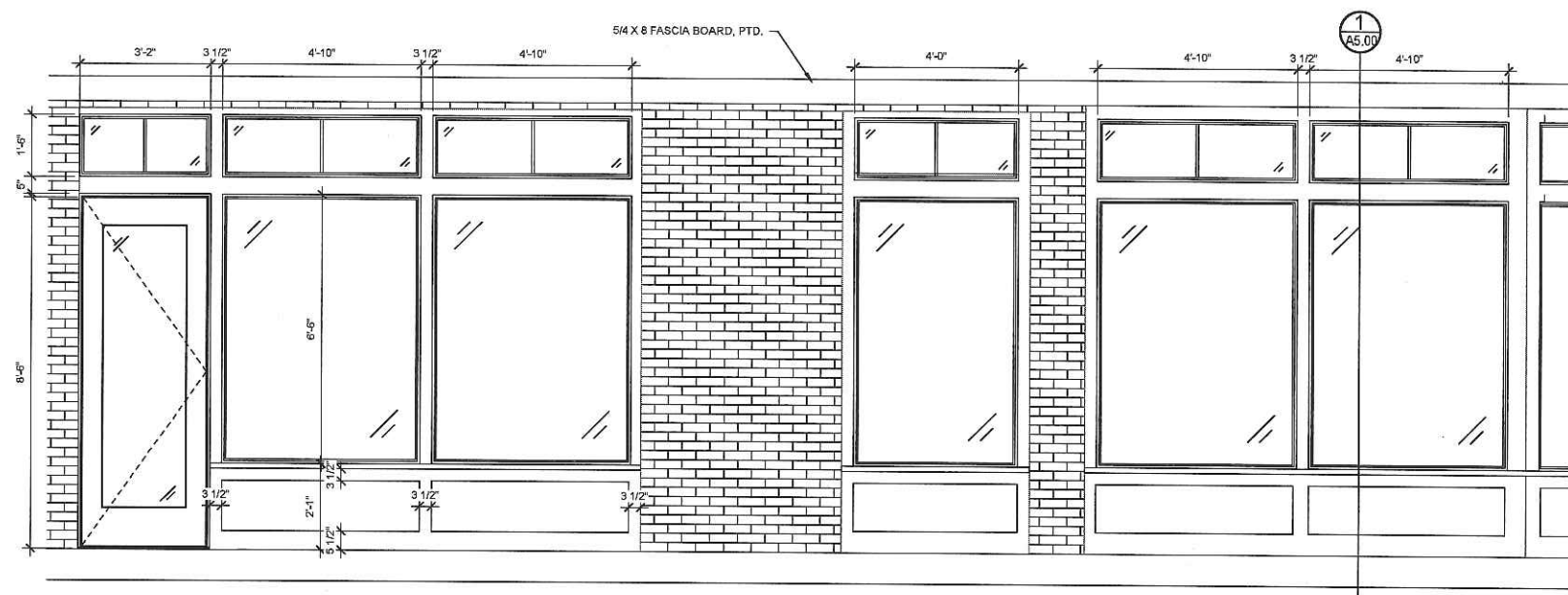


5 | NEW EAST ELEVATION
1/8" = 1'-0"

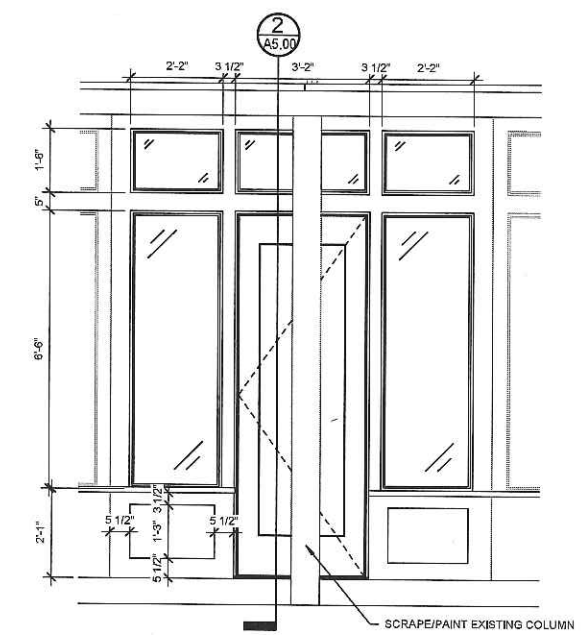


1 | NEW FIRST FLOOR PLAN
1/8" = 1'-0"

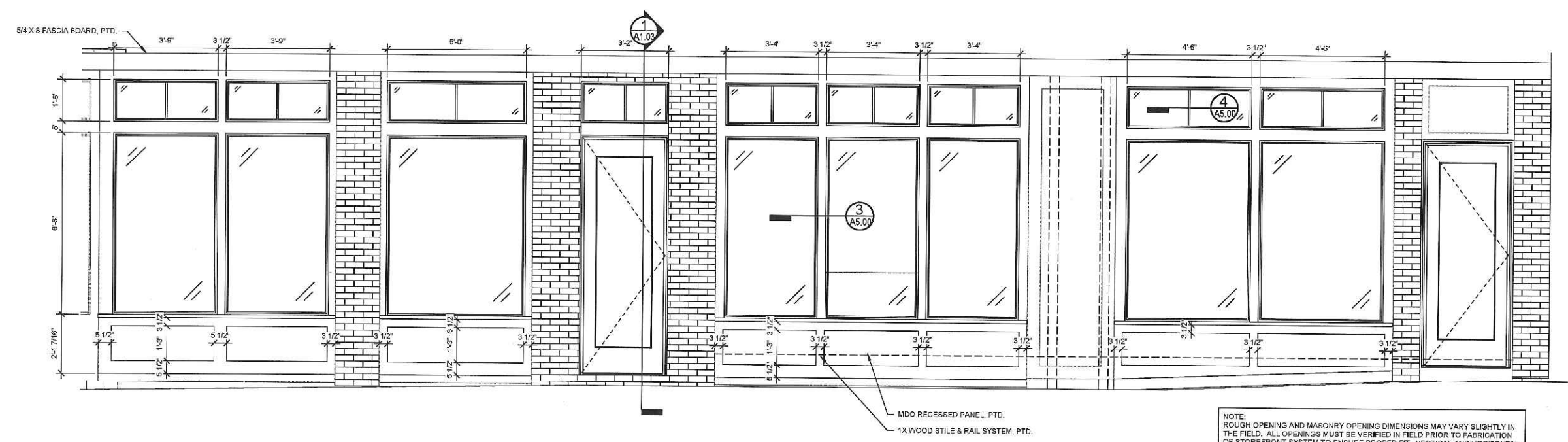
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Project: 1 COMMERCIAL STREET		Architect: ARCHETYPE architects		Consultant:	
Portland, Maine		48 Union Wharf Portland, Maine 04101		Owner	
PROPOSED STOREFRONT REPLACEMENT PLANS & ELEVATIONS		(207) 772-6024 ARCHETYPE@ARCHETYPEPA.COM		Prepared For:	
A1.01					



2 | ENLARGED SOUTH ELEVATION
1/2" = 1'-0"



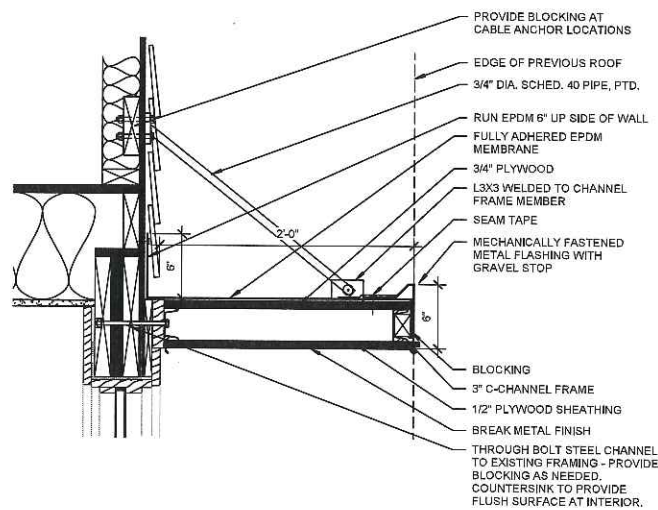
1 | ENLARGED SOUTHEAST ELEVATION
1/2" = 1'-0"



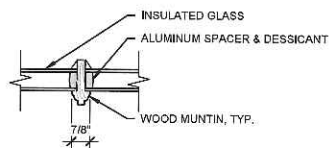
3 | ENLARGED EAST ELEVATION
1/2" = 1'-0"

NOTE:
ROUGH OPENING AND MASONRY OPENING DIMENSIONS MAY VARY SLIGHTLY IN THE FIELD. ALL OPENINGS MUST BE VERIFIED IN FIELD PRIOR TO FABRICATION OF STOREFRONT SYSTEM TO ENSURE PROPER FIT. VERTICAL AND HORIZONTAL MULLIONS SHALL REMAIN CONSISTENT THROUGHOUT AS SHOWN ON ELEVATIONS.

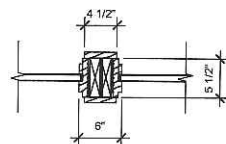
Date: 18 APR 2019		Scale: 1/2" = 1'-0"		Revisions:		Project: 1 COMMERCIAL STREET Portland, Maine		Architect: ARCHETYPE architects 48 Union Wharf Portland, Maine 04101 (207) 772-6024 ARCHETYPE@ARCHETYPEA.COM		Consultant:		Prepared For: Owner		Address City, State	
ENLARGED ELEVATIONS															
A2.01															



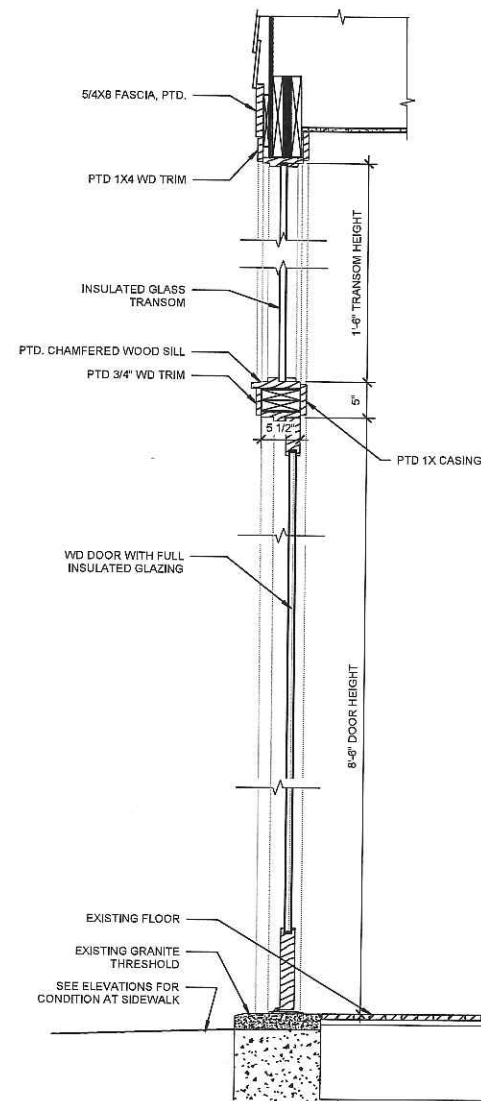
5 METAL CANOPY SECTION
1 1/2" = 1'-0"



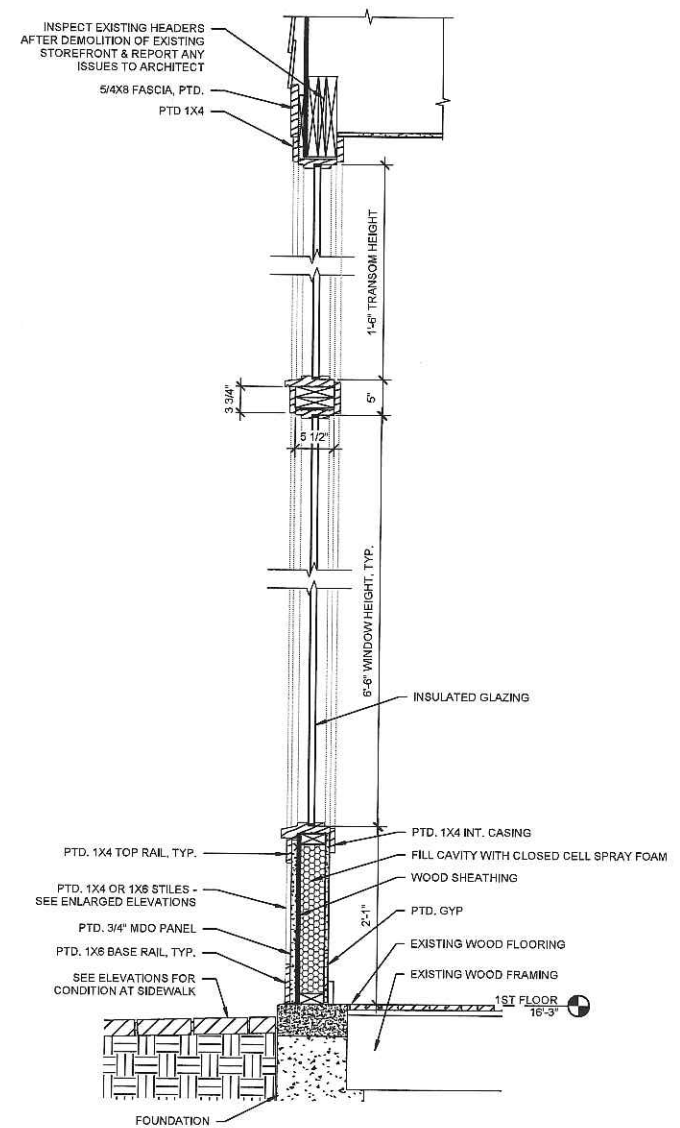
4 MUNTIN PROFILE
3\"/>



3 HORIZONTAL SECTION AT MULLION
1\"/>



2 STOREFRONT SECTION AT DOOR
1\"/>



1 STOREFRONT SECTION AT WINDOWS
1\"/>

Prepared For:
Owner

Consultant:

ARCHETYPE
architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project:
1 COMMERCIAL STREET
Portland, Maine

Revisions:

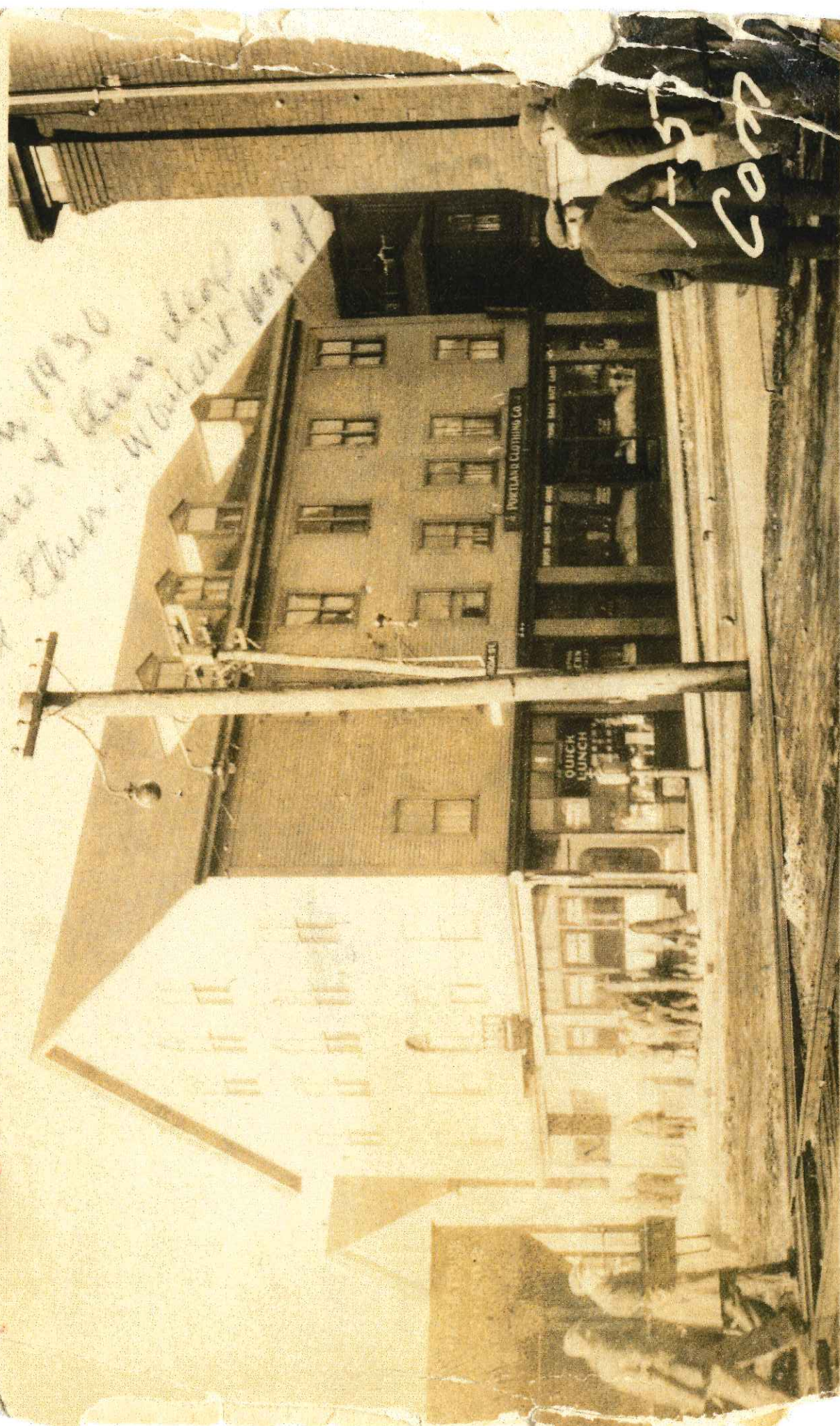
Date: 18 APR 2019
Scale: As indicated

DETAILS

A5.00

1-14000

Photo in 1930
from 4th Ave. looking
West. 4th Ave. West



1-57
Corp

AH3

29-N-26