

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 Wednesday, July 24, 2019, the Portland Historic Preservation Board will meet at 5:00 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 JULY 10, 2019

- i. Certificate of Appropriateness for Proposed Public Art Installation; DEERING OAKS; City of Portland Department of Parks and Recreation; Friends of Deering Oaks, Applicant. The Board voted 6-0 (Turk absent) to approve the application subject to conditions.
- ii. Certificate of Appropriateness for Exterior and Site Alterations; TWO MONUMENT SQUARE; 800 Northern Corporation, Applicant. The Board voted 6-0 (Turk absent) to approve the application subject to conditions.

3. COMMUNICATION AND REPORTS

4. PUBLIC HEARING - 5:00 PM

- i. Formal finding of eligibility for landmark designation and recommendation to City Council regarding designation; 536 DEERING Avenue and 309, 330, 331, 343, 355, 364, 495, 501, 517, 525, 533, 617, 630, 651, 648 and 660 FOREST Avenue; City of Portland Planning Department, Sponsor.
- ii. Certificate of Appropriateness for Exterior Alterations; 75 STATE STREET; Seventy-Five State Street, Applicant.

BREAK FOR DINNER - MEETING RESUMES AT 7:45 PM

5. WORKSHOP

- i. Preliminary Review of Proposed Master Development Plan; 1 PORTLAND SQUARE (bound by Spring, Commercial, Center, Cotton and Cross Streets); North River IV., LLC, Applicant.

6. CONSENT AGENDA

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

PUBLIC HEARING
FOREST AVENUE AND WOODFORDS CORNER

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deb Andrews, Historic Preservation Program Manager
DATE: July 15, 2019
RE: July 24, 2019 PUBLIC HEARING
Finding of eligibility for landmark designation according to ordinance
designation criteria and formal recommendation to City Council
regarding designation

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	A.S. Hinds Laboratory Bldg.	1920
343 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
648 Forest	Chapman Block	1916
660 Forest	Valle's Sandwich Shop	1964

Introduction

Following four preliminary review sessions, the Historic Preservation Board will hold a public hearing and conduct final deliberations on the Planning Department's proposal to designate seventeen historic structures on Forest Avenue and Deering Avenue as individual landmarks under the criteria set forth in the historic preservation ordinance (Article IX of the Land Use Code). The nominated buildings record the story of Forest Avenue's development history, especially its era as a street car line

around the turn of the twentieth century and the decades when it was recognized as Portland's "Auto Row".

The Board will be making 1) a formal finding as to whether each of the identified structures meets the minimum criteria for landmark designation, citing applicable criteria; and 2) a recommendation to the City Council regarding designation of the subject structure as a local landmark. As the buildings are being considered for individual landmark designation, each building will be voted upon separately.

Context of Proposed Designations, Planning Goals

As noted in previous staff reports and presentations, a number of precipitating factors and planning goals have prompted this designation initiative. First and foremost, given the historical significance of Forest Avenue as one of Portland's earliest and most important transportation corridors and given the fact that important historic structures remain to record key chapters in the corridor's evolution, it is consistent with the stated purpose of Portland's historic preservation ordinance to designate such structures in order to ensure their preservation over time.

This designation initiative is also pursuant to the findings of several historic building surveys conducted of Forest Avenue. A survey conducted by the Maine Historic Preservation Commission in 2011 identified the structures now under consideration as historically and/or architecturally significant and eligible for listing in the National Register of Historic Places. An updated and more detailed survey conducted by Greater Portland Landmarks in 2015 with assistance from the City of Portland shed additional light on their significance and eligibility for designation.

Other considerations prompted this designation effort as well. Planning and Historic Preservation staff wish to be proactive in identifying Forest Avenue's historic structures as assets that warrant preservation rather than responding on a case-by-case basis when a proposal for demolition or redevelopment is brought forward. Designation provides a level of certainty regarding the status of the property that is to all parties' advantage. Staff recognize that this section of Forest Avenue is likely to evolve in the coming years as the mix of uses changes, USM grows, demand for housing increases, etc. With these potential changes, there is an opportunity to build upon the identified assets of the street and encourage a development pattern that is more consistent with the City's urban design goals. The historic buildings that remain on Forest Avenue exhibit many of the urban design characteristics that the Planning & Urban Development Department hopes to encourage in new development: for example, the buildings are set close to the street, are constructed of high quality materials, provide architectural interest and feature expansive storefront windows that allow for visibility of the interior and attract pedestrian traffic.

As has been demonstrated in the Old Port Historic District, Congress Street Historic District and India Street Historic District, preservation is an effective and proven economic development tool. As suburban sprawl and roadside development make more and more commercial areas look the same, preservation of historic structures along traditional commercial corridors like Forest Avenue ensures that what makes the corridor unique or distinctive is retained.

Preserving these landmarks can provide the area with a competitive edge. Studies from across the country have shown that when key landmarks are highlighted and enhanced through sensitive rehabilitation, others are inspired to invest in the area. Quality investment stabilizes commercial areas and boosts property values.

Finally, this designation proposal is part of a broader initiative on the part of the City of Portland to invest in Forest Avenue and Woodfords Corner with public infrastructure improvements, public art and zoning changes. It also complements the goals of the Friends of Woodfords Corner, which was formed in 2015 to become an advocate for revitalizing the area. Indeed, by seeking Main Street Affiliate status through the National Main Street program, the organization recognizes that preservation is a key element of the Main Street strategy.

Landmark Designation Criteria

In evaluating the eligibility of a structure, site or area for landmark or historic district designation, the Board must find that the nominated historic resource meets **at least one** of six identified criteria under Sec. 14-610 (a) of the ordinance (Minimum Criteria for Designation). Additionally, the Board must find that the structure, site or area meets the ordinance's "integrity" standard under Sec. 14-611.

The minimum criteria for designation are as follows:

Sec. 14-610. Minimum criteria for designation.

(a) The historic preservation board shall limit its consideration to the following criteria in making a determination on a proposed nomination of an area, site, structure or object for designation by ordinance as a landmark or district:

- 1. Its value as a significant example of the cultural, historic, architectural, archeological or related aspect of the heritage of the City of Portland, State of Maine, New England region, or the United States;*
- 2. Its location as a site of a significant historic or prehistoric event or activity which may have taken place within or which involved the use of any existing structure on the property;*
- 3. Its identification with a person or persons who significantly contributed to the cultural, historic, architectural, archeological or related aspect of the development of the City of Portland, State of Maine, New England region, or the United States;*
- 4. Its exemplification of a significant architectural type, style or design distinguished by innovation, rarity, uniqueness or overall quality of design, detail, materials or craftsmanship;*
- 5. Its identification as the work of an architect, designer, engineer or builder whose individual work is significant in the history or development of the City of Portland, the State of Maine, the New England region, or the United States; or*
- 6. Its representation of a significant cultural, historic, architectural, archeological or related theme expressed through distinctive areas, sites, structures or objects that may or may not be contiguous.*

Sec. 14-611. Integrity of landmarks and historic districts.

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

Nominated Structures, Areas of Significance:

All seventeen structures nominated for landmark designation are located between the I-295 interchange and Woodfords Corner. With the exception of the former Engine Company No. 8 Firehouse at 536 Deering Avenue, all of the buildings are located on Forest Avenue. The identified buildings are thematically related in that they all represent key chapters in Forest Avenue's late nineteenth and early twentieth century development, particularly its era as a street car line serving the new suburban neighborhoods that were developing off the Portland peninsula as well as the period when it became known as "Auto Row" due to the concentration of first-generation auto showrooms, garages and auto supply businesses located along this section of Forest.

Four of the nominated buildings—the Odd Fellows Block at 643-651 Forest, the Chapman Building at 648 Forest, the mixed-use building at 617 Forest that housed an A&P Store, and Engine Company No. 8 Firehouse at 536 Deering Avenue—are clustered at Woodfords Corner and convey the story of this key intersection at the turn of the twentieth century, when it functioned as a village center.

The auto showrooms at 330, 343, 355, 495, 501, 517, 525, 533, and 630 Forest Avenue are not only historically significant for their association with Forest Avenue's reputation as Auto Row, they're also architecturally significant as examples of a **unique building type** that was introduced with the advent of the automobile. First generation auto showrooms were purpose-built for optimal merchandising of vehicles. As such, the buildings featured a center entry flanked by two expansive showroom windows that extended to the floor to provide full views of the cars from passing traffic. These wide windows continued around the front corners of the buildings for one or two bays on the side elevations, again to provide maximum visibility of the showroom interior. Buildings were typically single story with a high ceiling. Often featuring a roof parapet, the parapet provided additional height and an area for architectural embellishment. Most of the architectural ornamentation was concentrated on the front façade and the first two bays of the side elevations. The rear portion of these showrooms was typically utilitarian in both function and appearance.

A number of the nominated structures are noteworthy for their architectural design. The former Valle's Sandwich Shop at 660 Forest is a rare example of Mid-Century Modern style architecture in Portland. The architect-designed 1953 Oakhurst Dairy Building is a good example of the International style. Similarly, the Firestone Auto Supply & Service Store (now the Rowell Building) at 309 Forest is one of the few examples of Art Deco architecture in Portland. The Beaux Arts Revival Hinds Laboratory Building at 331 Forest was designed by Portland's most celebrated architect John Calvin Stevens. And Odd Fellows Hall at 643-651 Forest was designed by well-known nineteenth century architect Francis Fassett.

Based on a review of the individual nominated structures, staff is of the opinion that nominated buildings meet the following minimum criteria for significance:

Address	Original Use	Applicable Designation Criteria
536 Deering Avenue	Engine Company No. 8 Firehouse	Criteria 1 and 6
309 Forest Avenue	Firestone Auto Supply & Service Store	4 and 6
330 Forest	Van Blarcom Incorporated Auto. Garage	4 and 6
331 Forest	A.S. Hinds Laboratory	Bldg. 1, 5 and 6
343 Forest	Miles B. Mank Motor Car Company	4 and 6
355 Forest	L.C. Gilson Automobile Co. Bldg.	4 and 6
364 Forest	Oakhurst Dairy	1 and 4
495 Forest	Packard Motor Car Co. Showroom	4 and 6
501 Forest	Gleason Chrysler Auto Dealership	4 and 6
517 Forest	Clifton R. Shaw Auto Dealership	4 and 6
525 Forest	John S. Goff Chevrolet Bldg.	4 and 6
533 Forest	Studebaker Automobile Dealership	4 and 6
617 Forest	Great Atlantic & Pacific Tea Co. Store	6
630 Forest	Darling-Kidder Motor Car Company	4 and 6
643-651 Forest	Odd Fellows Block	1, 3, 5 and 6
648 Forest	Chapman Block	1 and 6
660 Forest	Valle's Sandwich Shop	4 and 6

Consideration of Design Guidelines or Ordinance Amendments to Accompany Designations

Under the provisions of the historic preservation ordinance, any designation recommendation—either for an individual landmark or historic district—may be accompanied by design guidelines specific to the district or landmark to inform future reviews of alterations or construction (see Sec. 14-617 (c)). “The specific design guidelines may provide explanation by text and/or schematic examples of visual compatibility for purposes of Division 7 (Standards for Review of Application for Certificate of Appropriateness).”

Although there are no specialized design guidelines for most of Portland’s historic districts, some of the recent district designations were accompanied by amendments to the historic preservation ordinance or site plan ordinance that would address the special circumstances of that district. In the Congress Street Historic District, for example, for new construction in the B3 zone “the historic preservation board shall not impose conditions more restrictive than the dimensional requirements of the B3 zone”. This provision was written to reflect the fact that building heights on Congress Street vary considerably and that the heights allowed by the underlying zone were acceptable. In the case of the India Street Historic District, the site plan ordinance was amended to exempt new development within 100 feet of the district boundary from the “100-ft. rule”, which requires an advisory review by Historic Preservation staff (which can incorporate Historic Preservation Board input) as to whether a development is “generally compatible” with the character of an abutting district or landmark. This amendment was proposed by the Planning Board based on their confidence that the design guidelines

and dimensional standards of the new India Street Neighborhood Form-Base Code would be sufficient to ensure compatible development adjacent to the historic district.

During preliminary workshops on the nominated Forest Avenue structures, there was discussion of some of the unique characteristics of many of the nominated buildings (in particular, the single-story nature of most of the auto showrooms) and the potential for adding floors to these buildings. There was also discussion of some of the Planning Department's urban design goals as regards future development on Forest Avenue, including provisions for more intensive development and multi-story structures. The Historic Preservation Board was in agreement that designation of key historic structures was not intended to preclude the possibility of adding floors to existing one or two-story structures, provided the addition was of a scale, character and setback that did not negatively impact the original structure and met the historic preservation ordinance review standards. It was also generally agreed that designation was not intended to preclude more intensively developing a portion of a designated property where that portion was found to be of limited architectural significance. Staff had suggested the potential of added design guidelines applicable to the proposed individual designations that would inform current and future property owners as well as future members of the Historic Preservation Board as to the Board's intent at the time of designation.

While appreciative of the intent to provide some level of reassurance to property owners as regards Board intent, several members of the Board expressed concern about the potential for design guidelines to "prejudge or limit a future review or outcome". Chair Sheridan also noted that the ordinance as currently written allows for consideration of alterations, additions (including additional floors) and even some level of redevelopment if the specific circumstances of the property justify it. As such, Ms. Sheridan suggested there was no need for added guidelines that stated the same.

If the Board determines that additional design guidelines or modifications to the applicable ordinances are needed, staff will prepare amendment(s) to the Historic Preservation ordinance or Site Plan ordinance which will require review and approval by the City Council. The Historic Preservation Board's formal recommendation regarding landmark designation of the seventeen identified properties can proceed at this time with the understanding that any agreed-upon amendments will be pursued forthwith.

The general issues identified during preliminary workshops that prompted consideration of added design guidelines included the following:

- Applicability of the site plan ordinance's "100' rule". (The 100' rule requires that the Planning Board find that new construction within 100 feet of a designated landmark or district be found to be generally compatible with the adjacent landmark or district and requires that Historic Preservation staff provide a written assessment of the proposed development's compatibility for the Planning Board's consideration. This provision also allows HP staff to consult with the HP Board in preparing this assessment.) There were questions as whether this site plan provision need apply to the Forest Avenue designations given that the B2 zone includes design guidelines for new construction and

the question of design compatibility with existing structures is less relevant along Forest Avenue as it would be in a more architecturally cohesive area like Exchange Street.

Note: An amendment to this site plan provision would not affect the proposed landmark properties themselves, only parcels in their immediate vicinity. As such, it is not really relevant to the question of designation now before the Board. Amending the applicable site plan ordinance standard (Sec. 14-526 (b)) would require review and approval by the Planning Board and Council. In practice, where the context around a landmark is fairly eclectic, staff notes that fact in the memo to the Planning Board and the level of review is cursory.

- Alterations and additions not readily visible from a public way. As the ordinance is currently written, any exterior alteration to a designated landmark, whether visible from a public way or not, is subject to review. That is not the case for contributing buildings in historic districts. There was general consensus that for the Forest Avenue buildings under consideration, only readily visible alterations and additions should be subject to review.

Note: One option for addressing this issue would be to amend the applicable provision in the historic preservation ordinance (Sec. 14-635 (e)) to create an exception for Forest Avenue landmarks. Alternatively, information included in this report and in the final report to the City Council—as well as in a cover page attached to the group of nominated Forest Avenue landmarks (see attached)—that describes the intended limits of review intended limits of review can serve as a reference for future reviews. No separate approval process for these options would be required.

- Height allowance. The Board appeared to be in general agreement that the allowable building height in the B2 zone should be honored in any review of building additions or new construction. The *manner* in which the overall height is achieved would be subject to historic preservation review, however.

Note: This issue could be addressed in an amendment to the Historic Preservation ordinance, as was done for the Congress Street Historic District and India Street Historic District. Alternatively, the information included in the final designation report to the Council—or in the cover page attached to the nominated Forest Avenue structures—can serve as a reference for future reviews. Any change to the Historic Preservation ordinance would be subject to Council adoption.

- Consideration of future additions, including additional floors, or of partial redevelopment.

Note: As described above, there was mixed opinion as to whether additional design guidelines were necessary or appropriate to develop for the nominated landmarks on Forest Avenue. Again, the description of the Board's intent included in this report,

and/or in a cover page attached to the group of nominated structures, could serve as a reference for current or future property owners or potential developers. As well, photos with captions featuring Forest Avenue properties could be added to the Historic Resources Design Manual to illustrate how the introduction of additional floors or partial redevelopment is evaluated under the ordinance.

The individual building descriptions have been edited to identify the chief character-defining features of each building and note where a portion of the building has minimal architectural character. This information is intended to inform future reviews. If the Board felt that in addition to these changes to the individual building descriptions, amending the Historic Resource Design Manual was also needed, amending that document would require Historic Preservation Board review and approval.

The existing provisions of the Historic Preservation ordinance, combined with the summary narrative that will accompany the building descriptions, provides adequate protection, guidance, and flexibility for future review of the landmark properties without any changes to the Land Use Code or Design Manual. However, if the Board found any of the additional modifications outlined above advisable, staff would bring forward proposed amendments on a separate schedule.

Summary of Public Comment

During the preliminary workshops, a number of the affected property owners voiced opposition to the designation. Among the arguments made were that designation would reduce the value of their property, make their building difficult to sell, affect their ability to use the property as they needed to, make it harder and more costly to make changes to their buildings. Some owners objected to any outside oversight of their buildings, noting that they had been good stewards of their property and that designation was “punishment” for their efforts. The owners of 355 and 495 Forest Avenue and 536 Deering Avenue submitted written requests to remove their property from consideration. During public comment at the June 19th workshop, the owner of 495 Forest encouraged the Board, if it recommended designation, to include design guidelines or clarifying provisions that would make clear the Board’s intent that designation not preclude the possibility of added floors or other changes.

To further clarify the process and implications of designation, affected property owners were invited to an informational session on July 11th. The presentation included details on what activities require review, the review process, timeframes for review and approval, etc. The session was attended by representatives of two of the nominated properties.

Motions for Consideration

Please vote separately on each building, citing applicable designation criteria. See list of individual buildings with applicable designation criteria below the suggested motion.

On the basis of information and analysis provided in the July 24, 2019 staff report, including a historic context statement detailing the development history of Forest Avenue and documentation on each of the seventeen structures nominated for landmark designation, as well as consideration of public testimony, the Board:

- 1) Finds that the -----at ----- **meets (fails to meet)** designation criteria -----&-- of Sec. 14-610 of the historic preservation ordinance, **and meets (but fails to meet)** the integrity requirement under Sec. 14-611 of the ordinance; and
 - 2) **Based on these findings (notwithstanding these findings) recommends (does not recommend)** that ----- at -----be designated a local landmark subject to the protections of Portland's historic preservation ordinance (Article IX of the Land Use Code).
1. Engine Company No. 8 Firehouse at 536 Deering Avenue ... Criteria 1 and 6
 2. Firestone Auto Supply & Service Store at 309 Forest AvenueCriteria 4 and 6
 3. Van Blarcom Incorporated Automobile Garage at 330 Forest Avenue ... Criteria 4 and 6
 4. A.S. Hinds Laboratory Building at 331 Forest Avenue ... Criteria 1, 5 and 6
 5. Miles B. Mank Motor Car Company at 343 Forest Avenue ... Criteria 4 and 6
 6. L.C. Gilson Automobile Company Building at 355 Forest Avenue ... Criteria 4 and 6
 7. Oakhurst Dairy 1953 addition at 364 Forest Avenue ... Criteria 1 and 4
 8. Packard Motor Car Company Showroom at 495 Forest Avenue ... Criteria 4 and 6
 9. Gleason Chrysler Auto Dealership at 501 Forest Avenue ... Criteria 4 and 6
 10. Clifton R. Shaw Auto Dealership at 517 Forest Avenue ... Criteria 4 and 6
 11. John S. Goff Chevrolet Building at 525 Forest Avenue ... Criteria 4 and 6
 12. Studebaker Automobile Dealership at 533 Forest Avenue ... Criteria 4 and 6
 13. Great Atlantic & Pacific Tea Company Store at 617 Forest Avenue ... Criteria 6
 14. Darling-Kidder Motor Car Company at 630 Forest Avenue ... Criteria 4 and 6
 15. Odd Fellows Block at 643-651 Forest Avenue ... Criteria 1, 3, 5 and 6
 16. Chapman Block at 648 Forest Avenue ... Criteria 1 and 6
 17. Valle's Sandwich Shop at 660 Forest Avenue ... Criteria 4 and 6

ATTACHMENTS

1. Historic Context Statement - *Forest Avenue: Its Early Development & Transportation History*
2. Map of Forest Avenue identifying nominated structures
3. Draft cover letter or summary page proposed to accompany building descriptions
4. Updated building descriptions of nominated properties

Forest Avenue: Its Early Development & Transportation History

January 2016



Woodford's Corner in the 1940s

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

Introduction

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

Early Development along Forest Avenue

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

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

Railroad & Horse Car Suburban Development

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

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

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

Street Car Suburban Development

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

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

The Automobile and Its Impact on Development along Forest Avenue

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

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

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

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

Portland's Auto Row

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

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

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

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

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

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

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

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

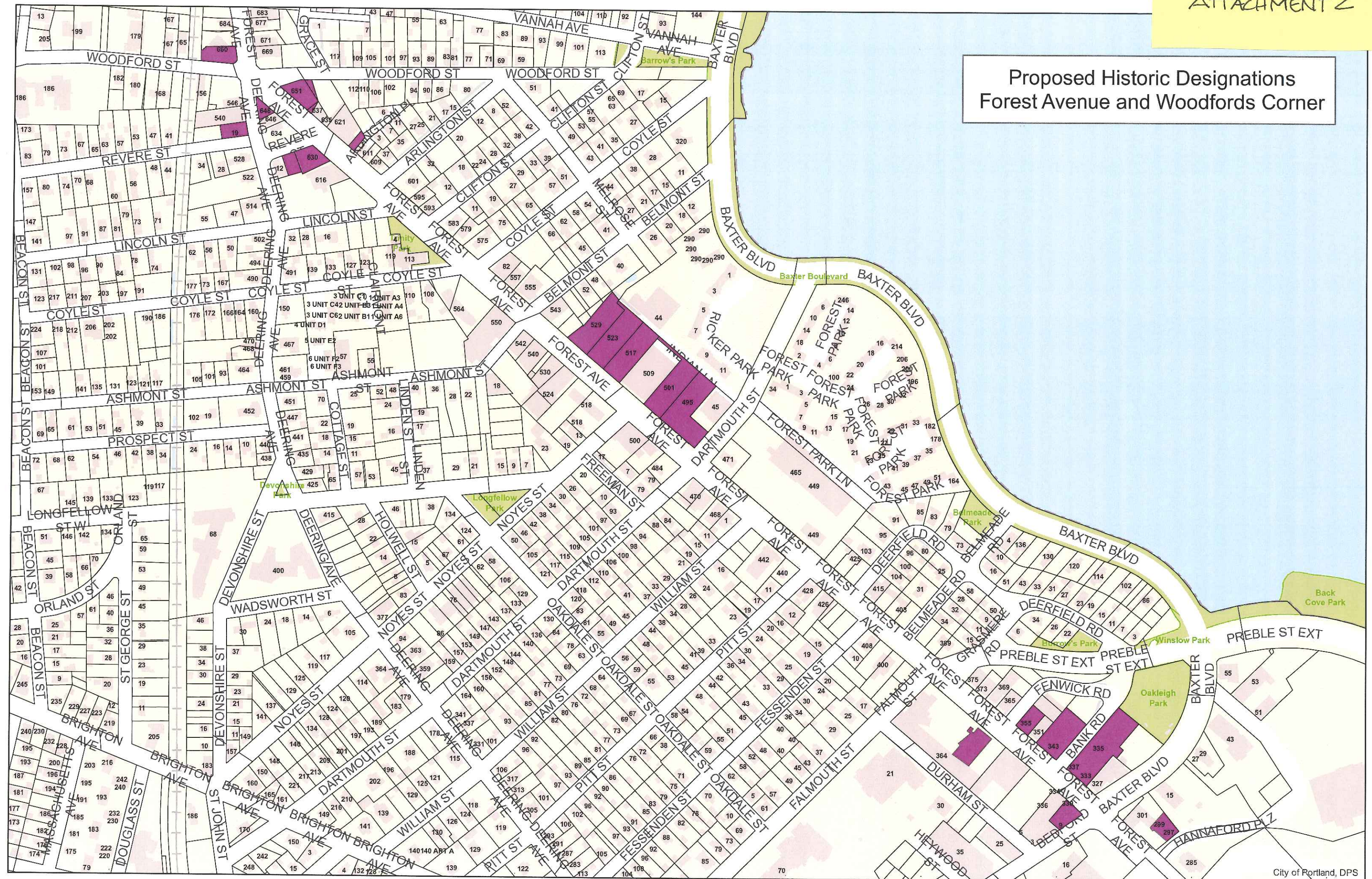
dramatically in the 1950s and changes were made to accommodate the increased traffic. These changes decreased pedestrian access and safety and the resulting reduction in pedestrian activity made it challenging to sustain the scale and type of businesses that had historically been located in the neighborhood.

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

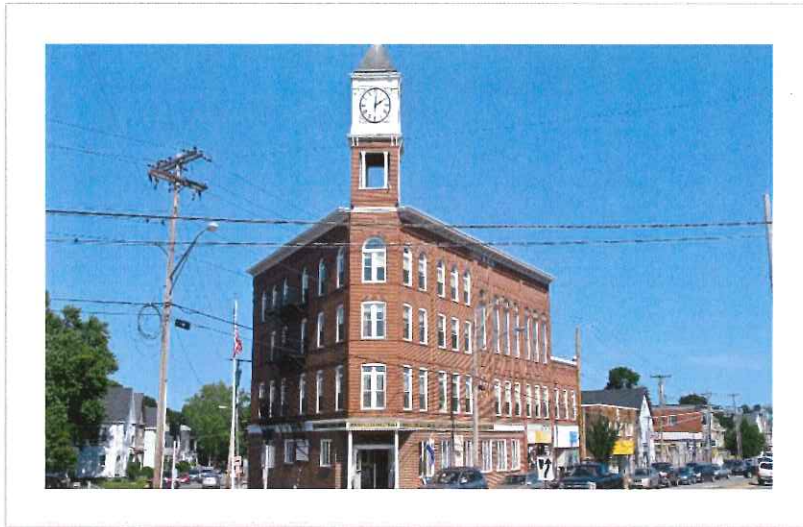
Since the mid 20th century, Forest Avenue has increasingly become a street lined with commercial properties. Forest Avenue's residential history has nearly disappeared in the section between I-295 and Woodford's Corner. Only four homes and one mixed use building with apartments remain on Forest Avenue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

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

Proposed Historic Designations
Forest Avenue and Woodfords Corner



Forest Avenue and Deering Avenue Landmark Nominations



The seventeen historic structures described in the following inventory forms are nominated for individual landmark designation under the provisions of Portland's historic preservation ordinance. The buildings, all but one of which are located on Forest Avenue, represent key chapters in Forest Avenue's late nineteenth and early twentieth century development, particularly its era as a street car line that served the emerging suburban Deering neighborhoods around it as well as the period when it became known as Portland's "Auto Row" due to its concentration of first-generation auto showrooms, garages and auto supply businesses.

Although the buildings are historically and thematically related, they are nominated for individual landmark designation. Given the distance between some of the buildings, the option of creating a contiguous historic district that encompassed all seventeen structures and included large areas of non-historic development was determined not to be appropriate. All of the buildings meet at least one or more criteria for landmark designation because of their significance to the historical development of Forest Avenue and because many of the buildings are architecturally significant in their own right or represent a unique building type in Portland.

In recommending that the City Council designate historic structures on Forest Avenue and at Woodfords Corner, the Historic Preservation Board recognizes the need to balance the goal of preserving historic assets with the need to encourage new development along this important corridor. To that end, the Board wishes to note that the historic preservation ordinance review standards are not intended to preclude alterations or additions to historic structures, including the introduction of additional floors to existing low-scale buildings. Indeed, numerous building rooftop additions have been approved under the ordinance. The historic preservation review

process ensures that any addition is compatible with the existing building in terms of scale, materials, form, setback, fenestration, etc.

The Historic Preservation Board also notes that a number of the nominated buildings extend deep into their respective lots. For some of these buildings, particularly the auto showroom buildings, it is the front portion of the building that is of architectural significance and the rear portion is fairly utilitarian in both use and appearance. The historic preservation ordinance allows for consideration of partial demolition of a designated structure for redevelopment where removal of that portion would not materially diminish the identified architectural character of the historic property. The attached building descriptions should prove helpful to future Historic Preservation Board members and property owners in determining the key character-defining features of the subject properties as well as any opportunities for more intensive development.

In designating the Forest Avenue structures as individual landmarks, their unique characteristics and orientation toward Forest Avenue make it appropriate that Historic Preservation reviews of alterations would focus particular attention on those portions of the structure visible from a public way. Finally, the Historic Preservation Board recognizes that there are design standards in place that govern new development in the B2 zone and that the standards address a number of the urban design characteristics exhibited by the nominated structures (no setback, orientation to the street, high level of glazing, etc.) and which would be encouraged by the Historic Preservation Board during any advisory review.



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. The building's current tenant, Big Sky Bread Company, moved into the space the same year.

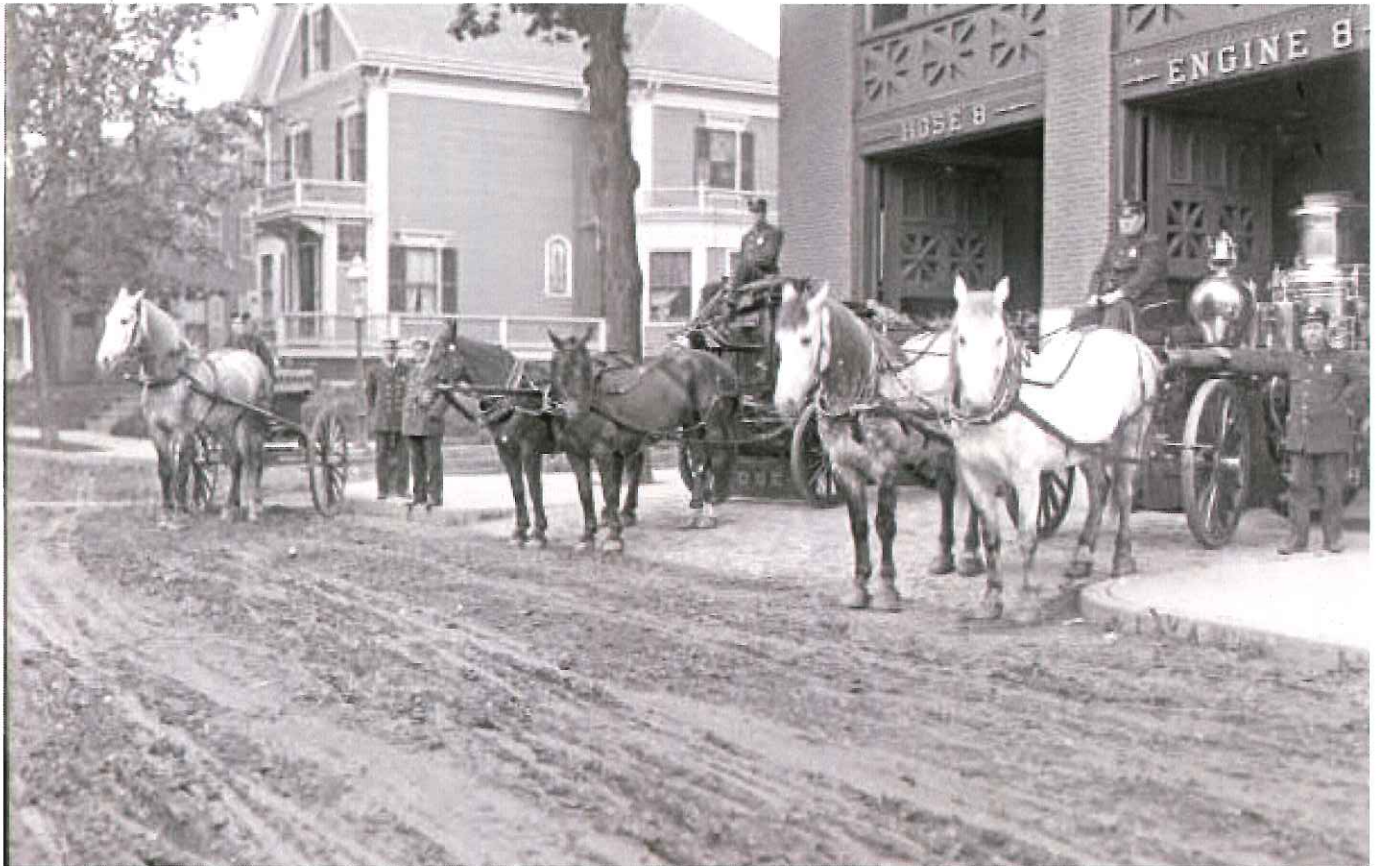
Architectural Description

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 its use. 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 mullied 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.

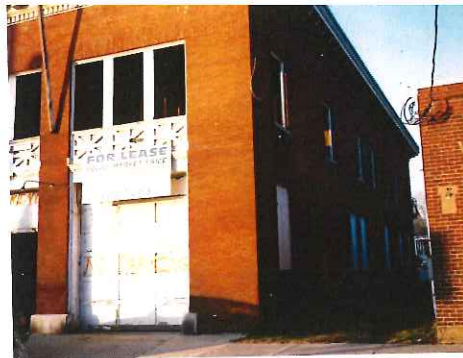
The side elevations feature simple punched window openings, the placement of which reflecting the interior layout more than a strict adherence to architectural uniformity. The one-over-one windows feature rusticated granite sills and lintels of soldier course brick. Behind the main block of the building 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 retains its original features and is in well preserved condition thanks to a major rehabilitation by the current owner in 1994. It remains an important landmark in the Woodford's Corner/Deering neighborhood.



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



Building in 1994, when City sold it to current owner.



View of building from Revere Street



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 character-defining 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.





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 that is set back slightly 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. In this respect, the façade composition is somewhat unusual as most of the auto showrooms on Forest feature a three-bay composition. 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.

The rear portion of the building, which is set back from the showroom portion of the block and visible from Bedford Street, is utilitarian in appearance and lacks architectural significance (see photos).

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 ornamental features. Today, the building still clearly conveys its roots as an early auto-related structure at the southwestern end of Portland's "auto row".







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.

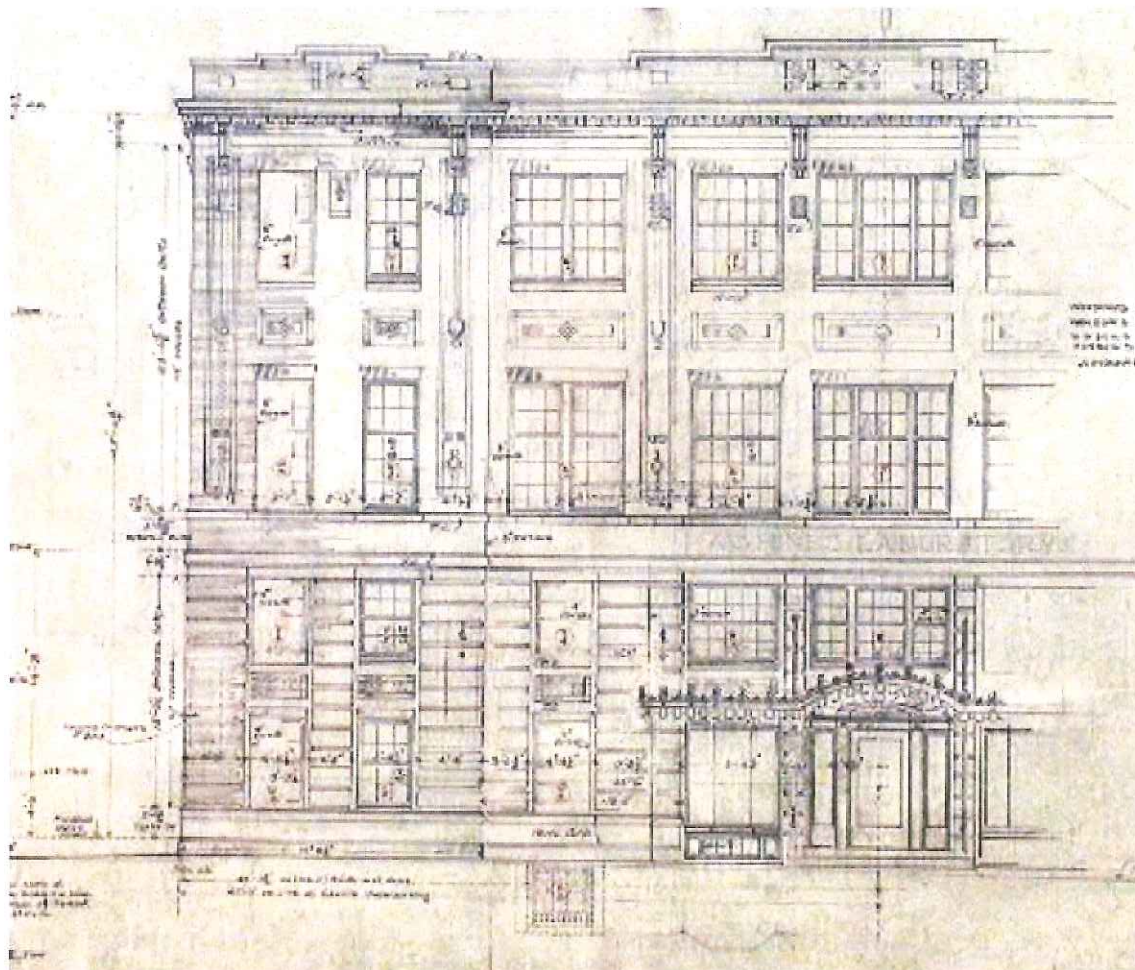
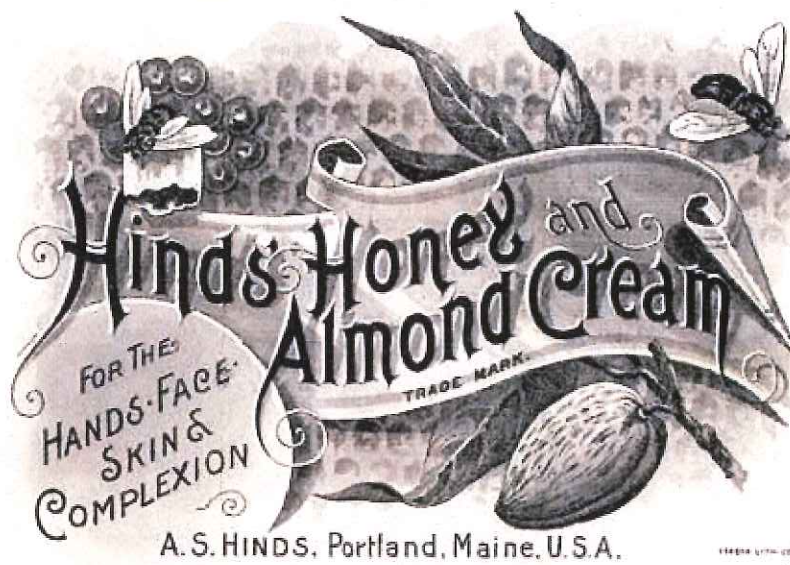
Architectural Description

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 mullied 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 façade composition associated with its building type and clearly conveys its 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

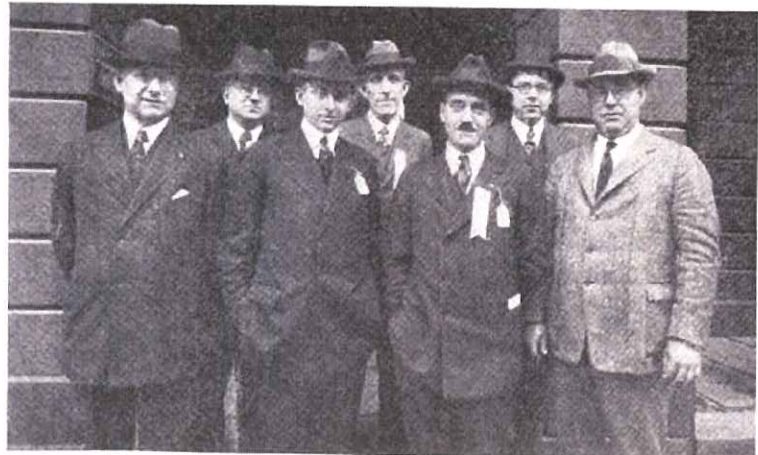
It is somewhat surprising to note how little the magnitude of the automobile industry is appreciated by the general public, says the Automobile Journal. It might be assumed that as a body, traveling men were well informed as to industrial enterprises. The following quotation from The Manufacturing Jeweler 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. Thombs, 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. As noted above, the front section of the building exhibits the greatest architectural significance.

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 a number have been infilled or altered.



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 .



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

Because 495 Forest Avenue 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. An intermediate cornice located below the roof parapet of both 495 Forest and its neighbor at 501 extends the full depth of the side elevations of both buildings, turning onto the elevation where the two connected structures meet. This cornice reinforces the linkage between the two buildings.

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 southeast of 495 Forest is set well back from the street, the southeast elevation of 495 is entirely visible. This elevation features a series of tall, regularly spaced individual punched window openings. A secondary entrance is located toward the rear of this elevation.

The building extends deep into the lot; most of the rear portion of the building is not visible from a public way.

Alterations and Additions since Construction

The most significant alteration to the building has been the replacement of the two large showroom windows on the façade and at the leading corners of the side elevations. The original single 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, façade composition 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.

Note: Staff has learned of a recent donation of photographs from a private collection to the Maine Historical Society that includes mid-twentieth century photographs of 495, 501, 517, 525 and 533 Forest Avenue. When these have been catalogued and are available to the public, copies of the early views will be added to this inventory form.



495 Forest Avenue



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.

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CARS**



**PLYMOUTH
CARS**

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JOHN S. GOFF, INC.

Distributors

NASH AUTOMOBILES

Sales - Service

501 FOREST AVENUE

PORTLAND, MAINE

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.

Little of the rear portion of the building is visible from the street.

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.

Note: Staff has learned of a recent donation of photographs from a private collection to the Historical Society that includes mid-twentieth century photographs of 495, 501, 517, 525 and 533 Forest Avenue. When the photos have been processed and made available to the public, copies of the early view of 501 Forest will be added to this inventory form.



501 Forest Avenue



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.

Note: Staff has learned of a recent donation of photographs from a private collection to the Maine Historical Society that includes mid-twentieth century photographs of 495, 501, 517, 525 and 533 Forest Avenue. When the photos have been processed and made available to the public, copies of the early views will be added to the applicable inventory forms.



Studebaker Automobile Block

Left to right: 533, 525, 517



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 is clearly defined and exhibits the greatest architectural interest. 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 classic façade composition, as well as its key architectural details. The building continues to convey its original use and its close visual and function relationship to its neighbors adds additional interest.

Note: Staff has learned of a recent donation of photographs from a private collection to the Maine Historical Society that includes mid-twentieth century photographs of 495, 501, 517, 525 and 533 Forest Avenue. When the photos have been processed and made available to the public, copies of the early view of 517 Forest will be added to this inventory form.



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 roof form of the showroom building at 525 Forest is fairly unique. (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 above the first floor 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 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 character-defining wide 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.

Note: Staff has learned of a recent donation of photographs from a private collection to the Maine Historical Society that includes mid-twentieth century photographs of 495, 501, 517, 525 and 533 Forest Avenue. When the photos have been processed and made available to the public, copies of the early view of 525 Forest will be added to this inventory form.



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 this respect the building breaks with the typical pattern on Forest of one-story auto showrooms. At the ground floor level, the building features the classic three-bay façade composition associated with this building type: two large window openings (originally with single plate glass 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 façade 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 character-defining 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.

Note: Staff has learned of a recent donation of photographs from a private collection to the Maine Historical Society that includes mid-twentieth century photographs of 495, 501, 517, 525 and 533 Forest Avenue. When the photos have been processed and made available to the public, copies of the early views of 533 Forest will be added to this inventory form.



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.



617 Forest, southeast elevation



Darling-Kidder Motor Car Company

ADDRESS

630 Forest Avenue

ARCHITECT

unknown

DATES

1917

STYLE

Vernacular

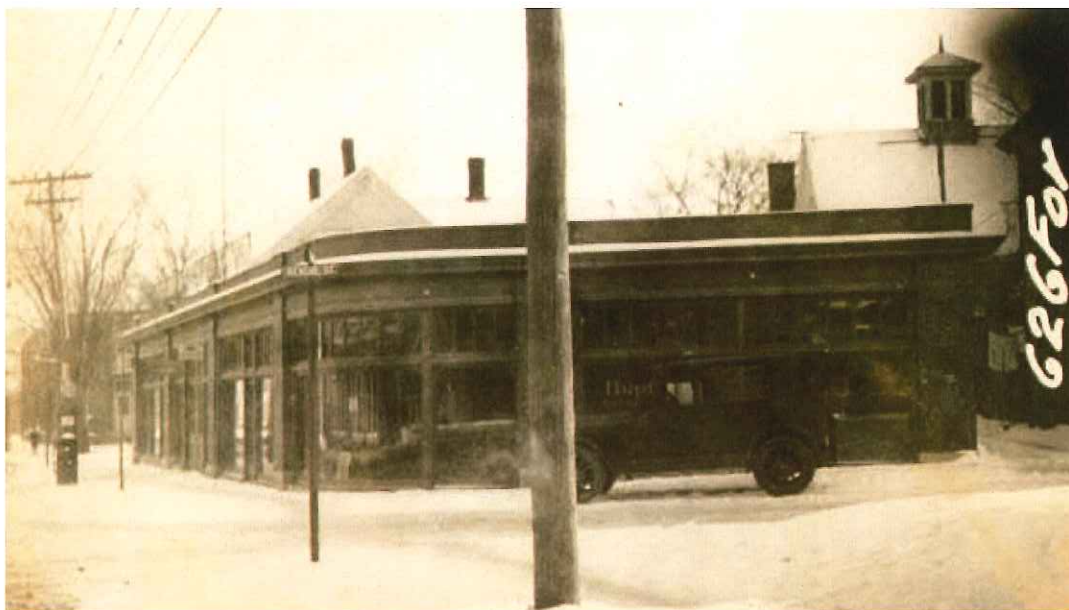
Building History

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 and does not contribute to the building's significance. It is recessive in appearance, however, 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 with-in the storefront bays, the building retains its original façade composition and bay spacing, as well as a number of its key architectural details, 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



Aerial view showing footprint of later addition



ODD FELLOWS BLOCK

ADDRESS

643-651 Forest Avenue

ARCHITECT

F. H. Fassett & E. F. Fassett

DATES

1897

STYLE

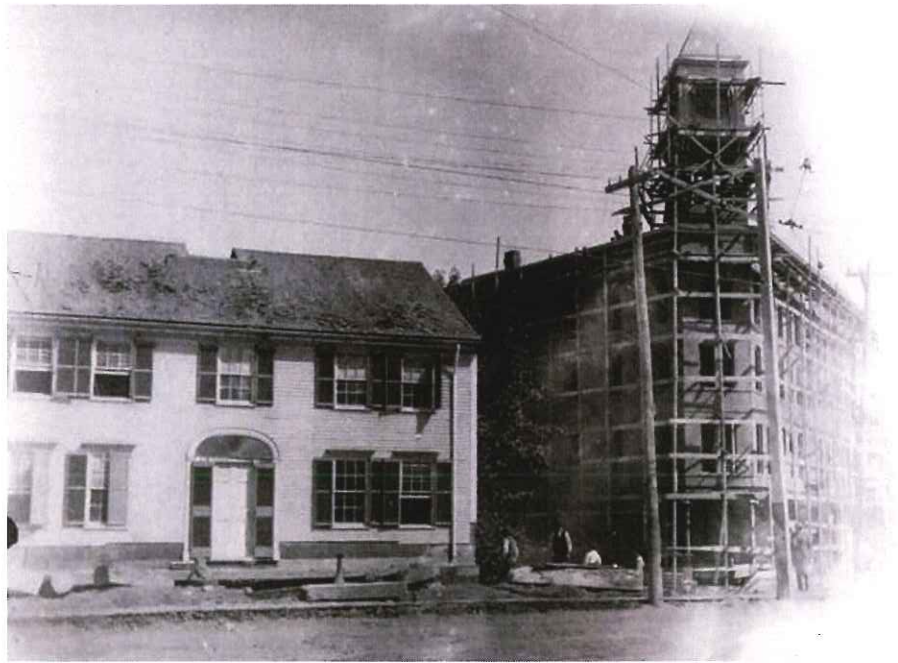
Italianate

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, corner-oriented clock tower and architectural interest. 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 (see photo). 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.



Google Earth



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.





Forest Avenue elevation of Chapman Block



Deering Avenue elevation



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.

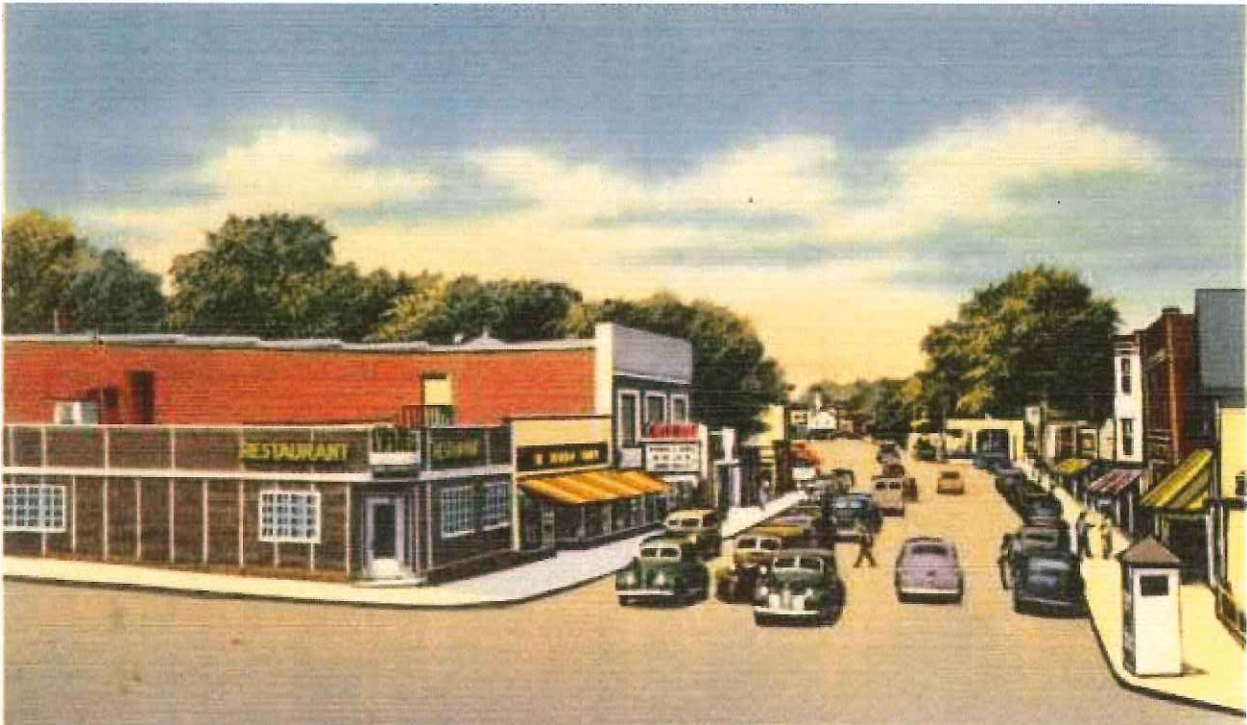
Architectural Description

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



HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

PUBLIC HEARING
SEVENTY-FIVE STATE STREET

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
DATE: July 19, 2019
RE: July 24, 2019 **Final Review of Proposed Renovation and Enclosure of
Greenhouse and Open Porch Areas**

Address: Seventy-Five State Street (17-21 Gray Street)

Applicant: Seventy-Five State Street / Avesta Housing

Architect: Rebecca Bagley, CWS Architects

Contractor: Wright-Ryan Construction

Introduction

On behalf of owners Seventy-Five State Street and Avesta Housing, Rebecca Bagley of CWS Architects has requested a public hearing for alterations to a narrow section in the central part of Seventy-Five State Street. The project area faces the interior of the campus (toward Danforth Street) and currently consists of three enclosed, greenhouse-like lower floors of common space and three upper floors with open porches, also common space. Renovation is required because of water leakage, and the architect proposes to enclose all six floors with visually compatible glazing and metal siding panels.

Seventy-Five State Street is a large, brick elderly housing complex that was built in 1975 in what was then the national Spring Street Historic District - which became part of the Western Promenade Historic District when Portland's historic preservation ordinance took effect in 1990. Because of its construction date the property is noncontributing.

Historic Preservation staff began working with the architects in 2018, when the need to replace 40-year-old windows with similar looking new windows initiated a phased renovation of much of the building. Ongoing work in the phased renovations, including more window replacements, mechanical improvements, and interior upgrades, will be permitted separately from the greenhouse project, which is scheduled for construction

this year. Staff will involve the Board in reviews of future phases on an as-needed basis.

Although the location of the proposed work is well back from Danforth Street, it is clearly visible across a parking lot and would slightly alter the massing of the building; staff concluded the application deserved a Board review. Ms. Bagley has supplied a brief project description, and the construction drawings include a rendering of the proposed new section, a photo of the existing conditions at the greenhouse and porch areas, and a photo of the siding material. Staff has included photos from Google Earth to demonstrate the visibility of the location and existing conditions.

Subject Property

Seventy-five State Street is a large complex that occupies most of the block bounded by State, Gray, Park, and Danforth Streets. In Portland's 1990 Historic Resources Inventory the architectural description states:

“Seventy-Five State Street exemplifies how a large scale 20th Century multi-family structure can blend into a historic district unobtrusively if sensitively sited and built of high quality compatible materials.” And, “The higher elevations are in the back where they are least obtrusive from the street. The windows are either tripartite with transoms or project as small greenhouses, adding diversity (and avoiding what could have been a monotonous brick wall as at 100 State Street) and still declaring itself very much a development of its own time.”

As shown in the architect's photo, the existing greenhouse and open porch floors are showing signs of age. Though there are six levels, the section recedes, as it is stepped back from adjoining walls and has no roof on the sixth floor porch. Above the first two enclosed levels, the brick facing of the porches alternates with the dark bands of glazing, and connects the brick masses of the of the building sections.

Proposed Project

The proposed enclosure of all six floors (note the plans are labeled ground floor, and floors 1-5 above,) is well represented in the brief description by Ms. Bagley and in the supplied rendering. It has a clean appearance of continuous glazing bands alternating with smooth black siding panels, completely separating the two brick masses with a differentiated modern connector. Because the sixth floor is roofed instead of being an open porch and the upper floors enclose increased floor space, the height and mass of the reconstructed section may appear slightly larger than the existing structure.

Storefront glazing and doors are understood to be a close match for the existing in the rest of the complex. Staff has verified with the architect that all the glass is to be clear. Slight gaps between the steel panels comprising the skin are patterned to align with windows and other reference points.

As shown, the face of the ground floor would be on the same footprint as it is now; the remaining floors step back from the ground floor, but they would come as far forward as the face of the existing second floor greenhouse, just behind the existing corner windows to the right; this means that on floors 3-6 the floor plate would be expanding slightly.

Staff Comments

The new treatment for the greenhouse and porch section of Seventy-Five State Street would be more highly differentiated from the character of the adjoining wings than the existing configuration and finishes, and it will have slightly more mass and height. Staff anticipates that it will have the appearance of a modern connector between two older (yet clearly late 20th Century) blocks. The sleek glazing and metal skin proposed underscore the differentiation, with an appearance that is closer to a commercial office building than a large, multi-family residence.

That said, the new look will make a more complete visual separation of the two building wings, and set back as it is from Danforth Street, staff believes the dark coloration will quiet the overall effect from a distance. Would a slightly lighter– but still recessive steel panel color, such as a charcoal or medium grey – soften the appearance somewhat and render it more compatible?

The submitted construction plans for the renovations include some work scope that goes beyond the greenhouse and porch rehab being considered by the Board on July 24; for example it is noted that mechanicals and electrical work is to be on a design/build basis. Staff will be reviewing any exterior aspects of these systems with the architects and will involve the Board if and when a significant change warrants a more substantial review.

Additional questions that might be answered on July 24, or perhaps at a future date:

- Is there a plan for drainage from the lower (over the ground floor entrance) and upper (top floor) roofs?
- What if any changes are planned for exterior lighting?
- Is the glazing in all windows and doors to be clear?
- New pavers are noted for the patio on the ground floor plan, but staff doubts this area is visible enough to be of concern for this review.

Applicable Standards of Review

- 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.
- 9) Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The

new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.

- 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 July 24, 2019 public hearing and information included in the accompanying staff report, the Board finds that the proposed building alterations at Seventy-Five State Street **meet (fail to meet)** the historic preservation ordinance's Standards for Review of New Construction **(subject to the following conditions.....)**

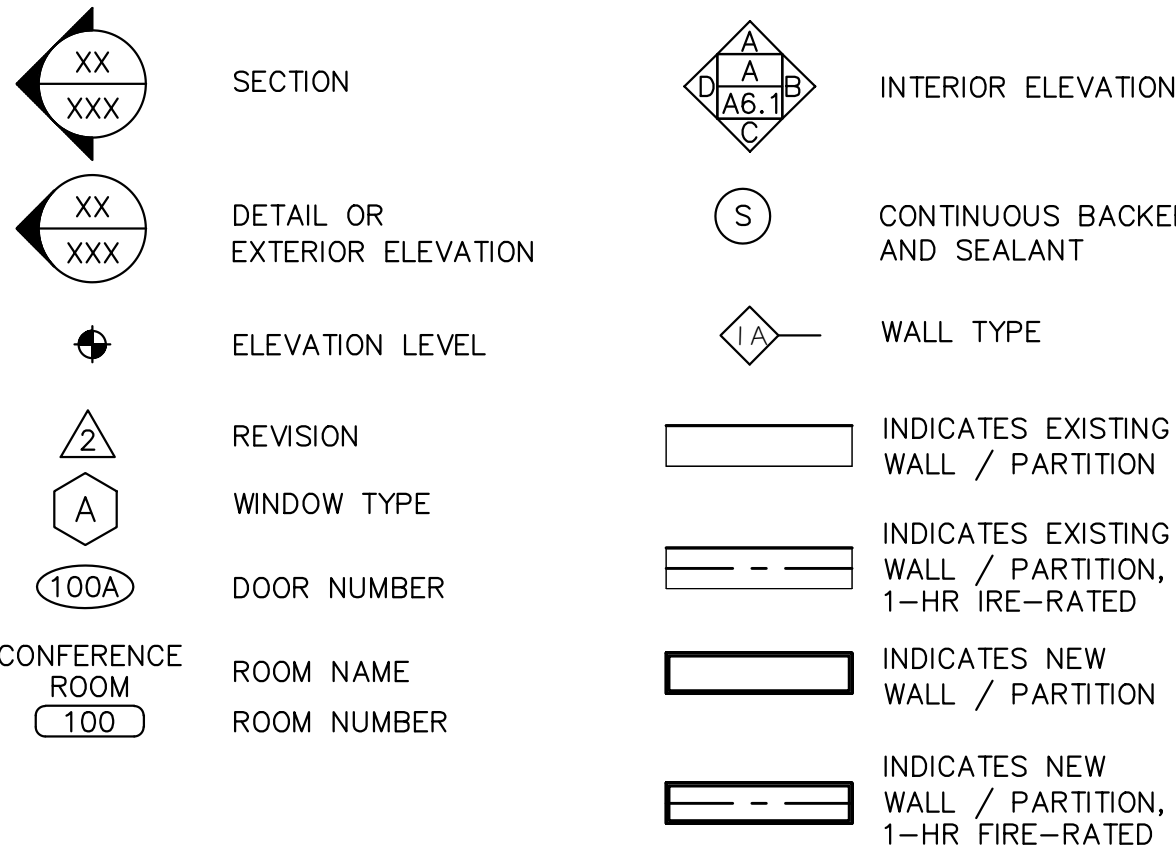
Attachments

1. Architect's project summary
2. Architect's plans, photos, and renderings (unneeded pages have been omitted)
3. Staff supplied images from Google

Project Description– 75 State Street

The project consists of 6-story renovation and enclosure of an existing greenhouse and open porch area on the South side of the East wing of the building. The existing components are failing to keep water out of the building, requiring major renovation to address leakage issues. New work will be of a simple, complementary architectural vocabulary, with modern materials in a subtle color scheme.

SYMBOLS LEGEND.



PROVIDE BLOCKING FOR ALL CABINET ASSEMBLIES AND TOILET ROOM ACCESSORIES AS REQUIRED. TYPICAL ALL WALLS ALL SPACES.

GENERAL NOTES PERTAINING TO THE CONSTRUCTION AND CONSTRUCTION DOCUMENTATION:

1. THE CONTRACTOR SHALL REVIEW AND DIRECT ALL SUB-CONTRACTORS TO REVIEW ALL DRAWINGS AND SPECIFICATIONS TO ASCERTAIN THE SCOPE OF WORK FOR EACH TRADE PRIOR TO BID. ALL CONTRACTORS SHALL BE RESPONSIBLE FOR ALL DRAWINGS AND SPECIFICATIONS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL MATERIALS AND WORKMANSHIP IN ACCORDANCE WITH FEDERAL, STATE, CITY AND LOCAL BUILDING CODES AND THEIR REQUIREMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING PERMITS AND APPROVALS AS REQUIRED BY THE LOCAL JURISDICTIONAL AUTHORITIES FOR THIS JOB.
4. BEFORE COMMENCING WORK, THE CONTRACTOR SHALL VERIFY THAT NO CONFLICTS EXIST IN LOCATIONS OF ANY AND ALL MECHANICAL, ELECTRICAL AND TELEPHONE ITEMS (INCLUDING PIPING, DUCTWORK, LIGHTING AND/OR CONDUIT) AND, THAT ALL REQUIRED CLEARANCES OR INSTALLATIONS FOR ABOVE EQUIPMENT ARE PROVIDED. COORDINATION SHALL BE PERFORMED PRIOR TO CONSTRUCTION.
5. THE CONTRACTORS FAILURE TO REPORT ANY DISCREPANCIES WITHIN THESE CONSTRUCTION DOCUMENTS TO THE ARCHITECT WILL NOT BE GROUNDS FOR ADDITIONAL COST OR CHANGE ORDERS.
6. IF FIELD CONDITIONS NECESSITATE ANY CHANGES OR MODIFICATIONS, ALL SUCH CHANGES OR MODIFICATIONS SHALL BE APPROVED BY THE ARCHITECT PRIOR TO PERFORMING SUCH CHANGES OR MODIFICATIONS.
7. THE CONTRACTOR SHALL PROVIDE FOR THE LEGAL REMOVAL AND DISPOSAL OF ALL RUBBISH AND DEBRIS FROM THE BUILDING AND THE SITE ASSOCIATED WITH THE CONSTRUCTION OF THIS PROJECT.

ABBREVIATIONS:

A/C AIR CONDITIONING
ABV ABOVE
AC ACOUSTICAL PLASTER
ACT ACOUSTIC CEILING TILE
ADD ADDENDUM
ADJ ADJACENT
AFF ABOVE FINISHED FLOOR
AP ACCESS PANEL
BCE BOTTOM CHORD EXTENSION
BD BOARD
BLP BORROWED LIGHT PANEL
BO BOTTOM OF
BOF BOTTOM OF FOOTING
BOS BOTTOM OF STEEL
BS BOTH SIDES
BSE BRICK SHELF ELEVATION
C CHANNEL
CPT CARPET
CB CATCH BASIN; CHALKBOARD
CFM CUBIC FEET PER MINUTE
CJ CONTROL JOINT; CONSTRUCTION JOINT
C CENTERLINE
CMU CONCRETE MASONRY UNIT
CT CERAMIC TILE
CUH CABINET UNIT HEATER
DF DRINKING FOUNTAIN
DR DOOR
DW DISHWASHER
EF EXHAUST FAN; EACH FACE
EJ EXPANSION JOINT
EPM ETHYLENE PROPYLENE DIENE MONOMER
EW EACH WAY
ENC ELECTRIC WATER COOLER
EX EXISTING
EXIST EXISTING
EXT EXTERIOR
EXTR EXTERIOR
FB FLAT BAR
FBO FURNISHED BY OTHERS
FCO FLOOR CLEAN-OUT
FD FLOOR DRAIN
FE FIRE EXTINGUISHER
FEC FIRE EXTINGUISHER CABINET
FF FINISHED FLOOR; FAR FACE
FIN FINISHED
FXT FLOURE
FL FLOOR
FO FRAMED OPENING
FOP FACE OF FINISH
FS FAR SIDE
GA GAGE, GAUGE
GB GRAB BAR
GC GENERAL CONTRACTOR
GYSM GYPSUM DROP-IN TILE
G GLASS
GWB GYPSUM WALL BOARD
H/C HANDICAPPED; HOLLOW CORE
HDO HIGH DENSITY OVERLAY
HM HOLLOW METAL
HOR HORIZONTAL
HRU HEAT RECOVERY UNIT
H&V HEATING AND VENTILATING
HVAC HEATING, VENTILATING, & AIR CONDITIONING
ID INSIDE DIAMETER
IF INSIDE FACE
I ISOLATION JOINT
INT INTERIOR
INTR INTERIOR
INV INVERT
JNT JOINT
L ANGLE
LLH LONG LEG HORIZONTAL
LLV LONG LEG VERTICAL
LP LIGHTING PANEL
MDO MEDIUM DENSITY OVERLAY
MO MASONRY OPENING
MR MOISTURE-RESISTANT
MUA MAKE-UP AIR
NIC NOT IN CONTRACT
NTS NOT TO SCALE
OC ON CENTER
OF OUTSIDE FACE; OWNER FURNISHED
OF OWNER FURNISHED AND INSTALLED BY
OPC OWNER FURNISHED
OH OVERHEAD
OPN OPENING
OPNG OPENING
OPP OPPOSITE
PA PUBLIC ADDRESS
PAF POWDER-ACTUATED FASTENER
P PLATE, PROPERTY LINE
PLAM PLASTIC LAMINATE
PLAS PLASTER
PLF POUNDS PER LINEAR FOOT
PLYWD PLYWOOD
PP POWER PANEL (OR PUSH-PADDOLE)
PSF POUNDS PER SQUARE FOOT
PSI POUNDS PER SQUARE INCH
PTD PAINTED PAPER TOWEL DISPENSER
PTN PARTITION
PVC POLYVINYL CHLORIDE
R RISER; RADIUS
RB RUBBER BASE
REF REFRIGERATOR
REFRIG REFRIGERATOR
RD ROOF DRAIN
RM ROOM
RO ROUGH OPENING
RP REMOVABLE PANEL
RR RUB-RAIL
SC SOLID CORE
SF SQUARE FOOT; SUPPLY FAN
SK SHEAR KEY
SM SIMILAR
SS STAINLESS STEEL
ST STEEL
STL STEEL
STD STANDARD
STR STRUCTURAL
STRUCTURAL STRUCTURAL
T TREAD
T&B TOP AND BOTTOM
TBM TEMPORARY BENCHMARK
TCE TOP CHORD EXTENSION
TJ TIE JOIST
TO TOP OF
TOC TOP OF CONCRETE
TOF TOP OF FOOTING
TOM TOP OF MASONRY
TOP TOP OF PIER
TOS TOP OF STEEL TOP OF SLAB
TOW TOP OF WALL
TPD TOILET PAPER DISPENSER
TY TYPICAL
UH UNIT HEATER
UNO UNLESS NOTED OTHERWISE
VB VAPOR BARRIER
VCT VINYL COMPOSITION TILE
VERT VERTICAL
VF VERIFY IN FIELD
VP VISION PANEL
VTR VENT THROUGH THE ROOF
W/ WITH
WC WATER CLOSET
WO WOOD
WF WIDE FLANGE
WH WATER HEATER
WIN WINDOW
WLSRD WALLBOARD, TYPICAL GWB
W/O WITHOUT
WO WINDOW OPENING
WS WEB STIFFENER
WWF WELDED WIRE FABRIC

DRAWING STATUS LIST

SHEET REFERENCE		ISSUE DESCRIPTION AND DATE							
		ISSUED FOR: CONSTRUCTION	ISSUED FOR: ADDENDUM 01	ISSUED FOR: HISTORIC REVIEW					
DWG NO.	DRAWING NAME								
TP	TITLE PAGE & DRAWING INDEX - ADMINISTRATIVE AREA								
G0.01	PHASING PLANS								
	CIVIL DRAWINGS - BY SEBAGO TECHNICS								
1	EXISTING CONDITIONS PLAN OF 75 STATE STREET								
	STRUCTURAL DRAWINGS, DATED MARCH 7, 2019								
S0.1	GENERAL NOTES, ETC								
S1.0	FOUNDATION PLAN								
S1.1	FIRST FLOOR/LOW ROOF FRAMING PLAN								
S1.2	SECOND FLOOR FRAMING PLANS								
S1.3	THIRD FLOOR FRAMING PLANS								
S1.4	FOURTH FLOOR FRAMING PLANS								
S1.5	FIFTH FLOOR FRAMING PLANS								
S1.6	ROOF FRAMING PLANS								
S2.1	DETAILS								
	ARCHITECTURAL DRAWINGS								
LS0.00	LIFE-SAFETY CODE STUDY								
LS1.00	GROUND FLOOR LIFE-SAFETY PLAN								
LS1.01	FIRST FLOOR LIFE-SAFETY PLAN								
LS1.02	SECOND FLOOR LIFE-SAFETY PLAN								
LS1.03	THIRD FLOOR LIFE-SAFETY PLAN								
LS1.04	FOURTH FLOOR LIFE-SAFETY PLAN								
LS1.05	FIFTH FLOOR LIFE-SAFETY PLAN								
LS2.10	FIRE-RATED PARTITION INTERSECTION DETAILS								
LS2.11	USG AND U.L. FIRE-RATED PARTITION DETAILS								
LS2.20	U.L. PENETRATION DETAILS								
LS2.21	U.L. PENETRATION DETAILS								
LS2.30	U.L. FLOOR PENETRATION DETAILS								
LS2.31	U.L. FLOOR PENETRATION DETAILS								
AD1.02	GROUND FLOOR REMOVALS PLAN								
AD1.12	FIRST FLOOR REMOVALS PLAN								
AD1.22	SECOND FLOOR REMOVALS PLAN								
AD1.32	THIRD FLOOR REMOVALS PLAN								
AD1.42	FOURTH FLOOR REMOVALS PLAN								
AD1.52	FIFTH FLOOR REMOVALS PLAN								
AD1.R2	ROOF REMOVALS PLAN								
AD6.10	REMOVALS WALL SECTION								
A0.01	HORIZONTAL ASSEMBLY, WALL, AND PARTITION ASSEMBLY SCHEDULE								
A1.02	GROUND FLOOR PLANS								
A1.12	FIRST FLOOR PLANS								
A1.22	SECOND FLOOR PLANS								
A1.32	THIRD FLOOR PLANS								
A1.42	FOURTH FLOOR PLANS								
A1.52	FIFTH FLOOR PLANS								
A1.R2	ROOF PLAN								
A3.10	EXTERIOR ELEVATION								
A3.11	EXTERIOR ELEVATION								
A6.10	WALL SECTION								
A7.10	DETAILS								
A8.00	DOOR AND FRAME TYPES, DETAILS, AND SCHEDULE								
A8.10	STOREFRONT ELEVATIONS								
A8.11	STOREFRONT DETAILS								
A8.20	WINDOW ELEVATIONS								
A8.21	WINDOW DETAILS								
A9.00	INTERIOR FINISH LEGEND AND SCHEDULE								
A9.11	INTERIOR FINISH FLOOR PATTERN PLAN - GROUND FLOOR								
A9.12	INTERIOR FINISH FLOOR PATTERN PLAN - FIRST FLOOR								
A9.13	INTERIOR FINISH FLOOR PATTERN PLAN - SECOND FLOOR								
A9.14	INTERIOR FINISH FLOOR PATTERN PLAN - THIRD FLOOR								
A9.15	INTERIOR FINISH FLOOR PATTERN PLAN - FOURTH FLOOR								
A9.16	INTERIOR FINISH FLOOR PATTERN PLAN - FIFTH FLOOR								
	MECHANICAL DRAWINGS BY PINE STATE SERVICES FOR RECEPTION/ADMIN & GREENHOUSE PHASES								
M-1	FIRST FLOOR EQUIPMENT / PIPING LAYOUT PLAN								
M-2	SCHEDULES & SCHEMATIC								
M-3	GROUND FLOOR EQUIPMENT / PIPING LAYOUT PLAN								
M-4	FIFTH FLOOR EQUIPMENT LAYOUT PLAN								
	REFERENCE ELECTRICAL DESIGN-BUILD SCOPE OF WORK AND REFLECTED CEILING PLANS FOR MORE INFO.								

SEVENTY FIVE STATE STREET:
GREENHOUSE RENOVATION
75 STATE STREET PORTLAND, MAINE

PROJECT TEAM:

OWNER



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CWS ARCHITECTS
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CIVIL ENGINEER / LANDSCAPE ARCHITECT

SEBAGO TECHNICS
75 JOHN ROBERTS RD, SUITE 4A
SOUTH PORTLAND, ME 04106
TEL: (207) 200-2100

CODE OVERVIEW:

IBC 2015

USE GROUP - MIXED OCCUPANCY:

- R-2 APARTMENT BUILDING - FLOORS G, 1 - EAST WING, AND 4 & 5
- I-1 ASSISTED LIVING FACILITY - FLOORS 1 - WEST WING, AND 2 & 3
- ACCESSORY BUSINESS - FLOORS G AND 1

CONSTRUCTION TYPE II(B) - UNPROTECTED, NONCOMBUSTIBLE PRIMARY STRUCTURAL FRAME, PROTECTED BY APPROVED AUTOMATIC SPRINKLER SYSTEM
SPRINKLERED: NFPA 13

HORIZONTAL SEPARATION OF OCCUPANCIES:

1 HOUR FOR FULLY-SPRINKLERED, TYPE IIB CONSTRUCTION

HORIZONTAL SEPARATION OF DWELLING UNITS:

1/2 HOUR FOR FULLY-SPRINKLERED, TYPE IIB CONSTRUCTION

INCIDENTAL USE AREAS:

ROOMS OR SPACES REQUIRING 1-HOUR FIRE SEPARATION OR AUTOMATIC EXTINGUISHING:
BOILER ROOMS

EXISTING GROSS BUILDING AREA (INCLUDING BASEMENT): 92,475 SF
ADDITION (WITHIN EXISTING BUILDING FOOTPRINT): 809 SF
TOTAL GROSS BUILDING AREA (INCLUDING ROOF & BASEMENT): 93,284 SF

IBC 2015

TABLE 503: B ALLOWABLE HEIGHT AND AREA ABOVE GRADE:
5 STORIES; 48,000 S.F. PER FLOOR

NFPA 101 - CHAPTER 31 & 33

ROOMS OR SPACES REQUIRING 2-HOUR FIRE SEPARATION AND AUTOMATIC EXTINGUISHING:

- VERTICAL EXIT ENCLOSURES GREATER THAN FOUR STORIES
- SHAFTS & ELEVATOR HOISTWAYS GREATER THAN FOUR STORIES

UNPROTECTED VERTICAL OPENINGS - PERMITTED AS FOLLOWS:

- IBC 2015, SECTION 712.1.9 TWO STORY OPENINGS PERMITTED IF THE OPENING COMPLIES WITH [REQUIREMENTS 1-6]
- NFPA 2009, SECTION 8.6.6 COMMUNICATING SPACE

NOTES PERTAINING TO DESIGN-BUILD SCOPE OF WORK:

IT IS THE INTENT OF THESE DRAWINGS TO SERVE AS A BASIS OF DESIGN AND SCOPE OF WORK; HOWEVER THEY ARE NOT INTENDED TO BE ALL-INCLUSIVE. IT WILL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR AND THE ASSOCIATE SUBCONTRACTORS TO COMPLETE AND COORDINATE THE FULL SCOPE OF WORK IN THE FIELD. THE FOLLOWING INFORMATION IS INTENDED TO OUTLINE THE BASIC SYSTEMS AND SERVICES REQUIRING MODIFICATIONS AS PART OF THIS PROJECT.

MECHANICAL SCOPE:

- THE FINAL SCOPE OF THE MECHANICAL WORK SHALL BE ULTIMATELY DETERMINED BY THE DESIGN-BUILD MECHANICAL CONTRACTOR, AND COORDINATED WITH THE OWNER AND ARCHITECT AS REQUIRED. AT A MINIMUM THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL, EXTENSION AND/OR NEW INSTALLATIONS OF ALL MECHANICAL SYSTEMS, IN COMPLIANCE WITH ALL APPLICABLE CODES. THIS SHALL INCLUDE CLIMATE CONTROL DESIGN AND DUCTWORK INSTALLATIONS AND MODIFICATIONS AS WELL AS PLUMBING MODIFICATIONS AND ADDITIONS. THE CONTRACTOR SHALL REVIEW THE ARCHITECTURAL DRAWINGS AND COORDINATE ALL TRADE WORK WITH THE NEW ARCHITECTURAL COMPONENTS OF THE WORK. MECHANICAL NOTING WITHIN THE DOCUMENTS ARE NOT MEANT TO IDENTIFY THE COMPLETE SCOPE OF MECHANICAL INSTALLATIONS; THEY ARE INTENDED TO NOTE SPECIFIC NEEDS THAT HAVE BEEN DISCUSSED WITH THE OWNER AS PART OF THE PROJECTS DEVELOPMENT.

ELECTRICAL SCOPE:

- THE FINAL SCOPE OF THE ELECTRICAL WORK SHALL BE ULTIMATELY DETERMINED BY THE DESIGN-BUILD ELECTRICAL CONTRACTOR AND COORDINATED WITH THE OWNER AND ARCHITECT AS REQUIRED. AT A MINIMUM THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL, EXTENSION AND/OR NEW INSTALLATIONS OF ALL ELECTRICAL LIGHTING, POWER, VOICE/DATA, AND FIRE ALARM AND DETECTION SYSTEMS, IN COMPLIANCE WITH ALL APPLICABLE CODES. THE CONTRACTOR SHALL REVIEW THE ARCHITECTURAL DRAWINGS AND COORDINATE ALL TRADE WORK WITH THE NEW ARCHITECTURAL COMPONENTS OF THE WORK. ELECTRICAL NOTING WITHIN THE DOCUMENTS ARE NOT MEANT TO IDENTIFY THE COMPLETE SCOPE OF ELECTRICAL INSTALLATIONS. THEY ARE INTENDED TO NOTE SPECIFIC NEEDS THAT HAVE BEEN DISCUSSED WITH THE OWNER AS PART OF THE PROJECTS DEVELOPMENT.

FIRE PROTECTION & SUPPRESSION SYSTEMS SCOPE:

- CONTRACTOR IS TO DESIGN AND PROVIDE AND/OR MODIFY EXISTING FIRE PROTECTION SYSTEM AS REQUIRED TO MEET COVERAGE REQUIREMENTS OF THE NEW SPACE CONFIGURATIONS (REFERENCE LIFE SAFETY CODE STUDY.) NEW ARRANGEMENT OF FIRE PROTECTION SYSTEM TO MEET ALL APPLICABLE CODES. CONTRACTOR IS TO PROVIDE ADDITIONAL EQUIPMENT AND MATERIAL AS REQUIRED.

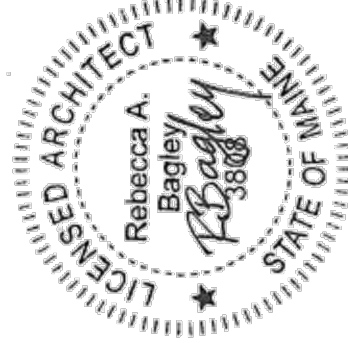
FIRE ALARM SYSTEMS SCOPE:

- CONTRACTOR IS TO RECONFIGURE AND/OR MODIFY EXISTING FIRE ALARM SYSTEM AS REQUIRED TO MEET THE NEW LAYOUT. NEW ARRANGEMENT OF FIRE PROTECTION SYSTEM TO MEET ALL APPLICABLE CODES. CONTRACTOR IS TO PROVIDE ADDITIONAL EQUIPMENT AND MATERIAL AS REQUIRED.

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AVESTA HOUSING -
SEVENTY-FIVE STATE
STREET

AVESTA HOUSING -
SEVENTY-FIVE STATE
STREET: GREENHOUSE
RENOVATION

TITLE PAGE &
DRAWING
INDEX-ADMINISTRATIVE
AREA

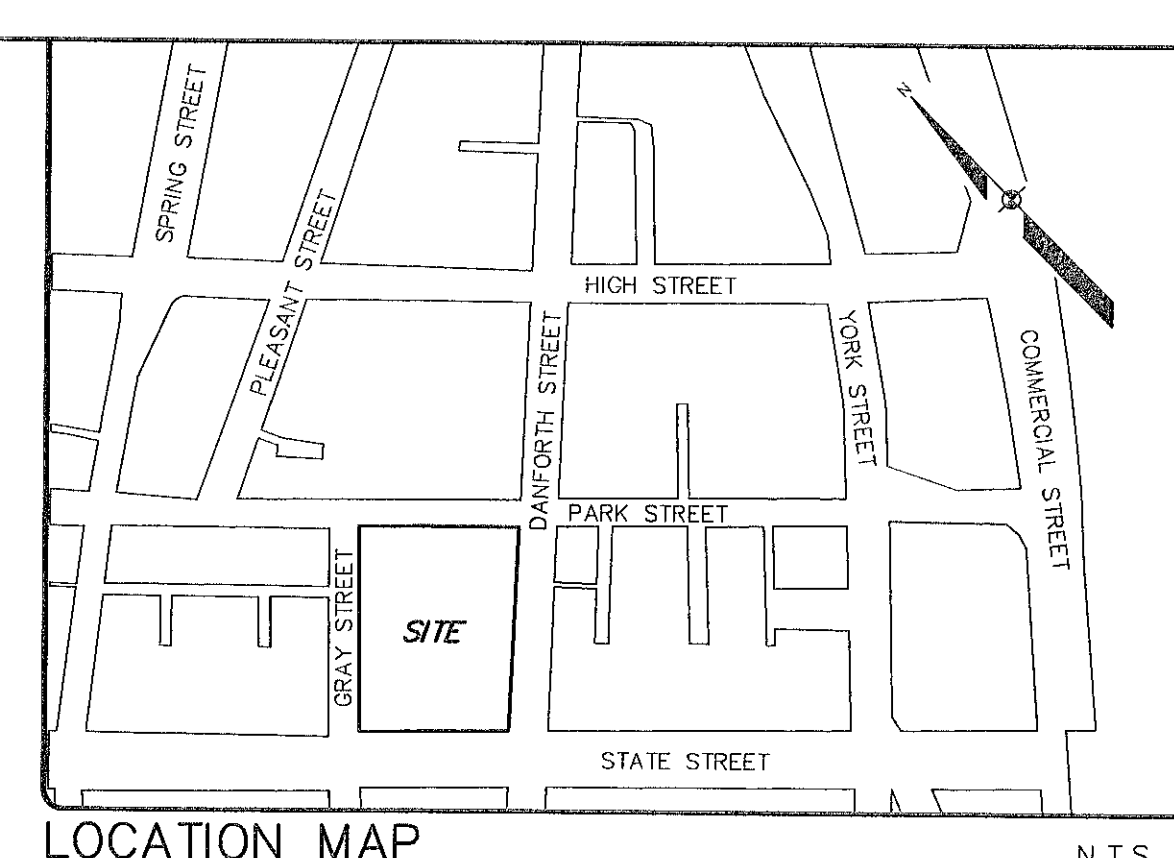
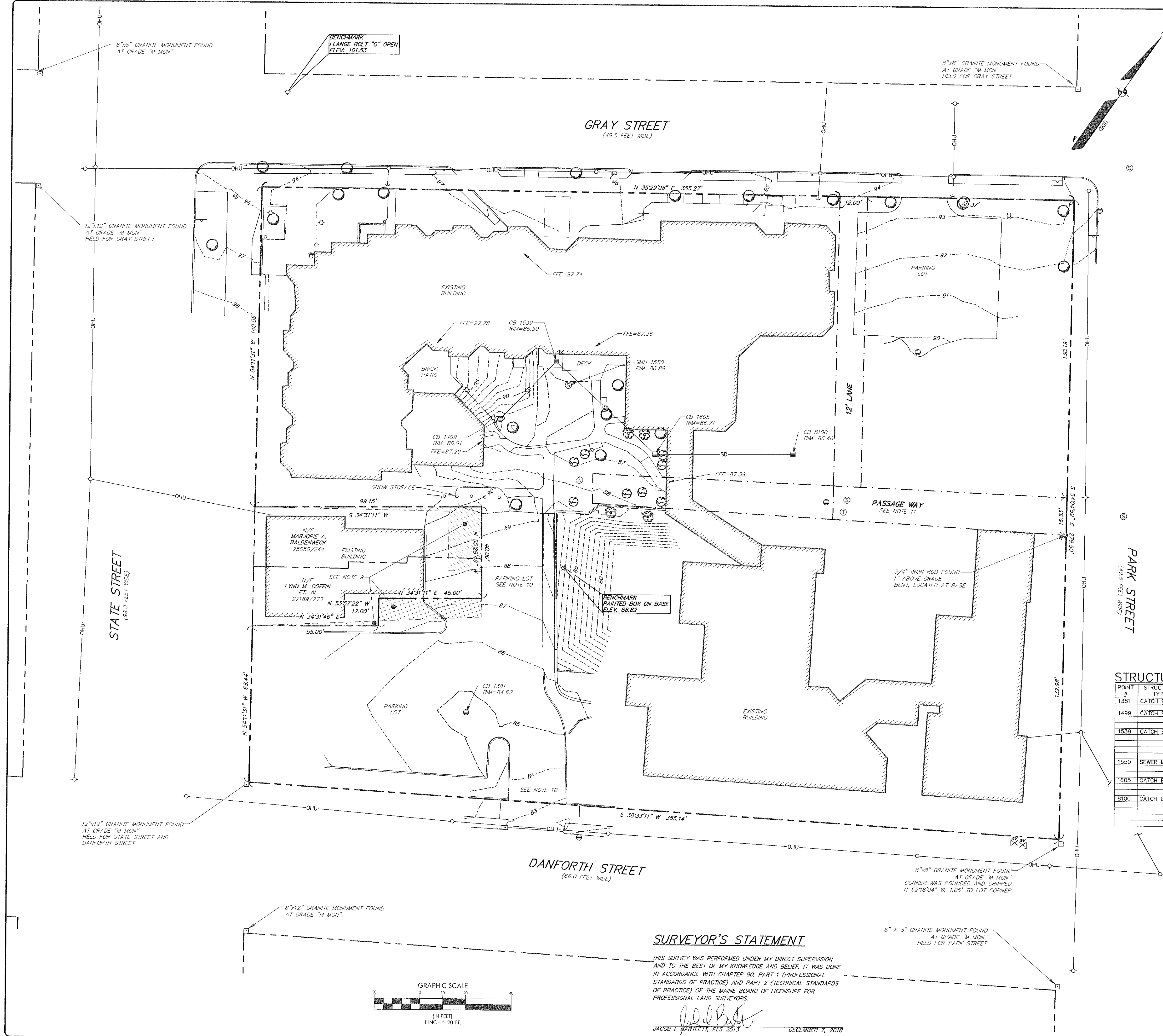
STRUCTURAL STEEL RELOCATION & PERMIT REVIEW REVISIONS	06/03/2019								

DRAWING NUMBER
TP

SCALE: AS NOTED
DATE: 03/25/19

ISSUED FOR : PERMITTING AND CONSTRUCTION DOCUMENTS MARCH 25 2019

ISSUED FOR: PERMITTING AND CONSTRUCTION



- GENERAL NOTES:**
- THE RECORD OWNER OF THE PARCEL IS 75 STATE STREET BY THE FOLLOWING DEEDS RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CORD):
BOOK 7996, PAGE 183 DATED SEPTEMBER 30, 1987
75 STATE STREET WAS FORMERLY KNOWN AS THE HOME FOR AGED WOMEN AND ACQUIRED TITLE UNDER THE FOLLOWING DOCUMENT:
BOOK 15650, PAGE 135 DATED APRIL 3, 1987
 - THE PROPERTY IS SHOWN AS LOTS 5-11 & LOTS 13-15 ON THE CITY OF PORTLAND TAX MAP 44 AND IS LOCATED IN THE RESIDENTIAL (R6) DISTRICT.
 - SPACE AND BULK CRITERIA FOR THE RESIDENTIAL (R6) DISTRICT ARE AS FOLLOWS:
MINIMUM LOT SIZE: 1,000 SQUARE FEET PER DWELLING UNIT
MINIMUM STREET FRONTAGE: 40 FEET
MINIMUM FRONT YARD: 10 FEET
MINIMUM SIDE YARD: 20 FEET
MINIMUM REAR YARD: 10 FEET
MAXIMUM BUILDING HEIGHT: 45 FEET
• SEE ORDINANCE FOR MORE PARTICULAR INFORMATION.
 - TOTAL AREA OF PARCEL IS APPROXIMATELY 91,205 SQUARE FEET OR 2.09 ACRES.
 - BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON A FIELD SURVEY PERFORMED BY SEBAGO TECHNICS, INC. IN NOVEMBER OF 2018.
 - PLAN REFERENCES:
A. "PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR THE HOME FOR AGED WOMEN" DATED JUNE 2, 1973 BY H.J. AND E.C. JORDAN.
B. "PLAN FOR THE HOME FOR AGED WOMEN, '75 STATE STREET' PORTLAND, MAINE" LAST REVISED JULY 13, 1983 BY MORTON & ROSE ASSOC. AND RECORDED AT CORD IN PLAN BOOK 138, PAGE 58.
C. SEE WORKING PLANS FOR GRAY, STATE, DANFORTH AND PARK STREETS.
 - PLAN ORIENTATION IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83. ELEVATIONS DEPICTED HEREON ARE NAVD 29, BASED ON DUAL FREQUENCY GPS OBSERVATIONS, AND TRANSLATED UTILIZING VERTCON FROM NOAA.
 - UTILITY INFORMATION DEPICTED HEREON IS COMPILED USING PHYSICAL EVIDENCE LOCATED IN THE FIELD. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION AND/OR EXCAVATION.
 - THERE IS A DISCREPANCY IN THE DESCRIPTION FOR THE ADJOINING LOTS SURROUNDING 71 AND 69 STATE STREET. IN THE DEEDS OUT OF CLH PROPERTIES (CORD 25050/244 AND CORD 25054/199 RESPECTIVELY) THE DESCRIPTION WAS CHANGED TO REFLECT A DEED SKETCH PREPARED FOR THE OWNER AT THE TIME. UPON EXAMINATION, THIS DEED SKETCH DOES NOT REFLECT THE RECORD BOUNDARY OF THE PARCEL AND HAS CREATED AN OVERLAP (CROSS HATCHING) AND A GORE (DOT HATCHING). A BOUNDARY AGREEMENT IS RECOMMENDED TO RESOLVE THIS ISSUE.
 - IN THE DEED OUT OF 75 STATE STREET TO MARK MCCAIN (CORD 22046/266), CERTAIN RIGHTS WERE RESERVED BY 75 STATE STREET, MORE SPECIFICALLY FOR A RIGHT TO MAINTAIN AND REPAIR THE EXISTING PARKING LOT, A RIGHT OF FIRST REFUSAL, A RIGHT TO DESIGNATE AND RELOCATE THE EASEMENT GRANTED TO MCCAIN AND THE RIGHT TO ACCESS THE PARKING AREA ON MCCAIN'S LOT. THIS DEED ALSO GRANTED MCCAIN THE RIGHT OF CROSSING THE SURVEYED PREMISES TO ACCESS THE PARKING AT THE REAR OF THE LOT.
 - THE PASSAGE WAY AND LANE SHOWN HEREON ARE SHOWN AND REPRODUCED BASED OFF OF PLAN REFERENCE 6A. DURING THE COURSE OF THIS SURVEY, NO RESEARCH WAS PERFORMED TO DETERMINE THE STATUS OF THESE RIGHTS OF WAY. THERE IS STILL A SEWER LINE RUNNING FROM GRAY STREET DOWN THE LANE, AND PASSAGEWAY TO PARK STREET, SO A MINIMUM OF A CITY UTILITY EASEMENT IS BELIEVED TO EXIST.

POINT #	STRUCTURE TYPE	RIM EL.	INV. EL.	SIZE	TYPE	LOCATION (N=12)	COMMENTS
1381	CATCH BASIN	84.62	OUT	80.27	10 PVC	3	
			SUMP	79.57			
1499	CATCH BASIN	86.91	IN	80.51	12 RCP	7	
			OUT	80.41	12 STEEL	12	
			SUMP	78.61			
1539	CATCH BASIN	86.5	IN	83.55	6 ASBESTOS	8	
			IN	82.96	6 STEEL	10	
			IN	83.45	6 ASBESTOS	12	
			IN	80.00	12 STEEL	5	
			OUT	80.00	12 UNK	3	
1550	SEWER MH	86.89	IN	82.11	12 STEEL	7	
			OUT	81.99	12 STEEL	3	
			SHELF	82.66			
1605	CATCH BASIN	86.71	IN	83.21	6 PVC	12	
			IN	79.31	12 PVC	9	
			OUT	79.03	12 RCP	2	
8100	CATCH BASIN	86.46	IN	81.84	12 PVC	12	
			IN	82.18	6 PVC	9	
			IN	78.59	12 RCP	7	
			OUT	78.49	12 RCP	2	
			SUMP	76.91			

- LEGEND**
- | EXISTING | EXISTING |
|--------------------------|-------------------|
| --- PROPERTY LINE/R.O.W. | DECIDUOUS TREE |
| --- ABUTTER LINE/R.O.W. | CONIFEROUS TREE |
| --- DEED LINE/R.O.W. | MULCH LINE |
| --- SETBACK | BOLLARD |
| --- EASEMENT | SIGN |
| MONUMENT | GAS GATE VALVE |
| IRON PIPE/ROD | WATER GATE VALVE |
| BENCHMARK | HYDRANT |
| BUILDING | SANITARY MANHOLE |
| DECK/STEPS/OVERHANG | STORM DRAIN |
| EDGE PAVEMENT | CATCH BASIN |
| EDGE CONCRETE | OVERHEAD UTILITY |
| CURB LINE | TELEPHONE MANHOLE |
| ---120---118--- CONTOURS | LIGHT POLE |
| X120.00 SPOT GRADE | UTILITY POLE |
| --- MULCH LINE | GUY WIRE |
| --- RETAINING WALL | |

SURVEYOR'S STATEMENT

THIS SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, IT WAS DONE IN ACCORDANCE WITH CHAPTER 90, PART 1 (PROFESSIONAL STANDARDS OF PRACTICE) AND PART 2 (TECHNICAL STANDARDS OF PRACTICE) OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

JACOB I. BARTLETT, PLS 2513 DECEMBER 7, 2018

JACOB I. BARTLETT, PLS 2513

STATE OF MAINE
JACOB I. BARTLETT
PLS 2513
LAND SURVEYOR

DRAWN	CHECKED
TSL	JIB

REVIEW: TSL 12-11-18
DATE: 12-11-18
STATUS: ISSUED TO CLIENT FOR REVIEW

A TSL 12-11-18
DATE: 12-11-18
STATUS: ISSUED TO CLIENT FOR REVIEW

SEBAGO
TECHNICS
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel: 207-200-2100
WWW.SEBOGOTECHNICS.COM

EXISTING CONDITIONS PLAN
OF:
75 STATE STREET
75 STATE STREET
PORTLAND MAINE
PREPARED FOR:
WRIGHT- RYAN CONSTRUCTION CO.
10 DANFORTH STREET
PORTLAND, MAINE 04101

PROJECT NO.	SCALE
18330	1" = 20'

SHEET 1 OF 1

REFLECTED CEILING PLAN LEGEND AND NOTES

REFERENCED FROM: RCP

NOTES:

1. DESIGN-BUILD ELECTRICAL CONTRACTOR SHALL COORDINATE CIRCUITING FOR LIGHT FIXTURES.

2. ANY LIGHT FIXTURE DISCREPANCY SHALL BE BROUGHT TO THE ATTENTION OF AND COORDINATED WITH ARCHITECT PRIOR TO LIGHT FIXTURE INSTALLATION.

3. MECHANICAL SUBCONTRACTOR TO VERIFY SIZE AND LOCATION OF ANY MECHANICAL REGISTERS WITH ARCHITECT PRIOR TO CONSTRUCTION. LIGHTING LOCATIONS SHALL TAKE PRECEDENCE.

4. LIGHT FIXTURES ARE CENTERED IN CEILING TILE OR ROOM UNLESS NOTED OTHERWISE.

5. REFERENCE INTERIOR FINISH LEGEND FOR SCHEDULE OF MATERIALS.

6. LIGHT FIXTURES SHALL BE WHITE UNLESS OTHERWISE NOTED. FINISH SELECTIONS SHALL BE COORDINATED WITH INTERIOR DESIGNER.

REFLECTED CEILING PLAN LEGEND

WALL MOUNT RECTANGULAR WALL SCONCE LED - PROGRESS LIGHTING, #P710011-009-30LED, 8"H X 18"W X 4"D, WHITE LINEN SHADE WITH BRUSHED SATIN NICKEL METAL

SURFACE MOUNT 20" DECORATIVE LED - TECH LIGHTING, MULBERRY COLLECTION, #700TDMULFM, 7"H X 20"W, WHITE GLASS DIFFUSER, FABRIC DRUM SHADE AND ROUND CANOPY, SATIN NICKEL METAL

RECESSED 2X2 LED - BASED ON FINELITE, HIGH PERFORMANCE RECESSED LED (HPR-LED), DOOR STYLE: ANGLES NARROW RAIL, OPTICS: DIFFUSE CENTER

WALL MOUNT DIRECT LED - FINELITE, HIGH PERFORMANCE 4" APERTURE (HP-4), FLUSH DOWNLIGHT DIFFUSER (STANDARD), LENGTH 2' INCREMENTS (SIZE TO FIT SOFFIT), LIGHT OUTPUT BOOSTED, 90 CRI/3500K, FINISHED ENDCAPS, CONCEALED MOUNTING BRACKET, SIGNAL WHITE POWDER COAT

CEILING TAG:
TOP: CEILING FINISH, INCLUDING PAINT COLOR (IF APPLICABLE)
BOTTOM: CEILING HEIGHT AFF

2X2 ACT CEILING

GWB CEILING

EXISTING CEILING

TEMPORARILY REMOVE AND MODIFY EXISTING CEILING GRID AND TILES AS REQ'D TO FACILITATE NEW STRUCTURAL WORK

GWB, PTD
7'-6"+/-
COORD W/ STL
LINTEL

EXIST ACT
EXIST

ACT1
8'-1"

GWB, PTD
REF WDW HEAD

SUN ROOM

OFFICE

CORRIDOR

CORRIDOR

CORRIDOR

TOILET

STORAGE

1-BED UNIT

GROUND FLOOR REFLECTED CEILING PLAN

REFERENCED FROM: CP

PLAN REVISIONS TO ACCOMMODATE NEW COLUMN LOCATIONS;
REVISED REFLECTED CEILING PLAN LEGEND.

A5
A3.10

GWB RETURNS TO DOOR FRAME

VERIFY OPENING
W/ EXTENT OF
EXIST BRICK
BUST BRICK
VENER

CONCRETE SLAB INFILL. REFERENCE
STRUCTURAL DRAWINGS FOR MORE INFO.

EQA

SUN ROOM

PG

D5
A7.10

EQ.A

001

NARROW STYLE
ADA PUSH PAD
TO OPERATOR.
PROVIDE POWER
FOR FUTURE
FOB READER AT
MULLION

PATCH IN BRICK TO MATCH AT
REMOVED AREA

SITWORK CONTRACTOR TO PROVIDE NEW
PAVER PATIO. WORK WITH OWNER TO
DETERMINE PREFERRED EDGE LOCATIONS,
PATTERN, AND LAYOUT

002

1-BED UNIT

STORAGE

1-BED UNIT

1-BED UNIT

001

002

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CWS ARCHITECTS
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Scarborough ME 04074
OFFICE: 207 774 4441 CWSARCH.COM

DESIGNER

REBECCA A. BAELEY
ARCHITECT
LICENSED ARCHITECT
STATE OF MAINE
#00000000

OWNER

AVESTA HOUSING -
SEVENTY-FIVE STATE
STREET

75 STATE STREET
PORTLAND, MAINE 04101

PROJECT

AVESTA HOUSING -
SEVENTY-FIVE STATE
STREET: GREENHOUSE
RENOVATION

75 STATE STREET
PORTLAND, MAINE 04101

DRAWING

GROUND FLOOR
PLANS

CWS PROJECT NUMBER: 18034

REVISIONS

06/03/2019

STRUCTURAL STEEL RELOCATION
& PERMIT REVIEW REVISIONS

DRAWING NUMBER

A1.02

SCALE:

1/4" = 1'-0"

DATE:

03/25/19

ISSUED FOR: PERMITTING AND CONSTRUCTION

\\s019\Design\Projects\2018\Avesta 75 State Street\1-Drawing\01-1-Ground Floor Plans

REFLECTED CEILING PLAN LEGEND AND NOTES

REFERENCED FROM: RCP

NOTES:

1. DESIGN-BUILD ELECTRICAL CONTRACTOR SHALL COORDINATE CIRCUITING FOR LIGHT FIXTURES.

2. ANY LIGHT FIXTURE DISCREPANCY SHALL BE BROUGHT TO THE ATTENTION OF AND COORDINATED WITH ARCHITECT PRIOR TO LIGHT FIXTURE INSTALLATION.

3. MECHANICAL SUBCONTRACTOR TO VERIFY SIZE AND LOCATION OF ANY MECHANICAL REGISTERS WITH ARCHITECT PRIOR TO CONSTRUCTION. LIGHTING LOCATIONS SHALL TAKE PRECEDENCE.

4. LIGHT FIXTURES ARE CENTERED IN CEILING TILE OR ROOM UNLESS NOTED OTHERWISE.

5. REFERENCE INTERIOR FINISH LEGEND FOR SCHEDULE OF MATERIALS.

6. LIGHT FIXTURES SHALL BE WHITE UNLESS OTHERWISE NOTED. FINISH SELECTIONS SHALL BE COORDINATED WITH INTERIOR DESIGNER.

REFLECTED CEILING PLAN LEGEND

WALL MOUNT RECTANGULAR WALL SCONCE LED - PROGRESS LIGHTING, #P710011-009-30LED, 8"H X 18"W X 4"D, WHITE LINEN SHADE WITH BRUSHED SATIN NICKEL METAL

SURFACE MOUNT 20" DECORATIVE LED - TECH LIGHTING, MULBERRY COLLECTION, #700TDMULFM, 7"H X 20"W, WHITE GLASS DIFFUSER, FABRIC DRUM SHADE AND ROUND CANOPY, SATIN NICKEL METAL

RECESSED 2X2 LED - BASED ON FINELITE, HIGH PERFORMANCE RECESSED LED (HPR-LED), DOOR STYLE: ANGLES NARROW RAIL, OPTICS: DIFFUSE CENTER

WALL MOUNT DIRECT LED - FINELITE, HIGH PERFORMANCE 4" APERTURE (HP-4), FLUSH DOWNLIGHT DIFFUSER (STANDARD), LENGTH 2" INCREMENTS (SIZE TO FIT SOFFIT), LIGHT OUTPUT BOOSTED, 90 CRI/3500K, FINISHED ENDCAPS, CONCEALED MOUNTING BRACKET, SIGNAL WHITE POWDER COAT

CEILING TAG:
TOP: CEILING FINISH; INCLUDING PAINT COLOR (IF APPLICABLE)
BOTTOM: CEILING HEIGHT AFF

2X2 ACT CEILING

GWB CEILING

EXISTING CEILING

REFLECTED CEILING PLAN

REFERENCED FROM: RCP

E3

FIRST FLOOR REFLECTED CEILING PLAN

REFERENCED FROM: CP

REFLECTED CEILING PLAN LEGEND AND NOTES

REFERENCED FROM: RCP

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BOTTOM: CEILING HEIGHT AFF

2X2 ACT CEILING

GWB CEILING

EXISTING CEILING

REFLECTED CEILING PLAN

REFERENCED FROM: RCP

E5

FIRST FLOOR PLAN

REFERENCED FROM: CP

ISSUED FOR: PERMITTING AND CONSTRUCTION

REFLECTED CEILING PLAN LEGEND AND NOTES

REFLECTED CEILING PLAN LEGEND

NOTES:

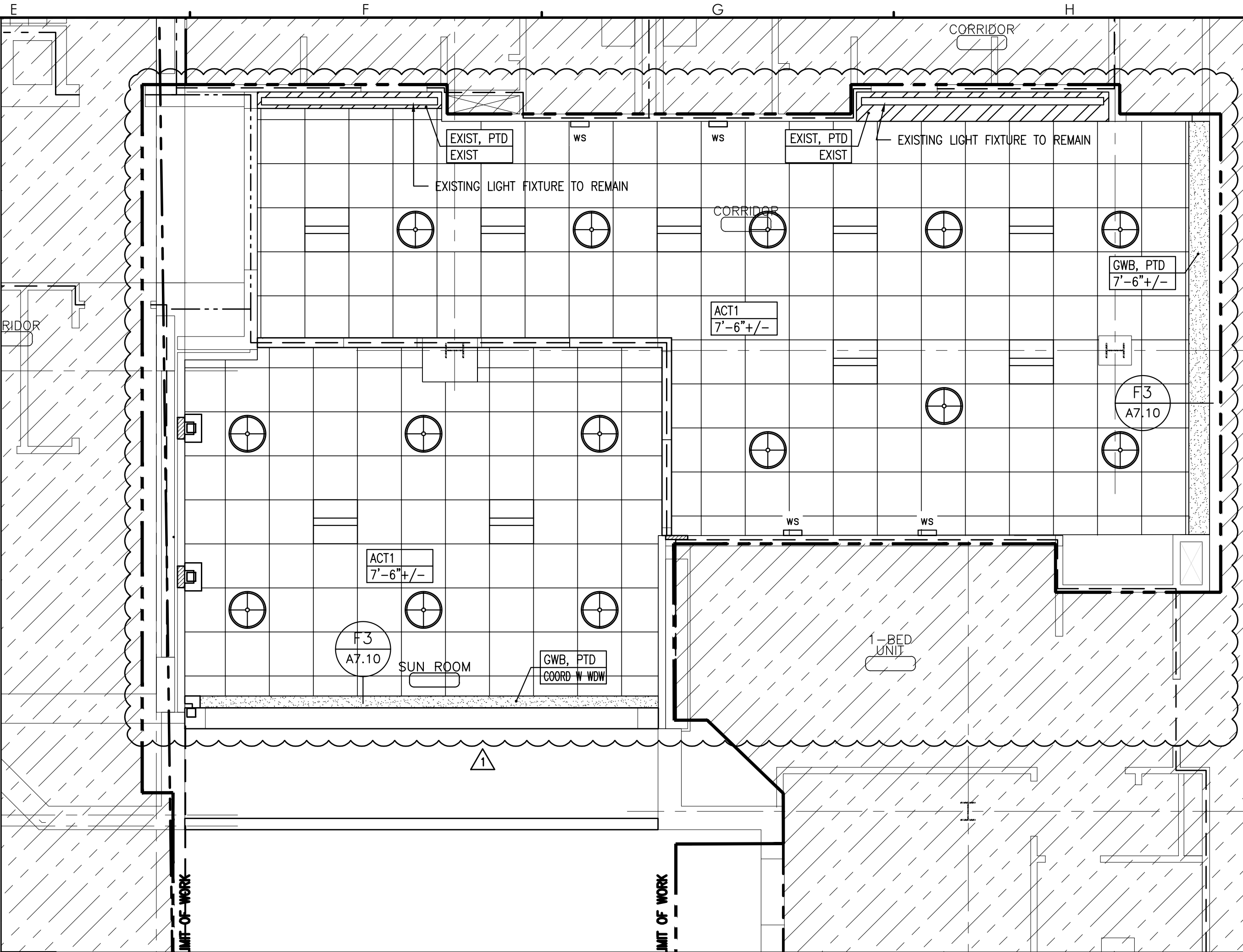
A3

REFLECTED CEILING PLAN LEGEND AND NOTES

REFERENCED FROM: RCP

PLAN REVISIONS TO ACCOMMODATE NEW COLUMN LOCATIONS AND ENCLOSURE OF SUN ROOM, INCLUDING ELIMINATION OF NEW PARTITION AT RIGHT OF CORRIDOR; REVISED REFLECTED CEILING PLAN AND LEGEND.

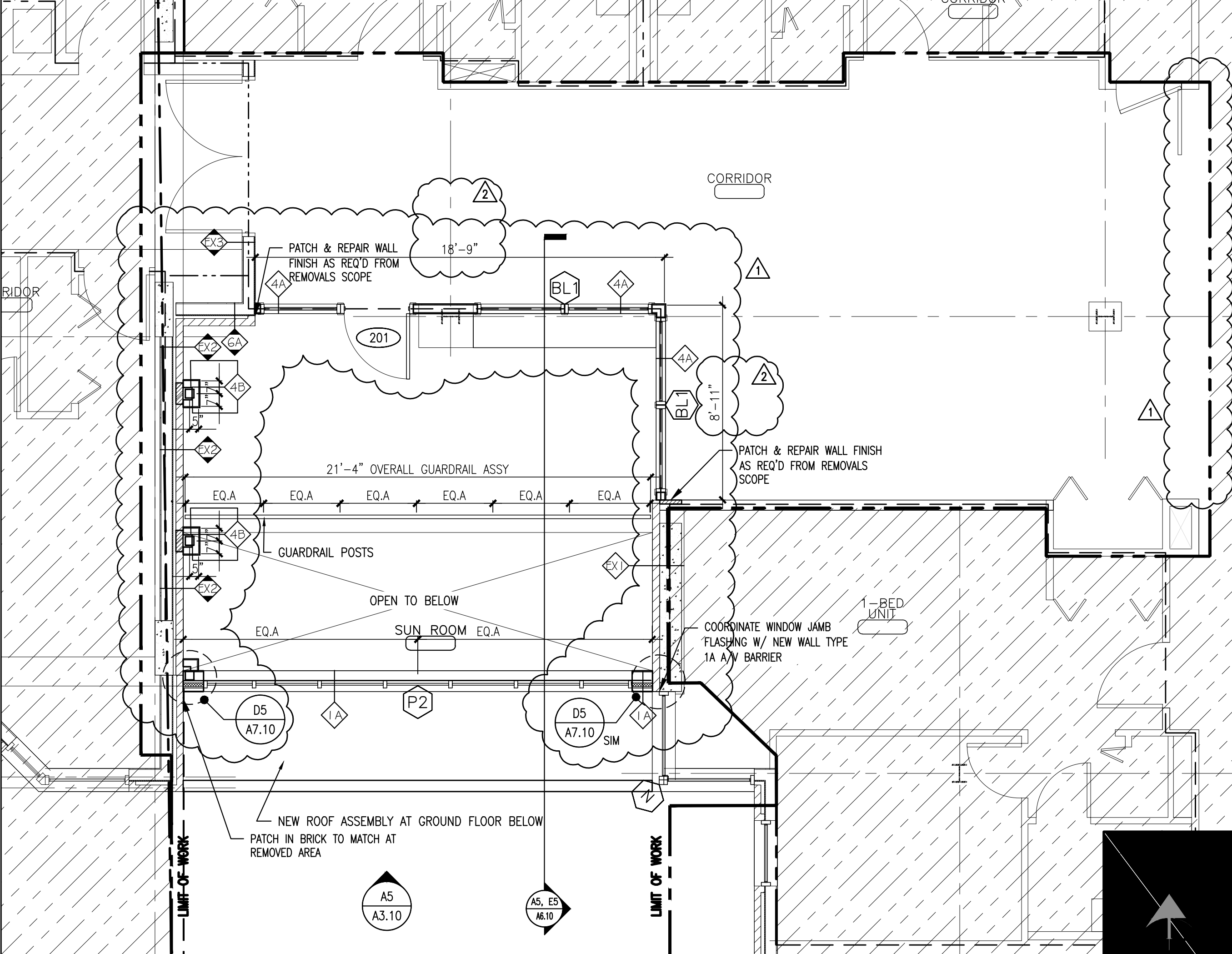
CLARIFIED WALL TYPE AND DIMENSIONS



E3

SECOND FLOOR REFLECTED CEILING PLAN

REFERENCED FROM: CP



E5

SECOND FLOOR PLAN

REFERENCED FROM: CP

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DESIGNER

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OWNER

AVESTA HOUSING -
SEVENTY-FIVE STATE
STREET

75 STATE STREET
PORTLAND, MAINE 04101

PROJECT

AVESTA HOUSING -
SEVENTY-FIVE STATE
STREET: GREENHOUSE
RENOVATION

75 STATE STREET
PORTLAND, MAINE 04101

DRAWING

SECOND FLOOR PLANS

CVS PROJECT NUMBER: 18034

REVISIONS

06/03/2019

STRUCTURAL STEEL RELOCATION & PERMIT REVIEW REVISIONS

DRAWING NUMBER

A1.22

SCALE:

1/4" = 1'-0"

DATE:

03/25/19

ISSUED FOR: PERMITTING AND CONSTRUCTION

ISSUED FOR: PERMITTING AND CONSTRUCTION

NOTES:

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FINISH, PAINT

CLG. HEIGHT

CEILING TAG:
TOP: CEILING FINISH; INCLUDING PAINT COLOR (IF APPLICABLE)
BOTTOM: CEILING HEIGHT AFF

2X2 ACT CEILING

GWB CEILING

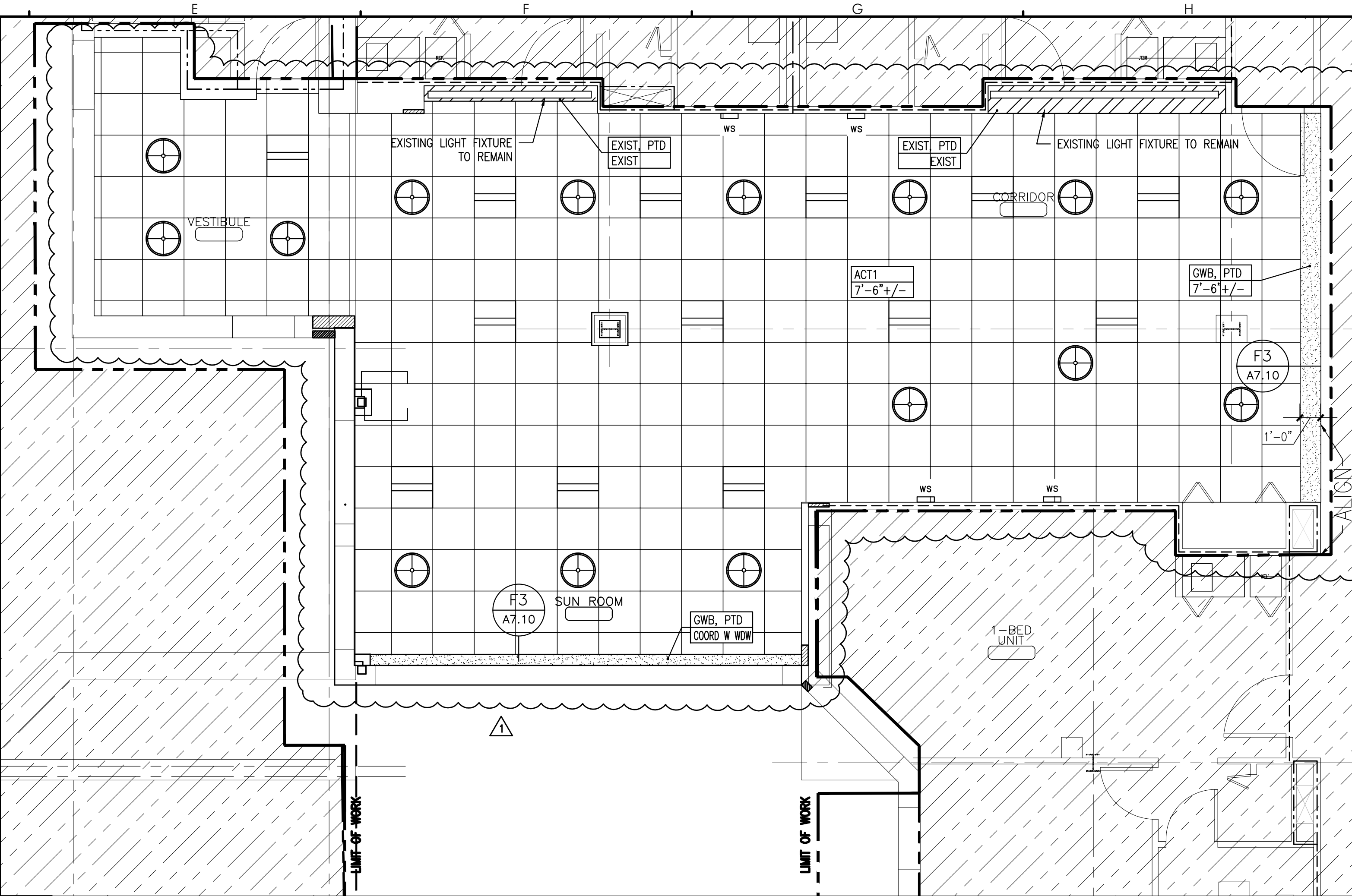
EXISTING CEILING

A3REFLECTED CEILING PLAN LEGEND AND NOTES

REFERENCED FROM: RCP

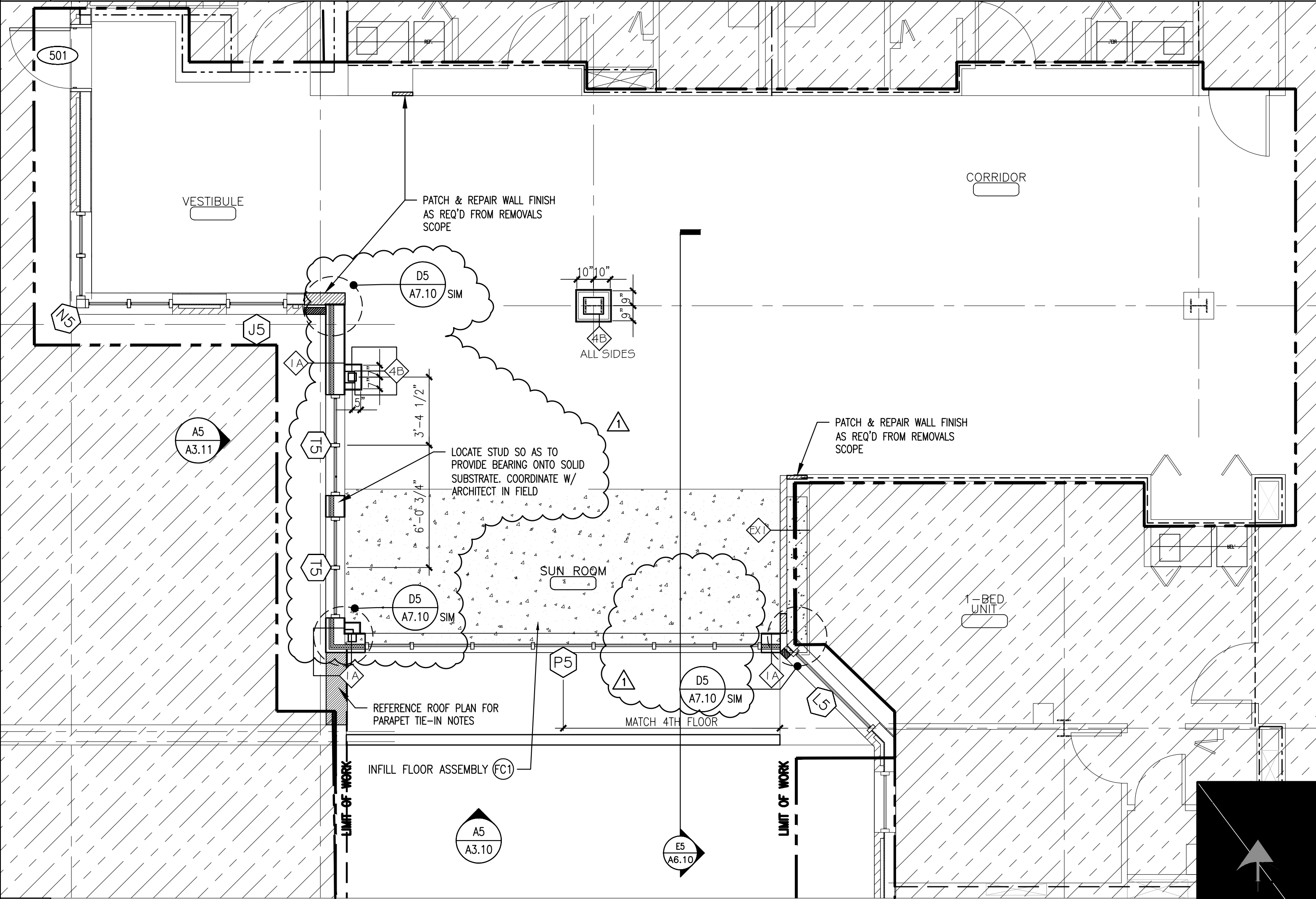
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PLAN REVISIONS TO ACCOMMODATE NEW COLUMN LOCATIONS; REVISED REFLECTED CEILING PLAN AND LEGEND, REDUCED SOFFITS.



D3FIFTH FLOOR REFLECTED CEILING PLAN

REFERENCED FROM: CP



D5FIFTH FLOOR PLAN

REFERENCED FROM: CP

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DESIGNER

OWNER

PROJECT

DRAWING

REVISIONS

AVESTA HOUSING -
SEVENTY-FIVE STATE
STREET

AVESTA HOUSING -
SEVENTY-FIVE STATE
STREET: GREENHOUSE
RENOVATION

FIFTH FLOOR PLANS

75 STATE STREET
PORTLAND, MAINE 04101

CVS PROJECT NUMBER: 18034

STRUCTURAL STEEL RELOCATION
& PERMIT REVIEW REVISIONS

06/03/2019

DRAWING NUMBER

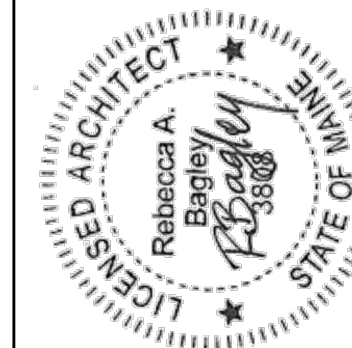
A1.52

SCALE: 1/4" = 1'-0"

DATE: 03/25/19

\\s019 Design Projects\B04 Avesta 75 State Street\1-Drawing\01-Lowermost Steel\01 Fifth Floor Plans

ISSUED FOR: PERMITTING AND CONSTRUCTION



C VS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN

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AVESTA HOUSING -
SEVENTY-FIVE STATE
STREET
75 STATE STREET
PORTLAND, MAINE 04101

**AVESTA HOUSING -
SEVENTY-FIVE STATE
STREET: GREENHOUSE
RENOVATION**

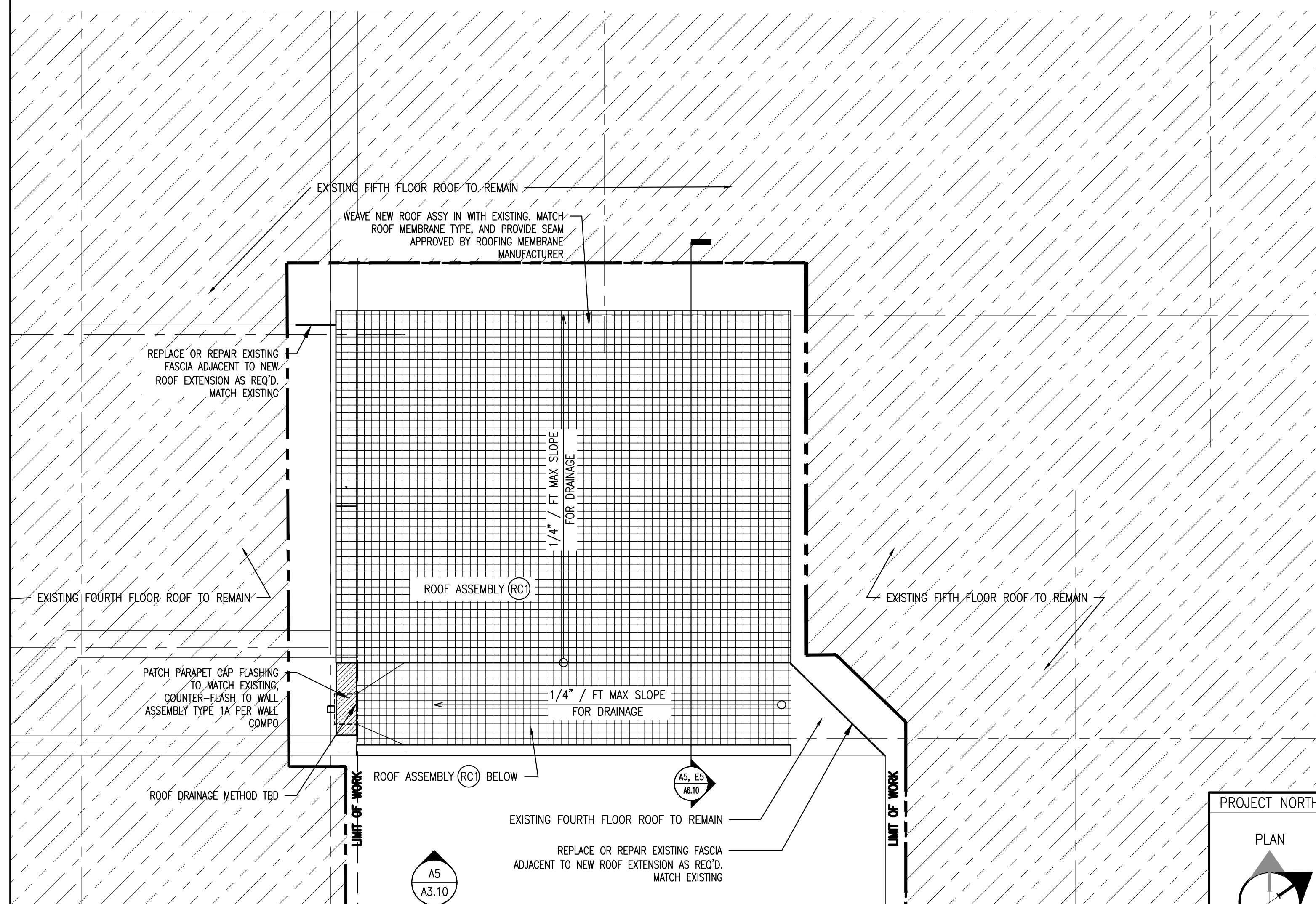
75 STATE STREET
PORTLAND, MAINE 04101

ROOF PLAN

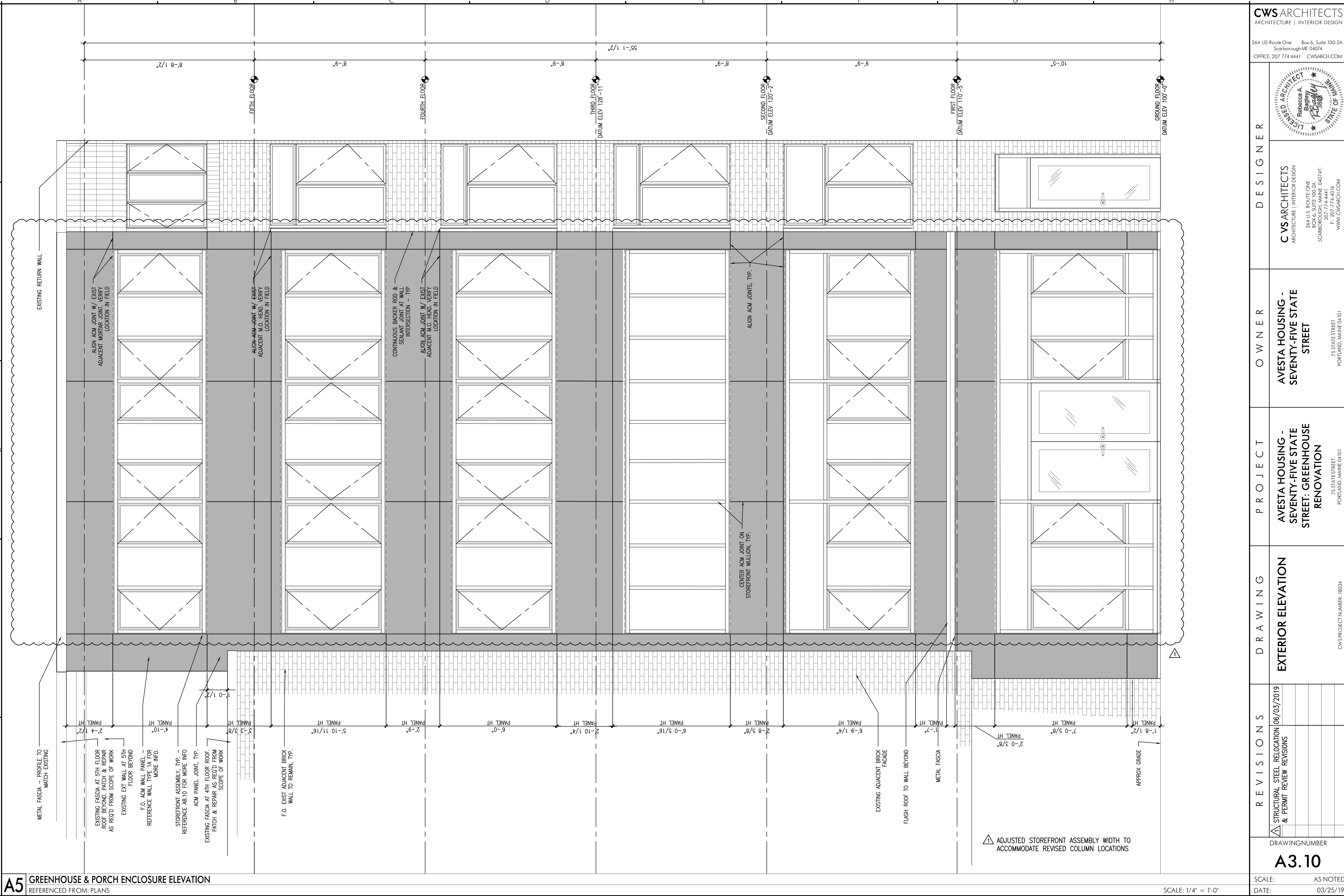
DRAWING NUMBER

A1.R2

SCALE:	1/4" = 1'-0"
DATE:	03/25/19



D5 FIFTH FLOOR PLAN
REFERENCED FROM: CP





**AVESTA HOUSING -
SEVENTY-FIVE STATE
STREET**

**AVESTA HOUSING -
SEVENTY-FIVE STATE
STREET: GREENHOUSE
RENOVATION**

75 STATE STREET
PORTLAND, MAINE 04101

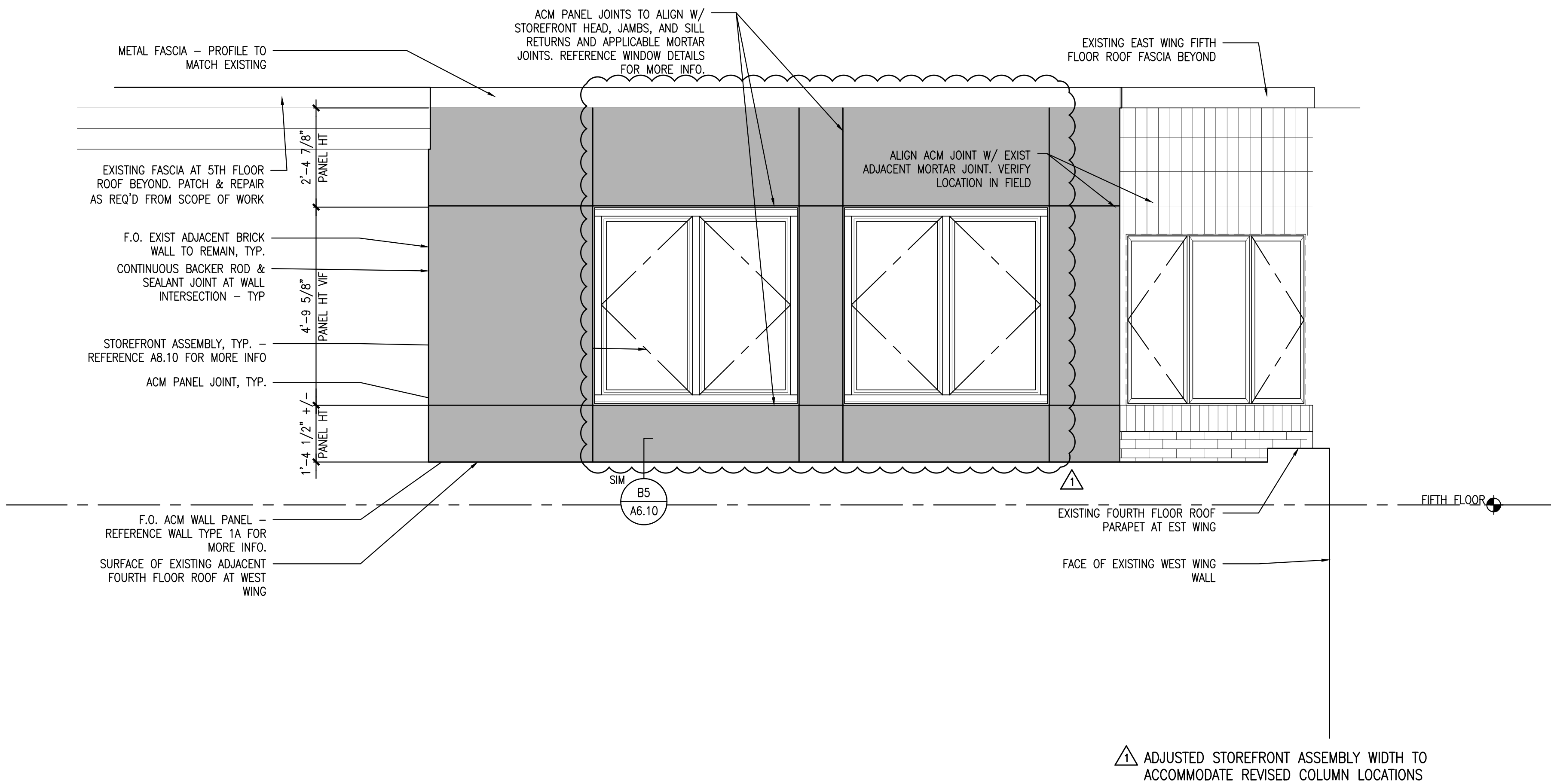
CWS PROJECT NUMBER: 18034

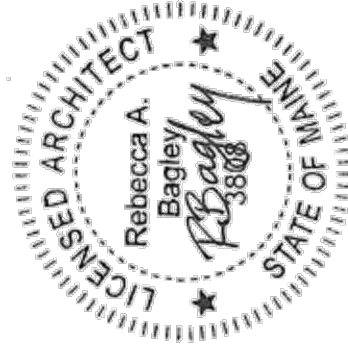
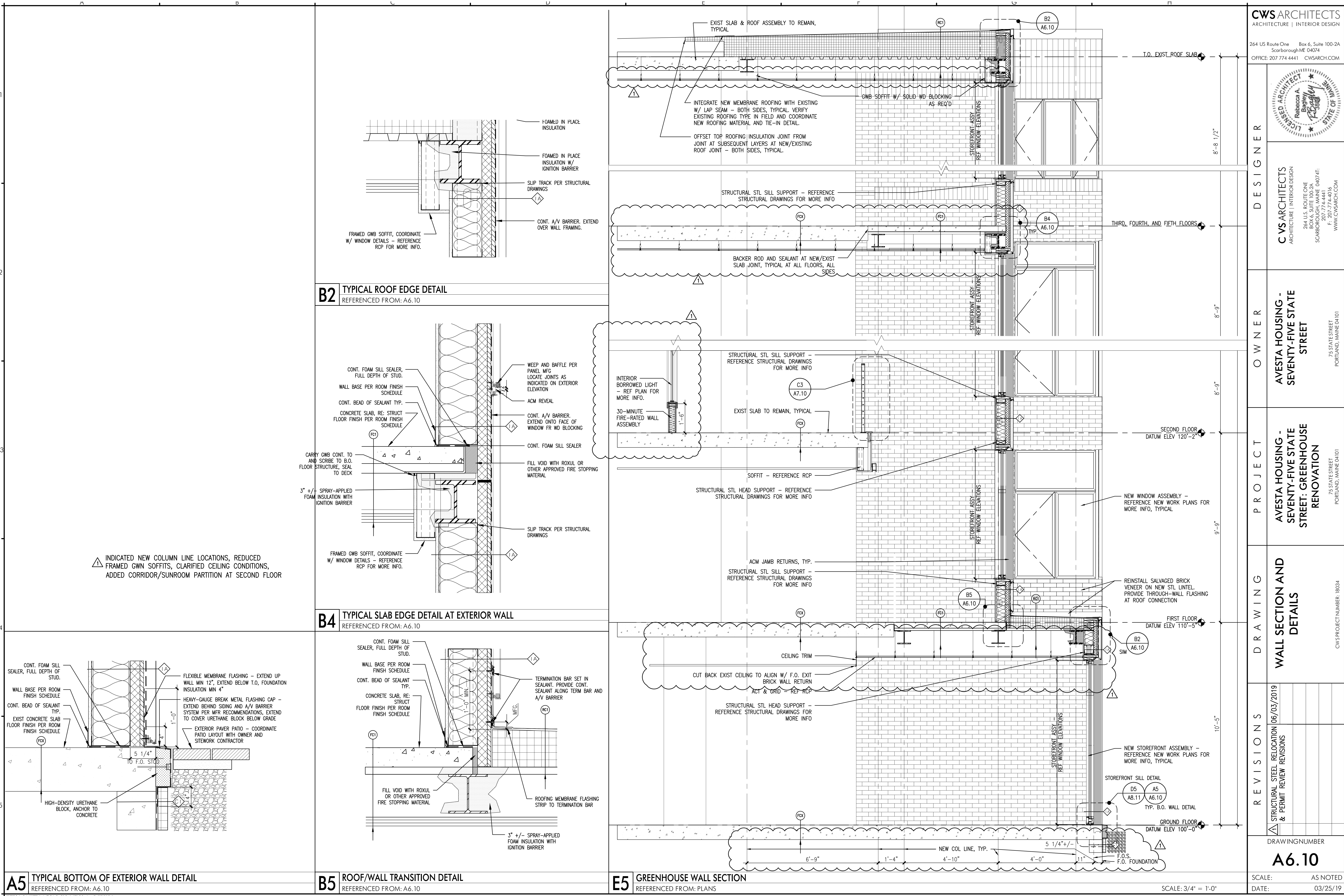
R E V I S I O N S	
	STRUCTURAL STEEL RELOCATION & PERMIT REVIEW REVISIONS
	06/03/2019

DRAWINGNUMBER

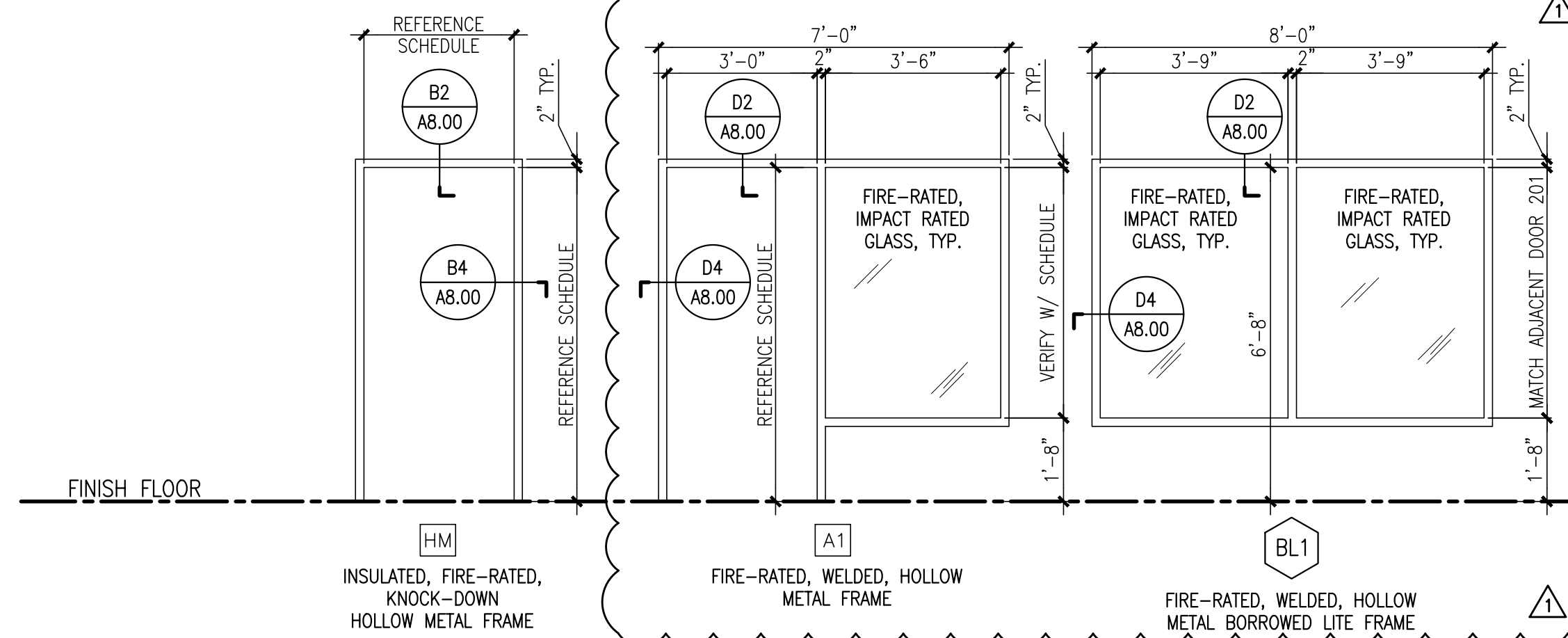
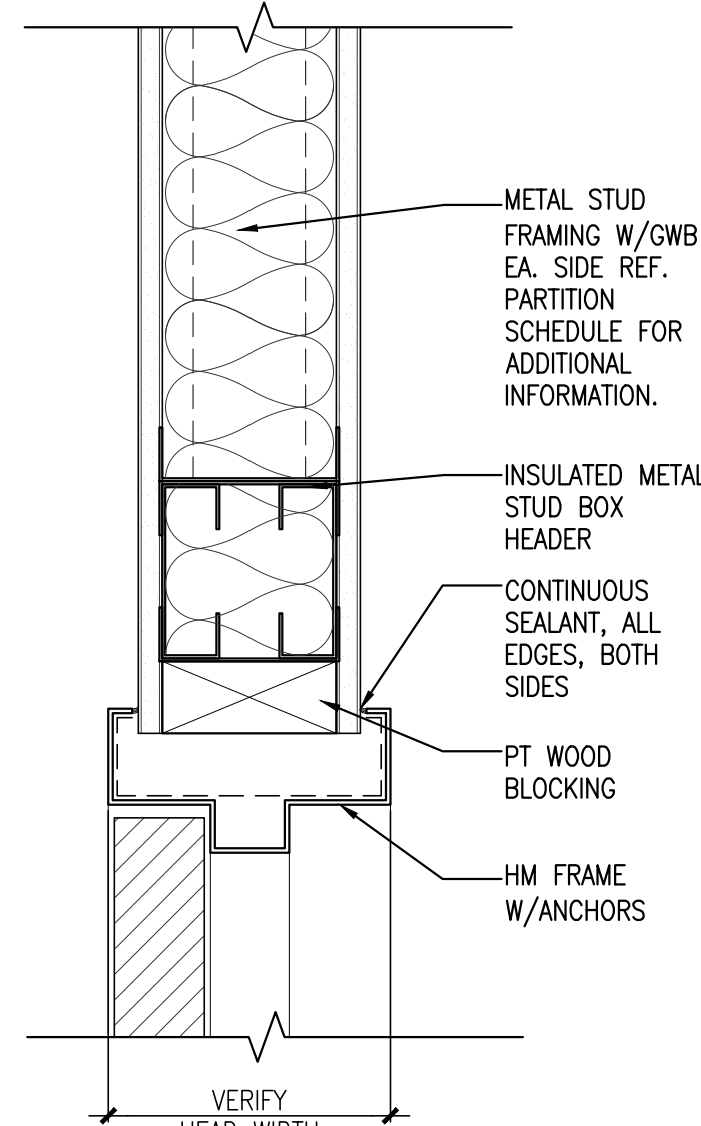
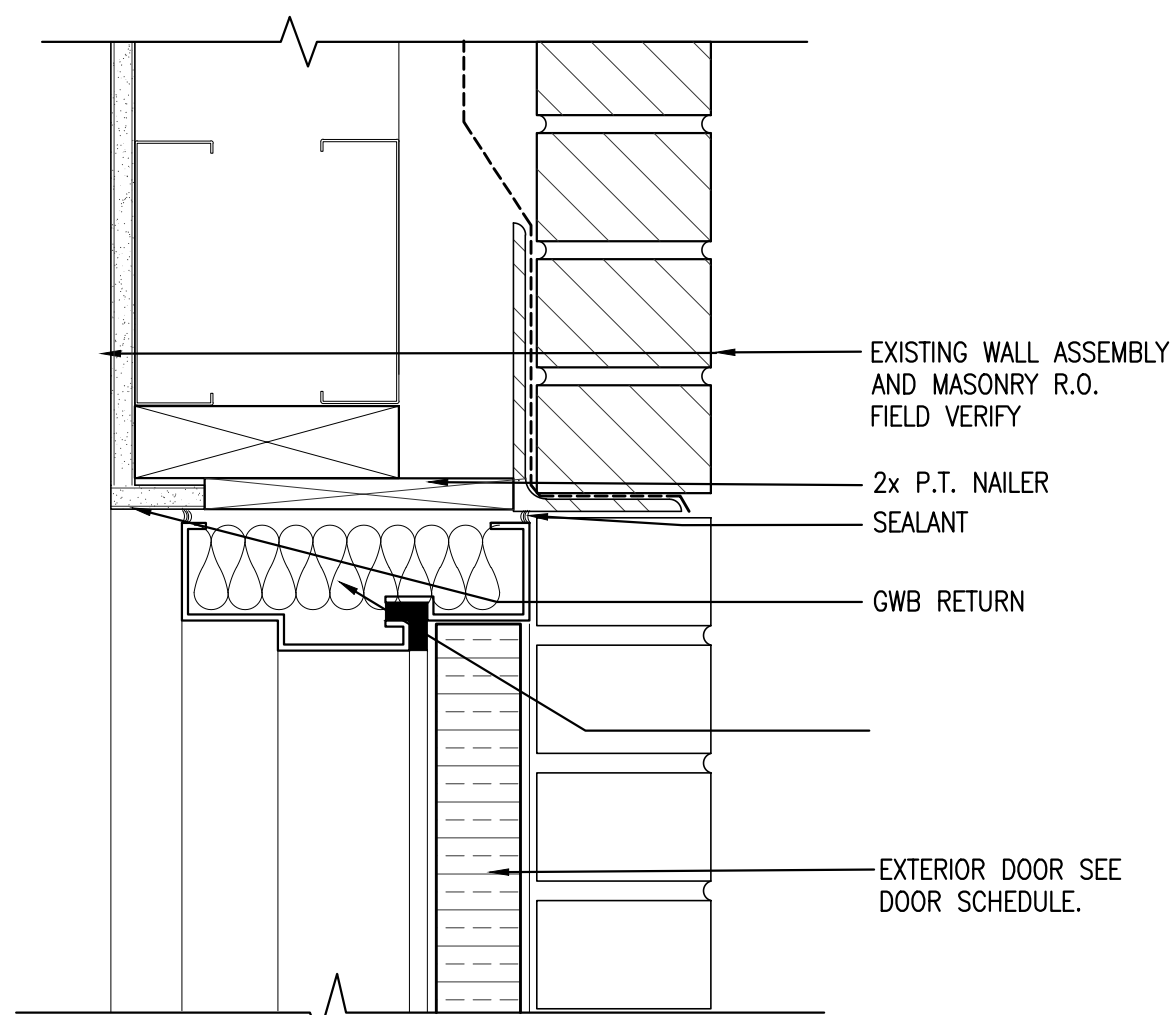
A3.11

SCALE:	AS NOTED
DATE:	03/25/19



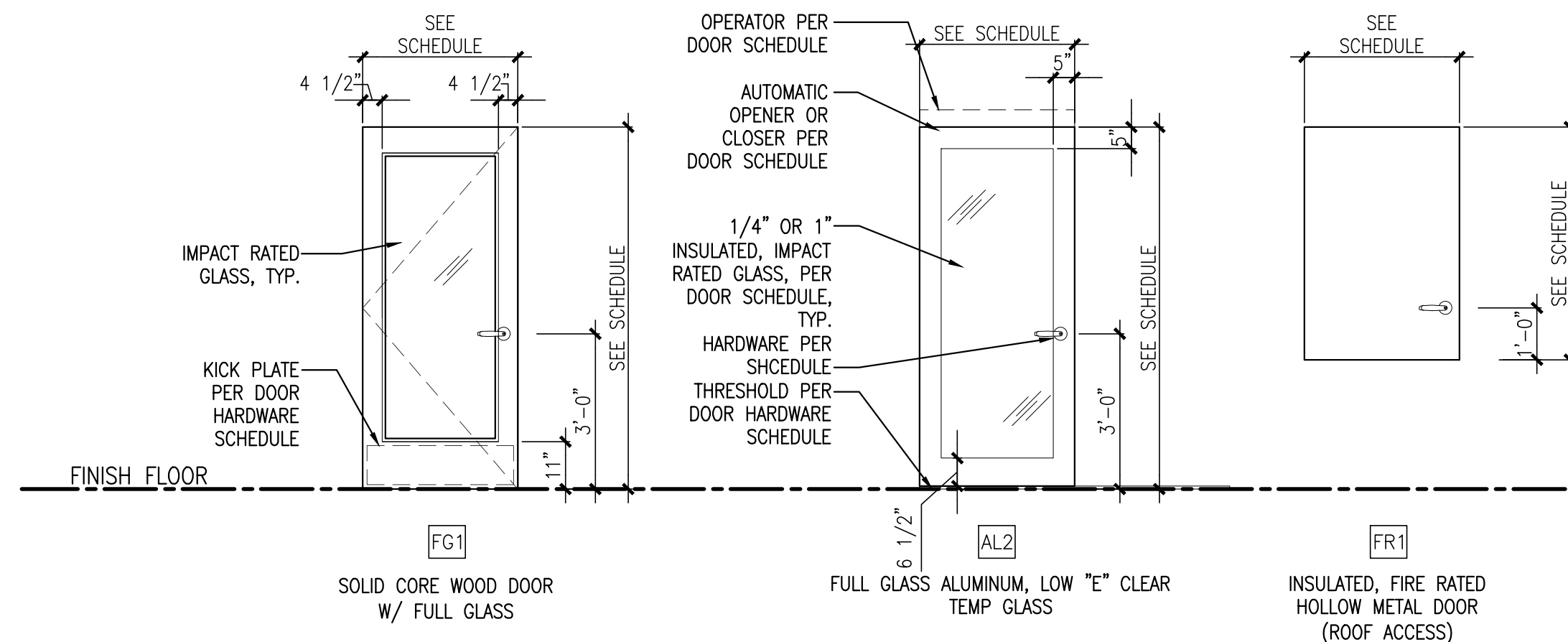


REVISIONS	DATE	DESCRIPTION
1	06/03/2019	STRUCTURAL STEEL RELOCATION & PERMIT REVIEW REVISIONS



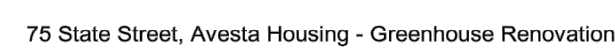
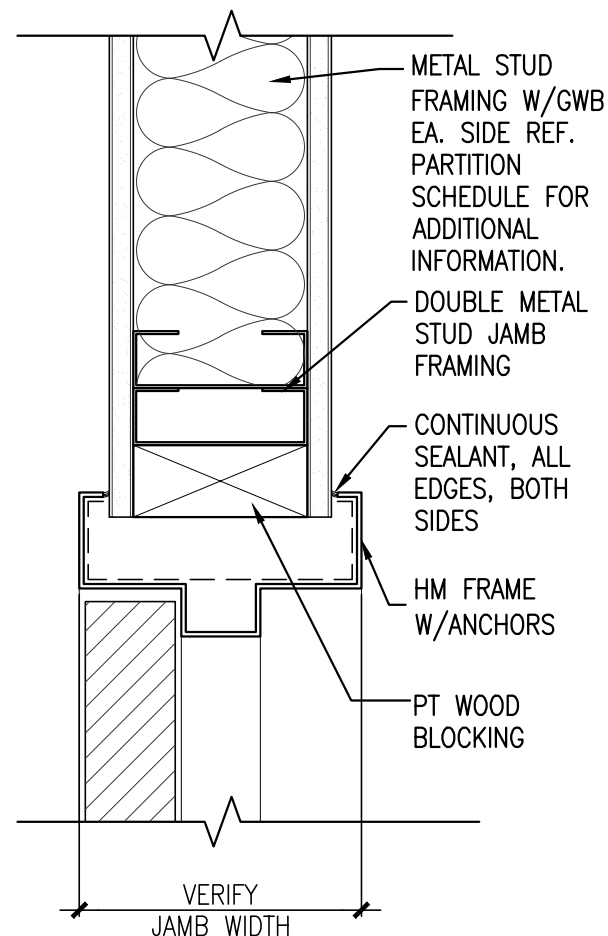
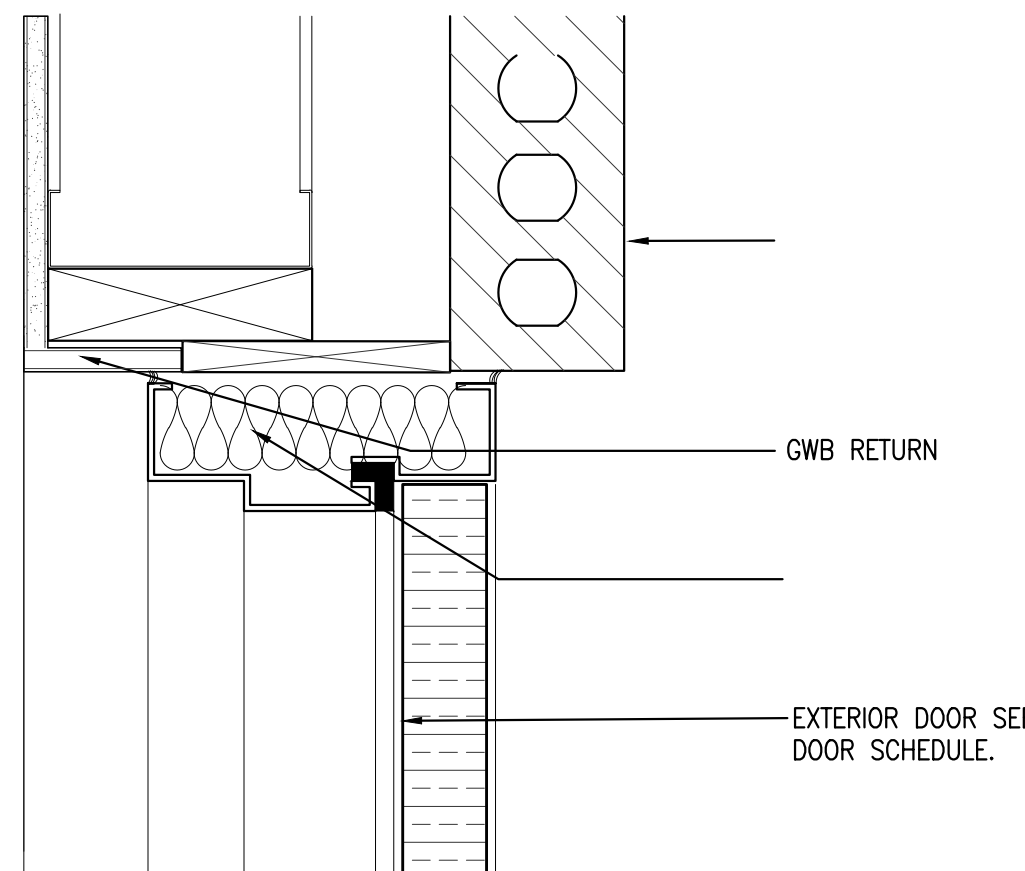
E2 FRAME TYPE ELEVATIONS

REFERENCED FROM: A8.00 - DOOR SCHEDULE



E4 DOOR TYPE ELEVATIONS
REFERENCED FROM: A8.00 - DOOR

REFERENCED FROM: A8.00 - DOOR SCHEDULE



DOOR OPENING, DOOR AND FRAME SCHEDULE

March 25, 2019
Revised June 03, 2019

NOTE: REFER TO NOTES AT END OF SCHEDULE

No.	Location	Inches				Door Material	Door Type	Frame Type	Lock Function	Electric Function	Door Hardware	Closer Type	Label	Notes
		W	H	T										
001	Sun Room to Exterior	(2) 3'-0"	6'-8"	1 3/4"		Full Glass Aluminum Pair - w/ insulated glazing - Reference Specification	AL2 - Pair	PG	Exit Device 1 Concealed Vertical Rod at both leafs.	Y	Threshold 1, FUTURE Credential Reader, concealed vertical rods. Hinge 2.	1 & Door Operator	-	Notes 9 and 10. Closer 1 at inactive leaf. Door Operator at active leaf.
002	Unit to Exterior	3'-0"	6'-8"	1 3/4"		Full Glass Aluminum	AL2	K	Entry, lock cylinder w/ thumbturn w/ interchangeable cylinder	-	Threshold 3; Hinge 2	1	-	Verify existing opening in field.
201	Corridor to Corridor	(2) 3'-0"	6'-8"	1 3/4"		Solid Core-Wood W/ Full Glass	FG1 - Pair	A1	Dummy-Trim - Pair	Y	Kickplate, Roller Latches, Magnetic Hold-open	1	20 minutes	Magnetic Hold to be released by fire alarm, in Fail-SAFE mode
301	Sunroom to Corridor	3'-0"	6'-8"	1 3/4"		Solid Core Wood W/ Full Glass	FG1	A1	Passage	N	Kickplate	1	20 minutes	
501	Vestibule to Roof	3'-0"	4'-8"	1 3/4"		Insulated metal door	FR1	HM	Storeroom	-	Threshold 2, Hinge 2	1	90 minutes	Elevated Door Sill - Verify existing opening in field.

Notes:

1. Provide concave wall mounted door stops at all doors opening against an adjacent wall or door. Ives No. 406 1/2 or equal.
2. Provide a door mounted roller bumper at all doors opening against an opposite hand door (1 per pair). Ives No. 471 or equal.
3. Provide floor stops at all doors where wall stops or roller stops are not appropriate. Ives No. 436 or 438.
4. Provide solid wood blocking at all locations of wall mounted door stops.
5. Undercut interior wood doors without a threshold 3/8" AFF, unless schedule otherwise.
6. Provide specified hinges and frame silencers for all interior swinging doors, unless scheduled/specified to be provided with gaskets.
7. Kick plate shall be located on push sides of the door, unless noted otherwise.
8. Actuate Fire-alarm tied electronic locking as fail SAFE in alarm condition.

75 State Street - Greenhouse Renovation

March 25, 2011

DOOR HARDWARE SCHEDULE

Item/function	Manufacturer	Model No.	Finish	Remarks
Exit Device 1 - Consealed Vertical Rod	Dorma	9400 Series	619 "Satin Nickel"	ADA-compliant - 9P23 entrance lever on entry side, overlap strike, 2 point consealed vertical rod with electronic retraction at active where Door Operator is scheduled. COORDINATE W/ FUTURE CREDENTIAL READER.
Storeroom Entry	Schlage	L9080 LEVER PROFILE TBD	619 "Satin Nickel"	Mortise Storeroom Lock
Entry	Schlage	S10N JUPITER	619 "Satin Nickel"	Cylindrical Passage Latch
Passage	Schlage	AL10S-JUPITER	619 "Satin Nickel"	Cylindrical Passage Latch
Door 1	Dorma	7600	619 "Satin Nickel"	ADA-compliant
Door Operator	Dorma	ED80AJ	619 "Satin Nickel"	ADA-compliant - Connect with Control System connected devices as scheduled.
Threshold 1	Pemko	Custom Pemko Thermal Barrier Threshold	Alum	ADA-compliant - maximum 1/2" height. Reference Detail D5/A8.11; Continuous for full length of storefront assembly
Threshold 2	Pemko	Pemko 273/292_FGPK	Alum	Thermal Barrier Threshold
Threshold 3	Pemko	Custom Pemko Thermal Half Saddle	Alum	
Smoke Seal	Door Frame MRF			Reference Detail F5/A8.11
Roller Latches	Stanley	C05339	Satin chrome	Integral with Door Frame
Door Stop	Ives	436	Brushed Stainless Steel	Mount at door head, one per door leaf
Wall Stop	Ives	406 1/2	Brushed Stainless Steel	See plans for locations
Kickplates	TBD		Brushed Stainless Steel	See plans for locations, provide solid blocking 10" high, width to match door size
Hinge 1 - ALL Interior Doors UNLESS NOTED OTHERWISE	Hager	Full mortise	Page 1 of 1 Brushed Stainless Steel	1 1/2 pair. Provide ball bearing hinges at doors with closers.
Hinge 2 - Exterior and Vestibule Doors	Hager	Full mortise	Match Frame Finish	1 1/2 pair. Provide ball bearing hinges.

Notes

1) Provide masterkey system, with construction keying system. Consult with Owner for instructions on keying. Provide key removable core at all hardware with locking function.

2) Products of one or more manufacturers are listed to establish quality and performance characteristics. Products of other manufacturers may be accepted subject to review by Architect.

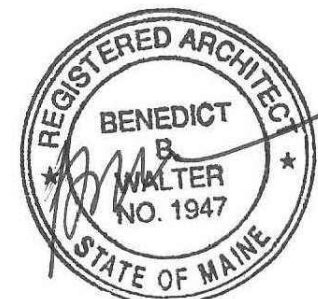
E3	DOOR SCHEDULE
	REFERENCED FROM: A

REFERENCED FROM: A8.10 - DOOR SCHEDULE

1 REMOVED DOUBLE DOOR 201;
ADDED SINGLE DOOR 201, ADDED BORROWED LITE
TYPE BL1, REVISED FRAME TYPE A1. REVISED DOOR
AND DOOR HARDWARE SCHEDULES AS REQUIRED.

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AVESTA HOUSING -
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75 STATE STREET
PORTLAND, MAINE 04101

AVESTA HOUSING -
SEVENTY-FIVE STATE
STREET

75 STATE STREET
PORTLAND, MAINE 04101

DOOR AND FRAME
ELEVATIONS
DOOR SCHEDULE

CWS PROJECT NUMBER: 18034

ON S	LOCATION	06/03/2019
	ONS	

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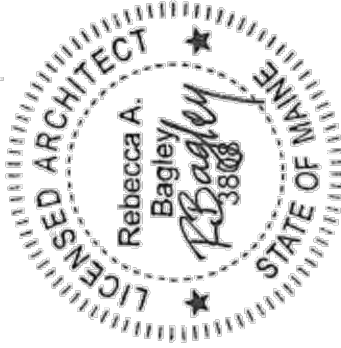
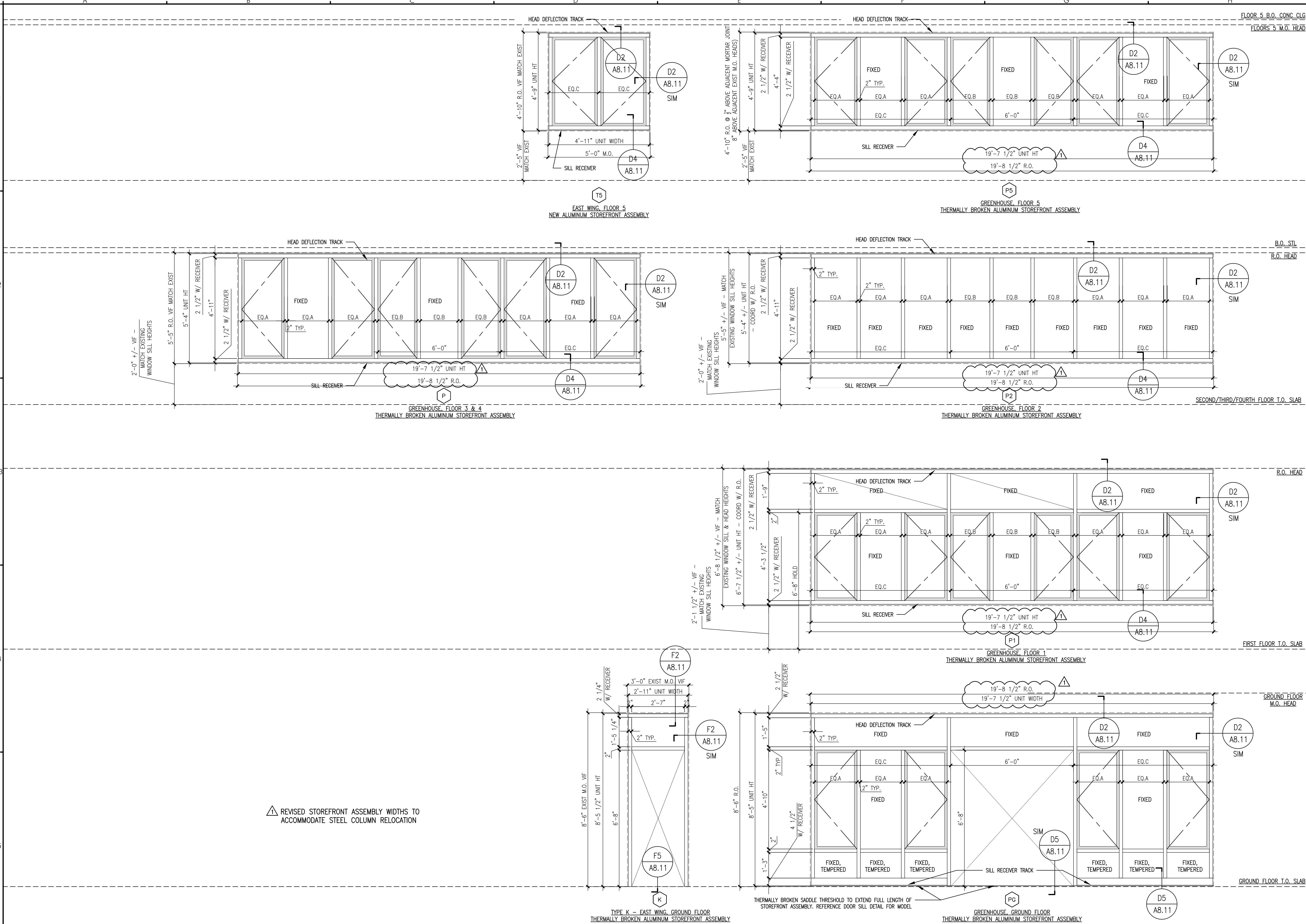
DRAWING NUMBER

A8.00

SCALE:	$3/8" = 1'-0"$
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DATE: 4/01/19

ISSUED FOR: PRICING



REVISIONS	DATE	DESCRIPTION
1	06/03/2019	STRUCTURAL STEEL RELOCATION & PERMIT REVIEW REVISIONS



3 SUN ROOM STACK EXTERIOR RENDERING (FORMER PORCHES AND GREENHOUSE)



EXISTING GREENHOUSE & PORCHES, VIEW FROM COURTYARD



GREENHOUSE / PORCH RENOVATION SEVENTY FIVE STATE STREET

CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN



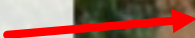
naturAL Brushed Carbon
FEVE
Gloss Level 40



75 State Street - Google

From Danforth

Project Area



Google Earth

© 2018 Google
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8.77 ft

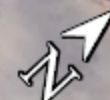


75 State Street - Google

Project Area



75 State St.



HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
VICINITY OF PORTLAND SQUARE

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deb Andrews, Historic Preservation Program Manager
DATE: July 19, 2019
RE: July 24, 2019 WORKSHOP – Advisory Review of Proposed Master Development Plan

Address: Two block area in the vicinity of One and Two Portland Square with frontage on Spring, Cotton, Fore and Center Streets

Applicant: North River IV LLC

Project Architect: Steve Weatherhead, Winton Scott Architects

Introduction

The Historic Preservation Board will be conducting an advisory review of North River IV LLC's proposed Master Development Plan for the phased mixed-use redevelopment of a two-block, 6.45-acre site west of One and Two Portland Square. The advisory review is pursuant to the Site Plan ordinance's "100' rule", which requires that developments within 100 feet of any designated landmark or historic district be found "generally compatible with the major character-defining elements of the landmark or portion of the district in the immediate vicinity of the proposed development." While the finding of compatibility ultimately rests with the Planning Board, input from the Historic Preservation Board or staff is required under this site plan provision. Major developments are typically forwarded to the Board for review.

The overall development site includes not only the existing surface parking lot immediately west of the Portland Square buildings bounded by Spring Cotton and Fore Street, but also the surface parking lot on the south side of Fore Street bounded by Fore, Center and Commercial.



As proposed, the project will be built out in five (5) separate phases and will include six new buildings (two of which are proposed over a parking garage). The development scheme will create 135 hotel rooms, 548, 130 square feet of office space, 48,000 square feet of retail space, 76 apartments and 1,336 structured parking spaces. The first component of the project, a hotel at the corner of Commercial and Center Streets, has already received both Historic Preservation Board and Planning Board approval. (Board members will recall that this component is being developed by Fathom Companies.)

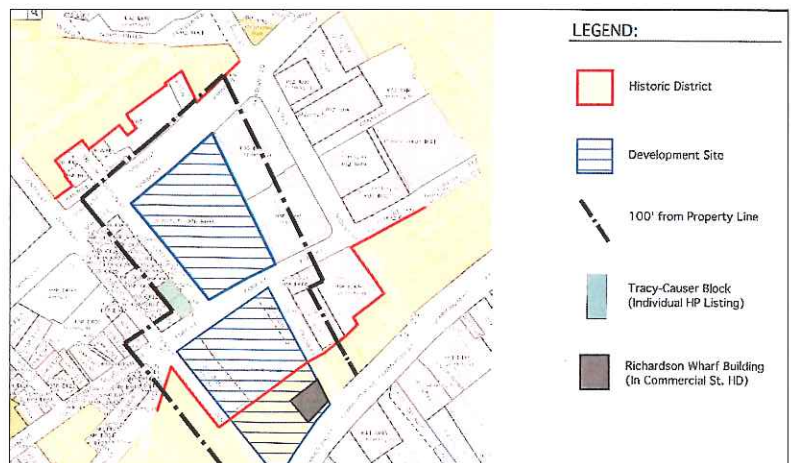
Master Development Plans

Submission of a Master Development Plan is a regulatory option, rather than a requirement, which is encouraged for sites with one acre or more in cumulative lot area, the development of which will consist of multiple buildings and associated site improvements, built in phases over an extended timeframe. The Master Development Plan is intended to ensure a cohesive and coordinated development program for the site and establishes parameters to be adhered to for the full development. Approval of a Master Development Plan (MDP) does not constitute an authorization for development (site plan, subdivision or historic preservation approval is still required for individual projects), but it does maintain the applicability of regulations in effect at the time of the approval for as long as the MDP approval remains valid (typically six years).

Master Development Plan submission requirements are purposely not as detailed as Site Plan or Historic Preservation review requirements, with the understanding that a more detailed application will need to be submitted before any development on the site can proceed. It is understood that some aspects of the proposal as depicted may be revised or adjusted as the applicant moves forward with a specific phase, but should not fundamentally alter the general direction proposed in the Master Development Plan.

Advisory Role of the Historic Preservation Board

Most of the applicant's development site is located outside the boundaries of Portland's historic districts, with the exception of the hotel component, which has already received Historic Preservation Board approval. The area immediately east of the hotel on Commercial Street as well as the area behind the Richardson Wharf Building are also located within the Portland Waterfront Historic District.



Other portions of the development site either abut the historic district or are located within 100 feet of an individually-designated landmarks (the Tracey Causer Block at 505-507 Fore Street). Any part of the development proposed within the district boundary (for example, the proposed stairway east of the hotel) will be reviewed by the Board when the applicant submits a specific project application. At the Master Development Plan phase, however, the Board's review is advisory.

Focus of Board's review: Although project architect Steve Weatherhead has submitted renderings of all of the future buildings, much of the proposed development is located well beyond the Historic Preservation Board's area of jurisdiction. The Board is welcome to provide general input on portions of the development outside its purview, but for purposes of the advisory review the Board should pay closest attention to the buildings being proposed within 100' of the historic district or landmark -- the proposed mixed-use structure immediately east of the Tracey Causer building, the proposed stairway east of the One Center Street hotel (which is within the district boundary) and the area of development immediately north of the Portland Waterfront Historic District boundary.

Considerations in Applying the Site Plan Ordinance's 100' Rule

In forwarding comments to the Planning Board regarding the question of "general compatibility", the 100' provision instructs the Board to assess the proposed development against discernable character-defining elements, established building patterns and visual characteristics that existing in a given setting.

One of the complicating factors in this particular review is the fact that the allowable building heights *per zoning* for much of the development site well exceed the height of historic structures in the immediate vicinity. For example, it is unlikely that the proposed development can be found compatible—at least in terms of building height and overall scale—with the diminutive historic Tracey Causer Block.

Note that the majority of the upper block (on the north side of Fore) is permitted a maximum height of up to 125 feet above average grade, with only a narrow strip along Fore Street being restricted to a height of 85 feet. To achieve the overall allowable building height of 125 feet, the building is required to include a number of stepbacks. These stepbacks affect the overall form and massing of the building, which may or may not be consistent with the relatively simple massing of the buildings that define much of the surrounding context.

Recognizing the potential for inherent conflicts between what is allowed and what exists around the proposed development, the Board should look closely at the proposed development's relationship to other visual characteristics of the context (material palette, building proportions, fenestration, rhythm of solids & voids, etc.).

Project architect Steve Weatherhead has provided numerous renderings of the proposed structures as viewed from a variety of vantage points. Immediately abutting historic structures are fully illustrated—not just shown as massing models-- in a number of the enclosed renderings. The number and quality of the applicant's renderings will prove very helpful in assessing the proposed development's relationship with its context.

Design Compatibility factors:

Building characteristics used to gauge visual compatibility of infill construction with an existing context include the following:

Scale and Form

- Height*
- Width*
- Proportions of principal facades*
- Roof Shapes*
- Scale of the structure*

Compositions of Principal Facades

- Proportion of Openings*
- Rhythm of solids to voids in facades*
- Rhythm of entrance porch and other projections*
- Relationship of materials, texture and color*
- Presence of signs, canopies and awnings*

Relationship to the Street

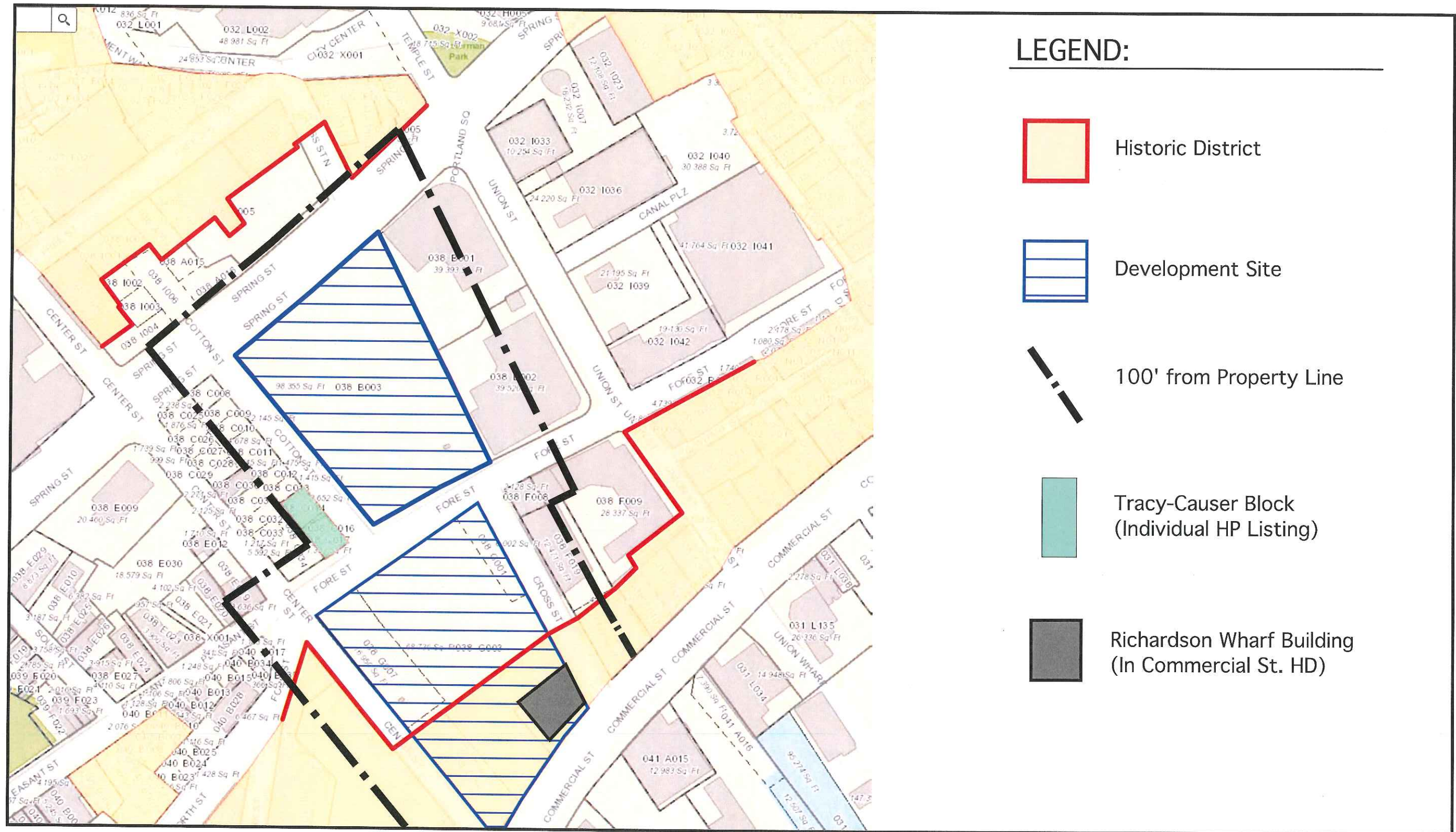
- Walls of continuity*
- Rhythm of spacing and structures on streets*
- Directional expression of principal elevations*

ATTACHMENTS

1. Applicant submission



SITE AERIAL



HISTORIC DISTRICT MAP



CONTEXT PHOTOS



CONTEXT PHOTOS



OVERHEAD VIEW (NE)



OVERHEAD VIEW (NW)

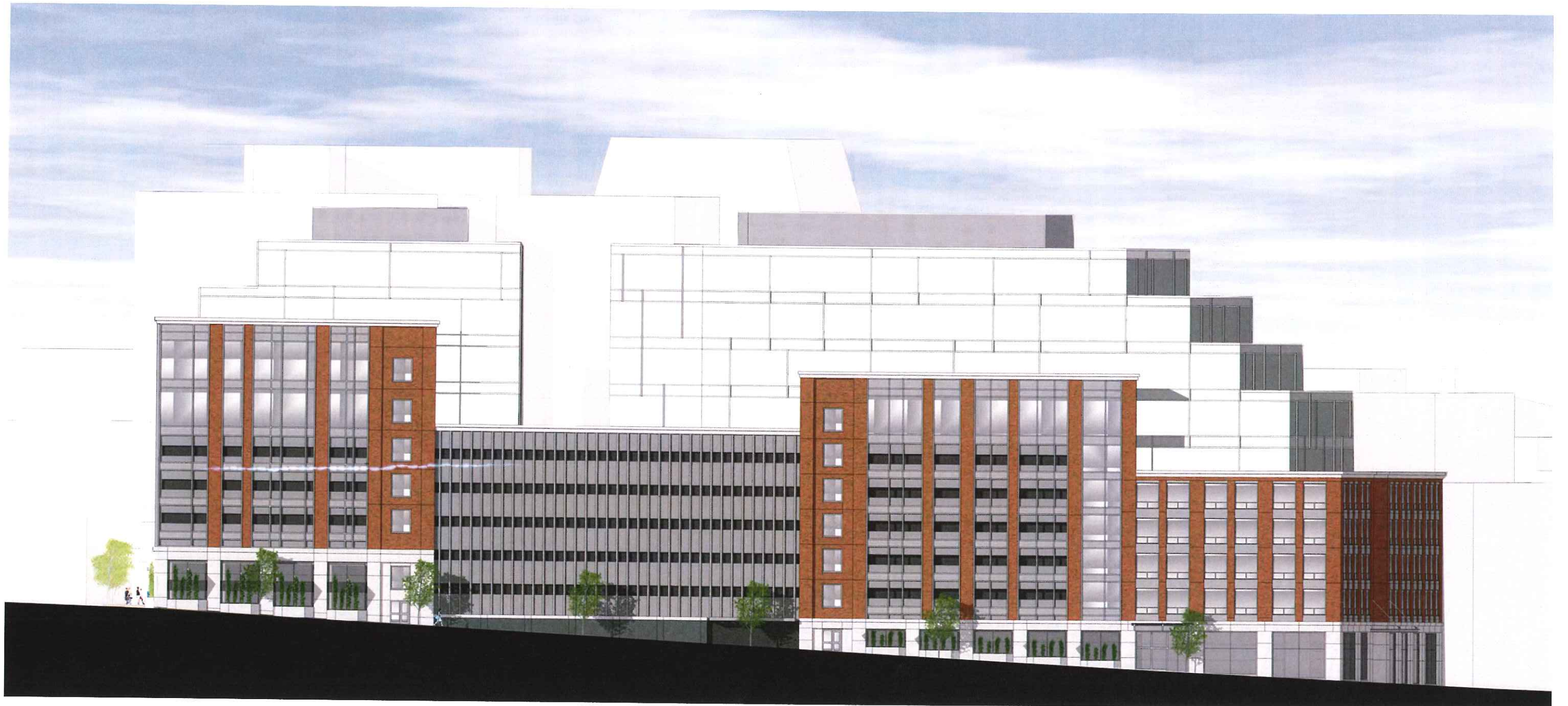


OVERHEAD VIEW (SE)

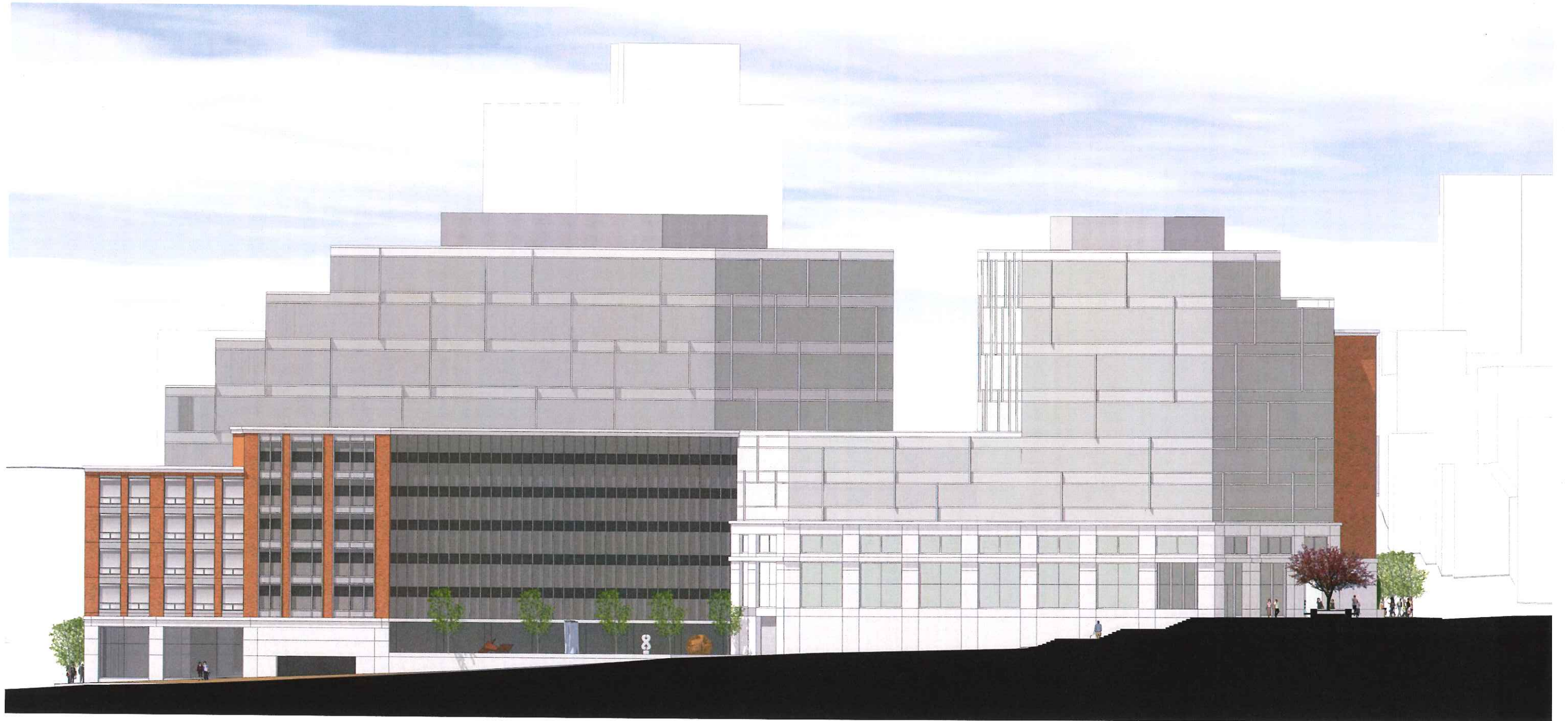


SPRING STREET ELEVATION

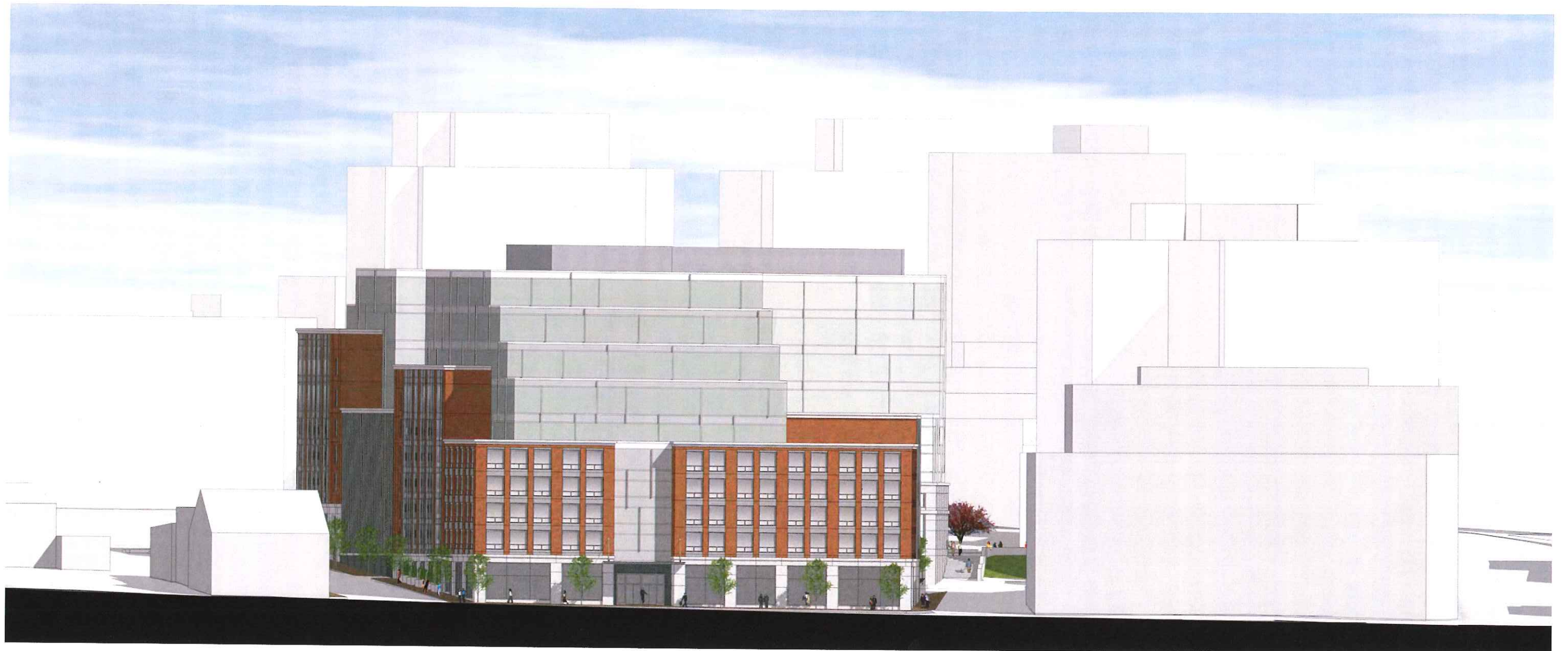




COTTON STREET ELEVATION



UPPER CROSS STREET ELEVATION



FORE STREET NORTH ELEVATION



FORE STREET SOUTH ELEVATION



CENTER STREET ELEVATION



CROSS STREET ELEVATION



CORNER OF FORE/CENTER ST.



CORNER OF FORE/CENTER ST.



CORNER OF FORE/CENTER ST.



COTTON ST. VIEW TOWARD
FORE STREET



VIEW DOWN CROSS ST.



CORNER OF FORE AND CROSS ST.



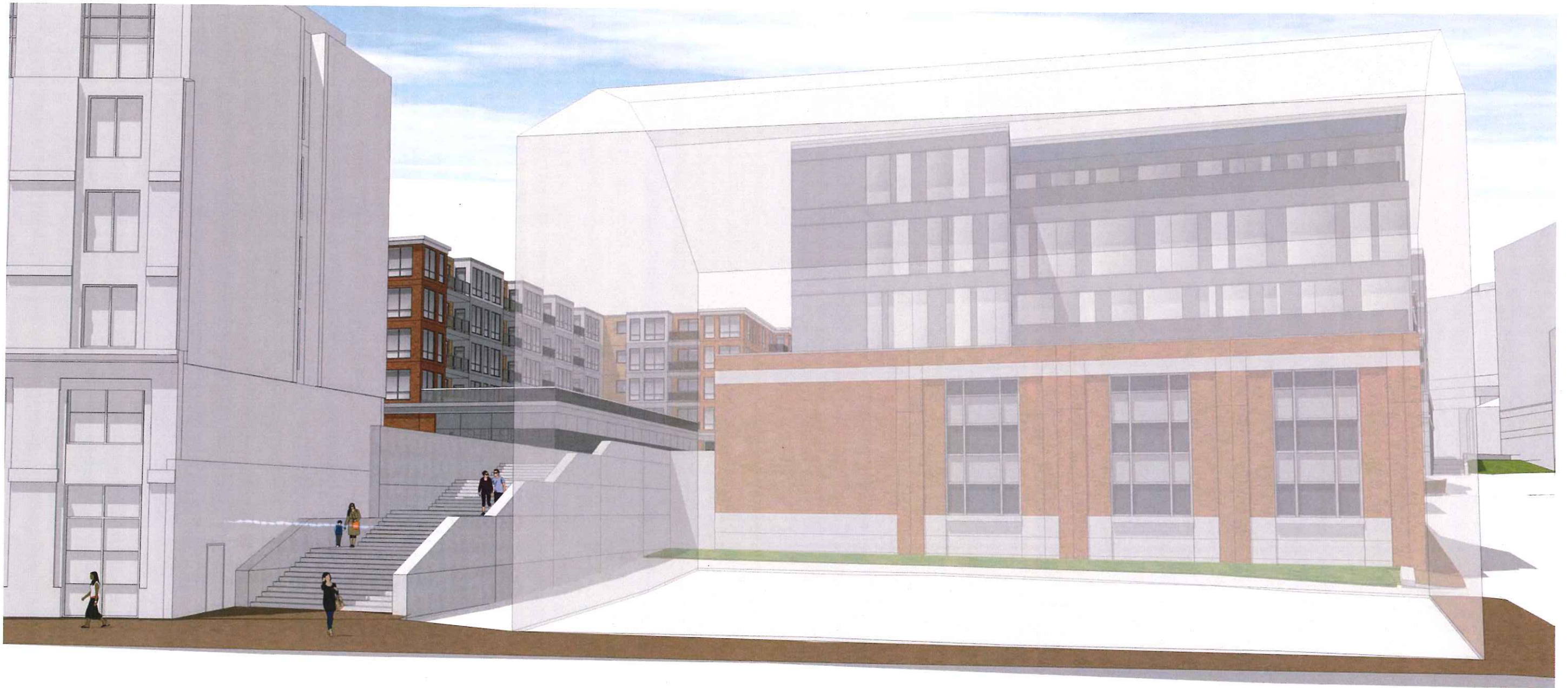
FORE ST. VIEW LOOKING WEST



CORNER COMMERCIAL & CROSS ST



GRAND STAIR AT COMMERCIAL ST.



GRAND STAIR AT COMMERCIAL ST.



OVERHEAD VIEW (SPRING ST. PLAZA)



CORNER OF SPRING/COTTON ST.



SPRING ST. PLAZA



CORNER OF FORE/UPPER CROSS ST.



VIEW DOWN COTTON ST. TO FORE ST.



PLAZA VIEW