

Portland, Maine



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**CITY COUNCIL WORKSHOP
CITY HALL
389 CONGRESS STREET
CITY COUNCIL CHAMBERS**

DATE: October 7, 2019

TIME: 4:00 PM

AGENDA ITEMS:

Forest Avenue Historic District



CITY OF PORTLAND
Planning & Urban Development

MEMORANDUM

TO: Mayor Strimling and Members of the Council
FROM: Christine Grimando, Acting Director, Dept. of Planning & Urban Development
Deb Andrews, Historic Preservation Program Manager
DATE: October 2, 2017
SUBJECT: Proposed Landmark Designation of 17 Historic Structures on or adjacent to
FOREST AVENUE – Information for October 7 Workshop

On September 16th, the Council held a public hearing on Order 44-19/20 Designating 17 Structures on or adjacent to Forest Avenue as Historic Landmarks. The item was forwarded by the Historic Preservation Board, which voted unanimously (6-0) to recommend individual landmark designation of the 17 buildings based on findings that each of the buildings met the historic preservation ordinance's criteria for designation and that designation of Forest Avenue's key historic structures was pursuant to a number of specific goals and strategies included in Portland's 2030 Comprehensive Plan. The Historic Preservation Board's formal deliberations and vote followed four preliminary workshops on the proposal.

Following a staff presentation and statement from a representative of the Historic Preservation Board, public comment was taken. Nineteen individuals, mostly owners of affected properties and/or their representatives, provided comment. As the Council began its deliberations, Councilor Cook offered an amendment that would move forward with a decision on five of the nominated structures (617, 630, 638, 660 and 651 Forest) and postpone, without judgement, consideration of the remaining twelve. This would allow time for additional information to be provided and a possible workshop to be scheduled. Ultimately, the Council voted unanimously to postpone action on all seventeen buildings until October 21st and to schedule a workshop on the matter.

At the upcoming workshop, staff will provide a brief summary of the Historic Preservation Board's review process and describe the Board's effort to communicate its receptiveness to (and the

historic preservation ordinance's allowance for) more intensive development on the subject properties, particularly those with single-story former auto showrooms.

In anticipation of Monday's workshop, Councilor Ray forwarded a number of questions prompted by the proposed designation. Following are Councilor Ray's questions. A staff response follows each question.

1. *When this process initially began, there were more than 17 structures on the Forest Ave. corridor under consideration for historical designation, correct?*

Yes. The process for identifying structures eligible for local landmark designation started as an open-ended process, evaluating all of the buildings on Forest Avenue between I-295 and Woodfords Corner. That particular section of Forest was selected for study by the Planning Department as it was the target area for a number of public improvement projects and other initiatives designed to enhance and revitalize this key off-peninsula commercial corridor.

The process began with preparing a "historic context statement" that describes the development history, significance and unique characteristics of Forest Avenue, with a particular focus on this section of Forest. (See attached context statement prepared by architectural historian Scott Hanson—ATTACHMENT 1.) An understanding of an area's development history is key to assessing the relative significance of the older structures that remain. In this case, it helps answer the question of how/to what extent does a given building help communicate the unique history of Forest Avenue.

After the context statement was completed, a "reconnaissance-level" architectural survey was conducted of every building within the defined survey area. (A total of 77 buildings are located within the survey area.) This is a preliminary assessment done with the aim of identifying buildings that warrant further evaluation/documentation. The identified buildings were evaluated for their 1) historic, architectural and/or cultural significance; especially their relationship to key chapters in Forest Avenue's development and 2) their level of integrity (i.e. condition, level of alteration). This evaluation resulted in some winnowing of the initial list of buildings under consideration. The Forest Gardens building at 371-373 Forest, for example, had cultural significance as a longstanding neighborhood social center, but had been altered substantially. The mixed-use structure at 617 Forest Avenue, which is architecturally very similar, still retains its historic integrity. The choice was made to include 617

Forest Avenue on the list of buildings proposed for designation, but eliminate the Forest Gardens building. Similarly, the former Merrill's Garage at 634 Forest, the former Franklin Service and Sales Company Building at 369 Forest and the Studebaker complex's rear garage were eliminated from the list based on various factors. Engine 8 Firehouse, while not located on Forest Avenue, was included on the list of proposed landmarks based on its historical association with Woodfords Corner and its individual architectural significance.

It should be noted that the list of buildings identified as eligible for National Register or local landmark designation did not vary significantly from one survey initiative to another, regardless of the nature or scope of the documentation effort. As noted below, this area was assessed by the Maine Historic Preservation Commission in 2011, by Scott Hanson in 2015 (in conjunction with his study of Forest Avenue and Stevens Avenue for Greater Portland Landmarks) and by Landmarks' graduate student interns later in 2015 as part of a more detailed building documentation initiative.

My understanding is that this is a "bare bones" list. Can you talk a little about the process of whittling this list down, for example:

- a. *How many buildings were included initially:*
 - i. *in the 2011 Maine Historic Preservation Commission report?*

The Maine Historic Preservation Commission's 2011 assessment of Forest Avenue's buildings was prompted by a federally-funded MDOT project to improve four intersections along Forest Avenue. Because federal funds were being used for the project, MDOT was required to conduct an architectural survey to document all resources 45 years old or older within the "area of potential effects" around each intersection and evaluate whether any resources are eligible for listing in the National Register. *Note that MDOT only surveyed those "areas of potential effects" around the intersections targeted for improvements. Accordingly, the survey did not include the entire section of Forest Avenue between I-295 and Woodfords and was not a contiguous survey.* As required, MDOT reported its findings to the Maine Historic Preservation Commission, which had the opportunity to concur or disagree with the MDOT report.

The MDOT report concluded that there were no buildings within the surveyed areas eligible for the National Register. (See ATTACHMENT 2.) In a letter dated October 3, 2011, Deputy State Historic Preservation Officer Kirk Mohny stated that the Commission did not agree with MDOT's conclusion and identified 13 structures *within the areas that were surveyed* to be eligible for listing in the National Register. Note that a portion of this stretch of Forest was not included in the survey; as such, MHPC did not comment on historic resources in this section. (See MHPC letter, ATTACHMENT 3, which includes list of buildings found to be NR eligible.

ii. in GP Landmarks 2015 survey?

The 2015 report commissioned by Greater Portland Landmarks and prepared by Scott Hanson addressed historic resources on both Forest Avenue and Stevens Avenue (ATTACHMENT 1). The total number of resources surveyed is not indicated. At the end of the report, Mr. Hanson includes current and historic views of 18 structures on Forest which represent various building types on Forest. Most, but not all, of the buildings illustrated were included in staff's list of proposed designations. Mr. Hanson's report also lists the following structures as "significant surviving resources" on Forest:

Valle's Corporate Offices, 660 Forest
Odd Fellows block, 643-651 Forest
Chapman Block, 650 Forest
Engine 8 Firehouse, 536 Deering Ave
Merrill's Garage, 634 Forest
Studebaker complex, inc. garage, 517-533 Forest and 44 Indian Lane
Oakhurst Dairy, 364 Forest
Palmer Spring Building, 355 Forest
Mank Motor Company building, 330 Forest
A.S. Hinds building, 331 Forest
William C. Rowell building, 309 Forest

The survey work completed by Landmarks' summer interns in 2014 consisted of more detailed documentation of 10 of the historic buildings within the area of Forest between I-295 and Woodfords Corner. Landmarks only had enough funding to document 10 buildings; the list of buildings documented was never intended to a conclusive list of significant structures.

In response to my request to Landmarks to confirm the nature and extent of their 2015 survey, Julie Larry responded as follows:

“When we began our research on Forest and Stevens Avenue in 2015, we had limited funds. We were able to complete the context statement, a reconnaissance survey of over 200 buildings on Stevens and Forest Avenues, and in-depth research on 15 buildings on both streets. Landmarks, in consultation with architectural historian Scott Hanson, selected fifteen buildings that were iconic or representative of the types of buildings present in the survey area for intensive research. We certainly recognized, as we knew the Maine Historic Preservation Commission had before us, that there were additional properties of note on Forest Avenue, but we simply didn’t have the funds or staff time during the project to include more of them. As we worked with the Friends of Woodfords Corner on various programs the report was completed, we expanded on our initial research to include the properties the Historic Preservation Board recommended for designation, as well as other buildings near Woodfords Corner and in adjacent neighborhoods like Oakdale, Boulevard Park, and Deering Highlands.” Julie Larry, Director of Advocacy, Greater Portland Landmarks

iii. at beginning of this process with HP Board?

Seventeen structures were presented by staff for consideration by the HP Board. The number of buildings remained unchanged over the course of the Board’s review. Although there was brief discussion of recommending additional historic structures for designation, such as the commercial storefront addition at 430 Forest (the former Breau Lu), the Woodfords Club and Woodfords Congregational Church, the Board elected to be conservative in its recommendation

b. Which buildings were included at various points in this multi-year, multi-organization analysis?

536 Deering Avenue	Engine Company No. 8 Firehouse	1907
309 Forest Avenue	Firestone Auto Supply & Service Store	1930-31
330 Forest	Van Blarcom Inc. Auto. Garage	1919
331 Forest Avenue	A.S. Hinds Laboratory Bldg.	1920
343-349 Forest	Miles B. Mank Motor Car Company	1916-1917
355 Forest	L.C. Gilson Automobile Co. Bldg.	1922
364 Forest	Oakhurst Dairy	1951-1953
495 Forest	Packard Motor Car Co. Showroom	1927
501 Forest	Gleason Chrysler Auto Dealership	1927
517 Forest	Clifton R. Shaw Auto Dealership	1928

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

364 Forest	Oakhurst (1922 building)	
369 Forest	Franklin Service & Sales Co	
371-373 Forest	Forest Gardens	
428 Forest	Breau Lu	
634 Forest	Merrill's Garage	
44 Indian Lane	Studebaker garage	
49 Dartmouth	ca. 1930 commercial structure	
179 Woodfords St.	Woodfords Club	
202 Woodfords St.	Woodfords Congregational Church	

c. *Which were eliminated from the HP Board recommendation and why?*

As noted above, any buildings eliminated from consideration (see second list above) were eliminated prior to the Historic Preservation Board's review process. During Board workshops, Board members raised questions about some of the buildings that had not been recommended, but did not pursue their nomination/designation.

Although a number of the affected property owners requested that their buildings be removed from consideration, Board members found that the buildings met the criteria for designation and were important in providing a unique visual character to this section of Forest Avenue. Board members also felt that many of the concerns expressed by property owners were based on ill-founded assumptions.

2. *There are multiple single-story buildings included in the list, and some multi-story buildings have single-story sections. For these properties can you clarify the following:*

a. *What do we know about the viability of building up—on top—of the single-story buildings (or portions of buildings) in this area?*

That is a difficult question to answer without knowing about the structural system, capacity and condition of a particular building. It is also likely to vary from building

to building. We do know that there are numerous historic buildings on Congress Street and Exchange Street, for example, where two or more floors were added some years after the building's original construction.

There are a number of factors that will come into play. For example, the structural load on the existing building will depend on the construction type of the proposed addition. Some of the newer systems are much lighter than traditional construction systems.

i. Is it feasible without demolition?

Yes, in many cases. An existing structural system can be augmented or reinforced and that is a fairly common strategy.

ii. If so, is it cost prohibitive in any instances?

Again, that's a difficult question to answer and will depend on the circumstances of the particular building and what is being proposed.

iii. Are there structural issues that couldn't be solved regardless of how much money one was willing and able to spend?

For reference, the East Bayside Brownfields Study (January 2018) examined the possibility of building on top of an existing warehouse style property in East Bayside. The study found that in that case, significant structural improvements would be required and that making those necessary structural improvements would likely cost significantly more than either pursuing a mix of reuse and new construction or demolishing the building and starting over.

That could be the case for some buildings, however that is difficult to know at this time. There is always the option of demolishing the rear portion of the building and rehabilitating the front section facing the street. In the case of most single-story auto showroom buildings, most of the architectural interest is concentrated on the front section of the building. The building descriptions and photographs included in the individual inventory forms, as well as the cover page that accompanies this group of proposed designations, are referred to in any application review and these documents indicate that partial demolition of less significant rear sections of buildings will be considered.

It should also be noted that the historic preservation ordinance includes a provision that allows for the amendment or rescission of a designated property's classification. A property owner can request reconsideration of the building's original classification based on new information, including information about its condition that was not known at the time of designation. Since the historic preservation ordinance was adopted in 1990, a dozen or more buildings have had their original classification amended or rescinded based on a number of considerations.

- b. *Several of the descriptions of these single-story former auto showrooms indicate that the front façades are the primary targets for historical designation and preservation. In these cases, is demolition of the remaining façades possible?*

Yes, demolition of rear portions of buildings is possible. It should be noted, however, that the area to be preserved extends beyond the front façade *alone*. As the descriptions indicate, the front *section* of the building—including the façade itself and a depth of one (sometimes two bays) where the showroom windows return around the corners of the building—is the section most important to preserve. This historic view of the Palmer Springs building illustrates the typical condition:



- i. *If not, why not?*
- ii. *If so, can we be explicit about what property owners are required to preserve under these designations so there will be no question when/if people seek demolition or building permits for these sites? A benefit of being explicit is that it could streamline the review and permitting process, providing another benefit to historical designation.*

If the Council wishes, the descriptions of the applicable buildings could be revised to make this more explicit. The Historic Preservation Board elected not be explicit, as they did not think it appropriate to predict or suggest a specific direction for future use of the property. They also had confidence that the historic preservation ordinance allowed for consideration of partial demolition and there is established precedence for such. Finally, they felt the building descriptions and designation cover document communicated this possibility.

In terms of streamlining the review and permitting process, any demolition of the rear portion of an auto showroom building would likely be associated with the construction of a new addition or structure. This new addition or construction would be subject to historic preservation review in any case.

iii. NOTE: As I recall, when GP Landmarks discussed the possibility of historic designation of the Palmer Spring Co building (in 2016 when CVS was contemplating building a store in that area), it was only the front façade that was to be preserved. If that is consistent with the current recommendation from the HP Board, I'd like to see it explicitly stated. If that is not still the recommendation, I'd like to understand why.

I checked with Julie Larry at Greater Portland Landmarks and she confirmed that their position was consistent with that described above. "Landmarks advocated that the front bays, the portion of the buildings used as the showrooms, were the important elements to preserve. That would include the decorative front façade and generally one or two bays back from the street, depending on the building. Our position is consistent with the board's discussions that I witnessed at the various meetings this summer."

3. *Potential amendments to the ordinance for this particular group of designations.*
 - a. *100-foot rule: should it apply here?*

In staff's view, the 100' rule is not terribly relevant and needn't apply to the proposed Forest Avenue and Deering Avenue landmarks, as the goal of designation in this case is to ensure the preservation of the identified historic structures over time, not necessarily to manage the character of adjacent construction. This can be achieved through the B2b zone's design review standards. Additionally, the character of development on Forest Avenue is today,

and likely will be, more eclectic in character than is the case in most historic districts where the 100' rule can help avoid abrupt transitions in character.

In practice, however, application of the 100' rule will likely have little effect on proposed new development adjacent to the proposed landmarks and exemption from application is probably not necessary. The "100-foot rule" is a site plan ordinance standard that applies to developments located within 100 feet of a designated landmark, historic district or historic landscape district and requires that "such development shall be generally compatible with the major character-defining elements of the landmark or portion of the district in the immediate vicinity of the proposed development." (See ATTACHMENT 4 for full text of standard.) A determination of compatibility is made by the Planning Board. The standard simply requires that historic preservation staff provide a written analysis of the context to aid the Planning Board in its review. In the case of Forest Avenue, there is no consistent or discernable development that would warrant a detailed written analysis and staff would provide a brief memo stating that fact. As such, the 100' rule will not add layers of review nor will it result in a lengthier review process for new construction in the vicinity of the proposed landmarks.

b. Should underlying zoning heights (or other dimensional standards) take precedence, and if so, do we need an amendment clearly stating this?

In practice, the Historic Preservation Board typically honors the dimensional standards, including height allowances, of the underlying zone. Where height is a sensitive issue, the Board's focus is typically on *how* the overall height is achieved.

There is precedent, however, for explicitly stating that the historic preservation ordinance height standards shall not supersede the underlying zone's height allowances. In the Congress Street Historic District, the following was provision was added to the historic preservation ordinance's new construction standards: *"In the Congress Street Historic District, for new construction within the B3 zone, the historic preservation board shall not impose conditions more restrictive than the dimensional requirements of the B3 zone."*

c. Alterations and additions not readily visible from a public way: should we include an amendment to allow such alteration and additions without review?

The historic preservation ordinance currently includes language that makes such alterations not readily visible from a public way exempt from review, *except in the case of landmarks*. (See Sec. 14-643 (a) (3). This exception was intended to ensure that any alteration to a highly significant building such as the Portland

Observatory or Victoria Mansion be evaluated for its impact. While a number of the individual landmark designations are indeed, “Landmarks” in the traditional sense, the definition of landmark in the ordinance includes individually-designated historic structures that have significance in their context, but are not necessarily “Landmarks” as typically understood.

An amendment could be prepared to address this issue, if the Council wishes.

- d. Additional design guidelines (as mentioned in 2(a)(iv)(2) and 2(a)(v) above to explicitly state portions of buildings to be preserved, desirability of additional stories, etc.*

As an alternative to amending the site plan and historic preservation ordinances to address the questions identified above, additional design guidelines could be developed. The intent of the designation’s cover document, however, was to anticipate and address these questions. Perhaps this document could be edited to be more explicit.

- 4. Can we get the following information regarding public outreach:*
 - a. Dates & sign in lists for the outreach meetings, workshop, forums that were held?*

Preliminary outreach efforts consisted of individual letters or calls to property owners, advising them of the Forest Avenue designation initiative, informing them that their property had been identified in a survey as eligible for designation, and asking to set up a meeting or phone call to discuss the matter and answer questions.

In June 2018, as staff was still finalizing its list of properties for which local landmark would likely be pursued, staff reached out to a small number of owners to solicit early feedback. (See ATTACHMENT 5 for sample letter.) There was no response. In October 2018, a second round of letters were sent (see ATTACHMENT 6). The letter included an informational sheet developed specifically for owners of Forest Avenue properties. (See ATTACHMENT 7.) Again, the letter generated little response. Exceptions included a meeting with the owner of 343 Forest and a phone call with the owner of 536 Deering Avenue. Both indicated that they did not support designation. A third letter was sent in

February 2019 (see ATTACHMENT 8), again with little response. In March 2019, after staff had finalized the list of properties it intended to present for consideration to the Historic Preservation Board, staff reached out to those owners that had not been previously contacted (see ATTACHMENT 9). In response to that outreach, staff met with representatives of Oakhurst Dairy and the owner of 495 Forest.

The Historic Preservation Board's review process began on April 3, 2019. Four preliminary workshops were held: April 3, April 17, May 15 and June 19. Notices were sent to the affected property owners in advance of each workshop. In addition to notices for each workshop, a separate letter (dated May 6) was sent to each property owner advising them of the fact that their building had been formally nominated for designation.

On July 11, prior to scheduling a final public hearing on the nominations, an informational session was held at City Hall to explain what activities are subject to review under the historic preservation ordinance, the historic preservation review process, the review standards, etc. Representatives of 2 of the 17 properties attended the workshop. Attendees included Mr. and Mrs. Weeks (355 Forest, Palmer Springs building) and members of the Rowell Family Trust (309 Forest, Bradford Rug building). There was no sign-in sheet for the session.

The final public hearing and HP Board vote was held on July 24, 2019. Notices were sent to the subject property owners and all property owners within 500 feet of the Forest Avenue corridor.

b. A list of addresses to which notifications of meetings were sent.

See ATTACHMENT 11 for the list of subject property owners and their address. Note that some entities own more than one of the nominated properties. Income Property Management, for example, owns four buildings at 501, 517, 525 and 533 Forest Avenue.

c. Any additional information regarding public outreach that could be helpful (including press releases, press coverage, other staff efforts to engage public, etc.)

As noted above, the Forest and Deering Avenue property owners were invited to a general informational session on what it means to own property in a historic district.

Staff met with Friends of Woodfords Corner board members to describe the initiative and answer questions. FoWC board members expressed enthusiasm for the initiative and noted its consistency with their efforts to achieve “Main Street” affiliate status for Woodfords Corner. The Main Street program emphasizes historic preservation as a cornerstone element of economic revitalization.

At an FoWC meeting to discuss the Main Street program with area business and property owners, staff described the City’s interest in designating key historic structures at Woodfords Corner and elsewhere on Forest Avenue.

Separate from the City’s efforts, Greater Portland Landmarks promoted the initiative in numerous outreach efforts and gave presentations at Odd Fellow Hall on the history and development of Forest Avenue.

ATTACHMENTS

1. *Forest Avenue and Stevens Avenue – Historic Context*
report prepared by Scott Hanson, Sutherland Conservation & Consulting for GPL
2. MDOT report of architectural survey findings
3. MHPC response to MDOT findings
4. Site plan ordinance “100-foot” provision
5. Sample June 2018 letter to property owners
6. Sample October 2018 letter
7. Informational sheet attached to letters to property owners
8. Sample February 2019 letter
9. Sample March 2019 letter
10. List of property owners and addresses



Forest Avenue and Stevens Avenue Portland, Maine

Historic Context

Scott T. Hanson
Sutherland Conservation & Consulting
August 2015

General context

Development of Colonial Falmouth

European settlement of the area that became the city of Portland, Maine, began with English settlers establishing homes on the islands of Casco Bay and on the peninsula known as Casco Neck in the early seventeenth century. As in much of Maine, early settlers were attracted by abundant natural resources, specifically fish and trees. Also like other early settlement efforts, those at Casco Bay and Casco Neck were tenuous and fitful, as British and French conflicts in Europe extended across the Atlantic to New England and both the French and their Native American allies frequently sought to limit British territorial claims in the lands between Massachusetts and Canada.

Permanent settlement did not come to the area until the early eighteenth century and complete security against attacks from French and Native forces did not come until the fall of Quebec to the British in 1759. Until this historic event opened the interior to settlement in a significant way, the town on Casco Neck, named Falmouth, was primarily focused on the sea with minimal contact with the interior. Falmouth developed as a compact village in the vicinity of present day India Street. As it expanded, it grew primarily to the west along what would become Fore, Middle, and Congress streets. A second village developed at Stroudwater, several miles up the Fore River. Roads to the interior were limited and used primarily to move logs to the coast for sawing or use as ship's masts.

The town on the peninsula broke off from the larger town of Falmouth (then comprising modern Falmouth, Portland, Cape Elizabeth, South Portland, and Westbrook)¹ and became the town of Portland in 1786, incorporating as a city in 1832. Westbrook broke off from Falmouth in 1814, extending from adjacent to the peninsula to the villages of Saccarappa and Cumberland Mills on the Presumpscot River, taking in Stroudwater and East Deering as well.² The sections of Westbrook closest to Portland became the town of Deering in 1871. The town incorporated as the city of Deering in 1892.³ In 1899, the city of Portland annexed Deering combining the peninsula city with its suburban neighbor.

Early Roads

With the opening of the interior and coastal regions east of Falmouth to settlement in the mid-eighteenth century came early roads connecting the peninsula town to areas to the south, west, and east.⁴ Among the earliest roads were the beginnings of today's Stevens/Allen, Forest, and Deering/Ocean Avenues. Although now named as separate streets, Stevens and Allen Avenues were laid out as a single road in 1730,⁵ as were Deering and Allen Avenues in 1735. Later in the 18th century, a road was built running between the two roads and continuing on toward Windham. The section between the two future



This view showing Falmouth in 1775 shows the early roads that later became Deering Avenue and Stevens Avenue. at the upper center and upper left of image Image courtesy of Maine Historical Society, Portland, Maine. (MHS)

- 1 Greater Portland Landmarks. *Portland*, Portland, Maine, 1972, 20.
- 2 Barry William David and Anderson, Patricia McGraw. *Deering*, Portland, Maine, 2010, 50.
- 3 Barnes, 124.
- 4 Barnes, Albert F. *Greater Portland Celebration 350*, Portland, Maine 1984, 83.
- 5 Barry & Anderson, 52.

avenues was called Bishop's Road and beyond Stevens/Allen Avenue it was called Windham Road. In the early nineteenth century, citizens petitioned for a new road to be constructed from Bishop's Road to where Deering's Bridge was to be built. This new road, Bishop's Road, and Windham Road to the Westbrook line are today's Forest Avenue. Over time, homes, farms, and shops were developed along these roads, generally moving from the town on the peninsula or Stoudwater outward over time. In the early-to mid-nineteenth century, some of this development took on a proto-suburban character for the area near Back Cove, just northwest of the peninsula. With the arrival of horsecars and later electric trolleys, the suburban development accelerated.

Development at the Corners

Denser development occurred early on where these roads intersected, particularly at Woodford's Corner and Morrill's Corner. Deering/Ocean Avenue crossed Forest Avenue at Woodford's and Stevens/Allen crossed Forest at Morrill's Corner. Forest Avenue was the primary road to the lakes and mountains to the northwest and on to northern New Hampshire and Vermont. As inland settlement increased, this became a major route for farmers bringing produce to market in Portland. Deering/Allen Avenue was the primary route from the Portland peninsula to Falmouth and points east up the coast. Stevens/Allen Avenue was the primary route up



Morrill's Tavern was built at the intersection of today's Forest Avenue (left) and Allen Avenue (right) around 1805. It was approximately 100 years old when this image was taken. (MHS)

the coast from the south, bypassing the Portland peninsula. These intersections were natural locations for the development of inns and taverns to serve travelers as well as tradesmen's shops to supply their needs. Mainline railroads also established suburban railroad stations at these locations when their lines were built through the corners. Both the York & Cumberland Railroad (later the Portland and Rochester and then the Boston & Maine) and the Portland and Kennebec Railroad (later Maine Central) passed through both corners. More residential development followed the building of street car lines on Forest and Stevens Avenues in the mid-1860s and these corners became neighborhood centers with businesses and institutions catering to the residents. These included schools and churches as well as social clubs and a garden cemetery.

Street Car Suburbs

The construction of a horse car line from the Portland peninsula to Morrill's Corner along Forest and Stevens Avenues triggered the development of the city's first "street car suburbs" starting in the mid-1860s. In the National Park Service's National Register Bulletin, *Historic Residential Suburbs*, the authors state, "The laying out of new transportation routes, using new technologies, spurred the outward movement of suburban development. New circulation patterns formed the skeleton around which new land uses and suburbs became organized. Farmland near the city was acquired, planned, and developed into residential subdivisions of varying sizes. Separate from the city, new subdivisions were designed as residential landscapes, combining the open space, fresh air, and greenery of the country with an efficient arrangement of houses."⁶ In this national context document, the development of suburban neighborhoods is broken into four chronological eras: Railroad and Horsecar Suburbs (1830-1890); Streetcar Sub-

⁶ Ames, David L. and McClelland, Linda Flint. *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places*, U.S. Department of the Interior, National Park Service, 2002.

urbs (1888-1928); Early Automobile Suburbs (1908-1945); Post-World War II and Early Freeway Suburbs (1945-1960).⁷ All of these phases of development occurred in Portland, Maine, within the same general time frames indicated for the national context. The Deering neighborhoods along Forest and Stevens Avenues that are included in the study area were developed through all four periods, with the majority of surviving historic resources from the 1860 to 1930 period. Development in the last two phases primarily occurred further out from the peninsula, but had large impacts on the study area nonetheless, particularly Forest Avenue.

Horse-drawn omnibuses were introduced in America's larger cities by 1830 and were the first form of what would eventually come to be called "mass-transit."⁸ Omnibuses were large, enclosed, sprung vehicles seating a dozen or more passengers pulled by a team of horses. Because of their size and weight, they required paved streets and were largely restricted to developed city centers where pavement was most common. The first phase of suburban development utilizing "mass transit" followed the establishment of common carrier railroad lines between cities. In the areas immediately outside city centers, areas just beyond reasonable walking distance, railroad companies built passenger depots that triggered the development of residential neighborhoods for upper-middle and upper-class families whose breadwinner worked in the city and commuted several miles daily by rail.⁹ The passenger depots that were established at Woodford's Corner and Morrill's Corner around 1846 were examples of this national trend and impacted development along both Forest and Stevens Avenues.



The Woodford's railroad station was built to serve the Portland & Kennebec RR when it came through in 1846, making it possible for well-to-do suburban residents to commute to their businesses in Portland. (MHS)

In the 1850s, omnibuses that were pulled on iron or steel rails began to appear in American cities. This provided a much lower rolling resistance and allowed the horses to pull a greater load for a longer distance, and did not require paved streets. In the *Historic Residential Suburbs* National Register Bulletin, the authors note:

Horse-drawn cars increased the distance one could commute in one-half hour from two to three miles, thereby extending the distance between the center city and land desirable for residential development from 13 to almost 30 square miles. Horsecar tracks followed the main roads radiating out from the center city toward the emerging railroad suburbs on the periphery. Transportation began to influence the geography of social and economic class, as the the cost of traveling between home and work determined where different groups settled. The middle and working classes settled in neighborhoods closer to the central city accessible by horse-drawn cars...¹⁰

The construction of the horsecar line along Forest and Stevens Avenues during the Civil War brought this

7 Ames and McClelland, 16.

8 Ames and McClelland, 16.

9 Ames and McClelland, 16.

10 Ames and McClelland, 17.

new and more affordable form of mass transportation to Portland and Deering.

The second phase of this development, the electrification of hosecar lines for use by self-propelled trolley cars, ushered in a new age of suburbanization starting with the first such system in Richmond, Virginia in 1887. The electric streetcar allowed a person to travel as far in ten minutes as they could walk in thirty. Once introduced, streetcar, or trolley, trackage in American cities increased rapidly. There were 5,783 miles of it in 1890, which increased to 22,000 miles by 1902 and to 34,404 by 1907.¹¹ The Bulletin quoted above states, "In older cities, electric streetcars quickly replaced horse-drawn cars, making it possible to extend transportation lines outward and greatly expanding the availability of land for residential development. Growth occurred first in outlying rural villages that were now interconnected by streetcar lines, and, second, along the new residential corridors created along the streetcar routes," noting further that, "Socioeconomically, streetcar suburbs

attracted a wide range of people from the working to upper-middle class, with the great majority being middle class. By keeping fares low in cost and offering a flat fare with free transfers, streetcar operators encouraged households to move to the suburban periphery, where the cost of land and a new home was cheaper." Writing of the later part of the streetcar era of suburban development, the authors state, "As streetcar systems evolved, cross-town lines made it possible to travel from one suburban center to another, and interurban lines connected outlying towns to the central city and to each other."¹² These efficient and affordable mass transportation systems affected the way communities were designed and built:

Concentrated along radial streetcar lines, streetcar suburbs extended outward from the city, ... Unlike railroad suburbs which grew in nodes around rail stations, streetcar suburbs formed continuous corridors. Because the streetcar made numerous stops spaced at short intervals, developers platted rectilinear subdivisions where homes, generally on small lots, were built within a five- or 10-minute walk of the streetcar line. ... Neighbor-



A horsecar enters Market (now Monument) Square on Congress Street in Portland, c. 1870. Image courtesy of Bangor Public Library, Bangor, Maine (BPL)



Early electric trolleys in Monument Square, Portland, c. 1895 (BPL).

¹¹ Ames and McClelland, 17.

¹² Ames and McClelland, 17.

hood oriented commercial facilities, such as grocery stores, bakeries, and drugstores, clustered at the intersections of streetcar lines or along the more heavily traveled routes. Multiple story apartment houses also appeared at these locations...¹³

All of these national trends related to the development of first horsecar lines and their later expansion as electric trolley lines occurred in Portland and Deering and greatly impacted the development of Forest and Stevens Avenues.

Impact of the Automobile

The introduction of the personal automobile had an enormous impact on suburban development in greater Portland, which reflected nationwide trends. Around the turn of the 20th century, the first automobiles were expensive toys for the wealthy. With the introduction of the Ford's relatively inexpensive Model-T car, automobile ownership soared and suburbanization entered its next phase. Between 1910 and 1930, automobile registrations in the U.S. increased from 458,000 to nearly 22 million. Eight thousand autos were in use in the U.S. in 1900, one half



Automobiles being delivered to the Portland waterfront, c. 1910. Image courtesy of Maine Historical Society.

million were in use in 1910, nine and a quarter million in 1920, and nearly twenty-seven million in 1930. Annual car sales increased from over two and a quarter million in 1922 to nearly four and half million in 1929.¹⁴ Largely due to wide-spread adoption of the automobile, streetcar lines across the nation were shut down and abandoned by the 1940s,¹⁵ as they were in Portland and its suburbs starting in the late 1930s. Along with automobiles came the "auto showroom" dealership to sell them from. Automobile companies built model, or "object lesson" showrooms in major cities for dealers to emulate in their own buildings across the country.¹⁶ In *Main Street to Miracle Mile*, historian Chester H. Liebs describes the "birth of a new type of commercial district – automobile row":

The evolution of these marketplaces for motorcars usually began when a dealer – often motivated by company object lessons, along with a desire to forsake high rents or taxes and cramped quarters in the central city – relocated along a main road, farther out of town. Before long another dealer moved in nearby, then another. Soon speculators built small, one story showrooms in the gaps between the larger, more impressive sales buildings. These in turn were rented by agents of smaller, lesser-known automakers. Within a few years, a whole new Main Street was born, lined by walls of buildings whose shop windows, instead of being crammed full of jewelry, clothing, hardware, or groceries, showcased a single product – automobiles. By walking, driving, or riding a trolley down the street, shoppers could survey the latest cars available, while gaining an impression of dealers and the companies they represented from the appearance of their buildings.¹⁷

This description could have been written specifically about the development of the stretch of Forest

13 Ames and McClelland, 17.

14 Ames and McClelland, 18.

15 Ames and McClelland, 17.

16 Liebs, Chester H. *Main Street to Miracle Mile*. Baltimore, Maryland, 1995, 79.

17 Liebs, 83-84.

Avenue from Baxter Boulevard to Bedford Street between 1915 and 1930.

The fourth phase of suburban development followed World War II and is usually described as a “housing boom,” concentrated in bedroom communities further from the urban centers than the earlier streetcar suburbs. The development of interstate and arterial highways, especially following the Federal Aid Highway Act of 1956, further fueled the development of suburbs farther from the urban core. The Act funded the construction of a 41,000-mile system of interstate highways that included five thousand miles of urban freeways.¹⁸ As explored below, this large scale change in how American’s got from home to work, and elsewhere, significantly influenced the built resources of the study area, particularly along Forest Avenue.

The major historical themes represented by the surviving historic resources in the study area include transportation, community development (particularly suburban development), education, and religion.

Forest Avenue

Road to the Interior - Transportation

Prior to the construction of a bridge across the mill pond at Deering Oaks in 1806, the only road into Portland from the northeast was today’s Deering Avenue, which crossed the narrow land connection between the peninsula and mainland. Leaving the city, one would have traveled out Deering Avenue, cutting through the Deering estate, to what is now Woodford’s Corner, where the road west toward New Hampshire intersected Deering/Ocean Avenue. At this time, the city was concentrated between India and State streets on the peninsula, with the business center located in the southeastern portion of that area.



This drawing by Charles Goodhue was done late in the 19th century and represents Mr. Goodhue’s recollection of how Deering’s Bridge appeared in the 1840s. Image courtesy of Maine Historical Society.

Deering’s Bridge - Transportation

The new bridge, a joint project of the towns of Falmouth and Portland, was agreed to in 1805 and became known as Deering’s Bridge after construction.¹⁹ It crossed a portion of Back Cove that extended into Deering’s woods where today’s Deering Oaks pond is located. With the County Road (now Forest Av-

¹⁸ Ames and McClelland, 28.

¹⁹ Barry & Anderson, 44

enue) extended from today's Woodford's Corner over the new bridge and up the hill to Congress Street, the distance to the heart of the city was substantially reduced.²⁰ The bridge was combined with a causeway that served as a tidal dam and a tide mill was constructed alongside the bridge to make use of the waterpower. Over time, the area around the bridge became home to a number of industries, including tanneries and a stoneware factory. Eventually, fill was hauled in to create new land around the bridge, which is today occupied by a portion of Deering Oaks park, the Portland Post Office and Federal Building, and the intersection of Forest Avenue, State Street, Kennebec Street, and Marginal Way.

Early estates - Suburban Development



A detail from the 1886 bird's eye view of Deering showing several of the estates that extended from Forest Avenue to Back Cove. Image courtesy of Boston Public Library.

Beyond the new bridge, James Deering had built his mansion in 1804 and established Portland's first suburban "gentleman farmer" estate.²¹ Deering owned all of the land west of the County Road (Forest Avenue) from the bridge nearly to what soon became known as Woodford's Corner. On the opposite side of the County Road, other prominent Portland businessmen followed Deering's example and built homes on sizable estates that ran down to Back Cove in the decades that followed.²² The presence of these suburban estates prevented commercial development along Forest Avenue between Deering's Bridge and Woodford's Corner until the early twentieth century.

Woodford's Corner - Transportation and Suburban Development

A Connecticut merchant named Chauncey Woodford settled near the intersection of Forest Avenue and Deering/Ocean Avenue around 1799 and was later joined by his two brothers. All three were engaged in the tinware business and were soon joined by other businesses at the "corner," including taverns, blacksmiths, shoemakers, and stores.²³ Additional activity at the corner followed the arrival of the railroads, with passenger and freight depots to serve the developing community center.

The first railroad to come through Woodford's Corner was the Kennebec and Portland RR, chartered in 1836 and opened through to Brunswick in 1847. The line ran from a junction at Commercial Street with the Portland, Saco & Portsmouth Railroad which connected to other lines running to Boston. The K&P RR followed the Fore River around the base of Bramhall Hill (today's Western Promenade) before turning northerly to parallel St. John Street to Brighton Avenue and then passed between Deering Heights and Deering Avenue to cross Woodford Street and Forest Avenue at Woodford's Corner. From there it roughly paralleled Forest Avenue on the east to Morrill's Corner and then turned eastward toward Falmouth.

The York and Cumberland Railroad was built through Woodford's Corner in 1850, running from a depot

20 Barry & Anderson, 45

21 Barry & Anderson, 58.

22 Barry & Anderson, 59.

23 Barry & Anderson, 45.

on Back Cove across Forest Avenue at Deering's Bridge (on a wooden trestle) and roughly paralleling Forest Avenue to the west on a right-of-way taken from the Deering estate.²⁴ Just southeast of Woodford's, the railroad crossed back over Forest Avenue and continued westward crossing and then paralleling the Kennebec & Portland railroad to Morrill's Corner, where it re-crossed Forest Avenue to continue to Westbrook and points west. The Kennebec and Portland was eventually absorbed into the Maine Central Railroad and remains in use as part of the Pan Am Railroad. The York & Cumberland became part of the Portland & Rochester RR before that line was absorbed into the Boston & Maine Railroad. The Boston & Maine RR eventually owned or controlled multiple lines into Portland from the south and the redundant line through Woodford's was abandoned and removed in 1911.



Detail from the 1876 Portland bird's eye view print showing the Deering's Bridge area with the York & Cumberland (Portland & Rochester) Railroad line running through the Deering estate parallel to Forest Avenue toward Woodford's Corner. Image courtesy of Library of Congress.



Detail from the 1886 bird's eye view of Deering showing the Woodford's Corner area. The area was served by two railroads and the horsecar line by this date and suburban residential development was well under way. Image courtesy of Boston Public Library.

²⁴ Barry & Anderson, 73.

Construction of the four story brick Odd Fellows Hall with its tall clock tower in 1897 represented a new scale and urban character for what had been essentially a village center of two story wood buildings. At the same time the new Odd Fellows Block was being erected, the historic Federal style Ebenezer and Mary Woodford House on the opposite side of Woodford Street was raised a story and placed on a new brick base housing a commercial use with a storefront on Woodford Street.²⁵ For the few years between completion of the Odd Fellows Block and the annexation of Deering by Portland, the Deering city offices were housed in the new block.



Construction of the brick Odd Fellows Block at Woodford's Corner in 1897 introduced a new scale and urban character to the neighborhood center which had more resembled a rural New England village until that time. Other large masonry buildings followed. Image courtesy of Maine Historical Society.

Other new commercial development followed at Woodford's, including Albion Chapman's three story brick "flatiron" building of 1916 in the angle between Forest and Deering Avenues, the new fire station of 1907, and several one and two story brick commercial buildings. By 1920, the former "village center" had a decidedly urban character. Woodford's Corner continued to serve as a neighborhood center for goods and services through the middle part of the twentieth century. The Woodford's Club was built just up from the intersection in 1913 while the Odd Fellows and Masons both met in their halls in the Odd Fellows Block. In the 1950s, shops included Houle's Drug, the Economy Market, Buster Brown Shoes, two bakeries, a movie theater, a bank, and several restaurants.²⁶ Automobile traffic through Woodford's increased dramatically as new suburban development occurred further out in Portland, Westbrook, Windham, and Falmouth starting in the 1950s. Over time, changes were made to accommodate the increased traffic which decreased pedestrian access and safety, eventually making the location unsuitable for the types of businesses that had historically been located there.

Beyond Woodford's Corner, the land along Forest Avenue nearly to Morrill's Corner was again primarily occupied by large estates in the nineteenth century, including the F.O.J. Smith estate on the west side of the road (today's Baxter Woods is a part of this property) and other large properties extending toward Ocean Avenue and Back Cove. Development occurred along the east side of the street between Woodford's and Morrill's Corner after removal of the Portland & Rochester (Boston & Maine) railroad tracks in 1911. This was primarily commercial in use and character. The Maine Central Railroad tracks remained, separating these commercial buildings from the residential subdivisions being developed west of Ocean Avenue.

Horse Cars and Trolleys – Transportation

The early suburban residential development along Forest Avenue was built for wealthy businessmen who commuted to offices in the city in private carriages with their own drivers. It was only after the construction of a horse car line that homes for middle class residents began to be constructed in any number. Horse cars could transport large numbers of passengers for a low fare, making it possible for those

²⁵ Barry & Anderson, 78, and City of Portland 1924 tax record for 661-667 Forest Avenue.

²⁶ Shettleworth, Earle G., Jr. Oral history interview by S.T. Hanson, August 7, 2015.

who were not wealthy to live off-peninsula and commute to work. The Portland and Forest Avenue Railroad Company (later Portland Railroad Company) was chartered in 1860 and began construction of a street railway line on India Street in 1863 with rails imported from Canada. The Civil War was underway and American rails were unobtainable. The company was chartered with \$100,000 in capital.²⁷ The first section of street car line extended from the Grand Trunk depot on India Street up Middle Street to Congress Street at Market (Monument) Square, west to High Street, down High to Spring and then westerly to Clark Street. The following year, a line was built from Market Square down Preble Street to Portland Street, west to Forest Avenue, along Forest to Woodford's, then along Pleasant Avenue to Stevens Avenue and northerly along Stevens to Morrill's Corner. Running 3.3 miles from Market Square, this line propelled substantial suburban development in Deering.²⁸ In the month of May 1865, the line carried 77,406 passengers.²⁹ By the time the lines were electrified in 1895, the system had expanded from Woodford's to Lunt's Corner and East Deering along Ocean and Washington Avenues, as well as up to Munjoy Hill and out to Stroudwater from downtown. There were 50 horse cars and 225 horses operating at the time of electrification.³⁰

Once electrified, the lines in Deering expanded further along Stevens Avenue to Congress Street, across Woodford's Street from Woodford's Corner, and out Brighton Avenue to Westbrook. Although the section of Forest Avenue from Woodford's to Morrill's Corner never had a trolley line, a branch was extended along Forest Avenue from Stevens/Allen Avenue line at Morrill's Corner to Riverton, at the Westbrook city line, to serve the trolley company's recreational park there.³¹ The Portland Railroad Company expanded by absorbing lines in surrounding communities, ultimately covering much of greater Portland and carrying 23 million passengers in 1923.³² Within twenty years, the automobile would displace the trolleys and the system would be gone entirely.

Subdivisions - Suburban Development

The wealthy had been moving from the peninsula to large estates along Forest and Ocean Avenues for several decades before the construction of the horse car line in 1864. Most of these estates would remain intact into the twentieth century, forcing new middle class residential development further out

27 Barnes, 82.

28 Robertson, Edwin B. *Remember the Portland, Maine Trolleys*, Westbrook, Maine, 1982, 6,7.

29 Barnes, 81.

30 Robertson, 8.

31 Robertson, 11.

32 Barnes, 144.



Route of the Portland and Forest Avenue Railroad Company horsecar line, 1865 (BPL)

from the peninsula and to the west, along Deering and Stevens Avenues. The Great Fire of 1866, which destroyed much of the city center, spurred the demand for new housing both on and off the peninsula. Pleasant Avenue, connecting Forest and Stevens Avenues with the horse car line down its center, was among the first of these subdivisions. The land along both sides of the street was purchased by Dr. Eliphalet Clark, a director of the horse car company, and divided into house lots in 1866. Dr. Clark also donated a lot at the corner of Pleasant and Forest Avenues for the construction of a Methodist Episcopal church, now the Clark Memorial Church.³³ Just southeast of Woodford's Corner, Warren Sparrow had built his Gothic Revival style villa on a large estate reaching Back Cove in 1852. In the early 1870s, he began to subdivide the estate and build additional single family and double houses to sell on Arlington Street, Arlington Place, and the northwest side of Clifton Street.³⁴



Warren Sparrow's Gothic Revival house on Arlington Street, just off Forest Avenue. Several decades after building this house, he subdivided his estate into lots and built other Gothic cottages to sell. 1924 Portland tax photo.

The most important residential subdivision bordering the section of Forest Avenue included in the study area was the Oakdale Plan for a 45 acre portion of the Deering family estate acquired in 1881 by a group of developers and investors called the Deering Land Company. Extending from Falmouth Street to Dartmouth Street and from Forest Avenue to Brighton Avenue, this large upper middle class subdivision is a classic nineteenth century "streetcar suburb." Across Forest Avenue and closer to Woodford's Corner, twelve acres of the former Coyle estate was subdivided to form 69 house lots on Belmont and Coyle Streets and the southeast side of Clifton Street in 1899. This development, called Coyle Park, was



This Victorian double-house on Forest Avenue was part of the Oakdale Plan development. It is one of the few houses on Forest Avenue to survive into the 21st century, with a c. 1925 commercial storefront built in front of the left side. 1924 Portland tax photo.

33 Barry & Anderson, 101-102.

34 Barry & Anderson, 88-90.

largely built out by 1911.³⁵ The west side of Forest Avenue, beyond the Oakdale Plan development that stopped at Dartmouth Street, remained largely undeveloped in 1886,³⁶ but was subdivided and filled with homes by the turn of the century.³⁷ Boulevard Park was a smaller subdivision, located along a new street called Deerfield Road, developed in the first decade of the twentieth century. It was bordered by Forest Avenue on the west, the William Wentworth Brown estate on the north, Baxter Boulevard on the east, and the Portland Stoneware Company property to the south. The last of the large estates on the east side of Forest Avenue, the Joseph S. Ricker and W.E. Gould-W.W. Brown estates would stand until the 1920s and 1940s, respectively, before making way for automobile-era development along Forest Avenue.

The houses built in all of these subdivisions reflected the architectural styles of the periods in which they were developed. The earlier ones featured primarily Italianate and Queen Anne style houses and the later ones Colonial Revival and Arts & Crafts styles. After the turn of the twentieth century, new residential buildings on Forest Avenue tended to be two-family American Four Square style houses and a few triple-decker apartment houses. Only four houses remain on Forest Avenue between Interstate 295 and Coyle Street, all of which have been converted to commercial uses. Seven residential buildings remain between Coyle Street and Woodford's Corner, all on the east side of the street.

Churches - Religion

As Woodford's Corner developed as the "village center" for early suburban residents, those residents created churches in their neighborhood. A Methodist chapel was built in 1856 and quickly outgrown. A much larger, Stick style church was designed by John Calvin Stevens and built on a lot donated by developer Dr. Eliphalet Clark at the corner of Pleasant and Forest Avenues. It was later renamed in honor of Clark.³⁸ In 1871, a Congregational Church designed by Francis H. and Edward F. Fassett was built on Woodford Street, just up the hill from the intersection with Forest Avenue. This church



The Methodist Episcopal church at Woodford's Corner, named in memory of Dr. Eliphalet Clark. Clark was a director of the horsecar company and developed the house lots along Pleasant Avenue in the 1860s. Image courtesy of Maine Historical Society.

served until the congregation built a new church by Boston architect Arland A. Derlam across Woodford Street in 1957, next to the Miller, Mayo & Beal designed Parish House, which had been built in 1925.³⁹ The Episcopalians built Trinity Church at 113 Coyle Street in 1891, which has been expanded twice.⁴⁰ The most recent expansion, designed by architect Wilbur R. Ingall, Jr. and completed in 1963, gives the building a distinctly modernist façade and extends the building to Forest Avenue, over the one-time right-of-way of the Portland & Rochester Railroad.

35 Barry & Anderson, 160, 161.

36 A.F. Poole & Co. Bird's eye view of Deering, Maine, 1886.

37 City of Portland 1924 tax record collection on Maine Memory Network (mainememory.net).

38 Barry & Anderson, 130.

39 Barry & Anderson, 131.

40 Barry & Anderson, 131.

Automobiles - Transportation

Maine's first automobile, owned by well-known photographer Maynard D. Hanson, was delivered to Portland's docks on July 19, 1899. Hanson attracted a crowd along the streets as he drove the steam powered car to his home on Beacon Street in Deering. Two years later, there were 27 automobiles in Portland.⁴¹ These early autos were essentially toys for wealthy men and a very few women. Hanson's wife, Margaret Dorman Hanson, claimed to be the first female licensed driver in the nation.⁴² In 1912, the Portland Sunday Telegram asserted that "hardly anybody turns around to take a second look at an automobile on Congress Street today," and that there were 2,765 cars in Maine that spring, up 618 from the previous year.⁴³ A decade later, automobiles had become affordable to the middle class and were impacting the revenues of the trolley company. In an interview, the manager of the Portland Railroad Company, "pointed out the inroad made by the motorist on street railway returns. In 1910, the autos operated in the city of Portland were valued at but \$389,000, while in 1923 the figure had increased to \$2,581,000. In the (10 communities) territory served by the railroad, including Portland, there were but 538 automobiles in 1910. In the same area in 1923, there were 10,534 cars assessed at over \$4 million."⁴⁴

This dramatic change in the transportation patterns of Portland residents impacted the built environment of Forest Avenue significantly as the stretch from Deering Oaks to Belmont Street became known as the "Auto Row." Numerous car dealerships were built along this section of Forest Avenue in the nineteen-teens and twenties, along with garages and filling stations. The first car dealerships in the city had been located on the peninsula, primarily in buildings converted from others uses, but as a new form of building was created to house these new businesses, the largely undeveloped estates remaining on Forest Avenue became a magnet for dealerships. Car dealerships needed large-footprint buildings with significant enclosed interior space

for displaying and servicing autos and outdoor display space as well. Primarily one and two story buildings, with large plate-glass show windows on the street, these dealerships were among the first architectural building types developed in response to the automobile. As Patricia McGraw Anderson stated in *Deering*, "A building was required whose needs were unrelated to anything familiar – certainly not a barn – comprising and attractive and spacious showroom, office space, and an extensive maintenance and repair area, usually in the rear, and with access in at least two places. Fulfilling this building program created the earliest of the horizontal buildings that have come to dominate our suburban commercial



The first of the auto showrooms built on Forest Avenue was the Forest City Motor Company, built at the corner of Bedford Street in 1915. This building still stands in good condition. 1924 Portland tax photo.

41 Barnes, 128.

42 Barry & Anderson, 130.

43 Barnes, 128.

44 Barnes, 144.

landscapes.”

In 1910, there were six automobile dealerships in Portland, all on the peninsula.⁴⁵ But, with open space and thousands of commuters passing by daily on the crowded trolleys, Forest Avenue was recognized as an ideal location for dealers to display their cars and by 1924 there were seventeen buildings devoted to automobile sales and service between today's Interstate 295 and Falmouth Street. These included several tire and battery stores and another new building type, the filling station. The earliest of these buildings built as a car showroom was constructed in 1915, with three more built in the following two years. The other thirteen buildings were built between 1920 and 1924.⁴⁶ Auto Row was extended to Belmont Street several years later, when the Ricker estate was redeveloped with four auto dealerships along Forest Avenue and the Ricker Park apartment complex along Baxter Boulevard. While architect John P. Thomas was hired to design the apartment blocks, the auto dealerships and service garage were designed by contractor Frank Rumery, who was the builder of many Forest Avenue commercial buildings during this period as well as many residences in Deering.⁴⁷ Other important buildings built in this area during the same period included the Oakhurst Dairy building of 1922 and the T. A. Huston Bakery and A. H. Hind's Laboratory by John Calvin Stevens, both from 1920.

Another new building type that appeared at this time was the

45 Barry & Anderson, 170.

46 City of Portland, 1924 tax records.

47 Barry & Anderson, 175.



The Miles B. Mank Motor Company building of 1916-17 was one of the largest of the early automobile showrooms. It still stands in good condition. 1924 Portland tax photo.



Gilson Auto Company at 345 Forest Avenue was built in 1922. It remains standing and has housed the Palmer Spring Company for many years. 1924 Portland tax photo.



Gasoline stations were another new building type created by the automobile. This Socony station was part of the Forest and Falmouth Motor Company showroom complex on Forest Avenue. 1924 Portland tax photo.

residential garage in which to keep an automobile stored under cover. Many of the homes built in Deering after around 1910 had a garage built alongside, generally a small one or two car garage with a hipped roof. Many of these remain.

The last of the great nineteenth century estates along Back Cove was Oakland, built by banker W. E. Gould and owned for several generations by the William Wentworth Brown family. The Browns owned the Berlin Mills lumber and paper company in Berlin, New Hampshire (later renamed the Brown Company) as well as the Berlin Mills wharf in Portland. The site was not redeveloped until the early 1940s, when the Forest Park apartment complex was built along Baxter Boulevard for World War II shipyard workers and an A&P grocery store and Howard Johnson's restaurant were built along Forest Avenue.⁴⁸



Oakland, built by W. E. Gould and later occupied by the William Wentworth Brown family for several generations. Now the site of Forest Avenue Plaza and the Forest Park apartments on Baxter Boulevard. 1924 Portland tax photo.

The residential units were designed by architect William O. Armitage and were completed in 1944.⁴⁹ Howard Johnson's was one of the earliest national chains of restaurants catering to an auto-centric public. By 1940 Howard Johnson had built himself an empire of roadside restaurants, with more than 125 restaurants stretching from Maine to Florida doing a gross annual business of fourteen million dollars a year.⁵⁰ The free-standing A&P store, surrounded by paved parking, was a step in the evolution from corner grocery store to the modern supermarket.

Further out Forest Avenue, at Woodford's Corner, the nineteen thirties and forties saw continued development of the area as a commercial center for the surrounding residential area. Donald Della Valle opened a sandwich shop in the flatiron building in 1933 and expanded into a building at the corner of Forest Ave. and Woodford Street immediately after WWII. This building had housed the National Groceteria grocery store in 1924.⁵¹ A movie theater was built next to it by Ralph S. Snider in 1941.⁵² Valle would eventually own a chain of 25 restaurants including one on Brighton Avenue near the turnpike exit, which remained in business until 2000.



The site of Valle's first steak house, 660 Forest Avenue was remodeled into Gigino's sandwich shop by Donald Valle after his large new steak house was built on Brighton Avenue around 1960. He had this building demolished and built the existing Modernist building on the site in 1964. It housed Gigino's briefly and then the Valle's corporate offices until 2000. Image courtesy of Maine Historic Preservation Commission (MHPC)

48 Barry & Anderson, 125.

49 Barry & Anderson, 181.

50 Liebs, 200.

51 City of Portland 1924 tax records for 660 Forest Avenue.

52 Barry & Anderson, 134.

Arterial to Outer Suburbs - Transportation and Suburban Development

The post-war housing boom that followed World War II led to the rapid development of numerous residential subdivisions in North Deering, Westbrook, Falmouth, and Windham. Forest Avenue became the primary commuter arterial road for the residents of these new homes, most of whom still worked and shopped in downtown Portland. The trolley system had been completely abandoned before the start of the war and, although it was replaced with bus service, the majority of the new suburbanites were traveling by automobile. Eventually, the increasing number of people living beyond the traditionally defined urban and suburban core triggered the development of modern shopping centers further out. One of the first was the Pine Tree Shopping Center on Brighton Avenue, built in 1959.⁵³ The nearby Exit 8 interchange of the recently built Maine Turnpike created a new focus for development and soon impacted Forest Avenue as the car dealerships began to leave their old showrooms for new buildings nearer the highway exit. Other modern shopping centers which included supermarkets soon were built at Northgate in North Deering, Westgate, in Libbytown, and just across the city line in Westbrook on Riverside Drive. Among the businesses drawn to the new interstate highway exit was Howard Johnson's which built a new hotel and restaurant on Riverside Street. Valle's Steakhouse also built a large new restaurant on Brighton Avenue, near the highway exit, and demolished their 1940s building at Woodford's Corner for a new building. Forest Avenue Plaza, a modern shopping center, set well back from the street with acres of parking in front, was built on the site of the Forest Avenue Howard Johnsons and A&P grocery store. Only a handful of other new buildings appeared in the study area along Forest Avenue at mid-century. These included a new Oakhurst Dairy plant by architect Earle Webster, and the 1964 Modernist Valle's Building at Woodford's Corner, on the site of the original Valle's Steakhouse. The new building briefly housed a Valle's sandwich shop, much like their original operation at Woodford's. It only lasted a short time and was replaced by Valle's corporate offices.⁵⁴ Between Coyle and Belmont Streets, three relatively small mid-century office buildings form an interesting group from that period and a nearby 1920s car dealership had a striking Mid-Century Modernist façade added.

Significant surviving resources include:

Valle's Corporate Offices, 660 Forest Avenue

Odd Fellows Block, 643-651 Forest Avenue

Chapman Block, 650 Forest Avenue

Engine 8 Firehouse (Big Sky Bakery), 536 Deering Avenue

Merrill's Garage, 634 Forest Avenue

Studebaker complex, including rear garage, 517-533 Forest Avenue and 44 Indian Lane

Oakhurst Dairy, 364 Forest Avenue

Gilson Auto Company building (Palmer Spring Co.), 355 Forest Avenue

Mank Motor Car Company building, 330 Forest Avenue

A.S. Hinds building, 331 Forest Avenue

William C. Rowell building, 309 Forest Avenue

53 Barnes, 205.

54 Shettleworth, Earle G., Jr. Oral history interview by S.T. Hanson, August 7, 2015.

Stevens Avenue

Road from Stroudwater - Transportation

The road that was to become Stevens Avenue began as a crude “mast road” for moving massive white pine trees to the mast landing at Stroudwater. It was laid out from Stroudwater to the Presumpscot River by Colonel Thomas Westbrook and his partner Samuel Waldo in 1730.⁵⁵ Westbrook and Waldo controlled the mast trade at Falmouth, which was of great significance to the British Navy. It is likely that the road was used to move mast pines that had been cut further up the Presumpscot and floated down to a landing at the east end of the road. Once transported along the road to the Fore River at Stroudwater by oxen, the mast trees could be sorted and stored at the protected mast yard near Westbrook’s house there.⁵⁶

Early industry on Stevens Plains - Pre-Suburban Development



Detail from the 1886 bird’s eye view of Deering showing the Stevens family homes and shops, Westbrook Seminary, Universalist Church, and other homes and shops along the road at Stevens Plains. A corner of Evergreen Cemetery is at the upper left. Image courtesy of Boston Public Library.

Among the earliest settlers along the new road was Zachariah Brackett (1716-1776), whose parents had a farm on Back Cove. His fifty acres of land ran on both sides of the road and were covered with pitch pine, which he cleared to farm the level land. His daughter, Sarah (1749-1830) married Isaac Stevens (1748-1820) in 1767. Between 1767 and 1769, the couple built a home on what became known as Stevens Plains Road.⁵⁷ The house, later known as Stevens Tavern, was a two-and-a-half story center chimney colonial style building that later got a rear ell and a two-story enclosed entry porch. Stevens’ land extended roughly from today’s New Street to the Stevens Avenue Armory.

Zachariah Brackett Stevens, son of Isaac and Sarah, built a home near his parents and established a blacksmith and tinsmith shop next to it in 1798. Historian William David Barry documents that in 1803, “the English tinsmith and decorator Thomas Briscoe bought land from Stevens and began operating a business. With his wife and five nieces, Briscoe joined the Stevens family in pioneering the painted tinware industry. Boxes, baskets, trays, and flower holders were produced on Steven’s Plains and peddled throughout the Northeast by local men with horse and wagon.”⁵⁸ Other metal works were attracted to the neighborhood, including noted pewterers Allen and Freeman Porter and Rufus Durham, all of whom arrived in Stevens Plains around 1830.⁵⁹ These craftsmen, and others who owned metal working shops

55 Sawyer, Theodore L. *Back Cove to Quaker Lane*, Portland, Maine, 2001, 12.

56 Barry, William David and Peabody, Francis W. *Tate House, Crown of the Mast Trade*, Portland, Maine, 1982, 7-15.

57 Martin, Gina and Tucker, Lois. *American Painted Tinware, Vol. II*, Historical Society of Early American Decoration, Inc., Cooperstown, NY, 2002, xxv.

58 Barry & Anderson, 48.

59 Martin and Tucker, xxviii

in the immediate vicinity, employed hired help and apprentices, creating an industrial village strung out along the road to the intersection with Bishop's Road/Windham Road (Forest Avenue), today's Morrill's Corner. Historian Esther Stevens Brazer called the lineal village a "swarming beehive of activity and trade."⁶⁰

This small-shop industrial activity continued for several generations in the Stevens family, as more members built homes around the ancestral tavern. In the 1850s, two grandsons of Zachariah B. Stevens, each built an Italianate style house next to their parents home.⁶¹ The 1887 Bird's Eye View of Deering clearly shows these buildings alongside the older Colonial and Federal style Stevens family houses. Across the street, flanking today's Walton Street at its intersection with Stevens Avenue, two cemetery monument shops with outdoor cranes and long stone sheds are visible, indicating that some element of industrial character remained in the area at that time.⁶² This business would have appeared after the establishment of Evergreen Cemetery in 1852. Of the nearly ten houses built by four generations of the extended Stevens family along the west side of the avenue, only one small early 19th century Cape survives, in much altered condition. The others have been removed to accommodate the growth of Evergreen Cemetery and Westbrook College (now the University of New England Portland Campus).



Detail from the 1886 bird's eye view of Deering showing the development along Stevens Plains Avenue at Deering Center, south of the Stevens houses. The first Deering High School is at center with the Presumpscot Park racetrack to its left. Image courtesy of Boston Public Library.

The open plain to the south of the Stevens' family houses was used periodically by militia groups for musters and training between the War of 1812 and the Civil War.⁶³ It was also one of the first locations in greater Portland where horse racing occurred, often in conjunction with militia musters.⁶⁴ Further down Stevens Avenue, scattered small farms and residences extended to what is now Capisic Street.⁶⁵ North of the Stevens family houses and shops, was the site of Portland's first institution of higher education, Westbrook Seminary. Founded in 1831 as a Universalist school, the first building was built in 1833-34 on land purchased from Zachariah Stevens and James Hicks in 1832.⁶⁶ In 1859, Goddard Hall was added and Hersey Hall followed in 1869. Both buildings were Italianate in style. Shortly before the construction of Hersey Hall, Stevens donated land for the construction of a new Universalist church along Stevens Avenue, in front of the school buildings. The Gothic Revival style building was designed by Portland architect Francis H. Fassett.⁶⁷ These four buildings now comprise the Westbrook College National

60 Barry & Anderson, 47.

61 Buttrick, Norman L. "Report of Archaeological Activity at Stevens Plains and Stevens Tavern, Portland, Maine, July 6-14, 2000, np.

62 A.F. Poole & Co. Bird's eye view of Deering, Maine, 1886.

63 Barry & Anderson, 49.

64 Barry & Anderson, 47.

65 Barry & Anderson, 48.

66 "Westbrook Seminary," *Deering News*, June 27, 1896, np.

67 Barry & Anderson, 84.

Register historic district. Next door to the college, the Pine Grove cemetery was established in 1841.

A short distance north of the Stevens family land was Bishop's Corner, named for tavern keeper and grocer George Bishop and later known as Morrill's Corner. The later name likely derived from the tanners Rufus and Levi Morrill, whose family built and operated a large inn at the Corner called Morrill's Tavern. Dominating the northerly corner of Forest and Stevens Avenues, the brick structure may have been built as early as 1805.⁶⁸ Another three story brick Federal style dwelling, now 844 Stevens Avenue, was built at the intersection at about the same time. The 1924 Portland tax records indicate that the main block of the building was 120 years old at that time, and the rear ell 50 years old.⁶⁹ The building remained in residential use in 1924, owned by the heirs of Amelia C. Boothby. A third brick residence was built north of the Morrill Tavern (now 1241 Forest Avenue) around the middle of the nineteenth century. It is a two and a half story gable-end-to-the-street Greek Revival style house with a side hall plan. The heavy door hood hints at the Italianate style, and suggests a date of c. 1850.



Greek Revival style brick house at 1242 Forest Avenue, a short distance north of the site of Morrill's Tavern. This house remains in good condition. The heavy door hood and paired doors with arched lights are transitional Italianate style elements. 1924 Portland tax records.

Another substantial residence stood in the triangle formed where Stevens and Forest Avenues came together. The two-story L-shaped wood clapboarded house presented a five bay façade toward the intersection with a long six bay façade facing Forest Avenue. A one-story woodshed addition continued this elevation further along Forest Avenue, with a yard facing Stevens Avenue behind the main block. Around 1920, the owner of this house, Charles L. Hayes, built a two story, flat roofed commercial building in the triangular front yard, facing onto the Corner.⁷⁰ A much larger two-story flat roofed brick retail commercial structure with nine apartments on the second floor had been built at the corner of Forest Avenue and Bishop Street around 1910. The Forest Avenue elevation was 82 feet long and the Bishop Street elevation 128 feet long. Both the 1886 Deering bird's eye view and the 1924 Portland tax records show numerous residences in and



Federal style residence at the intersection of Stevens and Forest Avenues. A corner of the newly built commercial building in the triangular front yard can be seen at right in this 1924 view. Both buildings have been demolished. 1924 Portland tax records.

⁶⁸ Barry & Anderson, 47.

⁶⁹ When the 1924 Portland tax records are this precise about the dating of older building, it appears that the assessors were relying on first-hand information from owners or other informed sources. In most cases, the records are imprecise with the age recorded simply as "old" or "very old."

⁷⁰ 1924 Portland tax records for 835 and 839 Stevens Avenue.

around Morrill's Corner, as well as industrial, commercial, and railroad buildings. Morrill's Tavern was demolished in the 1950s to make way for a gas station and most of the other buildings documented in the 1924 tax records have been lost as well. Only the three story Federal style brick residence at 844 Stevens Avenue, the brick Greek Revival residence at 1241 Forest Avenue, the c. 1910 commercial block at Bishop Street, and a handful of smaller residences beyond the Corner remain in 2015.

Horsecars and Trolleys – Transportation

As described above in the Forest Avenue section of this document, the first railroad to come through Morrill's Corner was the Kennebec and Portland RR around 1845. The York and Cumberland Railroad was built through Morrill's Corner five years later. The two lines came in from the east and west, respectively, and ran parallel from Morrill's Corner to Woodford's Corner. The shared passenger depot at Morrill's Corner served the lineal village stretched out along Stevens Plains Avenue and increased commercial, residential, and industrial development at the Corner. Prior to the separation of Westbrook and Deering in 1871, the depot at Morrill's Corner was called "Westbrook."

Subdivisions - Suburban Development

A number of Greek Revival style homes were built along Stevens Avenue near Morrill's Corner before and during this period. With construction of the horsecar line from downtown Portland to Morrill's Corner via Pleasant and Stevens Avenues in 1864, increased development occurred further south on Stevens Avenue. New streets were built connecting Forest and Stevens Avenues north and south of the F.O.J. Smith estate, Forest Home, and were developed with suburban residences, primarily in the Stick Style and other styles of the post-Civil War era. Much more subdivision occurred after James Phinney Baxter purchased the late F.O.J. Smith's estate following the death of Mrs. Smith in 1880. Baxter had earned a fortune as a pioneer in the canning industry and lived in a mansion on Deering Street in downtown Portland. He demolished Smith's mansion and divided the estate, selling the northern-most portion to the Catholic Diocese of Portland, leaving the central portion wooded, and subdividing the southern portion on both sides of Stevens Avenue for residential development. Eight new streets were laid out, named Alba, Clinton, Florence, Hartley, James, Mable, Madeline, and Percival for his children.⁷¹



By 1924, this gas station stood in front of Morrill's Tavern at the intersection of Forest and Allen Avenues. Both buildings were demolished for a new gas station in the 1950s, which is now a Subway restaurant. 1924 Portland tax records.



Detail from the 1886 bird's eye view of Deering showing Morrill's Corner. Morrill's Tavern is the large building at upper right and the Charles E. Morrill tannery is at the lower left. The Portland & Rochester RR curves off to the left away from the Maine Central line. The shared depot is at their junction. The horsecar line is visible running along Stevens Avenue, through the Corner on Forest Avenue and continuing out of the image to the right along Allen Avenue. Boston Public Library.

⁷¹ Barry & Anderson, 137, 138.

The 1887 bird's eye view of Deering shows many homes already constructed on these streets by that date, appearing to be a mixture of Queen Anne, Italianate, and Second Empire style houses.⁷² One of the interesting features found on a number of houses built in Deering during this period is a decorative tripartite window found on primary elevations where a bay window would more typically appear. This "flat bay window" may have been used by a particular developer or contractor in the area. After the turn of the twentieth century, new residential buildings on Stevens Avenue tended to be one- and two-family Colonial Revival and American Four Square style houses, Arts & Crafts bungalows, and a few triple-decker apartment houses. A great many pre-World War I residential buildings remain on Stevens Avenue from Brighton Avenue to Morrill's Corner. A number of Greek Revival style houses survive, one at the intersection with Woodford's Street, a few at Deering Center, and a handful near Morrill's Corner. The remaining buildings are largely split between the Victorian styles of the horsecar era and the later styles that followed. A handful of post-World War II houses exist as well, including an exceptional post-war double house at 651-655 Stevens Avenue built in 1968.

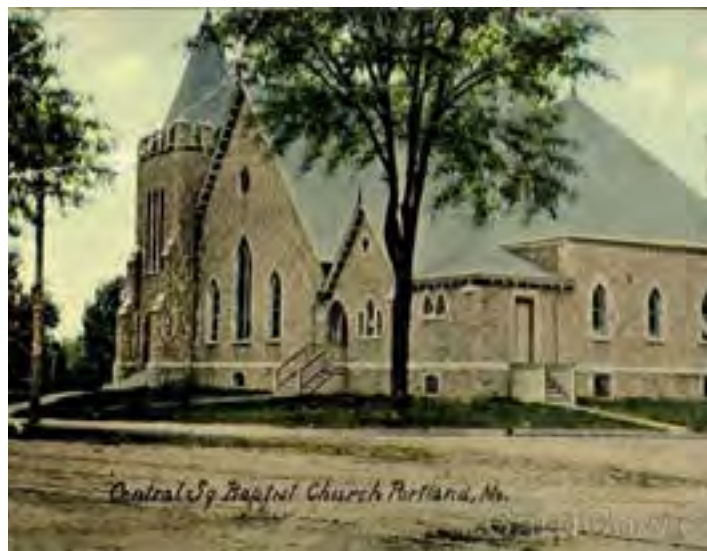


This Queen Anne style home built at the corner of Stevens Avenue and Concord Street is typical of the suburban development that followed construction of the horsecar line through Deering Center. 1924 Portland tax photo.

Churches and Schools – Religion

The earliest church within the study area along Stevens Avenue is the Gothic Revival building built for the Universalists in 1867, now the Ludcke Auditorium at the University of New England Portland Campus.⁷³

The wood board-and-batten sided structure with its asymmetrically placed buttressed tower with a soaring spire was designed by Portland's leading Victorian architect, Francis H. Fassett. A short distance to the north, on the other side of the Westbrook Seminary campus, the Free Church of Deering was built in 1887 and became the Stevens Avenue Congregational Church in 1913.⁷⁴ The stone Gothic Revival Central Square Baptist Church (now the Deering Center Community Church) was built in 1906-1907. Located on the corner of Stevens and Pleasant Avenues, the building is at the heart of the Deering Center neighborhood. An addition by designed by the Portland architectural firm Miller, Mayo & Beal was built in the 1920s. The diminutive Swedenborgian Church of the New



Historic postcard view of the Central Square Baptist Church at Deering Center, c. 1920. (MHPC)

72 A.F. Poole & Co. Bird's eye view of Deering, Maine, 1886.

73 Barry & Anderson, 101.

74 Barry & Anderson, 147, 148.

Jerusalem at 302 Stevens Avenue was designed by Maine's leading architect John Calvin Stevens in the Arts & Crafts style and built in 1909. This congregation had its roots in the 1820s, when a small group of Portland residents gathered in private homes to worship and study *The Doctrine of the New Jerusalem*, by Emanuel Swedenborg. They were incorporated as a church in 1835 and acquired their first church building on Congress Street in 1837. Later in the nineteenth century, such prominent Portland residents as James P. Baxter and pharmacist H.H. Hay were members of the church.⁷⁵

The most visible religious presence on Stevens Avenue is the complex of buildings that runs from Baxter Woods past Walton Street to include St. Joseph's Church and adjacent St. Brigid School. Originally part of F.O.J. Smith's Forest Home estate, James P. Baxter sold land between the woods and Walton Street to the Catholic Diocese of Portland in 1880. The property included the former Smith Home for Aged Indigent Women, designed by architect C.H. Howe in the Second Empire style in 1862, in which the Sisters of Mercy established St. Joseph's Academy, a parochial school for girls. In 1907, an additional 21 acres was acquired from the Baxter family for construction of the Sisters of Mercy Mother House, St. Joseph's Convent. The large building with a 130-foot tall tower topped by a gold dome was designed by the Boston architectural firm of Chickering & O'Connell. An addition was made to the building in 1915 to accommodate the newly founded St. Joseph's College for Women.⁷⁶ It was the only post-secondary college exclusively for women in Maine in the early 20th century. In 1949, the name was changed to the College of Our Lady of Mercy.⁷⁷ The college relocated to the rural Verrill Estate in Standish in 1956 and was then renamed St. Joseph's College. In 1969, St. Joseph's Academy girls' school and the Cathedral High School in Portland merged to form the Catherine McCauley High School for girls. A new building was built for the school, which also occupies a portion of the site near the corner of Walton Street. The Mother House was closed in 2004 and planning is underway for its conversion to apartments by a private developer in 2015.



Historic postcard view of St. Joseph's Convent and Academy prior to the 1915 addition with completed the symmetrical design of the main facade (MHPC).



Historic postcard view of St. Joseph's Church (1931) and Parish School (1929) (MHPC).

⁷⁵ "History" from The Church of the New Jerusalem website, <http://www.theportlandnewchurch.org/#!/history/c8de>, accessed August 11, 2015.

⁷⁶ Barry & Anderson, 137.

⁷⁷ Sisters of Mercy. *Missioned in Mercy*, brochure, Portland, Maine, no date.

The existing stone St. Joseph's Church, north of Walton Street at 673 Stevens Avenue, replaced an earlier wood building on the grounds of the mother house. In 1881, a small wood chapel that had served as the first Methodist church at Pleasant and Forest Avenues was being replaced by the current Clark Memorial Church and was relocated to the Walton Street side of the property after the purchase from J.P. Baxter.

⁷⁸ It was damaged by fire in 1898 but repaired and continued in use until 1915. In 1908, seventy-five families comprising 300 people were members of the church. The original building was replaced in 1915 with a new wood building that served as church and school until the current church was completed in 1931. The new Gothic Revival church was designed by Boston architect William B. Colleary and built by contractors F.W. Cunningham & Sons of Portland.⁷⁹ St. Joseph's Parish School was built next to the new church in 1929 and expanded with the Father Hayes Center, a Modernist building, in 1969. The school was renamed St. Brigid School in 2007 when St. Joseph's was combined with the parish schools of St. Pius and St. Patrick's.

Schools – Public and Private Education

Educational buildings have contributed to the character of Stevens Avenue since the Stevens family donated land to establish the Westbrook Seminary in 1831. The building now known as Alumni Hall was built in 1834, utilizing the cupola from the Portland Town Hall in Market Square, which was then being remodeled in the up-to-date Greek Revival style following Portland's incorporation as a city. The institution was quite exceptional for the period in admitting both male and female students. In 1863, the state granted the school "the right to 'incorporate a course of study for your ladies equivalent to that of any female college in New England'."⁸⁰ Italianate style Goddard Hall and Hersey Hall were added by 1869. In 1900, the McArthur Gymnasium was built to designs by Portland architect Francis H. Fassett.⁸¹ In 1925, the decision was made to stop admitting male students and the institution was renamed Westbrook Seminary and Junior College in 1929,⁸² The school was accredited as a junior college in 1933-1934⁸³ and added a few additional buildings, including several existing residences, before the middle of the twentieth century. In the 1960s and 1970s, men were readmitted to the school and it became Westbrook College.⁸⁴ It was expanded considerably, with historic buildings demolished or relocated and modern buildings, including a gymnasium and an art gallery, constructed. The school was merged with the Biddeford-based University of New England in 1996 and has added several large new buildings along Stevens Avenue. Most recently, the school acquired the former Maine State Armory which stands just north of the campus.



Detail from the 1886 Deering bird's eye view showing the Westbrook Seminary campus at that time. The 1834 building is at right with the 1858 Goddard Hall at center and 1869 Hersey Hall at left. Image courtesy of Boston Public Library.

It is likely that the community on Stevens Plains in the early nineteenth century, commonly known as

78 Barry & Anderson, 103.

79 "St Joseph's, A Calm Pool of Blue," *Central Square Times*, April 1992, np.

80 Biber, Joyce K. *Westbrook College Campus*, Charleston, SC, 2009, 8.

81 Biber, 23.

82 Biber, 9 and Federal Writers Project. *Maine: A Guide 'Down East'*, Boston, 1937, 81, 82.

83 Biber, 9.

84 Biber, 9.

Westbrook, was served by a small wooden schoolhouse, but no documentation for it was found in researching this document. The brick building at 806-808 Stevens Avenue appears to have been built as a school in the middle of the 19th century. It has a great deal in common architecturally with the 1844 Rosa True School and 1855 Staples School in nearby Portland, but its detailing is more Italianate. The building appears in the 1886 Deering bird's eye view, but is not identified as a school in that view.⁸⁵ The 1924 Portland tax records document that the building had been converted to residential use by that date, containing four apartments. A wood building on Stevens Avenue identified on the bird's eye view as "Primary School" was the former Deering High School. It was located in the same location as today's Longfellow Elementary School parking lot.

Deering High School was established in a rented room over Cobb's Grocery Store at Morrill's Corner in 1874. The first Deering High School building was erected in 1878 near the corner of Pleasant and Stevens Avenues in the heart of Deering Center.⁸⁶ In 1899, a new brick High School in the Romanesque Revival style was constructed to designs of architect Frederick A. Tompson. Although there were concerns that the new school was much larger than needed when it was built, it was soon filled as hundreds of new homes were constructed in Deering.⁸⁷ By the beginning of the 1920s the school was overcrowded and a fire in 1921 led to a decision to build a larger school on the former Presumpscot Park site a short distance south of the existing school. The 1899 building was reconstructed with a flat roof replacing the pre-fire hipped roof and it became the Deering Junior High School before being renamed Lincoln Middle School.⁸⁸

The new Deering High School was designed by Portland architect John P. Thomas in



Brick building at 806-808 Stevens Avenue that appears to have been built as a school. It was in use as apartments in 1924 and today houses professional offices. 1924 Portland tax photo.



The first Deering High School building near the corner of Pleasant and Stevens Avenues in Deering Center. This view was taken after the electrification of the horsecar line in 1895 (MHS).



Historic postcard view of the second Deering High School by Fassett, prior to 1921 fire and rebuilding as Lincoln Middle School (MHPC).

⁸⁵ A.F. Poole & Co. Bird's eye view of Deering, Maine, 1886.

⁸⁶ Barry & Anderson, 84.

⁸⁷ Barry & Anderson, 135.

⁸⁸ Barry & Anderson, 136, 136.

collaboration with the Boston architectural firm Thomas M. James Company. Facing Deering Avenue, it is a long two-story building in the English Renaissance style with a slightly taller central block topped with a tall clock tower and projecting wings at each end, with projecting entrance porticos. The central block also has an entrance portico below a mullioned cast stone bay window. Between the central block and projecting wings, a wide mullioned bay window on each side adds depth and interest to the façade. At the south and west elevations, the grade is lower and it is a three story building. Additions were made to the rear of the building in 1932 and 1981.



Historic postcard view of the third Deering High School by Portland architect John P. Thomas and the Boston firm Thomas M. James Co., built on the site of Presumpscot Park horse racing track. View c. 1930 (MHPC).

Longfellow Elementary School was built in 1951-1952 to designs by the Portland architectural firm Miller & Beal. It is a cast stone and brick building clearly intended to relate to the English Renaissance style of the adjoining Deering High School. The use of materials and style for this building is particularly interesting when compared to other new school buildings being constructed in Portland during this period, which were Modern in style and material usage.

Evergreen Cemetery – Community Development

Evergreen Cemetery was established when the city of Portland purchased 53 acres of land adjacent to the Pine Grove Cemetery from the Stevens family in 1852. Crowded conditions in the city's Eastern and Western Cemeteries compelled the peninsula-bound municipality to look beyond its own borders to bury its dead. Victorian Garden Cemeteries had come into being earlier in the century, first at Mt. Auburn Cemetery in Massachusetts in 1829. Maine's first Garden Cemetery was started in Bangor in 1834. Unlike the colonial era burying grounds, which tended toward an austere aesthetic to the extent that they had one, Garden Cemeteries were intended to be park-like and attract people to visit with their dearly departed. Originally set well back from Stevens Avenue, with a line of Stevens family homes between the street and the cemetery, Evergreen was first expanded with additional land purchases in 1869 and 1883. The names on the monuments and tombs in Evergreen Cemetery are a "who's-who" of nineteenth and twentieth century Portland. In 1900, nearly all of the houses between the cemetery and street were purchased and demolished, bringing the cemetery to the street. The eighteenth century Stevens Tavern and one early nineteenth century Stevens house were left in private hands. The tavern survived for nearly another century, in much altered form toward the end. Only its granite foundation remains today, and the lot has been added to the cemetery property.⁸⁹ Dedicated in 1902, the stone English Gothic style Wilde Chapel in Evergreen Cemetery was designed by Portland architect Frederick Thompson and built near the corner of Leland and New Streets, with its own gate and drive from Stevens Avenue.⁹⁰ The granite wall and gate for the chapel and the four Egyptian Revival style stone gate piers at the main entrance to the cemetery, erected in 1854, give the cemetery a strong presence along Stevens Avenue.

Village Center – Suburban Community Development

⁸⁹ Barry & Anderson, 90, 91.

⁹⁰ Barry & Anderson, 168-169.



Deering Center at the intersection of Stevens and Pleasant Avenues in the 1940s (MHS).

Perhaps more than any other neighborhood in Portland, Deering Center has the feel of a typical late-nineteenth century small town downtown. The concentration of imposing civic and institutional buildings, small group of commercial storefronts, and interspersed residences with long streets of homes adjoining, gives Stevens Avenue this special character. The nearby Evergreen Cemetery and Baxter Woods Park add to the effect. Other areas in Deering once had a similar character, including Woodford's, Morrill's, and Allens Corners, but modifications to the streets in those locations to accommodate arterial traffic to the outer suburbs have altered their character and made them unsuited to pedestrian activities. Deering Center is still an entirely walkable neighborhood, which contributes greatly to its character.

The impetus for the development of this neighborhood center was the Portland Railroad Company's horsecar line that extended from the waterfront to Morrill's Corner. It entered Deering Center on Pleasant Avenue and turned sharply onto Stevens Avenue to continue to Morrill's Corner. With convenient access from downtown Portland and ample open ground on Stevens Plains, it quickly attracted attention as a location for uses that require significant space. These included the development of Presumpscot Park in 1875. A horse racing track with baseball grounds in its center, the park featured a three-story grand stand and attracted up to 10,000 people for events.⁹¹ Following its heyday as a race track, the site hosted the State Fair several times as well as bicycle races. In 1920, it was purchased by the city as a site for a new Deering High School.⁹² With increased accessibility from Portland, Evergreen Cemetery became increasingly popular as a final resting place and was expanded to more than 300 acres over the half-decade following the arrival of the horsecars. The most significant use requiring large tracts of land that followed the arrival of the horsecar line was suburban residential development. As the neighborhood filled with new residents, small-scale commercial development occurred near the corner of Pleasant Avenue and Stevens Avenue to accommodate their needs. These buildings, primarily built between 1860 and 1920, continue to serve the same function today. The conversion of a residential structure opposite Deering High School into the Deering Branch of the Portland Public Library has contributed further to the feeling of a small town center.

Significant surviving resources include:

Central Square Baptist Church, 466 Stevens Avenue

⁹¹ Barry & Anderson, 85.

⁹² Barry & Anderson, 135.

Deering High School, 370 Deering Avenue

Lincoln Middle School, 522 Stevens Avenue

Longfellow Elementary School, 423 Stevens Avenue

St. Joseph's Convent and Church, east side of Stevens Avenue

Westbrook College Historic District, west side of Stevens Avenue

Stevens Avenue Armory, 772 Stevens Avenue

Federal style brick house, 844 Stevens Avenue

Current and Historic Views

Historic photos from 1924 Portland tax records unless otherwise noted.



A. S. Hinds Laboratory building at 331-337 Forest Ave. designed by John Calvin Stevens and completed in 1920. Several auto dealerships and Firestone Tires occupied the first floor storefronts during the "Auto Row" period. (MHS and SCC)



State Motor Car Company auto showroom at 349 Forest Avenue in the 1940s and today. (MHS and SCC)



Gilson Auto Company building at 355 Forest Avenue was built in 1922. Palmer Spring Company has occupied the building since 1932. (SCC)



371-373 Forest Avenue in 1924 and today. The building continues to be mixed use, with commercial on the first floor and residential on the second. (SCC)



Victorian double house at 430-432 Forest Avenue is typical of Oakdale Plan development. The commercial storefront addition on the 430 side dates to c. 1925. (SCC)



Miles B. Mank Motor Company building at 443-445 Forest Avenue, built in 1916-17 was the largest of the early auto showrooms on Forest Avenue. (SCC)



The Ricker estate was located between Dartmouth and Belmont streets. The Ku Klux Klan used the mansion as a club house for some years prior to the mansion burning in 1924. It was redeveloped with Ricker Park apartments along Baxter Blvd. and a row of auto dealerships along Forest Avenue, 1927-1929. (SCC)



The Studebaker dealership was part of the Ricker estate redevelopment. The company's logo was incorporated into the cast stone detailing of the building and remains in place. (SCC)



These turn of the 20th century residential buildings remain in their original use along the east side of Forest Avenue near Woodford's Corner. (SCC)



This early 20th century triple-decker is reflective of the urbanized character that came to Woodford's Corner following construction of the Odd Fellows Block in 1897. (SCC)



This early 20th century commercial building with apartments above and the one-story commercial building next door represent the electric trolley community center period at Woodford's Corner. (SCC)



Forest Ave. toward Woodford's. The trolley is crossing the Portland & Rochester RR tracks in the historic view. This line was removed in 1911, allowing more buildings on Forest Avenue. (SCC)



Commercial buildings at Woodford's Corner in the 1950's (above) and today. The Ebenezer Woodford house stood just to the right of these buildings. It was demolished c. 1965. (MHS and SCC)



The Odd Fellows Block at Woodford's Corner in 1924 and today. This building brought a new scale and urban character to Woodford's when it was built in 1897. (SCC)



The “flat iron” Chapman Block at Woodford’s Corner added to the urbanized character of the former village center when it was built c. 1916. It remains a gateway building for the city. (SCC)



The National Grocerteria occupied the building at the corner of Forest and Woodford Street in 1924. Valle’s first steak house opened here in the 1940s and was replaced by the Modernist building in 1964 after Valle’s built their large new restaurant on Brighton Avenue near the turnpike exit. (MHS and SCC)



The Engine 8 firehouse at Woodford’s Corner, looking along Deering Avenue toward Forest. Built in 1907, the brick firehouse added to the urban character of Woodford’s Corner. (SCC)



This early 20th century house at 260 Stevens Avenue is typical of the suburban dwellings being built in Deering at the time, fueled by the expansion of the electric trolley system. (SCC)



These triple-deckers on Stevens Avenue are relatively rare in Deering, where multi-family housing was more typically in the form of double-houses and two-family apartment houses. (SCC)



Single family house at 297 Stevens Avenue dates from the 1890s, when the streetcar system was electrified and extended. A nearly identical house remains at 1107 Forest Avenue. (SCC)



This Bungalow style house was built at 322 Stevens Avenue c. 1909. The style was widely popular for modest homes in the early 20th century. Many of these were built from catalog company kits, or by local developers copying the catalog homes. (SCC)



The Greek Revival style Elishu Higgins house at 361 Woodford Street, at the corner of Stevens Avenue, is the oldest house along this section of Stevens Avenue. (SCC)



Queen Anne style house of the 1890s at 339-345 Stevens Avenue. Likely built as a large single-family house, it was divided into apartments by 1924. (SCC)



Queen Anne style residence at 397 Stevens Avenue is typical of the large single-family suburban houses of the late 19th century in Deering. This house was within easy walking distance of schools, stores, and the streetcar lines. (SCC)



Queen Anne style house with Colonial Revival overtones at 409-415 Stevens Avenue. At the end of the 19th century, Colonial Revival houses became increasingly common in Deering. (SCC)



This buff brick commercial building with apartments on the second story is located at the corner of Stevens and Pleasant Avenues. It replaced a large Second Empire style residence around 1930. (MHS and SCC)



Small scale residential buildings (one converted to commercial use by 1924) at the heart of Deering Center. These houses likely date from the 1860 to 1880 period. The Quality Shop remains in business in 2015 in a neighboring building. (SCC)



Early 20th century false-front commercial building on Stevens Avenue. A c. 1950s addition to the front of the building encompasses the smaller building next door. The small businesses in Deering Center continue to serve the surrounding residential neighborhood in the 21st century. (SCC)



Another early 20th century false-front commercial building and neighboring Greek Revival style house on Stevens Avenue in Deering Center. (SCC)



Early 19th century Cape at 270 Stevens Avenue, with Lincoln Middle School behind. The early development of Stevens Plains extended from Morrill's Corner to this area of Deering Center. (SCC)



American Four Square style house at 542 Stevens Avenue is a good example of this type of house, which became popular after 1900. Many were sold as kits from catalogs. Built c. 1905. (SCC)



Triple-decker with monumental Colonial Revival portico front built c. 1915 at 548 Stevens Avenue. Three large apartments would have been built for lower-middle class families. (SCC)



Greek Revival style cape at 612 Stevens Avenue is the only remaining Stevens family home of the multiple houses built along the avenue by four generations of the family between 1767 and 1870. (SCC)



Several monument works companies located on Stevens Avenue at Walton Street following the establishment of Evergreen Cemetery in 1852. This site was redeveloped for residential use in the 1960s, when this Mid-Century Modern version of a double-house was built at 651-655 Stevens Avenue. (SCC)



While Greek Revival in form, the detailing on this c. 1860 house is Italianate, with a bracketed cornice, paneled and molded corner boards, and arched double entry door. (SCC)



Brick building at 806-808 Stevens Avenue that appears to have been built as a school. It was in use as apartments in 1924 and today houses professional offices. 1924 Portland tax photo. (SCC)



Built for pewterer Elizur Forbes in 1854, this Greek Revival style house was later owned by the Webber family for several generations. From 1979 until 2000, it was owned by Westbrook College, housing the school's presidents. (SCC)



The Portland and Forest Avenue Railroad Co. built a wooden carhouse and stable here for their horsecar line in 1864. In 1908, a brick carhouse was built for the electric trolleys serving the line. In the 1940s, Portland architect John P. Thomas made additions and alterations to convert the former car barn into the Maine State Armory. (HA)



Modest story-and-a-half Greek Revival style residence at 805 Stevens Avenue is typical of early working-class dwellings along Stevens Plains, possibly built for a tin or pewter worker. (SCC)



This brick building at 806-808 Stevens Avenue that appears to have been built as a school. It was in use as apartments in 1924 and today houses professional offices. (SCC)



This modest Greek Revival style cottage at 820 Stevens Avenue was altered by Portland architect John Calvin Stevens in the early 20th century. (SCC)



Gothic Revival style house at 815 Stevens Avenue was likely built in the 1830s or '40s. Its lot originally extended to Forest Avenue, where the Cumberland Farms store now stands. (SCC)



Modest wood-framed commercial building on Stevens Avenue near Morrill's Corner. By the 1920s, commercial usage was mixing with residential use near the junction of Stevens and Forest Avenues. (SCC)



This large Federal style brick building at Morrill's Corner was built c. 1805 and is the oldest surviving building in the survey area. It was converted to commercial uses in 1937. (SCC)



This mixed use commercial and apartment block was built at Morrill's Corner around 1910. It is a good example of this type of mixed use building from the period. (SCC)



This fine example of the Bungalow style was built at 1231 Forest Avenue was built for Frank Godrich c. 1910. It is particularly interesting for the use of concrete columns on the porch. (SCC)



This substantial brick Greek Revival style residence just north of Morrill's Corner shows evidence of the Italianate style in the door hood and double doors. (SCC)



Built as the Unitarian church in 1867, this wood-framed Gothic Revival building by Portland architect Francis H. Fassett now serves as an auditorium for the University of New England Portland Campus. It is a contributing building in the Westbrook College local and National Register historic districts. (SCC)



The Central Square Baptist Church at Deering Center was designed by Bangor architect Victor Hodgins and built in 1907. In the 1920s, the Portland firm of Miller, Mayo & Beal designed an addition to the building. It is now called the Deering Center Community Church. (SCC)



Organized as the Free Church of Deering in 1886, the building was completed in 1888. Its name was changed to the Stevens Avenue Congregational Church in 1913 and it continues in use by the same congregation. (SCC)



St. Joseph's Catholic Church on Stevens Avenue as designed in the Gothic Revival style by Boston architect William B. Colleary and built by contractors F.W. Cunningham & Sons of Portland. It was completed in 1931. St. Joseph's Parish School was built next to the new church in 1929 and expanded with the Father Hayes Center, a Modernist building, in 1969. Both are now used by the St. Brigid School. (SCC)



The 130-foot tall tower of the St. Joseph's Convent Mother House dominates the skyline along Stevens Avenue. (SCC)

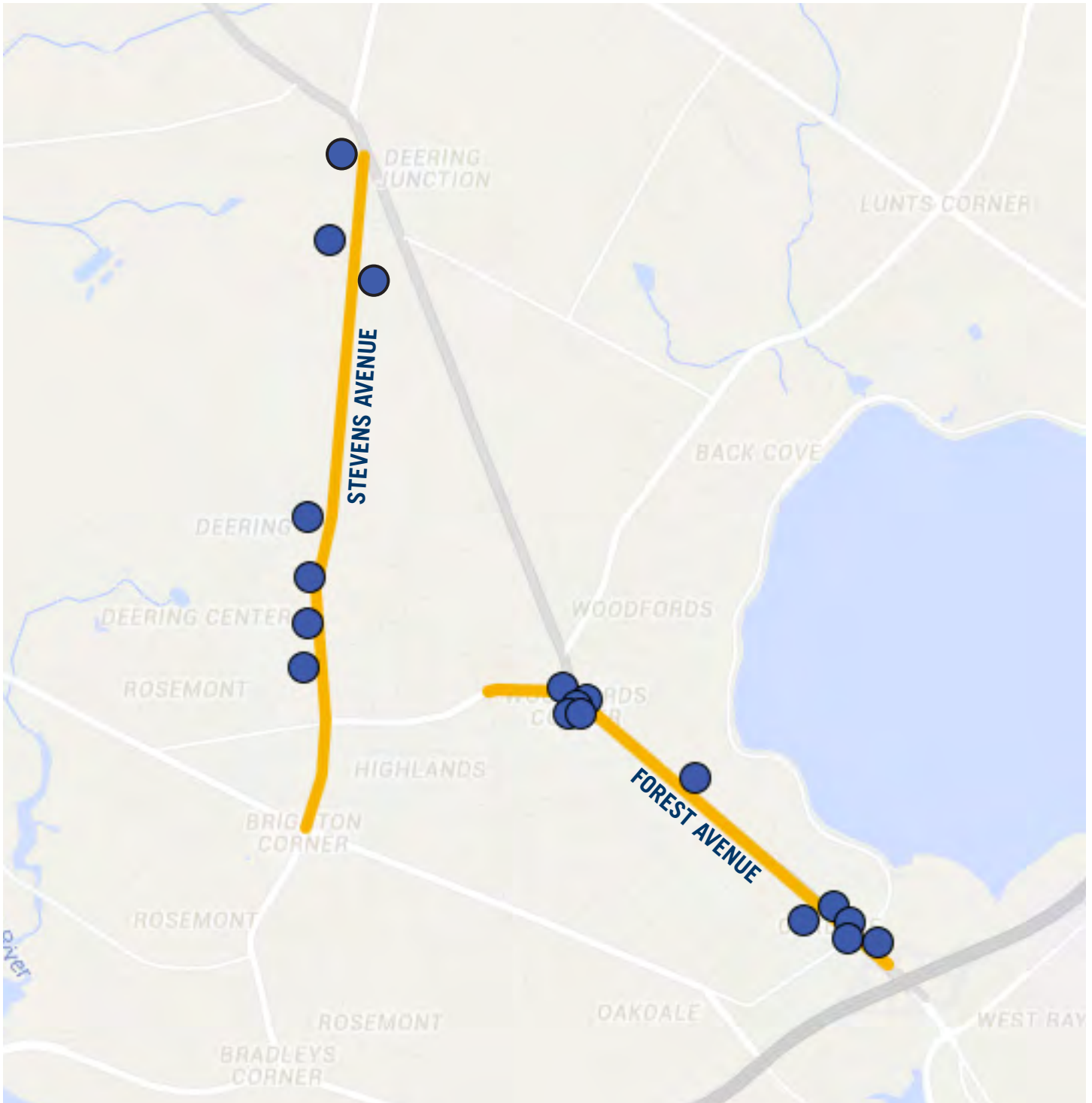
Historic images courtesy of Bangor Public Library, Boston Public Library, Maine Historical Society, City of Portland Planning Department, Maine Historic Preservation Commission.

Contemporary images by Sutherland Conservation & Consulting (SCC) and Hannah Allen (HA).

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STEVENS-FOREST AREA ARCHITECTURAL INTENSIVE SURVEY RESOURCES





VAN BLARCOM INCORPORATED AUTOMOBILE GARAGE

ADDRESS

330 Forest Avenue

ARCHITECT

Unknown

DATES

1919; interior alterations in 1934, 1959

STYLE

Art Deco/Moderne & Commercial

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

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

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

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



Fig. 1



A. S. HINDS LABORATORY BUILDING

ADDRESS

331-337 Forest Avenue

DATES

1920

ARCHITECT

John Calvin Stevens and
John Howard Stevens

STYLE

Beaux Arts Revival & Commercial

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

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

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

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

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



Fig. 1

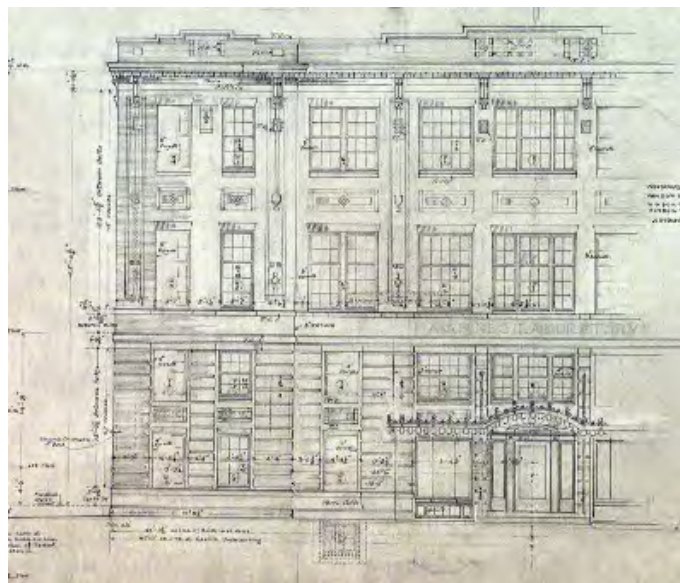


Fig. 2



L. C. GILSON AUTOMOBILE COMPANY BUILDING

ADDRESS

355 Forest Avenue

ARCHITECT

Unknown

DATES

1922; rear addition in 1981

STYLE

Vernacular & Art Deco/Moderne

Originally occupied by the L. C. Gilson Automobile Company, the building at 355 Forest Avenue was built in February 1922. 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 (Fig. 1).

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

The building has become best known as Palmer Spring Company building due to its signature orange façade (Fig. 2) and the company's presence at this address since 1932. Palmer Spring Company was established in 1849 and is thought to be the oldest spring company in the United States. Joseph Benjamin Palmer founded the company in Boston after bringing his trade from England and served as its first blacksmith. The company's Conestoga wagon logo reminds its patrons of the vehicles originally serviced by Palmer Spring Company.

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



Fig. 1



Fig.



OAKHURST DAIRY

ADDRESS

364 Forest Avenue

ORIGINAL ARCHITECT

Unknown

DATES

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

STYLE

International (central building)

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

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

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

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

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



Fig. 1



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.



STUDEBAKER AUTOMOBILE DEALER BUILDING

ADDRESS

533 Forest Avenue

ORIGINAL ARCHITECT

Frank A. Rumery

DATES

1928

STYLE

Commercial

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

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

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



JOHN S. GOFF CHEVROLET BUILDING

ADDRESS

525 Forest Avenue

ORIGINAL ARCHITECT

Frank A. Rumery

DATES

1927-8

STYLE

Commercial

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

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

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



CLIFTON R. SHAW AUTOMOBILE DEALERSHIP

ADDRESS

517 Forest Avenue

ORIGINAL ARCHITECT

Frank A. Rumery

DATES

1928

STYLE

Commercial

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

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

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



STUDEBAKER GARAGE

ADDRESS

44 Indian Lane

ORIGINAL ARCHITECT

Frank A. Rumery

DATES

1928

STYLE

Commercial

This structure sits behind the Studebaker Automobile Block and is thought to have been constructed for use as the dealership's garage. Today it is the sole building with an address on Indian Lane, a small alley that runs parallel to Forest Avenue, and it would have been part of the Ricker Park redevelopment. The one story concrete block building has a side ell and a flat roof with a parapet detail that mimics the roofs of 525 and 517 Forest Avenue. The mix of concrete and wooden structural elements is still visible in the open garage interior. It is currently used as a parking garage for the Ricker Park apartment complex.



JORDAN AUTOMOBILE SERVICE & FILLING STATION

ADDRESS

634 Forest Avenue

ARCHITECT

Unknown

DATES

1934; alterations in 1979

STYLE

19th/20th Century Revival

The one story English Cottage style building at 634 Forest Avenue in Woodford's Corner was built to house Jordan's Automobile Service & Filling Station. It is currently occupied by Merlin Motors. The three bay building features brick quoins over stuccoed cement block, jerkinhead roof details, a small arched window above the two garage bays, and an enclosed front ell that was completed decades after initial construction. There is a large parking area on two sides of the building to accommodate its current commercial use as a used car sales lot and service center. The station has a nearly identical twin structure in Newburyport, Massachusetts, although the latter does not share the same front ell form. This building allows a more descriptive view of the original intent of the building's unique design (Fig. 1). Jenney Oil operated this service station in the mid-1950s and similarities between this structure and others in the region under Jenney's management may indicate that the company preferred the use of a standardized design.

At the time this building was completed in 1934, the lot was owned by Edward C. Jordan, a prominent civil engineer in Portland credited with designing a plan for 400 lots for the Diamond Island Association in 1882 and a design for Little Diamond Island's West End for the Maine Coast Realty Company in 1908. Jordan's property at 634 Forest Avenue included a tenement building, laundry, and grocery store when he was granted a permit to demolish all but the grocery store so as to erect an automobile service and filling station, complete with office and lubritorium, on the lot. The original form of two-car garage and office remains in place today. In 1936, the lot and newly built service station was owned by Henry I. Jordan, also a local civil engineer.

Although this building has been occupied by several commercial tenants, very few modifications have been made to the structure. Jenney Oil, also referred to as Jenney Manufacturing, owned the building in 1954 and was issued a demolition permit for the service station. It seems this was never acted upon as later retailers at this location were granted permission to erect signs of various types, including a rotating “bow-tie” sign in 1965. The original footprint included an open canopy that extended as a front ell from the main building; this was enclosed in 1979 by Pine Tree Auto Sound, a retail radio installation service center. That same year, an addition that would have extended beyond the original structure and encompassed the entire lot was proposed, although that plan does not seem to have garnered approval at the City Planning level as none of these modifications were made.

Since its construction in the mid-1930s through to its present commercial use, this building has been associated with the servicing of automobiles or the sale of automobile accessories.



Fig. 1



CHAPMAN BLOCK

ADDRESS

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

ARCHITECT

Unknown

DATES

C. 1916

STYLE

Italianate

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

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

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

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

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



Fig. 1



ODD FELLOWS BLOCK

ADDRESS

643-651 Forest Avenue

ARCHITECT

F. H. Fassett & E. F. Fassett

DATES

1897

STYLE

Italianate

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

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

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



Fig. 1

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



Fig. 2



VALLE'S SANDWICH SHOP

ADDRESS

660 Forest Avenue

ARCHITECT

William Nelson Jacobs Associates

DATES

1964

STYLE

Modern/Contemporary

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

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

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

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

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



Fig. 1



Fig. 2



DEERING HIGH SCHOOL

ADDRESS

370 Forest Avenue

ORIGINAL ARCHITECT

John P. Thomas

DATES

1922-3; alterations in 1932, 1981-2

STYLE

19th/20th Century Revival

Bordered by playing fields at the rear of its lot, Deering High School is located at 370 Stevens Avenue, in the Deering Center neighborhood. The site was previously the location of Presumpscot Park, a horse racing track and baseball field opened in 1875. The red brick building has a primary façade of two stories, with a change in grade resulting in three stories on the west and south elevations (Fig. 1). It was designed in the English Renaissance style by Portland architect John P. Thomas, in collaboration with the Boston architectural firm Thomas M. James Company as consulting architects. Thomas's partner, Charles O. Poor, died in a train accident at Woodford's Corner just after their firm won the commission for this project, and it is thought that Thomas's inexperience with school architecture prompted his partnership with the Boston-based firm.

The building's Tudor inspiration can be seen in the large bay window with heraldic motifs above the main entrance, its strong horizontal banding and its quoin detailing. This style was typical of Thomas's work and characterized his aesthetic, contrasting with his more contemporary design for the Stevens Avenue Armory less than twenty years later. While the neighboring Longfellow Elementary School was not designed until the early 1950s, its architecture complements that of Deering High School through similar style and ornamentation.

Prior to the construction of this building, Deering High School was located further north on Stevens Avenue in what is currently Lincoln Middle School. Construction of a new high school at 370 Stevens Avenue was necessitated in 1922 by a growing number of students and by a school fire that occurred one year earlier. This fire damaged much of what is now Lincoln Middle School and left

Portland's Fire Captain dead with six other firefighters injured. A wing was added to the current Deering High School building in 1932 and a large addition was designed in 1981 by the Portland-based architectural firm Wadsworth, Boston, Dimick, Mercer and Weatherill. This firm also designed Luther I. Bonney Hall for what is now University of Southern Maine-Portland in 1965.

Deering High School is the first of three public schools encountered when traveling north along Stevens Avenue towards Morrill's Corner and has always been an important community hub. The 1940 Portland City Guide notes that the music department at Deering High School was renowned throughout the state at that time; the Children's Theatre of Maine, based in the Engine Eight firehouse at Woodford's Corner during the early 1970s, performed at Deering High School regularly during the early 1940s. The city has another public high school, Portland High School, which is located on Cumberland Avenue and primarily serves students who live on the Portland peninsula while Deering High School serves nearly 1,000 students in the Deering neighborhood.



Fig. 1



LONGFELLOW ELEMENTARY SCHOOL

ADDRESS

432 Stevens Avenue

ARCHITECT

William R. Miller and Lester I. Beal

DATES

1951-2

STYLE

19th/20th Century Revival

Longfellow Elementary School at 432 Stevens Avenue was designed by the Portland-based architectural firm of Miller and Beal in 1951-2, and was intended to complement the adjacent Deering High School building, built approximately 30 years earlier. Miller and Beal used similar motifs, materials, and form to ensure these neighboring school buildings were harmonious. As with Deering High School, the Longfellow Elementary School building is a red brick structure, although it has only two stories compared to the high school's three. The building has ornamentation of cast stone painted to resemble limestone and features contrasting quoins and a projecting bay above the main entrance with Gothic decorative elements (Figs. 1 & 2). The school's design is markedly different from the numerous public elementary schools built in Portland at this time, most of which were designed in the Modernist style. Along with Lincoln Middle School further north on Stevens Avenue, Longfellow Elementary School and Deering High School form an important core of public schools for the Deering Center neighborhood.

One of the firm's earlier iterations was the partnership of Miller and Mayo, who designed downtown Portland's Central Fire Station in 1923-4, with assistance from then-draftsman Beal. During the 1920s Miller and Beal worked on other projects in the Deering neighborhood, designing the Thomas B. Reed School (1925) and the Woodfords Congregational Church Parish House (1926), and making alterations to Clark Memorial Church (1923), originally designed by John Calvin Stevens. As Miller, Mayo and Beal, the firm designed an addition for the Deering Center Community Church, one block north of Longfellow Elementary School on Stevens Avenue, during the 1920s.



Fig. 1



Fig. 2

In order to make room for the new construction at 370 Stevens Avenue, the pre-existing wood frame school that had functioned as a high school in the late 1800s had to be demolished; the City of Portland paid Brown Construction Company one dollar to undertake the demolition. Since the completion of the current building in 1952, no record of significant alternations can be found.

A memorial stone and plaque dedicated to Alan M. Argondizza, a former Longfellow Elementary School principal and beloved educator who died in 1989, rests under a tree between the building's northeast corner and Stevens Avenue (Fig. 3). Argondizza was recognized for his contributions to elementary science education with a named award established by the State of Maine Education Department.



Fig. 3



DUNN MEMORIAL CHURCH

ADDRESS

466 Stevens Avenue

ORIGINAL ARCHITECT

Victor Hodgins

DATES

1906-7; addition in 1920s

STYLE

Gothic Revival/Queen Anne

The Dunn Memorial Church, later called Central Square Baptist Church and known today as Deering Center Community Church, stands at 466 Stevens Avenue near the main intersection of Pleasant Street and Stevens Avenue in the Deering Center neighborhood. The church was constructed in 1906-7 (Fig. 1) and named in memory of Reverend Albert Teele Dunn (1850-1902), who served as the State Secretary of the Maine Baptist Convention and was instrumental in raising building funds for the Central Square Baptist Church's construction from parishes across Maine.

Victor Hodgins, a prominent and prolific architect from Bangor, designed the church in the same style and using similar materials as his 1905 St. Mary's Catholic Church, which is listed in the Main Street Historic District in Orono, Maine. In 1914-15, Hodgins designed the Morse Building in Bangor, Maine, which is now used as the University of Maine's art gallery. This building and two of his other structures were included on the National Register of Historic Places in 1984 as part of Bangor's Great Fire of 1911 Historic District. Portland architects Miller, Mayo and Beal designed an addition for the church building in the 1920s. Miller and Beal also designed the Longfellow Elementary School building in 1951-2 that stands slightly further south on Stevens Avenue.

The stone church is built in the Gothic Revival style, as can be seen in the castellations of the tower below the spire, the quatrefoil exterior ornamentation, irregular trefoil interior form of the nave (Fig. 2), and the transoms above the pointed Gothic-arched doors. Elements of the Queen Anne style are visible in the decorative stonework which creates ornamentation by utilizing two different colors of rockfaced ashlar. The ashlar stone of the entire structure is laid in an irregular pattern adding rustic character to

an otherwise traditional form. The church's structure itself is also Queen Anne in style due to the tower and general asymmetry of the main Stevens Avenue-facing facade.

The church community had its roots in a communal Sunday school established in 1901 for all denominations but soon became more closely aligned with the First Baptist Church in Portland based on a predominantly Baptist membership.



Fig. 1



Fig. 2



LINCOLN MIDDLE SCHOOL

ADDRESS

522 Stevens Avenue

ORIGINAL ARCHITECT

Frederick A. Thompson

DATES

1897; annex in 1913, reconstruction in 1921, gymnasium added 1962, renovations in 1996

STYLE

19th/20th Century Revival

The school building known today as Lincoln Middle School is situated in the Deering Center neighborhood at 522 Stevens Avenue. The oldest of the three public school buildings found on Stevens Avenue, it was designed by prominent local architect Frederick A. Thompson in 1897, approximately 25 years before the next school on this street was constructed. Thompson worked in Francis H. Fassett's firm from 1877 until 1891. He had completed a structure for Deering Oaks, the Castle in the Park, three years prior to designing the Lincoln School building and would go on to design downtown Portland's grand Masonic Temple building in the Beaux Arts style in 1911. Thompson's commission was announced in the January 1, 1898 edition of *The School Journal*, a teachers' magazine published from 1871 to 1916 by E. L. Kellogg Co. out of New York City.

The four story brick school building is set back from the street and has a three bay façade. The central bay features three large second story windows, above which two lunettes with decorative elements flank a central lunette identifying 1897 as the initial date of construction. The building also contains classical motifs wrought in ornamental brickwork and a small cupola set on its flat roof, which was originally hipped in form.

The building was dedicated in 1899 and was originally intended to serve as the town of Deering's high school. Many residents in the then-independent town of Deering did not support its construction, feeling that it was too large for their needs and would be too costly. Deering was annexed by the City of Portland that same year, however. An almost threefold increase in student population by 1913 required a plan to enlarge the building. A deadly fire in 1921 (Fig. 1), which left the Fire Chief dead and several firefighters

injured, and a consistently growing student body necessitated the construction of a new larger high school a short distance south of the this building, on the site of the former Presumpscot Park horse racing track. The damaged building at 522 Stevens Avenue was reconstructed, with the original hip roof replaced by a flat one (Fig. 2). In 1924, Deering Junior High School was formally opened in the reconstructed building, the first junior high school in Portland. The building's name was changed to Lincoln Junior High School the following year.

The Wagnis Memorial Gym was built in 1962 and named to commemorate teacher Joseph J. Wagnis following his untimely death. In 1981, the School Department considered closing the school but, in contrast to the building's initial reception in the late 1890s, Deering neighborhood residents rallied to keep the school open and its historic building functional; a significant interior renovation undertaken in the mid-1990s added much-needed classroom space and upgraded the facility to modern standards. During this construction, all classes and administrative functions during the 1994-1995 school year took place at 772 Stevens Avenue in the Portland Armory.



Fig. 1



Fig. 2



PORTLAND ARMORY

ADDRESS

772 Stevens Avenue

ARCHITECT

John P. Thomas

DATES

Original structure c. 1908
Significant renovation in 1940, with
alterations in 1942, 1945-1949, 1961

STYLE

Art Deco

The Portland Armory, also called the Stevens Avenue Armory, is located at 772 Stevens Avenue, adjacent to the central quad of University of New England's (UNE) Portland campus. Originally a utilitarian brick car barn for the Portland Railroad Company's electric trolleys, the current appearance of the building is the result of alterations and additions designed in 1940 by Portland architect John P. Thomas. The Armory was once used by members of the 103rd Infantry during World War II and later became an important recruiting and mustering site for the Maine Army National Guard. In 1942, the second story was added; interior alterations and window replacements were made in the latter part of the 1940s, and in 1961. Across the façade, undersized vinyl windows have been installed, each with a surround of vinyl clapboard siding.

The building's architect, John P. Thomas, himself an experienced naval veteran who served on a submarine in the First World War and as a reservist during the second, was commissioned to design the building by the State Military Defense Commission. Thomas' style was often heavily influenced by early English Renaissance and Georgian architecture, as can be seen in his earlier designs for the Deering High School building further south on Stevens Avenue (1922-3), the Ricker Park apartment complex on Baxter Boulevard (1926-7), and the Walter G. Davis Summer House in Cape Elizabeth (1927-28). The Portland Armory is less stylistically typical for Thomas because of its then-contemporary American Art Deco form and ornamentation.

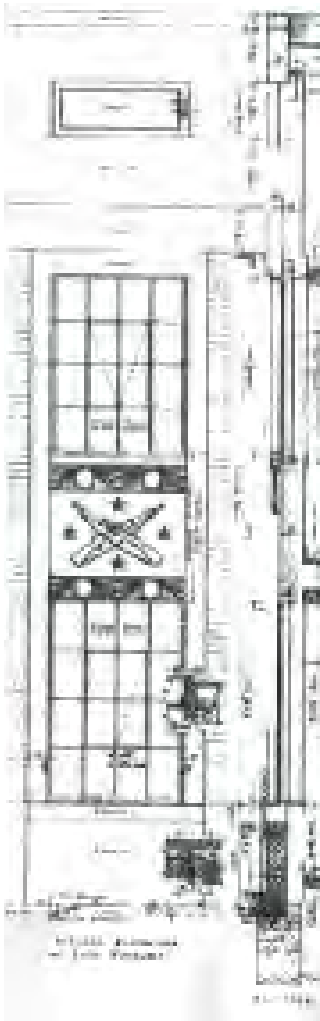


Fig. 1

The façade of the two-story Armory features a cast stone element which identified the building as the “State of Maine Armory” currently painted in contrasting colors. Vertical windows frame the main entryway; this main bay is flanked by two large wings with window spandrels depicting crossed rifles as yet another sign of the building’s military function (Fig. 1). This simple Art Deco ornamentation is also of cast stone that has since been painted.

The building stands on the site once occupied by the wooden Stevens Avenue car barn and stables, which served the busy Deering horsecar line. This route was the first line to run on electric power in 1891 and the last to close in 1942 when the trolley system died out in the Portland area. The City’s horse-drawn trolley system had turned to electric power by 1895 and the wooden car barn of this era was replaced on this site in 1908 by a brick structure that still stood in 1913. Remnants of the Deering trolley line can still be seen in the segments of track and Belgian block that curve from Stevens Avenue towards the Armory.

After 75 years of ownership, the Maine Army National Guard gave the Portland Armory to UNE in June 2015 in exchange for undeveloped land the University held in Saco, Maine. Though now part of the UNE Portland campus, the Armory is not included in the University’s Historic District designation. A Determination of Eligibility for listing on the National Register of Historic Places was approved in 2014, prior to the building’s transfer of ownership. At the time of the ownership change, a Section 106 review was underway. Copies of the John P. Thomas blueprints and historic images (Fig. 2) of the Armory are held in the collections of the Maine State Historic Preservation Office in Augusta, Maine.

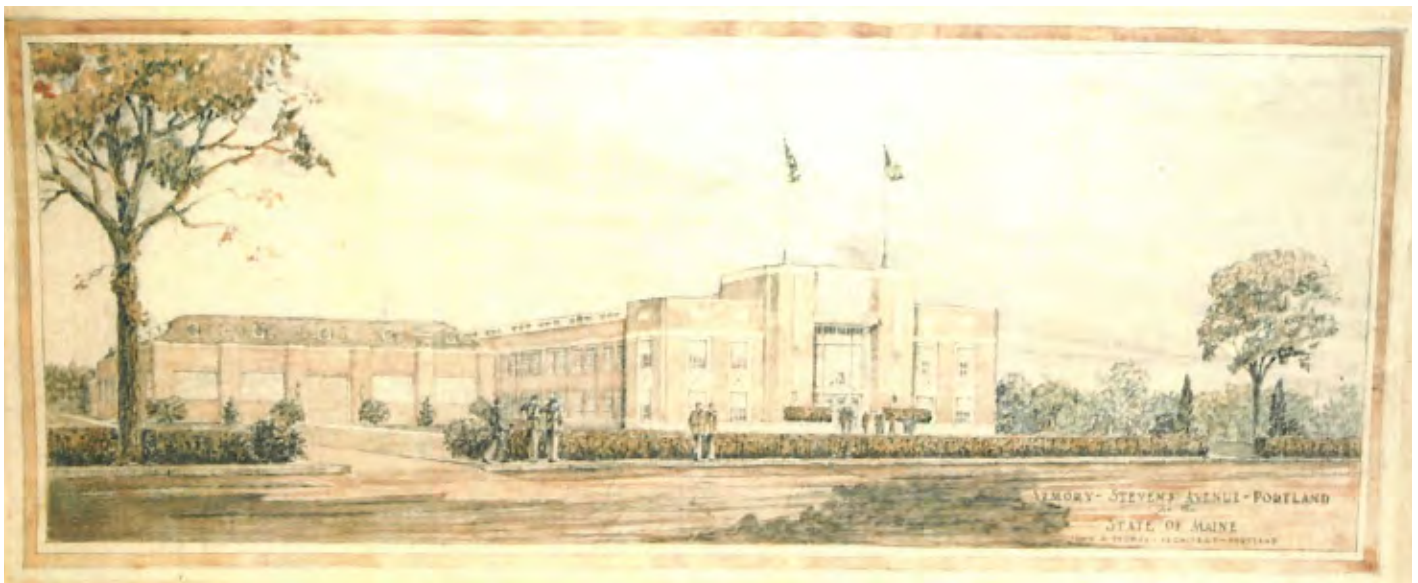


Fig. 2



Forbes-Webber House

ADDRESS

735 Stevens Avenue

ARCHITECT

Unknown

DATES

1854

STYLE

Greek Revival

In 1851, Zachariah B. Stevens sold a lot of land to Elizur Forbes, who had this house built in 1854. Forbes and his family lived here until he died in 1884, according to writings by Dorothy Healy, UNE Historical Collection. Born in East Granville, MA, Forbes married in Hartford, CT and moved to Stevens Plains in 1840 to become foreman at the Porter Company. In the census of 1850, he is listed as a Britannia worker and ten years later as a pewterer. The area of Stevens Plains was poetically described in 1881 as “a place of ‘umbrageous’ elms and maples, of old time mansions mingled with more pretentious residences.” The home displays the simplicity and harmony of Greek Revival architecture with its temple-like pediment, Doric columns and paneled pilasters. The Greek Revival motif is carried around the interior with mantels of labyrinthine decoration including continuous fretwork in repeated geometric shapes.

In 1889, the Forbes estate sold the house to Justine Babcock O’Brien and husband, Horace. The property remained in the that family until the death of their daughter, Martha Babcock O’Brien Webber (1891-1979), who had married Dr. Millard C. Webber (1882-1960), in 1915. The Webbers raised two sons in the house. Dr. Webber was a Bowdoin graduate and well-known family practice doctor who practiced medicine in Portland for nearly 50 years,

serving on the staffs of both Mercy Hospital and Maine Medical Center. When Martha died in 1979, she bequeathed the house and land to Westbrook College (now University of New England Portland Campus). It served as residence for the President of Westbrook College for several decades. It has since been sold and returned to use as a private residence.

Some alterations have been made since the house was built, most notably the addition of a sun porch on the side elevation and glazing on the porch to create a vestibule at the main entry.

Text prepared by Barbara Adlard, Naples, ME and Christopher Closs, Greater Portland Landmarks



Fig. 1

1924 Portland tax photo of the Forbes-Webber House at 735 Stevens Avenue.



844 Stevens Avenue

ADDRESS

844 Stevens Avenue

ARCHITECT

Unknown

DATES

C. 1805; alterations in 1937, and later

STYLE

Federal and Colonial Revival

The three story brick Federal style building at 844 Stevens Avenue is the oldest building in the survey area. It was built c. 1805, around the same time as the nearby Morrill's Tavern (now demolished). No information was found about its early history.

According to the U.S. Census, in 1900 the residents were Elmer and Amelia Boothby and her brother, Stephen Cram. Following the death of Elmer Boothby, in 1910 and 1920, Mrs. Boothby and her brother were the only residents. Mrs. Boothby died later in 1920 and the house was converted into four apartments.

The building remained in residential use until 1937, when the first floor entry door and windows on the facade were altered to accommodate a retail store. The second story windows on the facade were also altered at this time or later. The existing Colonial Revival pilasters and cornice on the first story storefront may date from the 1937 work.

In the later twentieth century a small one-story addition in the rear and a drive up window were added when the building became a bank branch.



Fig. 1

844 Stevens Avenue as depicted in the 1886 bird's eye view of Deering.



Fig. 2

1924 Portland tax photo of 844 Stevens Avenue. At that time, the house had been converted to apartments, with four five-room units. It was owned by the heirs of Ameila C. Boothby.

Architectural Survey Report

Portland
PIN 17857.00

Martha Burke
Martha Burke Consulting
24 Wildwood Circle, Portland, ME 04103
marthad@maine.rr.com
207.899.4189

Prepared for:

Sponsoring agency or entity

Maine DOT, Environmental Office, State House Station # 16, Augusta, ME 04333-0016, 207-624-3100, David.Gardner@maine.gov.

Dates:

Provide the dates from when the project was started up through when the report was written and/or revised and submitted.

2 August - 13 September 2011

Level:

Reconnaissance or Intensive

Reconnaissance

Name of surveyors:

(If different from author, provide contact information for each surveyor.)

Martha Burke

Continuing project?

If so, please summarize previous efforts.

No

I. EXECUTIVE SUMMARY

This survey documented and evaluated resources within the APE to determine whether any are listed in or eligible for listing in the National Register of Historic Places. The proposed undertaking will upgrade traffic and pedestrian signals at eight intersections on Forest Avenue. No properties were found to be eligible for listing in the National Register.

II. RESEARCH DESIGN AND BACKGROUND RESEARCH

A. Basis:

Describe the purpose of this survey. Identify the Federal or State regulations mandating this survey, or any Programmatic Agreements associated with this project.

This survey will identify and document all resources 45 years old or older within the APE and evaluate whether any resources are eligible for listing in the National Register of Historic Places. The survey is mandated by Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C 470 f, which states that prior to the expenditure of any Federal funds, the agency should take into account the effect of any undertaking on any district, site, building, structure or object listed in or eligible for the National Register of Historic Places. The Maine Department of Transportation will report all findings to the Maine Historic Preservation Commission pursuant to the Programmatic Agreement with Federal Highway Administration, Federal Transportation Administration and MDOT.

B. Project Description/ Scope of Work:

Describe the underlying project, specifically citing the type of project and duration of project. Summarize planned or anticipated alterations to landscapes, buildings, structures, districts, objects or sites.

The proposed project will consist of traffic signal upgrades along Forest Avenue including installation of new pedestrian signals and poles at the following intersections: Forest Ave & Bedford & Baxter, Forest Ave & Falmouth/Preble, Forest Ave & Ashmont St, Forest Ave & Woodford St, Forest Ave & Ocean Ave/Vannah Ave, Forest Ave & Stevens Ave, Forest Ave & Allen Ave, and Forest Ave & Warren Ave.

C. Area of Potential Effect:

1. On a USGS topographic map draw the outermost boundary of the area of potential effect in red. Label this line "Project APE". If necessary, additional topographic maps or overlays may be submitted showing the limits of each specific APE if more than one potential effect is present within the project area.

2. List all the potential effects associated with the above cited scope of work. Distinguish between direct and indirect effects when applicable.

The direct effects associated with this project will be due to the installation of the pedestrian signals and poles at the intersections including change in physical features. These effects will only be experienced by the properties adjacent to the proposed project.

Indirect effects associated with this project are visual for any property that has visual line of the project area.

3. Provide a narrative of how the geographical limit of each potential effect within the project area was established.

The Area of Potential Effects is defined as the area in which the project may cause alterations to the visual setting or characteristics of properties in the vicinity of the project. This definition is illustrated on the topographic map submitted with the survey package.

D. Survey Boundaries:

1. Draw the boundaries of the survey on the topographic map in blue or black and label this line "Survey Boundaries." The boundaries of a survey map include portions of a property that lie outside the APE.

2. Describe the limits of the surveyed area. The survey boundary may be larger than the APE. Make reference to geographic landmarks, addresses or political boundaries. Utilize reasonable demarcations – tree lines, back lots.

The survey boundaries follow the back property lines of properties adjacent to or having a visual line of the eight intersections, marked A-H, in the project area. The boundary includes properties on both sides of Forest Avenue, just north of I- 295 Exit 6A to the northerly side lots of properties approximately 150' NW of the intersection of Forest and Warren Avenues. In some cases, the boundary extends to include properties on intersecting streets. The survey boundary is discontinuous in areas where properties are neither adjacent to nor have a visual line of the eight intersections. The survey boundaries are illustrated on the seven Portland maps submitted with the survey package.

E. Survey Methodology:

1. Describe background research method.

First the surveyor consulted the National Register Information System (NRIS) to determine if there were any historic resources within the APE that have been listed in the National Register. Next, the surveyor searched the files at MHPC to determine whether any properties within the APE had been included in previous surveys.

2. Describe field research method.

The surveyor drove the survey area and determined that there were resources within the area that met the survey criteria of having been

constructed more than forty-five years ago. All resources appearing to meet that criteria were documented in the MHPC CARMA database using the aerial view, by digital and film photographs, and were located on the Portland city maps, keyed to the USGS topo map provided by the ME DOT.

3. Did you undertake a file search at MHPC for NR or previously recorded properties?

Yes

III. SURVEY FINDINGS

A. Acres:

Provide the total number of acres within the survey boundaries.

The survey boundaries include approximately 144 acres.

B. Setting:

Provide a general overview of the setting, including topography, development, and landscape.

The setting is an urban area, flat in topography, which is highly developed with commercial and residential properties. Properties in the survey area were constructed from the early 19th century to the 21st century. Only those properties 45 years or older were documented in this survey. The urban landscape includes little vegetation along Forest Avenue, more on adjacent streets.

C. Number of Resources Recorded:

Count each individually recorded building, structure, object, or site. Do not include farmstead forms or continuation sheets in this count.

Ninety-one resources were documented in this survey.

D. Previously Inventoried Properties:

Address whether any of the resources had been previously surveyed. If so, how many, and how were these properties represented and evaluated within the current project?

None of the properties in the survey area had been previously inventoried.

E. Types of Properties:

1. Summarize general trends within the project area: commercial, residential, urban, rural, etc.

The project area includes both commercial and residential properties in an urban setting. Some commercial properties are very large, either as a result of additions to the original block (8) or as properties, now renovated or rehabilitated for new uses, which needed a large floor area when constructed. Some previous uses include a bakery (1) and automobile showrooms (7,20,21). Many residential properties now serve commercial uses.

2. Summarize the age, style, and condition of the resources within the project area.

The majority of the properties are in good condition, a few in fair or poor condition. Most properties are vernacular in style, but some include stylistic evidence of the Federal, Greek Revival, Italianate, Art Deco, Moderne, Craftman, or 19th-20th Century Revival styles. Many have been so greatly changed by renovation that no original stylistic evidence remains. Several early capes and a vernacular farmhouse with an attached carriage barn are located at the northern end of the survey area, indicating that this area once had a more rural character.

3. Describe in detail any eligible individual properties or historic districts.

There are no eligible individual or historic districts within the survey area.

F. NR Eligibility:

1. Address resource integrity, NR criteria, area of significance and period of significance.

There are no eligible individual or historic districts within the survey area.

2. For a historic district provide a topographic map showing the limits of the proposed district illustrating street or landscape views and all non-historic or non-contributing resources.

IV. BIBLIOGRAPHY

DeLorme Topo Quads was used to estimate acreage of the APE. Molly Casto, Senior Planner, City of Portland, provided the city maps which were used to locate the properties in the survey area.

Barry, William David, and Anderson, Patricia McGraw. Deering: A Social and Architectural History. Greater Portland Landmarks, Inc., 2010.

Maine Writers' Project. Portland City Guide. Portland: The Forest City Printing Company, 1940.

Bibber, Joyce K., and Shettleworth, Earle G., Jr. Portland: Postcard History Series. Charleston, SC: Arcadia Publishing 2007.

V. FINDING OF EFFECTS

The proposed project will have no adverse effects on any historic properties.

STATE OF MAINE

MEMORANDUM

October 3, 2011

To: David Gardner, ENV/Maine Department of Transportation

From: Kirk F. Mohny, Deputy State Historic Preservation Officer *KFM*

Project: PIN 17857.00; intersection improvements, Forest Avenue, Portland; MHPC #1082-11

In response to your recent request, I have reviewed the information received September 26, 2011 to continue consultation on the above referenced undertaking pursuant to the Maine Programmatic Agreement and Section 106 of the National Historic Preservation Act of 1966, as amended.

Identification of Historic Properties

The Commission does not agree with the conclusion of the Architectural Survey Report that there are no historic properties in the area of potential effect (APE). Based on the information in the survey, as well as staff knowledge about the historic function and architectural significance of the buildings in the survey – particularly those related to early twentieth century automobile dealerships – the Commission believes that the following properties are eligible for listing in the National Register of Historic Places:

Automobile Related Buildings

- 309 Forest Avenue (Survey Map No. 2)
- 330 Forest Avenue (Survey Map No. 5)
- 364 Forest Avenue (Survey Map No. 6)
- 355 Forest Avenue (Survey Map No. 11)
- 369 Forest Avenue (Survey Map No. 13)
- 525 Forest Avenue (Survey Map No. 20)
- 533 Forest Avenue (Survey Map No. 21)
- 540 Deering Avenue (Survey Map No. 43)
- 660 Forest Avenue (Survey Map No. 47)

The buildings noted above represent a concentration of early twentieth century automobile related resources that is unlike any other in Maine. Although their historic function has, for the most part, changed and alterations have been made to the store fronts, they are

significant under Criterion A. Individual buildings may also be eligible under Criterion C as representatives of a type, period or method of construction. However, further research would need to be conducted and a more detailed evaluation of their integrity would need to be made in order to reach a determination as to the applicability of Criterion C.

Other Buildings

- 331 Forest Avenue (Survey Map No. 4), Criterion A and C
- 617-619 Forest Avenue (Survey Map No. 38), Criterion C
- 643-651 Forest Avenue (Survey Map No. 42), Criterion A and C
- 536 Deering Avenue (Survey Map No. 44), Criterion A and C
- 1190 Forest Avenue (Survey Map No. 68), Criterion A and possibly C
- 1241 Forest Avenue (Survey Map No. 83), Criterion C

In addition to the properties noted above, the brick building at 844 Stevens Avenue (Survey Map No. 66) is reputed to date from the early 19th century and does exhibit Federal style characteristics. Further research into the history of this building would need to be undertaken to confirm whether or not it is eligible for listing in the Register.

No other architectural resources in the APE appear to be eligible for listing in the Register, and there are no archaeological resources in the APE.

Projer

shall not substantially obstruct public views corridors identified in the Downtown Vision View Corridor Protection Plan, as provided in the City of Portland Design Manual, Appendix 1.

5. *Historic Resources:*

- a. Developments affecting designated landmarks or within designated historic districts or historic landscape districts: Any proposed development required to obtain a certificate of appropriateness under article IX (historic preservation) of the land use code shall be exempt from the following design standards, as described in the Design Manual:
- (i) Section (b) of the Design Manual (development in B-3 zone), except for (b) (1) e.2. (increasing setback beyond street build-to line), (b) (1)f. (shadow impact on open space), (b) (1)h. (wind impacts), and (b) (1)g. (setbacks from existing structures);
 - (ii) Section (c) of the Design Manual (development in B-5 and B-5b zones), except for (c)a. (shared infrastructure) and (c)d. (parking lot location);
 - (iii) Section (k) of the Design Manual (small residential lot development in R-6 zone);
 - (iv) Section (e) of the Design Manual (University of Southern Maine);
 - (v) Section (f) of the Design Manual (development in B-7 zone), except for (f) (1)a. (transportation demand management);
 - (vi) Section (g) of the Design Manual (development in Eastern Waterfront zone); and
 - (vii) Section (l) of the Design Manual (IS-FBC Building Design Standards)
- b. Development adjacent to designated landmarks,

"100-foot rule"

historic districts or historic landscape districts: when any part of a proposed development is within one hundred (100) feet of any designated landmark, historic district, except the India Street historic district, or historic landscape district, such development shall be generally compatible with the major character-defining elements of the landmark or portion of the district in the immediate vicinity of the proposed development. Character-defining elements of landmarks and historic districts are identified in the historic resources inventory and respective historic district designation reports. For the purposes of this provision, "compatible" design shall be defined as design which respects the established building patterns and visual characteristics that exist in a given setting and, at the same time, is a distinct product of its own time. To aid the planning board in its deliberations, historic preservation staff shall provide a written analysis of the proposed development's immediate context, identifying the major character-defining elements and any established building patterns that characterize the context.

- c. Preservation and/or Documentation of Archaeological Resources. Where a state or local archaeological resource is known to exist or is discovered on the site, the developer shall inform the City and State and shall protect and/or document such resources.
 - (i) Protection shall include leaving archaeological resources untouched beneath a new development through adaptation of foundation design or architectural layout.
 - (ii) Where the applicant can demonstrate that complete protection is not feasible, the applicant shall excavate and document archeological resources. Such measures shall be conducted in consultation with the City Historic Preservation Program and Maine Historic Preservation Commission. For resources of state significance, excavation

Portland, Maine



Yes. Life's good here.

Planning & Urban Development Department

June 25, 2018

Joseph Wojcik
Income Property Management
211 Falmouth Road
Falmouth, Maine 04105

Dear Mr. Wojcik:

I am following up on a couple of recent phone calls to let you know about an initiative of the City of Portland to designate a number of historic properties on Forest Avenue as local landmarks. Your buildings at 501, 517, 525, and 533 Forest are structures identified in a recent historic building survey as eligible for designation. I am contacting you in hopes of setting up a meeting to discuss the City's goals as it moves forward with this initiative and what designation would mean for you as a property owner.

As you may know, all of the buildings listed above were built in the 1920's as auto dealerships and are among a number of auto-related buildings constructed along this stretch of Forest Avenue shortly after the advent of the automobile. In fact, the area came to be recognized as Portland's "Auto Row".

In conjunction with a number of planned improvements for Forest Avenue, the City of Portland is interested in designating some of the most architecturally notable buildings on the street (in particular the stretch between I-295 and Woodfords Corner), ensuring that Forest Avenue's early history remains evident over time. The intent of historic designation is not to prevent change, but to manage it so that the unique character of historic structures is retained. Designation also brings with it tangible benefits in the form of access to historic tax credits to offset rehabilitation costs. State and federal historic tax credits have been used in the rehab of over 120 buildings in Portland to date.

Historic Preservation Manager Deb Andrews and I would very much appreciate the opportunity to discuss the possibility of including these four Forest Avenue buildings among the other designated historic properties in the city. Would you have time to meet in the next few weeks? If so, why don't you suggest some times that would work for you and I'll get back to you to confirm. I can be reached by phone (874-8726) or e-mail (dga@portlandmaine.gov). I look forward to speaking with you.

Sincerely,

Stuart "Tuck" O'Brien, Planning Director
City of Portland
389 Congress Street
Portland, Maine 04101



Planning & Urban Development Department

June 20, 2018

Bill Loeffler
c/o Odd Fellows Hall
649 Forest Avenue
Portland, Maine 04101

Dear Mr. Loeffler,

I'm following up on a brief phone conversation we had several months ago about Odd Fellows Hall and its significance to Woodfords Corner. City Planning Director, Tuck O'Brien, and I are hoping to set up a meeting with you to discuss the status of the building and the City's interest in formally recognizing it as a landmark under Portland's historic preservation program.

As you know, the City of Portland is currently completing a number of public infrastructure improvements at Woodfords Corner. In conjunction with this effort and in response to the Friends of Woodfords Corner's interest in revitalizing the area, the City of Portland is considering designating a number of historic buildings in and around Woodfords Corner as local landmarks. Designation as a local Landmark brings with it a number of important and tangible benefits:

- * Designation highlights the building's historical and architectural significance to the community.
- * Designation ensures that the building is preserved over time. Design and technical assistance is provided to those responsible for maintaining the building.
- * Designation provides owners of the property access to historic tax credits and other financial incentives which offset rehabilitation costs.

Tuck O'Brien and I would very much appreciate the opportunity to discuss the possibility of including the Odd Fellows Hall among the other designated historic landmarks in the city. Would you and/or others from your organization have time to meet in the next week or two? If so, why don't you suggest some times that would work for you. We could meet at the Hall or here in the Planning Department in City Hall.

You can reach me by phone (874-8726) or e-mail (dga@portlandmaine.gov). I look forward to speaking with you.

Sincerely,

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

Cc: Tuck O'Brien



Planning & Urban Development Department

October 19, 2018

Joseph Wojcik
Income Property Management
211 Falmouth Road
Falmouth, Maine 04105

Dear Mr. Wojcik:

I'm following up on a letter I sent to you in late June informing you that the City of Portland is planning to designate a number of historic properties on Forest Avenue as local landmarks. Your buildings at 501, 517, 525 and 533 Forest are structures identified in a recent historic building survey as eligible for designation. I am contacting you again in hopes of setting up a meeting to discuss the City's goals as it moves forward with this initiative and what designation would mean for you as a property owner.

Please contact me (874-8724) or Deb Andrews (874-8726) to discuss this initiative or to set up a time to meet. In the meantime, I've attached some information about the benefits and responsibilities of historic designation. I look forward to hearing from you.

Sincerely,

A handwritten signature in black ink, appearing to read "Tuck O'Brien", is written over the word "Sincerely,".

Tuck O'Brien, Planning Director
Department of Planning & Urban Development

Cc: Deb Andrews, Historic Preservation Program Manager

Enc.

Landmark Designation – What Could it Mean for Owners of Historic Properties on Forest Avenue?

- Along Forest Avenue—particularly the section between I-295 and Woodford’s Corner—several important historic buildings remain from the area’s early streetcar days and the period when it was recognized as Portland’s “auto row”. The Portland Planning Department is interested in designating key historic structures on Forest Ave. as local landmarks because it sees them as community assets that should be recognized and preserved into the future. Just as important, the Planning Department sees historic designation as an effective and proven economic development tool that can spur the revitalization of Forest Avenue. Historic preservation has been central to the revitalization of the Old Port and Congress Street; the Planning Department is confident that preservation can do the same for Forest Avenue.

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.

- What can designation accomplish? Without some measure to ensure sensitive renovation, it’s left entirely up to chance whether a historic structure or commercial district retains its special character over time. We all know of historic buildings that have gradually lost their appeal due to one round of ill-conceived alterations after another. Small changes can add up, ultimately impacting our appreciation of a historic building. Had these alterations or additions been given more careful consideration, the buildings could have retained their historic character without significantly higher costs. Taken in the aggregate, the effect of sensitive rehab is to improve the visual appeal of older commercial areas and thereby strengthen them economically.

Landmark designation ensures that the architectural elements that contribute to a building’s historic character and significance are not lost or diminished through insensitive or expedient renovations. Proposed alterations or additions are reviewed for conformance with rehab standards developed by the National Park Service. Portland’s historic preservation program is administered by a local review board and staff that have extensive expertise and experience in the rehabilitation of historic buildings. Their mission is to assist owners of historic properties in finding reasonable and cost-effective solutions for their buildings while honoring the very qualities that make them special.

What are the Specific Benefits of Local Landmark Designation?

- Local landmark designation confers official recognition that the property is of historic, architectural and/or cultural significance—not just within the context of Forest Avenue, but within the community as a whole.

- Owners of designated income-producing historic properties may qualify for both federal (20%) and state (25%) historic tax credits for rehabilitation work. A tax credit lowers the amount of tax owed. For example, in the case of the federal tax credit, the credit is equal to 20% of the money spent on rehabilitation and is subtracted from the taxes you pay. The tax credit may be taken for interior and/or exterior work.
- Not-for-profit owners of designated historic properties are eligible for matching grants from the Maine Historic Preservation Commission for bricks-and-mortar projects or studies (e.g. structural assessments, accessibility evaluations, etc.). A number of local fraternal organizations with historic buildings (e.g. Mechanics Hall and the Masonic Temple) have received such grants.
- The City of Portland has offered matching grants for storefront façade improvement projects. This grant program has traditionally targeted historic commercial corridors.
- Waivers of some otherwise-applicable code requirements, such as ADA requirements, may be considered for designated historic structures if meeting the strict letter of the code would compromise the historic integrity of the building or would otherwise be infeasible to meet.
- Designation provides access to technical and design assistance from the City's Historic Preservation Board and staff when considering repairs, alterations, restoration work or additions. City staff can assist you in finding contractors or tradesmen that specialize in historic rehab. Staff is also available to meet with applicants on site to consult on the project.

What Responsibilities come with Local Landmark Designation?

- Designated historic properties must comply with the requirements of Portland's historic preservation ordinance. Portland's ordinance has been in effect since 1990. To date, approximately 2000 historic properties have been designated in the City, some as individual landmarks and some within historic districts.
- Designation does not mean that the building owner cannot make changes to the property. Nor does designation come with a requirement that the building be restored or that any work done prior to designation be reversed. Ordinary maintenance or replacement-in-kind does not require review, nor does changing a building's paint color.
- Proposed alterations or additions require review and approval under nationally-adopted review standards. Before proceeding with a project, the property owner is required to file an application for review. Applications can be submitted on line. If a project also requires a building permit, you can file one application for both reviews. Routine or minor alterations are typically reviewed and approved at the staff level. In 2017, for example, 70% of all applications were approved administratively.
- Major projects, such as building additions or comprehensive remodeling of a portion of the building exterior, would require review by the Historic Preservation Board.
- Designated landmarks may not be demolished unless the property owner can demonstrate there is no reasonable use of the property based on its condition.



February 7, 2019

Flatbush Ventures LLC
536 Washington Avenue
Portland, Maine 04103

Dear Sir/Madam:

I am writing to let you know that the City of Portland is proposing to designate a number of historic properties at Woodfords Corner and on Forest Avenue as local landmarks. Your property at 630 Forest is one of the structures identified in a recent historic building survey to be eligible for designation. I am contacting you in hopes of setting up a meeting to discuss the City's goals as it moves forward with this initiative and what designation would mean for you as a property owner.

As you're probably aware, your building at 630 Forest was built in 1917 for the Darling-Kidder Motor Car Company and is one of several early automobile-related businesses on the length of Forest Avenue that would become known as Portland's Auto Row. I'm attaching some information on the building and the area that might be of interest to you.

In conjunction with a number of recently completed improvements in Woodfords Corner, the City of Portland is interested in designating some of the most architecturally notable buildings at Woodfords Corner and along Forest Avenue to recognize the area's early history and encourage preservation of key structures that tell the story. The intent of historic designation is not to prevent change, but to thoughtfully manage it so that the unique character of the historic structure is retained. Designation also brings with it tangible benefits in the form of access to historic tax credits to offset rehabilitation costs. To date, over 120 historic structures in Portland have been rehabilitated with the assistance of state and federal historic tax credits.

Jeff Levine, Director of Planning & Urban Development, and I would very much appreciate the opportunity to discuss the possibility of including the Darling-Kidder Motor Car Company building among the other designated historic structures in the city. Would you have time to meet in the next couple weeks? If so, why don't you suggest some times that would work for you.

You can reach me by phone (874-8726) or e-mail (dga@portlandmaine.gov). I look forward to speaking with you.

Sincerely,

Deb Andrews
Historic Preservation Program Manager
Department of Planning & Urban Development

Cc: Jeff Levine, Director, Department of Planning & Urban Development

Enc.



March 19, 2019

MKC Properties, Inc.
12 Payson Road
Falmouth, ME 04105

Dear Sir or Madam:

I am writing to let you know that the City of Portland is considering designating a number of historic structures on Forest Avenue as local landmarks. Your property at 617 Forest is one of the structures identified in a recent historic building survey as eligible for designation. I am contacting you in hopes of setting up a meeting to discuss the City's goals as it moves forward with this initiative and answer any questions you might have about what designation would mean for you as a property owner.

As you are no doubt aware, Forest Avenue, especially the section between I-295 and Woodfords Corner, has an interesting history—first, as a streetcar line serving the early suburbs of Deering, and later, as Portland's first "auto row". Your building at 617 Forest was built in the early 20th century as a mixed-use structure. It housed an A&P grocery store on the ground floor with apartments above.

In conjunction with a number of public improvements recently completed in Woodford's Corner and along Forest Avenue, the City of Portland is interested in designating some of the most notable historic buildings in the area. As Forest Avenue evolves over time, the City wants to ensure that its early history is recognized and preserved. The intent of historic designation is not to prevent change, but to manage it so that the unique character of a historic structure is retained over time. Designation also brings with it tangible benefits in the form of access to historic tax credits to offset rehabilitation costs. To date, over 120 historic structures in Portland have been rehabilitated with the assistance of state and federal historic tax credits.

Jeff Levine, Director of Planning and Urban Development, and I would very much appreciate the opportunity to discuss the possibility of including the 617 Forest among the other designated historic structures in the city. Would you have time to meet in the next couple weeks? If so, why don't you suggest some times that would work for you. If not, and you would like more information, I can be reached by phone (874-8726) or e-mail (dga@portlandmaine.gov). I look forward to speaking with you.

Thank you in advance for your consideration.

Sincerely,

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

Cc: Jeff Levine, Director of Planning & Urban Development

Owners of Forest Avenue and Deering Avenue Properties
Nominated for Landmark Designation

<u>Landmark</u>	<u>Property Owner</u>
309 Forest Avenue	William C. Rowell Family Limited Partnership 116 Codman Street Portland, ME 04101
330 & 364 Forest Avenue	Oakhurst Dairy John Bennett & Jean Driscoll 364 Forest Avenue Portland, ME 04101
331 Forest Avenue	Bayview Court, LLC. 723 Riverside Street Portland, ME 04103
343 Forest Avenue	343, LLC. 4 Milk Street, Suite 103 Portland, ME 04101
355 Forest Avenue	Palmer Spring Company PO Box 8009 Portland, ME 04104
495 Forest Avenue	Alta Vista, LLC. 79 Bow Street Freeport, ME 04032
617 Forest Avenue	MKC Properties, Inc. 12 Payson Road Falmouth, ME 04105
630 Forest Avenue	Flatbush Ventures, LLC. 536 Washington Avenue Portland, ME 04103
643-651 Forest Avenue	Old Fellows Hall Co. of Deering Attn. Kevin Cole 651 Forest Avenue Portland, ME 04101

Landmark

Property Owner

501, 517, 525 & 533 Forest Avenue

Joseph Wojcik
Income Property Management
211 Falmouth Road
Falmouth, ME 04105

648 Forest Avenue

Geoffrey Rice
657 Congress Street, 1st Floor
Portland, ME 04101

660 Forest Avenue

Old Valle's, LLC.
263 Blanchard Road
Cumberland, ME 04021

536 Deering Avenue

Michael Kaplan
Kaplan 536, LLC.
49 Ocean Avenue
Portland, ME 04103

Order 44-19/20 Designating 17 Structures on or Adjacent to Forest Avenue as Historic Landmarks and Amending the Map of Designated Historic Resources - Sponsored by Jon P. Jennings, City Manager.

The Planning Board met on July 24, 2019, and voted 6-0 to forward this item to the City Council with a recommendation for passage.

The Historic Preservation Board is recommending that seventeen 17 historic structures on or adjacent to Forest Avenue be designated as individual landmarks under the provisions of Portland's historic preservation ordinance. Properties recommended for landmark designation are as follows: 309, 330, 331, 343, 355, 364, 495, 501, 517, 525, 533, 617, 630, 643-651, 648 and 660 Forest Avenue; and 536 Deering Avenue.

All of the buildings, located between the I-295 interchange and Woodfords Corner, are thematically related in that they represent key chapters in Forest Avenue's late 19th and early 20th century development, particularly its era as a street car line serving the emerging suburban neighborhoods around it as well as the period when this section of Forest Avenue was known as "Auto Row" due to its concentration of first-generation auto showrooms, garages and auto supply businesses. The Historic Preservation Board's recommendation is based on findings that each of the buildings meet the historic preservation ordinance's minimum criteria for designation.

Designation of Forest Avenue's key historic structures is pursuant to a number of expressed goals and strategies included in the City's recently adopted Comprehensive Plan, Portland's Plan 2030. In the Plan, Woodfords Corner is identified as a priority node warranting enhancement in order to better serve neighborhood needs. The Plan identifies Forest Avenue as a priority corridor where additional planning measures are recommended to discourage typical suburban commercial development patterns and attract quality mixed-use, higher density growth. The Plan also recommends ongoing identification and designation of important historic assets, particularly in off-peninsula areas, and highlights historic preservation as an effective economic development tool. By preserving and enhancing Forest Avenue's key historic assets, the corridor's unique identity will be retained and the positive urban design characteristics exhibited by the identified historic structures will serve as a model for new development.

Landmark designation does not run counter to the City's goal of encouraging additional mixed-use, higher density growth along Forest Avenue. As is made clear in the cover document accompanying the recommended landmark designations and in the individual building descriptions themselves, the subject properties may be more intensively developed in the future, either through the construction of additional floors set back from the building façade and/or removal of noncontributing rear portions of the building for redevelopment. This preservation approach has been used effectively in numerous communities with designated one-or two-story historic auto showrooms.

This item must be read on two separate days. It was given a first reading on September 4, 2019. Five affirmative votes are required for passage after public comment.

**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.

Portland's Auto Row

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

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 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.

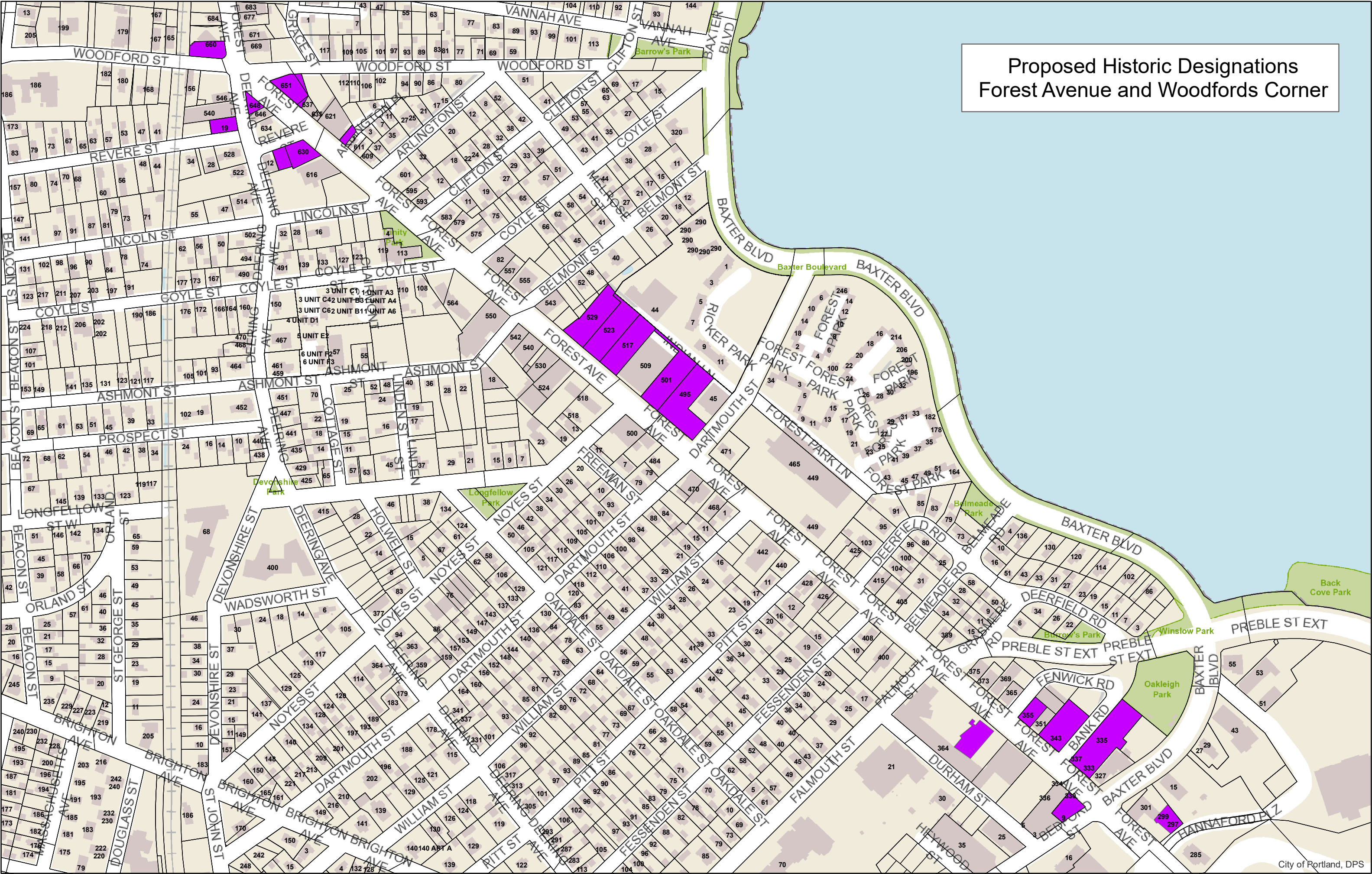
³ Barry, William David and Anderson, Patricia McGraw. *Deering*. Portland, Maine, 2010, 50.

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-defining features and would retain a sufficient amount of the original structure so that the essential form and integrity of the historic property is not impaired. 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.



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 show-room 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.

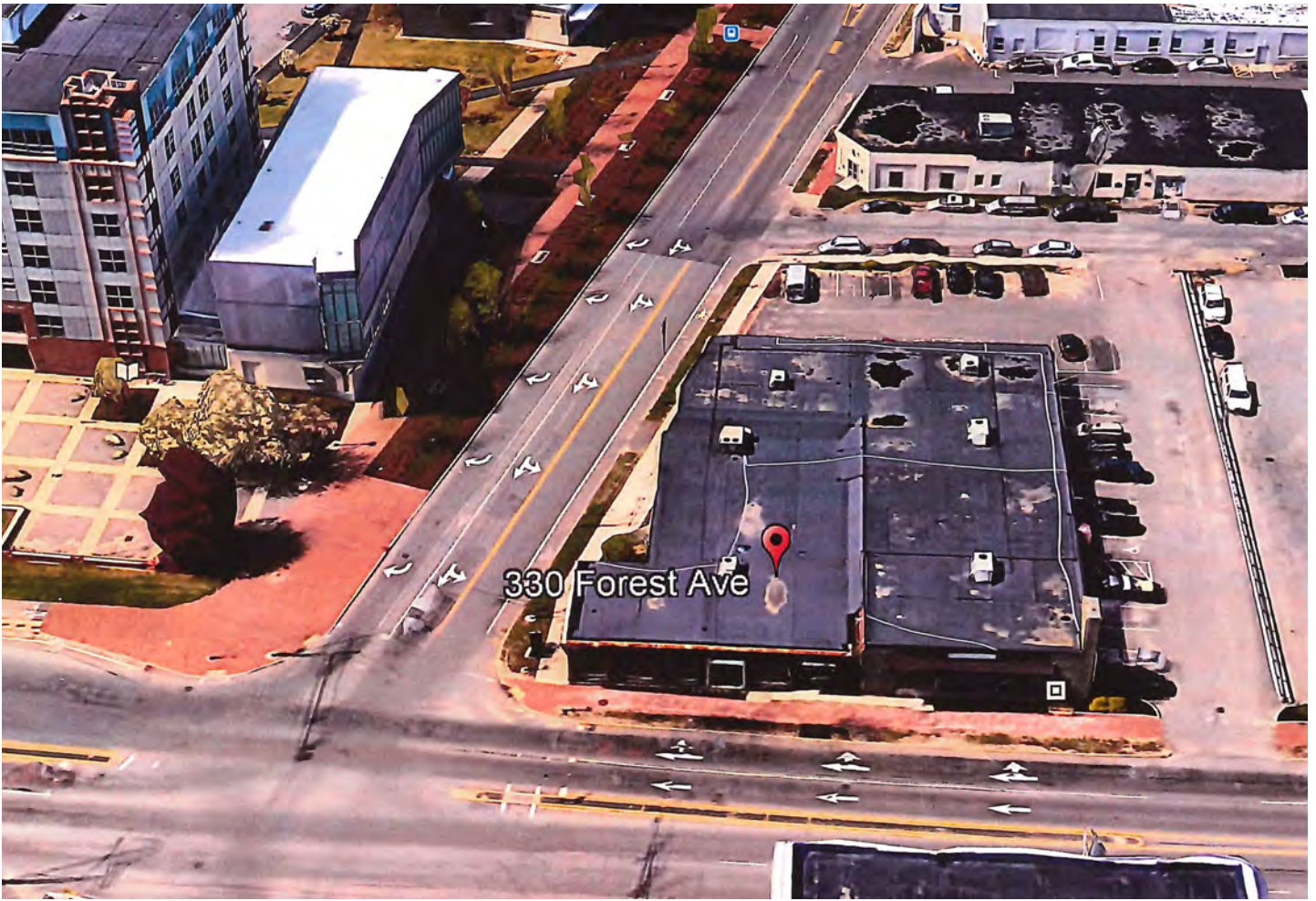
Below the projecting cornice, the building façade is enlivened by the diamond-shaped stucco details spaced to reinforce the spacing of the bays. The brickwork itself provides a level of ornamentation as well. Windows are deep, extending almost to the ground. The 1924 photo also shows that there were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

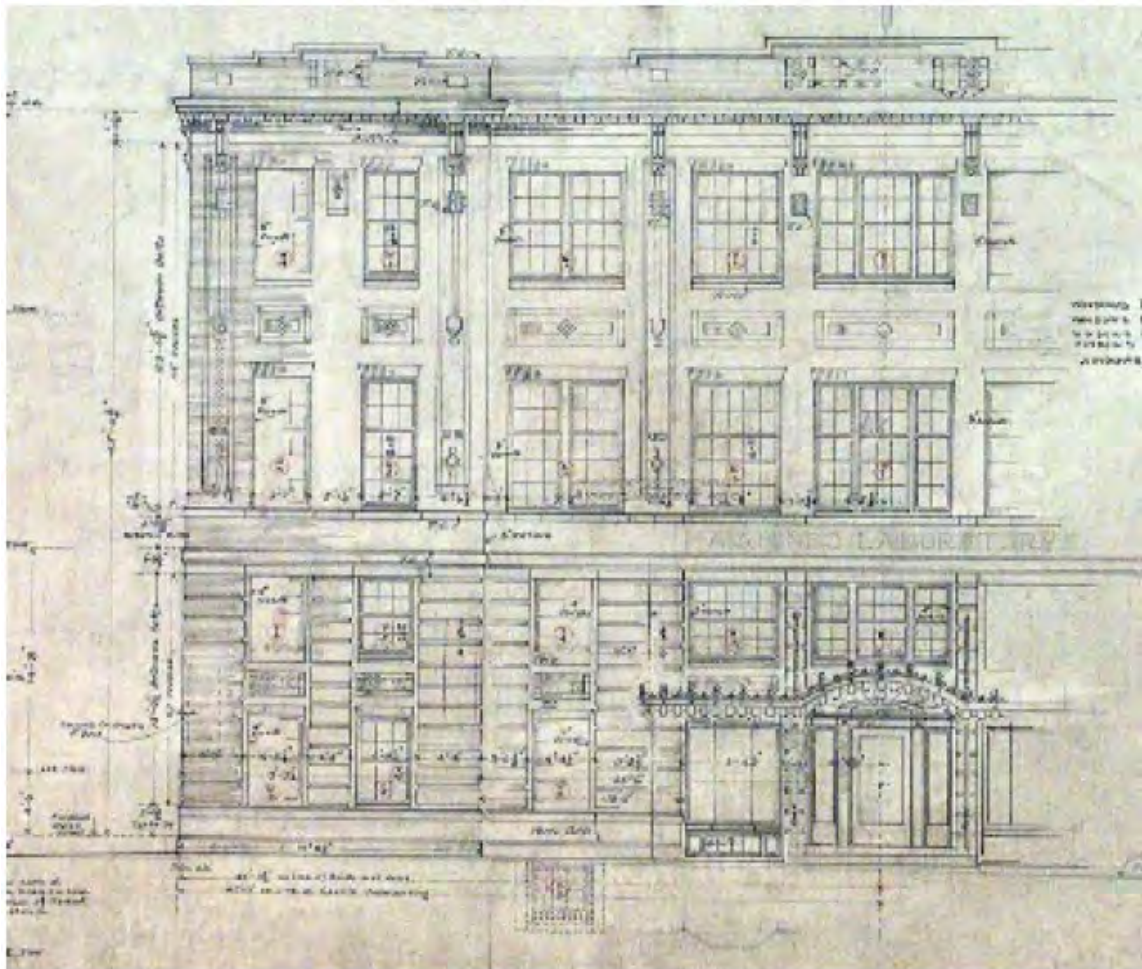
Architectural Description

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 mulled to form groupings. Other windows are individual punched openings. This fenestration pattern lends visual interest to the building, notwithstanding the fact that the windows themselves (originals were six-over-six) have changed in appearance with their replacement.. Blueprints drawn by John Calvin Stevens are held in the collections at the Maine Historical Society in Portland.

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

Alterations and Additions since Construction

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







Miles B. Mank Motor Car Company

ADDRESS

343 Forest Avenue

ARCHITECT

unknown

DATES

1916-1917

STYLE

Vernacular

Building History

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

Architectural Description

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



1924 City of Portland Tax Photo

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

Alterations since 1924

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

Although the building has undergone exterior changes, particularly on the first floor, it retains the essential 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.

DISTRIBUTORS

CHRYSLER CARS

PLYMOUTH CARS

501 FOREST AVE. PORTLAND, ME.

"The Car For Everybody"





Architectural Description

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

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

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

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



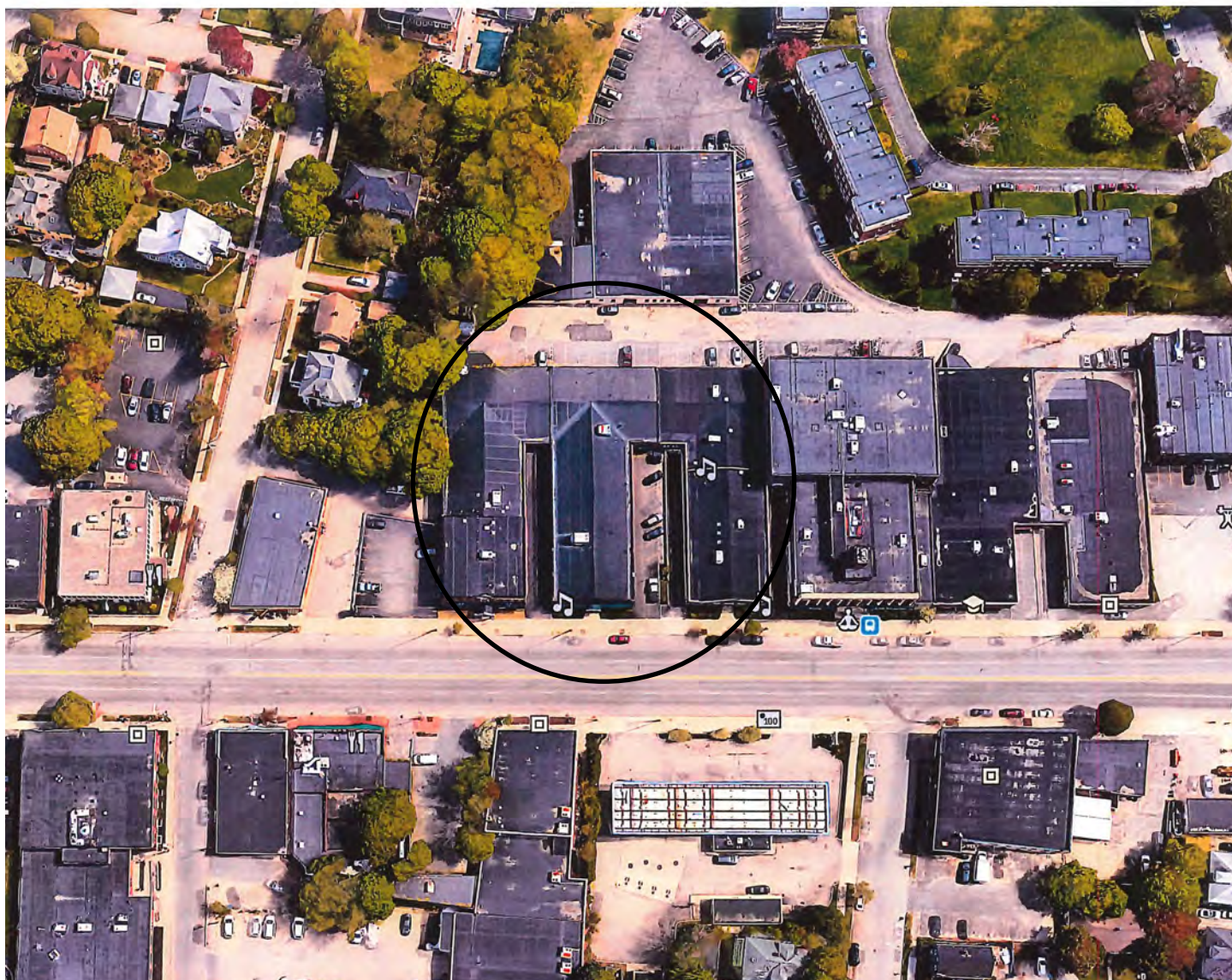
STUDEBAKER AUTOMOBILE BLOCK & GARAGE

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



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.



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 mulled 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.



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.



STUDEBAKER GARAGE

ADDRESS

44 Indian Lane

Architect

Frank A. Rumery

DATES

1928

Style

Commercial

This structure sits behind the Studebaker Automobile Block and is thought to have been constructed for use as the dealership's garage. Today it is the sole building with an address on Indian Lane, a small alley that runs parallel to Forest Avenue, and it would have been part of the Ricker Park redevelopment. The one story concrete block building has a side ell and a flat roof with a parapet detail that mimics the roofs of 525 and 517 Forest Avenue. The mix of concrete and wooden structural elements is still visible in the open garage interior. It is currently used as a parking garage for the Ricker Park apartment complex.



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 within 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





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 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 mullioned 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

Forest Ave. Public Comments



Friends of Woodfords Corner
c/o 57 Revere Street
Portland, ME 04103

07/23/19

Julia Sheridan, Chair
Historic Preservation Board
City of Portland

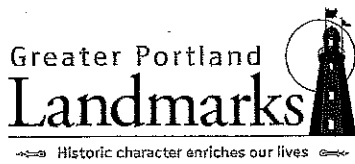
Dear Ms. Sheridan and board members:

As a Main Streets affiliate organization established in 2015, the Friends of Woodfords Corner (FWC) supports economic development in the context of historic preservation, as it is one of the tenets of National Main Streets movement. Specifically, FWC supports the City of Portland's historic designation of certain properties in Woodfords Corner for a number of reasons:

- **Historic preservation has a proven track record** of promoting community and economic development by creating jobs, preserving historic buildings, and bringing new vitalities to our communities.
- **The Historic Preservation Tax Credit has helped revitalize communities and properties** across Maine and throughout the United States.
- Properties so designated are **eligible for receiving State and Federal Historic Preservation Tax Credits**
- This designation, and the tax credit, have enabled a flexible approach to preservation that has **stimulated significant economic growth through private investment** and the creation of new jobs.
- Through use of the tax credit, **owners of designated properties can save a great deal of money on improvements they make** to their properties (up to 40% on qualified rehabilitation expenses).
- In Maine, since the program began in 2002, investment in Main Streets communities has demonstrated a **Return on Investment (ROI) of \$20.18 to 1.**

Outcomes from Application of Historic Preservation Tax Credits (HTC) in Maine Since 2008
(From a 2017 article in *Maine Biz*)

- ✓ 83 HTC projects
- ✓ 5,180 new jobs



23 July 2019

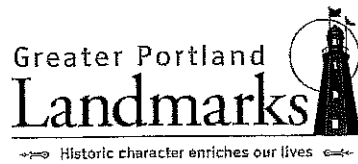
Chair Sheridan and Members of the Historic Preservation Board,

Greater Portland Landmarks urges you to find the seventeen nominated buildings along Forest Avenue eligible for landmark designation and formally recommend their designation to the Portland City Council. The nominated resources include a number of architecturally significant buildings and several iconic buildings that tell the story of Forest Avenue's development history. Included are a significant number of early twentieth century buildings occupied by new car dealers, used car dealers, parts suppliers, and auto repair shops that earned Forest Avenue its moniker as Portland's "Auto Row".

Landmarks feels strongly that the existing provision of the Historic Preservation Ordinance, combined with the summary narrative included with the descriptive individual property forms, provides adequate protection, guidance, and flexibility for future review of the proposed landmark properties without any changes to the Land Use Code:

- We do not support amending the site plan provision regarding the "100-foot rule" as we strongly believe that all development adjacent to a designated individual landmark within the city should follow the same rules. The flexibility in the design standards and the eclectic nature of the context along Forest Avenue are sufficient to allow opportunities for a variety of architectural solutions on abutting parcels.
- We do not support amending the historic preservation ordinance to create an exception that only readily visible alterations or additions be subject to review. Most of the proposed landmarks are visible on two or more sides from public ways and many share a common party wall with another structure. Again, we strongly believe that all designated individual landmarks within the city should be subject to the same rules. We believe the summary narrative included with the staff report describes the intended limits of review sufficient to inform future applicants and board members.
- We do not support amending the historic preservation ordinance to address the issue of building heights. We believe the summary narrative included with the staff report describes the intention of the board to review the manner of how an applicant proposes to achieve an allowed building height in a way that is sufficient to inform future applicants and board members.
- We do feel that it is appropriate to update the Historic Resources Design Manual to reflect not only the options for adding additional floors or partial redevelopment, but to include recent projects approved by the board that illustrate these and other design standards.

We encourage the board to include in the designation narrative a clarifying statement regarding the review of



alterations to discourage "facadism" when considering proposals for partial demolition. For example:

"The historic preservation ordinance allows for consideration of partial demolition of a designated structure for redevelopment where removal of that portion of the property would not materially diminish the identified architectural," *character defining features and would retain a sufficient amount of the original property so that the essential form and integrity of the historic property is not impaired.*

As several of the building owners have pointed out, they are doing excellent work to maintain or improve their buildings. The intent of landmark designation is not to penalize them, but to celebrate their good stewardship and to identify these landmarks as buildings of value in our city's streetscapes. We believe the city's proposed designations support the public interest by enhancing Woodford Corner's character as a destination business district, establishing a preferred development pattern to be emulated in future developments and incentivizing opportunities for economic redevelopment along the corridor.

Thank you for considering our views.

Julie Larry
Director of Advocacy

Alta Vista LLC
495 Forest Avenue
Portland, Maine 04101

July 24, 2019

Chair Sheridan
Members of the Historic Preservation Committee

We have received multiple letters and attended multiple workshops regarding the nomination of 495 Forest Avenue and its proposed designation as a historic building. Deb Andrews, Historic Preservation Program Manager, and the Historic Preservation Board have communicated appropriately and hosted significant opportunities for public comment. We have attended nearly all of the public sessions. Thank you.

Since attending public workshops, a site visit, and a site specific planning department meeting, our message to the board has been consistent. Beginning May 14, 2019 a request has been publicly and openly to be withdrawn from consideration.

Today, July 23, 2019 is the public hearing. We request that the HP board review the public testimony and the testimony of the owners regarding 495 Forest Avenue. Based on information gathered to date, the testimony provided at workshops and testimony by email, *we formally and respectfully request to be withdrawn for designation consideration at this time.*

Please see a brief timeline of events that we have based our request upon:

- April 4, 2017 - Purchased 495 Avenue.
- April - February 2018 - Invested significantly in renovations to preserve and upgrade the structure.
- March 19, 2019 - First formal notice for potential designation.
- April 3, 2019 - Attended Workshop Preliminary Review of Proposed Historic Designation by HP Manager Deborah Andrews.
- April 17, 2019 - Attended presentation by Planning Director Christine Grimando.
- April 24, 2019 - Met with HP Manager Deborah Andrews at 495 Forest Avenue to gain perspective, understanding and education on process.
- May 6, 2019 - Received letter of formal nomination by Chair Sheridan and member Pollard.
- May 9, 2019 - Met with Planning Director Christine Grimando at City Hall to gain an understanding of how planning, codes, ordinances, comprehensive plan, potential future development... combine with HP and how this can help or burden the future of the property
- May 14, 2019 - sent email to HP board - requesting to be withdrawn from consideration.
- May 15, 2019 - workshop with HP board - request to be withdrawn from consideration
- June 19, 2019 - workshop with HP board - request to be withdrawn from consideration
- July 29, 2019 - workshop with HP - this workshop was not attended due to repetition
- July 24, 2019 - Public Hearing HP board - request to be withdrawn from consideration

Thank you.

Sheila and Adam Nappi

Please support 17 potential landmark buildings along Forest Avenue.

nancy montgomery <nm@nmontgomerydesign.com>

Jul 24, 2019 1:20 PM

Posted in group: **Planning and Urban Development**

Honorable Planning Board Members,

Historic preservation enriches our lives.

As a long time resident of Portland, living a block away from Forest Avenue, I strongly urge your support for the landmark designation of the 17 vital buildings.

It is perhaps ironic that Forest Avenue developed along with the automobile. And today stands in danger of being swamped by the same. It would be so easy for this entrance to the city to fall into a development cycle that would soon make it just another busy, characterless street. The kind of street you see all across this land and not the kind of street that adds value to the fabric of our lives.

And this fabric is not purely aesthetic or backward looking. It has economic value. As we see as Portland today reaps the benefits of years of preservation efforts.

To see the new life coming to Woodfords is so encouraging. The citizens are working so hard to preserve and create a sense of place. It is working. New businesses are coming. Restaurants, bakeries, galleries are making this more desirable by the day. And the new intersection with its public art shows that forces of government are also playing a critical role.

But this progress is fragile. Your vote could go a long way to holding on to these resources that will only over time grown in value and help springboard this once overlooked stretch of street into yet another reason so many of us choose to live and work here in this very special place.

Thank you for your consideration. It is greatly appreciated.

Jack Vreeland and Nancy Montgomery
Montgomery Design
447 Deering Ave., Portland, ME 04103
207 879 9152

jackvreeland@gmail.com
nm@nmontgomerydesign.com

Forest Ave., etc.

Pamela White <whiteangeffa@gmail.com>

Jul 20, 2019 12:54 PM

Posted in group: **Planning and Urban Development**

Please recommend the preservation of landmark buildings on July 24th at the meeting. I hope the building owners and everyone will be on board to save these historic buildings.

Our city is changing very rapidly, especially along the waterfront. I'm thankful for the work of the Portland Hx. Soc., but we need to continue to value the past we love, as we grow. Thank you, Pamela of South Portland.

—
Pamela J. White

On Friday, July 19, 2019 at 7:49:40 AM UTC-4, Lauritzen, Amanda L. wrote:

Hello,

I am writing in support of designating landmarks on Forest Avenue, as from the email I received earlier this morning.

Thank you,

Amanda Lauritzen

On Friday, July 19, 2019 at 10:17:51 AM UTC-4, Loren Coleman wrote:

Dear Planning Members:

I wish to record my support for your positive consideration of the designation of 17 potential landmark buildings along Forest Avenue between Woodfords Corner and I-295. The designation would assist in the preservation of these significant examples of vanishing architecture in Portland.

I especially point to the mid century modern design of 660 Forest Avenue, which continues to vanish in contemporary renovations.

Thank you,

Loren

Loren Coleman, Founder and Director Emeritus

International Cryptozoology Museum

4 Thompson's Point Road, Suite 106

Portland, Maine 04102

USA

On Friday, July 19, 2019 at 10:04:57 AM UTC-4, Grace Braley wrote:

Ever since I moved here, I've been intrigued with Forest Avenue.

I think there are traffic and parking issues the city could address, and once I worked out my own plan.

These buildings are fascinating, and I often wonder what the history and expectations were as they got built and used. Their structure sets a tone or a style for this wide business street.

solid, not cluttered, not too high, dignified.....

Please landmark them.

If there are ways to avoid over-constraint on those who use them -- obviously, should.

Grace Braley



Deb Andrews <dga@portlandmaine.gov>

536 Deering Avenue withdrawal request from Historic Preservation designation

1 message

Michael Kaplan <KaplanCompany@msn.com>
 To: Deborah Andrews <dga@portlandmaine.gov>

Fri, Jun 21, 2019 at 12:14 PM

To Deb Andrews and the City of Portland Historic Preservation Board:

We are requesting the building at 536 Deering Avenue be withdrawn from Historic Preservation designation and confirmation this has been done.

For approximately 27 years, we (Martha Elkus {the owner of Big Sky Bread Company}, the building at 536 Deering Avenue, KAPLAN 536 LLC and the people in the neighborhood) have all gotten along very well without an extra layer of City of Portland Historic Preservation Board overseeing, managing, dictating to us. That is a very long time. You can see from the pictures and engineering study how the City of Portland maintained the building when the City of Portland owned and maintained the building at 536 Deering Avenue. At three of the previous City of Portland Historic Preservation Board meeting in multiple rooms at City Hall the heat was on very high and the windows were opened to adjust the temperature. As I understand it this waste of money and environmentally unfriendly way of adjusting the temperature in a room has happened every fall, winter and spring; day after day, week after week, year after year, decade after decade and most likely will continue year after year, decade after decade into the future. We do not need people who are from away and do not own property in Portland to manage and oversee our property. We are requesting the building at 536 Deering Avenue be withdrawn from Historic Preservation designation not only for myself but for my sons who were born in Portland and grew up in the house I have been living in since 1965 (54 years) which is a few streets away from 536 Deering Avenue and my sons are currently help managing and will eventually own the building. Dealing with City of Portland Historic Preservation Board will add expenses (extra fees) delays (waiting for one more layer of government approval) that we have proven over the last 27 years that we do not need or deserve to have to deal with. We are very capable of managing 536 Deering Avenue without the current City of Portland Historic Preservation Board and future board members dictating to us their opinion on managing our well maintained and efficiently run property. We do not want any historic tax credits from the federal, state or city governments. We have always paid our real estate taxes, storm water fees, sewer and water invoices, downtown district tax and annual apartment inspection fees when they are due. We have never been late for 54 years. We would greatly prefer not to waste our time and energy attending another 5 pm City of Portland Historic Board meeting, having to get up and say the same thing we said at the last meetings and ending up with nothing being accomplished. Its stressful, a waste and inefficient use of my time. We have done nothing wrong to be treated like this.

We are attaching the pictures of the building at 536 Deering Avenue showing the condition of the building when we bought from the City of Portland. We are also attaching the engineering study, that the City of Portland paid for, reviewing the condition of the building prior to the City of Portland selling it to us. We are also attaching the Greater Portland Landmarks award that the Martha Elkus & Bill Harris and we received without any City of Portland Historic Preservation Board oversight and newspaper article further describing the building's condition while the City of Portland owned it. We are requesting that you show these pictures, City of Portland engineering study and Greater Portland Landmarks letter and award certificate and newspaper article on the projection screen and in all of the information packets when discussing 536 Deering Avenue at all of the future meetings. Please confirm that you will be showing on the projection screen and include in all of the information packets when discussing 536 Deering Avenue

7/24/2019

City of Portland Mail - 536 Deering Avenue withdrawal request from Historic Preservation designation

all of the attachments at all of the future meetings. If you refuse to comply with our request you will leave us no alternative but to spend and waste more time and more expense of going to Staples and having everything enlarged and put on white backer boards to present at each of the future meetings.

We are requesting the building at 536 Deering Avenue be withdrawn from Historic Preservation designation and confirmation this has been done.

Michael Kaplan
KAPLAN 536 LLC
49 Ocean Avenue
Portland, ME 04103-5722
telephone 207.774.9492
kaplancompany@msn.com

3 attachments

-  **Scan engineering review and GPL award 6.20.19.pdf**
5600K
-  **Scan 536 Deering pictures of building as sold by City of Portland.pdf**
2761K
-  **Scan newspaper article 536 Deering 6.20.19.pdf**
1678K

P.O. Box 432, South Freeport, Maine 04078 207/865-9289

Mr. Richard Lauck
Portland Public Works
55 Portland St.
Portland, ME 04101

Dear Richard:

Part I - Field Investigation

- A. The fire station is boarded up, with no electrical, heating or ventilation systems operating. The roof membrane has failed, allowing rainwater to enter the structure in several areas.
- B. Plaster and drywall used as interior finishes are heavily water damaged and probably not salvageable. Wood paneling used as an interior finish has been stained. These stains appear to be caused by molds, and could possibly be repaired. Several areas of wood paneling may have been damaged by fungus and may require replacement.
*New Electrical & Mechanical
Baker & Co. →*
- C. Wood floor deck has absorbed large amounts of moisture. Deterioration of the deck indicates that wood has absorbed moisture beyond its fiber saturation point. Swelling and buckling of floor deck members and fungal attack to the wet wood indicates that the wood floors will have to be replaced if the building is renovated.
- D. Mold stains (powdery appearance) on floor and roof joists are common throughout the building. Mold stains do not present a structural hazard. Fungal stains (cottony appearance) were observed to a lesser extent at floor and roof joists. Fungal stains were concentrated in the 1st floor joist exposed in the basement. Deterioration from fungal attack included a watersoaked appearance and visible signs of decay. Floor and roof joists will have to be reinforced at areas of decay if the building is renovated.
- E. Decay due to fungal attack is common at wood beams supporting floors and roof. In many cases rotted wood could be scraped off the surface of the beams. Most wood beams in the building will have to be replaced if the building is renovated.
- F. Masonry walls are in good condition. No settling or cracking of brickwork was noted.

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Old Woodfords Fire Station
Framing Review

Part II - Structural Review

- A. 1st floor joists are rough cut 2 x 12's @ 17" to 18" o.c.
2nd floor joists are rough cut 2 x 10's @ 17" to 18" o.c.
Roof joists are rough cut 2 x 10's @ 24" o.c.

<u>span</u>	<u>original capacity</u>	<u>remarks</u>
14 ft. or less (floor)	90 - 300 psf	reinf. decayed joists
17' - 0" (floor)	85 psf	add add'l bearing to reduce span
14 ft. or less (roof)	75 - 120 psf	reinf. decayed joists

- B. 1st floor beams are full size 6 x 12 and 8 x 12.
2nd floor beams are full size 6 x 10.
Roof beams are full size 6 x 10 and 4 1/2 x 9 3/4.

<u>size & span</u>	<u>original capacity</u>	<u>remarks</u>
6 x 12 - 8'-6" (floor)	107 psf	fungus decay noted
8 x 12 - 8'-6" (floor)	50 psf	fungus decay noted, supports wood bearing wall above
8 x 12 - 11'-0" (floor)	100 psf	fungus decay noted
6 x 10 - 8'-6" (floor)	80 psf	fungus decay noted, supported by hanger from roof
6 x 10 - 12'-3" (floor)	35 psf	fungus decay noted, supported by hanger from roof
6 x 10 - 15'-3" (roof)	15 psf	fungus decay noted, supporting 2nd floor hanger loads
6 x 10 - 9'-6" (roof)	150 psf	fungus decay noted
4 1/2" x 9 3/4" - 8'-10" (roof)	60 psf	fungus decay noted
4 1/2" x 9 3/4" - 12'-3" (roof)	35 psf	fungus decay noted

- C. Wood bearing walls are rough cut 2 x 4's @ 16" o.c.

<u>span</u>	<u>original capacity</u>	<u>remarks</u>
13'-9"	80 psf	supports floor & roof

Old Woodfords Fire Station
Framing Review

D. Wood posts:

<u>size & span</u>	<u>original capacity</u>	<u>remarks</u>
6" x 6" - 13'-9"	120 psf	supports floor & roof
6" O.D. - 13'-9"	70 psf	supports floor & roof

E. Steel beams:

<u>size & span</u>	<u>original capacity</u>	<u>remarks</u>
15" deep - 25'-0"	100 psf	
8" deep - 13'-9"	90 psf	beams added to shore 1st floor section loss due to rust

F. Steel posts:

<u>size & span</u>	<u>original capacity</u>	<u>remarks</u>
5" O.D. - 5'-8"	800 psf	posts added to shore 1st floor section loss due to rust
4" O.D. - 6'-1"	600 psf	beams added to shore 1st floor section loss due to rust
TS 10 x 5 - 13'-9"	200 psf	

Part III - Recommendations

- A. Renovate property as soon as possible. Existing conditions will lead to additional decay of wood framing. Decay will accelerate as temperature in the building rises above freezing. Renovations must include roof and window repairs that would make the building watertight and a ventilation system that would provide air exchange and dry out the existing framing.
- B. Remove all existing sheathing, decks and finishes. Reinforce wood joists at any areas of fungal decay. Replace wood beams in building with new steel or glue-laminated wood beams designed for code loading for future occupancy. Reinforce wood studs and posts where under code load capacity.
- C. Install new heating and ventilation system, with any required ductwork. Install new electrical and fire protection service. Install watertight exterior windows and doors.
- D. Replace decks and sheathing with new plywood. Remove existing roof and insulation. Roof deck may have to be replaced when roof is torn off. Install new fully adhered EPDM membrane roof on new insulation.

Old Woodfords Fire Station
Framing Review

- E. Interior finish work should be done after all structural, mechanical and electrical renovations are completed.
- F. Renovations should include providing handicap access to the building as required under Maine and Federal law.
- G. This investigation did not include any survey for toxic substances or hazardous waste. A specialist environmental consultant should survey the site and report on existing conditions.

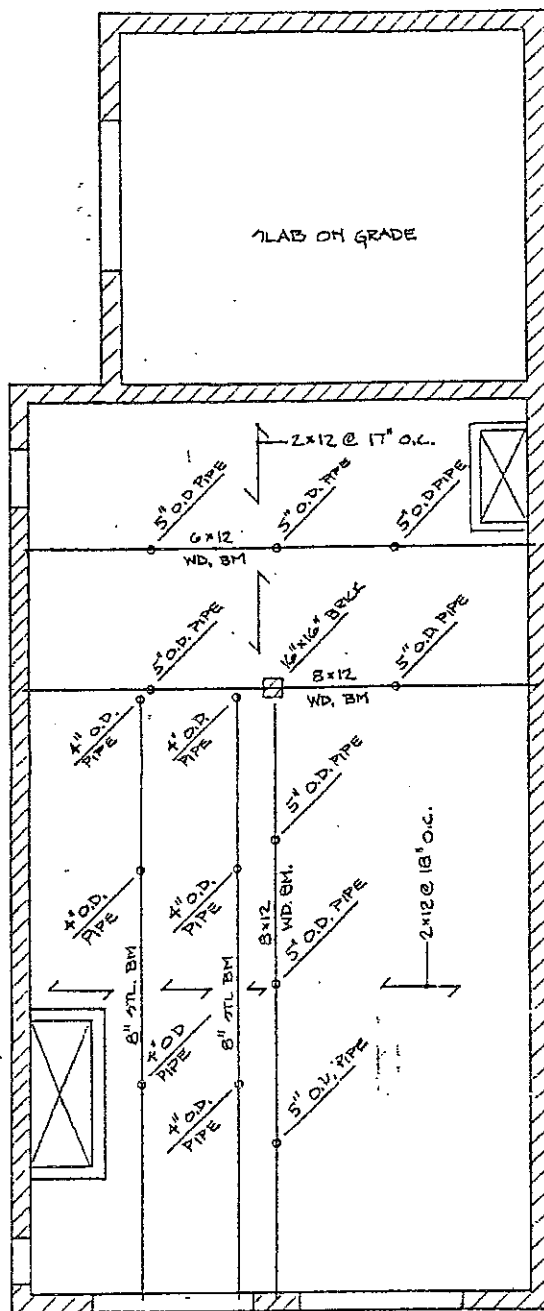
We have enclosed sketches of existing framing as noted in the field. Interior partitions are not shown. Framing details should be verified during renovation work.

Thank you for the opportunity to be of service. If you wish to go through the building to view specific areas of deterioration, please contact me to arrange a site visit. If you have any questions on the report, please call.

Sincerely,



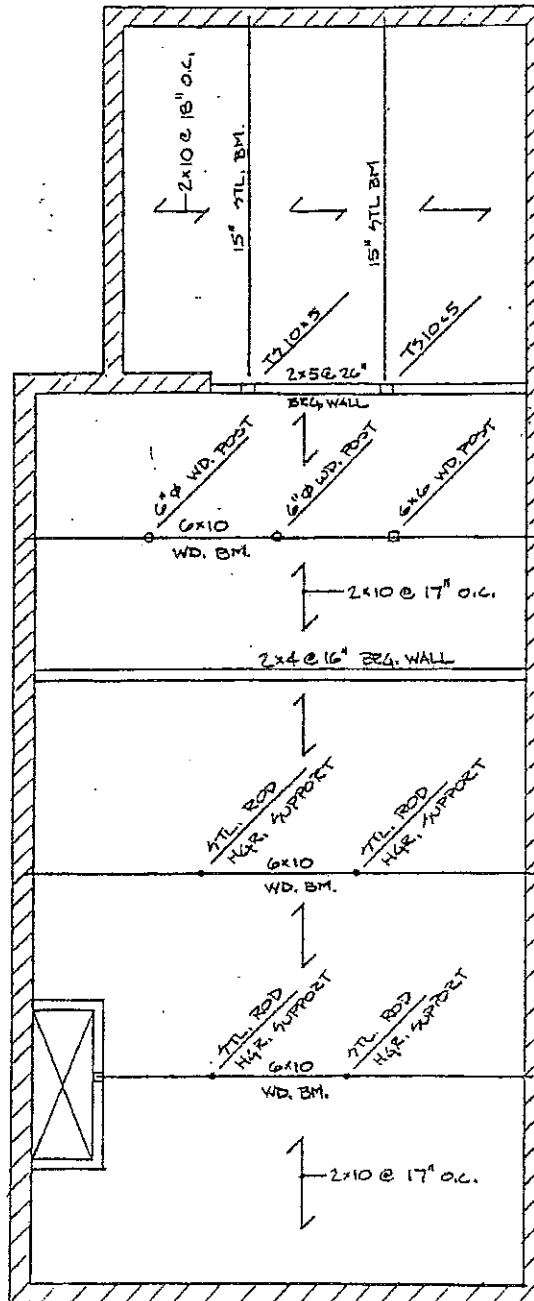
Michael W. Claus, P.E.



OLD WOODFORD'S FIRE STATION

T/ FL. + 7'-0" ±

FIRST FLOOR FRAMING
1/8" = 1'-0"

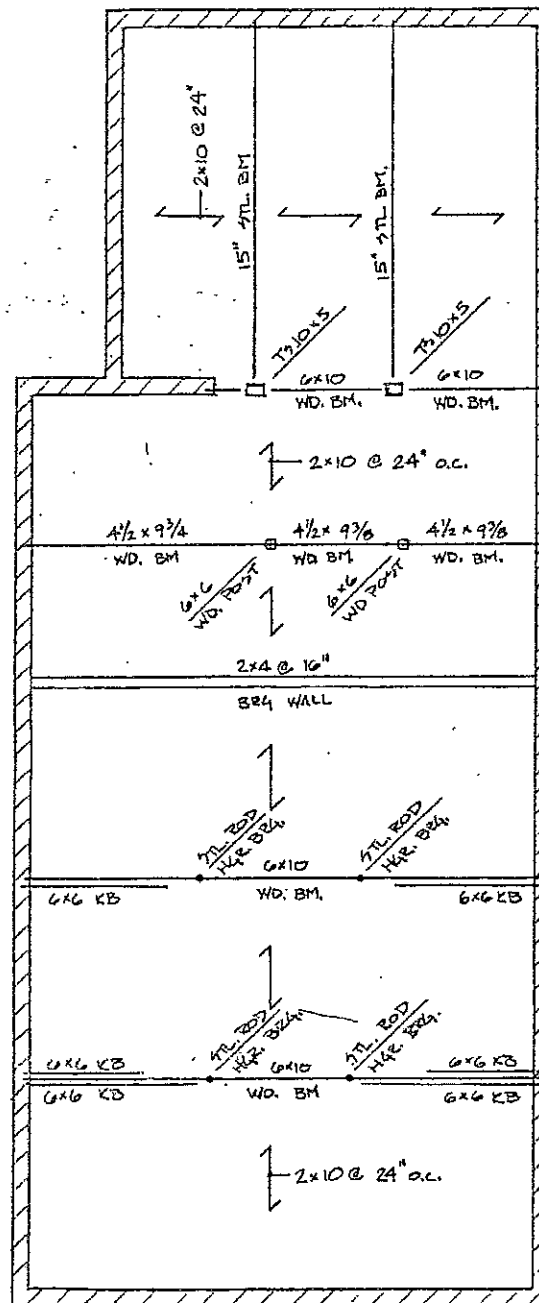


OLD WOODFORDS FIRE STATION

T/ FL + 21'-4" ±

SECOND FLOOR FRAMING
1/8" = 1'-0"

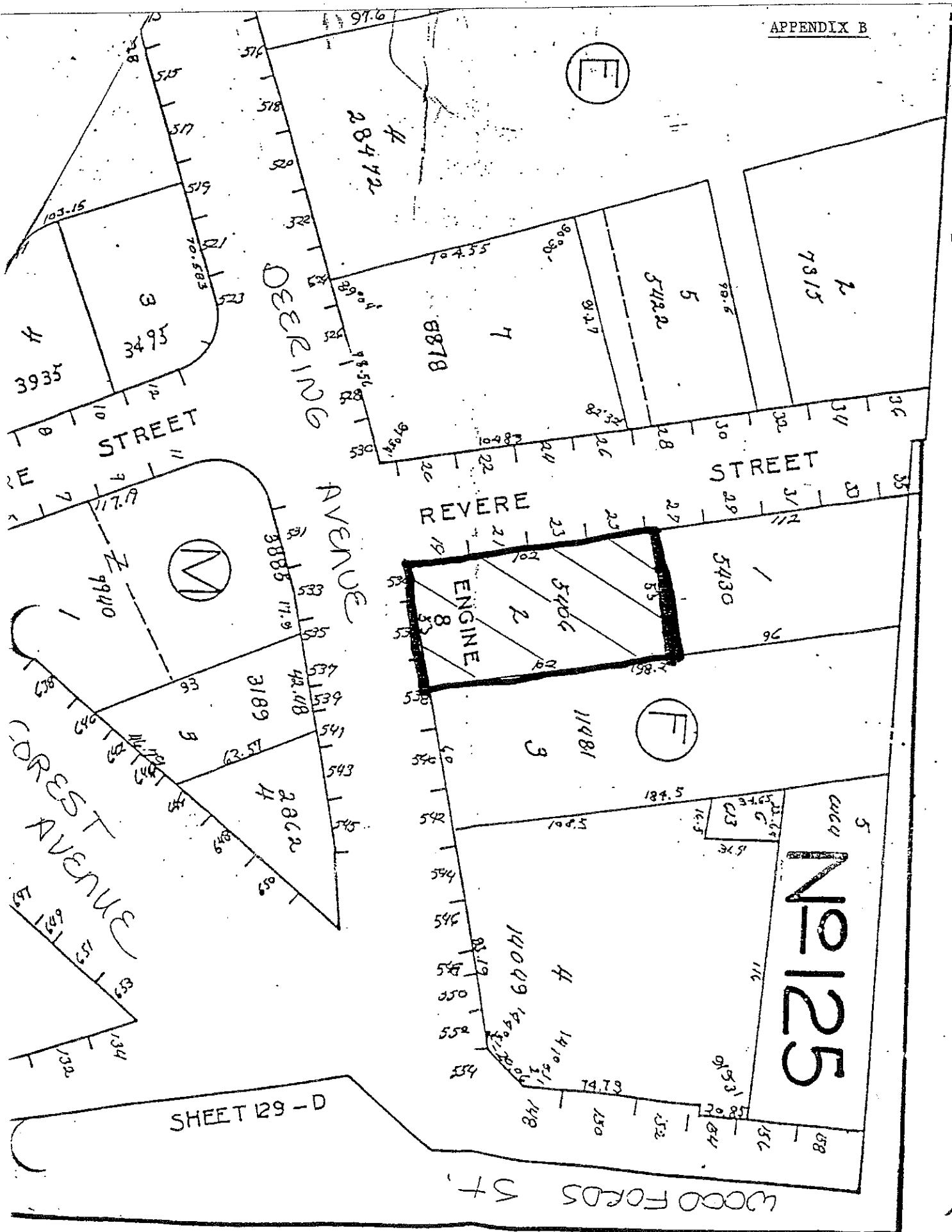
OLD WOODFORDS FIRE STATION

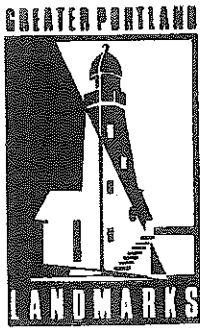


T/ ROOF 36'-4" @ L.P.

THIRD FLOOR FRAMING

1/8" = 1'-0"





165 State Street
Portland, Maine 04101
207-774-5561

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Martha B. Deprez
Executive Director

May 30, 1995

Michael Kaplan
Big Sky Bread Company
536 Deering Avenue
Portland, ME 04103

Dear Mr. Kaplan:

Each year at its annual meeting, Greater Portland Landmarks recognizes individuals, firms, or organizations that have made an outstanding contribution in the area of historic preservation, community revitalization, architecture, or urban planning.

Landmarks' Board of Trustees have voted Big Sky Bread Company as this year's outstanding adaptive re-use project. We will present an Annual Award to recognize the imaginative rehabilitation of the historic Deering Fire Station which, until recently, stood vacant and endangered.

Annual Meeting is scheduled for Tuesday, June 20 at the Casino on Little Diamond Island, leaving from Casco Bay Lines at 5:45 pm. An invitation is enclosed. The business meeting and annual awards presentation will begin on arrival at the island, followed by an island cottage and garden tour by Dr. Harold Hackett, refreshments, and dinner. The ferry will arrive back at the dock at 8:45. We hope that you, Martha Elkus, and Bill Harris will be our guests. Please let me know if you will be able to attend.

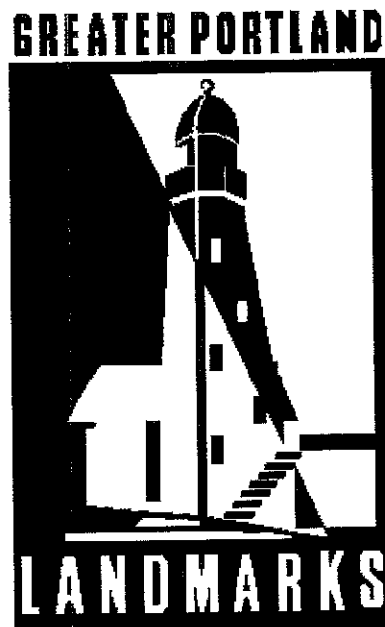
We are delighted with the fine preservation of the Big Sky Bread Company and look forward to recognizing this excellent project.

Sincerely,

Martha B. Deprez

Martha B. Deprez
Executive Director

Enclosure



This award is presented to

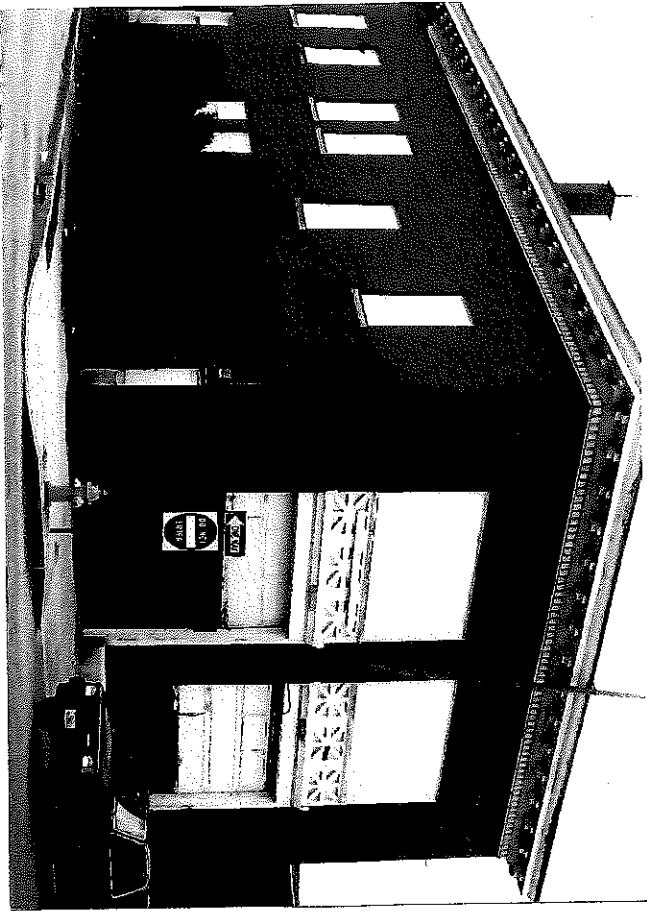
**Michael Kaplan
Martha Elkus and William D. Harris**

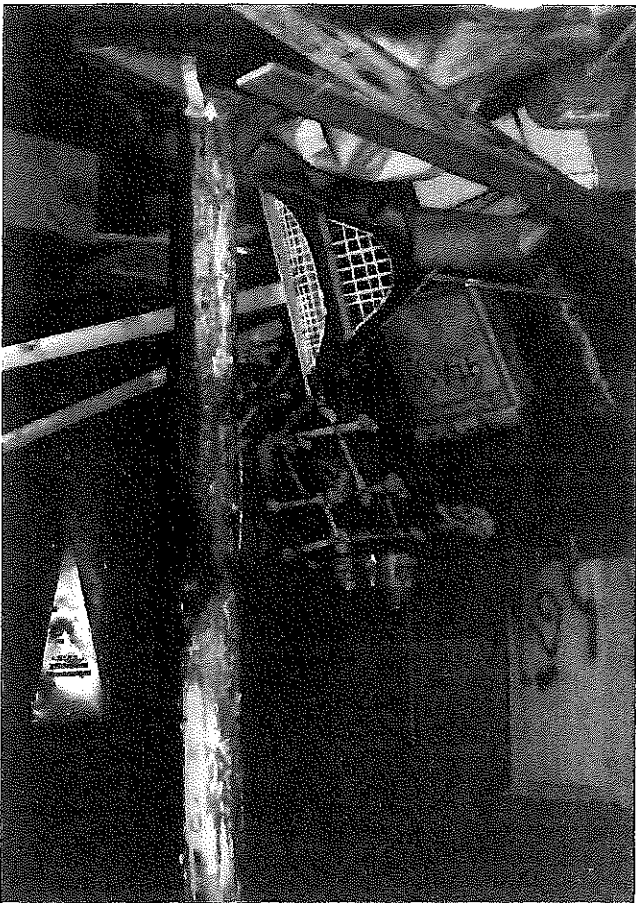
Optimism, creativity, and imagination have enabled owner Michael Kaplan and tenants Martha Elkus and William D. Harris to successfully rehabilitate the historic Deering Fire Station. Their commitment to create the Big Sky Bread Company transformed a deteriorating underutilized structure, recently threatened with demolition, to productive service as exceptional commercial space. Respectful of the building's historic features, the owner and tenants have created a model adaptive use of one of Portland's unique historic resources.

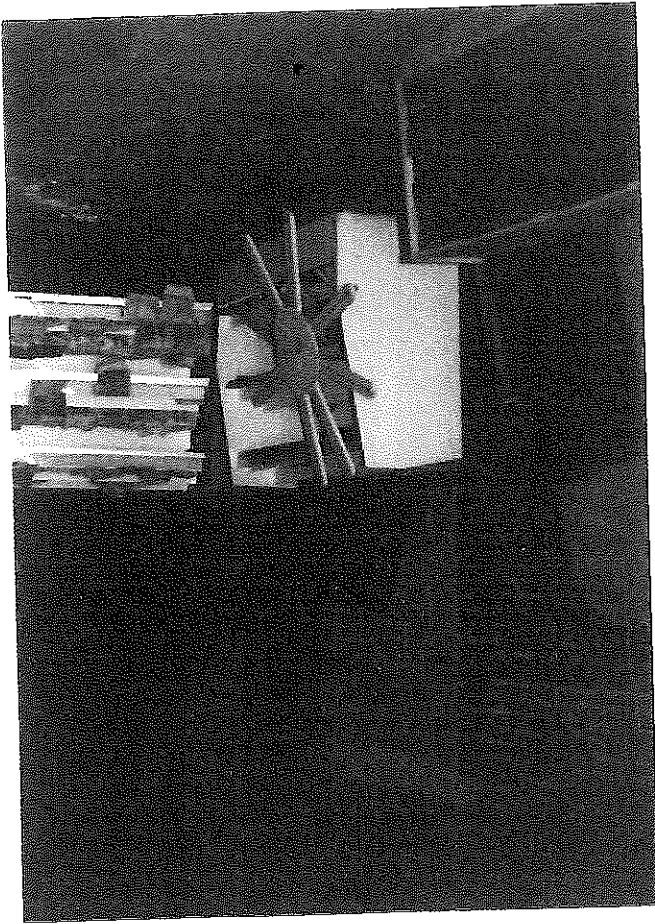
Victoria Bonebakker
President

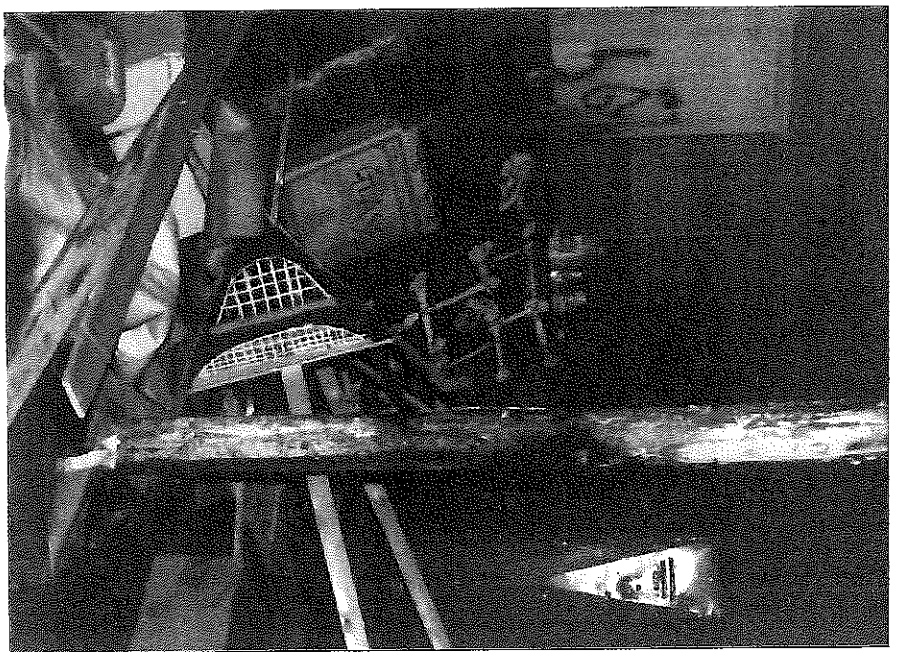
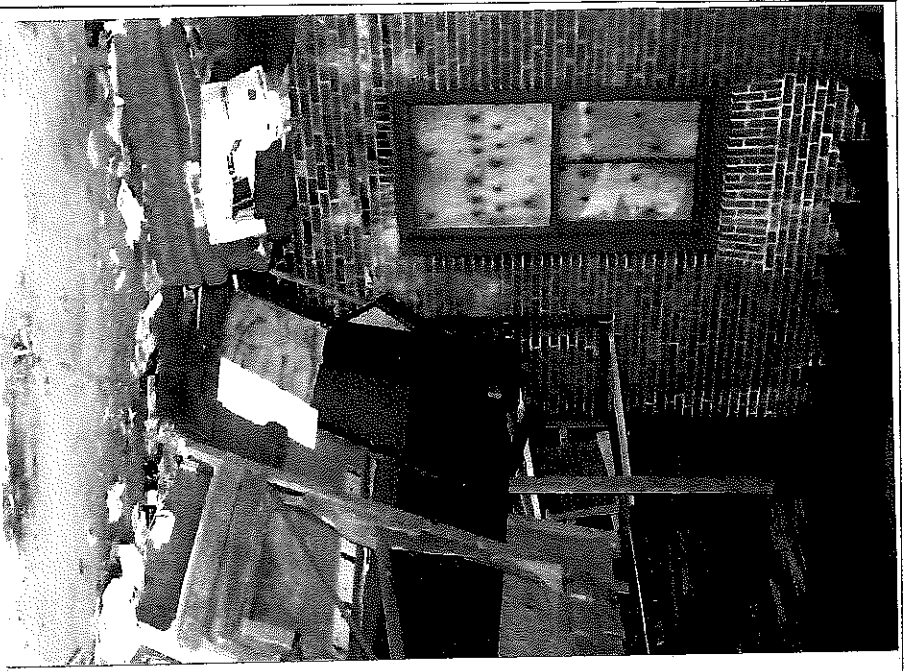
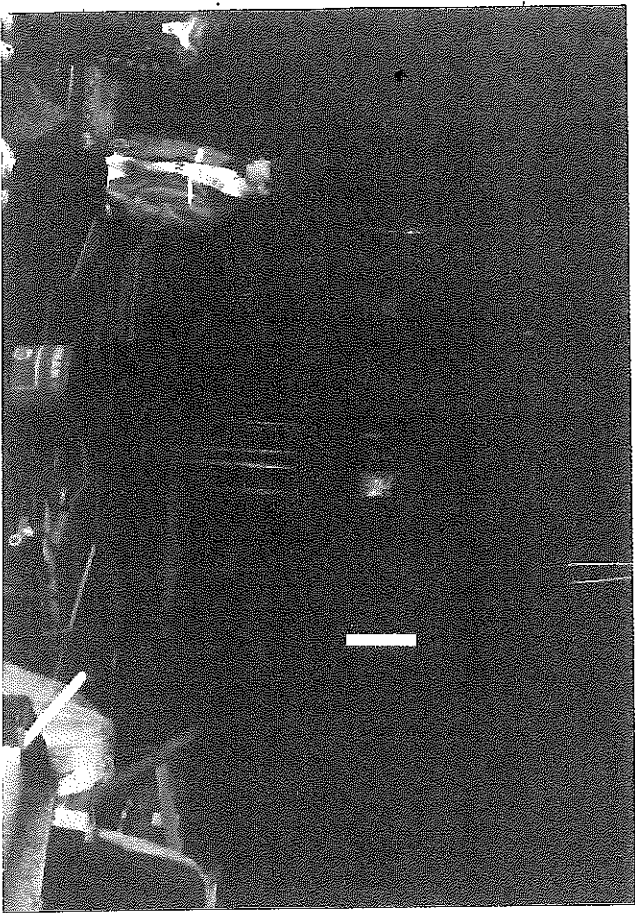
Martha B. Deprez
Executive Director

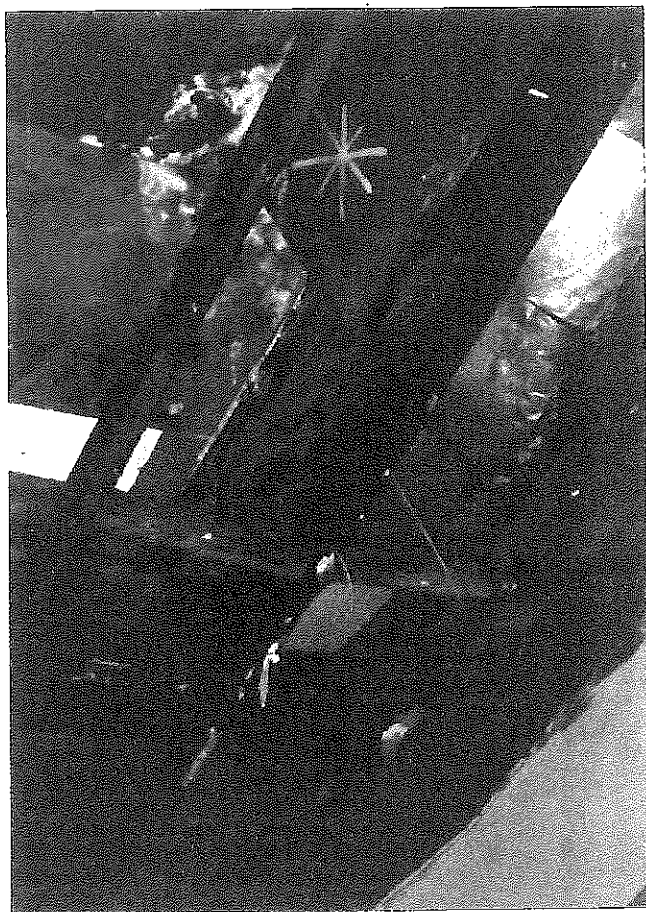
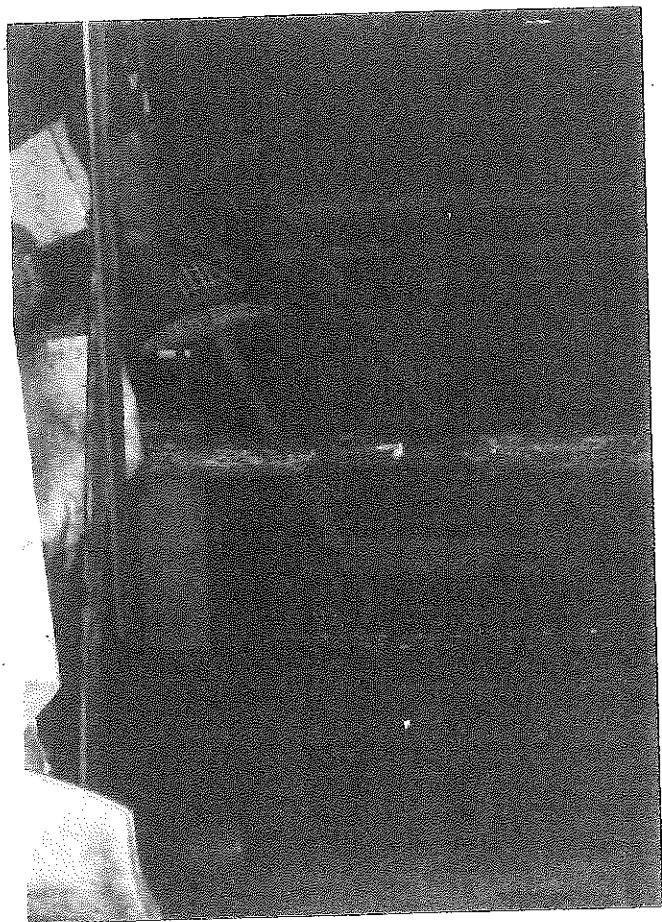
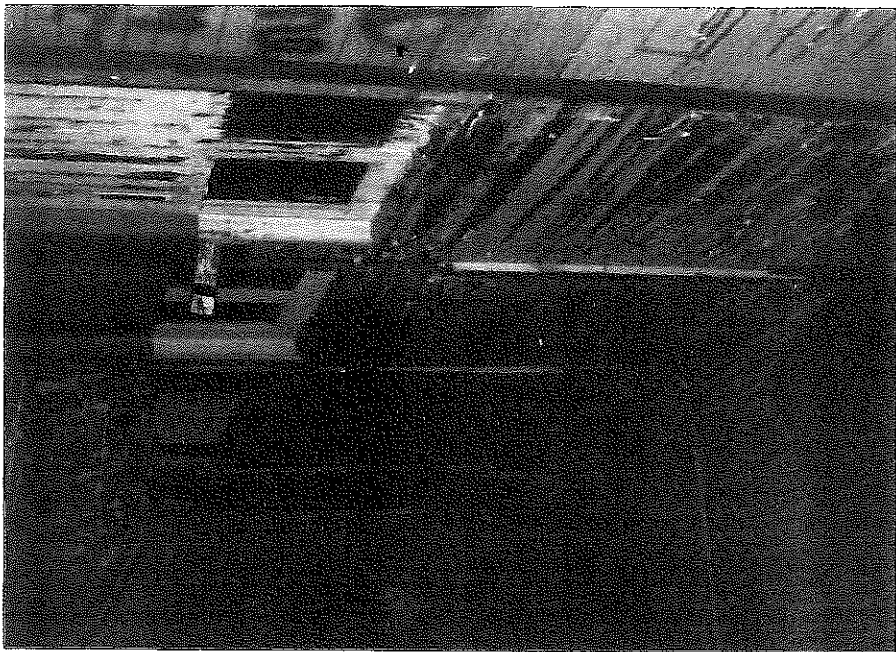
June 1995











Bread baked in old Deering fire station sells hot out c

Engine Co. 8, built in 1907 in the age of iron and steam, was high-tech for its day. At the alarm, its horses raced through spring-loaded doors to their assigned engines; there, harnesses dropped from pulleys onto them.

Deering's central fire station, hay still in its walls, had long been empty. Now it has re-emerged as a different sort of neighborhood center. What was once high-tech is now old world, stone ground, whole wheat and very tasty.

The Big Sky Bread Co. is a new bakery at Portland's Woodlark Corner. Using Montana whole wheat milled fresh each morning, it offers 12 kinds of bread plus creations like Chna-Monsters, its huge sweet cinnamon buns.

Big Sky's tone is neighborly. They give out warm slices of anything you want. They bake in an open space and welcome kibitzers. They sell half their bread so hot it has to be in a paper bag — and give you plastic for when it cools.

The owners, Martha Elkus and her husband, Bill Harris, want Big Sky to feel like home, when that was where bread got baked. And not, he says, "designer bread."

Says Elkus, "It's bread you can eat every day." A native of Ohio, Elkus has had

Abby Zimet



jobs ranging from legislative assistant to environmental planner to director of PROPs Foster Grandparent Program. Harris is a "reco-vering lawyer" studying to be an architect. Both were nonbakers.

Big Sky really started when one of Elkus' four brothers decided to open a bakery in Ohio. He and his wife trained with a Mormon baker in Utah, she says, and "introduced bread to Cincinnati that Cincinnati had never seen before."

Neither had she, which was why she came back from every trip to Ohio "with as many loaves as I could fit in my suitcase." Then "a light bulb went off." After research, she "saw there was an opening — there was nothing like it here."

"And of course there was the romantic side. Baking — at the end of the day, we'd have all these loaves of bread lined up on a shelf, and happy customers."

Romance took a bit of a beating during training with her brother, who gave her "a pretty good dose of reality." She learned baking was long, hard, hot work.

The fire station was long, hard, cold work. The couple began working on it in February. Built in 1907, it had been almost unused since 1967. The roof was rotted, the fungi were many, the basement was an ice rink, there was no heat.

Elkus: "It was sort of miserable." Harris: "Not sort of. Very."

They made it open and spacious. They kept the brick walls, the glass front, the board that once listed fire boxes, which now lists breads.

The start-up had the usual glitches. The wheat got stuck in Billings in a Teamsters' strike. Then it arrived: 22,500 pounds. Says Elkus, "They pull up and say, 'Your wheat is here.' That's it. They are not interested in unloading."

They learned to adjust to 4 a.m.-8 p.m. workdays (closed Mondays) and they threw away batches of dough ruined by weird weather or their own inexperience. Says Elkus, "Bread-baking is definitely an art, not a science."

Now they advertise "the best bread under the sky." They may be right. The bread, weighing two



Staff photo by Gordon

Martha Elkus and Bill Harris, owners of Big Sky Bread Co., display some of the many types of breads and rolls they produce.

pounds a loaf, ranges from honey whole wheat to sauerkraut sour dough rye. There are also muffins, cookies, sweet breads, granola.

It is almost all made from Montana wheat, piled everywhere in 50-pound bags. Why Montana wheat? Says Harris, "That's like asking, why Maine lobster?"

They use Maine honey as sweetener, and no sugar, prunes or oil. The label on v wheat honey lists wheat, wa honey, salt, yeast. It is short, notes, "and you can pronounce the words."

Big Sky maintains connect family — Elkus' father, uncle

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

From: **Nancy Barba** <nbarba@barbawheelock.com>
Date: Mon, Sep 16, 2019 at 12:30 PM
Subject: Forest Avenue Corridor
To: cdg@portlandmaine.gov <cdg@portlandmaine.gov>

Hello Christine Grimando,

I am writing in support of designating seventeen (17) buildings in the Forest Avenue corridor as local landmarks.

Could you please make this available for the Councilors before the meeting?

As a 20-year resident of Deering Highlands I traveled that corridor daily by bicycle, bus and car. The buildings identified for designation are important in anchoring future development in a way that respects the history of this route. The Historic Preservation Board has done a great job at creating a flexible ordinance that allows creative solutions for upward expansion.

I know firsthand as an applicant for over a dozen projects that the Historic Preservation Board that the Board is a great resource for design excellence. Without the designation as local landmarks, the Planning Board is left to review development options without the tools needed to protect this heritage.

We just moved to our newly built home just off Brighton Avenue near the Breakwater School intersection. Driving in from I-95 we are well aware how *utterly awful* the entrances and gateway roads are into Portland. There is great need for design standards and a masterplan for these areas that are often the first image visitors have of Portland. This won't come to pass without public funding for addressing this area and Forest Avenue, that is, unless individual property owners take incremental well-designed development steps to begin the process. Local landmark designation is the best tool to affect better design along the Forest Avenue Corridor.

Taking action to protect what is great about Portland's architectural heritage is a key step to allowing interested property owners to take advantage of the extremely lucrative historic tax credits in any development opportunity for their property. Property Owners who are not interested in availing themselves of the tax credits have no additional burden on their properties, only the minimum maintenance provision that requires them to be proactive in caring for their properties. This minimum requirement is important in providing public safety.

I strongly urge you to support the designation.

Nancy

Nancy L. Barba

Principal, AIA, LEED AP

ME, NH, NCARB Licensed Architect

[barba + wheelock](#)

Architecture, Sustainability, Preservation

[18 Pleasant Street / Portland, Maine 04101](#)

C: 207-233-2722

W: 207-772-2722 x403