

1. HP Legal Ad

Documents: [10-01-14 LEGAL AD.PDF](#)

2. HP - Updated Agenda

Documents: [10-01-14 UPDATED AGENDA.PDF](#)

3. HP Memo - 522 Congress Street

Documents: [HP MEMO - CONGRESS STREET - 522.PDF](#)

4. HP Memo - 79 To 85 Commercial Street

Documents: [HP MEMO - COMMERCIAL STREET - 79 TO 85.PDF](#)

5. HP Memo - House Island

Documents: [HP - MEMO - HOUSE ISLAND.PDF](#)

5.I. Att. - 1 Excerpts From Article IX Relevant To The Nomination And Designation Of Historic Resources, Including Designation Criteria

Documents: [ATT. - 1 EXCERPTS FROM ARTICLE IX RELEVANT TO THE NOMINATION AND DESIGNATION OF HISTORIC RESOURCES, INCLUDING DESIGNATION CRITERIA.PDF](#)

5.II. Att. - 2 Letter From Julie Larry With Recommended Edits To Original Report Based On Additional Information And Receipt Of Additional Photos

Documents: [ATT. - 2 LETTER FROM JULIE LARRY WITH RECOMMENDED EDITS TO ORIGINAL REPORT BASED ON ADDITIONAL INFORMATION AND RECEIPT OF ADDITIONAL PHOTOS.PDF](#)

5.III. Att. - 3 Original Report By Ttl-Architects House Island, Portland, ME Analysis Of Eligibility As A Local Historic District

Documents: [ATT. - 3 ORIGINAL REPORT BY TTL-ARCHITECTS HOUSE ISLAND, PORTLAND, ME ANALYSIS OF ELIGIBILITY AS A LOCAL HISTORIC DISTRICT.PDF](#)

5.IV. Att. - 4 Compilation Of Written Public Comment, Including Initial Petition Letters From Great Portland Landmarks And Jo Israelson

Documents: [ATT. - 4 COMPILATION OF WRITTEN PUBLIC COMMENT, INCLUDING INITIAL PETITION LETTERS FROM GREAT PORTLAND LANDMARKS AND JO ISRAELSON.PDF](#)

**LEGAL ADVERTISEMENT
HISTORIC PRESERVATION BOARD
CITY OF PORTLAND
Public comments will be taken at all meetings**

On Wednesday, October 1, 2014 at 5:00 p.m., the Portland Historic Preservation Board will meet in Room 209 to review the following items:

1. PUBLIC HEARING

- i. Certificate of Appropriateness for Exterior Alterations; 522 CONGRESS STREET (FREE STREET ELEVATION); Maine College of Art, Applicant.
- ii. Certificate of Appropriateness for New Window Opening with Applied Graphics; 89 COMMERCIAL STREET; Olympia Companies, Applicant

Break for Dinner; Meeting Resumes at 7:30

2. PUBLIC HEARING

- i. Public Hearing and Formal Recommendation Regarding Nomination of House Island as a Local Historic District; HOUSE ISLAND; Nomination initiated by Historic Preservation Board Members Penny Pollard and Bruce Wood.

**Contact the Department of Planning and Urban Development, Planning Division, 874-8726 for further information. To access agenda materials on-line, please visit the following web address on or after the Friday preceding the meeting date:
<http://www.portlandmaine.gov/historic.htm>**

CITY OF PORTLAND, MAINE
HISTORIC PRESERVATION BOARD

Rick Romano, Chair
Scott Benson, Vice Chair
Ted Oldham
Penny Pollard
Julia Sheridan
John Turk
Bruce Wood

HISTORIC PRESERVATION BOARD AGENDA
October 1, 5:00 p.m.

Public comment is taken at all meetings

- 1. ROLL CALL AND DECLARATION OF QUORUM**
- 2. COMMUNICATIONS AND REPORTS**
- 3. REPORT OF DECISIONS OF September 24, 2014:**

There were no decisions, as the agenda consisted of workshop items only.

4. PUBLIC HEARING

- i. Certificate of Appropriateness for Exterior Alterations; 522 CONGRESS STREET (FREE STREET ELEVATION); Maine College of Art, Applicant.
- ii. Certificate of Appropriateness for New Window Opening with Applied Graphics; 79-85 COMMERCIAL STREET; Olympia Companies, Applicant

Break for Dinner; Meeting Resumes at 7:30 p.m. in Room 209, City Hall

PUBLIC HEARING (continued)

- i. Public Hearing and Formal Recommendation Regarding Nomination of House Island as a Local Historic District; HOUSE ISLAND; Nomination initiated by Historic Preservation Board Members Penny Pollard and Bruce Wood.

Contact the Department of Planning and Urban Development, Planning Division, 874-8726 for further information. To access agenda materials on-line, please visit the following web address on or after the Friday preceding the meeting date: <http://www.portlandmaine.gov/AgendaCenter>

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

**PUBLIC HEARING
522 CONGRESS STREET (MECA's FREE STREET ENTRANCE)**

TO: Chair Romano and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: September 25, 2014

RE: October 1, 2014 Public Hearing

Application For: Certificate of Appropriateness for a new sign

Address: 522 Congress Street (Free Street entrance for MECA)
former Porteous Building

Applicant: Maine College of Art (MECA)
Represented by Raffi Der Simonian

Contractor: Nick Guerrette, Rich Exterior Solutions

Introduction

Raffi Der Simonian, Director of Marketing and Communications at Maine College of Art, comes before the Board for a public hearing on MECA's proposal to resurface the broad band immediately above the Free Street entrance and storefront, and to install new signage there. MECA occupies the former Porteous, Mitchell & Braun department store building. Though it is not as grand and large as the main entrance at 522 Congress Street, the Free Street frontage includes a significant storefront that is proposed to be updated and made consistent with the MECA branding created in 2013. In terms of colors and typeface the proposed new appearance will be similar to the recently installed sign treatment on Congress Street (reviewed by the Board reviewed last year,) except that the letters are not freestanding but affixed to the face of the sign band.

Mr. Der Simonian has submitted a narrative overview of the proposal, with photos and drawings depicting existing conditions and proposed alterations. As of this writing staff is trying reach the contractor to clarify some construction details; the applicant has also been asked for an additional detailed drawing of the proposed installation. Staff expects that this will be submitted before the Board meets October 1.

Subject Property and Current Conditions

Built in two phases (1906 and 1911), the Porteous Building was built as a department store in the Beaux Arts Classical style, which was popular from 1890-1920. The Congress Street upper façade is exuberantly detailed and is little changed from its original construction. The Free Street façade is architecturally much more utilitarian.

Although there are no historic photos of the Free Street elevation, it is evident that the Free Street storefront has been remodeled since its original construction. For example, the windows appear to have been lowered, as there is a curious gap between the windows and the original sign band above them. The windows might have been shortened when a steel beam was inserted along the entire length of the storefront, just above the windows. Today, a tall, flat, metal covered, red painted band (with fairly obvious seams) is located immediately above the the aluminum storefront. The old Porteous sign letters are still affixed to the stone above this band.

As the contractor's sketch shows, the existing red metal band is actually in two planes, stepping back slightly part way up its face.

Currently there are two MECA banners on the Free Street elevation, as well as painted window signs.

Proposed Sign and Background

As described in the applicant's narrative, the existing red metal covered band will receive a new surface, immediately over the existing one, with shimming to bring the upper plane flush with the bottom plane. Mr. Guerrette of Rich Exterior Solutions proposes to install PVC panels with vertical seams every four feet, and small metal flashing at the top. The new surface may present a plane that protrudes slightly (not more than 1/2") beyond the aluminum frame that runs around the outside of the panels (the contractor has been asked to detail this aspect of the proposal.) Panels will be screwed to the surface, with screw holes plugged before painting with the dark grey like the Congress Street marquee.

MECA staff propose to provide and install the sign lettering, as they did with the front signage. The letters are to be cut from sign board that is approximately 2.5" thick and pinned directly to the new grey surface. Mr. Der Simonian was uncertain whether the letters might be pinned to stand off the background slightly (1/2" to 1") and is open to suggestions from the Board concerning this question. As the packet explains, the proposal includes lighting exactly like the lighting installed for the sign on Congress Street.

Staff Comments

While from a strict architectural standpoint, it would be preferable to replace the existing storefront windows with taller windows and eliminate the odd band above them, the presence of the steel beam likely makes this impossible. Given these existing constraints, the introduction of signage in this wide band seems appropriate and ensures that the building's original sign stays in place. Also, upgrading the condition of this infill panel promises to be a

significant improvement. The Board packet includes as much specific detail as staff has received as of 9/25/14. Absent additional information, the Board may be interested in discussing their comfort level with the proposed construction details, including:

- Sign letters that may or may not be spaced slightly off the sign panel
- The possibility that the new sign panel surface may project beyond the face of the aluminum trim around it. Should the panel have a new border around just the new panels, inside the existing aluminum?

Applicable Review Standards –HP Ordinance’s Sign Review Standard & Design Guidelines

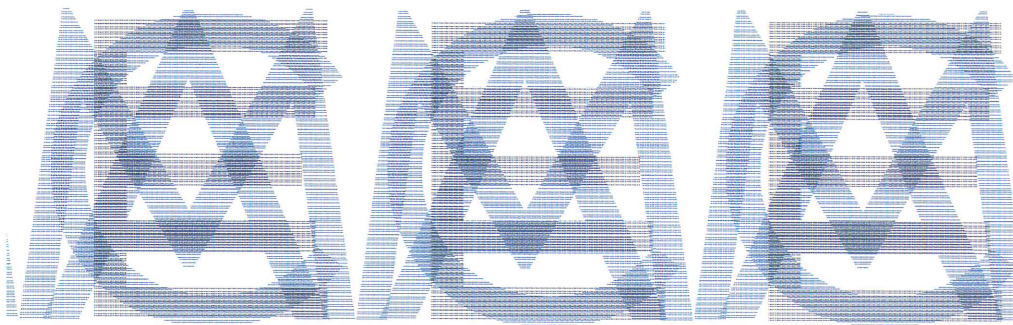
Because Board members recently received the historic preservation ordinance’s Standard for Review of Signage as well as the sign design guidelines, they won’t be included in the packet for October 1, but copies will be available at the Board meeting.

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the 10-1-14 Public Hearing and information included in the accompanying staff report, the Board finds that the proposed sign and sign board treatment **meet (fail to meet)** the historic preservation ordinance’s sign review standard and accompanying sign design guidelines (subject to the following conditions.....)

Attachments

1. September 22, 2014 memo from applicant
2. Sketches prepared by the contractor
3. Photos provided by the applicant, including a mockup of the proposed alterations, and lighting depiction
4. Staff Photographs



FREE STREET SIGNAGE PROJECT

**Submitted by Raffi Der Simonian
Director of Marketing + Communications
September 22, 2014**

Application + Narrative: OVERVIEW

Maine College of Art (522 Congress Street) is seeking to refresh the Free Street entrance with a facelift so it is more aesthetically in keeping with the Congress St. entrance. With the help of local GC, Rich Exterior Solutions, we have investigated options to treat the surface and propose the following next steps:

- Refacing the surface above the glass windows (50' 8" wide x 57 7/8" tall) with a flat metal or 1" thick PVC board
 - Install new surface on-top of what is currently there
 - Same dark grey as on the recently updated Congress St. marquee
 - 1/2" protrusion around the frame
 - Flash accordingly so it is one continuous surface
- Affixing the new MECA logo directly above entrance (appx. 4' tall M - E - C - A letters with 'Maine College of Art' to scale below - almost identical to Congress St. entrance, however cut letters will be affixed to the actual surface by using snap pins
- Installing identical lighting solution (Tokistar, supplied by TRS lighting in Falmouth) that is currently installed on the Congress St. marquee (see slide # XX)

Current State

Dimensions:

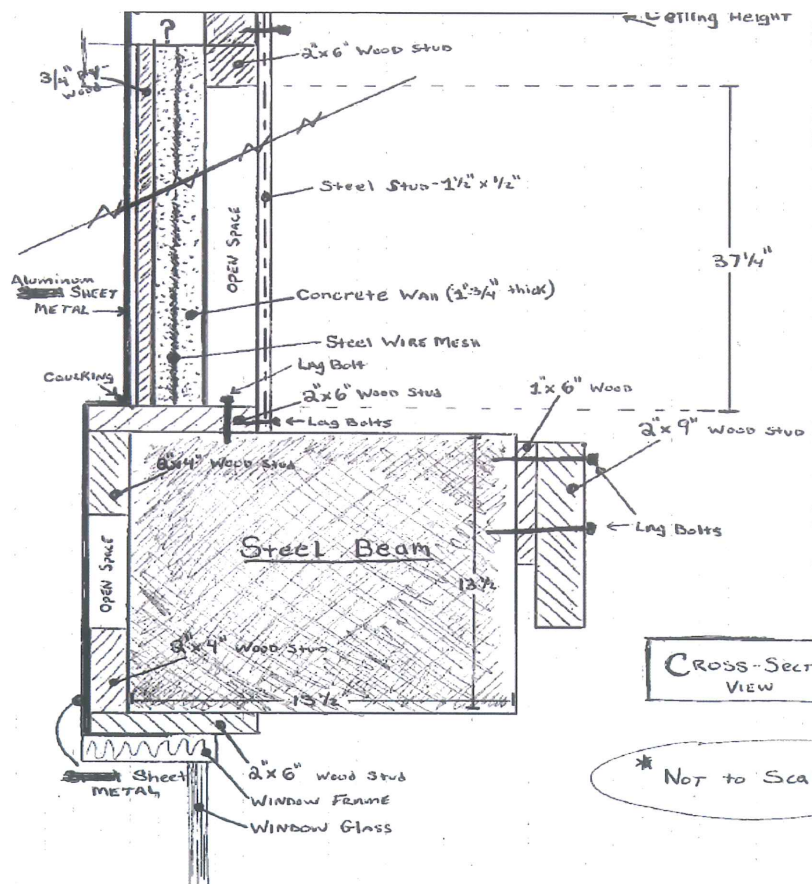
Red surface
50' 8" wide x 57 7/8" tall

Doorway
12' 4" wide x 8'1" tall



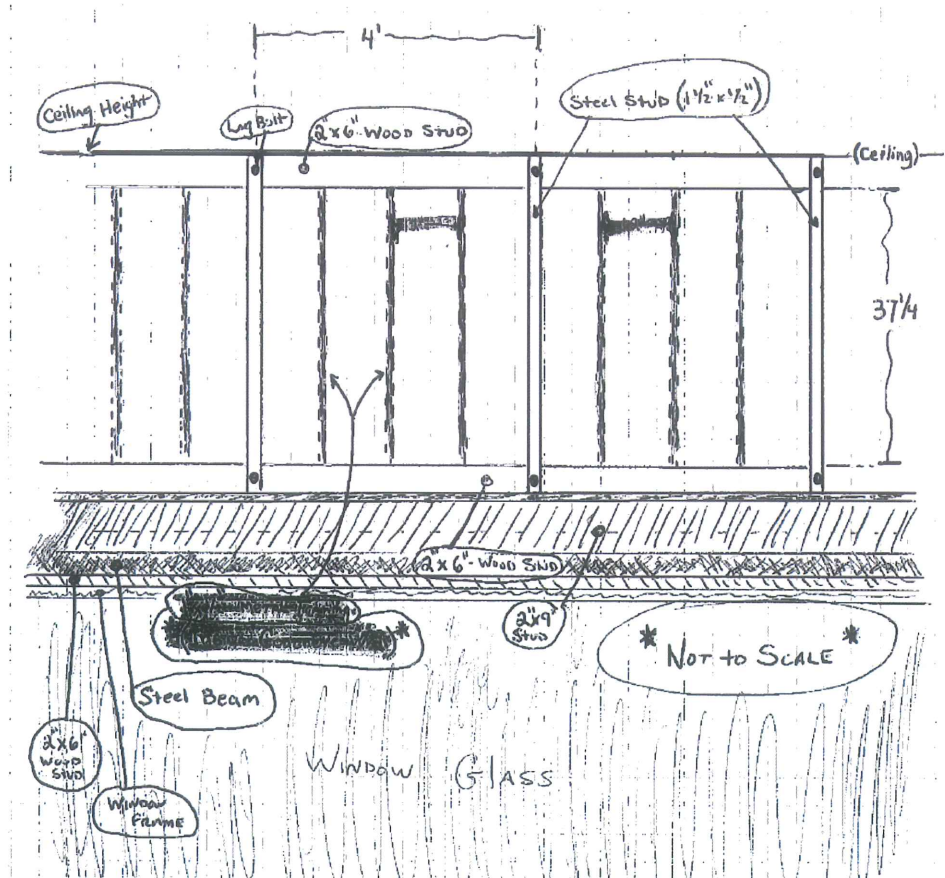
CONTRACTOR'S
SKETCH

Cross view section of
what is presently
behind this surface
(red lip above glass)



CONTRACTOR'S
SKETCH

Inside elevation view



Proposed treatment

NOTE: Lighting not shown in this rendering - see slides 6, 7, 9 + 9

Because of the steel beam that runs across the length of the surface (see previous slide), the recommendation is to apply another substrate over what is currently there.

We will factor in the 1" lip to create one flush surface.



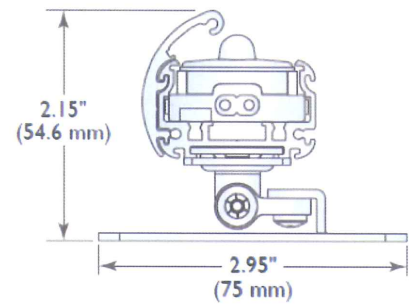
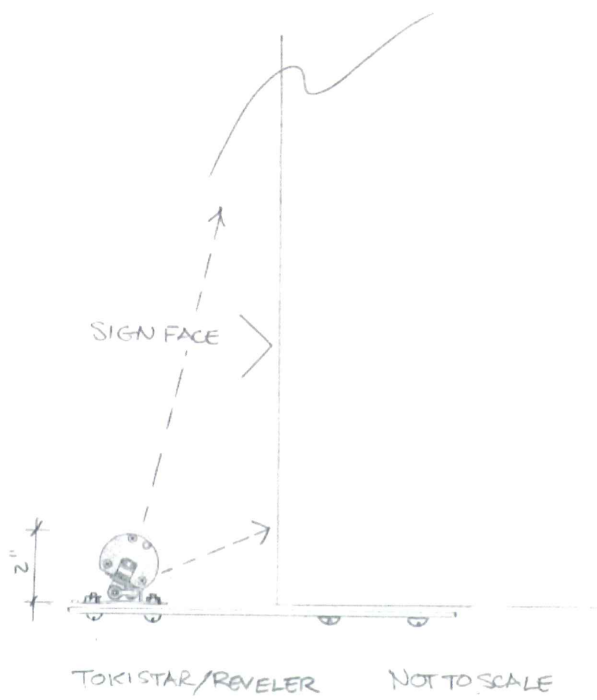
Proposed lighting

is the exact solution that
is currently in place on
the Congress St.
Entrance:

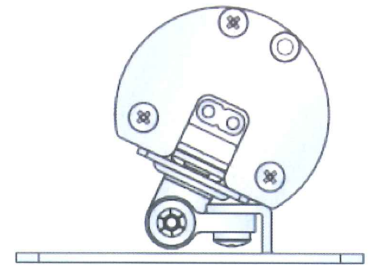
+Tokistar LED lighting strip
with aluminum case

+





RVCL Series
Adjustable Bracket



RVCL-EC
With Adjustable Bracket



CONGRESS ST.

SIGN

(STAFF PHOTO)

MECA

MAINE COLLEGE OF ART

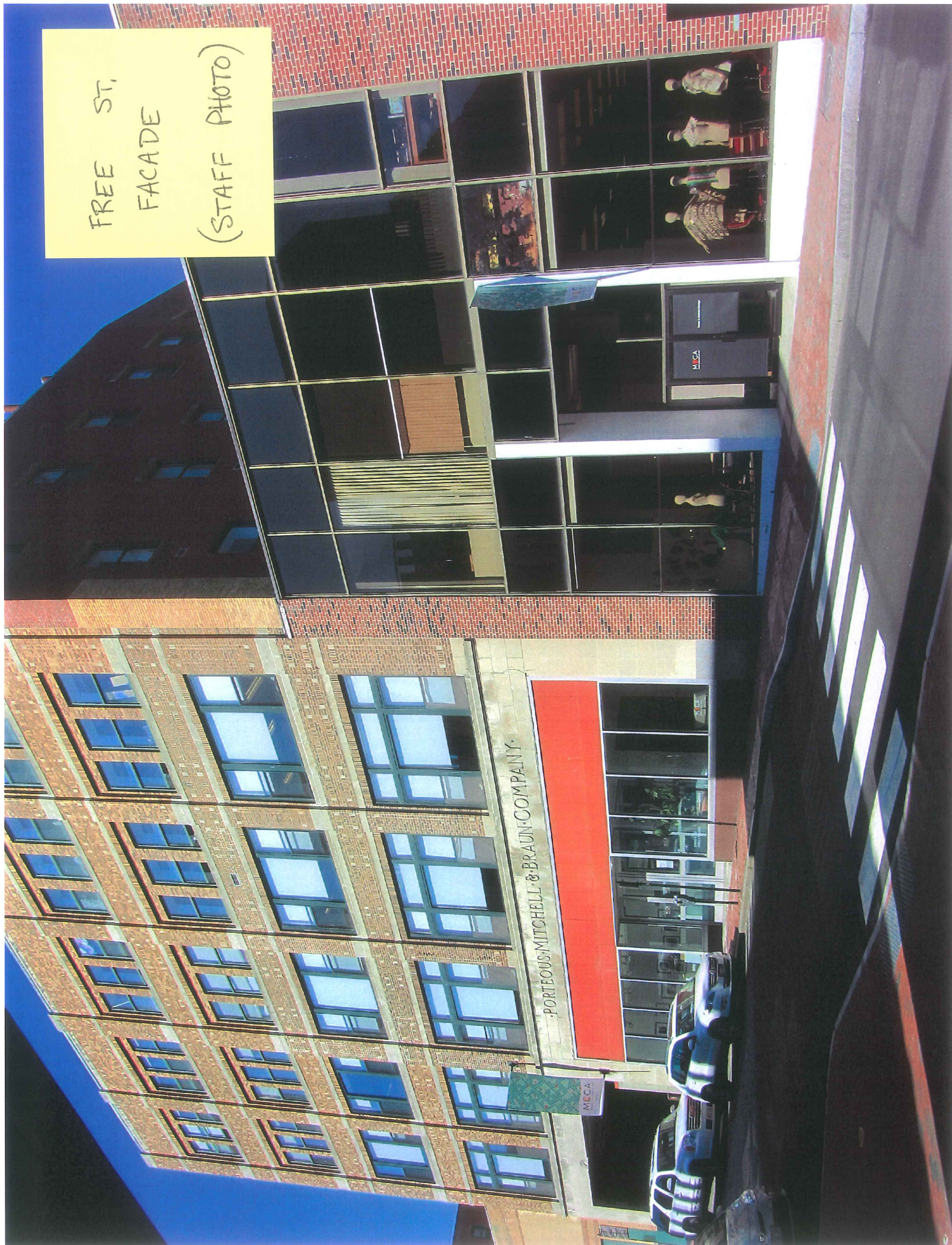
NO
TURN
ON
RED

MECA
MAINE COLLEGE OF ART

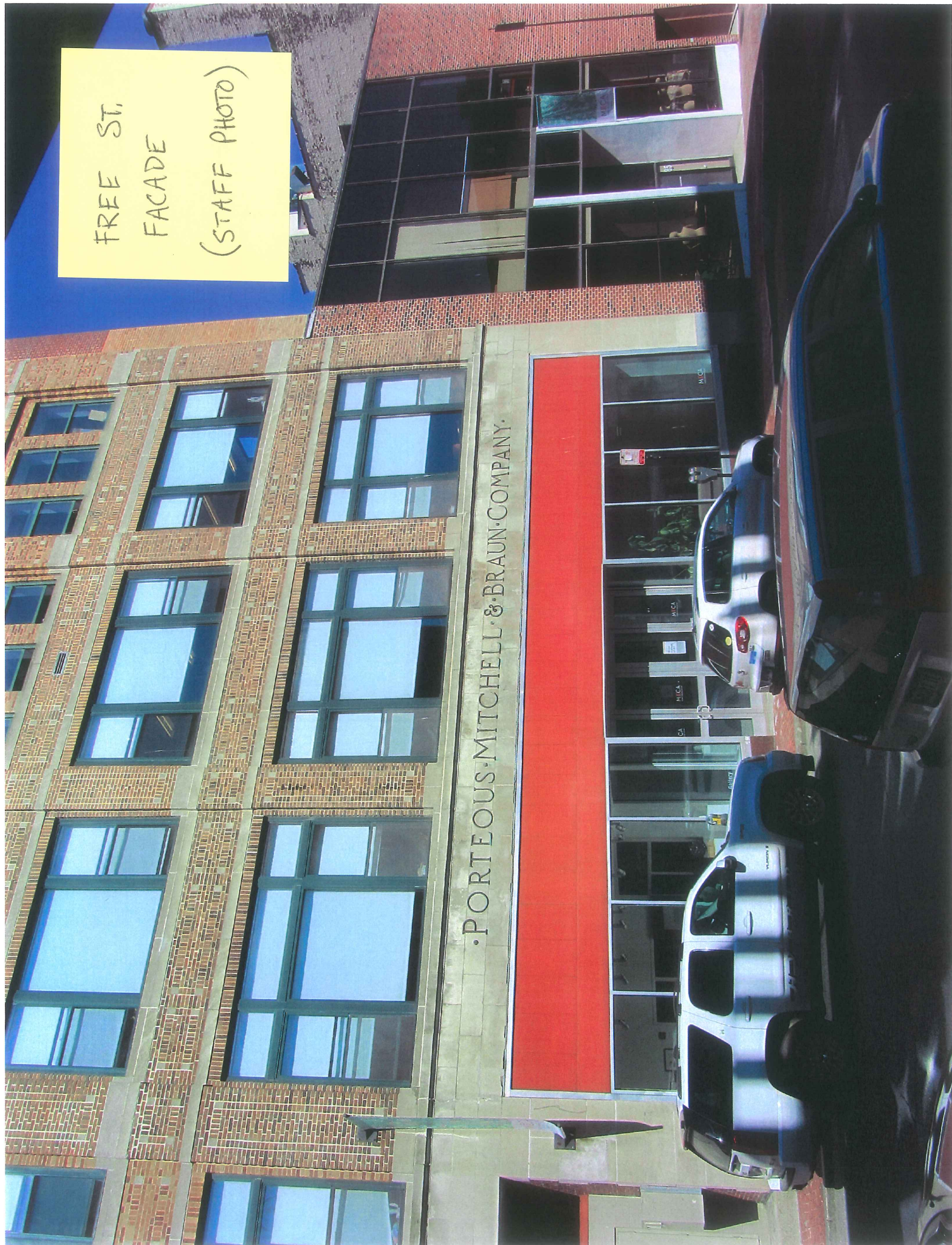
FITZPATRICK
GALLERY

PORTLAND
Sum
Sum

FREE ST,
FACADE
(STAFF PHOTO)

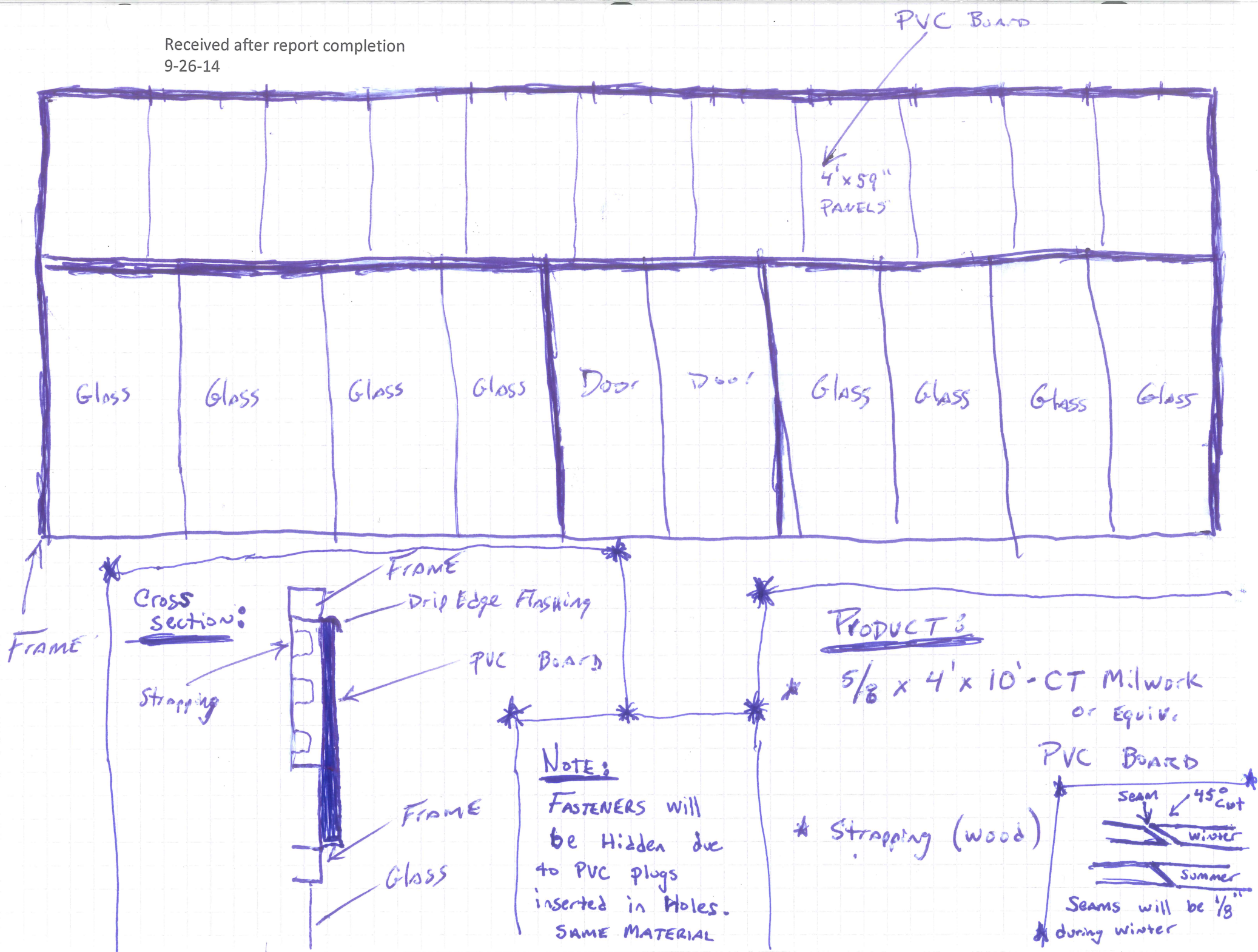


FREE ST,
FACADE
(STAFF PHOTO)



•PORTEOUS MITCHELL & BRAUN COMPANY•

Received after report completion
9-26-14



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

**PUBLIC HEARING
79-85 COMMERCIAL STREET**

TO: Chair Romano and Members of the Historic Preservation Board

FROM: Deb Andrews, Historic Preservation Program Manager

DATE: September 25, 2014

RE: October 1, 2014 Public Hearing

Application For: Certificate of Appropriateness for new window opening

Address: 79-85 Commercial Street
W. L. Blake & Co. building

Applicant: The Olympia Companies

Architect: Archetype

Introduction and Background

The owners of the W. L. Blake & Co. Building at 79-85 Commercial Street request approval to introduce a new window opening on the east elevation of the building, 4th floor level. This side elevation is fully exposed to view, as it immediately abuts an open parking lot. As they explain in their letter, the additional window is requested to improve the marketability of the interior office space.

Board members will recall that the owners made a similar request in July 2013. The Board denied the applicant's request at that time based on findings that the introduction of an additional window opening in the proposed location was inconsistent with an applicable previous Board decision. In 2000, as part of a comprehensive rehabilitation project, the Board had approved the introduction of a number of new window openings on the east elevation. The final approved pattern of windows reflected the Board's directive that the historic painted wall sign on the east elevation remain essentially intact. Because the applicant's 2013 proposal called for introducing a new opening in the center of the painted wall sign, Board members found they could not support the request. *(Please see Attachments 2 and 3 for background information on the Board's previous decisions.)*

New Proposal

The applicants are returning to the Board with a similar, but modified, proposal. The new proposal calls for introducing a window opening in the same location as before, however the window would have applied graphics that continue the lettering of the painted wall sign. (The specific product is the same as that used on Metro buses; the graphics appear to be solid, but the view from inside the bus remains clear and unobstructed.)

The applicant has provided product information for the applied graphics and several marked-up photographs of the east elevation illustrating two options for the opening's vertical alignment and two options for the window itself. One alternative would be to have four mulled windows, similar to the mulled windows above and below the new opening. The other alternative would be to have a single large fixed window, which would provide a more continuous surface for the applied graphics.

Note that the applicant also prepared a mock-up of the proposed solution by applying graphics to the existing mulled windows at the top of the east elevation. The applicants indicate that further refinements to this mocked-up solution are possible.

Staff Comments

In staff's view, the revised proposal effectively balances the Board's interest in preserving the historic painted wall sign with the applicant's desire for additional daylight. Although there is no way to fully disguise the fact that a window has been introduced within the center of the historic wall sign, the application of window graphics represents a clever, and reasonably successful, way to mitigate the impact of the alteration.

Staff does not have a strong opinion regarding the various options offered for consideration.

Applicable Review Standards

- (1) *Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.*
- (9) *Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.*

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

Motion for the Board's Consideration

On the basis of plans and specifications submitted by the applicant for the October 1, 2014 Public Hearing and information included in the accompanying staff report, the Board finds that the proposed new window opening on the east elevation of the W. L. Blake & Co. Building at 79-85 Commercial Street **meets (fails to meet)** the Standards for Review of Alterations within the historic preservation ordinance, specifically Standards #..... **(Board approval is subject to the following conditions...)**

Attachments

1. Memo and supporting materials
2. August 9, 2013 Board decision letter
3. July 24, 2013 staff report with attachments



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September 12, 2014

Deb Andrews
Historic Preservation Program Manager
Portland City Hall
389 Congress Street, Fourth Floor
Portland, ME 04101

Ref: New Exterior Window with Custom Window Applied Lettering at the Blake Building

Dear Deb,

Thank you for meeting with Kevin Mahaney, Mike Zimmerman and myself on-site on July 22nd to discuss our proposed application to add a window wrapped in applied custom lettering on the east elevation of what was formerly known as the W.L. Blake & CO. building. As discussed, the proposed new window will be an aluminum Universal Window, 400 Series, to match the existing aluminum windows on the buildings east elevation. The attached building elevations show our proposed options regarding window placement and the position of the window mullions. The proposed window is to be completely wrapped with Classic Vue, a PVC vinyl wrap used to wrap vehicles and storefront windows. The wrap will be printed with the W.L. Blake Building signage so that the existing sign appears uninterrupted by the new windows. As seen on your site visit, we have completed a window mock-up of the applied lettering on the building. For demonstration purposes we have installed the applied custom lettering on four of the buildings windows to show the product's appearance in conjunction with the historic sign. Board members will notice that we have also printed a letter "s" on one window demonstrating how a printed letter would appear.

We are seeking installation of this new window opening to provide additional natural light for one of the tenant spaces. The space is currently very dark, with little or no natural light partly due to the building's smaller existing window openings. The building owner has worked to keep the existing masonry walls and hand hewed beams exposed to tell the story of the building's interesting past as a warehouse. Tenants often comment on how much they like the preservation of the historic elements of the building on the interior and exterior of the building. Unfortunately, these historic interior elements lack natural reflectivity and therefore natural light is essential for modern office use and for the health of the tenant's employees. Several recent studies, such as "Impact of Workplace Daylight Exposure on Sleep, Physical Activity and Quality of Life" by researchers at Northwestern University have highlighted the importance of natural light on the health and wellbeing of office workers. The lack of natural light in this particular tenant's space makes it very difficult to lease.



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Based on the 1924 tax assessment photo (attached), it is apparent that the painted wall sign on the building's east elevation has changed in sizing and wording over the course of the past 90 years. The element of the historic sign that has remained consistent over the years is the name W.L. Blake & CO., to the extent that the building is commonly referred to as the "Blake Building." Because the other signage on the building has changed in sizing, font and even wording over the years, it should not be considered a character defining feature of the historic sign. Therefore, we feel our proposal meets Portland's Historic Preservation Ordinance Standards #1 and #2, as we are not proposing to alter the character defining features of the historic wall sign.

We have spent a great deal of time investigating alternative solutions for achieving natural light in the space and we feel that our proposed designs meet the requirements set forth in Portland's Historic Preservation Ordinance. Specifically Standards 1, 2, 3, 4, 5, 9 and 10. Below, we have listed options for the board's consideration so that we can work with the board to design a solution that best meets the spirit as well as the letter of the ordinance.

Window Placement Options:

Option #1 is based on aligning the new window opening with all of the other windows on the east elevation of the building. This option complies with Standard #9, which encourages new work to be compatible with the size and scale of other openings on the same façade. However, it is noted that the frame of the new window makes contact with the third row of lettering.

Option #2 specifies a smaller custom window height, which allows for the existing third row of lettering to be undisturbed. This option complies with Standard #1, which asks for every reasonable effort to be taken in causing minimal alteration to features of the structure/object or site. It also complies with Standard #9, which suggests that the window headers and general opening locations will be compatible with the existing scale and materials of the other openings on the east facade.

Window Configuration Options:

Option #1 proposes four double hung windows within a large framed opening, similar to the windows above and below. This option is based on the intent of Standard #9 that new work shall be compatible in size, scale, color and material.

Option #2 proposes a single window opening with no mullions dividing the larger panes of glass. The advantage of this option is that the applied lettering will appear to be continuously uninterrupted by mullions, sash, frames or other window components. This alternate approach complies with Standards #3 and #4. Standard #3 asks that all structures "shall be recognized as products of their own time, place and use." On this basis, we are proposing the alternate appearance to have the windows read as a later addition to the building restoration that took place in 2000, which add the other windows to this façade. Standard #4 states that "changes which may have taken place in the course of time are evidence of the history and development of a structure." The treatment of the new window with custom lettering



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indicates the window's addition. The presence of the applied lettering treatment shows the newer signage technology that is now available clearly indicating the evolution of use changes that have occurred over the course of time.

We are interested in coordinating a combination site visit and workshop for the Historic Preservation Board to review our application. We strongly believe that a building tour and viewing of our custom applied lettering mock-up will help board members better visualize and understand our project.

Please let me know if you have any questions or if you need any additional information. I can be reached directly at (207)415-6638 or at kgeyer@theolympiacompanies.com. I look forward to hearing from you soon.

Sincerely,

Kim Geyer

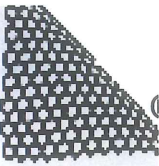
Project Manager

1924 Tax Map Photo



Pictures of Mock-Up Windows
with Proposed Vinyl Lettering





ClassicVue®

Perforation pattern:

Approx. 50/50 (50% open)

Perforation size:

0.06 in. (1.5 mm)

Film:

8-mil calendared PVC on a 3-in. core

Standard roll sizes:

54 in. x 25 ft.

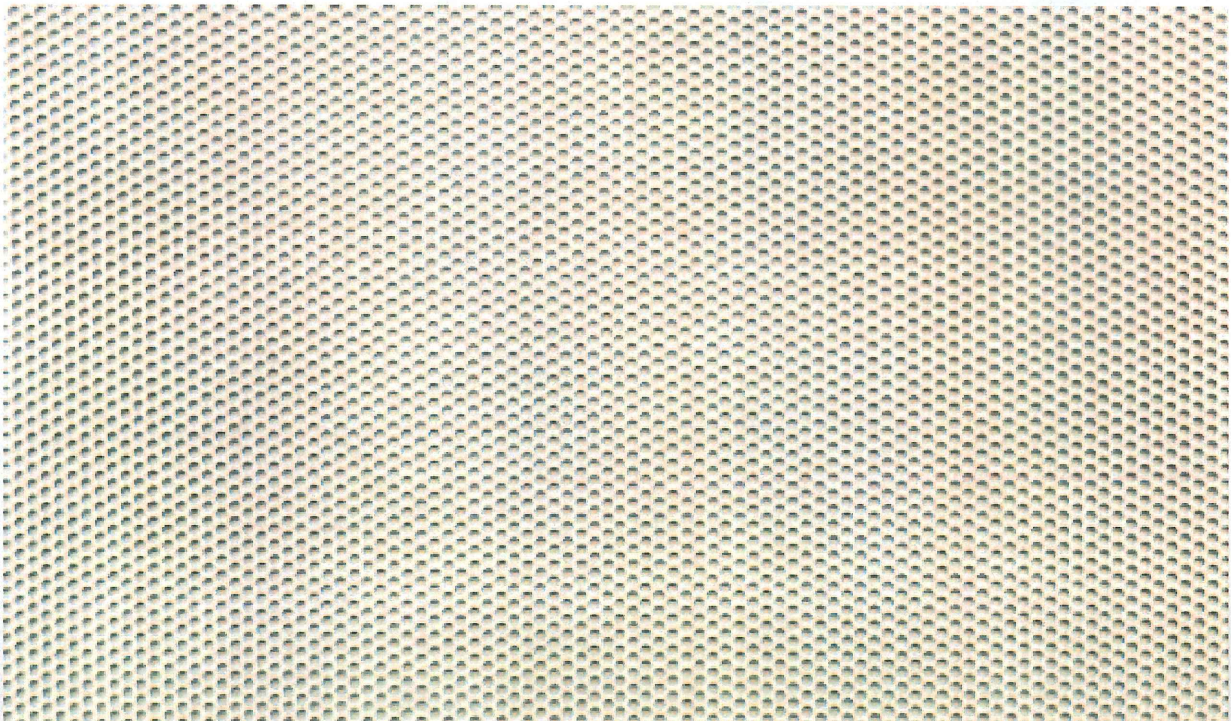
18, 36 & 54 in. x 100 & 1000 ft.

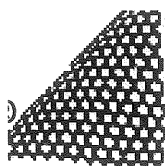
Application:

Vehicle window wraps, medium-format retail and commercial window signage

Product code:

CFEABW





CLEAR FOCUS ClassicVue® FILM

Flexible Vinyl

Exterior Mount Product Specifications

Product Code: CFEABW

8-mil white/black composite PVC with clear removable acrylic pressure-sensitive adhesive and a release liner consisting of clear PET film laminated to perforated paper to absorb ink.

Applications	Windows, glass doors and other transparent surfaces.
Composition	White/black PVC laminate with clear pressure-sensitive adhesive coating and a release liner consisting of clear PET film laminated to perforated paper to absorb ink.
Open Area	50% (approx.)
Vinyl Thickness (incl. adhesive)	8 mils (.008 in./203 microns), approx.
Release Liner Thickness	7 mils (.007 in./178 microns), approx.
Adhesive Thickness	1 mil (.001 in./25 microns), approx.
Perforation Diameter	.060 in. (1.5 mm)
Standard Widths/Lengths	18, 36 & 54 in. x 100 & 1000 ft. (45.72, 91.44 & 137 cm x 30.48 m & 304.8 m) and 54 in. x 25 ft. (137 cm x 7.62 m) Custom sizes available by special order.
Dimensional Stability	Good
Minimum Application Temperature	40° F (4° C)
Service Temperature Range	0° F to 140° F (-17° C to 60° C)
Expected Lifetime Exterior	2 to 3 years. 6 months for clean removal. Adhesion may increase with time.
Water Resistance	Fair. Immersion in water not recommended. If exposed to rain, an optically clear, compatible overlamine can be used to prevent holes from filling with water.
Humidity Resistance	Fair
Solvent Resistance	Good
Storage Stability	1-year shelf life when stored at 70° F (21° C) and 50% relative humidity
Colors Available	White on print side and black on adhesive side.
Printing	Use standard vinyl inks. Print image on vinyl side, not on release liner. Compatible with screen printing; inkjet printing using solvent, eco-solvent, mild solvent, latex (with solid paper liner) and UV-cure inks; thermal transfer; electrostatic transfer; and airbrushing.
Application	Apply to clean, dry glass surface. Use mild soap and water, rinse and dry glass well. Do NOT use ammonia, Windex® or other solvent-based glass cleaner prior to application.
Removal	Remove by peeling from surface. Remove any adhesive residue on older installations, if necessary.

Other ClassicVue Products

ClassicVue with a White PET Liner Code: CFEABWWL	Features a patented white PET liner consisting of white PET film laminated to perforated paper to absorb ink and to facilitate sensing of media by printer. Compatible with all printing methods listed above, except latex inks. Custom order.
ClassicVue with a Solid Paper Liner Code: CFEABWSL	Features an unperforated solid paper liner. Recommended for latex inks. Not compatible with UV-cure printers. Custom order.
For the Gerber EDGE Printer Code: CFEABW15GX50	Features a special pin-feed edge specifically for use with the Gerber EDGE thermal transfer printer.

Subject to change without notice

It is the responsibility of purchasers to independently verify, prior to use, the suitability of the products for their specific applications and print methods. CLEAR FOCUS cannot be held liable for any misuse, damage or losses as specified in its product warranty.

CLEAR FOCUS Imaging, Inc. 60 Maxwell Court, Santa Rosa, CA 95401 USA

Tel. (707) 544-7990 • Fax: (707) 544-1886 • E-mail: headoffice@clearfocus.com • Web: www.clearfocus.com

USA toll-free (800) 307-7990



CurvaLam®

Product description:

CurvaLam is a 3-mil cast vinyl cold-laminating film with an optically clear, permanent pressure-sensitive adhesive. Designed to protect and prolong the life of printed images for window applications, CurvaLam is made of high-quality, 100% polymeric face stock. CurvaLam is rated for outdoor durability up to 2 years for external applications and 5 years for internal applications.

Areas of use:

- Protective overlaminate for CLEAR FOCUS One Way Vision™ calendered window graphics films.
- Also compatible with cast print media.
- Glass or transparent surfaces that are flat or have simple curves.

Standard roll sizes:

36, 54 & 60 in x 100 ft; 54 in x 25 ft (91.44, 137 & 152 cm x 30.48 m; 137 cm x 7.62 m)

CLEAR FOCUS CurvaLam®

Optically Clear Cast PVC Overlaminating Film

Technical Data and Typical Characteristics

Product Code: CFCVL

PROPERTY	TEST METHODS	TYPICAL VALUE
Surface Finish	Gloss Meter 60° Reflection	60-90% (crystal)
Film Thickness (including adhesive)	Micrometer, Federal Bench Type	Approx. 3 mils (76.2 microns/0.003 in)
Release Liner Thickness		Approx. 1.5 mils (38.1 microns/0.0015 in)
Tensile Strength	Tensile Tester with 2-in (51 mm) jaw separation; crosshead speed of 12 in/min (5.1 mm/s), web direction	≥4.5 lb/in (≥ 0.8 kg/cm)
Elongation	Instron Tensile Tester as above	≥150%
Shelf Life	2 years from ship date when stored at 70° F (21° C) and 50% relative humidity.	
Application Temperature Range	On clean, dry substrate (flat)	40° F to 100° F (4.4° C to 38° C)
Service Temperature Range	On clean, dry substrate	0° F to 140° F (-17° C to 60° C)
Dimensional Stability	158°F (70°C), 48 hours	5 mils (127 microns/0.005 in)
Peel Adhesion	PSTC-101, 15 min, 70°F (21°C)	3.5 lbs/in (0.625 kg/cm)
Liner Release	TLMI Release at 90°, 300 in/min (760 cm/min)	35 g/2 in width (7 g/1 cm width)

Subject to change without notice

The above information is based on tests believed to be reliable and is presented for reference and illustration of general product characteristics only. The information does not constitute a representation or warranty relating to the suitability or fitness for a particular application or otherwise create guarantees of product performance. In all cases, purchasers should independently determine, prior to use, the suitability of this product for their specific application.

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Tel. (707) 544-7990 • Fax: (707) 544-1886 • E-mail: headoffice@clearfocus.com • Web: www.clearfocus.com

USA toll-free (800) 307-7990

Window Placement: Option 1

Window opening is the same size as the window openings above and below. However, the new window opening interrupts the third row of lettering.



Consulting Engineer:	
Architect:	
Project:	
Revisions:	
Date:	Scale:
PROPOSED WINDOW ADDITION	
Archetype architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 Fax (207) 772-4056	
BLAKE BUILDING 7 CUSTOM HOUSE STREET PORTLAND, ME 04101	

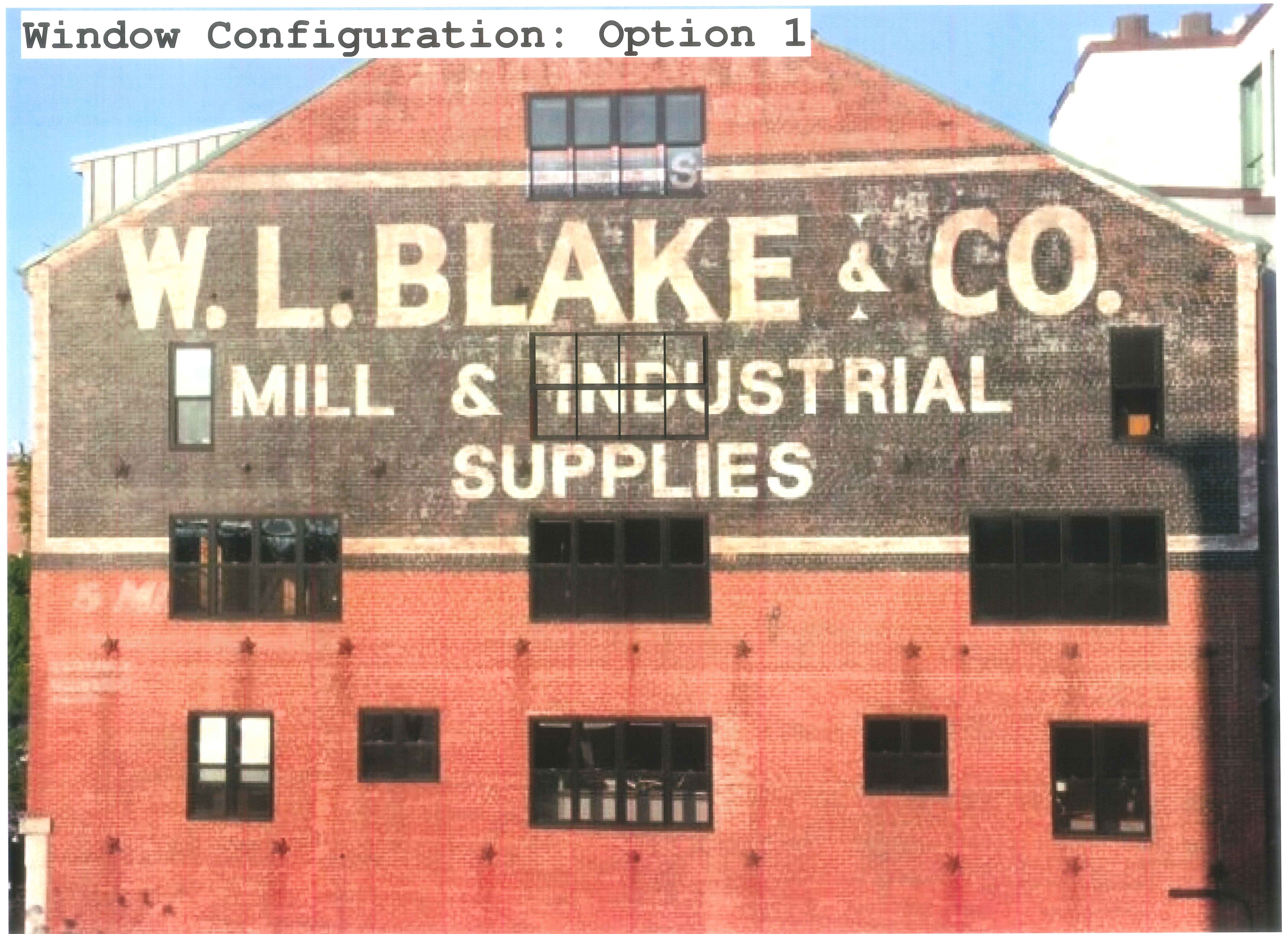
Window Placement: Option 2

The new window opening is shorter in height than the windows above and below. This design allows for the non-disturbance of the third row of lettering.

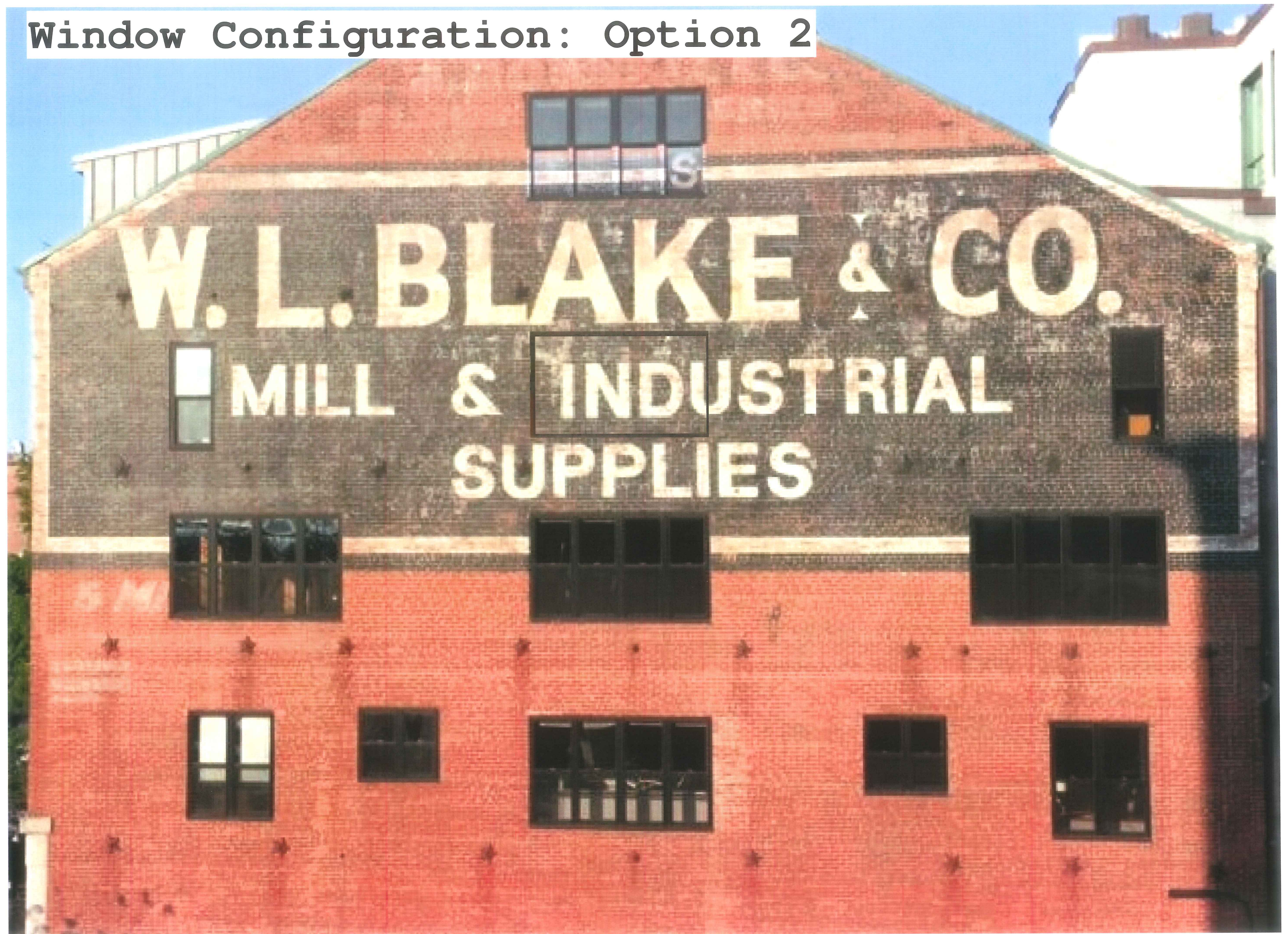


Consulting Engineer:	
Architect:	
Project:	
Revisions:	
Date:	Scale:
PROPOSED WINDOW ADDITION	
Archetype architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 Fax (207) 772-4056	
BLAKE BUILDING 7 CUSTOM HOUSE STREET PORTLAND, ME 04101	

Window Configuration: Option 1



Window Configuration: Option 2



CITY OF PORTLAND, MAINE
HISTORIC PRESERVATION BOARD

Rick Romano, Chair
Rebecca Ermlich, Vice-Chair
Scott Benson
Martha Burke
Ted Oldham
Bruce Wood
Susan Wroth

August 9, 2013

The Olympia Companies
7 Custom House St.
Portland, Maine 04101

Re: Request to install new window opening on east elevation; 79 Commercial Street

Dear Sirs:

On July 24, 2013, the City of Portland's Historic Preservation Board voted 5-1 (Oldham opposed; Romano absent) to deny your request to install a new window opening in the east elevation of the W.L. Blake Building at 79 Commercial Street based on findings that the alteration failed to meet Standards #2 & #4 of the historic preservation ordinance. The applicable standards read as follows:

- (2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- (4) *Changes which may have taken place in the course of time are evidence of the history and development of a structure, object or site and its environment. Changes that have acquired significance in their own right, shall not be destroyed.*

In making this determination, Board members noted that as part of a comprehensive rehabilitation of the building in 2000, the Board approved the introduction of several new window openings on the east elevation to accommodate office use on the upper floors. The window solution at that time was designed specifically to limit impact on the east wall's existing painted wall sign and to avoid any new openings in the center of the sign field. In considering the new application, Board members expressed the view that the concerns that prompted the window solution in 2000 were still applicable today and that other options were available for lighting the space within.

If you wish to appeal the decision of the Historic Preservation Board, you must file a notice of objection within 30 days of receipt of this letter. The appeal process and standard for review are set forth in Sec. 14-638 of the historic preservation ordinance, available through the Planning Department.

Sincerely,

A handwritten signature in black ink, appearing to read "Deborah Andrews". The signature is fluid and cursive, with the first name "Deborah" written in a larger, more prominent script than the last name "Andrews".

Deborah Andrews

Historic Preservation Program Manager

ATT. 3

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

**PUBLIC HEARING
79 COMMERCIAL STREET**

TO: Chair Romano and Members of the Historic Preservation Board

FROM: Deb Andrews, Historic Preservation Program Manager

DATE: July 17, 2013

RE: July 24, 2013 Public Hearing

Application For: Certificate of Appropriateness for new window opening on east elevation

Address: Mayhew-Thomas Block, better known as the W. L. Blake & Co. Building
79 Commercial Street

Applicants: Olympia Equity Investors

Introduction

The owners of the former W. L. Blake & Co. building at 79 Commercial Street are requesting approval to introduce a new window opening on the historic commercial block's east elevation. This side elevation is fully exposed, as it immediately abuts an open parking lot.

The proposal calls for creating a wide opening in the center of a large painted wall sign that remains from the period of W. L. Blake's ownership. Within the opening four mullied 1/1 windows are proposed; this mullied window configuration will match other windows on this façade.

Enclosed for the Board's review are a photo of the existing elevation and a computer-generated photo showing the elevation with the added window opening.

Subject Property, 2000 Rehab

The Mayhew-Thomas Block of 1859 is typical of the large brick warehouses that line the inland side of Commercial Street. With few exceptions, these buildings were all constructed within a ten year period immediately following the creation of Commercial Street in 1850. The remarkable consistency of building type, function, construction material, scale and architectural style has created perhaps the most architecturally cohesive and powerful streetscape within the city.

Although originally named the Mayhew-Thomas Block, the building became known as the W. L. Blake & Co. Warehouse. W.L. Blake sold mill and industrial supplies and occupied the building and the adjoining parcels for many decades. The 1924 tax form and photo confirm W. L. Blake's ownership at that time.

From the 1924 photo we can see that immediately east of the block there was a much smaller wood frame commercial building; which accounts for the rather curious break in the streetwall. When the small structure was demolished, it was left as an open lot for W.L. Blake's storage needs. Currently, it is a parking lot that also serves as a passageway to Standard Baking located at the basement level, rear, of a Fore Street building.

From the 1924 photo we can also see that there was a large painted wall sign for W.L. Blake on the subject elevation. The current sign is a later sign painted for the company.

In 2000, the W. L. Blake & Co. building underwent a comprehensive rehabilitation and a major building addition was constructed off its west elevation. As part of their overall project, the applicant requested approval from the Historic Preservation Board (then "Committee") to create new window openings on the building's east elevation. (Prior to 2000, there were only a couple randomly spaced window openings on this elevation.) The staff report for the project's final public hearing refers to the Board's concerns during preliminary workshops about preserving the painted wall sign. The report notes *"in response to Committee concerns, new window openings will be introduced in such a way that they leave the historic W.L. Blake painted wall sign essentially intact."* The final approved plans accommodated 11 new window openings on the east elevation. The placement of the windows was worked out in such a way as to avoid impacting the painted wall sign to the extent feasible.

Proposed Alterations

The proposed project is self-explanatory. Staff understands that the applicant proposes to install the same windows that were installed in 2000.

Applicable Review Standards

- (2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- (4) *Changes which may have taken place in the course of time are evidence of the history and development of a structure, object or site and its environment. Changes that have acquired significance in their own right, shall not be destroyed.*

Staff Comments

As the Board has dealt with the question of introducing new window openings on this particular building elevation in the past, Board members are encouraged to take that history into consideration as it reviews the applicant's current request. The wording of the ordinance review standards is also instructive here. The standards require that "every reasonable effort"

be made to avoid changes that alter the historic character of a protected structure. Standard # 2 instructs as follows: “the...alteration of any...distinctive...features should be avoided when possible.” In staff’s view, the Board’s 2000 review resulted in an appropriate balance between accommodating the applicant’s desire for additional light and views and preserving the historic painted wall sign.

Motion for Consideration

On the basis of plans and specifications submitted for the 7/24/13 Public Hearing and information included in the accompanying staff report, the Board finds that the proposed window installation at 79 Commercial Street **meets (fails to meet)** the Standards for Review of Alterations within the historic preservation ordinance, **(subject to the following conditions...)**

Attachments

1. 1924 tax photo
2. Application with attachments



29-k-1

Surveyed by

MAY 1, 1924

At. 1

Co. D. F. 1045

(Remarks on other Side)

AH.2

A R C H E T Y P E

June 6, 2013

Deb Andrews
Historic Preservations Program Manager
Portland City Hall
389 Congress Street
Portland, Maine 04101

RE: The Blake Building

Deb,

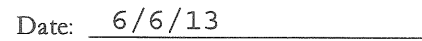
The owners of The Olympia Companies would like to add a window on the east elevation of what was formerly known as the WL Blake & Co. building. The new window will be an aluminum Universal Window, 400 Series, to match the existing aluminum windows. The attached building elevation shows the location centered on the fourth floor.

Please call with any questions.

Sincerely,



David Lloyd
Maine Licensed Architect



Pursuant to review under the City of Portland's Historic Preservation Ordinance (Chapter 14, Article IX of the Portland City Code), application is hereby made for a Certificate of Appropriateness for the following work on the specified historic property:

7 Custom House Street, 4th Floor, Portland, ME

PROJECT DESCRIPTION: Describe below each major component of your project. Describe how the proposed work will impact existing architectural features and/or building materials. If more space is needed, continue on a separate page. Attach drawings, photographs and/or specifications as necessary to fully illustrate your project—see following page for suggested attachments.

See attached cover letter.

CONTACT INFORMATION:

APPLICANT

Name: Archetype
Address: 48 Union Wharf
Portland, ME
Zip Code: 04101
Work #: (207) 772-6022
Cell #: (207) 831-8627
Fax #: (207) 772-4056
Home: _____
E-mail: lloyd@archetypepa.com

PROPERTY OWNER

Name: The Olympia Companies
Address: 7 Custom House St. 5th Fl.
Portland, ME
Zip Code: 04101
Work #: (207) 874-9990 x 103
Cell #: (978) 895-5557
Fax #: _____
Home: _____
E-mail: nlaferriere@theolympiacompanies.com

BILLING ADDRESS

Name: The Olympia Companies
Address: 7 Custom House St. 5th Fl
Portland, ME
Zip: 04101
Work #: (207) 874-9990 x 103
Cell #: (978) 895-5557
Fax #: _____
Home: _____
E-mail: nlaferriere@theolympiacompanies.com

ARCHITECT

Name: Archetype
Address: 48 Union Wharf
Portland, ME
Zip: 04101
Work #: (207) 772-6022
Cell #: (207) 831-8627
Fax #: (207) 772-4056
Home: _____
E-mail: lloyd@archetypepa.com

CONTRACTOR

Name: Unknown
Address: _____

Zip Code: _____
Work #: _____
Cell #: _____
Fax #: _____
Home: _____
E-mail: _____



Applicant's Signature

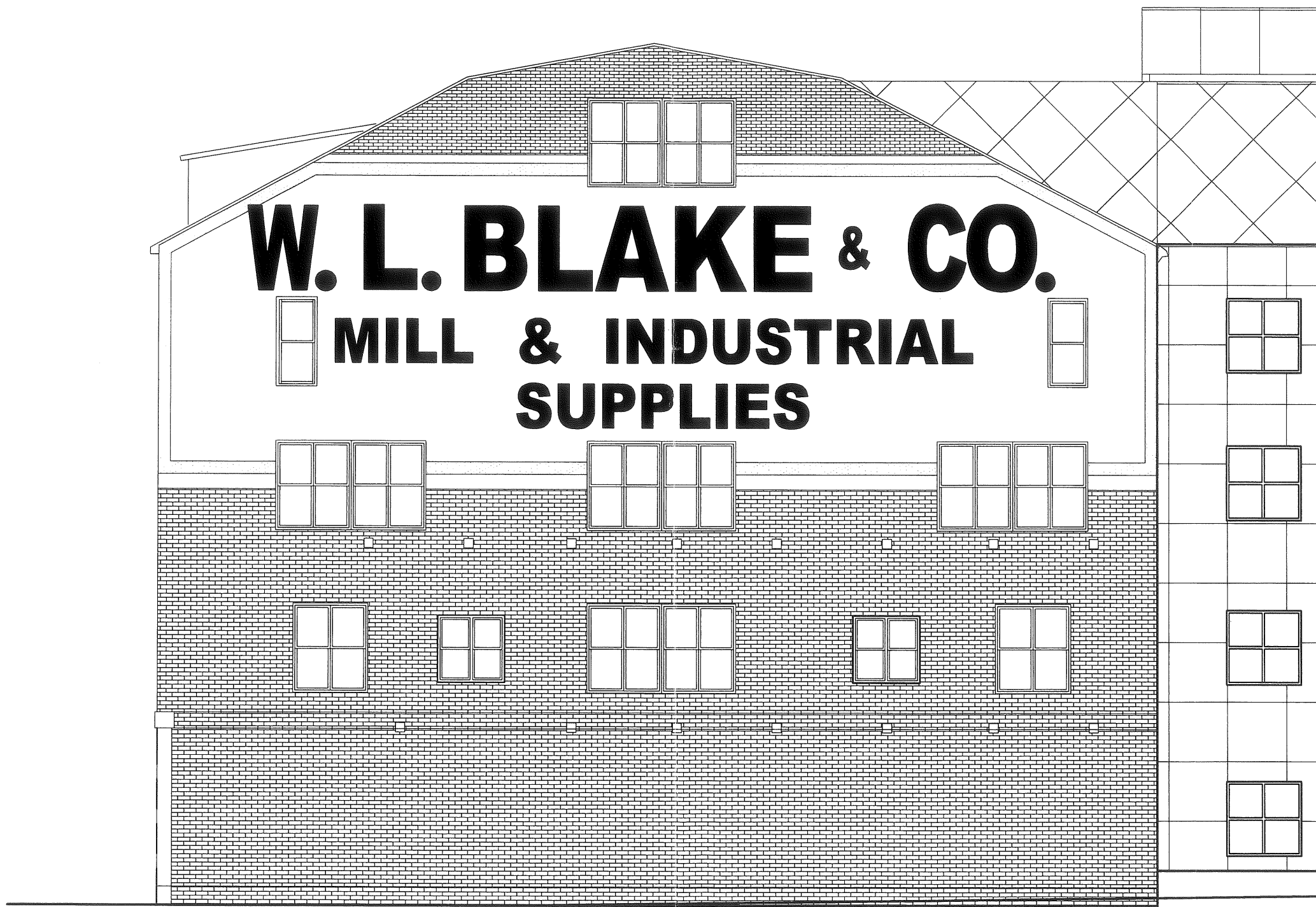
Owner's Signature (if different)

W.L. BLAKE & CO.

MILL & INDUSTRIAL SUPPLIES

DOWNEAST
BEVERAGE CO.
WEST COAST
"PROVIDENCE"





① EXISTING ELEVATION
SCALE: 1/8" = 1'-0"

ARCHETYPE
architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 Fax (207) 772-4056

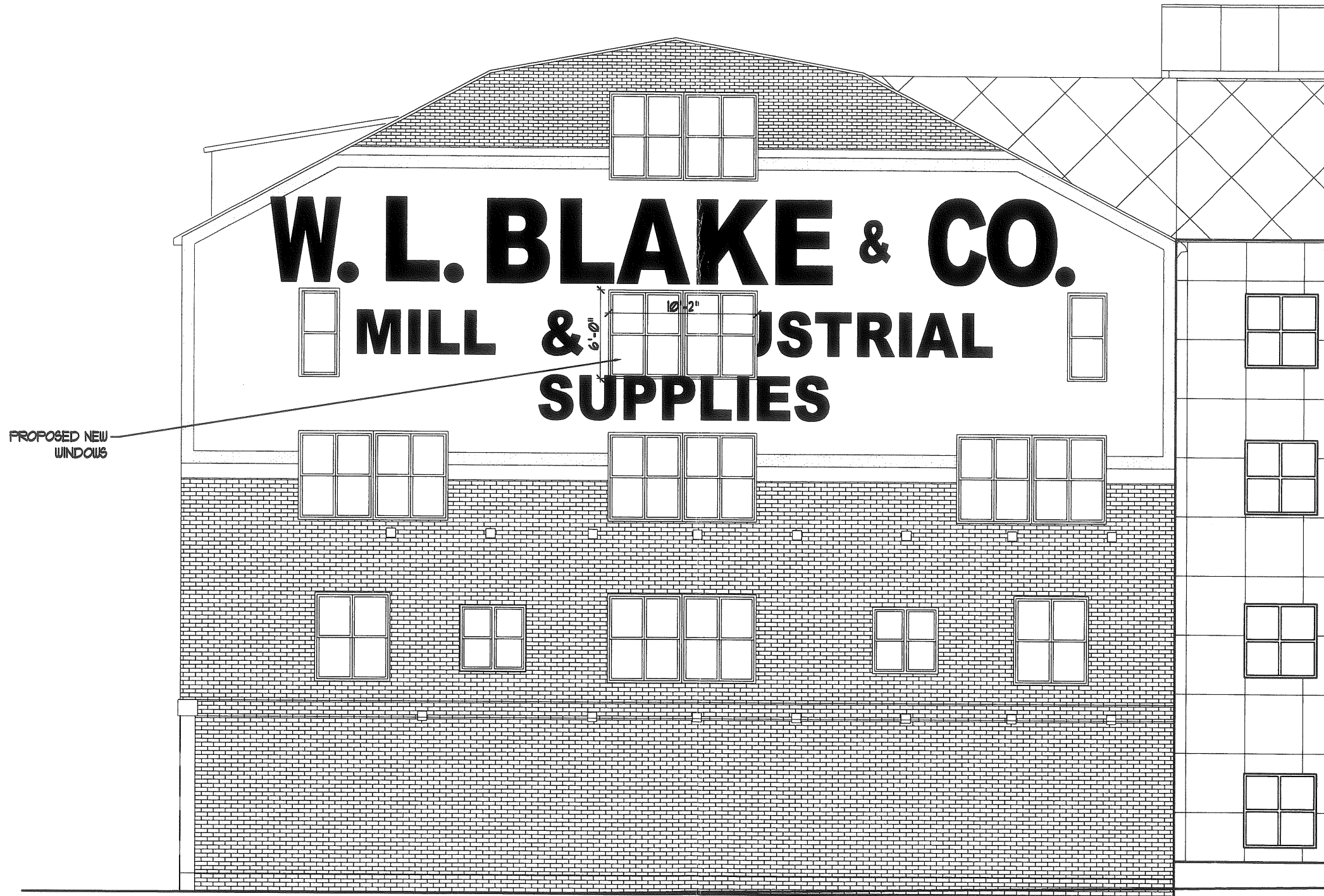
Date: 30 May 2013
Scale: 1/8" = 1'-0"

EXISTING
ELEVATION

Project: BLAKE BUILDING

ADDRESS
CITY, STATE

A1



1 PROPOSED ELEVATION
SCALE: 1/8"=1'-0"

ARCHETYPE
architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 Fax (207) 772-4056

Date: 30 May 2013
Scale: 1/8" = 1'-0"

PROPOSED
ELEVATION

BLAKE BUILDING

ADDRESS
CITY, STATE

A2

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

**PUBLIC HEARING
NOMINATION OF HOUSE ISLAND AS A LOCAL HISTORIC DISTRICT**

TO: Chair Romano and Members of the Historic Preservation Board

FROM: Deb Andrews, Historic Preservation Program Manager

DATE: September 25, 2014

RE: October 1, 2014 PUBLIC HEARING, DELIBERATIONS AND
RECOMMENDATION ON NOMINATION OF HOUSE
ISLAND AS LOCAL HISTORIC DISTRICT

Address: House Island (located on the north side of the entrance to Portland harbor,
between Cushing Island and Fort Gorges)

Property Owner: Michael Scarks

Introduction

Following two preliminary review sessions, the Historic Preservation Board will hold a public hearing and begin formal deliberations on the nomination of House Island as a local historic district. The proposed designation applies to the entire island and includes twenty one (21) historic structures or sites representing several key periods of development history on House Island.

The process and requirements for nomination, consideration and designation are set forth in the historic preservation ordinance (Article IX of the Land Use Code). Following deliberations, the Board will make a recommendation to the Planning Board as to whether House Island meets the historic preservation ordinance's criteria for designation. The proposed historic district must be found to meet one or more of the ordinance's minimum criteria that relate to the question of cultural, historic, architectural, and/or archaeological significance. In the case of a district nomination, the Board must determine whether a substantial number of sites, structures or objects within the proposed district have a high degree of significance, many of which may qualify as landmarks, and that it has within its boundaries other sites and structures that contribute to the overall visual characteristics of the significant properties located within it. In addition to meeting the criteria that pertain to *significance*, the nominated district must also be found to have sufficient *integrity* of location, design, condition, materials and workmanship to make it worthy of preservation or restoration.

Attached to this report are excerpts of the historic preservation ordinance that address all aspects of the designation process. Division 3 outlines the specific criteria for designation; Division 4 spells out the nomination/consideration/designation process, including the role of the Historic Preservation Board and the required information that must accompany the Board's recommendation to the Planning Board regarding designation. Division 5 describes the interim protections afforded nominated historic landmarks and districts during the designation review process.

Also attached is the report prepared by ttl-architects, *House Island, Portland ME: Analysis of Eligibility as a Local Historic District*. The information and professional assessment included in this report shall serve as the basis of the Historic Preservation Board's deliberations and recommendation.

Additional attachments include a map illustrating other applicable land use regulations that currently apply to House Island and that will affect future development on the island. Letters and e-mails from the public are also included.

Background

On July 9, 2014, the City's historic preservation office received letters from Greater Portland Landmarks and Peaks Island summer resident Jo Israelson requesting that House Island be nominated as a local historic district. The letters were distributed to the members of the Historic Preservation Board as a communication at their meeting later that day. At the Board's next scheduled meeting (July 16), Board members Penny Pollard and Bruce Wood distributed a letter to the full Board, formally nominating House Island for consideration as a local historic district. (The ordinance stipulates that district nominations must be initiated by any two members of the Historic Preservation Board or by written petition by one or more owners of affected property in the proposed district, provided two or more members of the Board sponsor the petition.)

Following the nomination, a detailed report was prepared by Julie Larry of ttl-architects documenting the multi-layered history and architecture of House Island. The report also included an analysis of House Island's significance and level of integrity, specifically addressing the designation criteria included in Portland's historic preservation ordinance. Staff reviewed the report and found that it constituted a "complete nomination" for purposes of considering the merits of designation.

On August 6th, an initial workshop was held on the proposed designation. Julie Larry of ttl-architects was invited to make a powerpoint presentation based on her written report. Ms. Larry reviewed the long history of development on House Island and the various key roles it has played over time. Using historic and recent photographs, she described the numerous extant structures and sites on the island that document various periods of its history and the specific activities that it has supported. Finally, Ms. Larry presented her findings as to the relative significance of House Island within the context of the history of Portland and beyond.

This informational workshop was followed by a site visit on September 3rd. Accompanied by property owner Michael Scarks and City staff, members of the Historic Preservation Board

toured the entire island, reviewing the specific historic resources identified in Ms. Larry's report. Visiting the property was critical to the Board's deliberations as it provided an opportunity to observe the current condition of the sites, structures and objects within the proposed district. In order for the Board to address the question of *integrity* as defined in the historic preservation ordinance, it was essential to review the historic resources first hand. The site visit also provided Board members with the opportunity to decide whether the designation classifications (Landmark, Contributing, Non-contributing) recommended by the consultant for each site, structure and object within the district boundaries were appropriate. The site visit allowed Board members to observe the overall visual character of the island, the spatial and scale relationship between the individual structures on it and the visual relationship between the north and south ends of the island. Finally the site visit, which concluded with a boat tour around the entire perimeter of the island, provided Board members with an opportunity to observe available views of the island and its built resources from the water and other islands within Casco Bay and understand its role as a key character-defining feature of the bay.

Note: After the Board's last workshop, Kenneth Thompson, a local historian and expert on Maine's historic fortifications, provided some additional information and photographs to Ms. Larry that clarifies or expands upon information included in her original report. Note that this information does not substantively change the findings in her analysis. In a letter dated September 26, 2014, Ms. Larry summarizes the new information and provides suggested edits and additional photographs to be incorporated into the final report that will be forwarded for consideration by the Planning Board and City Council. The Board should consider the edited version of the report, which includes a revised index of resources and a revised map, the final report for purposes of its deliberations and recommendation

Final Deliberations and Applicable Review Criteria

Following the public hearing and general discussion, staff recommends that the Board structure its final deliberations in the order outlined in Division 3 of the historic preservation ordinance, *Categories and Criteria for Designation*. (See full text of applicable ordinance excerpts attached to this report.)

1. The Board should first address Sec. 14-610. (a) which includes six (6) potential **minimum criteria for designation**. Note that not all of the criteria must be met by a nominated resource.

Having carefully reviewed ttl-architects' summary statements addressing the historic preservation ordinance's minimum criteria for designation (see pages 2-5 of the ttl report), staff finds that ttl's findings are well-founded and based on detailed research and other available documentation. The statements describe in a succinct narrative how *the various the criteria are met*. *Staff supports the conclusions of ttl-architects as to the minimum designation criteria met by House Island and recommends that the Board specifically reference the narrative included the ttl report in addressing designation criteria 1-6.*

2. The Board should address Sec. 14-610. (b). This criterion addresses the question of the **level of significance of the individual structures and sites within the proposed district** boundary. In responding to this criterion, the Board should reference the Index

of Resources that appears in the ttl report. This index includes the consultant's professional opinion as to the classification or level of significance of each structure, object or site. Obviously, the Board is free to revise the classification for any of the listed resources. This list will be a component of the report forwarded to the Planning Board accompanied by the Historic Preservation Board's recommendation.

3. The Board should then address the criterion identified in Sec. 14-611 *Integrity of Landmarks and Historic Districts*. Separate from the above criteria that relate to the significance of the nominated district, the Board must also find that the district and its contributing resources have "sufficient **integrity** of location, design, condition, materials and workmanship to make it worthy of preservation or restoration." The question of integrity was not specifically addressed in the ttl report, but the Board should be able to address this criterion based on their site visit to island.
4. The Board should confirm that the **map** provided by ttl architects accurately reflects the scope of the district proposed for designation. The Board's recommendation to the Planning Board must include a map of the district boundaries.
5. In formulating its recommendation to the Planning Board, the Historic Preservation Board will need to determine whether specific **design guidelines** should be developed to review future alterations or construction on House Island as allowed under Sec. 14-617.(c)) In staff's view, the established standards and guidelines for review of alterations and construction included in Portland's historic preservation ordinance have proven to be adequate in addressing a wide range of historic resources and project contexts. As such, it is staff's position that additional specific design guidelines are not necessary. It should also be noted that the island is currently subject to a number of other land use regulations that will affect future construction on the island, including Shoreland Zoning, subdivision regulations, Coastal Bluff protections, Flood Zone regulations, protection of identified bird roosting areas, etc..

Next Steps

Following the Board's recommendation, staff will prepare a report to the Planning Board that contains the information specified in Sec. 14-617. The Planning Board will review the Historic Preservation Board's recommendation and accompanying report, hold its own public hearing and make a recommendation to the Council. In its deliberations, the Planning Board must also consider the effect of such designation on other aspects of the City's comprehensive plan. The Council will review the recommendations of the Planning Board and Historic Preservation Board and make the final decision regarding designation of House Island as a local historic district.

Motion for Consideration

On the basis of the staff report prepared for the October 1, 2014 Public Hearing, the documentation and analysis provided in a report prepared by ttl-architects *House Island, Portland, ME: Analysis of Eligibility as a Local Historic District*, and a Board site visit conducted on September 3, 2014, the Historic Preservation Board finds that

House Island meets the historic preservation ordinance's minimum criteria for designation under Sec. 14-610(a) and (b). The specific criteria met under Sec. 14-610 (a) are as follows: Criteria.....and.... The Board also finds that the extant historic resources on House island exhibit the integrity of location, design, condition, materials and workmanship as required under Sec. 14-611. Based on these findings, the Board recommends designation of House Island as a local historic district subject to the provisions of Article IX (Historic Preservation) of the Land Use Code.

Attachments

1. Excerpts from Article IX (Historic Preservation) relevant to the nomination and designation of historic resources, including designation criteria
2. September 26, 2014 letter from Julie Larry with recommended edits to original report based on additional information and receipt of additional photographs
3. Original Report by ttl-architects: *House Island, Portland, ME Analysis of Eligibility as a Local Historic District*.
4. Compilation of written public comment, including initial petition letters from Greater Portland Landmarks and Jo Israelson

(s) To annually report to the council with following matters:

1. Survey work in progress or completed;
 2. The number of projects reviewed (by type);
 3. How many certificates of each type were issued.
- (Ord. No. 235-90, 2-26-90; Ord. No. 165-08/09, 3-16-09)

DIVISION 3. CATEGORIES AND CRITERIA FOR DESIGNATION

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.

(b) In the case of a nominated historic district, the historic preservation board shall also determine whether a substantial number of the properties, sites, structures or objects have a high degree of cultural, historic, architectural or archeological significance and integrity, many of which may qualify as landmarks, and which may also have within its boundaries other properties, sites, structures or objects which, while not of such cultural, historic, architectural or archeological significance to qualify as landmarks, nevertheless contribute to the overall visual characteristics of the significant properties, sites, structures or objects located within it.

(c) In the case of a nominated historic landscape district, the historic preservation board shall also consider its significance as a geologic, natural or man-made landscape feature associated with the development, heritage or culture of the City of Portland, State of Maine, New England region, or the United States.

(d) The planning board and council shall apply the criteria of subsections (a), (b) and (c) but shall also consider the effect of such designation on other aspects of the comprehensive plan of the city.

(Ord. No. 235-90, 2-26-90)

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.

(Ord. No. 235-90, 2-26-90)

Sec. 14-612. Designation of historic landscape districts.

An historic landscape district may be nominated and considered for designation only if the entire area of the district is owned by a unit of federal, state or local government, or any combination of such ownership.

(Ord. No. 235-90, 2-26-90; Ord. No. 220-93, § 2, 5-17-93)

Sec. 14-613. Reserved.

DIVISION 4. NOMINATION, CONSIDERATION AND DESIGNATION

Sec. 14-614. Procedure.

The provision of this division shall govern the nomination, consideration and designation of landmarks and districts.
(Ord. No. 235-90, 2-26-90)

Sec. 14-615. Initiation of nomination.

(a) Nomination of an area, site, structure or object for consideration of designation as a landmark, historic district or historic landscape district shall be submitted to the department, on a form provided by the department, by the following:

- (1) Any two (2) members of the historic preservation board on their own initiative, by written notice to the department; or
- (2) By written petition of any owner, in the case of a landmark; or
- (3) By written petition of one (1) or more owners of affected property in the case of a district; provided two (2) members of the historic preservation board must sponsor the petition.

(b) A nomination shall be completed and filed with the department with all required signatures and any fees specified therefore for the nomination to be pending.

(c) Upon nomination, the department shall notify the owner or owners of the nomination and shall transmit the nomination to the historic preservation board for its consideration at its next scheduled meeting, which in no event shall be held later than thirty (30) days following nomination.

(d) At any time after a complete nomination is filed for an historic district, the owner of a structure who seeks a permit for demolition may apply to the historic preservation board for a determination that the structure to be demolished is noncontributing and eligible for a demolition permit. The determination of the historic preservation board that the structure is eligible for a permit shall be conclusive.

(Ord. No. 235-90, 2-26-90; Ord. No. 165-09/09, 3-16-09)

Sec. 14-616. Notification of nomination and public hearing.

(a) A public hearing on the nomination shall be held by the historic preservation board within thirty (30) days following the first scheduled meeting referred to in section 14-615(c), but in no event later than sixty (60) days following receipt of the completed nomination form by the department. Notice of the nomination and of the public hearing shall be in accordance with the procedures for public hearings before the planning board for site plan approval.

(b) The hearing shall be conducted in accordance with procedures adopted by the historic preservation board. The historic preservation board shall consider all testimony or evidence relating to the designation criteria in division 3 from any person who makes written submissions or appears at the public hearing. Historic preservation board members may also present testimony or make submissions. The owner of a nominated landmark or of property within a nominated district shall be allowed reasonable opportunity to present testimony or evidence concerning the applicability of the designation criteria in division 3.
(Ord. No. 235-90, 2-26-90)

Sec. 14-617. Recommendation by historic preservation board.

Within thirty (30) days following the close of the public hearing, the historic preservation board shall make recommendation to the council in the case of a landmark, or to the planning board in the case of a district, upon the evidence as to whether the nominated landmark or district meets the criteria for designation in division 3. Such recommendation shall be approved by at least four (4) members of the historic preservation board and shall be accompanied by a report to the council or planning board containing the following information:

- (a) Explanation of the significance or lack of significance of the nominated landmark or district as it relates to the criteria for designation.
- (b) Explanation of the integrity or lack of integrity of a nominated landmark or historic district.
- (c) Proposed design guidelines for review of alteration or construction. The specific design guidelines may provide explanation by text and/or schematic examples of visual compatibility for purposes of division 7.
- (d) Relationship of the nominated landmark or district to the ongoing effort by the committee to identify and nominate

all potential areas, sites, structures and objects that meet the criteria for designation.

- (e) A map showing the location of the nominated landmark and the boundaries of the nominated district.
- (f) A list, including the address, of every site, structure and object in each nominated historic district indicating their degree of cultural, historic, architectural or archeological significance by classification as of a landmark or contributing significance.

Where a motion either in favor of a recommendation or in opposition to a recommendation results in a vote of fewer than four (4) members, the item shall automatically be tabled to the next regularly scheduled meeting.

(Ord. No. 235-90, 2-26-90; Ord. No. 220-93, § 3, 5-17-93)

Sec. 14-618. Reserved.

Sec. 14-619. Notification of historic preservation board recommendation.

(a) The recommendation of the historic preservation board, including a copy of the report, shall be transmitted to the city council in the case of a landmark and to the planning board in the case of a district. Notice of the recommendation shall be sent by mail to the owner of a nominated landmark and to all owners within a nominated district within ten (10) business days following adoption of the recommendation and report.

(b) If the recommendation of the historic preservation board is that the property or district not be designated, the nomination process shall terminate and no new nomination shall be submitted for the identical property or area for a period of one (1) year from the date of termination, except upon a showing of substantial and material newly discovered information.

(Ord. No. 235-90, 2-26-90)

Sec. 14-620. Determination by planning board.

(a) The planning board, upon receipt of a recommendation and a report from the historic preservation board concerning nomination of a district, may hold a workshop meeting pursuant to the provisions of section 14-26. After review of the historic preservation board recommendation and report, the planning board shall hold a public hearing.

(b) All meetings, hearings and deliberations of the planning board to consider the recommendation and report of the historic preservation board shall be held in conformity with sections 14-24 through 14-28.

(c) The planning board may request the chair of the historic preservation board, or a member designated by the chair, to appear at any meeting, hearing or deliberation to explain any recommendation or report.

(d) The planning board shall make its final determination including written findings as to whether the nominated district meets the criteria for designation in division 3 within forty-five (45) days following receipt of the recommendation and report from the historic preservation board. A copy of the determination of the planning board shall be sent by regular mail to all owners within a nominated district within ten (10) business days following the determination.

(Ord. No. 235-90, 2-26-90)

Sec. 14-621. Planning board recommendation to city council.

The recommendation of the planning board regarding a nominated district shall be filed with the city clerk within ten (10) business days. It shall be accompanied by a copy of the report and recommendation of the historic preservation board and, in the case of a recommendation that the council designate, a draft of a proposed designation ordinance, including any proposed design guidelines for review of alteration, construction, removal or demolition. The recommendation of the planning board may include proposed changes in other city ordinances, policies, infrastructure, or recommendations with respect to the comprehensive plan of the city relating to the proposed designation.

(Ord. No. 235-90, 2-26-90)

Sec. 14-622. Action by the city council.

(a) Within sixty (60) days after the filing of a recommendation on the nomination with the city clerk pursuant to section 14-620, the council shall designate the landmark or district or reject designation. Any designation ordinance may include design guidelines for the designated landmark or district.

(b) Designation of a district shall be accompanied by a list, including the address, of every site, structure and object in the district which is determined to be a landmark or considered to be

contributing or noncontributing, indicating their degree of cultural, historic, architectural or archeological significance. This list may be amended thereafter by the council upon recommendation from the planning board under the same procedures as set forth above. Where there are no express findings by the council in the designation ordinance, there shall be a presumption that the council found that all requirements of sections 14-610 and 14-611 were met.

(c) Notice of the proposed action of the council shall be provided by mail to the nominator and the owner of the nominated landmark and/or of all properties adjacent thereto prior to council action. The notice shall include a copy of the resolution or designation ordinance and design guidelines.

(d) Notice of council action to the same persons shall be sent within ten business days following the council action. A copy of each designation ordinance and design guidelines shall be sent to the planning board, the historic preservation board and the department. A complete schedule of all landmarks and districts, including design guidelines and a listing of landmark and contributing structures, shall be maintained by the department as part of the design manual and shall be available for public inspection and copying during ordinary business hours.
(Ord. No. 235-90, 2-26-90; Ord. No. 165-08/09, 3-16-09)

Sec. 14-623. Amendment and rescission of designation.

Amendment and rescission of any designation shall be upon the request of a person or persons authorized to nominate the property or properties affected, or upon request of the council, and shall follow the procedure set forth in division 4 for designation. The council may rescind or amend a designation only after all of these procedures have been followed. The standards for rescission or amendment applied by the committee, planning board and council shall be limited to those provided in section 14-610(a) and section 14-611. Amendments may include refinement or correction of design guidelines, maps, and other parts of any designation ordinance.
(Ord. No. 235-90, 2-26-90)

Sec. 14-624. Reserved.

Sec. 14-625. Reserved.

*Editor's note - Order No. 197-03/04 adopted 9/8/04, repealed §14-625 Projects of Special Merit in its entirety.

Sec. 14-626. Reserved.

Sec. 14-627. Reserved.

Sec. 14-628. Time limits.

(a) Any time limit specified for any step in the process for nomination or designation of a landmark may be extended with the consent of the property owner.

(b) Any time limit specified for any step in the process for nomination or designation of a district may be extended where at least ten (10) percent of the owners of property within the boundaries of the proposed district have given written consent to the extension.

(c) Failure to comply with any time limit in the nomination and designation process as provided in divisions 3 or 4 shall not affect the validity of any designation nor the interim protection provided by division 5.

(Ord. No. 235-90, 2-26-90)

Sec. 14-629. Reserved.

DIVISION 5. INTERIM PROTECTION FOR NOMINATIONS

Sec. 14-630. Nominated landmarks and districts.

(a) From the time of nomination until the historic preservation board acts upon such nomination, a site, structure, object or area nominated but not yet designated as a landmark or district shall be subject to all of the provisions of divisions 8 and 10 governing demolition and minimum maintenance, to the same extent as if designated. Upon final action of the historic preservation board recommending designation, the site, structure, object or area nominated shall be subject to all of the protection of this article until a final decision on designation by the council becomes effective. If the council rejects designation or fails to designate a property, that property shall no longer be subject to the provisions of divisions 8 and 10 of this article.

(b) Alteration or new construction commenced pursuant to a building permit issued prior to nomination shall not require a certificate of appropriateness, unless such permit has expired, been canceled or revoked. No project for which any application is pending, and which has received substantive review by the planning

board prior to nomination, shall be affected by nomination. Substantive review, as used in this paragraph, shall include workshop review of any completed application under articles IV or V of this chapter.

(Ord. No. 235-90, 2-26-90; Ord. No. 220-93, § 4, 5-17-93; Ord. No. 165-08/09, 3-16-09)

Sec. 14-631. National Register of Historic Places.

(a) Every property, landmark or district listed in the National Register of Historic Places prior to adoption of this article, as shown in the design manual, is hereby designated as a landmark or district and shall be subject to all of the protection of this article, until such time as such designation is amended or rescinded as provided by section 14-623. Listed properties which would qualify for designation as historic landscape districts shall be subject to the applicable provisions of this article. If there is any inconsistency between the boundaries of any landmark or district as shown in the designation ordinance, if any, the design manual and/or the National Register, such inconsistency shall be resolved in favor of such ordinance and the design manual in that order. A certificate of appropriateness shall be obtained for every alteration or new construction affecting said listed properties and districts.

(b) Upon notice to the city that a property or area has been listed in the National Register after the adoption of this article, a nomination shall be deemed submitted to the historic preservation board for designation of such property or area as a landmark, historic district or historic landscape district under this article, and the procedures of this division shall be applicable thereto.

(Ord. No. 235-90, 2-26-90; Ord. No. 165-08/09, 3-16-09)

Sec. 14-632. Properties eligible for listing on National Register or for local designation.

A certificate of economic hardship shall be obtained prior to demolition of any structure which has not been designated in accordance with this article but which is eligible for listing on the National Register of Historic Places under the criteria established by 16 U.S.C. Section 470(a) or its successor statute and/or regulations made thereunder or which is eligible for local listing under the criteria for designation of this article. The determination of eligibility for listing shall be made by the department, which may refer such a determination to the historic preservation board, and by the board of appeals if an appeal is taken. Upon determination of eligibility, the structure so

determined shall also be subject to the provisions of division 10 until a final decision by the council on designation becomes effective. If the council rejects designation or fails to designate a structure which has been determined to be eligible under the terms of this section, that structure shall no longer be subject to the provisions of divisions 8 and 10 of this article.

(Ord. No. 235-90, 2-26-90; Ord. No. 220-93, § 5, 5-17-93)

Sec. 14-633. Reserved.

DIVISION 6. CERTIFICATES OF APPROPRIATENESS AND NONAPPLICABILITY

Sec. 14-634. Certificate of appropriateness required.

(a) Except as provided in sections 14-635 and 14-636, a certificate of appropriateness shall be required before the following actions affecting any landmark, contributing or noncontributing structures, objects, sites or property in a district may be undertaken and shall be a condition precedent to the issuance of any permit authorizing such work:

(1) Any exterior alteration or new construction requiring a building permit from the City of Portland, including, but not limited to the following:

- a. Removal and replacement of architectural detailing including, but not limited to, porch spindles and columns, railings, window moldings and cornices;
- b. Moving of structures or objects on the same site or to another site;
- c. Construction of rooftop additions or decks;
- d. Alteration of accessory structures such as garages;
- e. Porch replacement or new construction of porches;
- f. Installation of exterior access stairs;
- g. Window or door replacement requiring enlargement of openings;
- h. Installation of antennas and satellite receiving dishes;

ATTACHMENT

2



26 September 2014

Deborah G. Andrews
Historic Preservation Program Manager
City Of Portland

Re: 30 July 2014 House Island analysis of eligibility as a local district

Dear Deb,

Since my presentation to the Historic Preservation Board I was able to meet with Kenneth E Thompson, Jr. a local historian with extensive knowledge of Maine's fortifications. He has been active in researching and investigating Fort Scammell's history and development. Mr. Thompson very kindly shared his information and knowledge with us. He was able to clarify and expand upon the information we provided to Greater Portland Landmarks and the Historic Preservation Board. I am forwarding to you a revision to the military history of the island, a revision to the architectural description of Fort Scammell, and some additional images that Mr. Thompson allowed us to copy for this report. In addition I have revised the index of resources and the map to depict the location of the external earthen walls of the fort that were added to the 1808 construction in the 1840s and 1850s and the location of the concrete mixer foundation and narrow-gauge rails. Portions of the text that are underlined represent new information or clarification and edits to the previously submitted report.

Sincerely,

A handwritten signature in cursive script that reads 'Julie Larry'.

Julie Larry,
Principal

HISTORIC CONTEXT REVISIONS

Military Ownership, 1808-World War II

Second Systems Forts and the War of 1812

In 1807 the English ban on US trade with France and concerns in the United States over British aggression toward the country's coastal cities and sailing vessels prompted President Jefferson to renew the country's fortification program. Forts built during this period were known as second system forts. Second system forts were built with engineers from the US Military Academy at West Point, a corps program established in 1802 to cut the country's reliance on foreign engineering. Second system forts in Maine include: Fort Sullivan in Eastport (1808), Fort at Machias in Machiasport (1808), Fort Penobscot (1808), Fort at Castine (1808), Fort at Fort Island¹ in Boothbay (1808), Fort Edgecomb (1808), Fort at Kennebec in Georgetown (1808), Fort at St. George (1808), Fort Scammell (1808), Fort Preble in South Portland (1808), and Fort McClary at Kittery Point (1808). In addition Fort Sumner in Portland (1794) was altered in 1808 with the addition of a brick gun house and water battery.

Fort Scammell was named in honor of Alexander Scammell (1747-1781), adjutant general of the Continental Army in the Revolutionary War. He was killed in action during the Battle of Yorktown. Construction of the fort was overseen by Henry Alexander Scammell Dearborn (1783-1851) a Portland lawyer and son of Major General Henry Dearborn. General Dearborn was a former Secretary of War and served in Alexander Scammell's regiment. Henry Dearborn acting as the Agent of Fortifications also oversaw construction in 1808 of Fort Preble across the harbor entrance in South Portland.

Fort Scammell initially consisted of a semi-circular fort. The fort overlooked the harbor entrance and was built of stone, brick, and sod a portion of the brick has been exposed (Image). In the center of the fort was the Powder Magazine. To the north of the magazine was an octagonal blockhouse. The block house had six guns located on the upper floor. The building was also used as a barracks. To the east of the blockhouse was a Brick Furnace to heat the shot before loading into the cannons. The fort was equipped with eleven 24 and 32-pounder mounted cannons. The rear (north) wall of the fort was a wooden stockade that bisected the wooden blockhouse.

In June of 1812 the United States declared war on England. Fort Scammell was garrisoned during the War of 1812 (1812-1814), but the fort's guns only fired once in August of 1813 on a British Privateer beyond Whitehead Passage. A month later in September 1813 a British Flag of Truce party landed at the Fort to negotiate for the release of British prisoners from the HBM Brig Boxer captured after a battle with the US Brig Enterprize off Pemaquid Point on 5 September 1813.

Near the end of the war in October of 1814 an exterior battery was completed on the north end of fort. The exterior battery was designed and engineered by Major Daniel Lane of the 33rd Regiment Infantry of Maine.² The detached gun battery overlooked

¹ Also known as Damariscotta Battery. The island is also known as Webber Island.

² Information courtesy of Kenneth E Thompson, Jr.

the northern end of the island and protected the rear of the fort from a landward attack.

Third Systems Forts

In 1816 Congress appropriated \$800K to improve the country's seacoast defensive system. Without the threat of war, construction projects moved slowly. Fort Preble and Fort Scammell were the only two Maine second system forts altered in the 1840s and 1850s. Fort Scammell was altered in the 1840s when earthen walls were extended east and west of the semi-circular fort for gun mounts. The walls were extended in the 1850s to encompass the gun battery. Forts built or altered after the War of 1812 are known as Third System forts. Third System forts are large brick or stone forts with multiple tiers of gun batteries built on promontories or on islands at choke points to important harbor entrances with earth covered batteries open to the rear and concrete magazines to store powder and ammunition. Third System forts in Maine include: Fort Knox in Prospect (1844-1869), Fort Popham in Phippsburg (1862-1870), Fort Gorges in Portland (1861-1870), New Fort Scammell (1862-1870), New Fort Preble in South Portland (1863-1870), and New Fort McClary in Kittery Point (1863-1870).

Thomas Lincoln Casey (1831-1896) was a West Point graduate, Class of 1852. He was assigned to the Corps of Engineers and taught engineering at West Point 1854-1859. In the 1860s he was assigned to Maine to oversee construction of Fort Knox, Fort Gorges, New Fort Scammell, and New Fort Preble. After the Civil War he was assigned to oversee construction on the Washington Monument 1879-1888. He served as the Chief of Engineers for the US Army Corps of Engineers 1888-1895 and was the engineer for the Library of Congress' Thomas Jefferson Building (1890-1897).

During the 1862 construction at Fort Scammell, a two-story granite bastion was built on the east side of the 1850s earthen walls and a one-story granite bastion was built on the west side near the end of the 1840s earthen wall extension. The enclosed bastions were equipped with 10-inch guns.³ Tunnels from the parade ground provide access the enclosed interior. A proposed granite bastion to the north was not built, although the tunnel from the parade ground was constructed. Typical of 19th century fortifications, each bastion was planned to have multiple tiers of casemates and a barbette tier on the top.

The granite for Fort Scammell was quarried on Mount Waldo and brought by stone sloops to the island. Wharves on the west side of the island were constructed for the off-loading of the granite, as was a stone cutting shed. Granite was unloaded and moved using block and tackle. Not only was the granite for Fort Scammell prepared on House Island, but also the granite for Fort Gorges and Fort Preble. A field of cut and uncut granite is extant just to the north of the stone wharf. A second field of granite is located the fort north of the east bastion. The granite blocks were moved from the cutting area by the wharf to the east bastion by way of a short narrow gauge railroad. A small area of narrow gauge tracks leading to the mixer have been

³ Although Third System forts generally have batteries open to the rear, similar to Fort Gorges and Fort Popham, Fort Scammell's batteries are enclosed. At Fort Scammell, tunnels were constructed to connect the interior of each battery to the parade ground in the center of the fort. Smoke produced by the firing cannons was vented through flues built into the walls.

uncovered.⁴ A mound near the center of the parade ground is the remains of the foundation of a large concrete mixer. The mixer took 26 men to operate. Concrete was also brought onto the island in barrels. "A solidified chunk of concrete with the marking of wood barrel staves that have rotted away is located in the gallery of the East Battery."⁵

By 1870 the fort was modified to accept 13-inch guns on barbette emplacements as well as at the top of the two granite bastions. In the mid 1860s the wooden blockhouse was removed and a large gunpowder magazine built near the tunnel entrance to the east bastion. Work on the fort was halted by a federal funding freeze on coastal defense projects in the late 1870s. With the abandonment of the construction of the North Bastion, construction at Fort Scammell relatively complete.

Endicott Period/ Board of Fortification: 1890-1910

In 1885 President Cleveland appointed a joint military and civilian board led by William Crowninshield Endicott, then Secretary of War, to assess the country's coastal defenses. The Board of Fortifications recommended a massive construction and modernization program with a focus on concrete fortifications and installation of large caliber breech loading artillery and mortar batteries with open topped concrete walls protected by earthworks. The program also included the use of mine fields, with smaller guns employed to protect the mine fields from mine sweeping vessels.

Spanish-American War

In 1890 Fort Scammell was altered to accommodate the larger 15-inch Rodman cannons and the east battery was used to control a minefield established in Whitehead Passage. In 1898 as a temporary measure, two old rebored 15-inch Rodman cannons were mounted on Fort Scammell on the east side of the fort. Despite this small improvement, Fort Scammell's days were drawing to a close. In 1903 the fort was listed as without armament and was not garrisoned. Although concrete bases for three-inch anti-aircraft guns were built on south and east batteries during World War One in 1918, no guns were installed.

ARCHITECTURAL DESCRIPTION REVISIONS

Fort Scammell

Fort Scammell was originally built as a semi-circular stone, brick and sod fortification facing Casco Bay and the entrance to Portland Harbor in 1808. In 1814 a single exterior battery was built to the rear of the fort overlooking the north end of the island. In the 1840s and 1850s semi-circular fortification was extended by earthen walls on the right and left flanks and finally to the rear to incorporate the exterior battery and enclose a much larger area. During the Civil War and shortly thereafter, the fort was expanded and rebuilt. The major changes of the new construction include the two granite block bastions (east bastion and west bastion) on the east and west sides of the island, the parade ground, and the great magazine. A planned north bastion was never completed.

⁴ A group including members of the Coast Defense Study Group, Portland Harbor Museum, and Kenneth E Thompson, Jr. undertook to clear some of the overgrowth within and around the fort and uncovered a section of the tracks.

⁵ From the Fort Scammell Tour published by Portland Discovery Land and Sea Tours, 2012.

Sally Port (1850s)

Map Location Q, Landmark

Fort Scammell, like most nineteenth century forts, is entered through a sally port. The segmentally arched and vaulted passage originally contained heavily timbered doors which were held by the large iron pins on the outside of the archway. The sally port is flanked on both sides by earthen bomb proofs. A band of square granite pavers is located at the outermost opening in the sally port.

Parade Ground (1850s, altered 1862)

Map Location R, Landmark

Fort Scammell includes a centrally located parade ground. A mound near the center of the parade ground is the remains of the foundation of a large concrete mixer. The parade ground was larger before the fort was expanded and rebuilt in the 1860s and 1870s. Openings around the parade ground lead via tunnels to powder magazines and the gun emplacements.

1808 Fort aka South Bastion (1808, altered 1862)

Map Location S, Landmark

The earthen walls of the South Bastion have been partially excavated to reveal a section of the stone and brick walls of the south battery constructed in 1808. Approximately 80% of the 150-foot brick wall has been exposed to reveal 25 courses of tapered and curving brick atop a fieldstone foundation secured to a granite outcropping. The exposed brick walls of the fort were whitewashed. The walls were whitewashed to make it evident to enemy vessels that the harbor was defended. A World War I anti-aircraft gun emplacement is located on top of the South Bastion.

1814 Exterior Battery (1814)

Built to defend the rear (north) of the 1808 fort from a land invasion on the north end of the island. A portion of the battery has been incorporated into the 1840s and 1850s expansion of the fort and survives.

West Bastion (1862)

Map Location T, Landmark

A one-story granite block bastion was constructed in 1862 along with the two-story granite block east bastion. The granite casemates of both bastions face Casco Bay. The west bastion was originally designed to have two levels of casemates while the east bastion was designed for three; however, the west bastion was only completed to the first level of casemates and the east bastion was completed to the second level. Each bastion contains a series of arched and enclosed casemates with heavily vaulted ceilings to support the gun platforms above. The barbette tier (top) parapets were added in the late 1860s.

East Bastion (1862)

Map Location U, Landmark

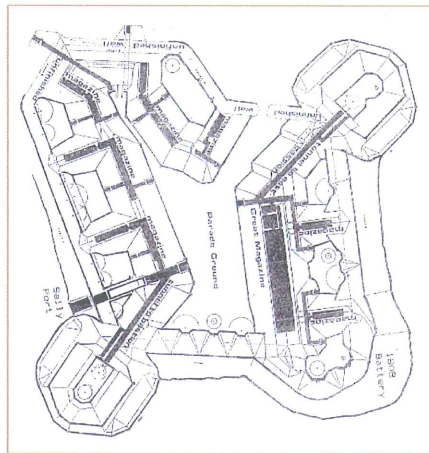
A two-story granite block bastion was constructed in 1862 along with the one-story granite block west bastion. The granite casemates of both bastions face Casco Bay. The east bastion was designed to have three levels of casemates while the west bastion was designed with two; however, the east bastion was only completed to the second level of casemates and the west bastion was completed to the first. Each bastion contains a series of arched and enclosed casemates with heavily vaulted

ceilings to support the gun platforms above. The barbette tier (top) parapets were added in the late 1860s.

INDEX OF RESOURCES REVISED

Map ID	Resource Name	AYB	Level of Significance
A	House Island Light 3	Late 20 th Century	Non-Contributing
B	Starling/Trefethen Wharf 1	Circa 1823	Contributing
	Starling/Trefethen Wharf 2	Circa 1823	Contributing
	Starling/Trefethen Wharf 3	Circa 1823	Contributing
C	Small Detention Barracks	1907	Contributing
D	Large Detention Barracks	1920	Contributing
E	Old Wharf	unknown	Contributing
F	Well Head	1907	Contributing
G	Dock	Early 20 th Century	Contributing
H	Public Health Officer's Residence	1907	Contributing
I	Quarantine Hospital	1907	Contributing
J	Lobster Pound Cove	Circa 1889	Contributing
K	Lobster Pound Foundations	Circa 1889	Contributing
L	Cemetery	1822-2008	Contributing
M	Old Wharf/Stone Cribbing	1850s	Contributing
N	Site of Stone Cutting Shed	1850s	Landmark
O	Granite "Engineer's" Wharf	1850s	Landmark
P	Site of Portland Inspection Station	1892	Contributing
Q	Sally Port	1850s	Landmark
R	Parade Ground	1850s (1862)	Landmark
S	South <u>Bastion</u> & Site of 1808 Fort/ <u>exposed wall</u>	1808 (1862)	Landmark
T	<u>West Bastion</u>	1862	Landmark
U	<u>East Bastion</u>	1862	Landmark
V	Great Magazine	1870	Landmark
W	Fort Scammell Light 2	Late 20 th Century	Non-Contributing
X	<u>Earthen Walls</u>	<u>1840s-1850s</u>	<u>Landmark</u>
Y	<u>Concrete mixer, granite foundation stones & narrow gauge rails</u>	<u>1850s-1860s</u>	<u>Landmark</u>

House Island Historic Resources Map With inset map of Fort Scammell



- A House Island Light
- B Starling/Trefethen Wharf Foundation
- C Small Detention Barracks
- D Foundations of Large Detention Barracks
- E Wharf Foundation
- F Well Head
- G Dock
- H Public Health Officer's Residence
- I Quarantine Hospital
- J Lobster Pound Cove
- K Foundations of Lobster Pound
- L Cemetery
- M Old Wharf/Stone Cribbing
- N Granite Cutting Area
- O Granite Wharf
- P Site of Portland Inspection Station
- Q Sally Port
- R Parade Ground
- S South Battery
- T West Battery
- U East Battery
- V Great Magazine
- W Fort Scammel Light
- X Earthen Walls
- Y Concrete mixer, foundation & rails

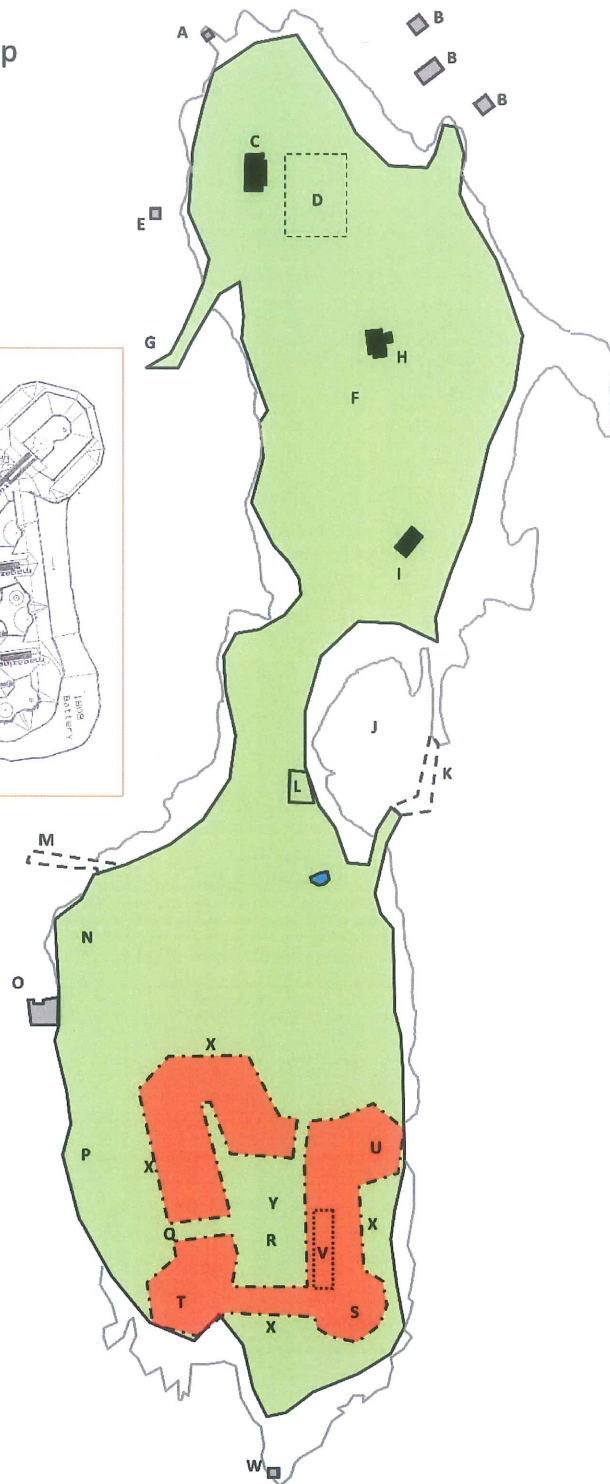




Image of a sloop near the Granite Cutting Shed (map location N) and the Old Wharf (M) a wood structure over stone cribbing. Courtesy of Kenneth E. Thompson, Jr.



Image of partially exposed wall of the South Bastion. Courtesy of Kenneth E. Thompson, Jr.



Image of the Lobster Pound. Courtesy of Kenneth E. Thompson, Jr.



Late 19th century image of House island. Courtesy of Kenneth E. Thompson, Jr.



View of Fort Scammell (middle ground) and Fort Gorges (back ground). Courtesy of Kenneth E. Thompson, Jr.

House Island, Portland, ME Analysis of Eligibility as a Local Historic District

By ttl-architects, LLC

30 July 2014

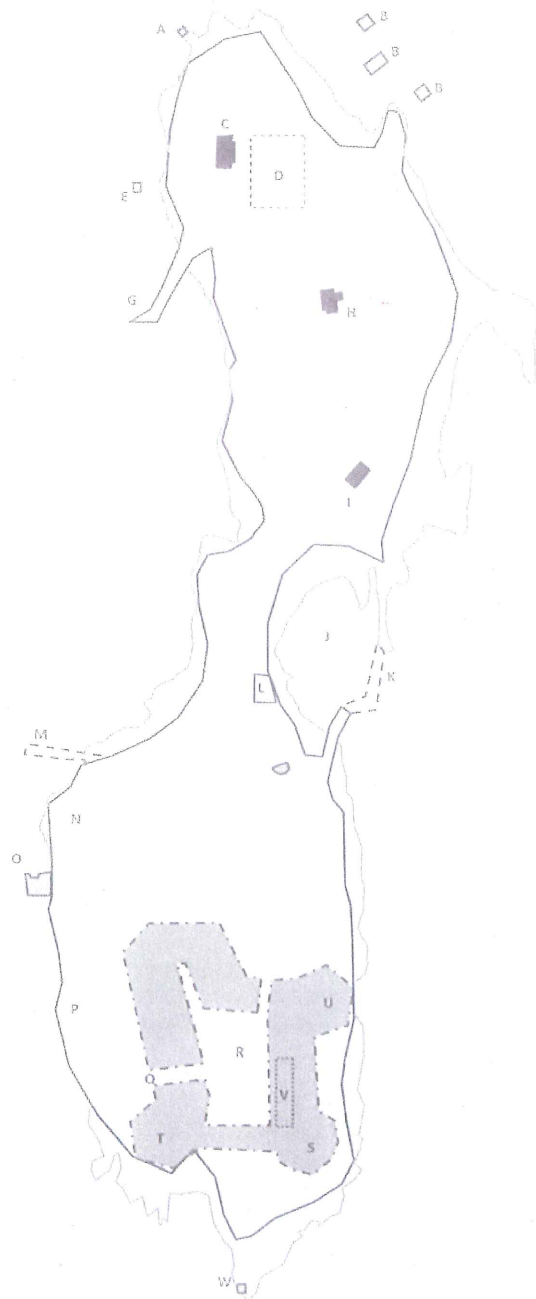


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SUMMARY DESCRIPTION OF A POTENTIAL HOUSE ISLAND HISTORIC DISTRICT

House Island is a 24 acre island just off the coast of Portland on the north side of the entrance to Portland Harbor between Cushing Island and Fort Gorges. The potential House Island Historic District includes Fort Scammell, three 1907 buildings and a pump station associated with the US Hospital, Quarantine and Immigration Station, cut granite wharves, the remains of a late 19th century lobster pound, a cemetery, the site of the City of Portland's Inspection Station, and two United States Coast Guard markers. Fort Scammell on House Island has been identified as eligible for listing on the National Register of Historic Places by the City of Portland.

House Island has a long history of use as a center for fishing, for military fortifications and as a site for processing immigrants into the United States in the late nineteenth and early 20th centuries. After the United States government's sale of the island following World War II, the island has been privately owned by one family until its sale in 2014.



SUMMARY STATEMENTS ADDRESSING THE CITY OF PORTLAND'S MINIMUM CRITERIA STANDARDS FOR DESIGNATION AS A LOCAL HISTORIC DISTRICT

House Island meets the minimum criteria standards for designation as a local historic district as defined in Sec. 14-610 of the City of Portland's Historic Preservation Ordinance and summarized below:

Sec. 14-610.a.1 - Value as a significant example of the cultural, historic, architectural, archaeological or related aspect of the heritage of the City of Portland, State of Maine, New England region, or the United States.

The potential historic district provides a unique state and local example of the social history surrounding immigration in the United States in the late 19th and early 20th centuries, particularly the public health laws for immigrants from foreign ports and the immigration laws of the early 20th century which established quotas for entry into the United States. The extant United States Hospital, Quarantine and Immigration Station facilities on the north half of House Island assumed the functions previously administered at the City of Portland's Inspection Station located on the Fort Scammell military reservation. The site and extant above ground resources are significant at the local, state, and national level for their association with United States immigration policy and processing operations.

The potential historic district is also significant in the area of maritime history and commerce as it is a district that represents the local economic, cultural and social importance of fishing on Maine's islands. Although few remains of its fishing past are located on the island, just offshore on the northeast end of the island are the remains of three early 19th century wharves used by the island's fish curing businesses. The wharves and the remains of the c1889 lobster pound in Lobster Pound Cove provide evidence of the island's importance in the local fishing economy.

Fort Scammell is significant as one of the major fortifications of the Federal strategy to protect coastal cities leading up to the War of 1812 and again during the Civil War. Because of its location, Fort Scammell, along with Fort Gorges and Fort Preble, was a critical element in the defense of the entrance to Portland Harbor. Built in 1808 as a second system fort with a blockhouse, the extant fort structures are the result of a redesign of the fort from 1862-1870 to conform to national third system fortification designs. The site and extant above ground resources are significant at the local, state, and national level for their role in the United States' design and strategy for coastal defenses.

Although no professional archeological investigations have been undertaken on House Island, other islands in Casco Bay have yielded artifacts 2000-4000 years old, evidence of Native American use of the islands for hunting, fishing, and gathering and House Island may have the potential to yield information on its use by native Americans. In addition, there is potential to yield information on the historic use of the island during the period 1623-1808 when the island was used primarily for fishing and farming. The island is locally and regionally significant for its potential ability to expand the archeological database for the late Ceramic period in Casco

Bay, and to develop a more comprehensive understanding of island life from pre-contact into the early 19th century.

Sec. 14-610.a.2 - 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 structures on the property.

The potential district has been the site of events that have had an important impact on the region as a whole from the mid nineteenth century through the early twentieth century. The remaining resources associated with the United States Hospital, Quarantine, and Immigration Station provide a unique national, state and local example of immigration processing operations.

Additionally, the potential historic district is also significant in the area of maritime history and commerce as an example of the local economic, cultural and social importance of fishing on Maine's islands. The early nineteenth century granite wharves and the remains of the c1889 lobster pound provide evidence of the island's importance in the local fishing economy. The lobster pound provides evidence of the ingenuity of Maine's lobster merchants to regulate supply and pricing for their product, a site significant to the lobster fishery's rise to prominence in Maine, and is an early example of this type of enclosure in Maine.

Sec. 14-610.a.3 - Its identification with a person or persons who significantly contributed to the cultural, historic, architectural, archaeological or related aspect of the development of the City of Portland, State of Maine, New England region, or the United States.

As the site of Portland's Inspection and Quarantine Station, House Island served as a port of entry for European immigrants arriving in New England in the late 19th century to work in area mills, to immigrate to the western states, or to immigrate north into Canada via the St. Lawrence and Atlantic Railroad. In the 20th century the United States Hospital, Quarantine and Immigration Station on House Island served as an alternative quarantine and inspection station to heavily used federal facilities in Boston and New York. The site and extant above ground resources are significant at the local, state, and national level for their association with European immigration to the United States in the late 19th and early 20th centuries.

In addition, Fort Scammell is significant for its association with Army Engineer Thomas Lincoln Casey (1831-1896). Casey oversaw construction on coastal fortifications in Maine, including Fort Knox, Fort Preble, Fort Scammell, and Fort Gorges. He oversaw the Washington Monument construction 1879-1888, was the engineer of the Thomas Jefferson Building at the Library of Congress, and served as the Chief of Engineers for the United States Army Corps of Engineers from 1888-1895.

Sec. 14-610.a.4 - Exemplification of a significant architectural type, style or design distinguished by innovation, rarity, uniqueness or overall quality of design detail, materials or craftsmanship.

Fort Scammell is significant as one of the major fortifications of the Federal strategy to protect coastal cities from 1807-1918 and as example of a mid-nineteenth century fortification known for its design and engineering. Begun in 1808, the second system fortifications were altered and the block house removed to conform to national third system fortification designs 1862-1870. The fort was also slightly altered again in the 1890s during a massive construction and modernization program with a focus on concrete fortifications, the installation of large caliber breech loading artillery, and the installation of mine fields, with smaller guns employed to protect mine fields from mine sweeping vessels. During this period Fort Scammell's East Battery was equipped to control a minefield in Whitehead Passage and the fort was upgraded with 15-inch Rodman cannons. During World War One concrete bases for three-inch anti-aircraft guns were built on the South and East Batteries, but no guns were installed.

In addition the Acadian Revival style of the Small Detention Barracks and the Quarantine Hospital are locally unique examples of this style of architecture.

Sec. 14-610.a.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, State of Maine, New England region, or the United States.

Fort Scammell is significant for its association with Army Engineer Thomas Lincoln Casey (1831-1896). Casey oversaw construction on coastal fortifications in Maine, including Fort Knox, Fort Preble, Fort Scammell, and Fort Gorges. He oversaw the Washington Monument construction 1879-1888, was the engineer of the Thomas Jefferson Building at the Library of Congress, and served as the Chief of Engineers for the United States Army Corps of Engineers from 1888-1895.

Sec. 14-610.a.5 - Representation of a significant example of the cultural, historic, architectural, archaeological or related theme expressed through distinctive areas, sites, structures, or objects.

The potential district is significant in the area of Military History. Fort Scammell is significant as one of the major fortifications of the Federal strategy to protect coastal cities from 1807-1918. Because of its location, Fort Scammell, along with Fort Gorges and Fort Preble, was a critical element in the defense of the entrance to Portland Harbor in the 19th century and early 20th century. Fort Scammell was determined eligible for listing on the National Register of Historic Places by the City of Portland. Fort Gorges was listed on the National Register of Historic Places in 1973 and is a city designated landmark.

Although no professional archeological investigations have been undertaken on House Island, other islands in Casco Bay have yielded artifacts 2000-4000 years old, evidence of Native American use of the islands for hunting, fishing, and gathering.

The island has a strong likelihood to yield important information about Native American lifeways over a broad period, the early settlement of the island, and use of the island for marine trade. During the period 1623-1808 when the island was used primarily for fishing and farming there were numerous fish houses, flakes¹, outbuildings, and two dwellings on the island as well as the extant remains of the wharves on the northeast end of the island and the lobster pound in the cove on the east side of the island. The island is locally and regionally significant for its potential as a source for artifacts and information to expand the archeological database for the late Ceramic period in Casco Bay, and to develop a more comprehensive understanding of island life from pre-contact into the early 19th century.

HISTORIC CONTEXT

Native American Occupation

Native American occupation of Casco Bay likely began 12,000 years ago, although sea level changes are believed to have washed away evidence of early human presence. There have been no archeological investigations of House Island, although other islands in Casco Bay have yielded artifacts 2000-4000 years old, evidence of Native American use of the Casco Bay islands for hunting, fishing, and gathering. A potential House Island Historic District has a strong likelihood to yield important information about Native American use over a broad period.²

Early European Settlement, c1600-1675

House Island may have been occupied by European settlers as early as 1623 when Christopher Leavitt was granted six thousand acres including the islands of Casco Bay by King Charles I of England. Although Leavitt and his men may have established a trading center on House Island for commerce with the Wabanaki,³ the earliest documented structure on the island is a house transferred in a 1661 deed from Nicholas White to John Breme, along with a right for White's fish business. In the first few decades of European settlement the island was inhabited principally by fisherman, with some subsistence farming, and was the site of active fish curing, and possibly fish trading, businesses.

Indian Wars, 1676-1715

The French and Indian Wars were a series of conflicts that were part of a larger colonial struggle between France and England that lasted three quarters of a century. The settlement on the Portland peninsula, then known as Casco, was destroyed in

¹ Wood framed structures for drying fish.

² An undated article clipping in the files at Greater Portland Landmarks indicates that in 1845, during construction on Fort Scammell, a Native American gravesite was discovered, although there is no indication what happened to the remains that were uncovered.

³ Conforti, Joseph A. ed. "Creating Portland: A History and Place in Northern New England. Lebanon, NH: University Press of New England, 2005.

1676 during King Phillips War or the First Indian War (1675-1678). After the Treaty of Casco in April of 1678, Portland was resettled.

In September of 1689, during a conflict known as King William's War (1689-1697), 200 Norridgewock, Penobscot, and Canadian Indians gathered on Peaks Island and attacked European settlements in Back Cove. While the September attackers were driven off, a second attack in the spring of 1690 forced the surrender of Fort Loyal near the foot of India Street. The settlement at Portland was burned and European settlers were killed or taken prisoner. Although there was some resettlement in Casco Bay, principally at Spring Point in South Portland, these settlers were driven out after an attack in August of 1703⁴. The area was not substantially resettled until the close of Queen Anne's War (1702-1713) after the 1713 Treaty of Portsmouth ended hostilities between England and France. By 1715 Portland, then known as Falmouth, was resettled. House Island, like most of the area, was mostly unsettled from 1676-1715.

During this turbulent period, House Island was owned by George Munjoy, owner of the eastern end of the Portland peninsula and Peaks Island, and his family. Munjoy acquired a fourth interest in House Island in 1663 and eventually acquired the rights to the whole island. His garrisoned dwelling at the corner of Fore and Mountfort Streets on the peninsula was demolished in 1676. Deeds indicate there were two houses, an old house and a new house, on the island at this time, although they were likely demolished or deteriorated substantially during the period of abandonment. After his death in 1680, his ownership of the island was affirmed by the provincial authorities and deeded to his widow, although she seems to have resided in Boston during the conflicts.

Resettlement Period, 1715-1750

As the Casco Bay area was resettled after the cessation of hostilities, House Island was owned in part by various fisherman, farmers, and businessmen; no one owner possessed a right to the entire island. For most of this period of European resettlement the island was the site of fish curing businesses. There are no known remains of this period of resettlement on House Island. Archeological investigations might yield information on island life in the 18th century as deeds indicate dwellings were present on the island during this time.

Nineteenth Century Fish Curing Yard and Lobster Pound

In 1801 the island was acquired by John Walden Green of Salem, a fisherman and farmer. He built a dwelling upon the island, no longer extant. He sold the southern half of the island, twenty-acres, to the US Government in 1808.

⁴ Gould, Nathan. *A History of Peaks Island and Its People: Also a Short History of House Island*. Portland, ME: Lakeside Press, 1897.

For most of the 19th century the northern portion of the island was owned by members of the Trefethen and Starling families. In 1822 John Starling [Sterling] (1785-1870) acquired one half of the north part of the island and moved to the island with his wife Patience Bowe [Browne]. In 1823 his cousin Henry Trefethen III (1797-1880) acquired title to the other half of the north end of the island, and moved to the island from Monhegan. The two families lived on the island in a two family house (See images). The Starling and Trefethen families fished and cured their catches in large flake yards.⁵ (See images).

Besides the two-family dwelling house the Starling and Trefethen families had fishing sheds and piers on the eastern side of the island. Although the wooden outbuildings are no longer extant, three large stone piers of cut granite that formed the bases of the wharves are extant. The families also laid out a cemetery near the middle of the island overlooking Lobster Pound Cove. The cemetery's oldest grave is William Hogart (c1777-1822).

Information from the Cushing family, owners of the island in the second half of the 20th century, dates the use of the cove on the east side of the island as a lobster pound to the 1850s. Maine Sea Fisheries and the history of lobster pounds in Maine indicate the establishment of the lobster pound was probably closer to 1889 when Howard H. Trefethen established his wholesale lobster business.

Prior to 1880 lobstering in Maine was largely irrelevant to Maine's economy, ranking sixth in pounds landed behind cod, herring, mackerel, hake, and haddock. In the 1880s lobsters quickly became the most valuable catch in Maine's fisheries driven in part by the rise of Maine as a tourist destination and the ability to transport fresh lobster to urban markets. The lobster catch in Maine grew from 14 million pounds in 1880 to 25 million pounds in 1889. The value of the catch increased from \$269,000 in 1880 to \$574,000 in 1889. By 1900 the lobsters were Maine's most valuable catch worth approximately \$1 million dollars. As the value of the catch and demand for lobsters increased the number of lobsterman increased as well from less than 200 in 1876 to 3,304 in 1898. Lobster for delivery out of state was initially canned locally, but was quickly replaced by fresh shipment after 1885 with the development of lobster pounds along the coast.⁶

Lobstering in Maine was a seasonal business, with trapping occurring in March-July and October-December. The steady demand and seasonal supply resulted in low prices when lobsters were readily available and high prices when there were fewer

⁵ The *Maine Register or State Year-book and Legislative Manual* of 1889 indicates that Alpheus G. Sterling and Charles & Henry Trefethen were fish curers and fish wholesalers on House Island. Alpheus, the youngest son of John Starling, inherited the Starling family share of the island. In 1888 deeds indicate Alpheus sold the Trefethens the right to use the water in the eastern cove for a lobster pound. Other fisherman from the island include Henry Trefethen III's nephew George Trefethen, Jr. who sold dry, smoked and pickled fish at 6 Commercial Wharf. George's brother John Waterman Trefethen was a wholesale and retail dealer in fresh and pickled fish on the east end of Commercial Wharf in Portland.

⁶ O'Leary, Wayne. *Maine's Sea Fisheries: The Rise and Fall of a Native Industry, 1830-1890*. Boston: Northeastern University Press, 1996. Page 258.

lobsters available for market. In an effort to hold lobsters captive for sale out of season, a lobster pound was created in 1875 by Johnson & Young of Boston in a nine-acre bay along the coast of Vinalhaven, using a natural shoal with a wire fence across the top. By 1890, there were three lobster pounds in Maine, including the lobster pound on House Island. By 1898, the House Island lobster pound was one of nine pounds along the Maine Coast.

In 1889 Howard H. Trefethen, grandson of Henry Trefethen III, entered the wholesale lobster business becoming one of three principals in Holbrook, Trefethen & Harvey, wholesalers in live, boiled and pickled lobster on Long Wharf. A business journal notes in 1891 Holbrook, Trefethen & Harvey had a pound on the island. The pound was located in a cove on the east side of the island, now known as Lobster Pound Cove (See images). Two natural rock ledges were extended by a granite wall topped with a short weir to enclose the cove and create a containment pond for the lobsters. Historic photographs show a small gable building at the northern end of the wall. The fish house was likely used for the storage of lobster feed, for packing the lobsters, and for the storage of gear, usually nets or seines, used to harvest the lobsters from the pound. In the 19th century, Howard's cousin, Newell Fales Trefethen, continued the family's involvement with wholesale lobstering, operating a lobster business in Portland. He moved his lobster house, N.F. Trefethen Co. from Portland Pier to Customs House Wharf, building a two story lobster house.⁷ He also operated a lobster pound in South Bristol, Maine. His uncle, George Trefethen Jr worked with him at N.F. Trefethen Co.

Military Ownership, 1808-World War II

Second Systems Forts and the War of 1812

In 1807 the English ban on US trade with France and concerns in the United States over British aggression toward the country's coastal cities and sailing vessels prompted President Jefferson to renew the country's fortification program. Forts built during this period were known as second system forts. Second system forts were built with engineers from the US Military Academy at West Point, a corps program established in 1802 to cut the country's reliance on foreign engineering. Second system forts in Maine include: Fort Sullivan in Eastport (1808), Fort Machias in Machiasport (1807), Fort Penobscot (1807), Fort George in Castine (1808), Damariscotta (1807), Fort Edgecomb (1807), Georgetown (1808), Fort Scammell (1808), Fort Preble in South Portland (1808), Fort Sumner in Portland (1794,1808), and Fort McClary at Kittery Point (1808).

Fort Scammell was named in honor of Alexander Scammell (1747-1781), adjutant general of the Continental Army in the Revolutionary War. He was killed in action during the Battle of Yorktown. Construction of the fort was overseen by Henry Alexander Scammell Dearborn (1783-1851) a Portland lawyer and son of Major General Henry Dearborn, a former Secretary of War and friend of Alexander

⁷ See 1924 tax photo, Item No 86340.

Scammell. Dearborn also oversaw construction in 1808 of Fort Preble across the harbor entrance in South Portland.

Fort Scammell consisted of two parts, the semi-circular fort and a gun battery. The semi-circular fort overlooked the harbor entrance and was built of brick, a portion of which has been exposed (Image). In the center of the fort was the Powder Magazine. To the north of the magazine was an octagonal blockhouse. The block house had six guns located on the upper floor. The building was also used as a barracks. To the east of the blockhouse was a Brick Furnace to heat the shot before loading into the cannons. The fort was equipped with eleven 24 and 32-pounder mounted cannons.

In June of 1812 the United States declared war on England. Fort Scammell was garrisoned during the War of 1812 (1812-1814), but the fort's guns only fired once in August of 1813 on a British Privateer in Whitehead Passage. A month later in September 1813 a British Flag of Truce party landed at the Fort to negotiate for the release of British prisoners from the *HMS Boxer* captured after a battle with the *USS Enterprise* off Pemaquid Point on 5 September 1813.

Near the end of the war in October of 1814 the Gun Battery was completed on the north end of fort. The detached gun battery overlooked Whitehead Passage.

Third Systems Forts

In 1816 Congress appropriated \$800K to improve the country's seacoast defensive system. Without the threat of war, construction projects moved slowly. The fort was altered in the 1840s when the walls of the semi-circular fort were extended east and west for gun mounts. The walls were extended again in the 1850s to encompass the gun battery. Forts built or altered after the War of 1812 are known as Third System forts. Third system forts are large brick or stone forts with multiple tiers of gun batteries built on promontories or on islands at choke points to important harbor entrances with earth covered batteries open to the rear with concrete magazines to store powder and ammunition. Third System forts in Maine include: Fort Knox in Prospect (1844-1869), Fort Popham in Phippsburg (1857, 1862), Fort Gorges in Portland (1858), Fort Scammell (1808), Fort Preble in South Portland (1808), and Fort McClary in Kittery Point (1808).

Thomas Lincoln Casey (1831-1896) was a West Point graduate, Class of 1852. He was assigned to the Corps of Engineers and taught engineering at West Point 1854-1859. In the 1860s he was assigned to Maine to oversee construction of Fort Knox and Forts Gorges and the redesign of Fort Scammell and Fort Preble. After the Civil War he was assigned to oversee construction on the Washington Monument 1879-1888. He served as the Chief of Engineers for the US Army Corps of Engineers 1888-1895 and was the engineer for the Library of Congress' Thomas Jefferson Building (1890-1897).

During the 1862 construction at Fort Scammell, a two-story bastion was built on the east side of the 1850s walls and a one story bastion was built to the west side near the end of the 1840s wall extension. The bastions were equipped with 10-inch guns and were open to the rear with stone casements facing Casco Bay. A proposed

bastion to the north was not built, although the tunnel was constructed. Each bastion was planned to be three stories in height, but none at that height were completed.

The granite for Fort Scammell was quarried on Mount Waldo and brought by stone sloops to the island. Wharves on the west side of the island were constructed for the off-loading of the stones, as was a stone cutting shed. Stones were unloaded and moved using block and tackle. Not only were the stones for Fort Scammell prepared on House Island, but also the stones for Fort Gorges and Fort Preble. A field of cut and uncut stones is extant just to the north of the stone wharf. Stones were moved from the cutting area to the east bastion by way of a short narrow gauge railroad. A mound near the center of the parade ground is the remains of the foundations of a large cement mixer. The mixer took 26 men to operate. Cement was also brought onto the island in barrels. A solidified chunk of cement with the marking of wood barrel staves that have rotted away is located in the gallery of the East Battery.

In 1870 the fort was modified to accept 13-inch guns on external emplacements and the top of the two granite bastions. The wooden blockhouse was removed and a large gunpowder magazine built near the tunnel entrance to the east bastion. Work on the fort was halted by a federal funding freeze on coastal defense projects in the late 1870s.

Spanish-American War (Endicott Period: 1890-1910)

In 1885 President Cleveland appointed a joint forces and civilian board to assess the country's coastal defenses. The board recommended a massive construction and modernization program with a focus on concrete fortifications and installation of large caliber breech loading artillery and mortar batteries, usually open topped concrete walls protected by earthworks. The program also included the use of mine fields, with smaller guns employed to protect the mine fields from mine sweeping vessels.

In 1890 Fort Scammell was altered to accommodate the larger 15-inch Rodman cannons and the east battery was used to control a minefield established in Whitehead Passage. Despite these small improvements, Fort Scammell's days were drawing to a close. In 1903 the fort was listed as without armament and was not garrisoned. Although concrete bases for three-inch anti-aircraft guns were built on south and east batteries during World War One in 1918, no guns were installed.

Quarantine Stations & Immigration, 1892-1937

In the eighteenth and nineteenth centuries in order to prevent the entry and spread of infectious diseases, vessels suspected of having contagious diseases could be stopped and quarantined. Initially, this was done on a port by port basis, with no national control or oversight. New York's first quarantine station was built in 1758 on Bedloe's [Liberty] Island. In 1832, Little Hardwood Island, a small two-acre island in Passamaquoddy Bay was utilized to isolate ship passengers infected with cholera who were arriving at St. Andrews for settlement in Canada and northern New England. The island became known as Quarantine Island and Hospital Island. Hospital Island was used through the period of Irish immigration during the Potato

Famine 1845-1852 and closed in 1865. The hospital and other buildings were destroyed by a storm in 1869. In 1879, the first nationally funded and operated United States Quarantine Station was built on Ship Island, Mississippi for the Port of New Orleans. The same year the Ship Island Quarantine Station was established, a second act established a National Board of Health to coordinate with local and state wide systems of quarantine.

In Maine in 1884, 15-acre Widow's Island off North Haven in Penobscot Bay became the site of a US Navy hospital for yellow fever patients. The hospital was functional 1885-1904, but never had a yellow fever patient. In 1904 after ownership was acquired by the State of Maine, it was used by patients from Augusta Mental Health Institute and Bangor Mental Health Institute for recreation and was known as the Chase Island Convalescent Hospital.

At the end of the nineteenth century in Maine, smaller ports often had no quarantine anchorage, quarantine facility, or even quarantine laws or regulations. In 1896 there were no inspection stations in Castine, Eastport, Ellsworth, Waldoboro, Belfast, Rockland, Wiscasset, York and Kennebunkport.⁸ Larger ports like Bath and Bangor, had designated anchorages in the river for vessels suspected of possibly carrying infectious diseases and local laws outlining the procedures for inspecting vessels from foreign ports. A small vessel carrying the local health officer would board and inspect ships at anchorage. In Portland, like Bangor and Bath, a vessel would anchor in the harbor and the Public Health Officer would inspect the ships' crews and passengers for disease. Portland unlike other ports also had a quarantine facility.

The facility was built on land owned by the Federal Government on House Island that was part of the Fort Scammell Military Reservation and licensed to the Portland Board of Health in 1892 to use for quarantine purposes.⁹ The City of Portland built a one-and-a-half story cottage with a steam disinfecting chamber, a 30' x36' coal shed, two steam boilers in a boiler house, and a pier on wood pilings. The wood framed cottage was 36' x 78' with a monitor roof and two cupolas. Inside there were two 10'x48' corridors for packing and unpacking baggage. There were six 10' x8' rooms with bathtubs and attached dressing rooms. Water came from a small pond on the hill behind the station and was fed by gravity into a cistern. During inspection, immigrants were stripped and their clothes run through the steam room to disinfect while they bathed. As part of the steam process, heat from the steam was vented to dry the clothing before it was returned to the newly bathed immigrants. Persons that needed to be retained were housed in an old house on the island or in the ordinance building inside the fort. A watchman lived on the island, but the Public Health Officer

⁸ _____. *Report of the Federal Security Agency: Public Health Service*. Washington, DC: US Government Printing Office, 1896.

⁹ _____. *United States Military Reservations, National Cemeteries, and Military Parks*. United States Army, office of the Judge Advocate General, Charles Edward Hay Jr. US Government Printing Office, 1904. Deed from John Green Walden (c1758-1822) and wife to the United States dated February 29, 1808, conveying 12 acres of land. Deed recorded Book 53, Page 531 in the Cumberland County Registry of Deeds.

would be brought out to the island by steamer. In 1895, 415 immigrants passed through the inspection and quarantine station.¹⁰

In 1896 at the urging of western states, particularly Michigan, and with the approval of the City of Portland, Congress authorized the takeover of the Portland Inspection and Quarantine Station at Fort Scammell. They appropriated \$12,000 for its purchase and maintenance that year, although records indicate they may not have assumed full control of the inspection station until January of 1902.¹¹ In 1904 one hundred steamers with 1,342 passengers were inspected. In an article in the *Journal of Medicine and Science*, the medical officer in command of the United States Hospital, Quarantine and Immigration Station at Portland, P.C. Kalloch, described the need for a barracks capable of holding 150-200 immigrants, a small hospital, and a residence for doctors and staff on House Island. Until 1905, the north end of the island had been in continuous use for fishing and fish curing. The north end of the island was purchased by the United States from the Sterling and Trefethen heirs. In 1907 the small wood framed barracks for about 50 people, the Public Health Officer's Residence and the Quarantine Hospital were completed. A beehive pump station over a 270-foot deep well to supply water to the barracks was also completed during this period of construction. The pump was powered by a windmill that was removed in the 1970s.

In 1913 a federal subcommittee of the House Appropriations Committee heard testimony for the need of a "fire proof" building for detaining 500 immigrants at the US Hospital, Quarantine and Immigration Station on House Island. The need for expansion of the US Hospital, Quarantine and Immigration Station on House Island to increase detention capacity was in part affected by early 20th century immigration laws. Congress passed the 1917 Immigration Act on 5 February 1917 to restrict the immigration of undesirable immigrants from other countries, including any persons with tuberculosis, any form of contagious disease, a disability restricting them from earning a living in the United States or any "idiot, imbecile, epileptics, alcoholics, poor, criminal, beggars, polygamist, or anarchist."¹² The act established a literacy test for immigrants and the requirement for medical examinations before entering the country. In 1920 a second Detention Barracks was built to the east of the Small Barracks. It had a capacity for 592 people.¹³ It was torn down in 1962, although the remains of the foundation are still visible.

The Emergency Quota Act 1921 was passed by Congress to temporarily limit the number of immigrants into the United States. The law imposed quotas based on the country of birth. Allowable quotas for each country were calculated at three percent of the total number of foreign-born persons from that country recorded in the 1910

¹⁰ _____. "Portland" *Annual Report of the Supervising Surgeon General of the Marine Hospital Services*. Washington, DC: US Government Printing Office, 1896.

¹¹ _____. *Report of the Federal Security Agency: Public Health Service*. Washington, DC: US Government Printing Office, 1904.

¹² Tucker, Davis and Jessi Creller. "Summary of the 1917 Immigration Act" The University of Washington-Bothell Library website.

http://library.uwb.edu/guides/usimmigration/1917_immigration_act.html

¹³ _____. *Fort Scammell Tour*. Portland: Portland Discovery Land & Sea Tours, 2012.

United States census.¹⁴ The Act was superseded in 1924 by the Johnson-Reed Act which limited the number of immigrants allowed into the United States to two percent of the total number of people of each nationality living in the United States as of the 1890 national census.

In the 1920s, the Portland station was largely used as an overflow station for the ports of Boston and New York. In November of 1923 the ships *President Polk* and *George Washington* were diverted to Portland from New York and 218 immigrants from those ships were quarantined at the station. The station was abandoned in the winter of 1923. In 1937 the US Hospital, Quarantine and Immigration Station on House Island was officially closed and offered for sale.

Navigation

In the early 20th century, a shoal about 60 yards off the north end of the island was marked by House Island Light.¹⁵ A shoal with 14-17 feet of water over it extends from House Island into Diamond Island Roads, the anchorage for vessels waiting for inspection. In 1906, at the time of development of the island by the United States government, a black spar buoy off the north end of the island at the easterly entrance to Diamond Island Roads anchorage was added.¹⁶ Known as House Island Buoy 1, it was discontinued in 1982.¹⁷ In 1914 lights were added to the navigational markers on the island.

The south end of the island is now marked by Fort Scammel Point Light 2, a 35' high triangular red daymark on a skeleton tower. On the north end of the island is House Island Light 3 with a square green daymark on a skeleton tower 20' above water and a House Island Buoy, a green can buoy, at N 43°39' 22.408" and W 70°12'20.221".¹⁸

¹⁴ Barrientes, Brenda "Summary of the 1921 Emergency Quota law; An Act to limit the immigration of Aliens into the United States" The University of Washington-Bothell Library website. http://library.uwb.edu/guides/usimmigration/1921_emergency_quota_law.html

¹⁵ United States Coast Pilot: The Atlantic Coast. US Coast & Geodetic Survey. US Government Printing Office, 1911.

¹⁶ "Maine-Portland Harbor Buoyage" *The Canada Gazette*. Ottawa. Saturday August 25, 1906. Page 435.

¹⁷ _____. "150 Bouys in use along Maine Coast to be discontinued by Coast Guard". *Bangor Daily News*. April 1, 1982

¹⁸ _____. *Light List, Volume 1 Atlantic Coast: St Croix River, Maine to Shrewsbury River, New Jersey*. US Department of Homeland Security, United States Coast Guard. US Government Printing Office, 2014.

Private Ownership, 1950-present

At the end of World War II Fort Scammell was sold to Navy Captain Lincoln King, ret. for \$1200 in 1948. King wanted to sell the fort's granite to the US Army Corps of Engineers for a planned breakwater from the shore of South Portland to Spring Point Light. Hilda Cushing of South Portland wanted to see the fort preserved and was quoted as saying, "You can't have tomorrow without today."¹⁹ She purchased the southern half of the island from King in 1954. In 1955 she purchased the remainder of the island which was then owned by Stanley Pettengill. Her family owned the island until 2014.

ARCHITECTURAL DESCRIPTIONS

House Island is an hourglass shaped island, with the north and south ends of the island connected by a narrow ridge dropping off to semicircular beaches on the east and west sides of the island. The island is characterized by a zone of exposed bedrock around the shoreline with sand beaches on either side of the narrow ridge connecting the two halves of the island, a small sandy beach to the east of the Public Health Officer's Residence and by the former Starling and Trefethen Wharves on the north east side of the island. Like most small coastal islands, the surface of the island has a thin layer of topsoil with bedrock either bare or close to the surface. Exposed bedrock is particularly predominate on the south half of the island. The south half of the island is dominated by Fort Scammell. The cut granite exteriors of the east and west battery are connected by the earth covered magazines and exterior walls of the south battery and unfinished site of the north battery. The fort is centered around a roughly rectangular parade ground that is entered through a sally port on the west side of the island. To the west of the fort is a stone wharf, the remains of a second wharf, the site of the 1892 Portland Inspection Station, and the remains of the stone cutting yard and the partial foundations of the stone work house. On the north end of the island are three wood framed structures associated with the former United States Hospital, Quarantine and Immigration Station, used as seasonal residences and for private functions in the second half of the twentieth century. Primary access is via a dock on the west side of the island. The various resources on the island are connected by mown trails.

Small Detention Barracks (1907)

Map Location C, contributing

Located at the north end of the island is the small detention barracks constructed in 1907. The one-and-one-half story, rectangular shaped wood-frame building was constructed in the Acadian Revival style. The barracks is eight bays wide and two bays deep and is capped by a hipped roof featuring a flared eave projecting out over the facade and each elevation. The flared eave is a character-defining feature of the Acadian Revival style as is the raised foundation and steeply pitched hipped roof. The soffit is open with decorative rafters exposed. The roof is sheathed with asphalt shingles. The barracks is constructed on a rough-cut, un-coursed granite foundation. A wood water table caps the foundation. The walls of the barracks are clad with wood shingles.

¹⁹ Gratwick, Harry. *The Forts of Maine: Silent Sentinels of the Pine Tree State*. Charleston, SC: The History Press, 2013. P.55

The principal southeast facade features a slightly projecting center gable over a four-bay wide by one-bay deep entry bay. The southeast facade of the entry bay features four tall window openings, reading from south to north (left to right) the southernmost opening is infilled by a stacked three-light window, the next opening features a nine-over-nine double-hung wood sash, next is a six-over-six double-hung wood sash window with a three-light transom and the last opening is a six-over-six double-hung wood sash window with a three-light transom as well; however the muntins and frame of the last transom are considerable lighter than that to the south. A single multi-light wood entry door is located on the north and south elevations of the entry bay. A band of three one-over-one double-hung sash replacement windows are located in the gable above. Two six-over-six double-hung wood sash windows are located to the north and south of the entry bay. A simple wood surround highlights each door and window opening. Each window has a slightly projecting wood sill. A brick chimney pierces the southwest roof plane to each side of the central gable.

The north and south elevations feature two six-over-six double-hung wood sash windows with a single-light foundation opening below each window. Like the windows on the facade, the openings feature a simple wood surround with a slightly projecting wood sill. Centered above on the plane of the roof is a single hipped roof dormer. The dormer features a flared eave and exposed rafters like the principal hip. A six-over-six double-hung wood sash window provides light to the interior.

The rear (northwest) elevation features a centrally located sliding glass door with a ten-light transom above and three, six-over-six double-hung wood sash windows to each side. Two, hipped roof dormers are located on the roof plane above. Each dormer features an overhanging flared eave and exposed rafters as well as a six-over-six double-hung wood sash window. A slender brick chimney pierces the roof plane to the south of the south dormer. Historic images of the island show that a chimney was located to the north of the north dormer. A full-width wood deck is located along the northwest elevation. A central wood stair provides access to the deck. A simple wood balustrade wraps the deck above and wood lattice is located below.

Large Detention Barracks (1920) ruins only

Map Location D, contributing

Located east of the small detention barracks are the deteriorated and partial remnants of the one-story large barracks constructed in 1920. The barracks was constructed of brick laid in a six-course common bond on a poured concrete foundation. The barracks was razed in 1962.

Public Health Officer's Residence (1907)

Map Location H, contributing

Located to the southeast of the small detention barracks is the public health officers quarters constructed in 1907. The one-and-one-half story, t-shaped wood-frame building was constructed in Dutch Colonial Revival style with Acadian Revival style influences. The residence is three bays wide and two bays deep and is capped by a side gable gambrel roof featuring a flared eave projecting out over the facade and each elevation. The upper plane of the roof is sheathed with asphalt while the lower plane is sheathed with wood shingles. The residence is constructed on a rough-cut, un-coursed granite foundation. A wood water table caps the foundation. The walls of the residence above are clad with pebbled dash.

The principal west facade features a projecting one-story entry porch centered on the facade. The roof of the porch is supported by classically inspired wood columns resting on wood plinths. Wood steps provide access to the porch. Access is gained through a multi-light wood door flanked by eight-light sidelights. A single 6/6 double-hung wood sash window is located to each side of the entry porch. The windows feature a simple wood surround and slightly projecting wood sill. Historic images of the quarters show the sash were originally six-over-two. A four-light foundation window is centered below each of the first floor windows. A nearly full-width shed roof dormer is located across the lower roof plane on the facade. The dormer features a centered paired six-over-six double-hung wood sash with a single six-over-six double-hung wood sash located to each side. Historic images of the quarters show the paired sash of the dormer were originally a multi-light diamond patterned sash over two-lights and like the first floor, the single six-over-six were historically six-over-two-lights. An interior brick chimney pierces the ridge of the roof to the north of center and an exposed exterior end-wall chimney is located on the south elevation.

A raised one-story wrap-around porch is located at the southeast corner of the south elevation and continues down along the east (rear) elevation. The flat roof of the porch is supported by classically inspired wood columns resting on wood plinths. Wood steps provide access to the porch at the southeast corner of the porch. A paired multi-light French door at the east end of the south elevation provides secondary entrance to the building. The exposed brick chimney stack is located to the west and a single six-over-six double-hung wood sash window is located at the west end of the foundation. A six-over-six double-hung wood sash window is located to each side of the chimney stack in the gable above.

The north elevation features two six-over-six double-hung wood sash windows on the first floor with a window stacked above each opening in the gable. A semi-circular window is located above near the gable peak.

The rear (west) elevation features a two-story centrally located projecting gable with a shed roof dormer to each side. Additionally, a one-and-one-half story rear-ell projects out to the east. An advertisement in 1915 requested services to construct a boiler room and laundry, although no building is mentioned, it appears as though the one-and-one-half story ell may have been added on after the initial construction in 1907. The ell is two-bays wide and one bay deep and is capped by a gable roof featuring a flared eave. The plane of the roof is sheathed with asphalt while the gable end is clad with wood shingles. The ell is constructed on a rough-cut, un-coursed granite foundation with a wood water table capping the foundation. The walls of the ell, like the residence, are clad with pebbled dash. An inset entry is located at the northeast corner of the ell. The windows of the ell are smaller in scale than the principal block.

Quarantine Hospital (1907)

Map Location I, Contributing

Located south of the Public Health Officers Quarters, the Quarantine Hospital was constructed in 1907 in the Acadian Revival style. The hospital is a four bay wide and two bay deep, one-story rectangular shaped wood-frame dwelling which is capped by a hipped roof featuring a flared eave projecting out over the facade and each elevation. The flared eave is a character-defining feature of the Acadian Revival style. The soffit is open with rafters exposed. The roof is sheathed with asphalt shingles. The hospital is constructed on a rough-cut, un-coursed granite foundation. A wood water table caps the foundation. The walls of the hospital are clad with wood shingles.

The principal north facade features a central entry flanked by six-over-six double-hung wood sash windows with a secondary entrance located to the west. Both openings features a single-light and wood panel entry door with a transom above and a wood screen door. A single light wood transom is located over the central entry and a three-light transom is located over the entry to the west. A simple wood surround highlights each door and window opening. Each window has a slightly projecting crown and wood sill. A slender brick chimney rises from the east end of the roof. Two slender metal vents pierce the north roof plane to the north and west of the chimney. A set of wood stairs and a wood deck provides access to both entries. A simple wood railing wraps the deck.

The west elevation features two six-over-six double-hung wood sash windows with a single-light foundation opening below each window. Like the windows on the facade, the west elevation openings feature a simple wood surround with a slightly projecting crown and wood sill. Wood flower boxes are located below the sill.

The rear (south) elevation features four six-over-six double-hung wood sash windows symmetrically aligned across the elevation. A small wood frame opening (boarded over) is located between the two western most window openings. The sill of the small opening is level with the meeting rail of the primary windows. A slender brick chimney pierces the roof at the west end of the roof.

Starling/Trefethen's Wharves, (c1823)

Map Location B, Contributing

Three foundations of the former wharves used by the Starling and Trefethen families are located just off the northeastern shore of the island. The rectangular wharf bases are comprised of small cut and uncut stones. Historically the wharves were extended by wood pilings and wood framed piers. One and two story wood framed fish houses were located on the wharves for the processing of fish.

Old Wharf (1862)

Map Location E, Contributing

The foundations of an old wharf are located just off shore to the west of the Small Detention Barracks. The wharf base is composed of uncut stones.

Beehive Well Head (1907)

Map Location F, Contributing

To the west of the Public Health Officer's House is a domed brick structure covered in concrete parging. The domed structure covers a fresh water well.

Dock (early 20th century, improvements 1950s)

Map Location G, Contributing

The actively used dock is largely comprised of wood pilings supporting a long wood wharf with floating docks on the northwestern end for loading and unloading vessels. At the shore end of the dock, stone cribbing is located between the pilings. To the south of the dock is a flat sandy beach for barge landings.

Lobster Pound Cove and Foundation of Lobster Pound (1889)

Map Locations J & K, contributing

To the east side of the narrowest point of land between the south and north ends of the island lies Lobster Pound Cove. The semicircular shaped cove has a sandy beach that resolves into rock ledges at the outermost edges of the cove. A natural barrier of ledge extends from the northern edge of the cove into the water. A barrier of cut granite stones connects the ledge barrier to the ledge on the south side of the cove. The stone fill is visible at low tide, but submerged at high tide. The barrier stones are the remains of Trefethen's lobster pound. The stone barrier and ledges were topped by a wood weir. Historic photos indicate a one-story gable roof fish house was located the north end of the enclosure, although no remains of the fish house are apparent in aerial images.

Cemetery (1822)

Map Location L, Contributing

A small cemetery is located at the north eastern end of the south section of the island overlooking Lobster Pound Cove. The cemetery is bounded in part by a low wall and picket fence. The cemetery has a few stones. Approximately twenty-two burials are located in the cemetery.

Old Wharf/Stone Cribbing (1850s)

Map Location M, contributing

A natural ledge on the west side of the island is topped by the remains of an old wharf with rough and cut stones. The remaining stones are largely below the water at high tide. To the south of the remains of the old wharf are piles of cut granite stones scattered across the rocky shore.

Site of Stone Cutting Shed and Granite cutting area (1850s)

Map Location N, Landmark

Between the remains of the old wharf and a wharf of cut granite stones lies an area composed of piles of stacked rough cut granite, finished granite stones, and cast-off waste stones. At the south end of the area is a stacked granite foundation, possibly the foundation of the former Stone Cutting Shed.

Granite 'Engineer's' Wharf (1850s)

Map Location O, Landmark

The wharf structure on the west shore of the fort is composed of blocks of large cut granite. The granite perimeter stones curve out from the juncture with the shore and a recessed cut is located on the north side of the wharf. The interior of the wharf is paved with small granite pavers. The pavers have deteriorated with the growth of organic materials between the stones. The western end of the wharf has a deteriorated raised wooden platform and is used for the storage of lobster traps. Large wood bumper pilings are located along the perimeter of the water side of the wharf.

Site of Portland Inspection Station (1892)

Map Location P, Contributing

The site of the former 1892 inspection station is located between the entrance to the fort and the granite wharf. The area is overgrown, except for the mown path with outcroppings of ledge.

Fort Scammell

Fort Scammell was originally built as a semi-circular fortification facing Casco Bay and the entrance to Portland Harbor. In the 1840s and 1850s the walls of the original semi-circular fortification were extended on the right and left flanks and finally to the rear to fully enclose a much larger area. During the Civil War and shortly thereafter, the fort was expanded and rebuilt. The major changes of the new construction include the two granite block bastions (east bastion and west bastion) on the east and west sides of the island, the parade ground, and the great magazine. A planned north bastion was never completed.

Sally Port (1850s)

Map Location Q, Landmark

Fort Scammell, like most nineteenth century forts, is entered through a sally port. The segmentally arched and vaulted passage originally contained heavily timbered doors which were held by the large iron pins on the outside of the archway. The sally port is flanked on both sides by earthen bomb proofs. A band of square granite pavers is located at the outermost opening in the sally port.

Parade Ground (1850s, altered 1862)

Map Location R, Landmark

Fort Scammell includes a centrally located parade ground. The parade ground was larger before the fort was expanded and rebuilt in the 1860s and 1870s. The opening around the parade ground lead to bombproof shelters, powder magazines and gun emplacements.

1808 Fort aka South Battery (1808, altered 1862)

Map Location S, Landmark

A section of brick walls of the south battery constructed in 1808 have been partially excavated. The exposed brick walls of the fort are whitewashed. The walls were whitewashed to make it evident to enemy vessels that the harbor was defended.

West Battery (1862)

Map Location T, Landmark

A one-story granite block bastion was constructed in 1862 along with the two-story granite block east bastion. The granite casements of both bastions face Casco Bay. The west bastion was designed to have two levels of casements while the east bastion was designed with three; however, the west bastion was only completed to the first level of casements and the east bastion was completed to the second level. Each bastion contains a series of arched casements with heavily vaulted ceilings to support the artillery platforms above. The earthen parapets on the roof were added in 1870s.

East Battery (1862)

Map Location U, Landmark

A two-story granite block bastion was constructed in 1862 along with the one-story granite block west bastion. The granite casements of both bastions face Casco Bay. The east bastion was designed to have three levels of casements while the west bastion was designed with two; however, the east bastion was only completed to the second level of casemates and the west bastion was completed to the first. Each bastion contains a series of arched casements with heavily vaulted ceilings to support the artillery platforms above. The earthen parapets on the roof were added in 1870s.

Great Magazine (1870s)

Map Location V, Landmark

Along the southeast side of the parade ground and over the site of the 1808 blockhouse a large central magazine or Great Magazine was built in 1870. The magazine was used as the central storeroom for ammunition.

House Island Light 3 (late 20th century)

Map Location A, non-contributing

House Island Light 3 is located on the north end of the island. A square green daymark is mounted 20 feet above the water on a skeleton tower resting on a concrete base fixed to a rocky ledge.

Fort Scammel Point Light 2 (late 20th century)

Map Location W, non-contributing

Fort Scammel Point Light 2 is located on the south end of the island. A triangular red daymark is mounted 35 feet above the water on a skeleton tower resting on a concrete base fixed to a rocky ledge.²⁰

Flagpoles

A flagpole is located atop the western battery. A second flagpole is located outside the Public Health Officer's Residence. Additional smaller flag poles are located on the dock and on the deck of the Quarantine Hospital.

²⁰ <http://me.usharbors.com/harbor-guide/portland-harbor#sthash.F8IKC8ke.dpuf>

INDEX OF RESOURCES

Map ID	Resource Name	AYB	Level of Significance
A	House Island Light 3	Late 20 th Century	Non-Contributing
B	Starling/Trefethen Wharf 1	Circa 1823	Contributing
	Starling/Trefethen Wharf 2	Circa 1823	Contributing
	Starling/Trefethen Wharf 3	Circa 1823	Contributing
C	Small Detention Barracks	1907	Contributing
D	Large Detention Barracks	1920	Contributing
E	Old Wharf	unknown	Contributing
F	Well Head	1907	Contributing
G	Dock	Early 20 th Century	Contributing
H	Public Health Officer's Residence	1907	Contributing
I	Quarantine Hospital	1907	Contributing
J	Lobster Pound Cove	Circa 1889	Contributing
K	Lobster Pound Foundations	Circa 1889	Contributing
L	Cemetery	1822-2008	Contributing
M	Old Wharf/Stone Cribbing	1850s	Contributing
N	Site of Stone Cutting Shed	1850s	Landmark
O	Granite "Engineer's" Wharf	1850s	Landmark
P	Site of Portland Inspection Station	1892	Contributing
Q	Sally Port	1850s	Landmark
R	Parade Ground	1850s (1862)	Landmark
S	South Battery & Site of 1808 Fort	1808 (1862)	Landmark
T	West Battery	1862	Landmark
U	East Battery	1862	Landmark
V	Great Magazine	1870	Landmark
W	Fort Scammel Light 2	Late 20 th Century	Non-Contributing

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Deed from George Trefethen to United States of America. Book 747, Page 293. 1904.

Deed from George Trefethen and others to United States of America. Book 748, Page 247. 1904.

Deed from the United States of America to Lincoln King. Book 1916, Page 458. 1948.

Deed from the War Assets Administration to Stanley Pettengill. Book 2182, Page 53. 1954.

Deed from the Lincoln King to Hilda Cushing. Book 2210, Page 416. 1954.

Deed from Stanley Pettengill to Hilda Cushing. Book 2231, Page 415. 1955.

House Island, Portland, ME
Analysis of Eligibility as a
Local Historic District

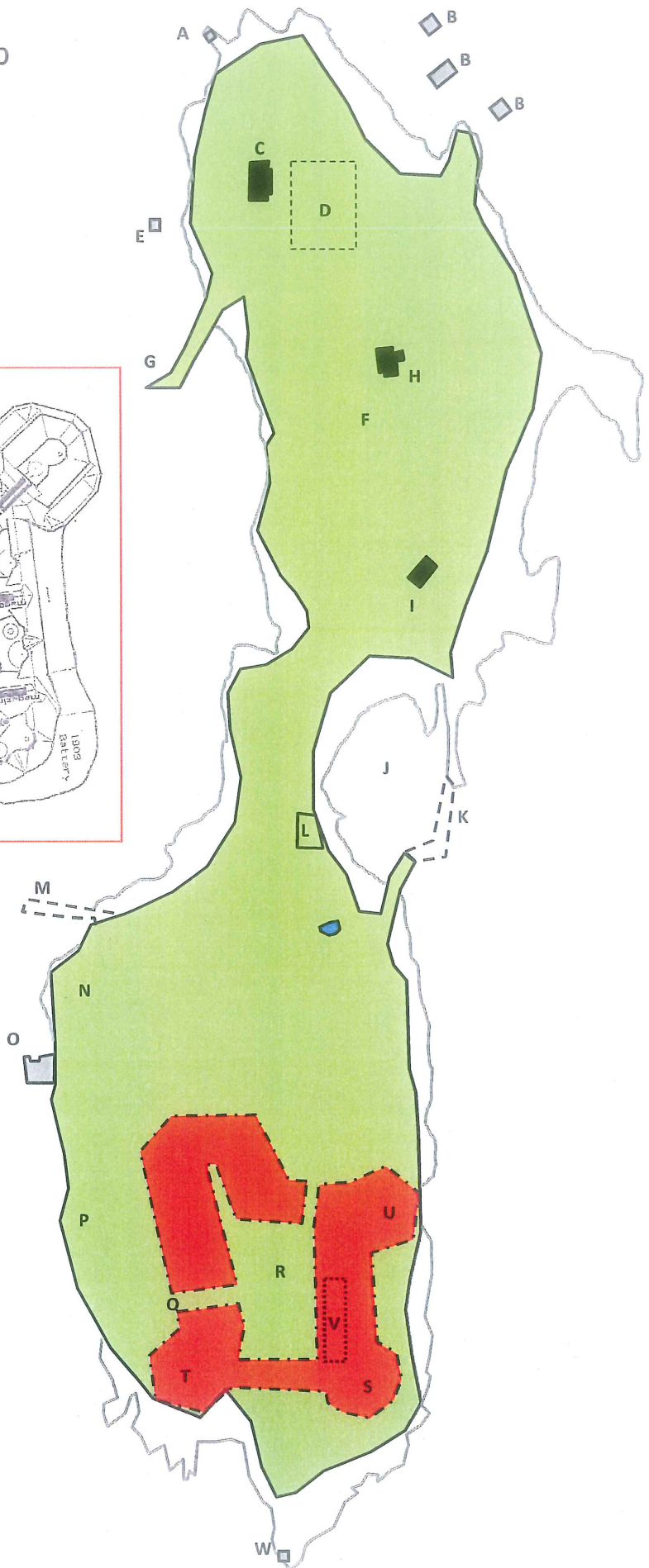
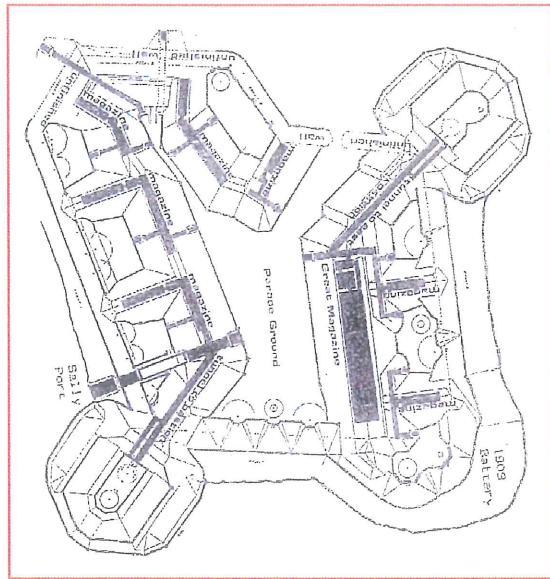
Other Collections:

1924 City of Portland Tax Photos. Available on-line in the Maine Memory Network database.

Indian Graves, Burying Ground that Was Discovered on House Island. Files at Greater Portland Landmarks. Undated.

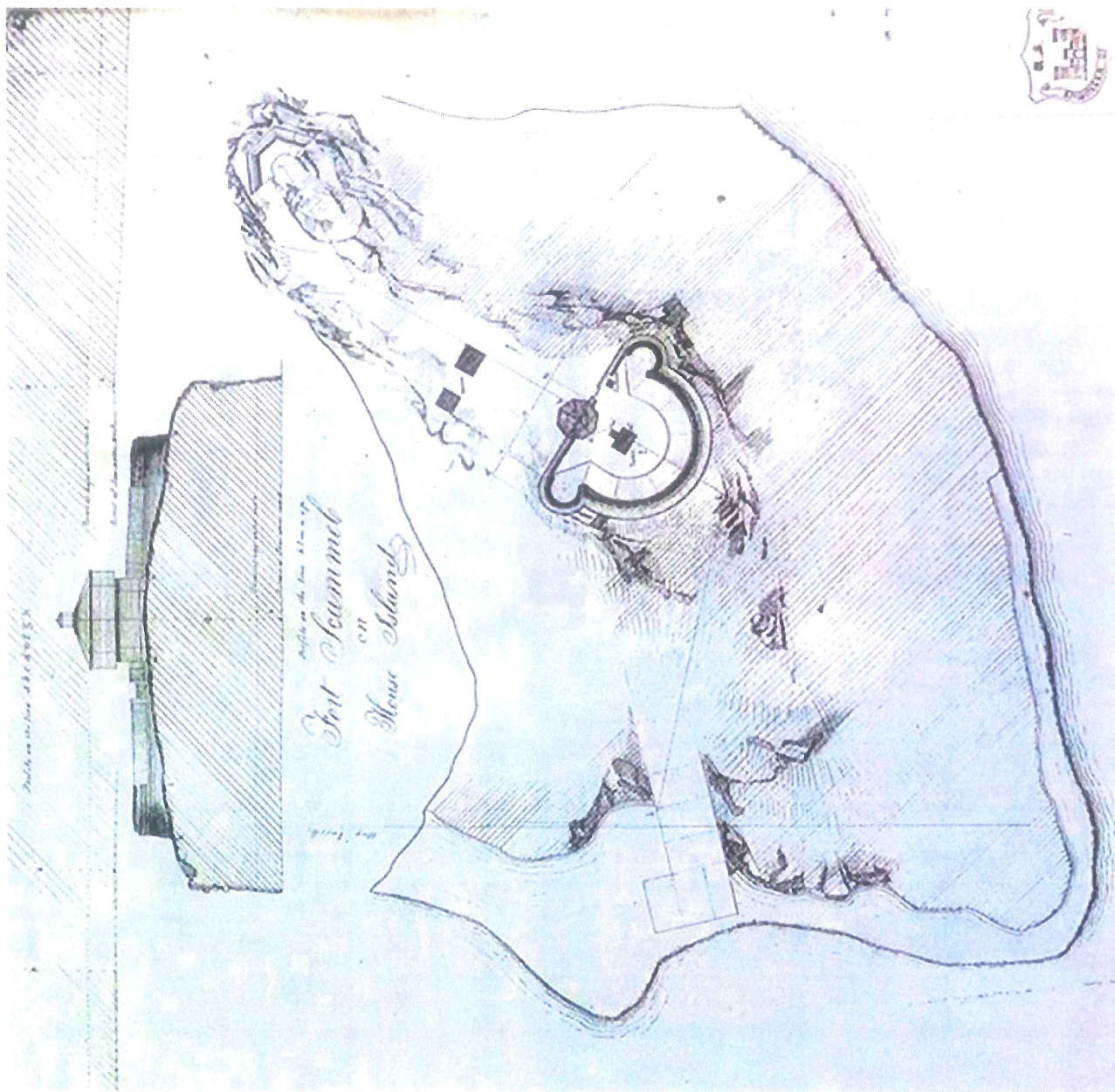
NOAA's Historic Fisheries Collection.

With inset map of Fort Scammell

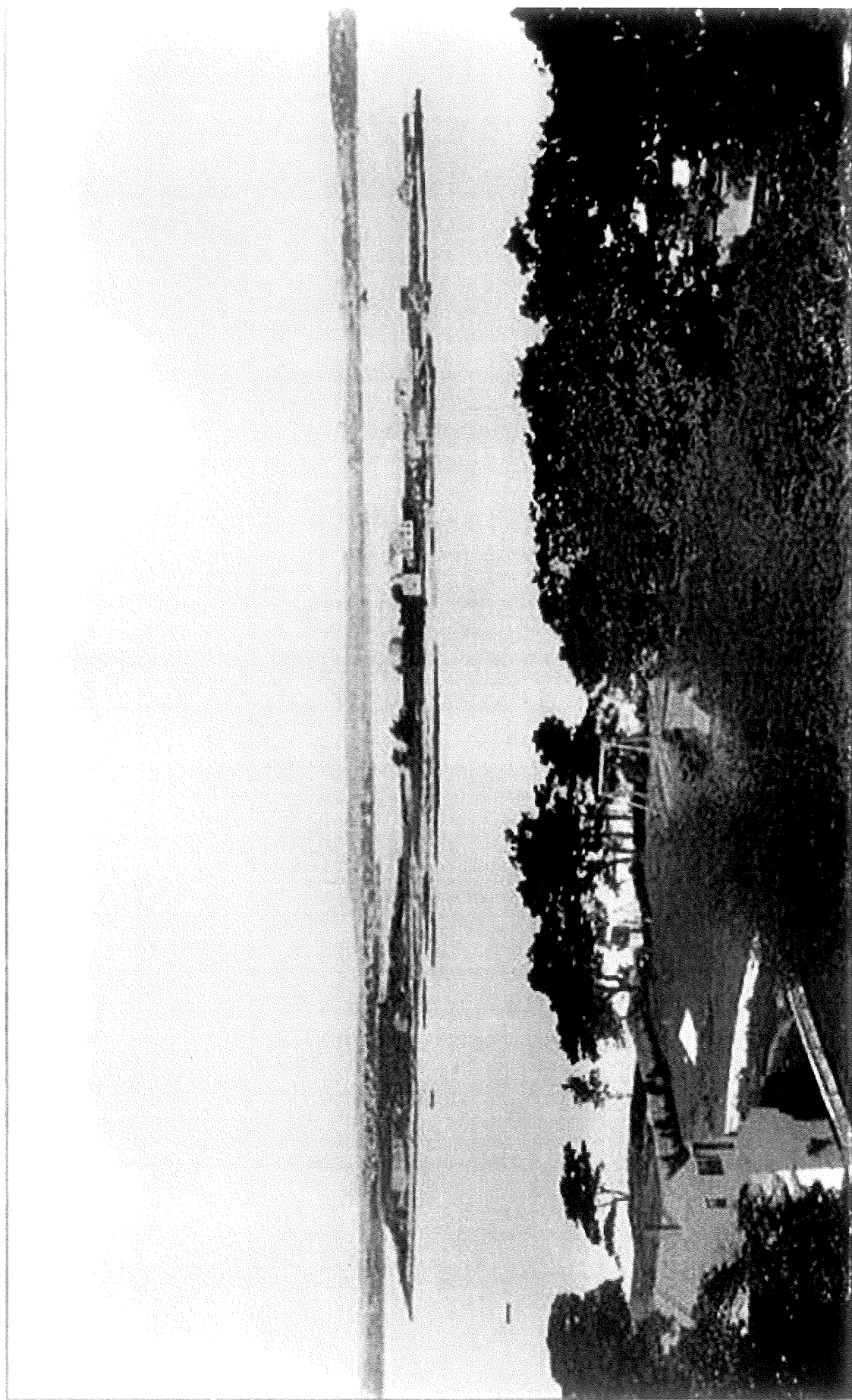


**House Island, Portland, ME
Analysis of Eligibility as a
Local Historic District**

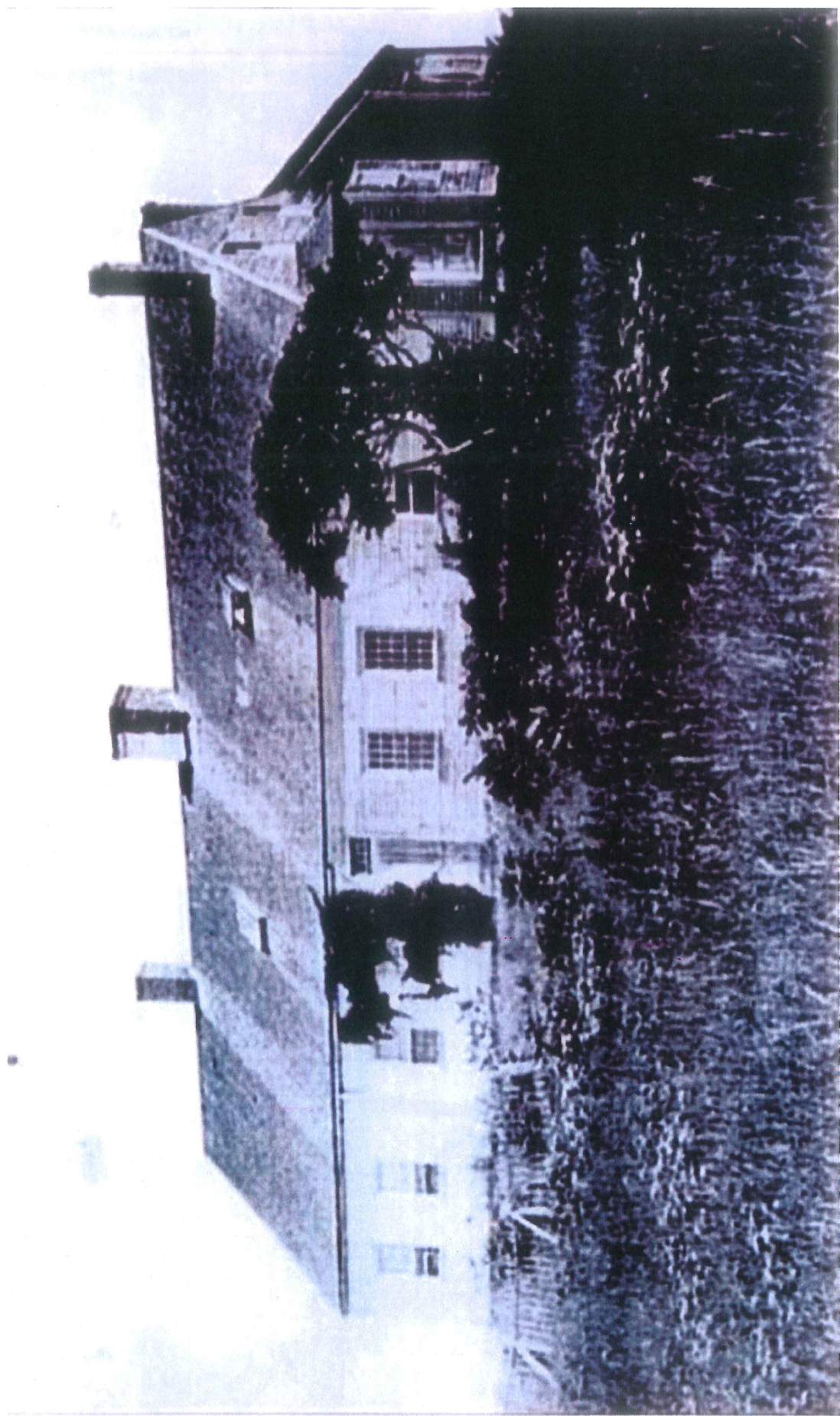
Appendix B - Historic Images



1808 Plan of Fort Scammel on House Island



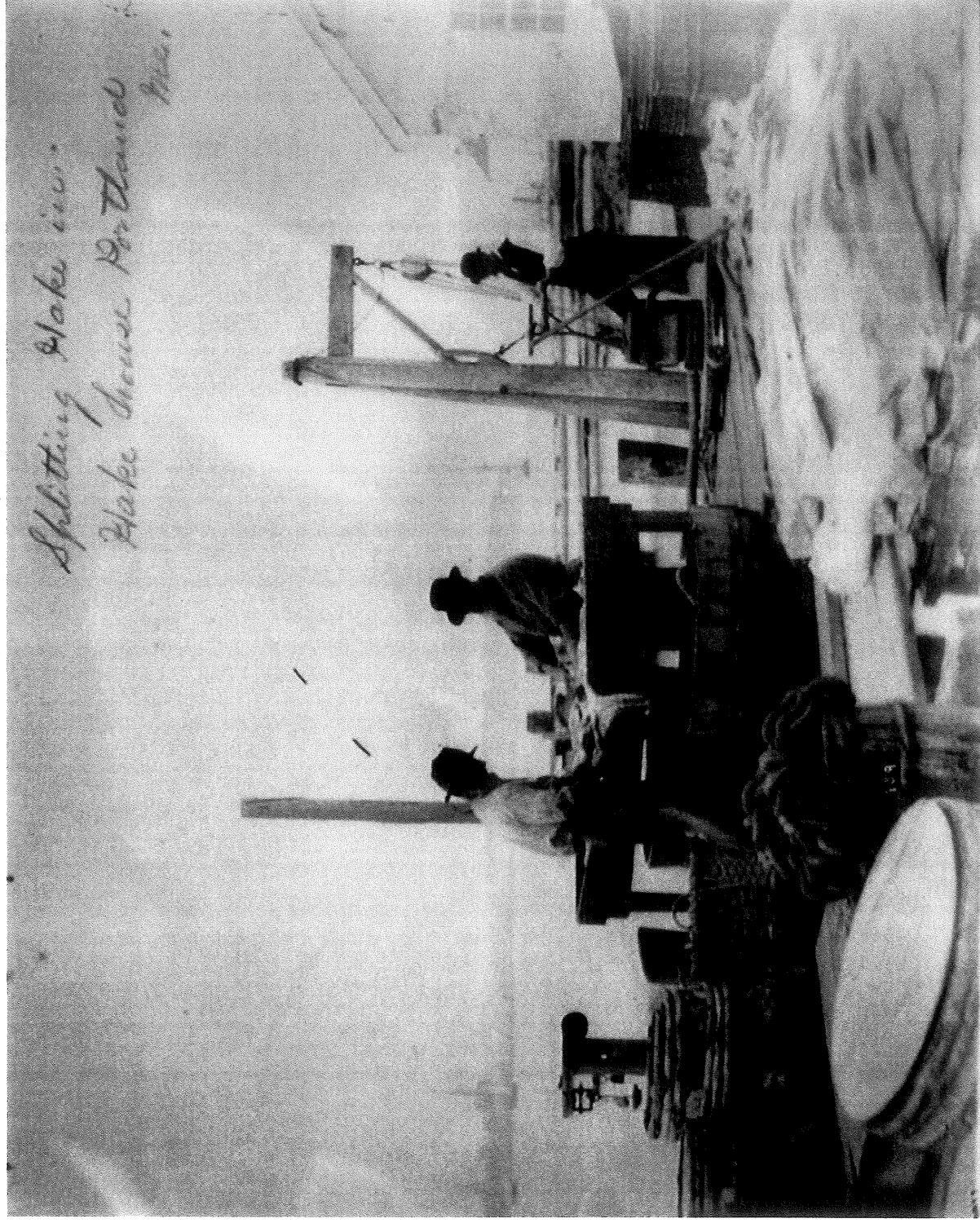
House Island in the nineteenth century from *New England Magazine: An Illustrated Monthly*, Vol.14.



Dwelling on House Island from *The Casco Bay Islands, Maine* by Ruth S Sargent.



Fish Houses and wharves on House Island from *The Casco Bay Island: 1850-2000* by Kimberly E MacIsaac.



Splitting Hake on Trefethen's Wharf, House Island.
Image No.fish6813, NOAA's Historic Fisheries Collection.



Trefethen's Flake Yard [House Island].
Image No.fish6851, NOAA's Historic Fisheries Collection.



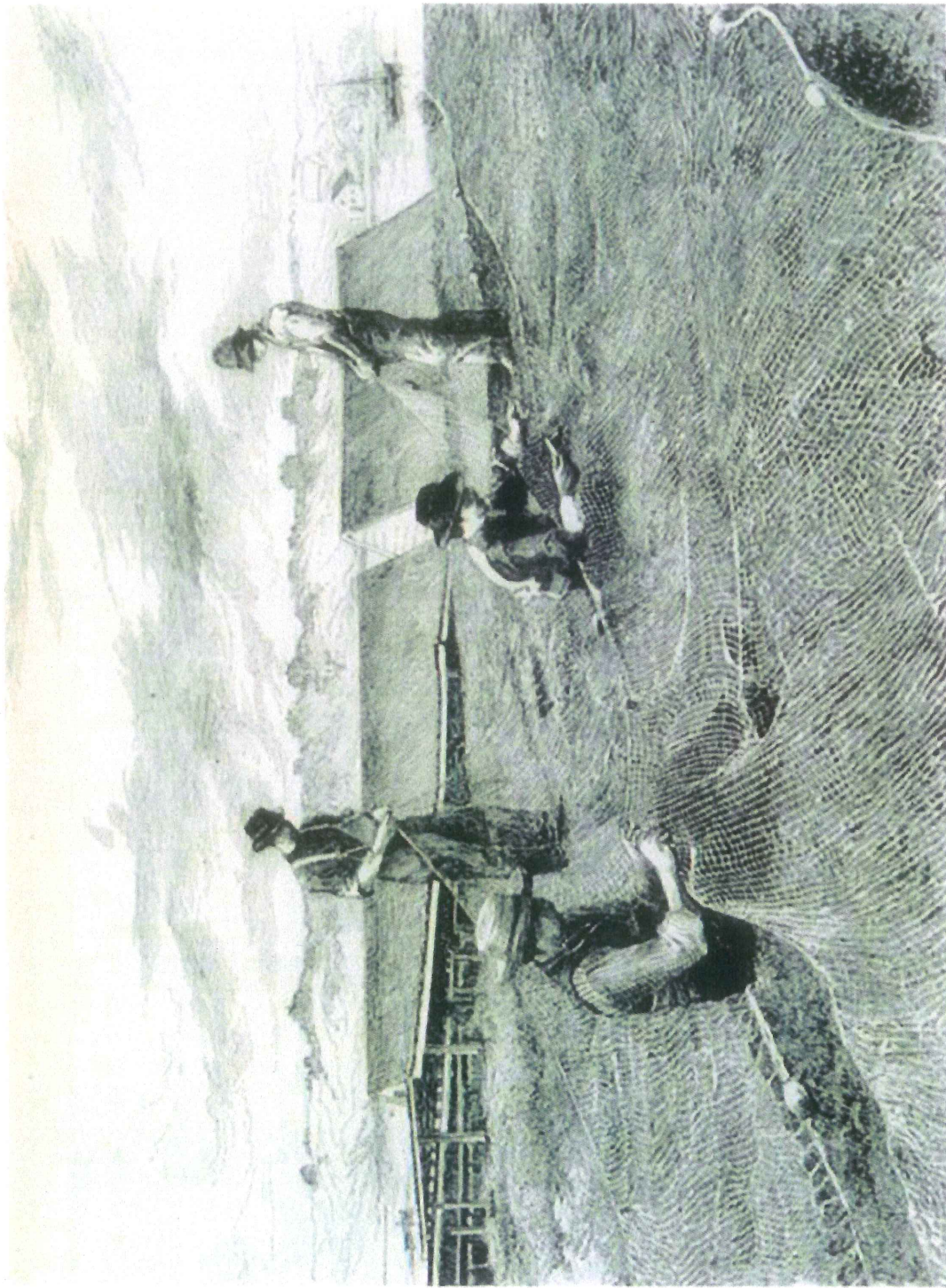
View of House Island fish flakes (drying racks) From The Casco Bay Island: 1850-2000 by Kimberly E MacIsaac.



Trefethen's flake yard [House Island]
Image No.fish6850, NOAA's Historic Fisheries Collection.



Mending nets at Trefethen's flake yard [House Island].
Image No.fish6849, NOAA's Historic Fisheries Collection.

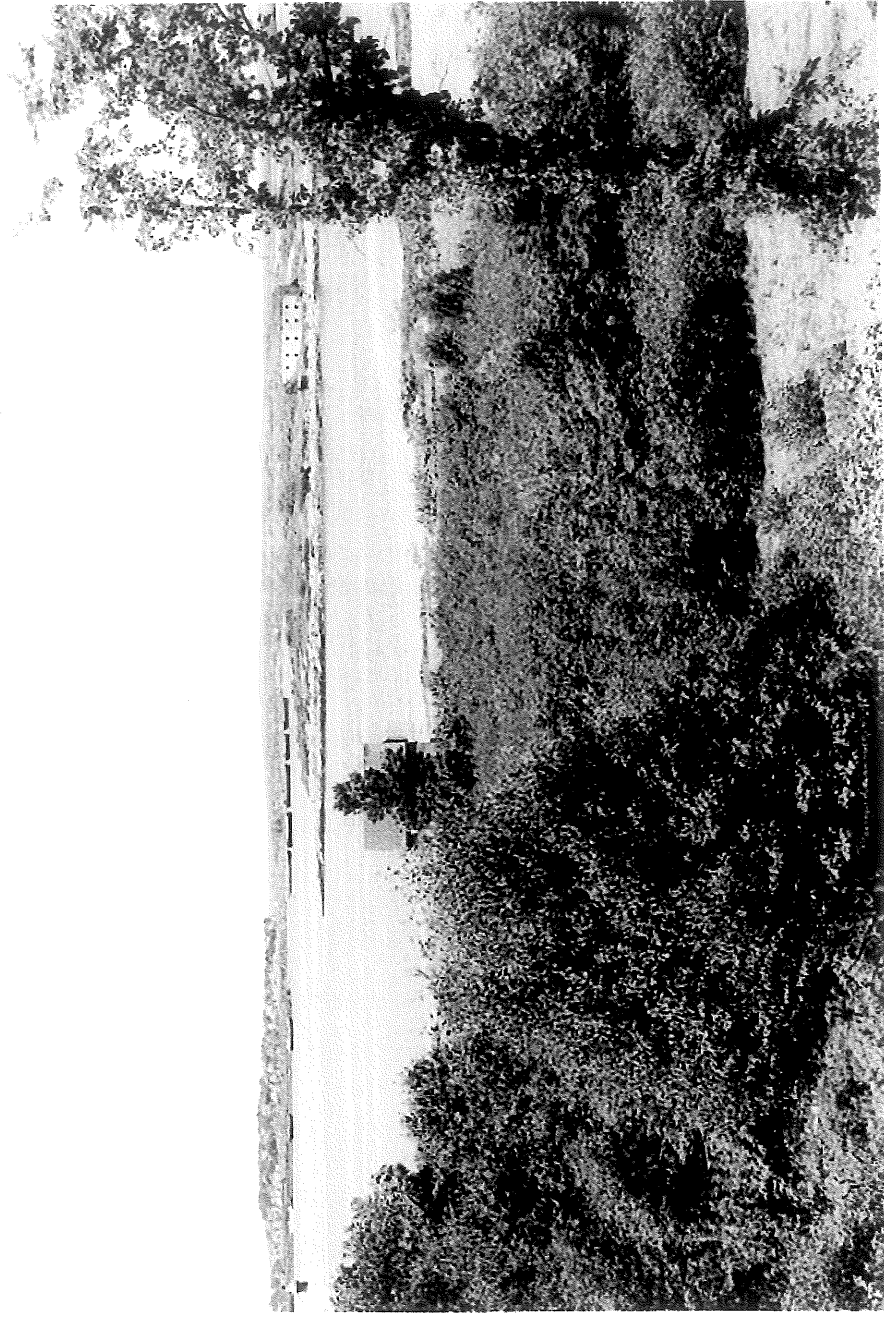


Fisherman mending herring gill-nets at House Island, Casco Bay, Maine.
Image No. Figb0121, NOAA's Historic Fisheries Collection.



Undated Image of House Island Lobster Pound from *New England Magazine: An Illustrated Monthly*, Vol.14.

VIEW OF THE HARBOR FROM GUANING ISLAND, PORTLAND, ME.



Fort Scammell, House Island 1900-1906 from the collections of the Library of Congress

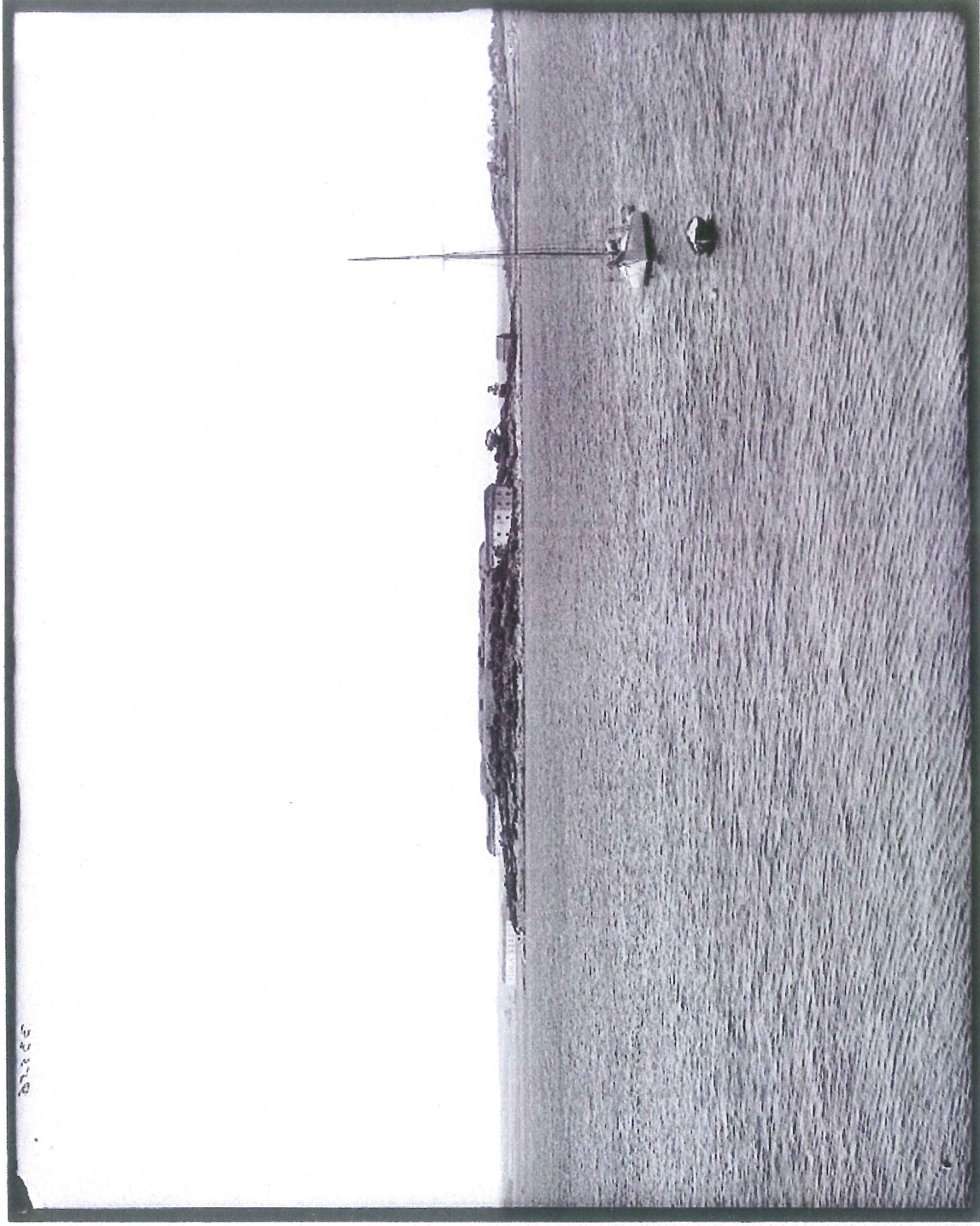


Image of Fort Scammell, House Island 1900-1910 from the collections of the Library of Congress

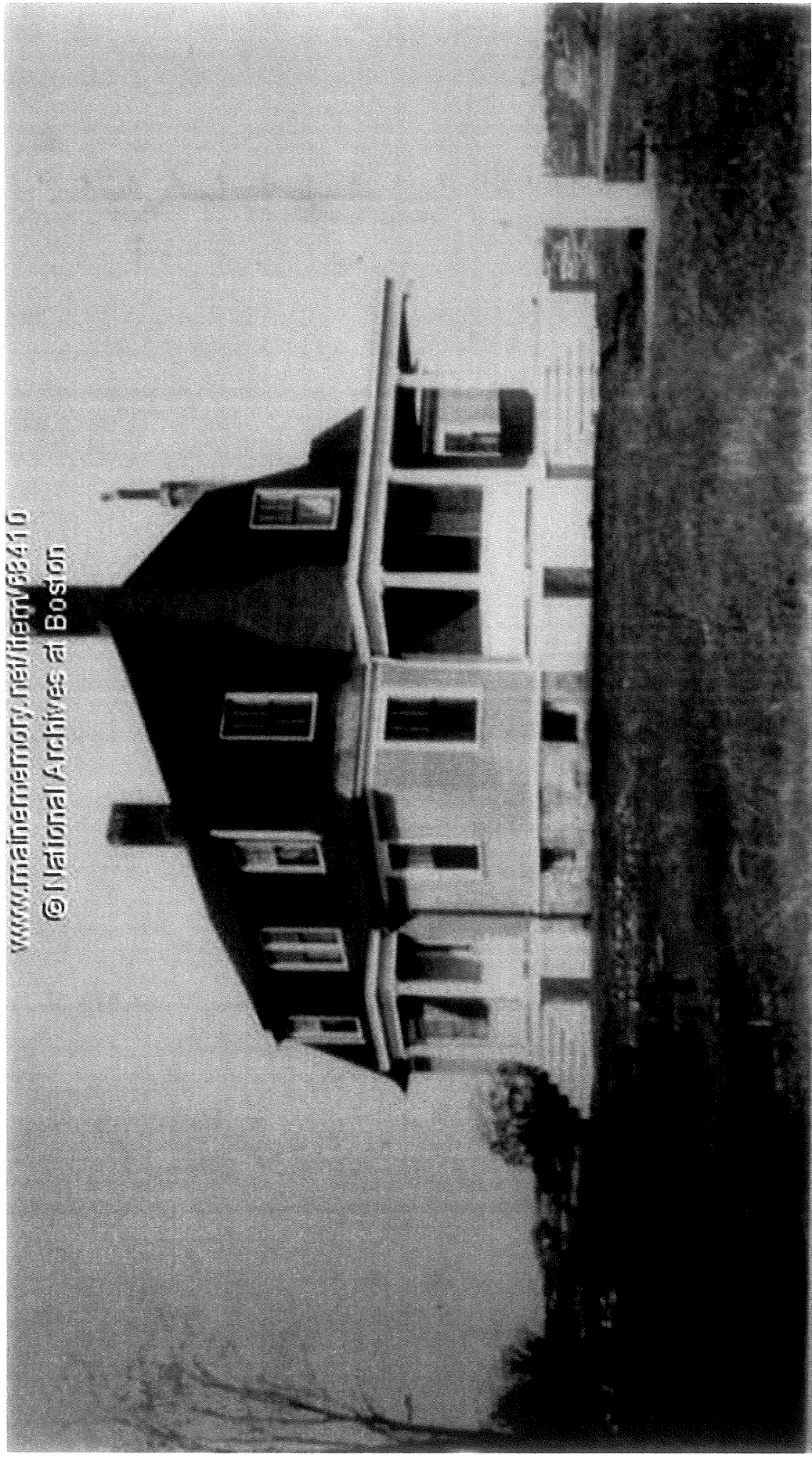


L to R the Public Health Officer's House, the Large Detention Barracks, and behind, the Small Detention Barracks From The Casco Bay Island: 1850-2000 by Kimberly E MacIsaac.



Image of House Island May 1941 from the *National Archives*. Identifier No. 7318778.

www.maine-memory.net/item/68410
© National Archives at Boston



Public Health Officer's House, House Island. Item 68410, Maine Memory Network.

**House Island, Portland, ME
Analysis of Eligibility as a
Local Historic District**

Appendix C - Extant Images



2012 photo by Max Yeston, Greater Portland Landmarks

Small Detention Barracks (1907) Map Location C, Contributing



2013 photo, Greater Portland Landmarks

Remains of the Large Detention Barracks (1920) Map Location D, Contributing



2012 photo by Max Yeston, Greater Portland Landmarks

Public Health Officer's Residence (1907) Map Location H, Contributing



2012 photo by Max Yeston, Greater Portland Landmarks

Quarantine Hospital (1907) Map Location I, Contributing



2013 photo, Greater Portland Landmarks

Lobster Cove (c1889) Map Location J, Contributing



2013 photo, Greater Portland Landmarks

Old Wharf/Stone cribbing and Remains of Granite Stones (1850s) Map Location M, Contributing



2013 photo, Greater Portland Landmarks

Granite "Engineer's" Wharf (1850s) Map Location O, Landmark



2013 photo, Greater Portland Landmarks

Sally Port (1850s) Map Location Q, Landmark



2013 photo, Greater Portland Landmarks

Parade Ground Looking North (1850s, 1862) Map Location R, Landmark



2013 photo, Greater Portland Landmarks

1808 Wall, South Battery (1808, 1862) Map Location S, Landmark



2012 photo by Max Yeston, Greater Portland Landmarks

West Bastion (1862) Map Location T, Landmark



2012 photo by Max Yeston, Greater Portland Landmarks

East Bastion (1862) *Map Location U, Landmark*

ATTACHMENT

4

PUBLIC COMMENT

From: Herbert Nolan <herbnolan@me.com>
To: Deb Andrews <dga@portlandmaine.gov>
CC: <mfpb@portlandmaine.gov>, <kjdonoghue@portlandmaine.gov>, <dama
Date: 9/26/2014 11:38 AM
Subject: Comments on the proposed House Island Historic District
Attachments: letter to portland board.pdf

Dear Ms. Andrews:

Attached is my comment letter regarding the proposed House Island local historic district which I and many other islanders support. Please distribute it to the Historic Preservation Board. Since this matter may be before the Portland City Council at some point this winter I am forwarding the comment letter to the council members as well. As I look at House Island on my way to Peaks tomorrow I will do so with much deeper appreciation of its history and significance having read the excellent report by ttl-Architects.

All my best,

Herb Nolan

September 23, 2014

Rick Romano, Chair
Portland Preservation Board
389 Congress Street
Fourth Floor
Portland, ME 04101

Dear Mr. Romano and fellow board members:

I've read the historic research on House Island, sponsored by Greater Portland Landmarks, and now have a much deeper appreciation for this Casco Bay landmark. I, and many of my fellow islanders in the bay, urge you to consider the historic significance of this little island and vote to designate it a local historic district. There are several compelling arguments to safeguard this island, its extraordinary history leading the list.

History: House Island is one of the best preserved coastal fortifications on the eastern seaboard from the early 19th century and played a pivotal role in the defense of Portland harbor. Furthermore, it supported a significant fishing industry and became, in the early 20th century, the "Ellis Island of the North" welcoming tens of thousands of immigrants to North America. That rich history is evidenced by a group of well-preserved artifacts that generations of islanders know and cherish. All of this could be swept away by bull dozers or degraded by poorly conceived development in a matter of months.

In addition to its compelling history and artifacts, there two other reasons for protecting this invaluable resource:

Visibility: House Island is a gateway to the harbor and a character defining feature of the bay. It is seen by thousands of people on shore or on shipboard every day. Five miles of urban waterfront in Portland, South Portland, and Cape Elizabeth overlook House Island. (see attached diagram showing this view shed.) This small but highly visible island is viewed at close hand by those who take the island ferries every day. Close to *one million* ferry passengers have had the opportunity to enjoy the view of House Island this year alone. Over *eighty thousand* passengers see House Island from the decks of cruise ships as they enter and leave Portland Harbor each season. Many more people pass by on tour boats or on their own vessels each summer. The scenic value of House Island to all of these thousands of residents and visitors is incalculable. Its degradation by excessive development would be a loss to hundreds of thousands of individuals.

Economics: The City of Portland has made great efforts to protect its historic fabric and scenic beauty over the years. The value of tourism to the City of Portland has grown tremendously as a result, and the bay has played an important role in that growth. Cruise ships bring in millions of dollars of revenue each year. One week this fall eight cruise ships with twelve hundred passengers crowded Portland's wharves. Over a million dollars was likely spent during their stay. The economic impact of whale watching, deep sea fishing, and tour boats during the summer months is comparable to that of cruise ships. Our summer residents play an economic role as well. The island population, which triples in size during the summer, has a direct and indirect impact of over one hundred million dollars on the Portland economy according to one University of Maine study. Much of the tourism economy depends on and takes for granted Portland's stewardship of its historic character. Eroding that character will inevitably erode the reasons people cherish this city and chose to visit or live here.

On a personal note, I grew up in Portland and spent my summers on Cushings Island. I live in a house built in 1884 and remodeled in 1913 for my grandfather who was the dean of St. Luke's Cathedral. Reverend Nolan had a recessed cross built into the fire place and welcomed scores of islanders to Sunday morning mass in our living room each summer. I've spent years maintaining that historic house and its shoreline as something of a shared legacy in the bay. Many fellow islanders feel a similar responsibility. Well over half of Cushings Island is in conservation to protect the scenic approaches to Portland Harbor in perpetuity. We are proud of that commitment.

The same degree of care should be taken with House Island. Any owner/developer worth their salt will take pride in restoring and reusing the existing structures and will make limited additions to the island only in a way that respects the historic character of the island. One thing is for certain, those magnificent fortifications and their slopes guarding the entrance to Portland harbor should remain intact and unencumbered for generations to come. Designation as an historic district is one way to ensure this.

Thank you for your thoughtful consideration.

Sincerely,

Herbert Nolan
Portland, ME

CC Deb Andrews, Historic Preservation Manager
 Stuart O'Brien, Chair, Planning board
 Portland City Council

ENC: Views to House Island



Views to House Island from the mainland, the islands, and the approaches to Portland harbor
Note: 65% of Cushings Island was placed into conservation in 1980 to protect the undeveloped scenic beauty of the land and to "preserve, protect, and enhance the entrance to Portland harbor."

Deb Andrews - House Island

From: Donovan Gray <polardog@comcast.net>
To: <dga@portlandmaine.gov>
Date: 9/4/2014 6:04 PM
Subject: House Island

I totally support House Island's designation as an historic landmark. A friend of mine, David Hansen, an expert on coastal fortifications in the US, told me Portland Harbor has more forts (7) than any other location in the US except for Boston and New York City. Fort Scammel is rather unique with so much of it being underground and its use as a quarantine facility from 1898 to 1920. So go with gusto! ;-)

-dmg

Donovan Gray
polardog@comcast.net
360-402-6851

From: Sharoan <sharoana@gmail.com>
To: "dga@portlandmaine.gov" <dga@portlandmaine.gov>
Date: 9/2/2014 8:16 AM
Subject: House Island

Deb,

I am writing in support of House Island becoming a historic district.

Please also know that I am absolutely opposed to a Helipad being built anywhere on any of the Islands in the Portland Harbor.

sharoan

Deb Andrews - House Island

From: Fgowdy <fgowdy@cox.net>
To: <dga@portlandmaine.gov>
Date: 8/6/2014 3:22 AM
Subject: House Island

As a summer resident of Peaks Island for the past 50 years, and a taxpayer to the city of Portland, I believe House Island should be designated a historic landmark. The fort, the history as a quarantine station, and the beauty of the island all combine to make it a treasure for all. It is important to preserve such treasures.

Sincerely
Diane Gowdy

From: "Miranda Vinograd" <miranda.vinograd@gmail.com>
To: <DGA@portlandmaine.gov>
Date: 8/4/2014 8:26 AM
Subject: House Island

Peaks Island, Portland, ME
8/3/14

Dear Ms Andrews,

I was astonished to discover that House Island and especially Fort Scammell are not covered by any preservation order nor included in the Portland historic district. It seems intuitively logical that as the historic harbour fortifications from Fort Gorges to the Liberty Ship memorial are intrinsic to the importance of Portland as a seaport (its all in the name) they should be strenuously preserved, documented and publicised. In addition, House Island has buildings and remains significant to the history of immigration which is in danger of being overlooked. But it seems that this may all be lost through inaction and handed over to developers without protection or consideration.

Will this be another example of Portland losing great landmarks like Union Station which could only have added to the value of Portland as a unique historical destination of charm and interest? The economic value of The Old Port comes from its surviving warehouses and cobbled streets not the modern blandness of a Maine Mall. Would the cruise ships stop here if the history was swept away?

Portland should allow something of universal interest be created on House Island and that should begin by making it part of the Portland historic district and protecting the significant buildings on the island.

Sincerely,

Miranda Vinograd

This email is free from viruses and malware because avast! Antivirus protection is active.
<http://www.avast.com>

Deb Andrews - Re: House Island workshop

From: Kathleen Hayward <kwaldron04108@gmail.com>
To: Deb Andrews <DGA@portlandmaine.gov>
Date: 7/31/2014 7:37 PM
Subject: Re: House Island workshop

Ms Andrews:

I am simply a recipient of list-serve communications. In short a citizen and a voter.

I don't do work that others should have done correctly the first time, and I resent being told to do so. Your email smacks of hubris unworthy of a servant of the the government of the Forest City.

With all due respect,

Kathleen Hayward

On Thu, Jul 31, 2014 at 2:50 PM, Deb Andrews <DGA@portlandmaine.gov> wrote:

Ms. Hayward,

The workshop will be held in Room 209 (2nd floor) of City Hall. If the location is not included in the list-serve announcements, could you kindly add it? I forwarded this information to Jo Israelson, as I understood she would be putting the meeting announcement on various list-serves.

Deb Andrews

>>> Kathleen Hayward <kwaldron04108@gmail.com> 7/31/2014 11:51 AM >>>
Deb,

Where will the August 6 informational workshop be held?

Thank you

Kathleen Hayward
Peaks

Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.

Deb Andrews - House Island...

From: kmci <kmcinern@gmail.com>
To: <DGA@portlandmaine.gov>
Date: 7/30/2014 4:25 PM
Subject: House Island...

Hi Deb,

If there is any way that House Island could be preserved, it would be wonderful.

If and when structures go up on House ("vacation homes"), the character of Casco Bay itself (every view from every vantage point, on shore as well as on the water) will change and be lost forever.

I wish the federal, state and local entities could work together to find a solution that would give fair compensation to whoever bought it, while preserving it for the historic site it is.

I hope you find a way to keep House Island the special place it is, and always has been.

Thank you,

Kathy (over 20 years on Munjoy Hill, & lived on West End prior to that)

Deb Andrews - Designation of House Island as a Historic District

From: Jo Israelson <welcomingthestrangerart@gmail.com>
To: <dga@portlandmaine.gov>
Date: 7/9/2014 10:11 PM
Subject: Designation of House Island as a Historic District
Attachments: 02The Past is Prologue OR Why Don't We Know About That.docx

July 9, 2014

TO: Deb Andrews, Historic Preservation Manager

City Of Portland

Historic Preservation Office

FR: Jo Israelson 443.622.0863

RE: Request for House Island Designation as Historic District

This is a request to your office to consider designating House Island as a historic district.

I am a Portland-born and Munjoy-Hill raised artist. I am preparing for a 2015 exhibit at the Maine Jewish Museum. Because my work often focuses on a little known moment in history that reflects larger issues within a current context, the role of the House Island quarantine station in the lives of Portland immigrants peaked my interest.

"In November 1923, 218 immigrants traveling to NY and Boston on the George Washington and the President Polk ships were diverted to Casco Bay, Maine. They were then detained on House Island, known at that time as the "Ellis Island of the North." This quarantine station was in service from 1907 until 1937.

For the past year I have been researching the history of House Island and specifically the Immigration and Quarantine station. I have delved into the files of the Maine State Archives, Maine Historical Society, the Portland Room of the Portland Public Library, the New England Archives in Waltham, and Judaica Collection at the Glickman Library as well as the National Archives in Washington, D.C. There appears to be very little documentation relative to House Island and the Immigration Station.

I found a few details. It was in service from 1904 – 1937. As the implementation date of the 1924 quotas approached, passenger ships not allowed to land in Boston

or NY were re-routed to House Island. Immigrants allowed to remain in the U.S. could then be sent by rail to New York or Boston. Others were returned to their country of origin.

- What I haven't found yet were artifacts from the Doctor's Home, the quarantine station itself, the environs surrounding the buildings.
- What I haven't found yet are detailed photographs of the buildings on the island.
- What I haven't found yet are all the names of people who were held there from 1904 – 1937.
- What I haven't found yet were the names of Portland residents whose family members came into Portland through House Island.
- What I haven't found were the names of those returned to their country of origin.

As kids growing up on Munjoy Hill (The Hill), we were more interested in hanging out on the Prom, playing pick up baseball, and finding beach glass. Studying history was an anathema: too many dates and too much war. I was only interested in the people who made the history – many of whom we never learned about. Those people were this city's immigrants and our ancestors. House Island's story has not been told.

Portland is a city created by immigrants; Irish, Italian, Eastern European, English...I am hoping that your office will honor House Island's history and its role as, not only the Gateway to the City, but also the gateway to those who built it.

Attached is an article entitled: *The Past is Prologue or Why Don't we Know About That* published in the May, Munjoy Hill Observer that chronicles my research.

I hope you will consider my request. Thank you for your assistance.

cc.

Rick Romano

John Turk

Ted Oldham

Scott Benson

Bruce Wood

Penny Pollard



93 High Street
Portland, ME 04101

207-774-5561
info@portlandlandmarks.org
www.portlandlandmarks.org

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July 9, 2014

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

Dear Deb:

I write on behalf of Greater Portland Landmarks to request that the City of Portland Historic Preservation Board nominate House Island as an historic district. The 24-acre island strategically situated at the entrance to Casco Bay played an important role in American history protecting Portland Harbor from the War of 1812 through the Civil War, and later as an immigration center in the early 20th century. House Island has tremendous significance to the history of Portland and to the overall character of Portland Harbor. Landmarks declared it a Place in Peril in 2012, when the property was placed on the market for sale. Its historic resources currently lack any protection.

In 1808, the U.S. Government purchased the southwest section of House Island and initially erected an octagonal timber fortification named after Revolutionary War General Alexander Scammell. Garrisoned during the War of 1812, Fort Scammell (1808-1898) was fired upon by British privateers in 1813 and is the only fortification guarding Portland Harbor ever fired upon – and to return fire. In 1862 Fort Scammell was completely redesigned and totally rebuilt for the Civil War under the direction of Thomas Lincoln Casey, who was also the architect of Washington's Monument. He specified use of portland cement in the fort, which is significant because according to the Portland Cement Association of the US and Canada, the earliest recorded shipment of portland cement to the US from England was in 1868. The Fort is extremely well built heavy masonry and remarkably intact. This primarily underground fort is, cathedral-like in its scale and a wonder to behold. This unique structure is of national significance.

The northern half of House Island was a federal Immigration Quarantine Station from 1907-1937, "the Ellis Island of the North," and retains three residential-scale buildings from that era, which served as the doctor's house, the detention barracks and the quarantine hospital. All have recently been in use, but all need maintenance.

Earlier the island was the site of a major shipbuilding enterprise, a major fish drying industry and retains a lobster pound. The island has been kept primarily cleared of trees by its previous owners, the Cushing family. In a different fiscal era, this site could be a candidate to be a National Park.

House Island is one of the most important historic landmark sites and cultural landscapes in the City of Portland. Its location at the center of the Harbor, its significance in national and local history, and its value as a resource that combines fascinating elements of the built and natural environment make it a top priority to find a way to preserve the site.

Thank you for your consideration.

Yours sincerely,

Hilary Bassett
Executive Director

Deb Andrews - House Island

From: Arthur Fink <arthur@arthurfink.com>
To: Deb Andrews <dga@portlandmaine.gov>
Date: 8/1/2014 3:12 AM
Subject: House Island

Dear Deb Andrews,

I'm out of town, and will not be back in time to attend the August 6 workshop regarding House Island.

Were I at the meeting, I would strongly support the historic district designation. House Island has a rich and varied history, and should have all the protections that Portland's historic preservation ordinance offers. Further, I would support any possible interim measures to offer similar protection during the period the nomination is being considered.

Best regards,

Arthur Fink

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arthur@ArthurFink.com 207.615.5722

Deb Andrews - House Island

From: Cheryl Miner <c.nunes.miner@gmail.com>
To: <dga@portlandmaine.gov>
Date: 7/31/2014 8:20 AM
Subject: House Island

I would like to see House Island designated as a local historic district. I live on Peaks Island and enjoyed going over to House Island several times and had hopes that I would be able to take my grandsons there when got a little older. I know they would love it.

I cannot make the August 6th meeting but I am putting the September meeting on my calendar.

I am the Chair of the Peaks Island Council, is there anything that the Council could do to help preserve this historic island?

Cheryl Miner
c.nunes.miner@gmail.com

Deb Andrews - House Island

From: "Astrid O'Brien" <aobrien@fordham.edu>
To: <dga@portlandmaine.gov>
Date: 9/22/2014 4:07 PM
Subject: House Island

I have been spending summers on Peaks Island since 1966: we bought a seasonal residence on the island in 1968. I have always been fascinated by House Island, and curious about its history, the history of those who built the houses and the fort, what they did, etc. This is human history; we cannot plan a positive future unless we know more about ourselves than the brief span of an individual life. Therefore it would be a great loss to simply tear down the buildings for commercial gain. They should be preserved, their history made visible in a museum. I support the historic districting of House Island. and its coming under the jurisdiction of the Preservation Board. thank you, (Dr.) Astrid M. O'Brien

Deb Andrews - House Island

From: priscilla webster <pwebster@gwi.net>
To: <dga@portlandmaine.gov>
Date: 9/22/2014 8:28 PM
Subject: House Island

Dear Ms. Andrews:

I am aware of an Historic Preservation Hearing about House Island on October 1, but will not be able to attend.

The building that housed the hospital there is a little known part of US history, not just Maine history, and I hope you will be able to see that it is preserved and not torn down. I remember going on a tour there from Peaks Island a few years back and I was so amazed to learn of the island's part in the US immigration story. I hope others will have that chance.

Sincerely,
Priscilla Webster
29 Centennial Street
Peaks Island