

1. Legal Ad

Documents: [2-3-16 LEGAL AD.PDF](#)

2. Agenda

Documents: [2-3-16 AGENDA.PDF](#)

3. 136 Commercial Street

Documents: [HP MEMO - 136 COMMERCIAL ST.PDF](#)

4. 443 Congress Street

Documents: [HP MEMO - 443 CONGRESS ST.PDF](#)

5. 351 Forest Avenue

Documents: [HP MEMO - 351 FOREST AVENUE.PDF](#)

5.I. Att. A

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5.III. Attachment C

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5.IV. Attachment D

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5.VIII. Attachment H

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5.IX. Public Comments

Documents: [ADDITIONAL PUBLIC COMMENT.PDF](#)

5.X. Additional Public Comment

Documents: [ADDITIONAL PUBHLC COMMENT 2.PDF](#)

**LEGAL ADVERTISEMENT
HISTORIC PRESERVATION BOARD
CITY OF PORTLAND
Public comments are taken at all meetings.**

On **Wednesday, February 3, 2016** at **5:00** p.m., Room 209, 2nd Floor, City Hall, the Portland Historic Preservation Board will meet in Room 209, City Hall, to review the following items. (Public comments will be taken at this meeting):

1. WORKSHOP (Advisory Review)

- i. Advisory Review of Proposed Exterior Alterations; 425 FORE STREET (Fore Street Garage); Cow Plaza Garage LLC., Applicant.

2. PUBLIC HEARING

- i. Certificate of Appropriateness for Dormer Addition; 136 COMMERCIAL STREET; Carroll Block LLC., Applicant.

3. CONSENT AGENDA

- i. Certificate of Appropriateness for Window Replacement and Rear Entrance Addition; 443 CONGRESS STREET; Northland Enterprises LLC., Applicant

Break for Dinner; Meeting Resumes at 7:15

4. PUBLIC HEARING

- i. Determination of Eligibility for Individual Landmark Designation; 351-355, 369 and 371-373 FOREST AVENUE; Request forwarded by HP staff pursuant to receipt of demolition proposal.

CITY OF PORTLAND, MAINE
HISTORIC PRESERVATION BOARD

Scott Benson, Chair
Bruce Wood, Vice Chair
Glenn Harmon
Ted Oldham
Penny Pollard
Julia Sheridan
John Turk

HISTORIC PRESERVATION BOARD AGENDA

February 3, 2016, 5:00 p.m.

Room 209, 2nd Floor, City Hall

Public comment is taken at all meetings

- 1. ROLL CALL AND DECLARATION OF QUORUM**
- 2. COMMUNICATIONS AND REPORTS**
- 3. REPORT OF DECISIONS OF JANUARY 27, 2016:**

- i. Certificate of Appropriateness for Sign Installation; 19 COMMERCIAL STREET; Maine Home Connection, Applicant.

4. WORKSHOP (Advisory Review)

- i. Advisory Review of Proposed Exterior Alterations; 425 FORE STREET (Fore Street Garage); Cow Plaza Garage LLC., Applicant.
After the agenda had been advertised, the applicant requested that the review of this item be postponed to the next HP Board meeting.

5. PUBLIC HEARING

- i. Certificate of Appropriateness for Dormer Addition; 136 COMMERCIAL STREET; Carroll Block LLC., Applicant.

6. CONSENT AGENDA

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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>

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

**PUBLIC HEARING
136 COMMERCIAL STREET**

TO: Chair Benson and Members of the Historic Preservation Board
FROM: Rob Wiener, Historic Preservation Compliance Coordinator
DATE: January 28, 2016
RE: February 3, 2016 **Public Hearing** – Review of Proposed
Exterior Alterations – Front Dormer

Address: 136 Commercial Street – Carroll Block
Applicant / Contractor: Scott Lindsay, Carroll Block LLC
Architect: Glenn Harmon, Oak Point Associates

Introduction

Architect Glenn Harmon and building owner Scott Lindsay of Carroll Block LLC, are returning for a public hearing on the proposed front dormer addition at 136 Commercial Street. On January 13, 2016 Mr. Harmon presented preliminary plans to the Board for a three phased project which included the “dustpan” dormer facing Commercial Street (Phase One,) reconstruction and expansion of the rooftop addition on the rear roof (Phase Two,) and renovation of the storefronts on Commercial Street (Phase Three.) As with this public hearing, the workshop focused on Phase One because the future of Phase Two is in question. Waterfront zoning does not currently allow a switch to residential use in any part of the building. Mr. Lindsay intends to pursue the Commercial Street dormer – subject of the February 3 public hearing - whether or not residential use is eventually allowed in the building.

Mr. Harmon has made some changes to the dormer design in response the Board’s comments on January 13; it is now smaller, with greater setbacks from the eave cornice and from the rake parapets at the gable ends. Also proposed for Phase One and included in this submission are one new fifth floor window in each gable end wall – facing Portland Pier and Long Wharf. Existing conditions on these two elevations are not identical and neither are the proposed windows.

The architect has supplied a brief description of the project revisions and a list of materials, as well as new drawings including elevations and sections, and a detailed section of the proposed

dormer. Also included is product information on the proposed aluminum windows. Staff is reprinting the workshop drawings to help distinguish the proposed design changes.

1/13/16 Workshop - Proposed Dormer and Windows, Board Response

Board members posed questions about the size, position, and design details of the front dormer, but response was basically favorable to the concept at the workshop. Among the suggestions emphasized by the Board were:

- The architect was encouraged to set the dormer ends in from the rakes, to a greater degree than shown in the rendering.
- The Board thought it important that the face of the dormer be perceptibly set back from the face of the lower façade. Mr. Harmon stated that the face of the dormer windows would be set back at least as far as the *inside* face of the masonry walls below.
- The architect was asked whether the rhythm of the continuous wall of dormer windows was related or should be related to the regular layout of the windows in the lower façade. His answer was no - the concept elevation presented a continuous pattern of four-light windows in four groups of three, with the dormer centered on the building.
- In answer to a Board question on operable or fixed windows, Mr. Harmon said most of the windows on the dormer face would probably be fixed, but a few might operate for ventilation.

The Board discussed at some length the idea of added fifth floor (currently attic level) windows in the gable ends. One double-hung window was proposed for the east elevation, facing Portland Pier, but there was some question about whether it really would fit between two significant architectural features: the very robust cornice return and the wide, raised brick rake trim that runs up below the rear roof and then arches down to the return. Among the Board's comments:

- The east gable window should read as an attic window, and should not be larger than the small windows on the third and fourth floors of the east wall.
- Placement of a gable window in the east wall is difficult, with potentially awkward relationships to the cornice return, the brick rake trim, the windows below, and the peak of the gable. (It appears impossible to either center a window under the ridge, or align it with windows below, but the accuracy of the preliminary drafting needs to be checked.)
- Mr. Harmon said he intends to experiment with the location of smaller windows in the gable walls.

Elevations presented at the workshop included no proposed window on the fifth floor level of the west gable (facing Long Wharf,) but the Board discussed the possibility of adding a 6/6 double-hung window.

- This suggestion also raised questions about feasibility and relationships of such a window to the gable peak, the windows on lower floors, and the cornice return.

Revised Proposal, Staff Comments

Although Mr. Harmon's revised plans for the Carroll Block include the other possible phases, Phase One - the front dormer and the gable windows - is the subject of this public hearing. In

appearance the most recent version of the dormer seems to be set back further from the roof edges, and to have moved up the slope, compared to the workshop drawings. The smaller mass of the dormer assures that the main roof will be the dominant element, and results in shorter, almost square windows.

Asphalt shingles are proposed for the dormer roof (a 3/12 pitch) in this most recent iteration of the design, with the rest of the front roof retaining the old slate.

- The roof of the dormer will not be visible from the ground near the building; perhaps from a higher vantage point, at a distance it might be.
- Some slate should probably be retained for future repairs of the remaining slate roof.
- Mr. Harmon specifies aluminum flashing for the eave and rakes of the dormer, but no profile details have been supplied yet.

In the revised drawings Mr. Harmon proposes a smaller east gable window than at the January 13 workshop: an awning window that appears to be identical to the third and fourth floor windows below it.

- The Board will note that the window's location is tightly constrained by the presence of the cornice return and the projecting brick rake frieze. Members may question whether the small attic window is worth the awkwardness of its location.

For the west gable a new double-hung window is proposed, which in staff's opinion is somewhat more successful than the east gable awning window. Here the window can be larger, there is not the constraint of the projecting brick frieze, the window can be above the cornice return, and can be aligned with the second bay of windows below. At the top of the wall, however, the top several feet of brick change direction to follow the rake. Perhaps it will need to be verified that the proposed window (with a granite header) can be located without interfering with the brick detailing. The proposed window follows the appropriately graduated size pattern for the western facade, with the tallest windows closest to the ground, and the smallest window proposed for the attic. While it appears that the proposed west gable window will fit, the Board may want to ask for clarifications and details:

- Would the new gable windows include granite sills and headers like the existing windows?
- Is the Board comfortable with the introduction of a window above the return, and confident it could fit the available space without looking squeezed or out of place?

Mr. Harmon has supplied literature on the Efco window units themselves; they are proposed to be very similar to the windows used recently in the dormer he designed for the Blanchard Block (a slightly earlier, ca. 1855 building nearby.) They are dark to match the recessive coloring of the dormer, but present a different pattern in terms of configuration, compared to the existing windows on the lower walls.

- Is the Board comfortable with the proposed configuration of four lights for the dormer windows?
- It appears the proposed windows can be ordered with appropriate exterior muntins, but that may be worth verifying.

As demonstrated in photos supplied for the January, 2016 preliminary review, many of the historic buildings on Commercial Street have had quite a varied group of dormers added to

them. Some are more successful than others, and certainly some are quite large, representing more of a change to the original form than others. In this case, staff believes the dormer proposed for the front roof of the Carroll Block allows the self-contained, unified, original form to continue to set the tone for the street-facing appearance of the building.

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.
- (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.
- (5) Distinctive features, finishes, and construction techniques or examples of skilled craftsmanship which characterize a structure, object or site shall be treated with sensitivity.
- (9) Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.
- (10) Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.

Motion for Consideration

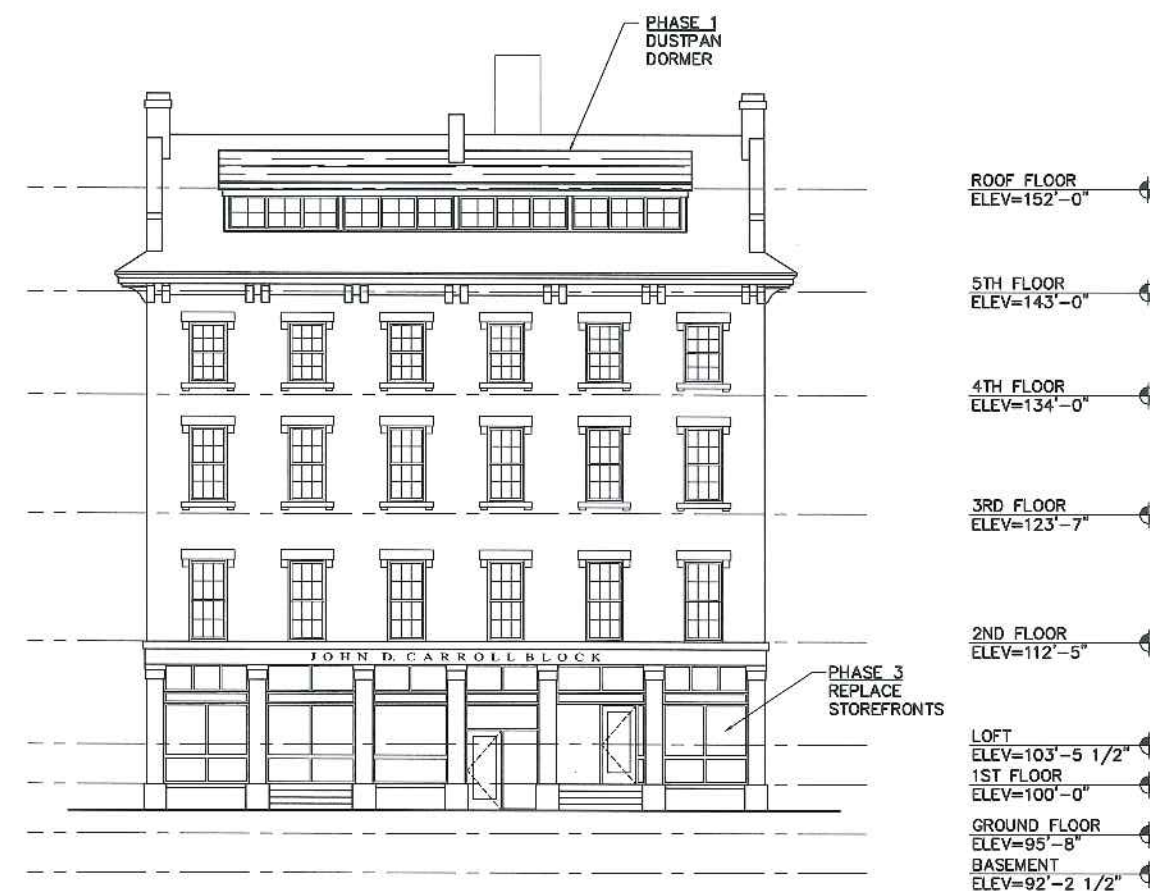
On the basis of plans and specifications submitted by the applicant for the 2-3-16 Public Hearing and information included in the accompanying staff report, the Board finds that the proposed shed dormer and gable windows at 136 Commercial Street **meet (fail to meet)** the historic preservation ordinance review standards, specifically Standards....., (subject to the following conditions.....)

Attachments:

1. Architect's revised elevations and sections
2. Architect's revised project description
3. Product information on proposed windows
4. Preliminary drawings and rendering prepared for January 13, 2016 workshop
5. Staff photo



EXISTING COMMERCIAL STREET ELEVATION



PROPOSED COMMERCIAL STREET ELEVATION

Carroll Block - Portland, Maine

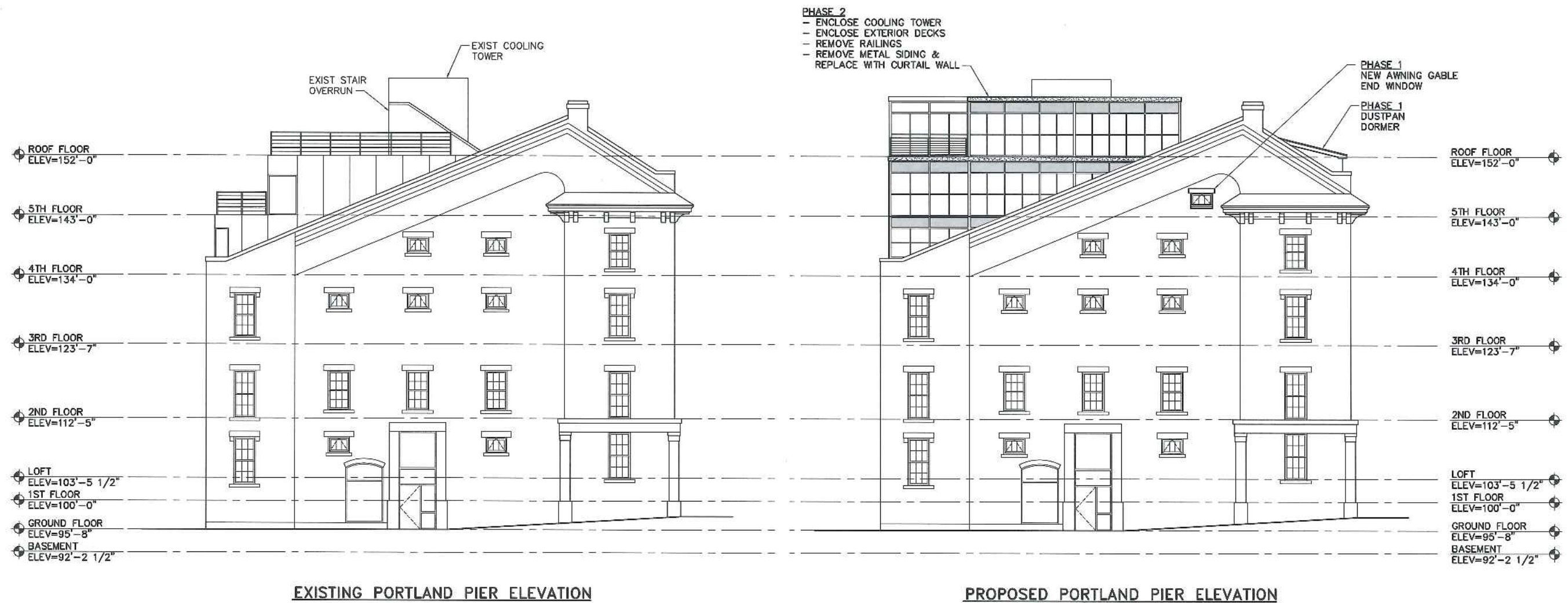
Commercial Street Elevations

January 27, 2016

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Carroll Block - Portland, Maine

Portland Pier Elevations

January 27, 2016



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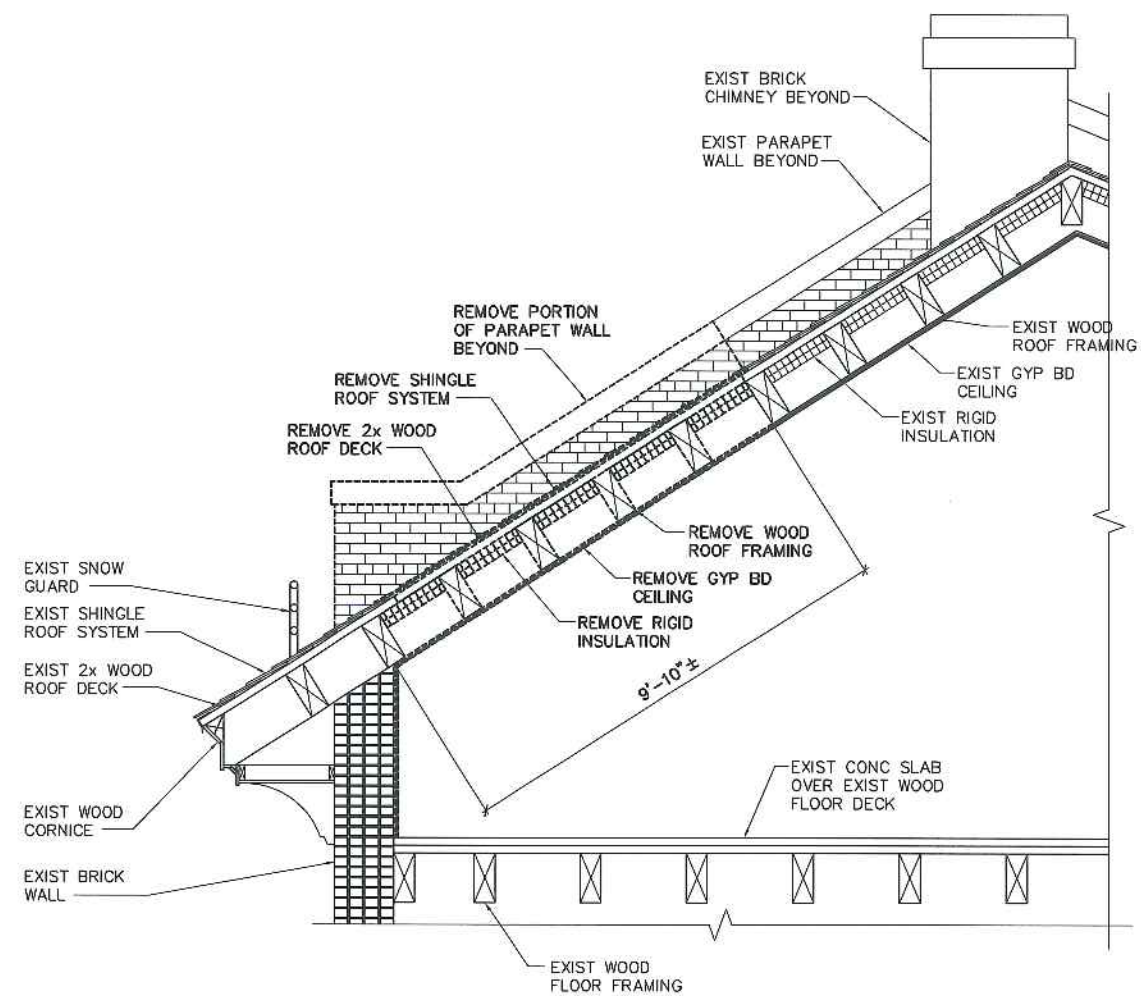
Carroll Block - Portland, Maine

Long Wharf Elevations

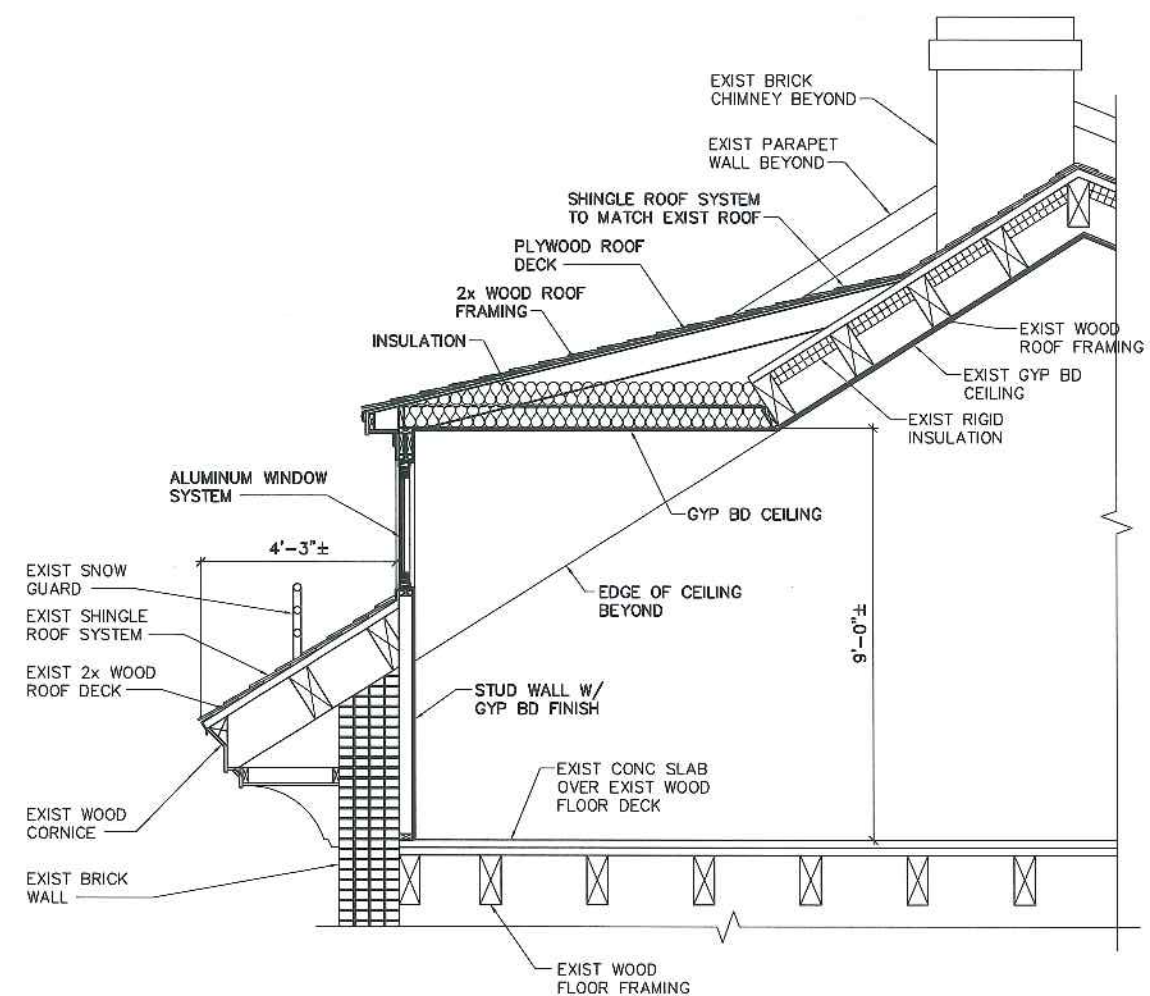
January 27, 2016



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EXISTING ROOF SECTION



PROPOSED DORMER SECTION

Carroll Block - Portland, Maine

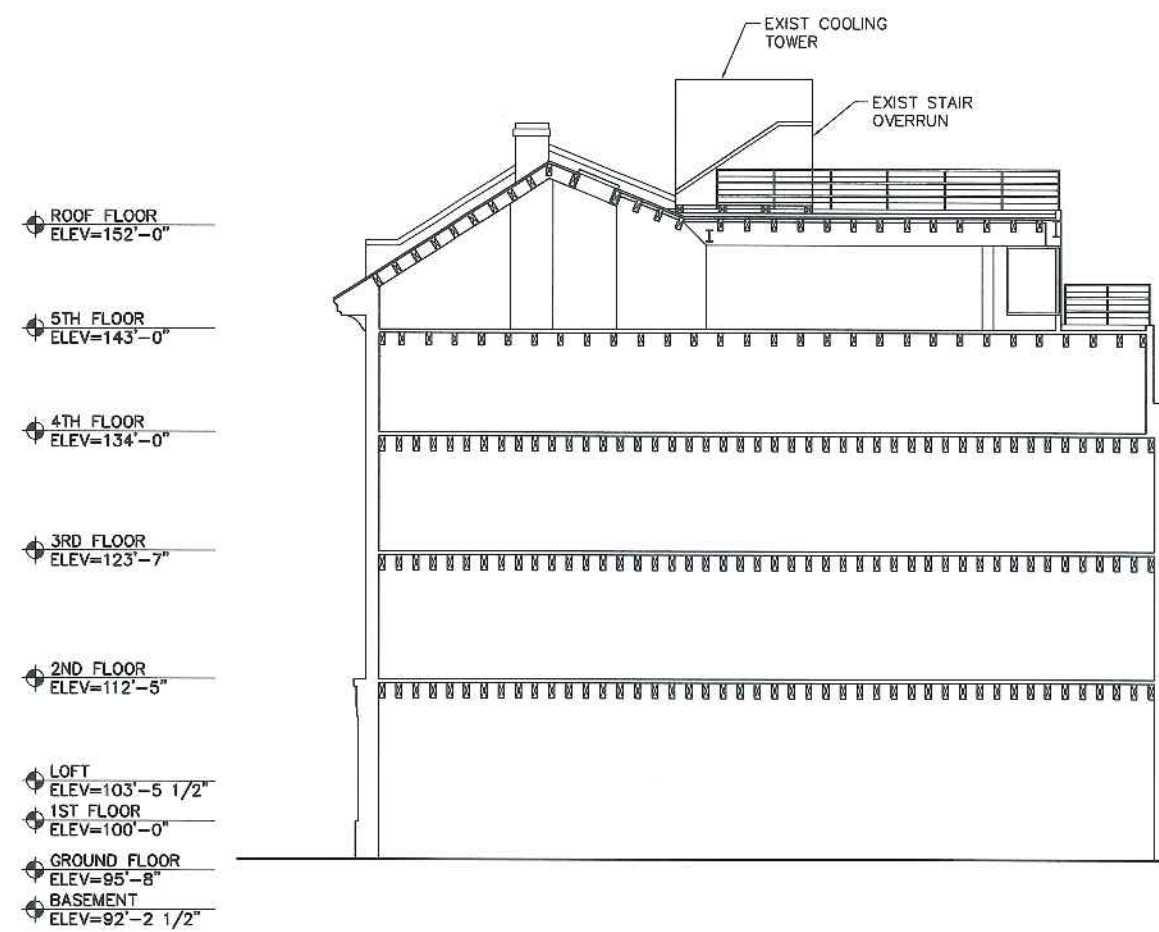
Dormer Sections

January 27, 2016

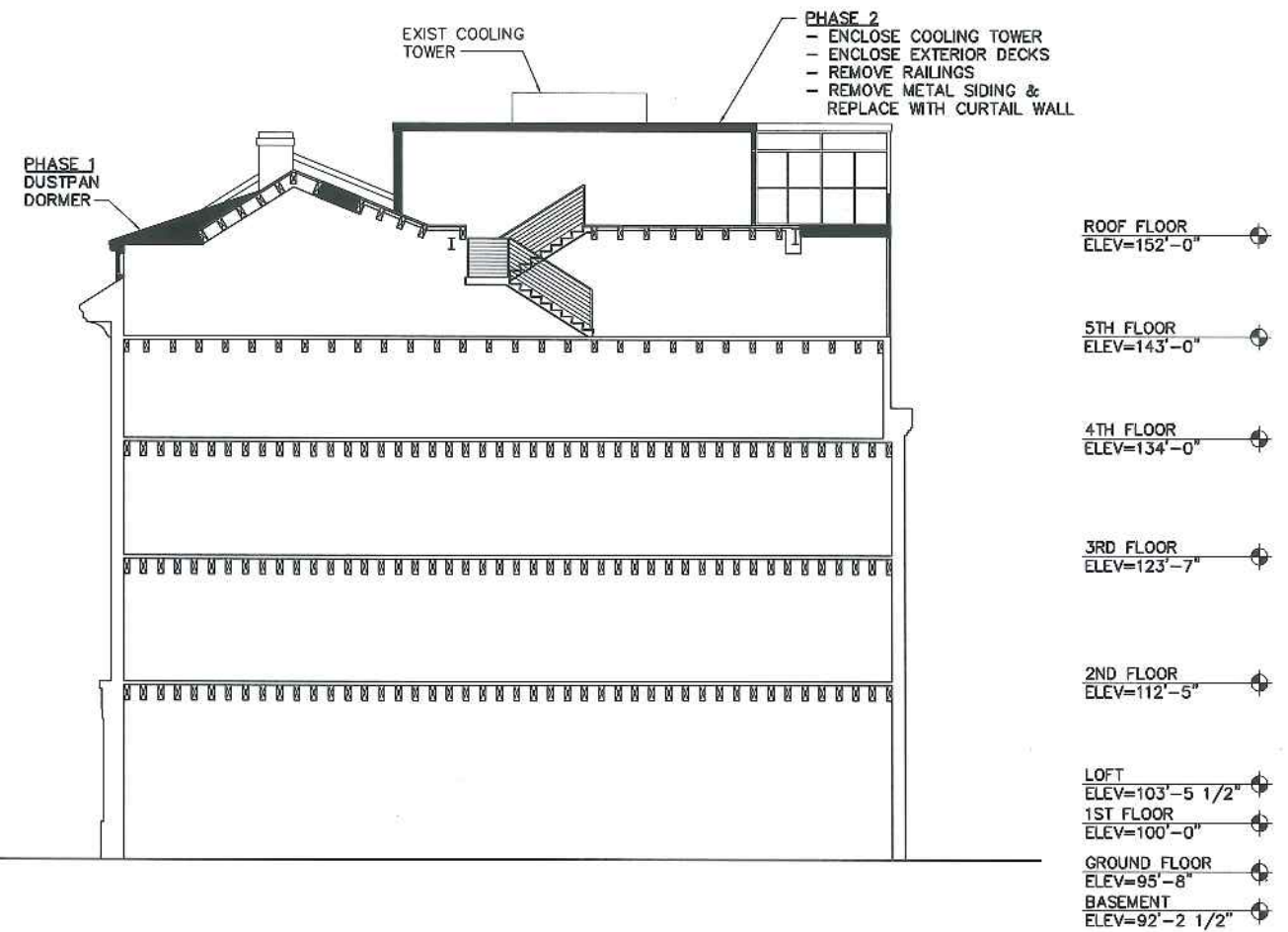
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EXISTING BUILDING SECTION



PROPOSED BUILDING SECTION

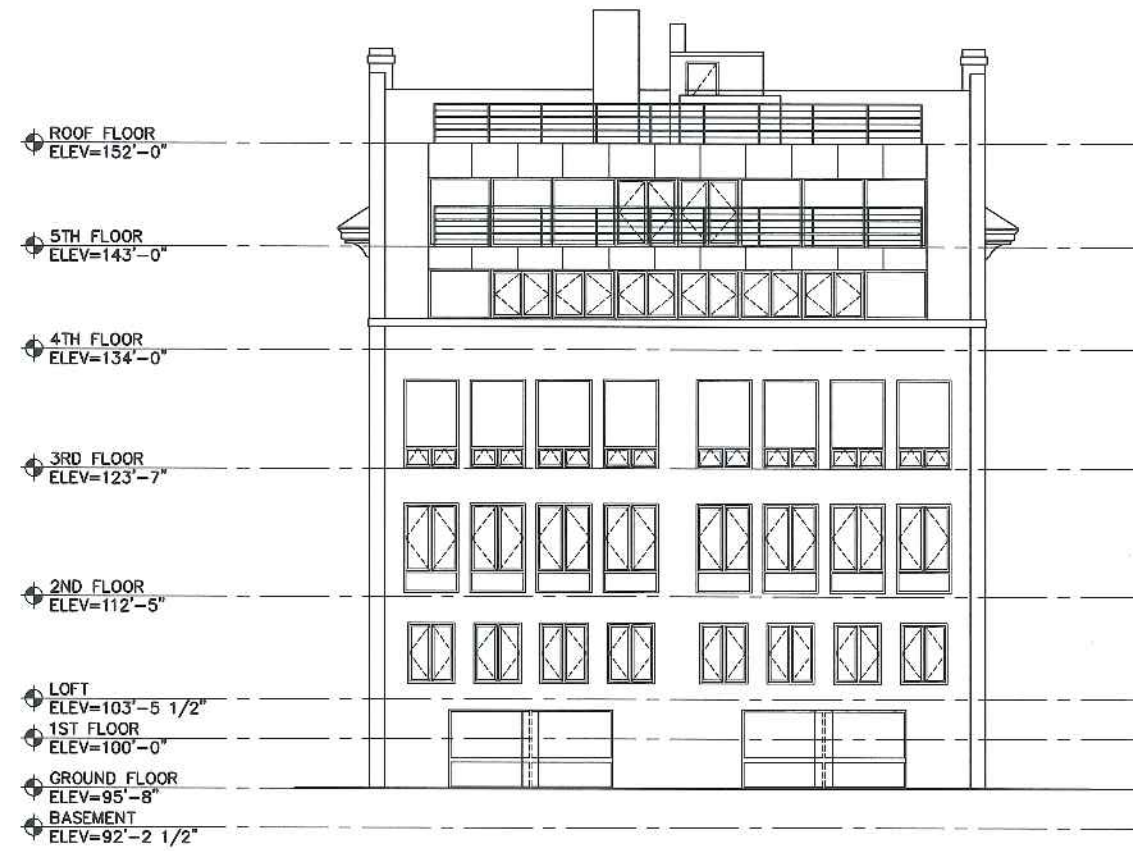
Carroll Block - Portland, Maine

Building Sections

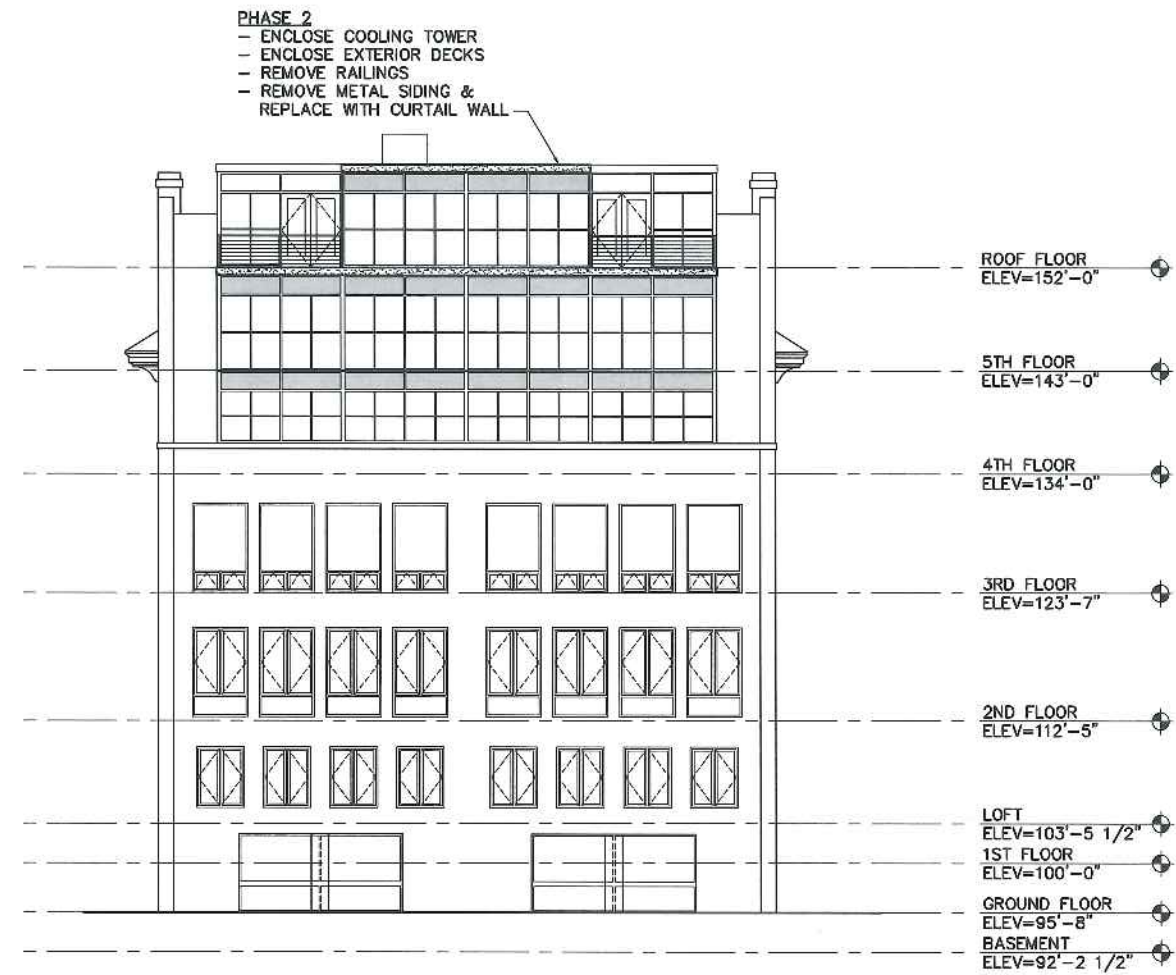
January 27, 2016



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EXISTING HARBOR VIEW ELEVATION



PROPOSED HARBOR VIEW ELEVATION

Carroll Block - Portland, Maine

Harbor View Elevations

January 27, 2016



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ATTACHMENT 2

The proposed Commercial Street dustpan dormer is now set back from the existing articulated cornice approximately 4-1/2 feet, and a similar distance from the east and west gable ends. The brick party wall extension at the center of the roof will be cut back by 3 wythes to accommodate the single dormer window wall. The partition is set flush with the inside face of brick, so that the glazing plane will be visibly back from the Commercial Street façade. Roof pitch is 3/12, with the intersection at the existing ridge set to approximately 4' downslope. The existing snow rail will remain. Materials as follows:

- EFCO aluminum frame window system with clear insulating glass, fixed lites.
- Lead coated copper cheek panels, flat lock seam
- Aluminum flashing at fascia and rake
- Asphalt shingle roofing



Series 3902 Thermal 3 1/4" Architectural Grade Projected Window



CONFIGURATIONS

Project-In • Project-Out • Casement • Fixed

Series 3902 retains an AAMA Architectural Grade rating to meet the most demanding specifications. Designed for educational, institutional and high-rise residential, the 3902 window system is an attractive product for a wide range of applications. Multiple glazing options provide flexibility to meet specific design requirements. The window is thermally improved for enhanced energy saving potential. Offered with a complete line of sub frames, mullions and architectural sills, the 3902 window provides the complete solution for your fenestration needs.

Features

Thermal barriers in frame and sash consist of a two part, high density polyurethane

Pressure equalization

Angle reinforced vent corners

All vents are dual weather-stripped with dual-durometer Santoprene® gasket

Two weep slots per vent through the window frame

Wide variety of locking and operating hardware available

Accommodates glazing units from 3/16" to 2" depth

Dual glazing with optional integral blinds

Screen frames of extruded aluminum alloy are available

Accessory line of subframes, mullions, and architectural sills

Anodized or painted finishes available

Benefits

Improves U-Factor performance and enhances energy savings potential

Superior water resistance

Improves sash/vent rigidity

Provides superior air and water resistance

Moisture weeps to the exterior quickly

Permits hardware options to address specific requirements

Expands design and energy savings options

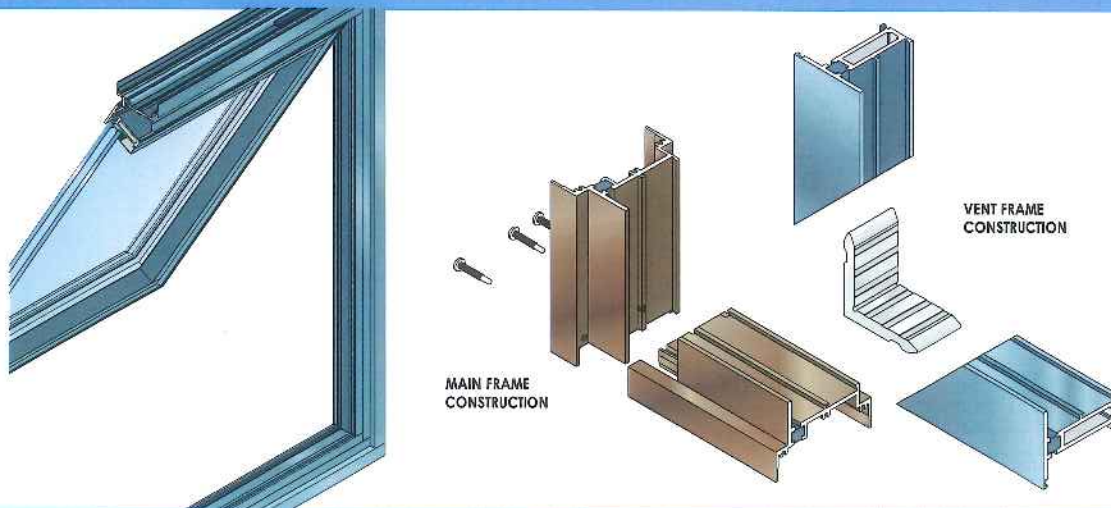
Improved energy savings and interior light or privacy control with low maintenance

Stronger, more durable screens

Allows custom designs with standard product

Multiple options to answer economic and aesthetic concerns

Series 3902 Thermal 3 1/4" Architectural Grade Projected Window



PERFORMANCE DATA

PROJECTED ARCHITECTURAL GRADE

AAMA RATING PROJECT IN	AW-PG130
AAMA RATING PROJECT OUT	AW-PG140
AIR INFILTRATION	<.10 CFM/SF @ 6.24 PSF
WATER	NO LEAKAGE @ 15.0 PSF
STRUCTURAL	±150.0 PSF
CRF-FRAME (1503-98)	48
CRF-GLASS (1503-98)	60

CASEMENT ARCHITECTURAL GRADE

AAMA RATING INSWING	AW-PG125
AAMA RATING OUTSWING	AW-PG110
AIR INFILTRATION	<.10 CFM/SF @ 6.24 PSF
WATER	NO LEAKAGE @ 15.0 PSF
STRUCTURAL INSWING	±142.5 PSF
STRUCTURAL OUTSWING	±165.0 PSF

Note: All performance value data is based on laboratory testing per AAMA 101/I.S.2/A440 for Air/Water/Structural, ASTM E90 and or E413 for Acoustical, AAMA 507 and or NFRC 100/200/500 for U-Factors and AAMA 1503 for Condensation Resistance Factor (CRF). Printed values are subject to change pending the frequency of recertification testing. Field results will vary depending on size, the field test method, the addition of sub-frames, panning, mullions, accessories and installation into the surrounding condition.

3902 THERMAL U-FACTORS*		
CENTER OF GLASS U-FACTOR	CONFIGURATION AND SIZE	
	FIXED: 47" X 59"	PROJECT OUT: 59" X 24"
0.48	0.56	0.67
0.34	0.45	0.59
0.30	0.42	0.57
0.24	0.37	0.53
0.20	0.34	0.51

* Based on NFRC 100

S-3902 HARDWARE CHART	BUTT HINGES	4-BAR ARMS	FRICTION ADJUSTER	KEY RELEASE LIMIT ARM	ROTOR OPERATOR*	CAM HANDLE	POLE RING CAM HANDLE	POLE RING PULL**	ACCESS CONTROLLED LOCK	LIFT LOCK
PROJECT-IN		S				S	O		O	
PROJECT-OUT		S				S	O	O	O	
CASEMENT INSWING WITH 4-BAR ARMS		S				S	O		O	
CASEMENT OUTSWING WITH 4-BAR ARMS		S				S	O		O	O
CASEMENT INSWING WITH BUTT HINGES	S		O	O		S	O		O	
CASEMENT OUTSWING WITH BUTT HINGES	S		S	O	O	S	O		O	O

Some size restrictions may apply depending on hardware selected.

* Casements requiring rator operators will be furnished with lift locks, providing vents meet minimum width requirements.

** Pole ring pull will be furnished on project-out vents when optional pole ring cam handle is selected.

O - Optional
S - Standard
Blank - N/A

S-3902 GLAZING CHART		GLASS OR PANEL																
		POLYCARBONATE																
		1/8"	3/16"	1/4"	1/8"	.156"	3/16"	.200"	1/4"	1/4**	1/2"	5/8"	3/4"	7/8"	1"	1-1/8"	1-1/4"	1-1/2"
MONOLITHIC & INSULATED GLASS			A	A			A	A	A	A	A	A	A	A	A	A	A	A
DUAL GLAZING	EXTERIOR LITE	I	I	I	I	I	I	I	I	I	I	I				A		
	INTERIOR LITE	A	A	A		A	A	A	A	A								

* Obscure glass thickness
** Laminated glass thickness

A - Available glazing option
I - Internal blinds can be used with this type of dual glazing
Blank - N/A



Series 3902 Thermal 3 1/4" Architectural Grade Projected Window

Main Frame Construction

The frame is constructed from .125" nominal material wall thickness aluminum of 6063-T6 alloy with a depth of 3 1/4". An equal leg frame is standard. Corners are of screw spline construction and back sealed with a small-joint seam sealer. See Illustration 1.

Vent Frame Construction

The 2 7/16" deep vent consists of tubular aluminum members with .125" nominal material wall thickness of 6063-T6 alloy. Vent corners are mitered, angle reinforced, crimped, cold epoxy welded, and back sealed with a small-joint seam sealer. See Illustration 2.

Weather Stripping

All vents are dual weather-stripped with a dual durometer Santoprene® gasket. The exterior gasket is intentionally omitted at the vent bottom rail for project-out vents and at the vent top rail for project-in vents. This allows the air to pressure equalize the void between the vent and frame. Each vent utilizes the pressure equalization technique for superior water resistance. Two holes or slots per vent through the window frame facilitate weepage.

Thermal Barrier

All frames and sash are thermally improved using the latest technology in two part, high density polyurethane. See Illustration 3.

Screens

Full width hinged wickets or fully hinged screens are available. Screen frames are extruded 6063-T6 aluminum alloy frames. 18 x 16 mesh screens are available in fiberglass and .011" diameter aluminum. 18 x 18 mesh screens are available in .009" diameter stainless steel.

Hardware

Locking cam handles, access controlled locks, and keepers are of cast white bronze in a US25D finish. 4-bar arms are fabricated from stainless steel meeting AAMA 904.1 requirements. Butt hinges are fabricated from extruded aluminum of 6063-T6 alloy with stainless steel pins. See Hardware Chart for available hardware types.

Glazing

Windows are inside glazed with an extruded aluminum snap-in glazing bead. Glazings of 3/16" to 2" can be accommodated. Dual glazing is also available in 1/8", 3/16", and 1/4" glass. Aluminum blinds between the glass are available with dual glazed windows. See the Glazing Chart for exact sizes.

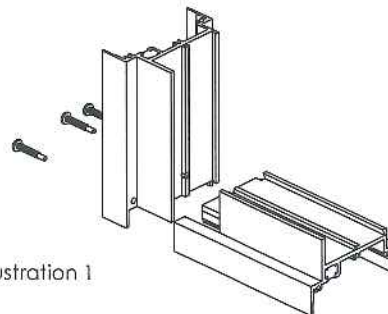


Illustration 1

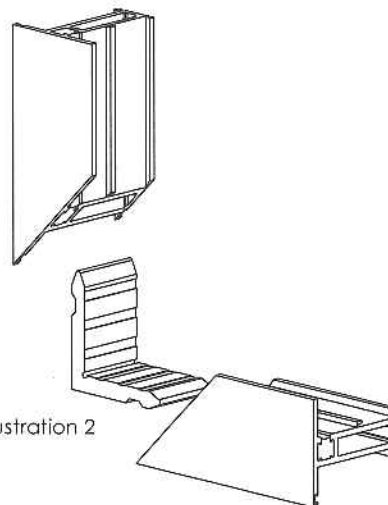


Illustration 2

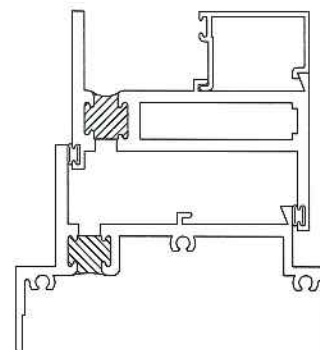
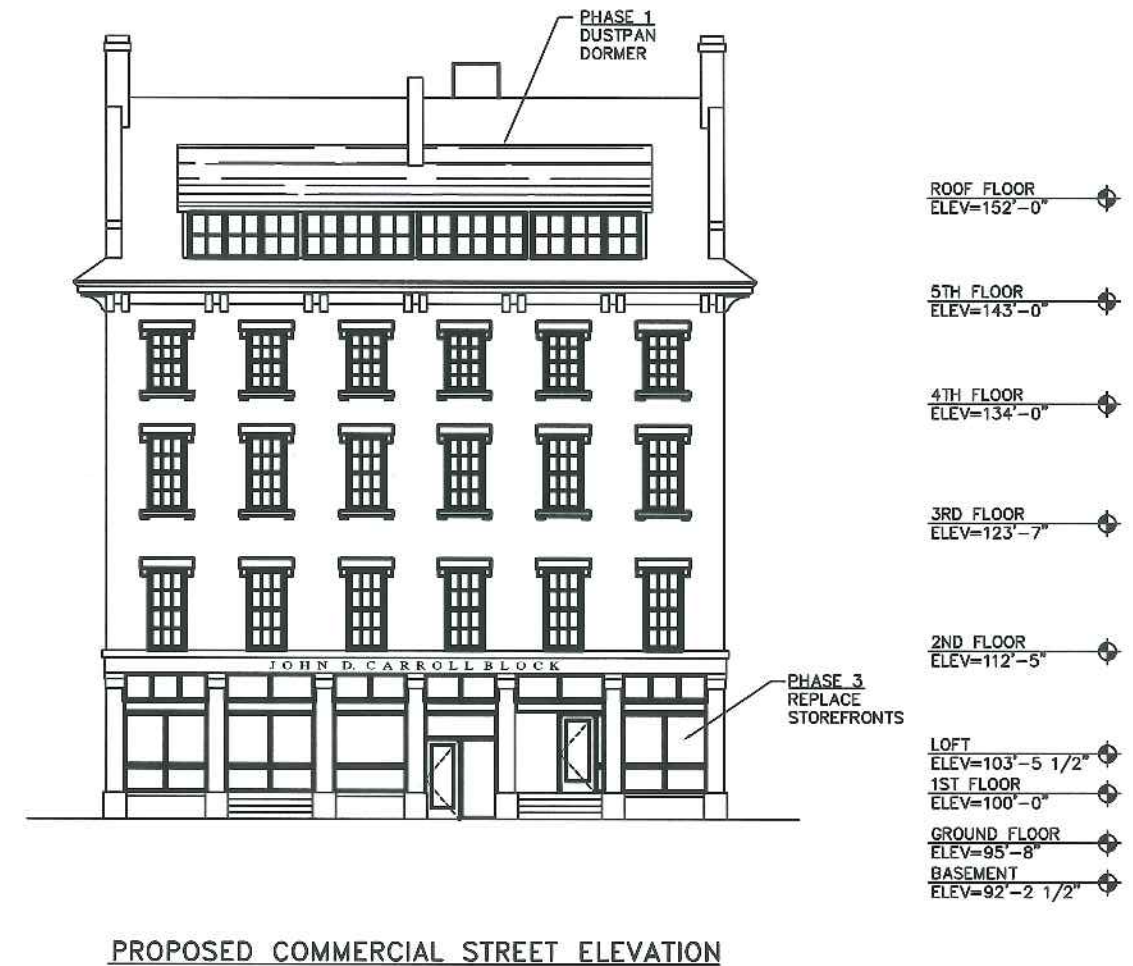


Illustration 3



Carroll Block - Portland, Maine

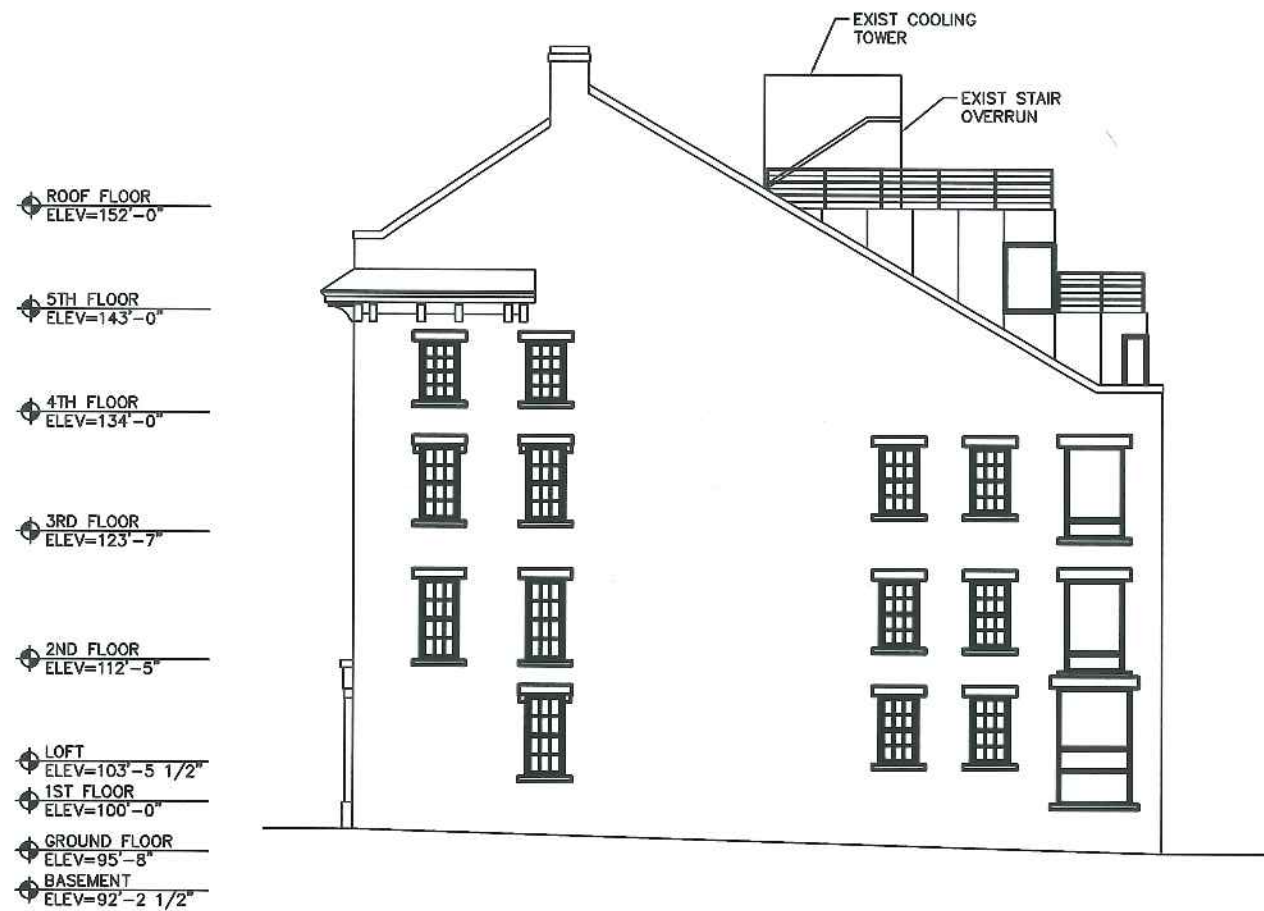
Commercial Street Elevations

December 10, 2015

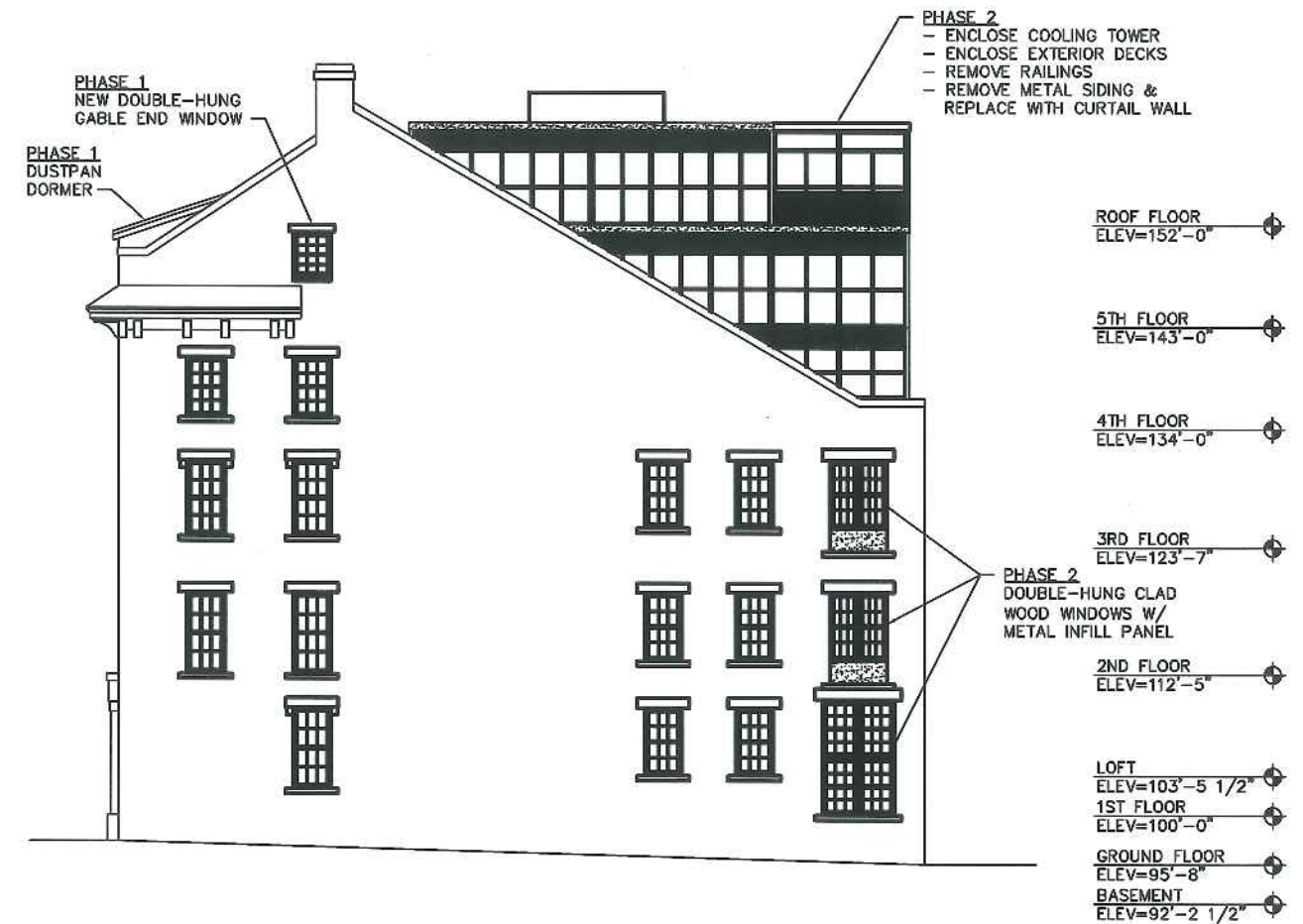
OAK POINT
ASSOCIATES



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EXISTING LONG WHARF ELEVATION



PROPOSED LONG WHARF ELEVATION

Carroll Block - Portland, Maine

Long Wharf Elevations

December 10, 2015

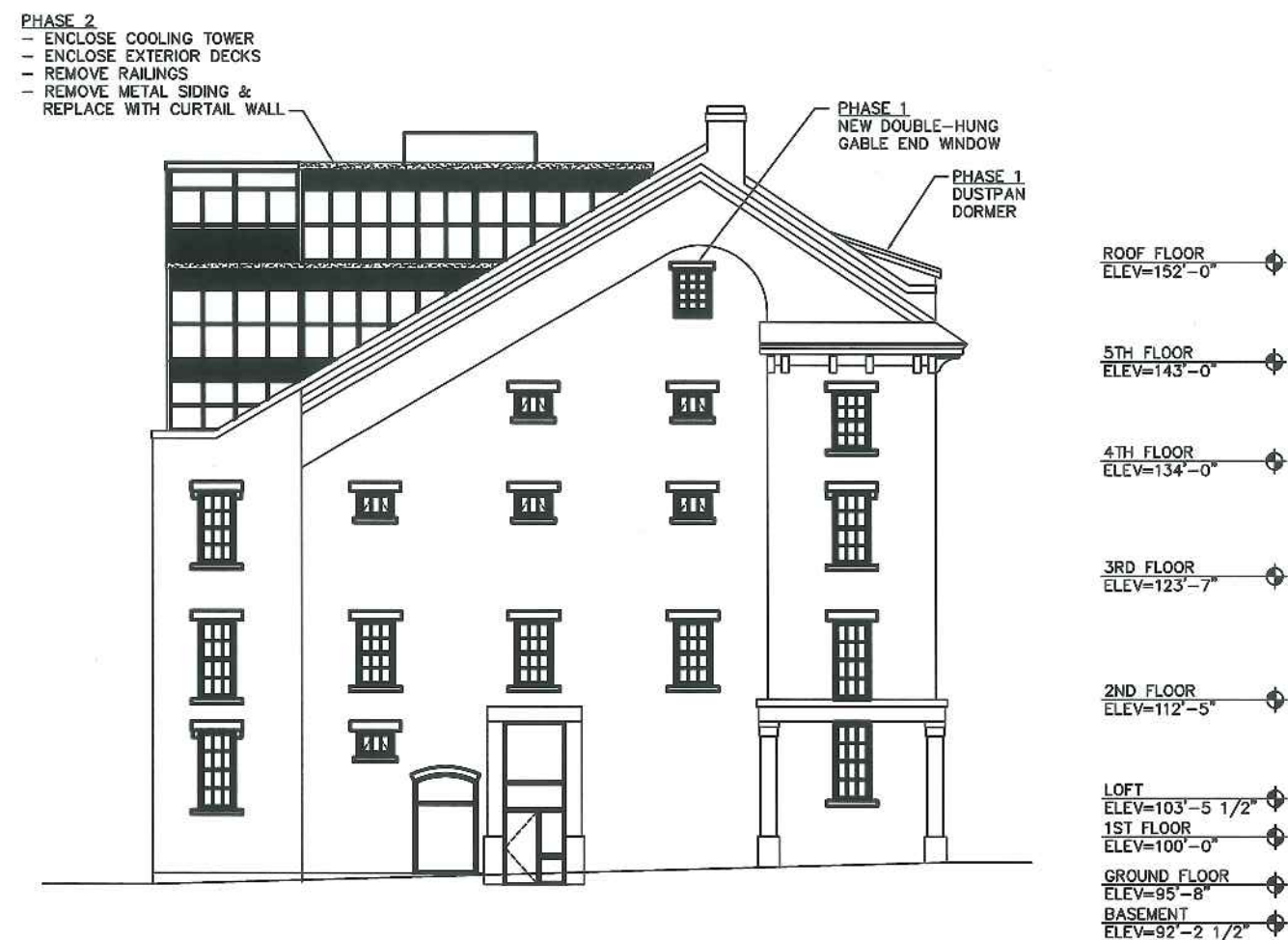
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EXISTING PORTLAND PIER ELEVATION



PROPOSED PORTLAND PIER ELEVATION

Carroll Block - Portland, Maine

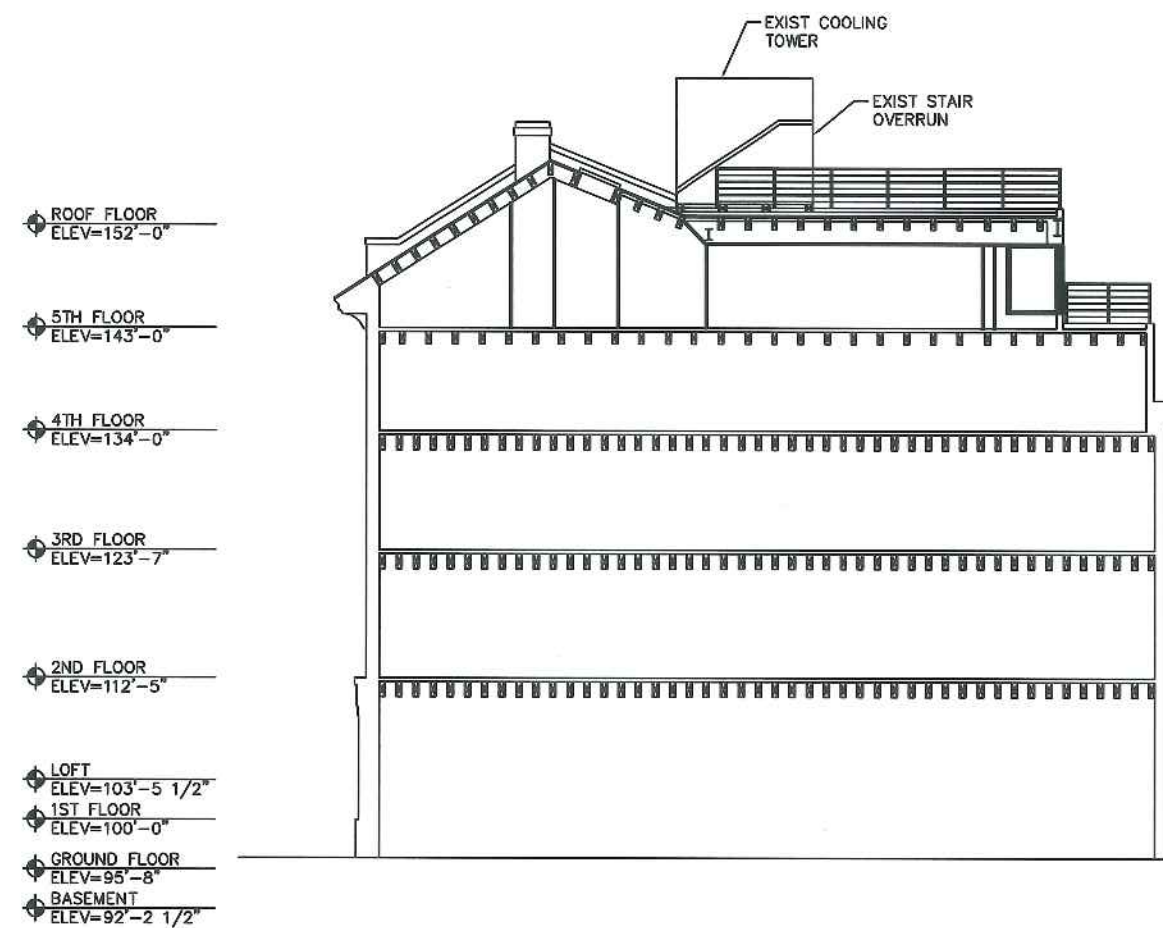
Portland Pier Elevations

December 10, 2015

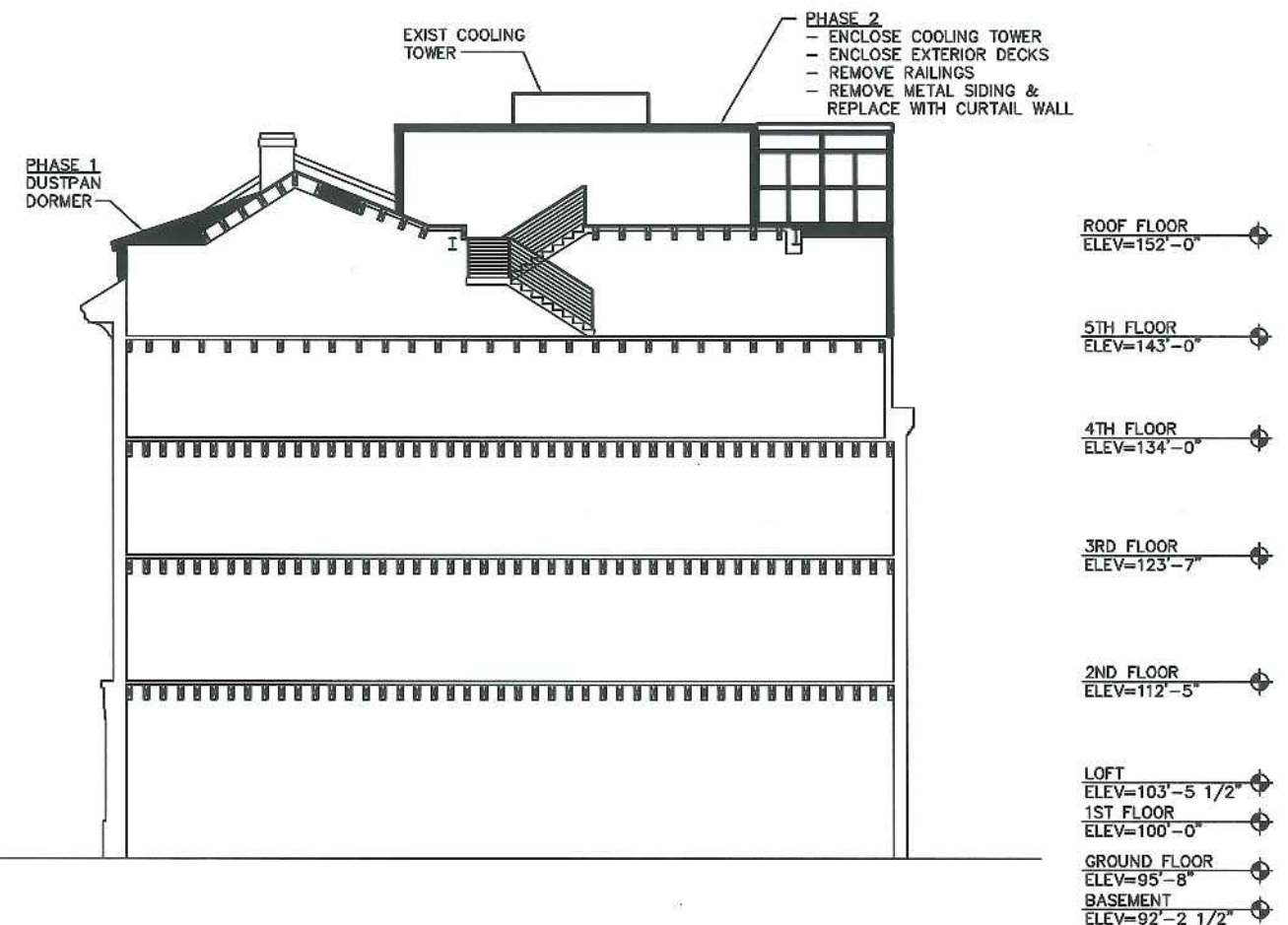
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EXISTING BUILDING SECTION



PROPOSED BUILDING SECTION

Carroll Block - Portland, Maine

Building Sections

December 10, 2015

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EXISTING SLIVER STREET PERSPECTIVE



PROPOSED SLIVER STREET PERSPECTIVE

Carroll Block - Portland, Maine

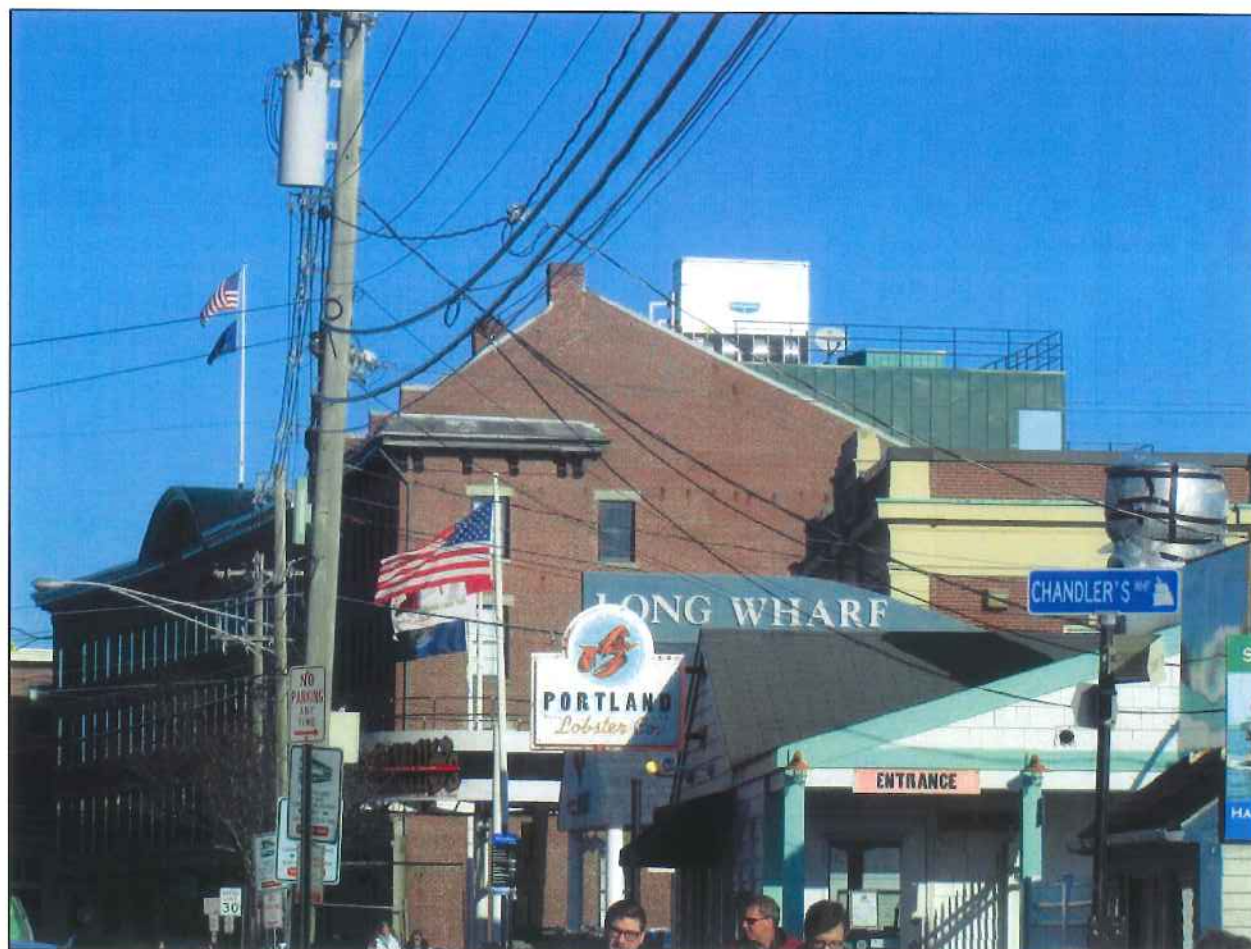
Perspectives

December 10, 2015

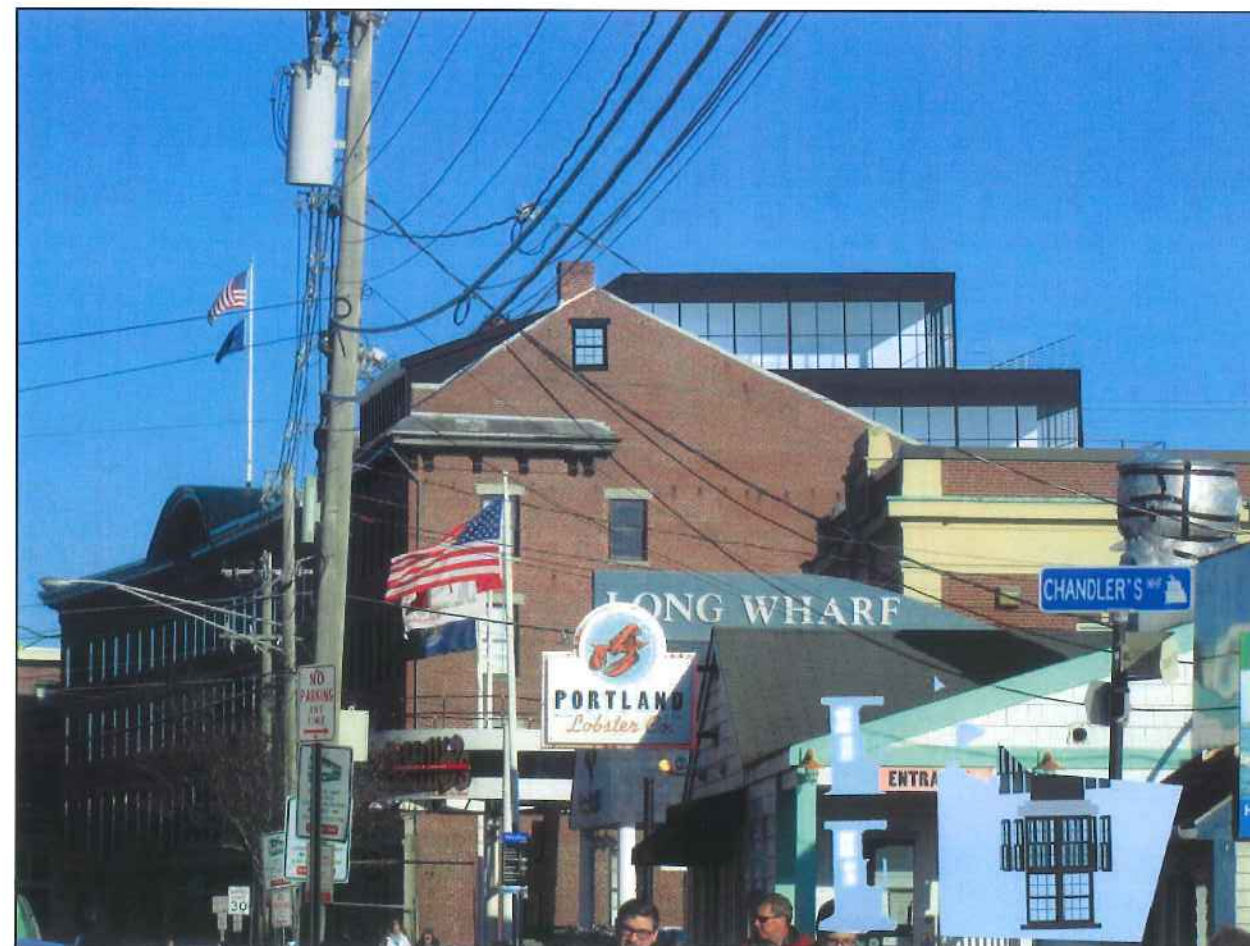
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EXISTING COMMERCIAL STREET PERSPECTIVE



PROPOSED COMMERCIAL STREET PERSPECTIVE (PHASE 2)

Carroll Block - Portland, Maine

Perspectives

December 10, 2015

OAK POINT
ASSOCIATES



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ATTACHMENT 5
WEST WALL

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

**CONSENT AGENDA
443 CONGRESS STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: January 28, 2016

RE: February 3, 2016 **Consent Agenda** – Review of Proposed Exterior Alterations

Address: 443 Congress Street – “Clapp Memorial Building”

Applicant: Northland Enterprises, LLC

Property Owner: JJR 443 Congress, LLC

Architect: Winton Scott Architects

Introduction

Northland Enterprises, LLC and their architects, Winton Scott Architects have applied for a Certificate of Appropriateness for exterior alterations associated with conversion of the upper four floors of the Clapp Building, 443 Congress Street, to 28 residential units. The primary exterior changes proposed are the replacement of the windows on floors three through seven (with the possible addition of the windows on the second floor) with full unit, black aluminum windows, and the construction of a new rear entry at the back corner of the building, set back some distance from Elm Street. None of the existing windows in the building are original. The new rear residential entrance door would replace an existing window. It features a small new concrete entrance porch and stairs with steel railings, and a small steel and polycarbonate plastic canopy. Visibility of the new entrance from Elm Street will be at some distance. Staff has elected to present this application as a consent item, believing that the Board will be comfortable with a staff review.

The Clapp Building is a significant seven-story, brick and limestone, Classical Revival Building on the corner of Congress and Elm Streets. Storefronts and front entrances have been somewhat modified, and on the back, the access point off Elm Street has been altered to include a fenced green area. Because the proposed alterations do not significantly alter the historic exterior of the property, staff is comfortable with the proposed alterations.

Attachments:

1. Applicant's submission, including project description, photos of existing conditions, plans, elevations, details (some detailed or repetitive pages omitted)
2. 1924 tax photo of property



Date: 01/11/2016

HISTORIC PRESERVATION APPLICATION FOR CERTIFICATE OF APPROPRIATENESS

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:

PROJECT ADDRESS:

443 CONGRESS ST, PORTLAND, ME, 04101

CHART/BLOCK/LOT: 027 B002001 (for staff use only)

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.

The building is located on corner of Congress and Elm Streets.

The project consists of renovation of upper 4 floors of existing building at 443 Congress St.

The 3 lower floors have been previously renovated as business use and are occupied by Chamber of Commerce - first floor and Planned Parenthood of New England - second and third floors.

The new renovation will convert upper floors to residential units: 7 units per floor, total of 28, of which 4 will be Studio units, 16 will be one-bedroom apartments and 8 will be two-bedroom apartments.

EXTERIOR

Exterior brick is in very good conditions. No repairs / repointing is needed. Existing windows are wood replacements.

No original historic window exist in the building. The project proposes for all windows in 3 thru 7 floors to be replaced with Universal 400 series DH aluminum, color black. The windows in second floor are proposed to be replaced on this round by Alternate depending on the construction cost. Window drawings elevations and details are attached to the application. Existing windows will be removed complete with frame and new windows will be installed in existing rough opening. Therefore the lite dimensions will not be reduced. An installed mockup window is available for staff review at request.

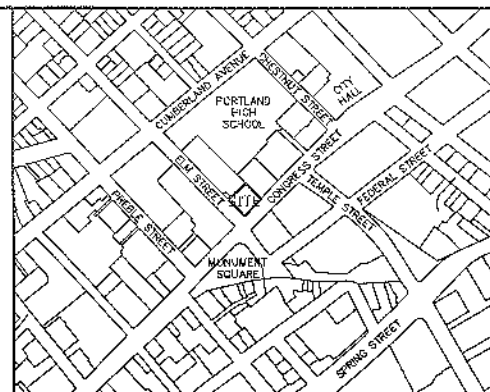
One new entrance is proposed on North side of building for residential use. The entrance is proposed in an existing window masonry opening.

A new 45 sf concrete porch and steps and a light structured steel and polycarbonate canopy are proposed for this entrance. Since this alteration is being done on the back facade of the building, which has had prior alterations with addition of the stair and utility roof cover, we believe that the new porch and canopy do not alter the historic features of the building in a major way.

INTERIOR

The most historically significant portion of the building is the front lobby and stair on the Congress St. entrance. This space will remain as is. The front stair is open to the 1st floor lobby, it is closed however to the rest of the upper floors. We have been advised by the fire inspector that the existing condition can remain as is, so the historic features are not altered.

The rest of interior space in the building has been altered on prior renovations. We will restore the height of the ceiling along the windows so the trim will be fully exposed. The existing trim will be reused at all openings. Also all common spaces such as corridors will have GWB ceilings at the height of original plaster ceilings.



LOCATION MAP
NOT TO SCALE

NOTES:

1. TITLE REFERENCE FOR SURVEYED PARCEL:
BK 28553, PG 310 (CUMBERLAND COUNTY REGISTRY OF DEEDS)
2. PLAN REFERENCE(S):
A) "RECORDING PLAT, CITY OF PORTLAND TAKING, A PORTION OF CLAPP ESTATE PARCEL & THE FRESHMAN ALLEY PASSAGEWAY", DATED JULY 12, 1988, BY LAND USE CONSULTANTS, RECORDED IN PG 172, PG 32.
B) "RECORDING PLAT, CITY OF PORTLAND TAKING, A PORTION OF CLAPP ESTATE PARCEL & THE FRESHMAN ALLEY PASSAGEWAY", DATED JULY 12, 1988, BY LAND USE CONSULTANTS, RECORDED IN PG 172, PG 17.
C) "PROPERTY ACQUISITION PLAN FOR LOCATION OF NEW BUS SHELTER", DATED JUNE 14, 1978, BY CITY OF PORTLAND, MAINE DEPARTMENT OF PUBLIC WORKS, RECORDED IN PG 120, PG 61.
D) "PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR FIRST PARISH CHURCH", DATED AUGUST 13, 1879, BY H.L. & E.C. JORDAN - SURVEYORS, RECORDED IN PG 124, PG 61.
E) "STREET PLAN NO. 8", PROVIDED BY CITY OF PORTLAND DEPARTMENT OF PUBLIC WORKS, NOT DATED.
F) "CONGRESS STREET SHEETS, SHEET NO. 2", PROVIDED BY CITY OF PORTLAND DEPARTMENT OF PUBLIC WORKS, DATED DEC. 1925.
3. AREA INFORMATION:
8,623 SQ. FT. OR 0.20 ACRES
4. TAX MAP REFERENCE:
TAX MAP 27, LOT B-2
5. BASIS OF BEARINGS:
BEARINGS ARE MAGNETIC (1985) AND ARE BASED ON HAND COMPASS BEARINGS ALONG RANDOM TRAVERSE LINES.
6. ROAD INFORMATION:
CONGRESS STREET WIDTH VARIES. ELM STREET WIDTH IS 56 FEET PER PLANS REFERENCED IN NOTE 2(A) THROUGH 2(F) ABOVE. LOCATIONS ARE BASED ON EVIDENCE FOUND.
7. UTILITY INFORMATION:
WATER LINE INFORMATION BASED ON DATA PROVIDED BY THE PORTLAND WATER DISTRICT AND STRUCTURES LOCATED.
SEWER & STORM DRAIN INFORMATION BASED ON DATA PROVIDED BY THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT AND STRUCTURES LOCATED.
NATURAL GAS MAIN INFORMATION BASED ON DATA PROVIDED BY CITY OF PORTLAND PUBLIC WORKS DEPARTMENT AND STRUCTURES LOCATED. UNTIL DID NOT PROVIDE DATA FOR THIS AREA.

APPROVAL
CITY OF PORTLAND PLANNING BOARD

DATE: _____

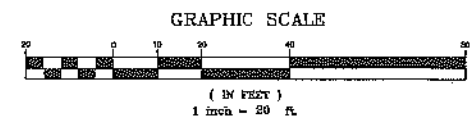
CHAIRMAN: _____

ADDRESS OF RECORD OWNER:

JR 443 CONGRESS LLC

ONE CITY CENTER, 4TH FLOOR
PORTLAND, ME 04101

LEGEND	
	MONUMENT FOUND
	IRON MARKER FOUND
	5/8" REBAR WITH AN ALUMINUM I.D. CAP
	BOUNDARY LINE OF SURVEYED PARCEL
	BOUNDARY LINE OF ABUTTERS (APPROX.)
	ROAD RIGHT OF WAY LINE (APPROX.)
	COMPUTATIONAL TIE LINE
	STONE WALL (APPROX.)
	EDGE OF TRAVELED WAY
	UTILITY LINE
	UTILITY POLE WITH NUMBER
	IRON PIPE FOUND
	IRON ROD FOUND
	DRILL HOLE
	ARBITRARY TRAVERSE POINT WITH NUMBER
	ARBITRARY COMPUTATIONAL POINT NUMBER
	DEED BOOK & PAGE IN COUNTY REGISTRY
	DEEDS
	PLAN BOOK & PAGE IN COUNTY REGISTRY
	DEEDS
	RIGHT OF WAY
	NOW OR FORMERLY HELD BY
	ACRES
	MORE OR LESS
	SEWER MANHOLE
	LIGHT POLE
	CATCH BASIN
	WATER SHUT OFF
	HYDRANT
	SIGN
	WATER VALVE
	ELEVATION TEMPORARY BENCH MARK
	TEST PIT

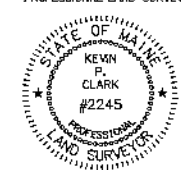


CUMBERLAND COUNTY REGISTRY OF DEEDS:

RECEIVED _____
AT _____ HRS _____ MIN _____ N, AND
FILED IN PLAN BOOK _____ PAGE _____
ATTESTED: _____ REGISTER

SURVEYOR'S CERTIFICATION:

THE PREPARER HEREBY CERTIFIES THAT THIS SURVEY HAS BEEN UNDERTAKEN IN CONFORMANCE WITH THE RULES SET FORTH BY THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS, DATED APRIL 1, 2001, FOR A BOUNDARY SURVEY.



DATE: _____

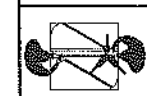
KEVIN P. CLARK, PLS #2245

NOT VALID UNLESS EMBOSSED HERE

SUBDIVISION PLAT
of Land & Building of

JR 443 CONGRESS LLC
CLAPP MEMORIAL BUILDING

443 CONGRESS STREET
PORTLAND, MAINE



SITELINES, PA
ENGINEERS • PLANNERS • SURVEYORS
LANDSCAPE ARCHITECTS
8 CUMBERLAND STREET, BRUNSWICK, ME 04011
207.725.1200 www.sitelinespa.com

FIELD WK: CH/MC	SCALE: 1"=20'	SHEET:
DRN BY: KPC	JOB #: 2667	C1.0
CH'D BY: KPC	MAP/LOT:	
DATE: 11-20-2015	FILE: 2667.SV	



Architecture / Planning
Preservation: Architecture
Interior Architecture



Structural Engineer
Structural Integrity
Consulting Engineers, Inc.

Mechanical / Electrical
Engineer
Bennett Engineering

Owner
JJR 443 Congress, LLC

443 Congress

Portland, Maine

Site Plan

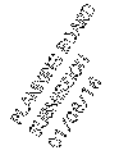
$$1^u = 10 \cdot 2^u$$

C 2.0

January 08, 2016



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Preservation Architecture
Interior Architecture



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**Mechanical / Electrical
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Bennett Engineering**

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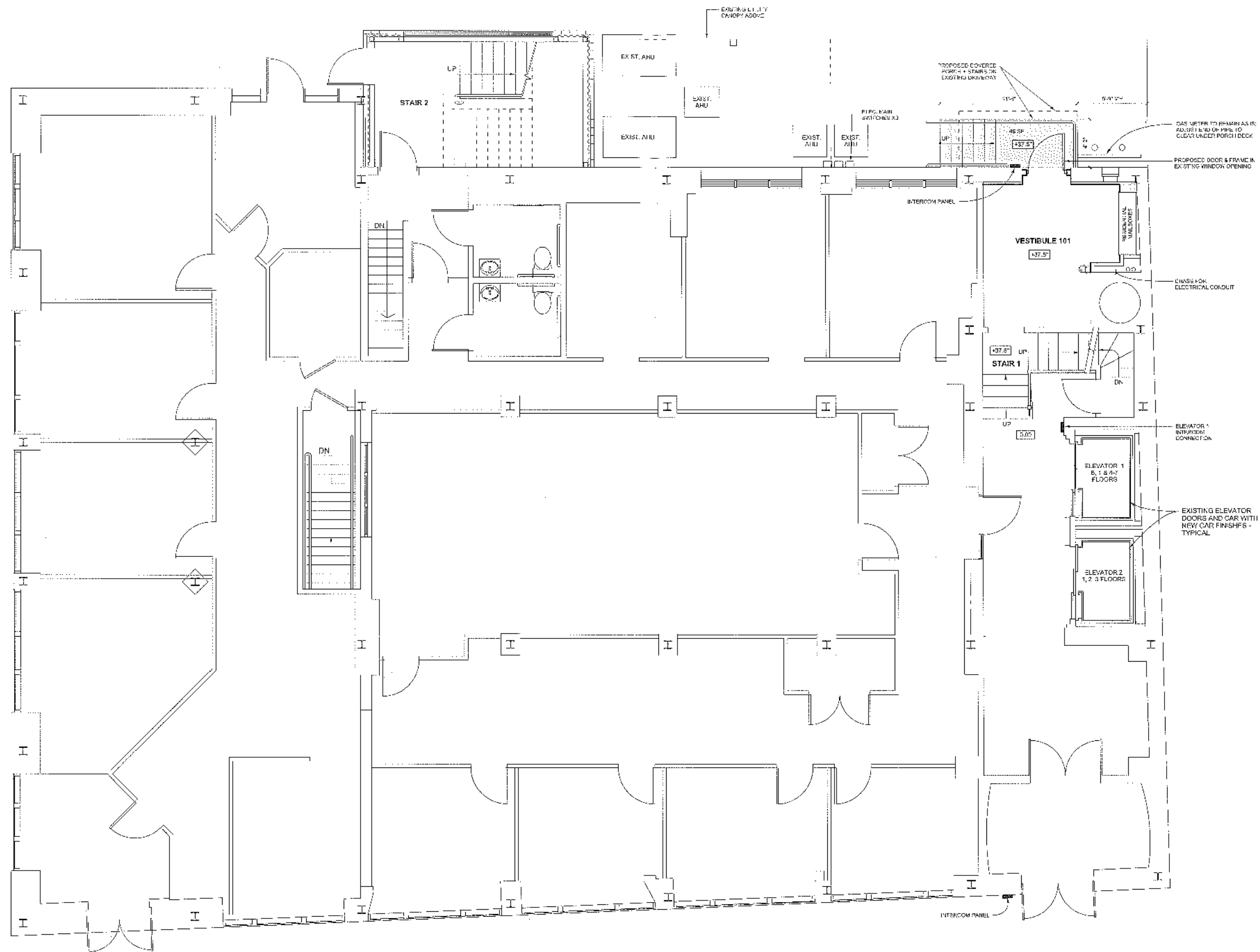
Portland, Maine

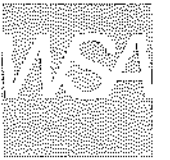
First Floor
Proposed Plan

$$1/4'' = 1'-0''$$

A 1.1

January 08, 2016





Winton Scott Architects
5 Ash Street
Portland, Maine 04101
207.774.4011
www.wintonscott.com

Architecture / Planning
Preservation Architecture
Interior Architecture



PLANNING BOARD
CONCURRENCE
01/28/16

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Engineer
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443 Congress

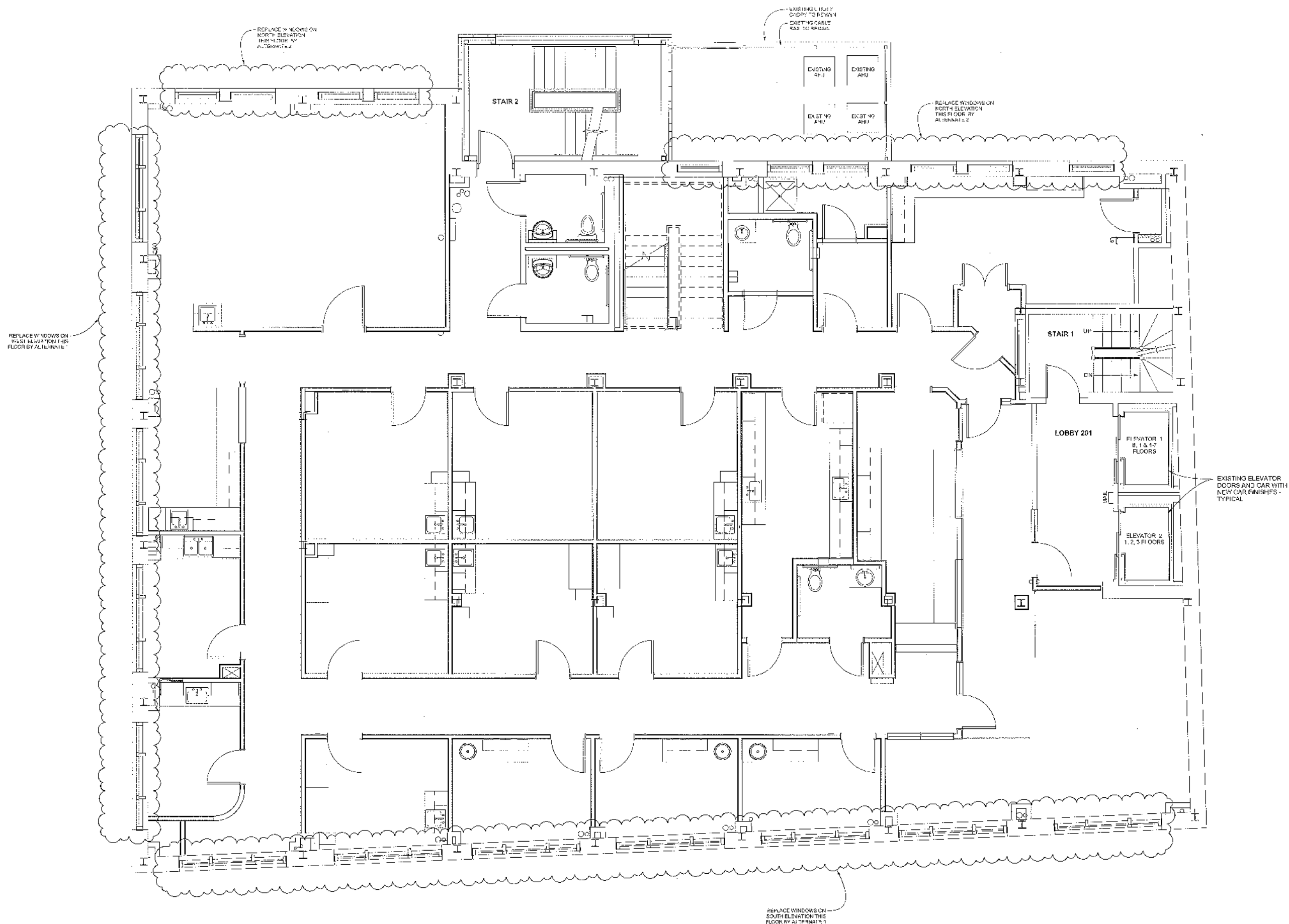
Portland, Maine

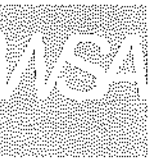
Second Floor
Proposed Plan

1/4" = 1'-0"

A 1.2

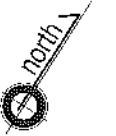
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PL 30006-83200
ELEVATOR
6/1/2015

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Owner
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443 Congress

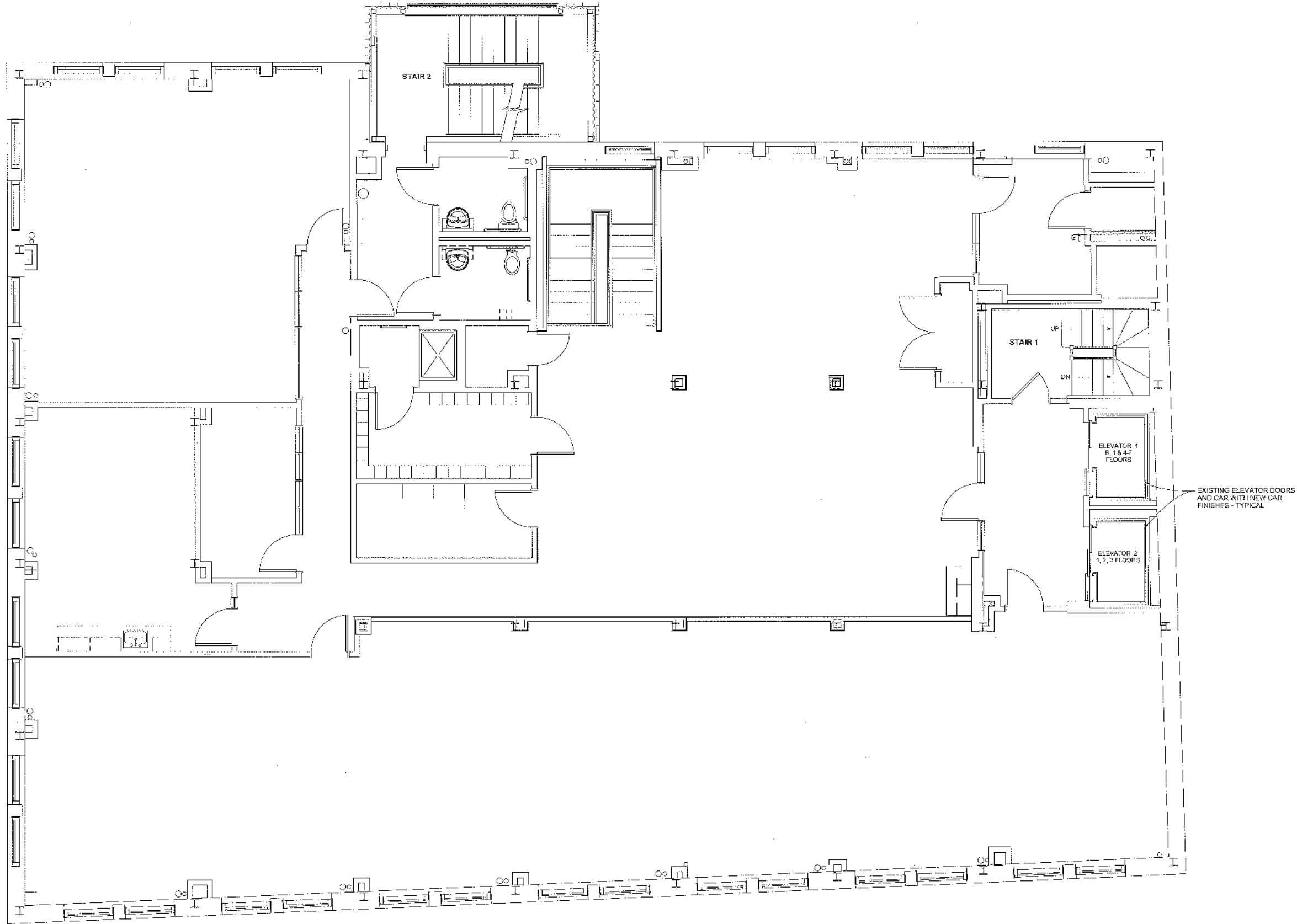
Portland, Maine

Third Floor
Proposed Plan

1/4" = 1'-0"

A 1.3

January 06, 2016





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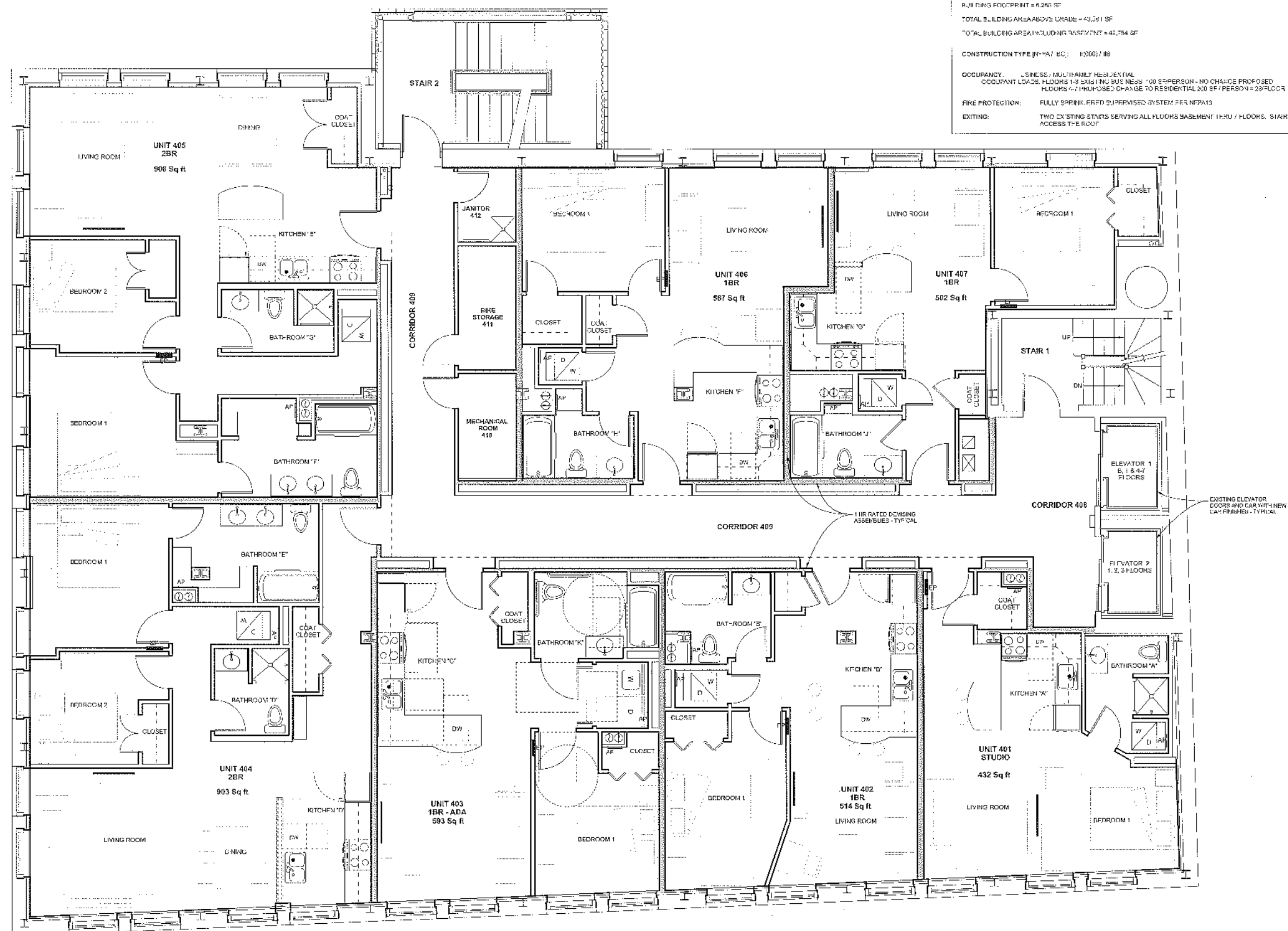
Portland, Maine

Fourth Floor
Proposed Plan

$$214^{\circ} = 1^{\circ} 0'$$

A 1.4

January 08, 2016





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PLAN SET 20-000
SUBMISSION
01/20/16

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443 Congress

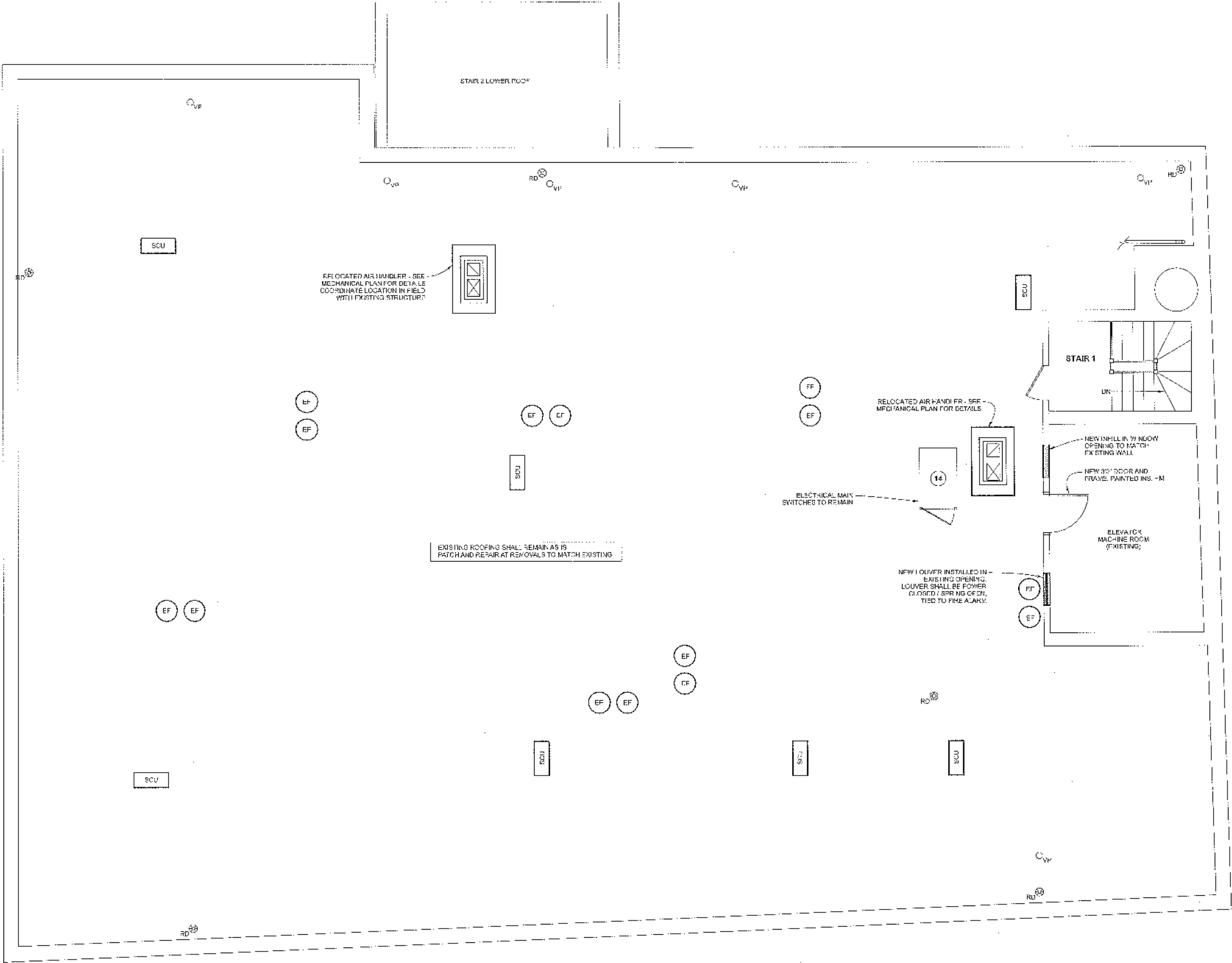
Portland, Maine

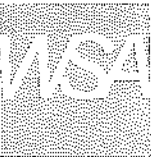
Roof Plan
Proposed

1/4" = 1'-0"

A 1.8

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JAN 28 2016
07:00 PM

Structural Engineer
Structural Integrity
Consulting Engineers, Inc.

Mechanical / Electrical
Engineer
Bennett Engineering

Owner
JJR 443 Congress, LLC

443 Congress

Portland, Maine

Building South Elevation
Proposed

Congress Street

1/4" = 1'-0"

A 2.1

January 08, 2016

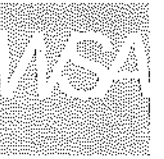


TYPICAL AT ALL WINDOWS
WHERE SHOWN INSTALL NEW
WINDOW REPLACEMENT WITH
EXISTING ROUGH OPENING

BASE BID - REPLACE ALL WINDOWS IN FLOORS 3 - 7

ALTERNATE 1 -
REPLACE WINDOWS
ON FLOOR 2 ON
SOUTH AND WEST
ELEVATION

PROPOSED INTERIOR
PARTIAL HALLWAY



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Architecture / Planning
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PLANNING BOARD
APPROVED
1/17/2016

Structural Engineer
Structural Integrity
Consulting Engineers, Inc.

Mechanical / Electrical
Engineer
Bennett Engineering

Owner
JJR 443 Congress, LLC

443 Congress

Portland, Maine

Building West Elevation
Proposed

Elm Street

1/4" = 1'-0"

A 2.2

January 08, 2016

HI-RISE LIMIT

75'-0"

60'-0"

10'-0"

9'-6"

9'-6"

9'-6"

9'-6"

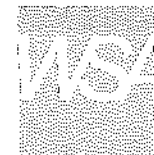
9'-6"

15'-0"

TYPICAL AT ALL WINDOWS
WHERE SHOWN (REPLACE NEW
WINDOW REPLACEMENT WITHIN
EXISTING ROUGH OPENING)

BASE BID - REPLACE ALL WINDOWS IN FLOORS 3 - 7

ALTERNATE 1 -
REPLACE WINDOWS
ON FLOOR 2 ON
SOUTH AND WEST
ELEVATION



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Architecture / Planning
Preservation Architecture
Interior Architecture

PLANNING DESIGN
SUBMITTED
01/08/16

Structural Engineer
Structural Integrity
Consulting Engineers, Inc.

Mechanical / Electrical
Engineer
Bennett Engineering

Owner
JUR 443 Congress, LLC

443 Congress

Portland, Maine

Building North Elevation

Proposed

1/4" = 1'-0"

A 2.3

January 08, 2016





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Portland, Maine 04101
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Architecture / Planning
Preservation Architecture
Interior Architecture

PLANNING DEPARTMENT
SUBMITTAL
5/1/2015

Structural Engineer
Structural Integrity
Consulting Engineers, Inc.

Mechanical / Electrical
Engineer
Bennett Engineering

Owner
JJR 443 Congress, LLC

443 Congress

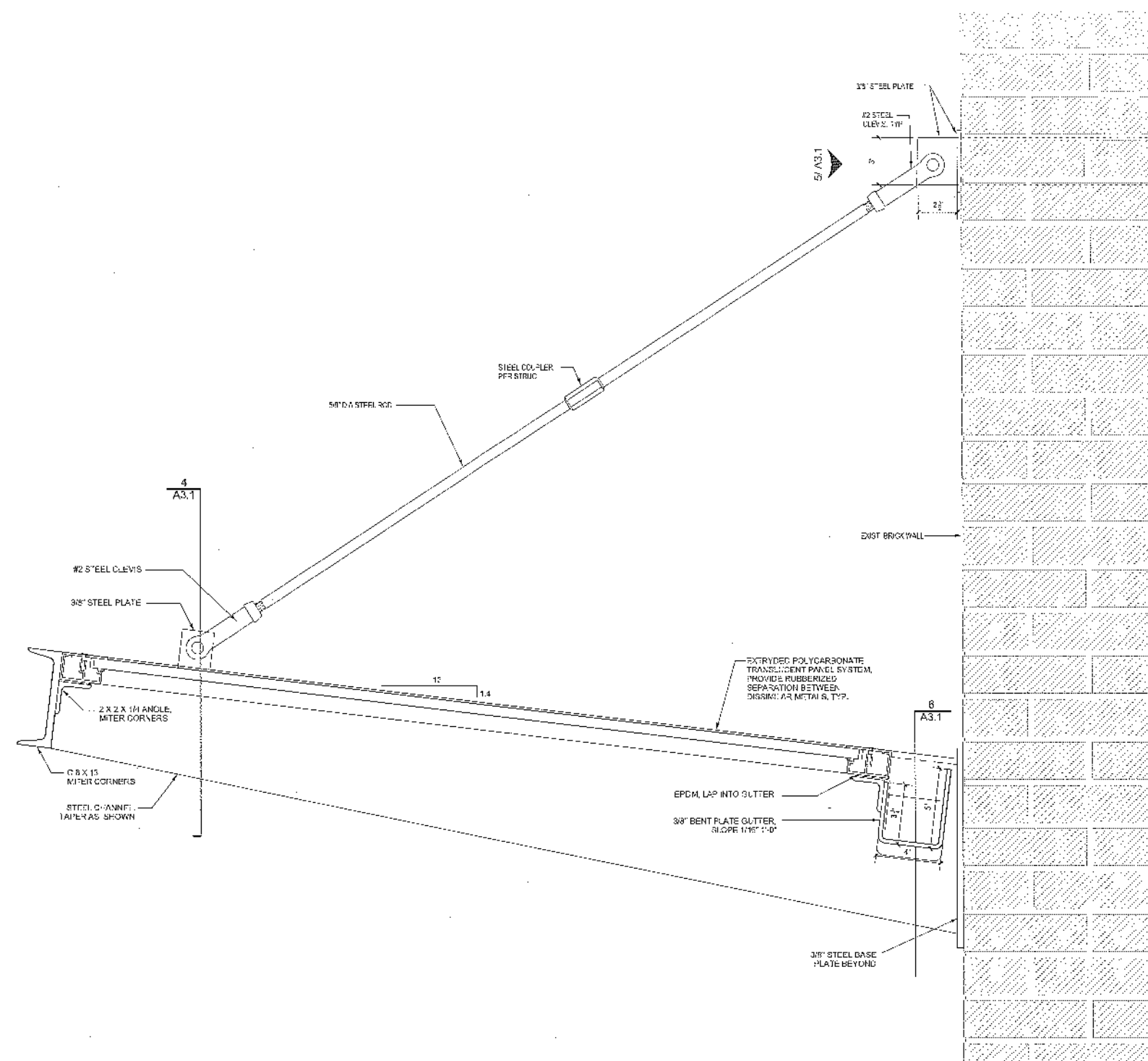
Portland, Maine

North Entrance
Canopy Detail

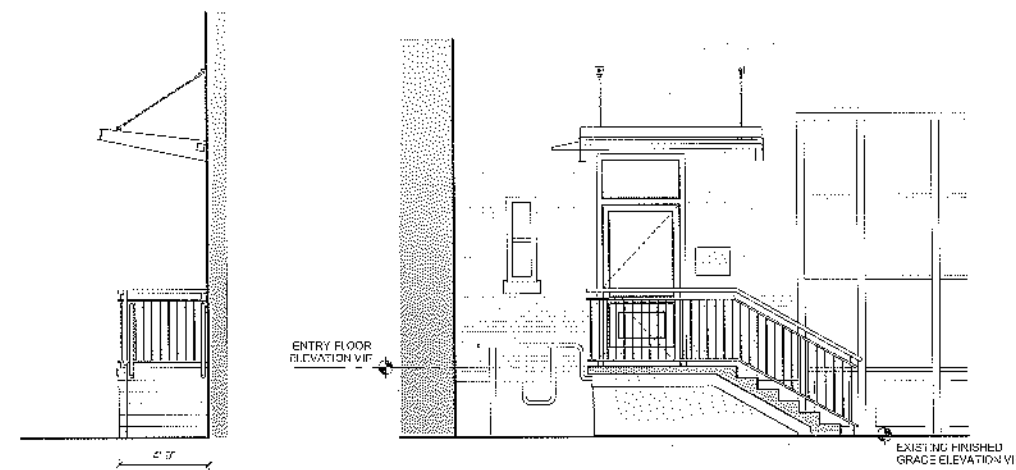
scale as shown

A 3.1

January 08, 2015

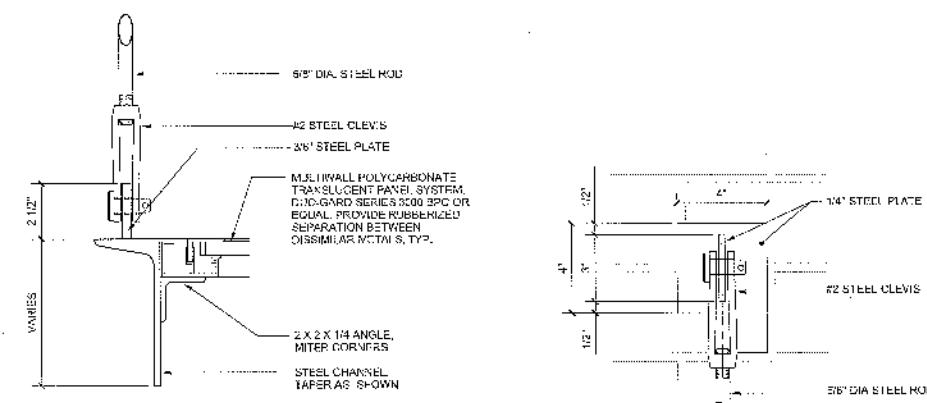


3 ENTRY CANOPY SECTION DETAIL
8" = 1'-0"



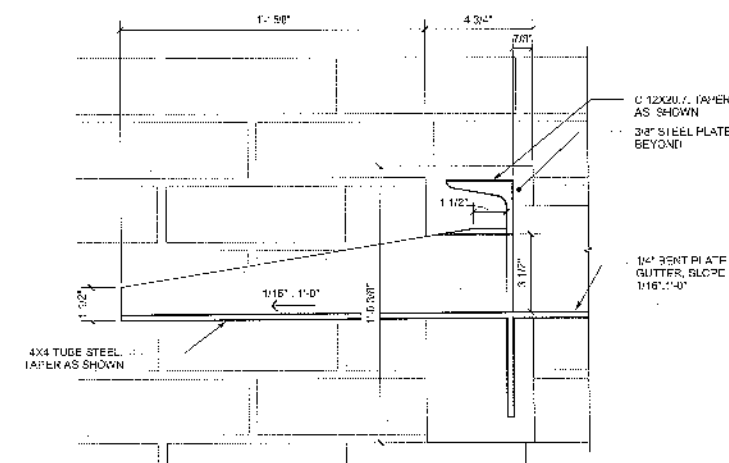
2 CANOPY WEST ELEVATION
1/4" = 1'-0"

1 CANOPY NORTH ELEVATION
1/4" = 1'-0"

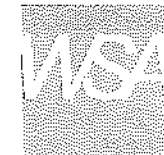


4 CANOPY FRAME DETAIL
3" = 1'-0"

5 CANOPY FRAME DETAIL
3" = 1'-0"



6 CANOPY FRAME DETAIL
3" = 1'-0"



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6 W.W. Street
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Architecture / Planning
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PLANNING & DESIGN
EXHIBITION
07/05/15

Structural Engineer
Structural Integrity
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Mechanical / Electrical
Engineer
Bennett Engineering

Owner
JJR 443 Congress, LLC

443 Congress

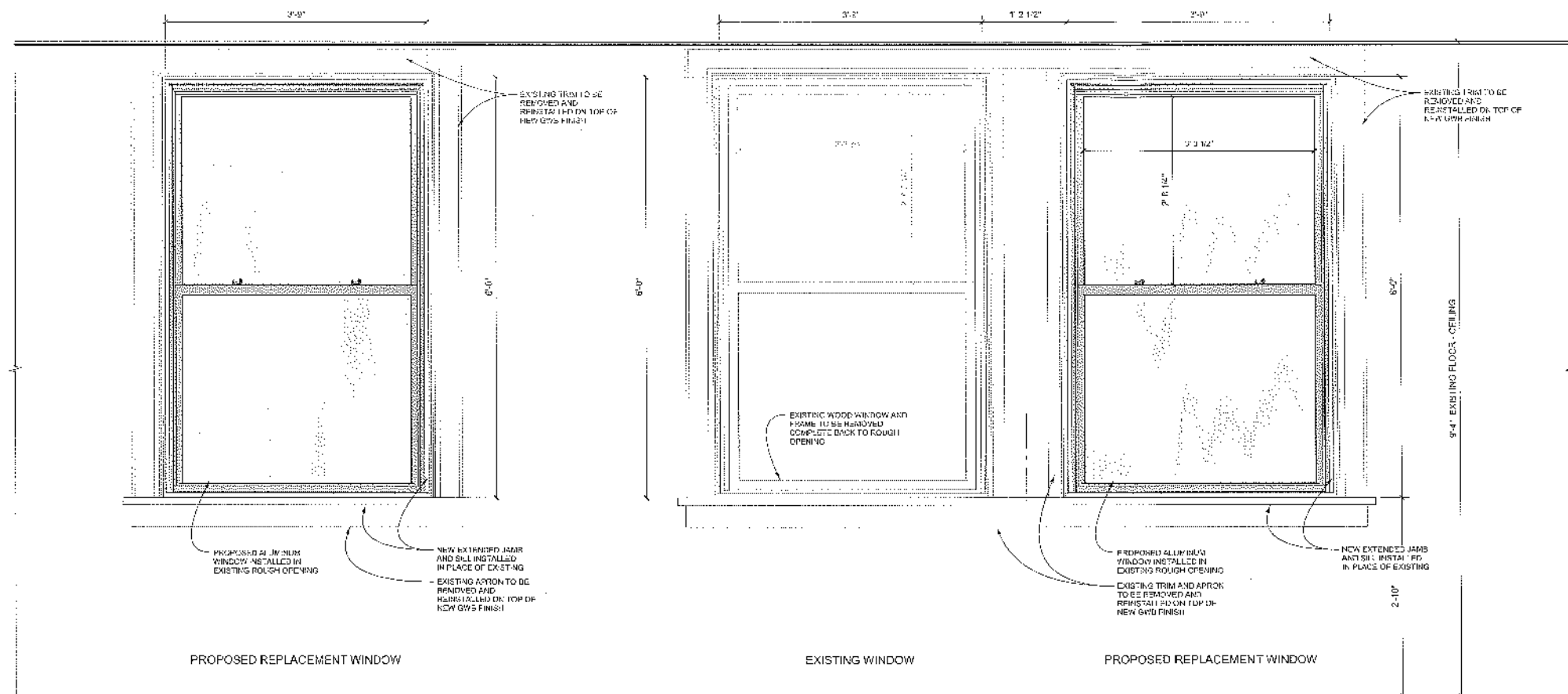
Portland, Maine

Window
Elevation and
Details

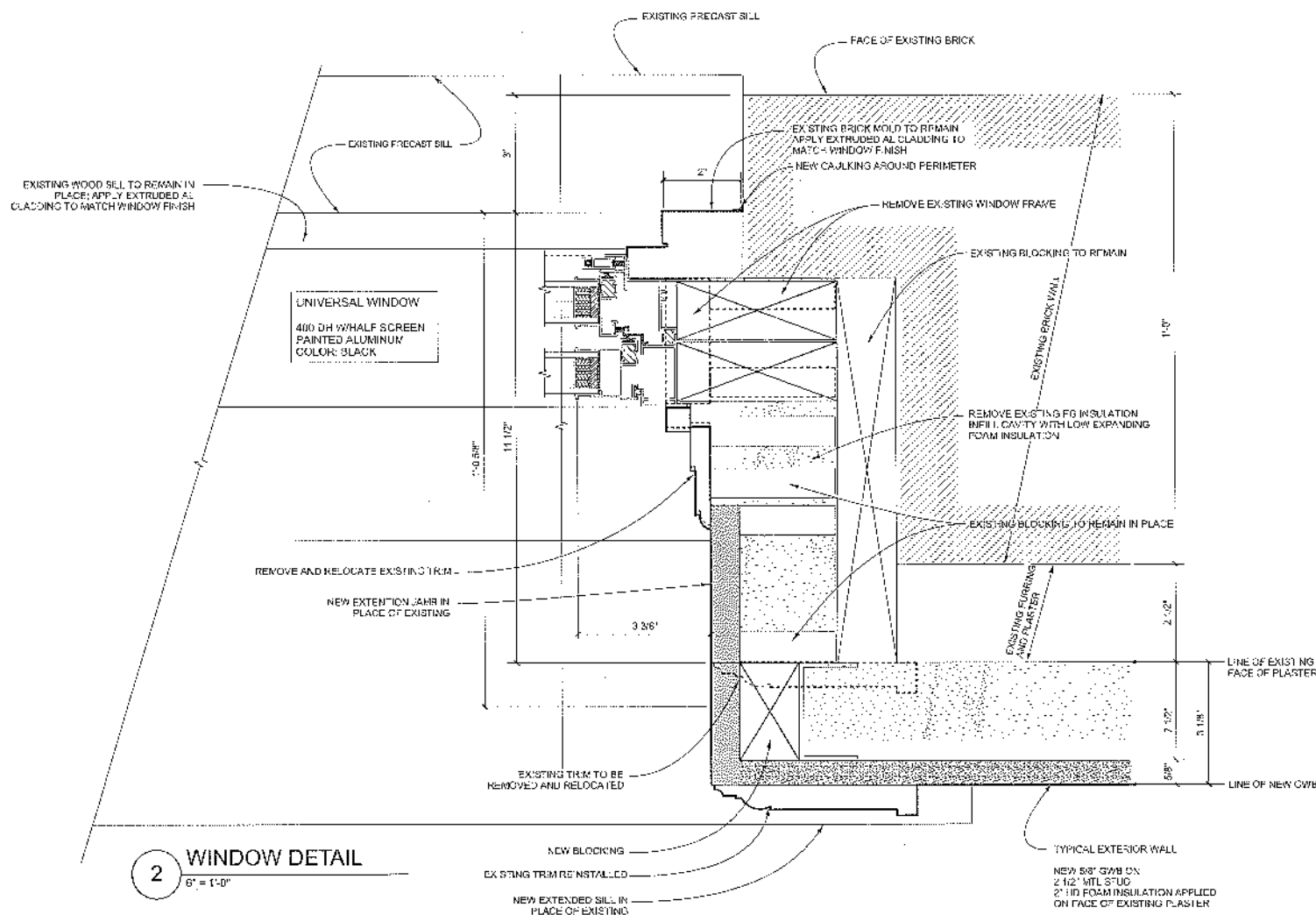
scale as shown

A 3.2

January 08, 2016



1 WINDOW ELEVATION
1" = 1'-0"



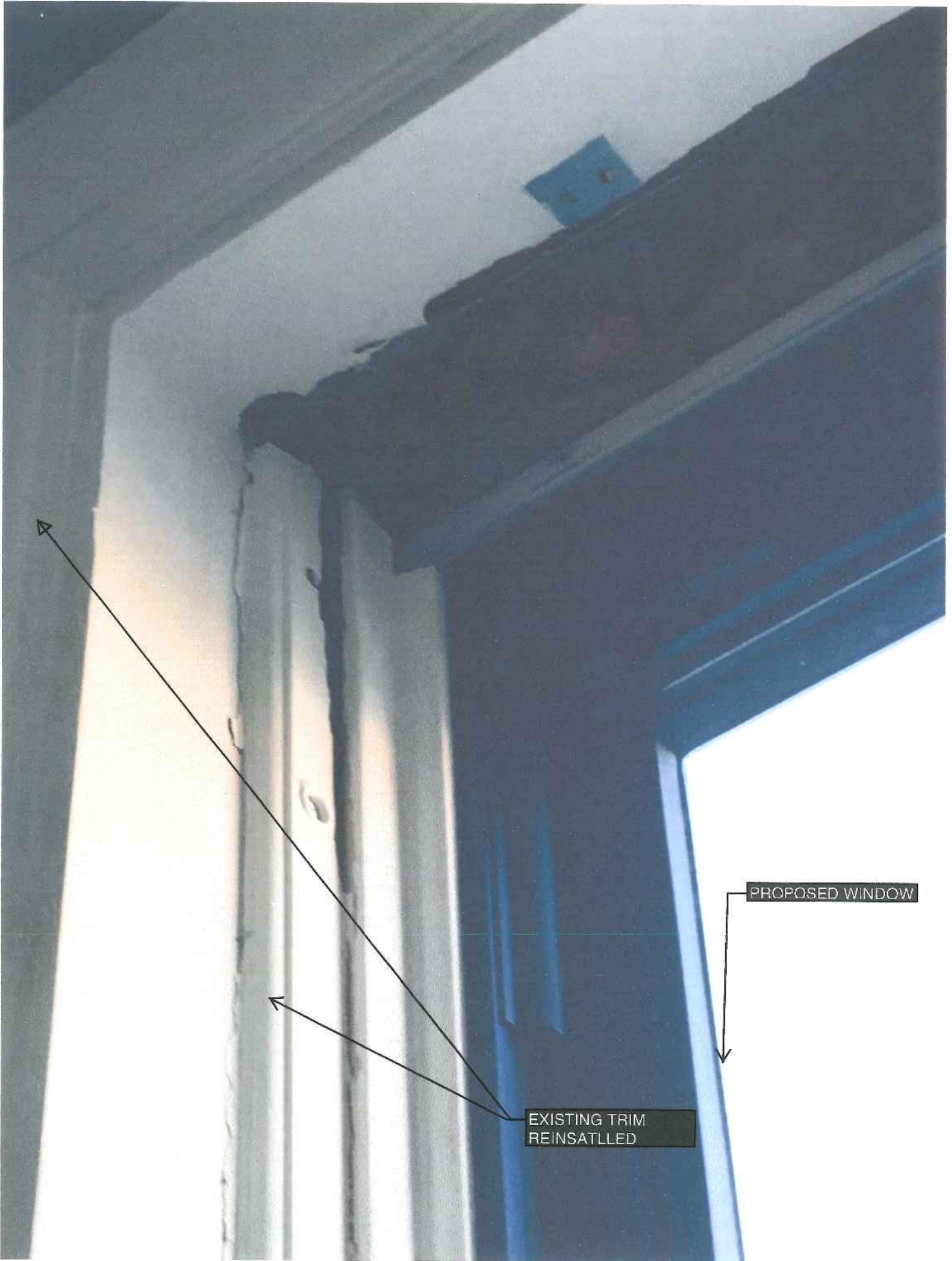
2 WINDOW DETAIL
6" = 1'-0"











PROPOSED WINDOW

EXISTING TRIM
REINSATLLED





EXISTING WINDOW

PROPOSED WINDOW



TRIM REINSTALLED ON
NEW GWB WALL FINISH

PROPOSED WINDOW
UNIVERSAL 400 SERIES DH,
AL, BLACK



EXISTING WINDOW

SERIES 400

Double Hung, Rated Heavy Commercial

Thermally Improved Prime Replacement Windows



DETAILS

Utilizes complete Thermal Break Sash and Master Frame for optimal insulating value

Features 1" clear insulating glass made with Super Spacer®, the world's only TrueWARM® edge technology

Deep double-step Hospital Sill provides superior ventilating and water performance

Marine Glazing protects glass edge and assures easy repair

Anti-Creep Lock on top sash creates stability for worry-free operation

Telescoping Sash Engineering provides optimum air and water protection

Special Tubular Sash Design gives added strength and long life

Block and Tackle Balances are standard

Custodial Hardware assures safe operation (Ideal for schools and institutional use)



UNIVERSAL
Window and Door

Thermally Improved Prime Replacement Windows Rated Heavy Commercial

Performance

DC HC-45 @ 60" x 96"

DH HC-60 @ 48" x 60"

Air Infiltration @ 1.57 psf: .10

Water Resistance @ 11.00 psf: No Entry

Uniform Structural Load
67.5 psf @ 66" x 84"
97.5 psf @ 48" x 72"

Operating Force: 42 lbs MAX.

Condensation Resistance Factor: 46

Options

Glass:

Low-E, Soft-Coat, Solar Control, Argon, Tempered, Obscure, Wire or Spandrel

Balances:

Ultralift, Superlift, Block and Tackle

Wrapping Systems:

Exterior Panning Systems

Interior Trim Systems

Receptor Systems

Flange Frame

Head Expander and Sill Angle

Finishes:

Special finishes and custom architectural finishes are available

Child Guard and Vandal Screens

Internal, External and Interior Grids



Specifications

General: All aluminum windows furnished as shown in the plans shall conform to the specifications in AAMA/NWWDA 101/152-97. They are furnished with all necessary hardware, trim and miscellaneous items as specified.

Material: Aluminum used is commercial quality 6063-T5 alloy with a minimum ultimate tensile strength of 22,000 psi, free of defects impairing strength and durability, and with standard wall tolerances as defined in the Architectural Aluminum Manufacturer's Association Master Specifications for aluminum windows. All members of the frame and sash shall be split and bridged with a continuous structural thermal break of high density, low conductivity urethane insulation cavity fill, with removal of the extrusion cavity bridging aluminum after curing.

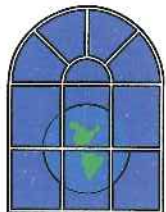
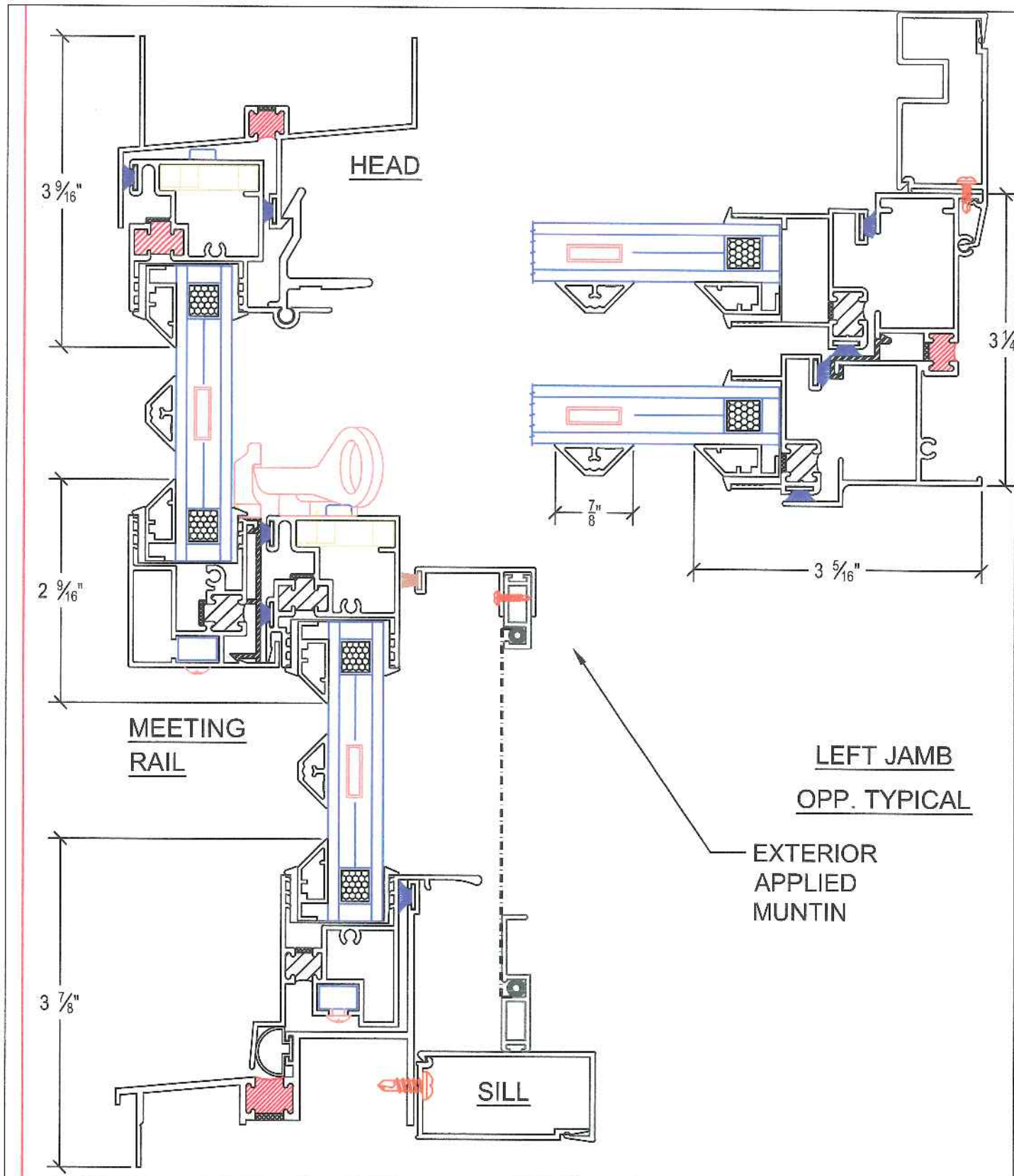
Construction and Operation: Windows are assembled to perform as herein specified, to assure a neat appearance and weather tight construction. All sash and frame members are firmly joined with mechanical joints using stainless steel screws into integral screw ports. Each frame corner joint is secured with two screws. Sash corner joints are telescoped for rigidity and appearance. Meeting rails have mechanical interlocks, and the horizontal rails of the upper and lower sashes have extruded handles for operating the sashes. When windows are not being expressly used for ventilation, they must be fully closed and locked. Failure to do so may result in personal injury or damage to property. All sashes are tilt type for easy cleaning. Top sashes have "Anti-Creep" latches.

Glazing: Sashes are glazed with 1" sealed insulated glass, using "Float Glass" quality, and constructed to allow field replacement of glazing material. Glazing is "Marine" type wrap around vinyl gasket, without the use of removable beads or glazing compound. All insulated glass conforms to, and is in compliance with, ASTM E 773-83 AN E 744-74A- Class CBA.

Spacer: Edgetech's Super Spacer® contains NO-Metal and is one of the most thermatically efficient IG spacers available today. Super Spacer® reduces sealant stress while improving heat flow resistance, glass surface temperature, condensation resistance and sound absorption. Super Spacer® is the only polymer foam, NO-Metal warm edge spacer.

Finish: The exposed surfaces of all aluminum members shall be clean and free of serious blemishes, scratches or tool marks. Standard finish is electrostatically applied acrylic enamel with a 5-stage chromate under-coating conforming to AAMA 603.8 standard. Standard colors are white, black, bronze, green and beige (see color chart). Other architect specified finishes may be available at additional cost.

Hardware: All fasteners, screws and other miscellaneous fastening devices shall be of non-corrosive material compatible with aluminum. Balances of appropriate size and capacity to hold each sash stationary at open position are factory installed. They meet AAMA 902.2 specification, and are easily replaceable after the window is installed. Block and Tackle balances are standard. Ultra-Lift and Spiral balances are available at an additional cost.

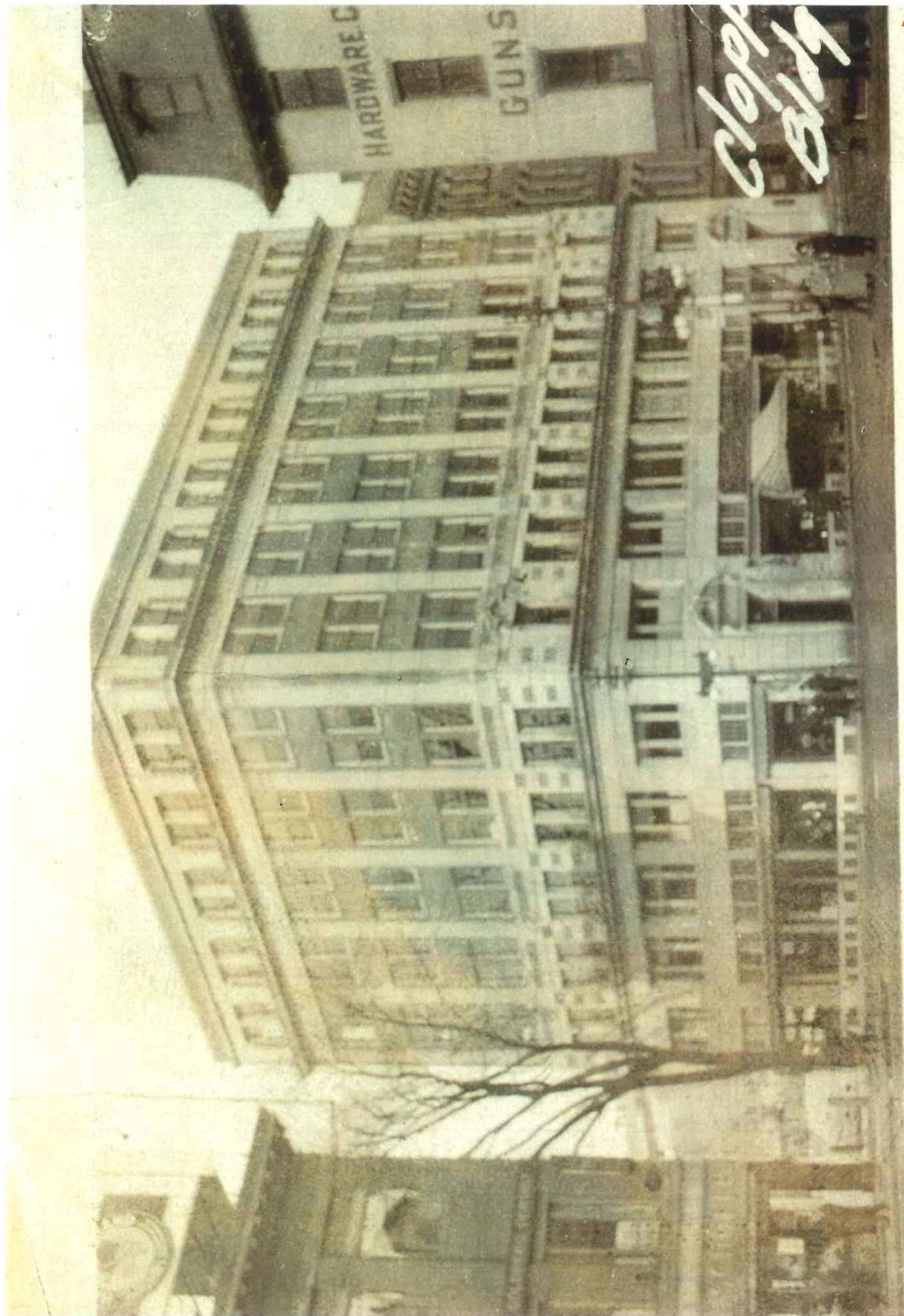


**UNIVERSAL WINDOW
AND DOOR, LLC.**

303 Mechanic Street
Marlborough, MA 01752
800-633-0108 508-481-2850
www.universalwindow.com

**UNIVERSAL WINDOW & DOOR
400 D. H. w/ HISTORIC FRAME & MUNTINS**

DATE: 2-14-2011	DWG. NO. UNI-400-0002	REV:
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**HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE**

**PUBLIC HEARING
351-355, 369 and 371-373 FOREST AVENUE**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: January 27, 2016

RE: February 3, 2016 **PUBLIC HEARING - Determination of Eligibility
For Local Landmark Designation**

Addresses: 351-355 Forest Avenue
 369 Forest Avenue
 371-373 Forest Avenue

Introduction

Following a preliminary workshop on January 13th, the Historic Preservation Board will hold a public hearing on the question of eligibility of three Forest Avenue buildings for local landmark designation. The three buildings in question are 351-355 Forest Avenue (which currently houses Palmer Springs), 369 Forest Avenue (Creative Trails) and 371-373 Forest Avenue (Forest Gardens and David Munster's TV Repair and Service). The request for determination of eligibility for historic designation was prompted by a demolition proposal submitted by legal counsel for CVS. CVS proposes to demolish 5 contiguous buildings on the east side of Forest Avenue near the intersection of Preble Street extension in conjunction with its plans to build a new pharmacy on the site. Consistent with the City's demolition permit review process, the demolition request was reviewed by historic preservation staff to determine whether or not the subject structure may be eligible for local and/or National Register historic designation. Staff elected to forward the matter to the Historic Preservation Board based on available documentation regarding the subject structures and previous findings from the Maine Historic Preservation Commission as to their eligibility for listing in the National Register of Historic Places.

On Wednesday, following a staff presentation and public hearing, the Board will vote on the eligibility of each structure based on the historic preservation ordinance's designation criteria, which address both the question of significance and integrity (Sec. 14-610 and Sec. 14-611).

Included in this report is information on each of the subject structures, including current and historic photos, an architectural description, a brief history of use and a description of the building's relationship to the history and evolution of Forest Avenue, particularly during the first decades of the twentieth century when each of the subject structures was built. The report also identifies the specific designation criteria under Sec. 14-610 (Minimum criteria for designation) that are applicable for each building. Finally, an assessment of each building's level of integrity is provided, as required under Sec. 14-611 (Integrity of Landmarks and Historic Districts). See **ATTACHMENT A**.

Also attached to this report is a historic context statement that describes the history and evolution of Forest Avenue and the development history of structures built along the corridor. See **ATTACHMENT B**. The context statement is important in understanding the role and relative significance of the buildings in question.

This report will also clarify the requirements for designation as a local "landmark" and provide examples of other individually-designated historic structures throughout the city.

In preparation for the public hearing, Sandra Guay, counsel for CVS's developer TMC New England, LLC and Mary Costigan, counsel for the owners of 351-355 and 369 Forest Avenue submitted letters for the Board's consideration—see ATTACHMENTS D and E. Ms. Guay has also forwarded with her letter structural evaluation reports for the structures located at 351-355 and 369 Forest. These reports are submitted pursuant to Sec. 14-611 of the ordinance which requires that a historic structure meeting one or more of the minimum criteria for designation "must also sufficient integrity of location, design, materials and workmanship to make it worthy of preservation or restoration." Structural Engineer Bruce MacLeod, P.E. plans to attend the public hearing to present his findings as to the condition of the buildings.

Background

In a letter dated November 20, 2015, Sandra Guay, counsel for CVS and its developer TMC New England LLC., informed historic preservation staff of the company's intent to demolish five structures on the east side of Forest Avenue, near the intersection of Preble Street Extension. Buildings proposed for removal include 351-355, 365, 369, 371-373 and 375 Forest Avenue—see **ATTACHMENT G1, Figure 1** for aerial view of affected structures. Demolition is proposed in conjunction with CVS' plan to construct a new CVS pharmacy on the five contiguous parcels occupied by the buildings. Ms. Guay's formal letter of intent followed a preliminary meeting between the applicant's representatives and Planning staff, during which the applicant team was informed of the City's demolition approval requirements, which include sign-off by the Historic Preservation office. Consistent with historic preservation ordinance requirements, the demolition request was reviewed by historic preservation staff to determine whether or not the subject structure may be eligible for local and/or National Register historic designation.

In this case, the subject buildings have been evaluated for their historic and/or architectural significance, at least on a preliminary basis, in two recent architectural surveys focusing on Forest Avenue. Based on the results of these surveys and staff's own preliminary assessment of the affected structures, staff elected to forward the question of local designation eligibility to the Historic Preservation Board.

Note that two of the five buildings identified in Ms. Guay's letter were previously determined by staff to be clearly *ineligible* for historic designation. These are the buildings at 365 and 375 Forest Avenue. This finding was communicated to Ms. Guay in a 12/7/15 letter from Planning & Urban Development Department Director Jeff Levine. See **ATTACHMENT G2**.

Available Documentation and Assessments from Architectural Surveys

The buildings along Forest Avenue, specifically the section between the 295 interchange and Woodford's Corner, have been evaluated for their historic and/or architectural significance in two recent architectural surveys.

MDOT survey. In 2011, in conjunction with MDOT's plans for public infrastructure improvements along Forest Avenue, MDOT commissioned an architectural survey of the project area. This survey was mandated by Section 106 of the National Historic Preservation Act, which requires that any project receiving federal funding or licensing should "take into account the effect of the undertaking on any district, site, building, structure or object listed in or eligible for the National Register of Historic Places." MDOT retained architectural historian Martha Burke to conduct a reconnaissance-level survey of the project area and to produce a report on the findings. A copy of survey forms for properties within the applicable area of Forest are enclosed as **ATTACHMENT G5**. A copy of MDOT's report to the Maine Historic Preservation Commission is enclosed as **ATTACHMENT G4**. Finally, a copy of the Maine Historic Preservation Commission's response to MDOT is enclosed as **ATTACHMENT G6**.

The final step in the Sec. 106 review process is for staff of the Maine Historic Preservation Commission (MHPC) to review the findings of MDOT and its consultant and make its own final determination of National Register eligibility for the buildings within the project area. At the bottom of the second page of each survey form, the Commission adds its finding as to eligibility. In this instance, Deputy Historic Preservation Officer Kirk Mohney conducted the final review and his findings appear at the end of each form. Mr. Mohney summarizes

MHPC's position as to the status of historic resources within the survey area in an October 3, 2011 letter to MDOT—**ATTACHMENT G6**.

Note that the survey conducted by MDOT was a reconnaissance-level survey, meaning that the survey was based primarily on visual observation and the experience/expertise of the reviewer

to identify buildings of potential historic and/or architectural merit. The reviewer also considers the degree of alteration that might affect the building's eligibility for the National Register. No detailed research is conducted on the historic context of the buildings or area in question. Obviously, more detailed research and documentation would be required to pursue formal listing in the National Register.

MDOT concluded in its Architectural Survey Report that "there are no eligible individual or historic districts within the survey area". Note that the Maine Historic Preservation Commission did not agree with the conclusion of MDOT's report. MHPC identified nine (9) buildings as eligible for the National Register "based on the information in the survey, as well as staff knowledge about the historic function and architectural significance of the buildings in the survey – particularly those related to early twentieth century automobile dealerships." MHPC identified another seven (7) buildings that warranted further research to make a final determination.

In his letter to MDOT, Mr. Mohny identifies the buildings at 355 Forest (built for the Gilson Auto Company; known today as the Palmer Spring Company Building) and 369 Forest (built for the State Motor Car Company) as being eligible for listing in the National Register.

Note that MHPC's consideration was limited to the question of eligibility for the National Register of Historic Places, either individual listing or listing as part of a contiguous district. No consideration was given to potential designation at the local level, the criteria for which may differ.

Greater Portland Landmarks Survey. In June, Greater Portland Landmarks Executive Director Hilary Bassett contacted the Planning Department regarding their intention to conduct an architectural survey of Forest Avenue and Stevens Avenue and to conduct general research on the development of these two corridors. As Ms. Bassett noted, Landmarks had been encouraged by members of the Council to be proactive in identifying historic buildings and areas of the City that warrant further study and had secured a private donation to conduct the survey. It was hoped that the information resulting from the survey would inform future planning/revitalization efforts on these two key off-peninsula transportation corridors. For Forest Avenue in particular, the survey work could supplement the City-initiated "Transforming Forest Avenue" plan for public infrastructure improvements. The Planning Department expressed support for the initiative and Historic Preservation Staff consulted on the project.

Landmarks' work included two components: preparation of a "historic context" report documenting the development history of Forest Avenue and Stevens Avenue, and an architectural survey of historic structures along the two corridors. Architectural historian and preservation consultant Scott Hanson was hired to prepare the historic context report and graduate student interns completed the survey. Following the more general survey,

approximately 15 buildings from each street were selected for further documentation. As a Landmarks representative explained at the January 13th workshop, the 15 buildings selected for additional documentation were chosen because they represented the range of building types in the study area, *not* because they were determined to be the only or most significant buildings within the study area.

Note that Landmarks' report does not include specific recommendations regarding which buildings should be considered for local and/or National Register designation, nor does it recommend an appropriate type of designation--for example, individual landmark designation, designation as part of a contiguous historic district, or designation as part of a theme-based multiple property designation.

At the January 13th workshop, Hilary Bassett and Julie Larry of Greater Portland Landmarks made a presentation on the survey, describing its purpose of the survey, the methodology used, survey results and the survey's relationship to the previous MDOT survey.

Assessing Eligibility for Historic Designation – Ordinance Criteria

In considering the question of eligibility for designation, the Board is guided by the criteria outlined in Division 3 of the ordinance, specifically Sec. 14-610 "minimum criteria for designation" and Sec. 14-611 "integrity of landmarks and historic districts". See **ATTACHMENT G3** for applicable ordinance excerpts. Under these criteria, the Board must consider not only the historic and/or architectural significance of the structure or potential district, but also its integrity. Under the integrity criterion, the Board needs to consider whether the building exhibits "sufficient integrity of location, design, condition, materials and workmanship to make it worthy of preservation or restoration". Under the requirements of the ordinance, both the designation criteria under Sec. 14-610 and the integrity criterion under Sec. 14-611 must be shown to be met.

Landmark Designation

At the preliminary workshop session, there was some discussion as to whether it was preferable to designate the structures in question, if any or all are determined to meet the designation criteria, as individual landmarks, as contributing structures within a historic district, or, as part of a "multiple property designation" in which individual structures that may or may not be contiguous are designated as representative examples of a significant cultural, historic, architectural or related theme. Although there has been some preliminary discussion of the concept of a Multiple Properties Designation, and although the City may wish to pursue such a designation process vehicle in the future, Historic Preservation and Planning staff are confident that the classifications provided in the ordinance as currently written are adequate and appropriate to designate the buildings in question. Staff recommends that the buildings be considered for individual landmark designation in this instance.

The designation classification “landmark”, as it has been applied in Portland and many other communities with a historic preservation ordinance, refers to individual historic buildings that are found to meet the ordinance’s designation criteria. Not every designated landmark in Portland rises to the level of significance that the term “landmark” usually connotes—buildings such as Portland City Hall, Portland Observatory and First Parish Church. Local landmark designation has also been conferred to individual historic buildings, usually located outside of contiguous historic districts, that are significant within their specific context, be it a geographic, architectural, historic or thematic context. As an example, the Italianate residential building at 147 Congress Street was recently designated a local landmark by the City Council based on its significance within the context of Munjoy Hill’s development, as one of the few buildings to have survived the Great Fire of 1866. The Tracy-Causser Building at 505-507 Fore Street, a mid-19th century commercial block that was part of Portland’s Irish neighborhood known as Gorham’s Corner is another example. The Abraham Levey commercial block at 78-88 Middle Street, located at the Middle Street gateway to the India Street neighborhood, was also individually designated as a landmark structure. These buildings are not “landmarks” per se, but architecturally and/or historically significant nonetheless, especially in their given context. In short, although “landmark” is legal term used within the preservation field for an individually designated historic structure, perhaps a more descriptive term would be just that: individually designated historic structure.

Assessment of Integrity

In applying the historic preservation ordinance’s integrity standard (Sec. 14-611), Board members are encouraged to consult the attached excerpt from a National Register Bulletin “How to Evaluate the Integrity of a Property” (**ATTACHMENT C**). As the bulletin explains, “integrity is the ability of a property to convey its significance” and describes seven specific aspects of integrity that need to be considered in evaluating whether a structure or site meets this test.

Note that the bulletin addresses all aspects of integrity except for condition, as building condition is not a consideration in National Register designations. Here, the Board should be guided by definitions included in Portland’s ordinance that address the question of condition. For example, the definition of a “noncontributing structure”, although applicable only for buildings within a historic district, provides the following guidance as regards consideration of condition: “A classification applied to a ...structure...that 1)...2)... or 3) where the location, design, setting, materials workmanship and association have been so altered or have so deteriorated that the overall integrity of the...structure...has been irretrievably lost”.

The Board should review the structural reports prepared for CVS’ developer (see **ATTACHMENT D**) in considering whether the buildings “have so deteriorated that the overall integrity of the structure has been irretrievably lost.” The Board should also consider whether the information provided is sufficient to answer this question.

Note that the Board may determine that only a portion of an existing building is eligible for landmark designation based on the question of integrity and limit its finding accordingly. For example, 351-355 Forest Avenue, now identified as a single property, is actually comprised of two original 1920's-era buildings plus several subsequent building additions that have created one connected complex. In staff's view, and in MHPC's finding of NR eligibility, only the original Gilson Auto Co. building at 355 Forest is eligible for landmark designation.

Implications of a Determination of Eligibility

If one or more of the three structures identified for Board consideration are determined to meet the criteria for designation, demolition would be possible only if the applicant can meet the test of economic hardship—see Sec. 14-632: Properties eligible for listing on National Register or for local Designation”. Determinations of Economic Hardship are made by the Zoning Board of Appeals. Upon determination of eligibility, the structure shall also be subject to the ordinance's minimum maintenance provisions until a final decision by the council on designation becomes effective. If the Board elects to pursue designation, the designation process as prescribed in the historic preservation ordinance would commence.

Subject Structures – Building Descriptions, Staff Assessment of Eligibility for Landmark Designation

ATTACHMENT A provides information on each of the subject structures, including current and historic photos, an architectural description, a brief history of use/occupants and a description of the building's relationship to the history and evolution of Forest Avenue. Following each description, staff identifies the specific designation criteria (see Sec. 14-610) that are applicable for the given building. Finally, staff provides an assessment of each building's level of integrity, as required under Sec. 14-611 (Integrity of Landmarks and Historic Districts).

Note: In each of the building descriptions, reference is made to the structure's place in the evolution of Forest Avenue as one of the city's most significant off-peninsula transportation corridors. To appreciate the significance of each of the subject structures, it is necessary to understand the history and development of Forest Avenue. **ATTACHMENT B** is a summary of that history, largely excerpted from a report prepared by architectural historian Scott Hanson entitled *Forest Avenue and Stevens Avenue, Portland Maine: Historic Context*.

Motions for Consideration

On the basis of information and supporting documentation included in the staff report for the February 3, 2016 public hearing, the Board finds that:

1. a) 355 Forest Avenue, excluding the building additions shown in ATTACHMENT 1, Figures 1 and 2) **meets/does not meet** the minimum criteria for designation in Sec. 14-610 of the historic preservation ordinance, **specifically Criteria 1, 4 and 6;**
b) 355 Forest Avenue, excluding the building additions shown in ATTACHMENT 1, Figures 1 and 2) **meets/does not meet** the integrity standard for designation in Sec. 14-611 of the historic preservation ordinance;

c) On the basis of the above findings, the Board finds that 355 Forest Avenue, excluding the building additions shown in ATTACHMENT 1, is **eligible/ineligible** for landmark designation under the provisions of Article IX (Historic Preservation) of the Land Use Code.
2. a) 369 Forest Avenue **meets/does not meet** the minimum criteria for designation in Sec. 14-610 of the historic preservation ordinance, **specifically Criteria 1, 4 and 6;**

b) 369 Forest Avenue **meets/does not meet** the integrity standard for designation in Sec. 14-611 of the historic preservation ordinance;

c) On the basis of the above findings, the Board finds that 369 Forest Avenue is **eligible/ineligible** for landmark designation under the provisions of Article IX (Historic Preservation) of the Land Use Code.
3. a) 371-373 Forest Avenue **meets/does not meet** the minimum criteria for designation in Sec. 14-610 of the historic preservation ordinance, **specifically Criteria 1 and 6;**

b) 371-371 Forest Avenue **meets/does not meet** the integrity standard for designation in Sec. 14-611 of the historic preservation ordinance;

c) On the basis of the above findings, the Board finds that 369 Forest Avenue is **eligible/ineligible** for landmark designation under the provisions of Article IX (Historic Preservation) of the Land Use Code.

ATTACHMENTS

- A. Descriptions and Analysis of Eligibility for Landmark Designation of 351-355 Forest, 369 Forest and 371-373 Forest
- B. Historic Context Statement - *Forest Avenue: Its Early Development & Transportation History* (excerpted from *Forest Avenue and Stevens Avenue, Portland Maine* by Scott Hanson)
- C. Excerpt from National Register Bulletin, "How to Evaluate the Integrity of a Property"
- D. January 27, 2016 letter with attachments from Sandra Guay on behalf of TMC New England, LLC, including structural reports for 351, 355, and 369 Forest Avenue prepared by MacLeod Structural Engineers.
- E. January 27, 2016 letter with attachments from Mary Costigan on behalf of Palmer Spring Co., owner of 351-355 Forest, and D & J Weeks Properties, owner of 369 Forest
- F. Compilation of written public comment to date, in chronological order

G. ATTACHMENTS from 1/13/16 Workshop

- 1. 11/20/15 letter from Sandra Guay, representing CVS, with attachments
 - 2. 12/7/15 letter to Ms. Guay from Jeff Levine, Director of Planning & Urban Development
 - 3. Applicable ordinance provisions
 - 4. MDOT survey report
 - 5. MDOT survey forms with MHPC notation
 - 6. 10/3/2011 memorandum from MHPC to MDOT
 - 7. *Forest Avenue and Stevens Avenue: Portland Maine Historic Context, Report and Survey Findings*
- H. January 28, 2016 Letter from Michael Kaplan, owner of 371-373 Forest Avenue
Received after preparation and scanning of report

351-355 FOREST AVENUE

351-355 Forest Avenue, now identified as a single property, is actually comprised of two 1920's-era buildings plus several subsequent building additions that have created one connected building complex. The structure at 351 Forest, although built during the same period as 355 Forest, is not a noteworthy example of its type, is not an auto-related structure and most of its original character-defining architectural features have been removed or altered. Similarly, later building additions (see plan) have no historic or architectural significance. For purposes of designation, staff recommends that only the Gilson Auto Company Building at 355 Forest be considered for landmark designation.

See following page for description and analysis of 355 Forest Avenue.

Fig. 1

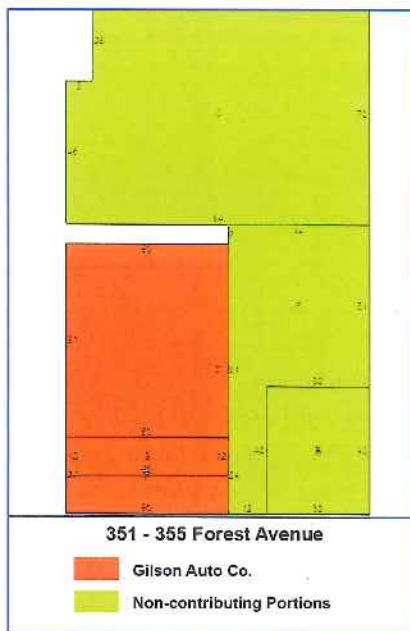
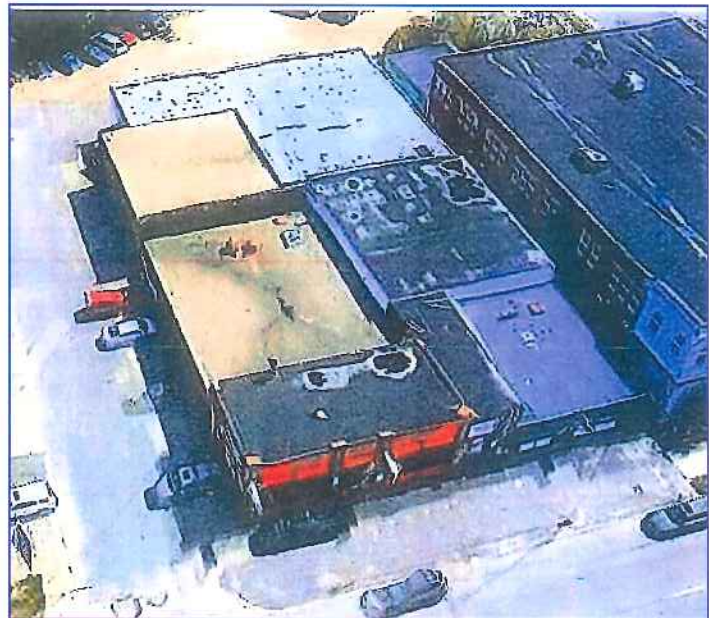


Fig. 2



351 Forest

355 FOREST AVENUE

Historic Name: Gilson Auto Company Building
Construction Dates: 1922, rear addition 1981
Style: Vernacular & Art Deco/Moderne

Originally occupied by the L. C. Gilson Automobile Company, the building at 355 Forest Avenue was built as an auto showroom in February 1922. Gilson had already established an automobile dealership at 881-891 Congress Street by 1906, selling cars from Ford, Reo and Stanley in what the Portland's Board of Trade Journal called, "one of the largest, most modern [garages] in New England." By 1924, the Congress Street block had been converted into apartments and the Gilson Automobile Company had relocated to 355 Forest Avenue.

Since its construction, the building has always been utilized for automobile sales or servicing purposes.

It was occupied by Brewster Tire Stores Inc. in 1927. In 1929, Forest City Tire Company shared the building with Firestone Tire Stores Incorporated, which continued as the property's sole occupant in 1930-31.

The building is best known as Palmer Spring Company building, given the company's presence at this address since 1932. Palmer Spring Company was established in 1849 and is thought to be the oldest spring company in the United States. Joseph Benjamin Palmer founded the company in Boston after bringing his trade from England and served as its first blacksmith. The company's Conestoga wagon logo is a reminder of the vehicles originally serviced by Palmer Spring Company.

Building Description

Typical of early auto showroom structures, the building is one story, has three wide bays and a flat roof. Ornamentation is provided through the use of contrasting brick on the façade piers and Art-Deco-inspired architectural details. In addition to the front showroom facing Forest Avenue, the building has included a connected multi-bay garage at the rear since its construction. Over time, in response to a growing business several additions have been added and a connector was built to adjoin the once-separate commercial structure at 351.

National Register Eligibility: 355 Forest was determined to be eligible for National Register by Maine Historic Preservation Commission in 2011.



Applicable Designation Criteria under Sec. 14-610:

Criterion 1: Its value as a significant example of the cultural, historic, architectural, archaeological or related aspect of the heritage of the City of Portland, State of Maine, New England region, or the United States.

The building is a significant example of the impact of the automobile on Portland's suburban development along Forest Avenue in the early 20th century and on commercial architecture specifically designed for this new product type.

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

The building is a noteworthy example of an early auto showroom/service structure, a building type introduced with advent of automobile sales.

Criterion 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.

The building is one in a cluster of auto-related structures constructed in the early 20th century that formed Portland's "Auto Row". Additionally, the building is part of a larger group of specific building types that were introduced with the advent of the automobile: auto showrooms, gas stations, commercial and residential garages, etc. Just as automobiles changed the landscape of the city, so too did the structures that were purpose-built to serve them.

Integrity Criterion under Sec. 14-610

Comparing historic and current views of the building, it is clear that the Gilson Auto Company (Palmer Springs) Building still retains its essential character-defining physical features. The building remains relatively unaltered and the alterations are readily reversible. As such, the building continues to convey its significance.

With respect to the question of condition, which is included as a relevant factor in determining integrity, the Board is encouraged to review the structural report prepared by MacLeod Structural Engineers, PA.

369 FOREST AVENUE

Historic Name: Franklin Service and Sales Company Building
Construction Date: 1922-1923
Style: Classical Revival

Originally occupied by Franklin Service and Sales Company of Portland, the one-story building at 369 Forest Avenue was built between 1922 and 1926 as the location of the Portland distributor of Franklin Motor Cars. It is one of several early automobile related businesses on the length of Forest Avenue that would become known as Portland's Auto Row.

Franklin Motor Cars were designed by Herbert H. Franklin and manufactured in Syracuse, New York between 1902 and 1934 by the Franklin Automobile Company. Franklin Motor Cars were a luxury brand of cars and 150,000 autos were sold in the company's thirty years of existence. Like many of its luxury brand competitors, the Franklin Automobile Company fell victim to the Great Depression. The Franklin Service and Sales Company of Portland was owned by Percy Frost of Fessenden Street. The Forest Avenue location closed in 1934 when manufacturing of the Franklin Motor Cars ceased.

After the closure of Franklin Service and Sales Company of Portland the building was occupied by State Motor Company, a used car dealership in the 1940s. In the 1950s and 1960s the building was occupied by Arthur F Briggs' Commercial Refrigerator and Stove Equipment store. In the late 20th century it was occupied by Portland Tinware and is currently occupied by Creative Trails

Building Description

The brick structure is composed of a one-story front section, formerly the car showroom, and a one-story rear section, formerly the service area, that extends toward the rear of the lot bounded by Preble Street Extension. Both sections of the building share a contiguous flat roof.

Character defining details of its architectural style (Classical Revival) include the classical door surround, the keystone and brick arch above the transom window, the projecting cornice, and the recessed brickworks panels and concrete accents. Character



defining details of its building type are the location of a sales area in the front portion of the building with large display windows and a pedestrian entrance along the primary street façade, as well as a rear service facility. The front section is three bays wide, with a central entrance at sidewalk level flanked by large tripartite display windows. The multi-pane transom windows above each display window have been covered over or removed. A brick pier with recessed panels and concrete accents separates each bay of the front elevation. The rear section of the building rests on a high foundation. Windows on the rear section are located on all three elevations, although some windows on the north and east elevations have been filled. The showroom windows on the east and west facades of the front building have also been filled. A former garage door on the rear section of the building but visible from Forest Avenue has also been filled.

National Register Eligibility

369 Forest was determined to be eligible for National Register by Maine Historic Preservation Commission in 2011.

Applicable Designation Criteria under Sec. 14-610:

Criterion 1: Its value as a significant example of the cultural, historic, architectural, archaeological or related aspect of the heritage of the City of Portland, State of Maine, New England region, or the United States.

The building is a significant example of the impact of the automobile on Portland's suburban development along Forest Avenue in the early 20th century and on commercial architecture specifically designed for this new product type.

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

The building is a noteworthy example of an early auto showroom/service structure, a building type introduced with advent of automobile sales.

Criterion 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.

The building is one in a cluster of auto-related structures built in the early 20th century that formed Portland's "Auto Row". Additionally, the building is part of a larger group of specific building types that were introduced with the advent of the automobile: auto showrooms, gas stations, commercial and residential garages, etc. Just as automobiles changed the landscape of the city, so too did the structures that were purpose-built to serve them.

Integrity Criterion under Sec. 14-611

Although the building has undergone exterior changes, it retains the key character-defining details of its style and building type. The pattern of the fenestration remains largely intact and although some replacement is evident the original openings are apparent, the changes are readily reversible and the modifications do not limit the ability of the building to convey its significance.

With respect to the question of condition, which is included as a relevant factor in determining integrity, the Board is encouraged to review the structural report prepared by MacLeod Structural Engineers, PA.

371-373 FOREST AVENUE

Building Name: The Boulevard Apartment Building

Construction Date: 1922-1923

Style: Classical Revival and Art Deco styles

Originally known as the Boulevard Apartments, the building at 371-373 Forest Avenue was built 1922-1923 as a mixed-use building with two commercial bays on the first floor and four residential units above. It is a unique example on this portion of Forest Avenue of the transition from single use buildings, either residential or commercial, to a more urban development style of a mixed use, multistory building with a commercial use at the street level and residences above. Upper floor occupants in the early and mid-20th century were generally single working men and women, employed in nearby businesses.

The commercial spaces below the apartments were initially vacant, as the building was likely built on speculation. Early tenants in the building reveal that both of the ground floor commercial spaces were tied directly to Forest Avenue's emerging role as Portland's "Auto Row". 373 Forest Avenue was first occupied by Mohawk Tire Sales of Portland. 371 Forest Avenue was first occupied by Forest City Auto Top Company. The company moved to 373 Forest Avenue in the late 1920s. That company was succeeded in the 1950s by Vigue's Auto Top Company, which remained at 373 Forest Avenue into the mid-1970s.

Forest Gardens Restaurant opened at 371 Forest Avenue in 1936. Forest Gardens Restaurant, later Forest Garden Lunch and The Garden, had a succession of owners and eventually became the current Forest Gardens establishment. Since its establishment, Forest Gardens has played a significant role in the social history of the surrounding Oakdale neighborhood and larger community, including a long association with local sports teams, faculty and students of USM, and alumni of Deering High and Portland High.

Building Description

The two-story brick structure has three bays, a flat roof with a projecting overhang and a deep cornice band, a pair of second story bay windows, and elaborate brick patterns on each pier. Typical of urban multi-use buildings, the commercial storefront has been altered from its original appearance, but the upper story retains its original window



openings and bay patterns, although the 2/1 sash window units themselves have been replaced. The building reflects several building styles. The projecting bays with their recessed wood paneling and the deep cornice at the level of the apartments relates to the prevailing residential style of the period, Classical Revival. The lower commercial level's simplified Art Deco style relates to the style and details of the nearby automobile showrooms and service stations. Although its large storefront windows are gone, the Art Deco character of the masonry detailing remains. Like many of the neighboring automobile showroom buildings, each bay of the building front is divided by wide brick piers that are articulated by flush geometric brickwork on the upper and lower level.

National Register Eligibility

371-373 Forest was not identified by the Maine Historic Preservation Commission as eligible for listing in the National Register during its assessment of the Forest Avenue corridor in 2011. According to MHPC staff, the Commission's consideration of eligibility in 2011 was limited to architectural significance and readily apparent association with Forest Avenue's history as Auto Row. The Commission did not have information about the building's history of use in making its preliminary determination.

Applicable Designation Criteria

Criterion 1: Its value as a significant example of the cultural, historic, architectural, archaeological or related aspect of the heritage of the City of Portland, State of Maine, New England region, or the United States.

In evaluating whether 371-373 Forest meets this criterion, it is appropriate that the Board consider the role the building has played in the social and cultural history of the Oakdale neighborhood and the larger Portland community since the opening of Forest Gardens 1936. Also, as a mixed use building, 371-373 illustrates the period of transition of this portion of Forest Avenue from a largely residential corridor to an increasingly commercial, specifically auto-related commercial corridor.

Criterion 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.

Along with the purpose-built auto showrooms in its immediate vicinity, this mixed-use building was part of the cluster of buildings occupied by commercial tenants that provided automobile-related goods and services during the early 20th century

Integrity Criterion under Sec. 14-611

Although the ground floor commercial bays have been altered considerably, the upper floor remains largely intact from the building's original construction. Storefront alterations on historic commercial structures are typical and do not preclude meeting the ordinance's integrity standard if the building is still able to convey its significance. The

original mixed use nature of the building is still clear and the alterations to the storefront bays are reversible.

No structural report has been provided for this building.

Forest Avenue: Its Early Development & Transportation History

January 2016



Woodford's Corner in the 1940s

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

Introduction

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

Early Development along Forest Avenue

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

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

Railroad & Horse Car Suburban Development

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

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

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

Street Car Suburban Development

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

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

The Automobile and Its Impact on Development along Forest Avenue

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

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

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

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

Portland's Auto Row

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

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

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

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

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

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

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

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

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

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

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

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

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**NATIONAL REGISTER BULLETIN****HOW TO APPLY THE NATIONAL REGISTER
CRITERIA FOR EVALUATION**[Previous](#)[Table of Contents](#)[Next](#)**U.S. Department of the Interior, National Park Service****VIII. HOW TO EVALUATE THE INTEGRITY OF A PROPERTY**

Integrity is the ability of a property to convey its significance. To be listed in the National Register of Historic Places, a property must not only be shown to be significant under the National Register criteria, but it also must have integrity. The evaluation of integrity is sometimes a subjective judgment, but it must always be grounded in an understanding of a property's physical features and how they relate to its significance.

Historic properties either retain integrity (this is, convey their significance) or they do not. Within the concept of integrity, the National Register criteria recognizes seven aspects or qualities that, in various combinations, define integrity.

To retain historic integrity a property will always possess several, and usually most, of the aspects. The retention of specific aspects of integrity is paramount for a property to convey its significance. Determining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant. The following sections define the seven aspects and explain how they combine to produce integrity.

1. [Seven Aspects of Integrity](#)
2. [Assessing Integrity in Properties](#)
 - [Defining the Essential Physical Features](#)
 - [Visibility of the Physical Features](#)
 - [Comparing Similar Properties](#)
 - [Determining the Relevant Aspects of Integrity](#)

SEVEN ASPECTS OF INTEGRITY

- Location

- Design
- Setting
- Materials
- Workmanship
- Feeling
- Association

Understanding the Aspects of Integrity

Location

Location is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved. (See Criteria Consideration B in [Part VII: How to Apply the Criteria Considerations](#), for the conditions under which a moved property can be eligible.)

Design

Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials.

A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.

Design can also apply to districts, whether they are important primarily for historic association, architectural value, information potential, or a combination thereof. For districts significant primarily for historic association or architectural value, design concerns more than just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related: for example, spatial relationships between major features; visual rhythms in a streetscape or landscape plantings; the layout and materials of walkways and roads; and the relationship of other features, such as statues, water fountains, and archeological sites.

Setting

Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the *character* of the place in which the property played its historical role. It involves *how*, not just where, the property is situated and its relationship to surrounding features and open space.

Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences.

The physical features that constitute the setting of a historic property can be either natural or manmade, including such elements as:

- Topographic features (a gorge or the crest of a hill);
- Vegetation;
- Simple manmade features (paths or fences); and
- Relationships between buildings and other features or open space.

These features and their relationships should be examined not only within the exact boundaries of the property, but also between the property and its *surroundings*. This is particularly important for districts.

Materials

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place.

A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved. The property must also be an actual historic resource, not a recreation; a recent structure fabricated to look historic is not eligible. Likewise, a property whose historic features and materials have been lost and then reconstructed is usually not eligible. (See Criteria Consideration E in [Part VII: How to Apply the Criteria Considerations](#) for the conditions under which a reconstructed property can be eligible.)

Workmanship

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques.

Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles. Examples of workmanship in historic buildings include tooling, carving, painting, graining, turning, and joinery. Examples of workmanship in prehistoric contexts include Paleo-Indian clovis projectile points; Archaic period beveled adzes; Hopewellian birdstone pipes; copper earspools and worked bone pendants; and Iroquoian effigy pipes.

Feeling

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character. For example, a rural historic district retaining original design, materials, workmanship, and setting will relate the feeling of agricultural life in the 19th century. A grouping of prehistoric petroglyphs, unmarred by graffiti and intrusions and located on its original isolated bluff, can evoke a sense of tribal spiritual life.

Association

Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character. For example, a Revolutionary War battlefield whose natural and manmade elements have remained intact since the 18th century will retain its quality of association with the battle.

Because feeling and association depend on individual perceptions, their retention *alone* is never sufficient to support eligibility of a property for the National Register.

ASSESSING INTEGRITY IN PROPERTIES

Integrity is based on significance: why, where, and when a property is important. Only after significance is fully established can you proceed to the issue of integrity.

The steps in assessing integrity are:

- Define the **essential physical features** that must be present for a property to represent its significance.
- Determine whether the **essential physical features are visible** enough to convey their significance.
- Determine whether the property needs to be **compared with similar properties**. And,
- Determine, based on the significance and essential physical features, **which aspects of integrity** are particularly vital to the property being nominated and if they are present.

Ultimately, the question of integrity is answered by whether or not the property retains the **identity** for which it is significant.

DEFINING THE ESSENTIAL PHYSICAL FEATURES

All properties change over time. It is not necessary for a property to retain all its historic physical features or characteristics. The property must retain, however, the essential physical features that enable it to convey its historic identity. The essential physical features are those features that define both *why* a property is significant (Applicable Criteria and Areas of Significance) and *when* it was significant (Periods of Significance). They are the features without which a property can no longer be identified as, for instance, a late 19th century dairy barn or an early 20th century commercial district.

Criteria A and B

A property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s). If the property is a site (such as a treaty site) where there are no material cultural remains, the setting must be intact.

Archeological sites eligible under Criteria A and B must be in overall good condition with excellent preservation of features, artifacts, and spatial relationships to the extent that these remains are able to convey important associations with events or persons.

Criterion C

A property important for illustrating a particular architectural style or construction technique must retain most of the physical features that constitute that style or technique. A property that has lost some historic materials or details can be eligible *if* it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style.

Archeological sites eligible under Criterion C must be in overall good condition with excellent preservation of features, artifacts, and spatial relationships to the extent that these remains are able to illustrate a site type, time period, method of construction, or work of a master.

Criterion D

For properties eligible under Criterion D, including archeological sites and standing structures studied for their information potential, less attention is given to their overall condition, than it they were being considered under Criteria A, B, or C. Archeological sites, in particular, do not exist today exactly as they were formed. There are always cultural and natural processes that alter the deposited materials and their spatial relationships.

For properties eligible under Criterion D, integrity is based upon the property's potential to yield specific data that addresses important research questions, such as those identified in the historic context documentation in the Statewide Comprehensive Preservation Plan or in the research design for projects meeting the *Secretary of the Interior's Standards for Archeological Documentation*.

Interiors

Some historic buildings are virtually defined by their exteriors, and their contribution to the built environment can be appreciated even if their interiors are not accessible. Examples of this would include early examples of steel-framed skyscraper construction. The great advance in American technology and engineering made by these buildings can be read from the outside. The change in American popular taste during the 19th century, from the symmetry and simplicity of architectural styles based on classical precedents, to the expressions of High Victorian styles, with their combination of textures, colors, and asymmetrical forms, is readily apparent from the exteriors of these buildings.

Other buildings "are" interiors. The Cleveland Arcade, that soaring 19th century glass-covered shopping area, can only be appreciated from the inside. Other buildings in this category would be the great covered train sheds of the 19th century.

In some cases the loss of an interior will disqualify properties from listing in the National Register--a historic concert hall noted for the beauty of its auditorium and its fine acoustic qualities would be the type of property that if it were to lose its interior, it would lose its value as a historic resource. In other cases, the overarching significance of a property's exterior can overcome the adverse effect of the loss of an interior.

In borderline cases particular attention is paid to the significance of the property and the remaining historic features.

Historic Districts

For a district to retain integrity as a whole, the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished. In addition, the relationships among the district's components must be substantially unchanged since the period of significance.

When evaluating the impact of intrusions upon the district's integrity, take into consideration the relative number, size, scale, design, and location of the components that do not contribute to the significance. A district is not eligible if it contains so many alterations or new intrusions that it no longer conveys the sense of a historic environment.

A component of a district cannot contribute to the significance if:

- it has been substantially altered since the period of the district's significance or
- it does not share the historic associations of the district.

VISIBILITY OF PHYSICAL FEATURES

Properties eligible under Criteria A, B, and C must not only retain their essential physical features, but the features must be visible enough to convey their significance. This means that even if a property is physically intact, its integrity is questionable if its significant features are concealed under modern construction. Archeological properties are often the exception to this; by nature they usually do not require visible features to convey their significance.

Non-Historic Exteriors

If the historic *exterior* building material is covered by non-historic material (such as modern siding), the property can still be eligible if the significant form, features, and detailing are not obscured. If a property's exterior is covered by a non-historic false-front or curtain wall, the property will not qualify under Criteria A, B, or C, because it does not retain the visual quality necessary to convey historic or architectural significance. Such a property also cannot be considered a contributing element in a historic district, because it does not add to the district's sense of time and place. If the false front, curtain wall, or non-historic siding is removed and the original building materials are intact, then the property's integrity can be re-evaluated.

Property Contained within Another Property

Some properties contain an earlier structure that formed the nucleus for later construction. The exterior property, if not eligible in its own right, can qualify on the basis of the interior property *only if* the interior property can yield significant information about a specific construction technique or material, such as rammed earth or tabby. The interior property *cannot* be used as the basis for eligibility if it has been so altered that it no longer contains the features that could provide important information, or if the presence of important information cannot be demonstrated.

Sunken Vessels

A sunken vessel can be eligible under Criterion C as embodying the distinctive characteristics of a method of construction if it is structurally intact. A *deteriorated* sunken vessel, no longer structurally intact, can be eligible under Criterion D if the remains of either the vessel or its contents is capable of yielding significant information. For further information, refer to National Register Bulletin: [Nominating Historic Vessels and Shipwrecks to the National Register of Historic Places](#).

Natural Features

A natural feature that is associated with a historic event or trend, such as a rock formation that served as a trail marker during westward expansion, must retain its historic appearance, unobscured by modern construction or landfill. Otherwise it is not eligible, even though it remains intact.

COMPARING SIMILAR PROPERTIES

For some properties, comparison with similar properties should be considered during the evaluation of integrity. Such comparison may be important in deciding what physical features are essential to properties of that type. In instances where it has not been determined what physical features a property must possess in order for it to reflect the significance of a historic context, comparison with similar properties should be undertaken during the evaluation of integrity. This situation arises when scholarly work has not been done on a particular property type or when surviving examples of a property type are extremely rare. (See Comparing Related Properties in [Part V: How to Evaluate a Property within its Historic Context](#).)

Rare Examples of a Property Type

Comparative information is particularly important to consider when evaluating the integrity of a property that is a rare surviving example of its type. The property must have the essential physical features that enable it to convey its historic character or information. The rarity and poor condition, however, of other extant examples of the type may justify accepting a greater degree of alteration or fewer features, provided that enough of the property survives for it to be a significant resource.

Eligible

- A one-room schoolhouse that has had all original exterior siding replaced and a replacement roof that does not exactly replicate the original roof profile can be eligible if the other extant rare examples have received an even greater degree of alteration, such as the subdivision of the original one-room plan.

Not Eligible

- A mill site contains information on how site patterning reflects historic functional requirements, but parts of the site have been destroyed. The site is not eligible for its information potential if a comparison of other mill sites reveals more intact properties with complete information.

DETERMINING THE RELEVANT ASPECTS OF INTEGRITY

Each type of property depends on certain aspects of integrity, more than others, to express its historic significance. Determining which of the aspects is most important to a particular property requires an understanding of the property's significance and its essential physical features.

Criteria A and B

A property important for association with an event, historical pattern, or person(s) ideally might retain *some* features of all seven aspects of integrity: location, design, setting,

materials, workmanship, feeling, and association. Integrity of design and workmanship, however, might not be as important to the significance, and would not be relevant if the property were a site. A basic integrity test for a property associated with an important event or person is whether a historical contemporary would recognize the property as it exists today.

For archeological sites that are eligible under Criteria A and B, the seven aspects of integrity can be applied in much the same way as they are to buildings, structures, or objects. It is important to note, however, that the site must have *demonstrated* its ability to convey its significance, as opposed to sites eligible under Criterion D where only the potential to yield information is required.

Eligible

A mid-19th century waterpowered mill important for its association with an area's industrial development is eligible if:

- it is still on its original site (**Location**), and
- the important features of its setting are intact (**Setting**), and
- it retains most of its historic materials (**Materials**), and
- it has the basic features expressive of its design and function, such as configuration, proportions, and window pattern (**Design**).

Not Eligible

A mid-19th century waterpowered mill important for its association with an area's industrial development is not eligible if:

- it has been moved (**Location, Setting, Feeling, and Association**), or
- substantial amounts of new materials have been incorporated (**Materials, Workmanship, and Feeling**), or
- it no longer retains basic design features that convey its historic appearance or function (**Design, Workmanship, and Feeling**).

Criterion C

A property significant under Criterion C must retain those physical features that characterize the type, period, or method of construction that the property represents. Retention of design, workmanship, and materials will usually be more important than location, setting, feeling, and association. Location and setting will be important, however, for those properties whose design is a reflection of their immediate environment (such as designed landscapes and bridges).

For archeological sites that are eligible under Criterion C, the seven aspects of integrity can be applied in much the same way as they are to buildings, structures, or objects. It is important to note, however, that the site must have *demonstrated* its ability to convey its

significance, as opposed to sites eligible under Criterion D where only the *potential* to yield information is required.

Eligible

A 19th century wooden covered bridge, important for illustrating a construction type, is eligible if:

- the essential features of its design are intact, such as abutments, piers, roof configuration, and trusses (**Design, Workmanship, and Feeling**), and
- most of the historic materials are present (**Materials, Workmanship, and Feeling**), and
- evidence of the craft of wooden bridge technology remains, such as the form and assembly technique of the trusses (**Workmanship**).
- Since the design of a bridge relates directly to its function as a transportation crossing, it is also important that the bridge still be situated over a waterway (**Setting, Location, Feeling, and Association**).

Not Eligible

For a 19th century wooden covered bridge, important for its construction type, replacement of some materials of the flooring, siding, and roofing would not necessarily damage its integrity. Integrity would be lost, however, if:

- the abutments, piers, or trusses were substantially altered (**Design, Workmanship, and Feeling**) or
- considerable amounts of new materials were incorporated (**Materials, Workmanship, and Feeling**).
- Because environment is a strong factor in the design of this property type, the bridge would also be ineligible if it no longer stood in a place that conveyed its function as a crossing (**Setting, Location, Feeling, and Association**).

Criterion D

For properties eligible under Criterion D, setting and feeling may not have direct bearing on the property's ability to yield important information. Evaluation of integrity probably will focus primarily on the location, design, materials, and perhaps workmanship.

Eligible

A multicomponent prehistoric site important for yielding data on changing subsistence patterns can be eligible if:

- floral or faunal remains are found in clear association with cultural material (**Materials and Association**) and

- the site exhibits stratigraphic separation of cultural components (**Location**).

Not Eligible

A multicomponent prehistoric site important for yielding data on changing subsistence patterns would not be eligible if:

- floral or faunal remains were so badly decomposed as to make identification impossible (**Materials**), or
- floral or faunal remains were disturbed in such a manner as to make their association with cultural remains ambiguous (**Association**), or
- the site has lost its stratigraphic context due to subsequent land alterations (**Location**).

Eligible

A lithic scatter site important for yielding data on lithic technology during the Late Archaic period can be eligible if:

- the site contains lithic debitage, finished stone tools, hammerstones, or antler flakers (**Material and Design**), and
- the site contains datable material (**Association**).

Not Eligible

A lithic scatter site important for yielding data on lithic technology during the Late Archaic period would not be eligible if:

- the site contains natural deposits of lithic materials that are impossible to distinguish from culturally modified lithic material (**Design**) or
- the site does not contain any temporal diagnostic evidence that could link the site to the Late Archaic period (**Association**).

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PETER L. EDMANDS
(Retired)

January 27, 2016

Deb Andrews, Program Manager
Historic Preservation Committee
City of Portland
389 Congress St, Fourth Floor
Portland, ME 04101

Re: Demolition of Structures/Forest Avenue

Dear Ms. Andrews:

In addition to the submissions previously sent to you and the Historic Preservation Board ("HPB") in support of the demolition of the structures located at 351-355, 365, 369, 371-373 and 375 Forest Avenue, the applicant, TMC New England, LLC, submits the attached structural evaluation reports, prepared by Bruce W. MacLeod, P.E.. Once again, per your letter of December 7, 2015, staff has made a decision and recommendation to the HPB that the structures located at 365 and 375 Forest Avenue are not eligible for designation. Enclosed please find reports for the structures located at 351-355, 369 Forest Avenue.

As noted in the reports, the present condition of the structures make bringing them up to modern code, or even to reasonable reuse, economically infeasible. As you had advised the then Historic Preservation Committee in your October 29, 1998 memorandum, when reviewing a request for demolition and the eligibility of a structure for historic designation under the guidance of Section 14-611 of the ordinance, the HPB "must weight carefully whether the building can meet the test of 'integrity of condition.'" Specifically, you advised that the HPB "must take into consideration the reasonableness or general feasibility of returning the building to good structural repair." As in the 1998 review, the structural integrity of the buildings at issue here is crucially inherent to the HPB's review of the Forest Avenue properties. Bruce W. MacLeod, P.E. will be at the public hearing on February 3 to give an overview of his reports, and to respond to any questions the Board may have with regard to the structural integrity and condition of these buildings.

WOODMAN EDMANDS DANYLIK AUSTIN SMITH & JACQUES, P.A.

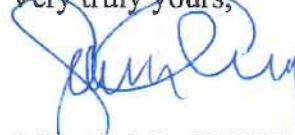
Deb Andrews, Program Manager
Historic Preservation Committee
January 27, 2016
Page 2 of 2

The attorneys for one of the property owners will be providing a separate submission with respect to the historical integrity of the structures. I do however want to touch briefly on the review process itself.

My understanding following the workshop meeting is that the HPB will be reviewing these structures as potential individual landmarks, rather than as a district. As discussed at the meeting, these are the only two categories for designation presently permitted under the ordinance. While there was some discussion about a "multiple property designation," I am compelled to again place my concerns on the record that: (a) there is no authority under the ordinance to create such a designation; (b) no standards by which to make such a determination; and (c) no notice to other potentially impacted property owners.

With that, I appreciate both staff and the Board's time and consideration of the applicant's and property owners' joint request to find the structures as ineligible for historic designation.

Very truly yours,



SANDRA L. GUAY

SLG/lb
Enclosure

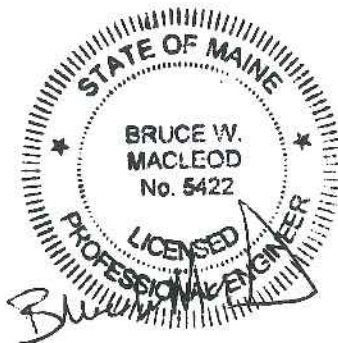
Copy to: (all w/o enclosure)
Mark Bettenhausen, T.M. Crowley & Associates
Dave Fenstermacher, Vanasse Hangen Brustlin, Inc.
Bill Welch, Esq., Bernstein, Shur, Sawyer & Nelson, P. A.
Michael Kaplan, Kaplan 447 LLC
Aaron Martin, Ransom Consulting, Inc.
Bruce W. MacLeod, P.E.



**351 Forest Ave
Portland, Maine**

**STRUCTURAL EVALUATION OF EXISTING BUILDING
JANUARY 25, 2016**

**PREPARED FOR:
TMC NEW ENGLAND LLC**





**351 Forest Ave
Portland, Maine**

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EXECUTIVE SUMMARY:



**351 Forest Ave
Portland, Maine**

This report concerns the structural condition of 351 Forest Avenue. The building is one story plus basement with brick masonry exterior walls and wood framed floor and roof. The building is in poor structural condition. Repair and renovation costs likely will not be financially viable. Demolition of the building is recommended.

INTRODUCTION:

This report concerns the building located at 351 Forest Avenue. The report provides a description of the building, findings of the structural condition, and a professional opinion on the condition of the building based on visual observation, measurement, and analytical calculations.

AUTHORIZATION:

This report was authorized by TMC New England LLC.

DESCRIPTION OF STRUCTURAL SYSTEMS/ELEMENTS (BUILDING DESCRIPTION):

The building is one story plus basement with brick masonry exterior walls and wood framed floor and roof. The exterior of the building has some areas where the brick masonry is deteriorating. This primarily occurs below the front windows.

The basement is a partial dirt basement. The basement is used for storage and contains the heating equipment and oil tank. The basement walls are concrete. The first floor framing is visible from the basement. The floor framing consists of 2x10 joists @16"oc spanning 15'. The support members are wood beams with a mix of wood and steel posts. The wood beams and posts are badly split. The steel posts have corroded and no longer provide adequate support. The wood members are coated with mold. The space is damp and musty. Due to the failing first floor framing, the first floor is not level.

The roof framing was not visible and no locations were available for viewing. The framing appears to follow the layout of the first floor with wood joists and wood support beams. The size and condition of the roof members is not known.

FIELD INVESTIGATION FINDINGS (STRUCTURAL CONDITION):

The exterior brick facade has some signs of deterioration consisting of loose/missing bricks, and deteriorated mortar joints. This is noticeable below the front windows. The first floor framing is not structurally adequate for code prescribed loads. The main wood beams and columns have significant splitting and checking and the steel posts have deteriorated such that they no longer provide support to the beams. The wood members are coated with mold. The roof framing members were not visible, but it is likely that they replicate the first floor framing. With the adjacent higher buildings creating the potential for drifting snow, it is very likely that the roof framing is inadequate to support the necessary snow load.



351 Forest Ave
Portland, Maine

CONCLUSIONS:

Significant remedial work will be needed to this structure if it is to continue in service. Repairs to the exterior masonry are needed. The first floor framing is not adequate to support the live and dead loads. Mold remediation and an effective moisture/humidity control plan is necessary. The main beams and columns require replacement.

RECOMMENDATIONS:

The structure is in a state of significant decay. The major framing elements are seriously compromised. Given the extensive remediation and renovations necessary, the cost of such work will be very significant. It is likely that the cost of the repairs outweighs the financial benefit of keeping the building. I recommend demolition of this building be given strong consideration.

LIMITATIONS:

There are limitations to the report in that not all structural elements were visible. However, a sufficient number of structural elements were visible such that conclusions about the condition of the buildings were possible. The primary structural elements in the basement were visible. These elements are critical for supporting the floor and roof.

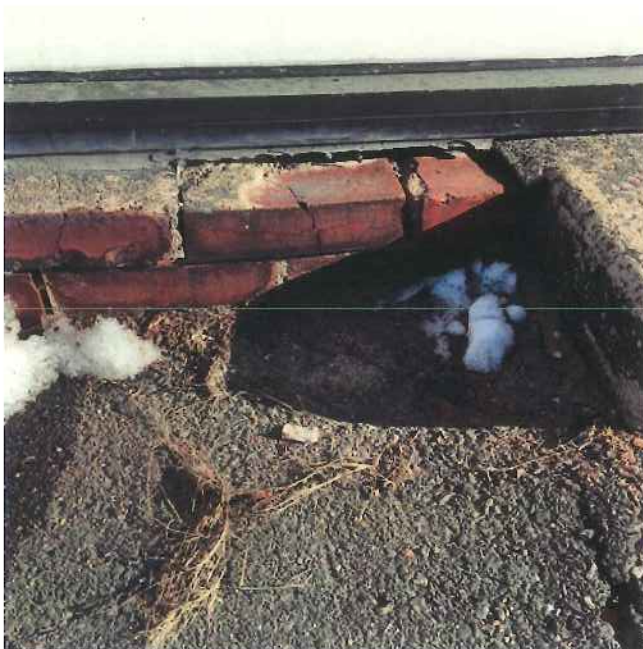
FIGURES/PHOTOGRAPHS:

Please see the attached pages.

351 Forest Ave
Portland, Maine



Front elevation view of 351 Forest Avenue



Deteriorating brick masonry below front window

351 Forest Ave
Portland, Maine



Cracked basement post

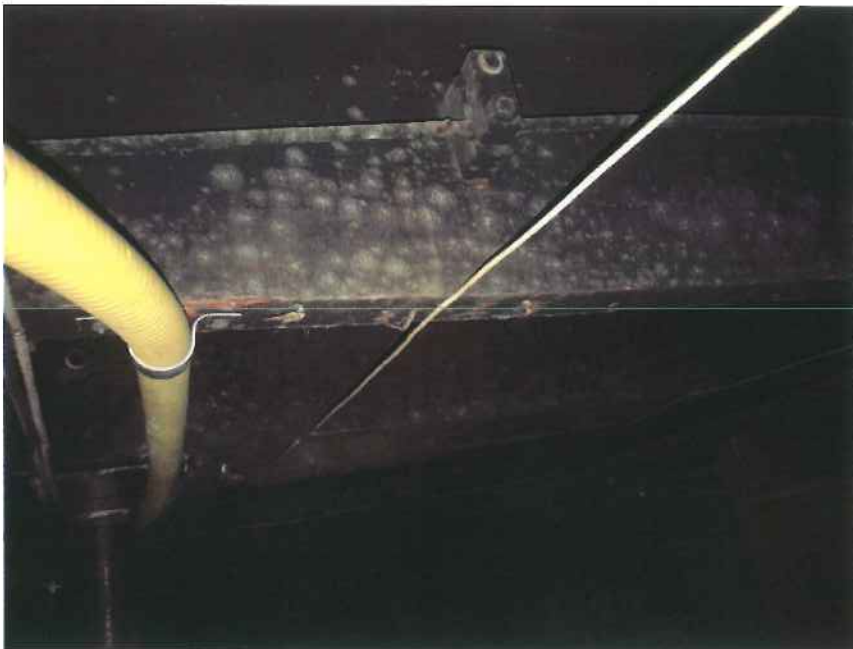


Cracked post and support beam

351 Forest Ave
Portland, Maine



Corroded detached steel post clay soil behind.



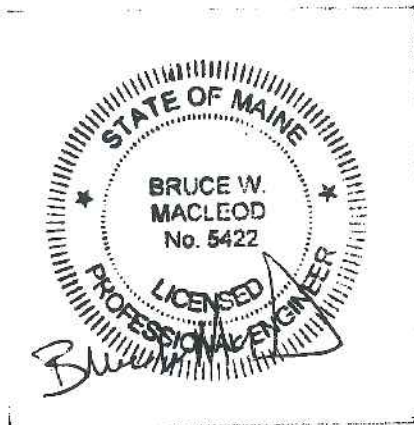
mold on wood framing



**355 Forest Ave
Portland, Maine**

**STRUCTURAL EVALUATION OF EXISTING BUILDING
JANUARY 25, 2016**

**PREPARED FOR:
TMC NEW ENGLAND LLC**





355 Forest Ave
Portland, Maine

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355 Forest Ave
Portland, Maine

EXECUTIVE SUMMARY:

This report concerns the structural condition of 355 Forest Avenue. The building is primarily one story plus a small basement area. Part of the building has a second floor and part of the building has a mezzanine. The original building was added to over time and is constructed with a variety of materials. The building is in poor structural condition. Repair and renovation costs likely will not be financially viable. Demolition of the building is recommended.

INTRODUCTION:

This report concerns the building located at 355 Forest Avenue. The report provides a description of the building, findings of the structural condition, and a professional opinion on the condition of the building based on visual observation, measurement, and analytical calculations.

AUTHORIZATION:

This report was authorized by TMC New England LLC

DESCRIPTION OF STRUCTURAL SYSTEMS/ELEMENTS (BUILDING DESCRIPTION):

The building is primarily one story plus a small basement area. Part of the building has a second floor and part of the building has a mezzanine. The original building was added to over time and is constructed with a variety of materials. The exterior walls are masonry construction. The original building was built with brick masonry exterior bearing walls and wood framed roof. The newer additions were constructed with concrete masonry unit (cmu) bearing walls, steel bar joist roof beams and wood roof decking.

The first floor is typically concrete slab on grade with the exception of where there is a basement. The part of the building with two stories has office space on the second floor. This occurs at the front of the building near Forest Avenue. This area is the oldest section and is in the worst condition. The second floor and roof framing in this area were not visible. The roof framing in the older warehouse and manufacturing areas is visible. This framing is in such bad condition it is close to collapse.

The part of the building that has the steel bar joists and cmu is newer and has a wood framed storage mezzanine. The framing in this area was visible. This part of the building is in fairly good condition with the exception of the wood roof deck which is leaking and rotted in various locations.

FIELD INVESTIGATION FINDINGS (STRUCTURAL CONDITION):

The exterior of the building has some areas where the brick masonry is deteriorating. This primarily occurs near openings where water accumulates.



**355 Forest Ave
Portland, Maine**

The basement is a partial basement. The basement area contains the heating equipment. The basement walls are concrete. The first floor framing over the basement is severely decayed. The space is damp and musty. Due to the failing first floor framing, the first floor above the basement is not level and is not structurally sound.

The roof framing is visible with the exception of the office area in the two story section. The roof framing in the older, main part of the building (containing warehouse and manufacturing) consists of wood 6x10 beams at 6ft oc spanning 26ft. There is a center wood beam 10x12 spanning 30ft. These members are severely undersized. They have broken in several areas and been patched and posted up to help reinforce them. Employees stated that in the forge room, the roof has, at times deflected several inches so as to render the drill press inoperable. The roof often needs to be shoveled off to keep it from collapsing. Our analysis shows the roof is severely below the necessary load capacity. The broken wood members are evidence of the overstress that has occurred. Portions of the wood decking are rotted and leaking. The wood roof areas should be completely removed and reconstructed to meet current code loading requirements.

The roof of the newer additions is comprised of steel bar joists and wood decking. The wood decking has areas of rot and is leaking in various locations. The bar joists bear on concrete masonry load bearing walls. Along the West side wall the cmu is severely cracked along its length at the joist bearing elevation. The wall is in danger of collapsing along this crack line. The wall and roof will need to be completely reconstructed along this side of the building. The wood mezzanine in this area is in good condition.

The back garage service building was constructed originally with brick masonry exterior walls and wood roof framing. Later additions used cmu construction and steel bar joists with wood decking. The original construction is in poor condition with deterioration of the masonry and wood roof framing, leaks in the wood decking and a deteriorated concrete slab on grade. The condition of the newer section ok with the exception of the wood roof decking which is rotted and leaking in multiple areas.

The concrete slabs in all areas is in poor condition. The slab has settled differentially throughout the building, has random cracking and shows significant surface deterioration. The slab is currently unsuitable for use. The entire concrete slab should be removed, the base below the slab should be reconstructed, properly compacted, and have a proper vapor barrier placed, then have a new concrete slab placed with correct reinforcing and control joints.

CONCLUSIONS:

Significant remedial work will be needed to this structure if it is to continue in service. Repairs to the exterior masonry are needed at spalled and damaged areas, particularly around openings. The roof framing is not adequate to support the snow and dead loads in the original, wood framed sections. Mold remediation and an effective moisture/humidity control plan is necessary in the basement area. The wood



**355 Forest Ave
Portland, Maine**

roof deck requires replacement virtually throughout the building. The cmu wall at the newer warehouse section will need to be deconstructed down to the level of the horizontal crack. An engineer would need to be hired to design a proper fix for this broken wall section. Further investigation is also necessary to determine the cause of the cracking. This condition is severe and collapse of a portion of the wall is probable if not addressed soon.

RECOMMENDATIONS:

The structure is in a state of significant decay. Many of the major framing elements are seriously compromised. The wood roof areas are completely overstressed and not anywhere near the code prescribed strength necessary for supporting snow loads. This roof would need to be completely redesigned and rebuilt. The damaged cmu wall will need to be torn down to the level of the crack, re-engineered and re constructed. The wood roof deck on the entire structure is suspect and may need replacement. Given the extensive remediation and renovations necessary, the cost of such work will be very significant. It is very likely that the cost of the repairs outweighs the financial benefit of keeping the building. I recommend demolition of the building be given strong consideration.

LIMITATIONS:

There are limitations to the report in that not all structural elements were visible. However, the majority of structural elements were visible such that conclusions about the condition of the buildings were possible. Nearly all of the primary structural elements in the floors and roof were visible. These elements are critical for proper functioning of the structure.

FIGURES/PHOTOGRAPHS:

Please see the attached pages.

MacLeod

Structural Engineers, PA

355 Forest Ave
Portland, Maine



Front elevation of 355 Forest Avenue



Back garage addition

355 Forest Ave
Portland, Maine

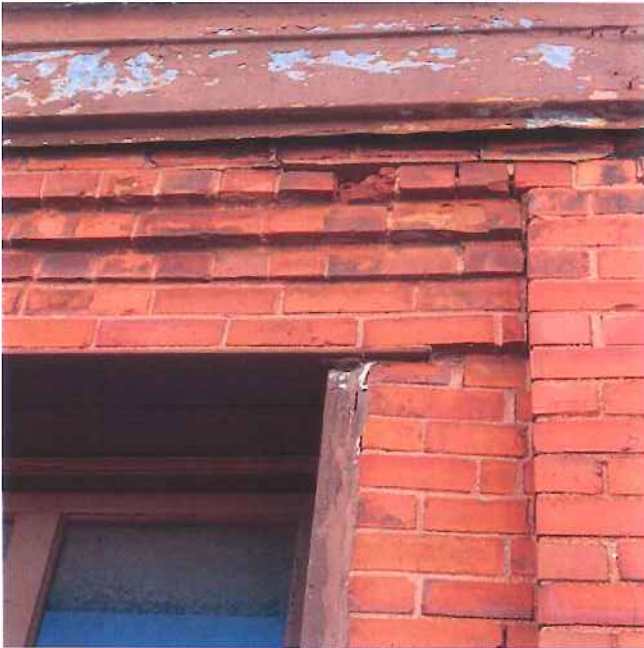


Newer addition at back of building with cmu walls

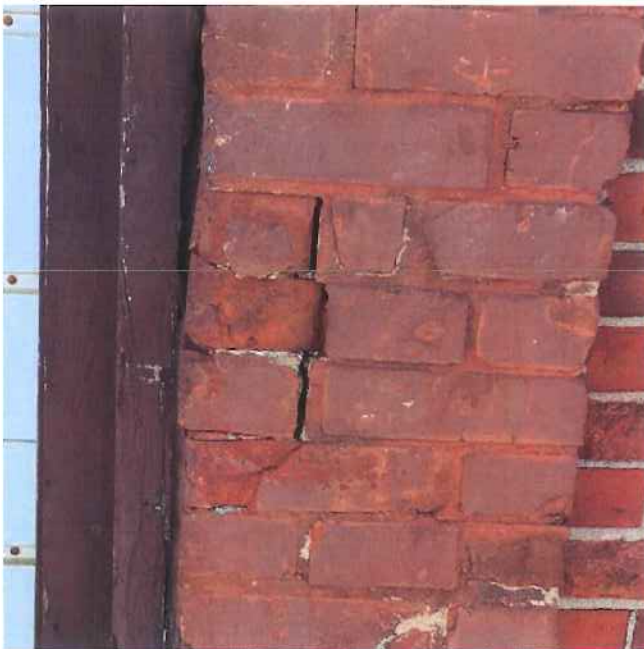


deteriorated brick masonry bearing wall

355 Forest Ave
Portland, Maine



deteriorated brick masonry bearing wall



damage to brick masonry

355 Forest Ave
Portland, Maine



spalled brick face at front of building.



settlement cracks in cmu bearing wall

355 Forest Ave
Portland, Maine



severely compromised cmu bearing wall with complete horizontal thru crack



severe horizontal crack runs full length of wall

355 Forest Ave
Portland, Maine



severely deteriorated floor joist at first floor framing



corroded basement support post

**355 Forest Ave
Portland, Maine**



completely cracked roof beam. Total failure of member



severely checked wood beam

355 Forest Ave
Portland, Maine



water leak from roof



water leak at front building second floor office roof

355 Forest Ave
Portland, Maine



steel bar joist roof framing at newer addition. some roof decking boards replaced. several leaks and deteriorated decking areas.



vertical wall crack in load bearing cmu at newer addition

355 Forest Ave
Portland, Maine



Wood framed mezzanine at newer warehouse addition

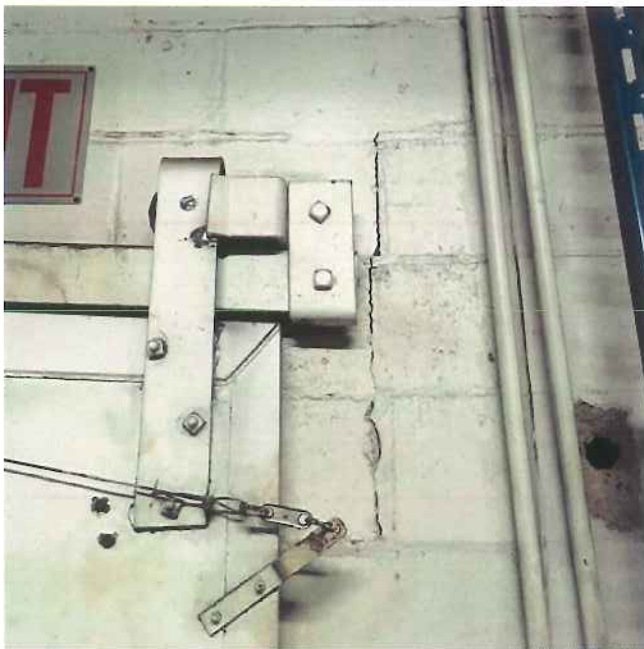


conc slab differential settling and cracks

355 Forest Ave
Portland, Maine



damage to masonry bearing wall at overhead door



settlement crack in cmu warehouse wall

355 Forest Ave
Portland, Maine



wear and cracking in conc. slab



differential settlement and cracking of slab

355 Forest Ave
Portland, Maine



rotted leaking roof decking



water stain due to roof leak at rotted decking

355 Forest Ave
Portland, Maine



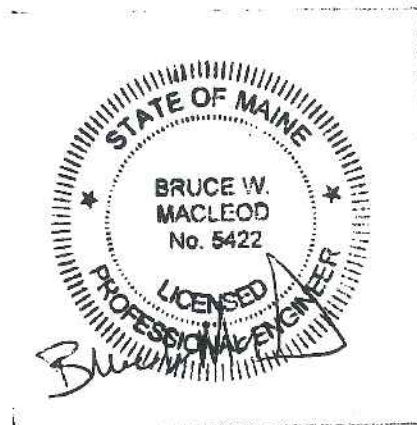
settlement and cracking in conc slab by overhead door



369 Forest Ave
Portland, Maine

**STRUCTURAL EVALUATION OF EXISTING BUILDING
JANUARY 25, 2016**

**PREPARED FOR:
TMC NEW ENGLAND LLC**





369 Forest Ave
Portland, Maine

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369 Forest Ave
Portland, Maine

EXECUTIVE SUMMARY:

This report concerns the structural condition of 369 Forest Avenue. The building is one story plus basement with brick masonry exterior walls, wood framed roof, and a mix of concrete and wood framed first floor. The building is in poor structural condition. Repair and renovation costs likely will not be financially viable. Demolition of the building is recommended.

INTRODUCTION:

This report concerns the building located at 369 Forest Avenue. The report provides a description of the building, findings of the structural condition, and a professional opinion on the condition of the building based on visual observation, measurement, and analytical calculations.

AUTHORIZATION:

This report was authorized by TMC New England LLC.

DESCRIPTION OF STRUCTURAL SYSTEMS/ELEMENTS (BUILDING DESCRIPTION):

The building is one story plus basement with brick masonry exterior walls, wood framed roof and a mix of wood and concrete floors. The exterior of the building has some areas where the brick masonry is deteriorating. This primarily occurs around openings.

The basement is a full basement. It has concrete foundation walls and a concrete slab on grade. Approximately 3/4 of first floor is a reinforced structural concrete slab. The front 1/4 of the first floor is wood framed. The basement is used for storage. The basement walls are concrete and are cracked in several locations. The first floor framing is visible from the basement. The wood beams and posts are badly split and deteriorated. The wood joists are 2x8s @16"oc spanning 11ft. Some repositing and reinforcing of the floor has been done in the past. This section of the floor is in poor condition and the joists are overstressed. Due to the failing wood floor framing, the first floor is not level.

The rear 3/4 of the first floor is a structural reinforced concrete slab supported by concrete beams and columns. In some locations there are significant cracks in the beams and columns. The cracks in the beam to column intersections indicate complete failure of the structural system. The concrete floor is not structurally sound and is subject to collapse under certain loading conditions.

The roof framing was visible in a few locations. The framing consists of wood joists, 2x12s @ 16"oc spanning 20-23 ft to support beams. There were cracks observed in at least one of the roof joists.



369 Forest Ave
Portland, Maine

FIELD INVESTIGATION FINDINGS (STRUCTURAL CONDITION):

The exterior brick facade has some signs of deterioration consisting of loose/missing bricks, and deteriorated mortar joints. This is noticeable below the front windows and in various other places. The first floor wood framing is not structurally adequate for code prescribed loads. The structural concrete first floor slab has significant cracks in the beams and columns. In particular are cracks at the column/beam connection. These cracks create an unstable structural condition which may subject these elements to collapse under certain loading conditions. The roof framing members are inadequate to support the necessary code prescribed snow and dead loads. Some of the roof joists are cracked. Collapse of cracked roof joists is a significant potential danger.

CONCLUSIONS:

Significant remedial work will be needed to this structure if it is to continue in service. Repairs to the exterior masonry are needed. The first floor framing is not adequate to support the live and dead loads. There are catastrophic cracks in the concrete columns and beams supporting the first floor. The main beams and columns require replacement. The roof framing system will require a complete redesign and reconstruction in order to provide a safe structure.

RECOMMENDATIONS:

The structure is in a state of significant decay. The major framing elements are seriously compromised. Given the extensive remediation and renovations necessary, the cost of such work will be very significant. It is likely that the cost of the repairs outweighs the financial benefit of keeping the building. I recommend demolition of this building be given strong consideration.

LIMITATIONS:

There are limitations to the report in that not all structural elements in the roof were visible. However, a sufficient number of structural elements were visible such that conclusions about the condition of the buildings were possible. The primary structural elements supporting the first floor were completely visible. These elements are critical for supporting the floor.

FIGURES/PHOTOGRAPHS:

Please see the attached pages.

MacLeod

Structural Engineers, PA

369 Forest Ave
Portland, Maine



front elevation



side elevation

369 Forest Ave
Portland, Maine



back entrance



side elevation

369 Forest Ave
Portland, Maine



foundation wall damage

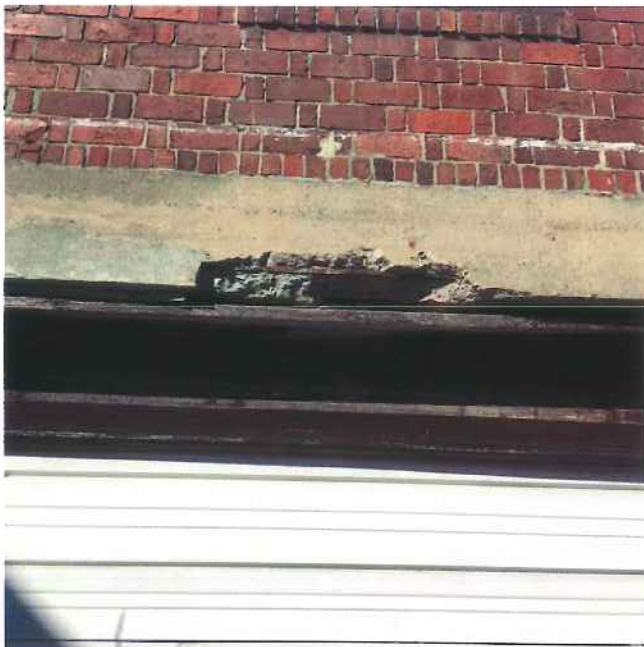


foundation wall thru crack

369 Forest Ave
Portland, Maine



opened masonry joint leaking water into building



spalling of concrete at overhead door

369 Forest Ave
Portland, Maine

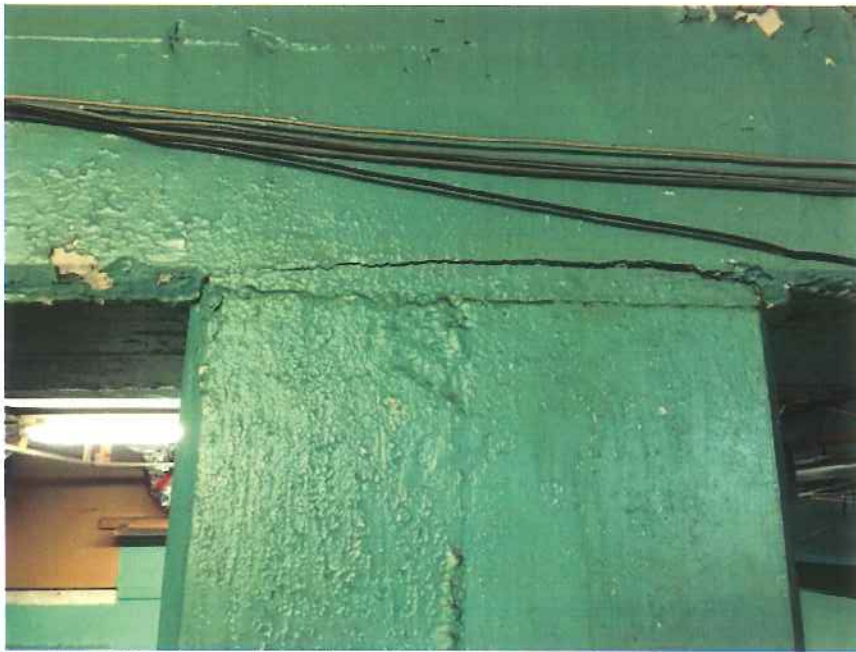


severe cracking in foundation wall



severe cracking in foundation wall

369 Forest Ave
Portland, Maine



catastrophic thru crack at beam/column connection



catastrophic thru crack at beam/column connection

369 Forest Ave
Portland, Maine



shear crack in concrete beam



severe degradation at floor/wall connection

**369 Forest Ave
Portland, Maine**



framing failure over door



crack in first floor support beam

369 Forest Ave
Portland, Maine



crack in overstressed roof joist



water stain at roof leak



Bernstein, Shur,
Sawyer & Nelson, P.A.
100 Middle Street
PO Box 9729
Portland, ME 04104-5029

T (207) 774-1200
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Mary E. Costigan
(207) 228-7147 direct
mcostigan@bernsteinshur.com

January 27, 2016

Portland Historic Preservation Board
389 Congress Street
Portland, Maine 04101

RE: Eligibility Determination for Forest Avenue

Dear Board Members:

I am writing on behalf of Palmer Spring Co., the owner of 351-355 Forest Avenue and D & J Weeks Properties, the owner of 369 Forest Avenue.¹ Palmer Springs is a family business that was founded in 1849, opening the Portland branch at 355 Forest Avenue in 1930. After many years of operating in a building that is failing structurally and that their business had long-outgrown, the properties are now under contract for sale. Palmer Spring is looking to relocate its business to a new location in Portland that is safer for its employees and customers and is more suitable for its operations. A finding of eligibility would have a significant impact on the ability of Palmer Spring to continue to operate in Portland.

Eligibility Determination

The above-referenced properties are under consideration by the Historic Preservation Board to determine whether they are eligible for local listing under the criteria for designation as a landmark or district. Due to the lack of historic significance necessary to earn landmark or historic district status and due to the significant alterations made to these buildings over the years, we believe that the buildings are not eligible for local listing.

As you are aware, in order to determine whether a building or buildings are eligible for local listing, the Board looks to the minimum criteria for designation of a building or buildings as landmarks or a district. The Board must determine whether 1) each building individually has a "high degree of historical, cultural and/or architectural significance"

¹ The other building under consideration by the Board – 371-373 Forest Avenue – is not owned by Palmer Spring or D & J Weeks Properties. However, we believe that this building is also ineligible for listing, due to its lack of historic significance and structural condition.

in order to be designated as a landmark, or 2) the area in which the buildings are located are comprised of a substantial number of structures that have a high degree of cultural, historic, architectural or archeological significance and integrity such that the area should be designated as historic district. In making this determination, the Board must find that the area or building meets one of the minimum criteria for designation set forth in Section 14-610 of the Land Use Ordinance and that the area or building has sufficient integrity of location, design, condition, materials and workmanship to make it worthy of preservation or restoration pursuant to Section 14-611.

There was some discussion in the staff memo and at the Board workshop as to whether the buildings would qualify for designation as a "multiple property designation." Currently, the Land Use Ordinance does not contemplate such a designation. A building or buildings must either qualify independently as a landmark or as part of a district under the current ordinance provisions. The final criterion set forth in Section 14-610 does allow for buildings to meet the minimum criteria for designation if they represent "a significant cultural, historic, architectural, archeological or related theme expressed through distinctive structures that may or may not be contiguous." Although this allows for the designation of non-contiguous theme-related structures, such designation must still fall within the ordinance structure of the creation of a district.

Historic Surveys

As set forth in Deb Andrews' memo to the Board dated January 7, 2016, two recent architectural surveys have been performed for the area of Forest Avenue between Route 295 and Woodford's Corner. A 2011 survey performed by MDOT included opinions by a historic preservation consultant and by the Maine Historic Preservation Commission. The consultant found that there were no properties eligible for listing in the National Register. The MHPC found that eight buildings on Forest Avenue (including 355 and 369) and one building on Deering Avenue are eligible for listing under Criteria A for evaluation for listing in the National Register – "associated with events that have made a significant contribution to the broad patterns of our history." MHPC recognized that the "historic function has, for the most part, changed and alterations have been made to the store fronts," but found the buildings to be eligible based on their relationship to early twentieth century automobile dealerships. Notably, MHPC did not consider the integrity of the location, design, condition, materials and workmanship of the buildings under consideration.

Greater Portland Landmarks also completed a recent study of the area. The Historic Context Report provided to the Board sets forth the history of the Forest Avenue area as "auto row" and provides a list of significant surviving resources. The list includes 355 Forest Avenue, but notably excludes 351, 369 and 371-373.

Building-Specific Information

351 Forest Avenue:

- Owned by Palmer Spring Company since ~ 1930 and currently occupied by West 351 Hair Salon.
- A 1924 photo shows that it was once divided and housed two separate businesses with separate front entrances. (See Exhibit 1)
- As shown in the 2016 photo, the interior and the façade have been significantly altered to house only one business with one entrance. (See Exhibit 2)
- Exhibit 3 shows that 351 Forest Avenue is now attached to 355 Forest Avenue and is no longer a stand-alone building.

355 Forest Avenue:

- Owned by Palmer Spring Company since ~1930 and occupied by Palmer Spring Company.
- The first addition to the building was in 1960.
- In 1976, the front façade was changed and the orange panels were added. (See Exhibits 3-6)
- The second addition to the building was in 1981, when the rear of the building was demolished and five bays were added. (See Exhibit 7)
- In 1988, the buildings located at 355 and 351 Forest Avenue were joined together. (See Exhibit 3)
- As shown in Exhibits 1, 3, 4, and 5 the large side windows in the front of the building have been removed and filled in.
- In addition to the significant alteration to the front façade with the orange panels and new front door, the west-facing façade has also been significantly altered. As shown in Exhibits 4 and 5, the large front window has been removed and filled in, and none of the smaller windows along the western side remain.
- The entire east-facing façade no longer exists, as 355 was connected with 351 in 1988.

369 Forest Avenue:

- Owned by D & J Weeks Properties since 2000 and currently occupied by Creative Trails.
- The interior has been completely gutted and renovated since 2000.
- The front façade has been altered and the windows on the side facades have been removed and filled in.

January 27, 2016

Page 4

Based upon the information presented to the Board, as well as the information provided herein regarding the significant alterations to the buildings and their current structural condition, the buildings individually do not qualify as landmarks, nor does the area in which the buildings are located qualify as a historic district under the Ordinance. None of the buildings under review have a high degree of historical, cultural and/or architectural significance necessary in order to be designated as a landmark. Such a designation is reserved for exceptional buildings such as the John Calvin Stevens House, the Cathedral of Immaculate Conception or the Abyssinian Meeting House, to name a few. In addition, the area in which the buildings are located does not contain a substantial number of structures that have a high degree of cultural, historic, architectural or archeological significance and integrity such that the area should be designated as historic district.

Finally, none of the buildings has sufficient integrity of location, design, condition, materials and workmanship to make it worthy of preservation or restoration pursuant to Section 14-611. They all have had significant alterations over the years and no longer resemble the original structures sought to be preserved.

We therefore request that the Historic Preservation Board find that 351, 355 and 369 Forest Avenue are not eligible for local listing.

Thank you for your time and consideration. Please let me know if we can provide further information.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Mary E. Costigan', with a long horizontal flourish extending to the right.

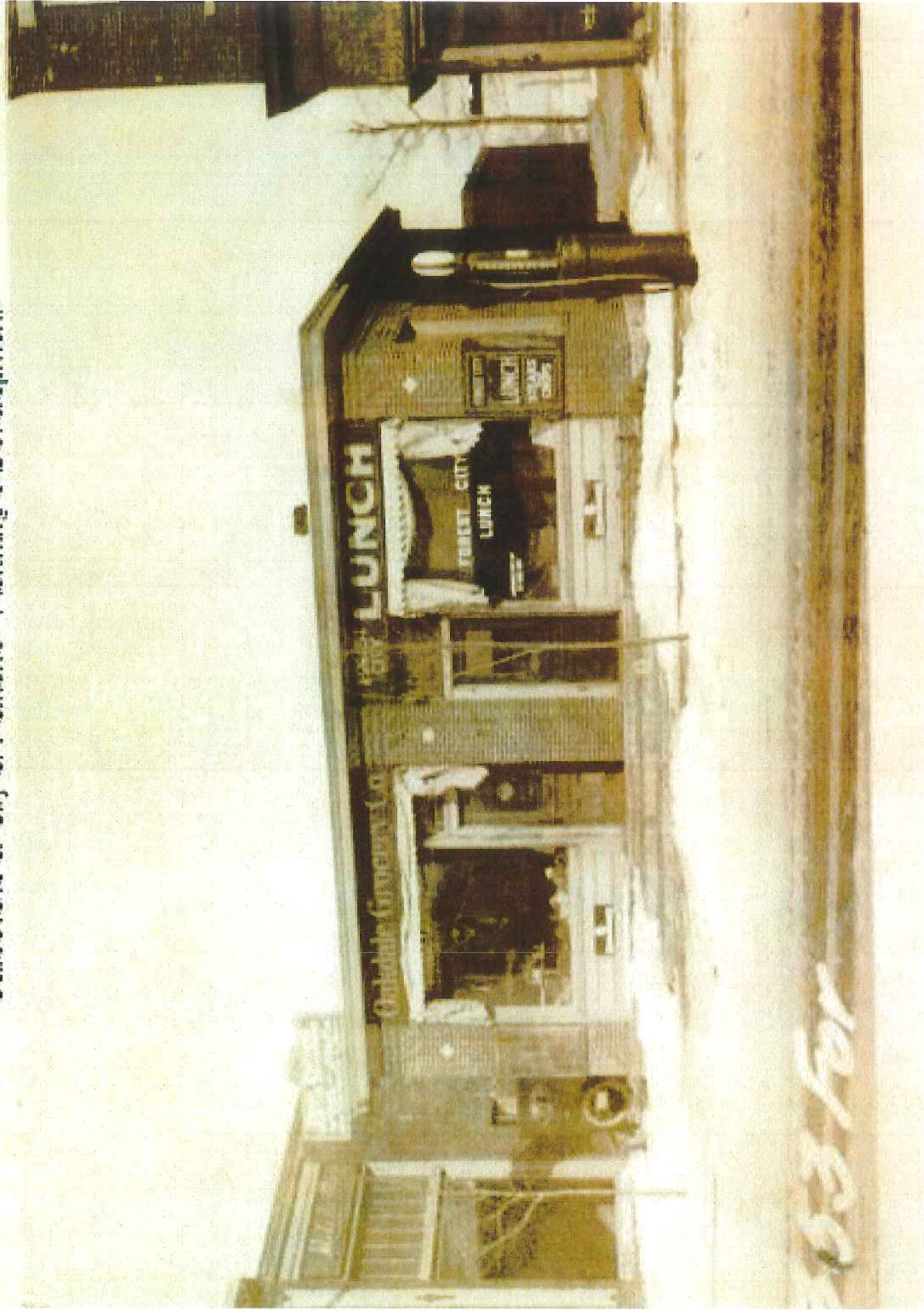
Mary E. Costigan

cc: David Weeks

EX. 1

www.maine-memory.net/item/55012

Collection of City of Portland - Planning & Development



Ex. 2







Ex. 5



EX. 6



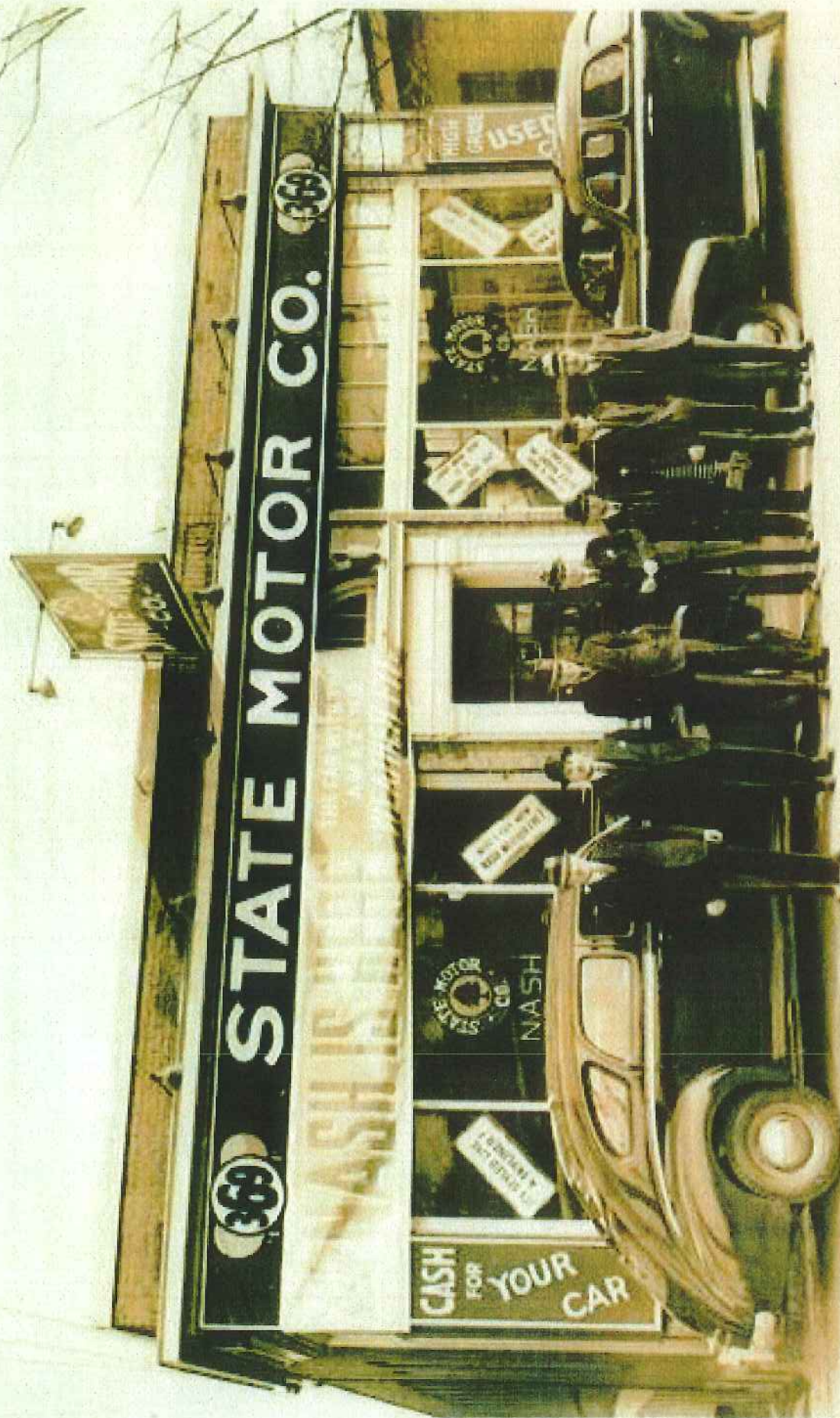
1978



Portland, Me.

Ex. 7





Ex. 9



Deb Andrews - 351-379 Forest Avenue

From: Brock Clarke <brockwayclarke@yahoo.com>
To: "dga@portlandmaine.gov" <dga@portlandmaine.gov>
Date: 1/12/2016 8:53 AM
Subject: 351-379 Forest Avenue

Dear Ms. Andrews,

I'm writing in response to the Press Herald article about CVS wishing to demolish a series of buildings--older buildings--on Forest Avenue. Ignoring the fact that there is a CVS less than a mile from the site, and that there are two more chain drugs stores with large parking lots less than a mile from the current existing CVS (although I don't think this fact *should* be ignored) it seems lunatic to allow these buildings to be torn down, especially given the 2011 Transforming Forest Avenue study, which recommended that the city encourage "higher density, mixed use development, rather than suburban-style stores with large parking lots." Indeed, the current Palmer Spring, Forest Gardens, and Munster TV buildings are exactly the kind of older, historic buildings that the city should preserve as it tries to transform that section of Forest Avenue from an escape from the city to a vital part of the city itself. I do hope the Historic Preservation Board will recognize this and protect these buildings, and prevent them from being demolished to make way for yet another chain drugstore on Forest Avenue.

Sincerely,

Brock Clarke
8 Matthews Street

Deb Andrews - Re: Proposed demolitions on Forest Ave

From: "AJ Piteau" <ajp@myfairpoint.net>
To: <dga@portlandmaine.gov>
Date: 1/12/2016 12:31 PM
Subject: Re: Proposed demolitions on Forest Ave

To: The Portland Historic Preservation Board

I am writing to the board to express my opinion over the proposed demolitions being planned on Forest Ave.

The site that I will focus on is the building that houses 'Forest Gardens' (and historically 'The Bard').

However, I do feel there would be a historical loss for 'The Palmer Spring Co.' should it be razed. It has been at that location since my earliest childhood recollections.

'Forest Gardens' is much more than a 'local watering hole' as referred to by the press. It has always been a 'community gathering place' for many important historical and community enrichment purposes which I cite below.

- The 'Gardens' and under the establishments' prior names has been a pre-Thanksgiving Day Game breakfast meeting place for the entire Portland community, not just PHS and DHS alums. Former Portland residents travel from other places in the U.S. just to re-live the history of the event and remain a part of it in the present. The 'Gardens' also is the place to be for any other college or HS local sports pre- and post-game gatherings...a huge part of the city's history. I might add that this form of tourism also helps to sustain and grow the Portland economy. Legends, such as Frank Sinatra have entered these portals.

- Over the many years, Forest Gardens has always sponsored and supported many local youth and adult teams and non-profit community organizations in their promotional, personal cause and group fundraising efforts...helping to forge more of Portland's unique historical position as a city of caring and diversity.

- From the days of Portland Teachers College and UM-P to UMP-G to the present USM, the "Gardens" has been a part of the college environment, where students, administration and faculty could meet and mix informally, thus enhancing a more open learning experience. We lost the other campus friendly business, 'Bleachers' (formerly 'The Rustic') to so-called progress a while back. To lose the only remaining establishment of its' kind from this location would be akin to there not being any such place left at Harvard Square.

- The 'Gardens' has been the site of many pre and post- funeral / memorial service gatherings to toast and remember those lost and their contributions to the city's

community history.

- 'Forest Gardens' has never been a cause for concern to local officials as being a problem site for law enforcement. Many '1st Responders', past and present, are customers there.

'Forest Gardens' is NOT just another watering hole. A book could be written about its' history and importance to the community it has served in so many capacities. Why would Portland want to add a black mark on its' future planning efforts to simply 'pharma-downsize' and eliminate an integral part of a long and valued history of what is truly a landmark treasure?

I hope this proposed tragedy gets scuttled because we don't need to lose any more of where we come from.

Thank you for reading my opinion.

Art Piteau

Graduate of Cathedral Grammar & JHS; Jack JHS & PHS (class of '70); UM-P & UMP-G
Born and 'razed' on 153 Franklin St (pun intended)

Moved to 107 Woodlawn Ave (post eminent domain for the arterial)

Now residing at 81 Hall Rd Windham ME 04062

892-1516

ajp@myfairpoint.net



This email has been sent from a virus-free computer protected by Avast.
www.avast.com

Deb Andrews - Forest Avenue CVS Project

From: Steven Quattrucci <stevequattrucci@gmail.com>
To: <DGA@PORTLANDMAINE.GOV>
Date: 1/13/2016 3:55 PM
Subject: Forest Avenue CVS Project

Hi Deb,

I am deeply concerned about the proposed CVS development on the 300 block of Forest Avenue. The four or five buildings that the developer wants to tear down have significant historical value to the City and are important to the fabric of the Oakdale community. Moreover these buildings provide housing and space for small, local businesses and should be preserved. Please do what you can to save these buildings -- thank-you!!

Steve Quattrucci
26 Longwood Terrace
Portland, ME 04102

--

Steve Quattrucci
Sales Manager
Micucci Grocery/Portland Specialty Foods
45 India Street
Portland, ME 04101
207.939.5616

Deb Andrews - 351-355 Forest Ave & associated properties

From: Elizabeth Parsons <ecparsons33@hotmail.com>
To: "dga@portlandmaine.gov" <dga@portlandmaine.gov>
Date: 1/13/2016 9:48 AM
Subject: 351-355 Forest Ave & associated properties
CC: "jlevine@portlandmaine.gov" <jlevine@portlandmaine.gov>

Dear Deb:

Greetings from Winter Street and Happy New Year!

This note expresses my concern about plans for the above mentioned properties as described in yesterday's *Press Herald* ("Demolition plan highlights city buildings' past," p.1). There are important historic issues related to the buildings in question—as you all will discuss this evening.

It seems to me there are crucial future issues involved as well. Demolishing old buildings for a new chain pharmacy appears exactly counter to the type of visionary urban planning described in Richard Barringer's and Frank O'Hara's *Sunday Telegram* piece the day before yesterday ("Growing a vibrant city," Section D, page 1). For instance, new village centers would be far more inviting if they repurposed old buildings with character than if they simply mimicked the repetitive construction ringing the outskirts of American cities these days. And if CVS wishes to put in a store in that spot, how about renovating rather than demolishing?

I hope you and other City officials will weigh this matter very carefully, viewing things from the standpoint of preserving Portland's past and protecting its future.

Thank you for your consideration,
Liz Parsons

Deb Andrews - Fwd: 351-379 Forest Avenue

From: Jeff Levine
To: Deb Andrews
Date: 1/13/2016 9:00 AM
Subject: Fwd: 351-379 Forest Avenue

For the HP Board.

>>> James Cabot <jecabot@gmail.com> 1/12/2016 11:26 PM >>>

Dear Mr. Levine,

I am writing with regard to the proposal to tear down the block at 351 to 379 Forest Avenue to make way for a new CVS pharmacy, as reported in the Portland Press-Herald this morning. This is an unfortunate project, which would not add to Forest Avenue and to the neighborhoods surrounding it.

My family and I own a house in a neighborhood just off of the section of Forest Avenue that runs between I-295 and Woodford's Corner. There are attractive, historic and pedestrian-friendly neighborhoods on both sides of this stretch of Forest Avenue. Forest Avenue itself is an evolving street, with problems such as a challenging pedestrian environment and excessive vehicle speeds, but with a ton of potential. As the City of Portland describes on its "Transforming Forest Avenue" webpage, this section of Forest Avenue has high-density, mixed-use buildings, historic "auto row" buildings and abundant opportunities for infill development. However, the City also notes that the street faces increased challenges from auto-oriented land uses and diminished pedestrian and bicycle accessibility. This proposed development appears to be a big step in the wrong direction. It would tear down Forest Avenue's existing assets, while increasing its existing challenges.

From Skillful Home Recreation, to Reve fitness studio, to GreenLight children's play space, to the new Abilene and Woodford F&B restaurants in Woodford's Corner, to the venerable Great Lost Bear (and the list goes on), there are many dynamic businesses along Forest Avenue which are creatively reusing existing - and in many cases historic - architectural assets to create a vibrant, pedestrian-friendly "Main Street" for the residential neighborhoods around Forest Avenue and to draw people from the rest of Portland and beyond. Please do not allow a return to bad, old forms of "suburban-style" architecture that do not work in the context of a key city street like Forest Avenue.

In the close vicinity of this proposed project are two Walgreens, two CVS (one right up Forest Avenue and the second on Congress Street), a Rite-Aid, an Apothecary by Design and a Hannaford pharmacy and supermarket. There is a second supermarket (Trader Joe's) as well. Portland does not need to destroy historic streetscapes to build another chain pharmacy. There are many examples from around Portland where buildings such as these have been creatively repurposed to house new and vibrant businesses.

Respectfully submitted,

James Cabot

From: Cynthia Henriques <rhenriqu@maine.rr.com>
To: <DGA@portlandmaine.gov>
Date: 1/13/2016 11:40 AM
Subject: Palmer Spring

Hi Deb,

A voice from the past here!

We—the Skyline Farm Carriage Museum Board—are concerned about the possible loss of the Palmer Spring Company building. Ursula Baier and I are sure that they made springs for many local carriage makers (not just wagons that settled the west) and so are part of Portland's history and the history of transportation. The Skyline Board is meeting tonight and we plan to discuss this and will let you know our conclusions asap. I know that you have a meeting tonight as well, so wanted you to know about our concerns beforehand.

Palmer Springs has a wonderful display of their springs on a wall, and I believe that they brought a display to Skyline some time ago. It is certainly an historical business, and building.

Hope you are well, I know busy, will be in touch soon.

Thanks for your attention.

Cynn timer Henriques

(Still a Landmarks Advisory Trustee, and on Skyline's Board since the beginning!)

From: Annie DiLisio <adilisio@conncoll.edu>
To: "dga@portlandmaine.gov" <dga@portlandmaine.gov>
Date: 1/13/2016 11:58 AM
Subject: 369 forest
Attachments: Annie Signature.pdf

Hi Ms. Andrews,

If you could please pass this note along to the rest of the historic preservation board before their meeting today I would greatly appreciate it.

Mr. Benson, Mr. Wood, Ms. Sheridan, Ms. Pollard, Mr. Turk, Mr. Oldham, and Mr. Harmon:

My name is Annie DiLisio, I am a resident of Cumberland and a Cheverus High School alumna, class of 2013. I am currently a junior at Connecticut College studying behavioral neuroscience. I write you out of deep concern for 369 Forest Avenue, Creative Trails, my former place of employment. My senior year at Cheverus I was placed at Creative Trails for my Arrupe Service Project. I fell in love with trails, and the following summer (2014) I found myself working there full time, as well as at the Lewiston Location. I understand that your job is to evaluate the historic value of a building, but please let me tell you of the emotional and humanistic value of Creative Trails. The joy, the laughter, the art, and the growth that takes place in that building every day between the hours of 10 and 2 is without saying some of the most important work that takes place in Portland, Maine on any given day.

I understand your place in this situation, and I'm sure that you would agree with me if you stepped through those doors, but please consider this. Individuals with intellectual uniqueness find it difficult to manage change. There is already so much inconsistency in their lives with professionals constantly phasing in and out. Having something stable in their life is important, and the idea, and the location of creative trails is stable. If trails must switch locations I firmly believe that it will lose participants and many of the participants will have new forms of transportation with new drivers. All of these changes are an uncomfortable uprooting and leave participants likely saying goodbye to very important people, locations, and aspects of their day-to-day lives. I know a participant who has been at trails since its opening, and he has thrived tremendously there. I can't imagine him not returning to that exact building every day. In worst case, if Creative Trails did not relocate and was simply gone forever I can not even imagine the implications. They would be huge for so many people.

The summer I was working there I hit a deer on the highway and was concerned about the undercarriage of my car. For free, the men at Palmer Springs (who share a parking lot with creative trails) put my car up on the lift, looked at it, and gave me advice on what to do. Palmer Springs is also a great business in portland.

So please, when you are considering protecting these buildings under the ordinance, look very closely and think very seriously. It is sad to see the building-up and gentrification of beautiful cities like Portland, because it often means the downfall of historical, meaningful, and smaller businesses such as these three. I would hate to see what happened to the train station at the corner of St. John street occur again. The hannaforde pharmacy is directly behind creative trails and is in walking distance from where the new one would be. There is also a Walgreens that is equidistance further up Forest. I know because when I worked at trails I walked to both of these locations many times.

I am a young, active, and interested participant in the historical value of Maine. I have donated items to both the Cumberland and Portland Historical Societies. I take these issues to heart.

There is no need for the demolition of these buildings. Please consider keeping portland beautiful, keeping it original, and keeping it historic. If it's not considered beautiful and historic now, it sure will be in 75 years.

Thank you for your time and consideration.

Sincerely,
Annie DiLisio

Deb Andrews - destroying history to make way for another CVS store

From: "Gregory Morneau" <nunu@gwi.net>
To: <dga@portlandmaine.gov>
Date: 1/13/2016 7:40 AM
Subject: destroying history to make way for another CVS store

Good morning members of the Portland Historic Preservation Board:

Just a note to encourage you to think long and hard about the destruction of buildings on Forest Ave, for yet another CVS pharmacy. Those building have a lot of character and hours of history for many UMP, POGO, and University of Southern Maine students and faculty. Being born and raised in Portland, attended USM in the early seventies and frequented a locally owned small business, known affectionately as "The Gardens!" Many local and world problems were and still are solved at this establishment. To lose this very special place would be a crying shame. Rick, the proprietor is a very unique and wonderful person, as well as a former classmate and graduate of USM. You would not only be taken away historic buildings, but a work of art in displacing Rick Piacentini. I am hoping that the Forest Gardens will be around to shape the future of the USM students and locals for many years to come.

Regards,

Greg Morneau

Information from ESET NOD32 Antivirus, version of virus signature database 12862
(20160113)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Deb Andrews - Proposed new CVS on Forest Avenue

From: Margo Dittmer <margodittmer@gmail.com>
To: <dga@portlandmaine.gov>
Date: 1/22/2016 11:02 AM
Subject: Proposed new CVS on Forest Avenue

Dear Deb,

I'm sure you've heard from a lot of people about the potential demolition of several buildings on Forest Avenue in order to accommodate a new CVS. I would like to add my voice against this proposal.

First of all, why can't CVS work within the existing strip mall it is in to expand, instead of creating yet another chain store/strip mall area on Forest Avenue? I'm sure it's been brought to your attention that a new CVS, and the elimination of older, sidewalk-abutting buildings on Forest Avenue goes against the long term design & planning goals for this area that Portland established. Let's not see those tossed aside, but instead try to preserve the pedestrian-oriented scale that exists in that stretch of Forest Avenue.

I hope the Historic Preservation Board will weigh in on protecting these buildings, or demanding that any new development be on a similar scale and abutting the sidewalk.

Sincerely,
Margo Dittmer
27 Norwood Street

Deb Andrews - Re: Forest Avenue properties proposed for demolition - background information

From: John Thibodeau <jet627@icloud.com>
To: Deb Andrews <DGA@portlandmaine.gov>
Date: 1/23/2016 7:39 AM
Subject: Re: Forest Avenue properties proposed for demolition - background information

Thanks, Deb. Can you put me on the list of interested parties? And is there a time and location scheduled for the Feb. 3rd public hearing?

Best, John Thibodeau

On Jan 14, 2016, at 4:09 PM, Deb Andrews <DGA@portlandmaine.gov> wrote:

Following last night's Historic Preservation Board workshop regarding the question of eligibility of Forest Avenue buildings for historic designation, you requested a copy of the background material that was provided to members of the HP Board. Following is the link to the full packet of information, including a copy of the Forest Avenue/Stevens Avenue report prepared by Greater Portland Landmarks: www.portlandmaine.gov/AgendaCenter/ViewFile/Agenda/1527. (See Item #3)

I hope this is helpful. As a reminder, a public hearing on this matter is scheduled for Wednesday, February 3rd. I am happy to put your names on our list of interested parties so that you receive a meeting notice.

Feel free to contact me if you have questions going forward. My phone number is 874-8726.

Deb Andrews
Historic Preservation Program Manager

ÂÂ <1-13-15 Forest Avenue eligibility determination.doc>

Deb Andrews - Forest gardens

From: steve <smrand2@gmail.com>
To: <dga@portlandmaine.gov>
Date: 1/24/2016 1:47 PM
Subject: Forest gardens

I'm sure I will echo what you have heard from many already but it would be really sad if forest gardens was closed. There is a Walgreens close by and another cvs already close by. There is really no need for another pharmacy store here. Rick , the owner, is a great guy and I'd really hate to see his place close. My family and friends enjoy it there a great deal. Please save forest gardens

Deb Andrews - Saving history

From: Mary Feigenbaum <maryfeig11@gmail.com>
To: <dga@portlandmaine.gov>
Date: 1/27/2016 7:29 PM
Subject: Saving history
CC: Mary Feigenbaum <maryfeig11@gmail.com>

Dear Ms. Andrews and the Preservation Board,

We would like to comment on saving a local landmark - Forest Gardens. This business, along with Munster's TV and Palmer Spring, have historic meaning for Portland. Forest Gardens has been more than just a building over the years as you can see from some of the memories below.

We have been going to Forest Gardens for over 35 years. It is a friendly bar, much like Cheers. Rick Piacentini knows everyone's name and what they will order. My children came to Forest Gardens to visit "Uncle Ricky" and got a lollypop with their cheeseburgers. He still remembers them when they drop in now at ages 27 and 30. They still refer to him as "Uncle Ricky".

When our children were young, we met at Forest Gardens the 1st Saturday of each month. Everyone knew to get babysitters for the 1st Saturday! This was about 30 years ago, and some of us are still meeting on 1st Saturdays even now!

There is a Scrabble group that meets each week.

There is a group of professional women who meet each Friday - I believe a judge, some lawyers, assistant D.A. and others high profile women.

There is a group from Portland High that meet the last Saturday of each month as well.

The night before Thanksgiving as well as Thanksgiving morning, Forest Gardens is packed. Everyone home for the holidays know their friends can come "home" to their favorite bar. This has been a tradition before the Portland/Deering football game for as long as we can remember. Even past coaches from the 2 schools have been there.

My husband got Sparky Lyle's autograph at the Gardens!!!

The city is concerned about affordable housing. Do they know there are 4 apartments over Munster's and Forest Gardens, very affordable and right on the bus line.

We celebrated Mary's 50th birthday party at Forest Gardens along with a childhood friend who also turned 50. It was a memorable event with probably 75 people in and out to wish them well.

Forest Gardens has sponsored many sport teams over the years, including bowling.

To our knowledge, there has never been any problems with the bar. We have never known the police to be called. In fact, there are firemen and policemen there at any given time. It is also a popular spot for postal workers, workers from Oakhurst Dairy, and USM students. Everyone is welcome at Forest Gardens!!!!

Please consider keeping this historical landmark. It is our home away from home. Thank you!

Glen and Mary Scanlan Feigenbaum

Deb Andrews - 351,355,369,371&373 Forest Ave

From: "Kimber" <kimber@stormwindows.com>
To: <dga@portlandmaine.gov>
Date: 1/28/2016 1:09 PM
Subject: 351,355,369,371&373 Forest Ave

Why destroy what you have, it looks like in some cases there are businesses in these buildings.
We can help with energy savings & sound proofing along with other company's in your own town.
If you must have another cvs, have them occupy a building that's already built!

Kimber Degling

Innerglass Window Systems, LLC.
15 Herman Drive
Simsbury, CT 06070

1 800-743-6207
860-651-3951
www.stormwindows.com
Kimber@stormwindows.com

Deb Andrews - save forest gardens

From: Ronald Bougie <boug62.62@gmail.com>
To: <DGA@portlandmaine.gov>
Date: 1/28/2016 10:11 AM
Subject: save forest gardens

dear ms Andrews please save forest gardens, thank you ron bougie

Re: Demolition plan highlights history of Portland buildings. Jan. 12

To the Editor:

AND

Dear Portland Historic Preservation Board:

We are responding in both a letter to the Editor of the Portland Press Herald and a letter to the Portland Preservation Board to express our opposition to the proposed demolition of the building that holds Forest Gardens, our beloved bar.

More than ten years ago, one of us suggested to another, after a walk on Baxter Boulevard, let's find a place to have a drink. Sharon Ultsch initiated by that suggestion a Friday evening ritual that would endure to any most recent Friday. Her friends, and Sharon too, when in town, continue to gather on a red banquette in the rear of the plain, boisterous, welcoming Forest Gardens, a hang-out for postal workers, CMP repair guys, lawyers, high school teachers and principals and us, a group of now grey-haired women who have expanded in number and continue to grow, and who include city workers, a nursing instructor, two nonprofit fund raisers, a college tutor, a college administrator, a textbook editor, a public school teacher and a college teacher as well as a retired economist and a newly fledged alternative energy saleswoman.

But it doesn't matter so much who we are as it does that Rick Piacentini, the Friday night bartender and owner of the business, dispenses calm friendliness that has boosted all of our spirits over the years, along with \$3.75 pints of Geary's. For the first five or six or seven of the years we have met up, Ray was the bartender, and he remains a staunch friend, sharing knowledge of the pitfalls of raising daughters and granddaughters with his own stellar compassion, earned during many years of teaching in Portland public schools.

This bar is a welcoming haven for its customers, and has been for far more years than we have been frequenting it. It is a working class bar, a place for hipsters to swoop into now and then, a steadfast solid business founded on the need for humans to meet and relax, that carries on without an ounce of pretention. It is a landmark of the City of Portland social history, enduring through downturns and flush times. We are grateful to have a place to go, to meet, to feel at ease even when we get loud – or especially then! We oppose the demolition of this beer garden, which, if there was any justice, would instead be awarded for its many years of exemplary business.

We want to Save Forest Gardens and keep gathering there for many more years to come! Please vote to deny a demolition permit for this project, so we can continue to do so.

Yours truly,
Nancy English
Joanne Fedorocko
Marianne Hill
Caroline Teschke
Sue Inches
Suzanne Piecuch
Lisa Flanagan
Elyse Chiland Tipton
Suzanne Murphy
Linda Stimpson
Marcia Goldenberg
Claire Holman

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

**WORKSHOP
351-355, 369 and 371-373 FOREST AVENUE**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: January 7, 2016

RE: January 13, 2016 **Preliminary Workshop**

Application For: Request for Determination of Eligibility for Historic Designation

Addresses: 351-355 Forest Avenue,
369 Forest Avenue
371-373 Forest Avenue

Introduction

In a letter dated November 20, 2015, Sandra Guay, counsel for CVS, informed historic preservation staff of the company's intent to demolish five structures on the east side of Forest Avenue, near the intersection of Preble Street Extension. Buildings proposed for removal include 351-355, 365, 369, 371-373 and 375 Forest Avenue—see **ATTACHMENT 1, Figure 1** for aerial view of affected structures. Demolition is proposed in conjunction with CVS' plan to construct a new CVS pharmacy on the five contiguous parcels occupied by the buildings. Ms. Guay's formal letter of intent followed a preliminary meeting between the applicant and Planning staff, during which the applicant was informed of the City's demolition approval requirements, which include sign-off by the Historic Preservation office. Consistent with historic preservation ordinance requirements, every demolition request is reviewed by historic preservation staff to determine whether or not the subject structure may be eligible for local and/or National Register historic designation.

While the vast majority of demolition applications reviewed by historic preservation staff involve buildings outside of historic areas and possessing no historic or architectural significance, it has been staff's practice to refer those which warrant more careful evaluation to the Historic Preservation Board. In this case, the subject buildings have been evaluated for their historic and/or significance, at least on a preliminary basis, in two recent architectural surveys focusing on Forest Avenue. Based on the results of these surveys and staff's own preliminary assessment of the affected structures, staff elected to forward the question of local designation eligibility to the Historic Preservation Board.

Note that two of the five buildings identified in Ms. Guay's letter have been determined by staff to be clearly *ineligible* for historic designation. These are the buildings at 365 and 375 Forest Avenue. This finding has been communicated to Ms. Guay—see 12/7/15 letter from Planning & Urban Development Department Director Jeff Levine, **ATTACHMENT 2**.

Wednesday's review session is a preliminary workshop only. The goal of the workshop is to familiarize Board members with the buildings in question and the historical context in which they were built. With that understanding, Board members will be in a position to assess the relative significance of the buildings. Staff has asked that a representative of Greater Portland Landmarks, which completed an architectural survey of Forest Avenue this past summer (discussed below), make a presentation on the purpose, scope, methodology and findings of its survey. Staff will also review the historic preservation ordinance criteria which must be satisfied in order to qualify for local designation as well as the designation options that are available, should the Board determine that one or more of the buildings warrant protection under Portland's historic preservation ordinance.

Enclosed for the Board's review are photos of the subject properties, copies of correspondence between Ms. Guay and City staff; an excerpt from the historic preservation ordinance identifying criteria for designation; a copy of *Forest Avenue and Stevens Avenue Portland, Maine: Historic Context*; and survey forms from a 2011 MDOT-sponsored survey of Forest Avenue.

Available Documentation and Assessments from Architectural Surveys

The buildings along Forest Avenue, specifically the section between the 295 interchange and Woodford's Corner, have been evaluated for their historic and/or architectural significance in two recent architectural surveys.

MDOT survey. In 2011, in conjunction with MDOT's plans for public infrastructure improvements along Forest Avenue, MDOT commissioned an architectural survey of the project area. This survey was mandated by Section 106 of the National Historic Preservation Act, which requires that any project receiving federal funding or licensing should "take into account the effect of the undertaking on any district, site, building, structure or object listed in or eligible for the National Register of Historic Places." MDOT retained architectural historian Martha Burke to conduct a reconnaissance-level survey of the project area and to produce a report on the findings. A copy of survey forms for properties within the applicable area of Forest are enclosed as **ATTACHMENT 5**. A copy of MDOT's report to the Maine Historic Preservation Commission is enclosed as **ATTACHMENT 4**. Finally, a copy of the Maine Historic Preservation Commission's response to MDOT is enclosed as **ATTACHMENT 6**.

The final step in the Sec. 106 review process is for staff of the Maine Historic Preservation Commission (MHPC) to review the findings of MDOT and its consultant and make its own final determination of National Register eligibility for the buildings within the project area. At the bottom of the second page of each survey form, the Commission adds its finding as to eligibility. In this instance, Kirk Mohny, Deputy Historic Preservation Officer conducted the final review. Mr. Mohny's individual findings appear at the end of each form and he

summarizes MHPC's position as to the status of historic resources in an October 3, 2011 letter to MDOT—ATTACHMENT 6.

Note that the survey conducted by MDOT was a reconnaissance-level survey, meaning that the survey was based primarily on visual observation and the experience/expertise of the reviewer to identify buildings of potential historic and/or architectural merit. The reviewer also considers the degree of alteration that might affect the building's eligibility for the National Register. No research is conducted on the historic context of the buildings or area in question. Obviously, more detailed research and documentation would be required to pursue formal listing in the National Register.

MDOT concluded in its Architectural Survey Report that "there are no eligible individual or historic districts within the survey area". Note that the Maine Historic Preservation Commission did not agree with the conclusion of MDOT's report. MHPC identified nine (9) buildings as eligible for the National Register "based on the information in the survey, as well as staff knowledge about the historic function and architectural significance of the buildings in the survey – particularly those related to early twentieth century automobile dealerships." MHPC identified another seven (7) buildings that warranted further research to make a final determination.

In its letter to MDOT, Mr. Mohney identifies the buildings at 355 Forest (built for the Gilson Auto Company; known today as the Palmer Spring Company Building) and 369 Forest (built for the State Motor Car Company) as being eligible for listing in the National Register.

Note that MHPC's consideration is limited to the question of eligibility for the National Register of Historic Places, either individual listing or listing as part of a contiguous district. No consideration is given to potential designation at the local level, the criteria for which may differ.

Greater Portland Landmarks Survey. In June, Greater Portland Landmarks Executive Director Hilary Bassett contacted the Planning Department regarding their intention to conduct an architectural Forest Avenue and Stevens Avenue and to conduct general research on the development of these two corridors. As Ms. Bassett noted, Landmarks had been encouraged by members of the Council to be proactive in identifying historic buildings and areas of the City that warrant further study and had secured a private donation to conduct the survey. It was hoped that the information resulting from the survey would inform future planning/revitalization efforts on these two key off-peninsula transportation corridors. For Forest Avenue in particular, the survey work could supplement the City-initiated "Transforming Forest Avenue" plan for public infrastructure improvements. The Planning Department expressed support for the initiative and Historic Preservation Staff consulted on the project.

Landmarks' work included two components: preparation of a "historic context" report documenting the development history of Forest Avenue and Stevens Avenue, and an architectural survey of historic structures along the two corridors. Architectural historian and preservation consultant Scott Hanson was hired to prepare the historic context report and graduate student interns completed the survey. Following the more

general survey, approximately 15 buildings from each street were selected for further documentation. The project and resulting report were completed in late August—see **ATTACHMENT 7**.

Note that Landmarks' report does not include specific recommendations regarding which buildings should be considered for local and/or National Register designation, nor does it recommend an appropriate type of designation—for example, individual landmark designation, designation as part of a contiguous historic district, or designation as part of a theme-based multiple property designation. Should the Board decide that one or more of the buildings warrant protection under Portland's historic preservation ordinance, the Board will then take up the question of an appropriate designation approach.

As noted above, staff has asked Greater Portland Landmarks to make a brief presentation on the survey and its findings at Wednesday's workshop.

Assessing Eligibility – Ordinance Criteria

In considering the question of eligibility, the Board is guided by the criteria outlined in Division 3 of the ordinance, specifically Sec. 14-610 "minimum criteria for designation" and Sec. 14-611 "integrity of landmarks and historic districts". See **ATTACHMENT 3** for applicable ordinance excerpts. Under these criteria, the Board must consider not only the historic and/or architectural significance of the structure or potential district, but also its integrity. Under the integrity criterion, the Board needs to consider whether the building exhibits "sufficient integrity of location, design, condition, materials and workmanship to make it worthy of preservation or restoration". Under the requirements of the ordinance, both the designation criteria under Sec. 14-610 and the integrity criterion under Sec. 14-611 must be shown to be met.

Designation Options

While the immediate question before the Board is the general eligibility of the subject structures for historic designation, if Board members ultimately determine that designation is warranted for one or more of the buildings, they will need to consider what form the designation takes. Specifically, is it appropriate to designate the identified structure(s) as individual landmarks, to create a contiguous historic district that includes these buildings as "contributing" structures, or, as was discussed recently in the context of the India Street neighborhood designation process, to pursue a "multiple property designation" in which individual structures, that may or may not be contiguous, are designated as representative examples of a significant cultural, historic, architectural or related theme.

Implications of a Determination of Eligibility

If one or more of the three structures identified for Board consideration are determined to meet the criteria for designation, demolition would be possible only if the applicant can meet the test of economic hardship—see Sec. 14-632. Properties eligible for listing on National Register or for local Designation". Upon determination of eligibility, the structure shall also be subject to the ordinance's minimum maintenance provisions until a final decision by the council on

designation becomes effective. If the Board elects to pursue designation, the designation process as prescribed in the historic preservation ordinance would commence.

ATTACHMENTS

1. 11/20/15 letter from Sandra Guay, representing CVS, with attachments
2. 12/7/15 letter to Ms. Guay from Jeff Levine, Director of Planning & Urban Development
3. Applicable ordinance provisions
4. MDOT survey report
5. MDOT survey forms with MHPC notation
6. 10/3/2011 memorandum from MHPC to MDOT
7. *Forest Avenue and Stevens Avenue: Portland Maine Historic Context*, Report and Survey Findings

Att. 1

WOODMAN EDMANDS DANYLIK AUSTIN
SMITH & JACQUES, P.A.

ATTORNEYS-AT-LAW

ROBERT B. WOODMAN
PETER L. EDMANDS
THOMAS DANYLIK
RALPH W. AUSTIN
JAMES B. SMITH
KEITH R. JACQUES
MICHAEL J. O'TOOLE
HARRY B. CENTER II
SANDRA L. GUAY

234 MAIN STREET
P.O. BOX 468
BIDDEFORD, ME 04005-0468
TELEPHONE: 207-284-4581
FAX: 207-284-2078
E-MAIL: SLG@woodedlaw.com

November 20, 2015

Deb Andrews, Historic Preservation Manager
City of Portland
389 Congress St, Fourth Floor
Portland, ME 04101

Re: Demolition of Structures/Forest Avenue

Dear Ms. Andrews:

As you are aware, CVS is proposing to construct a new CVS Pharmacy on Forest Avenue, in Portland, Maine. In order to construct the new store, it will be necessary to demolish structures that are presently located at the project site. The structures to be demolished are located at: 351-355, 365, 369, 371-373 and 375 Forest Avenue. Attached to this letter is an exhibit identifying the location of these structures.

It is my understanding that you and Jeff Levine will be reviewing the above-identified structures in order to determine if any of the properties warrant review by the Preservation Board. If you and Jeff do forward any of the structures to the Preservation Board, it is my further understanding that they will make a determination as to whether the structure should be forwarded to the Planning Board, and that the Planning Board would in turn make either a positive or negative recommendation to the City Council as to whether the structure may be designated landmark property for listing on the National Register of Historic Places. The Council would then make the final determination as to whether or not the structures should be listed. If the Council elects to list a property, the owner can then apply to the Preservation Board for an economic hardship exemption. Kindly let me know if I am mistaken in any part of this procedural outline.

I note that in the Forest Avenue and Stevens Avenue, Portland, Maine, Historical Context Report (Scott T. Hanson, Sutherland Consulting, August 2015) that you have provided to me, of the buildings scheduled for demolition as a part of the proposed CVS project, only the 355 Forest Avenue building is listed as a significant resource. Note however on the

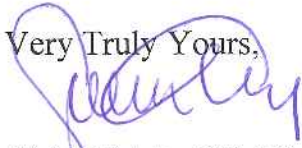
WOODMAN EDMANDS DANYLIK AUSTIN SMITH & JACQUES, P.A.

Deb Andrews, Historic Preservation Manager
City of Portland
November 20, 2015
Page 2 of 2

attached photographs that the 355 Forest Avenue structure, although originally constructed in 1921, has been added to over the years, and the façade has been altered, with the latest addition being constructed in 1985. The structure is therefore no longer preserved in its original state and as such, no longer maintains its original architectural historical significance.

Thank you for your attention to this matter. Kindly let me know if you need any additional information at this time.

Very Truly Yours,

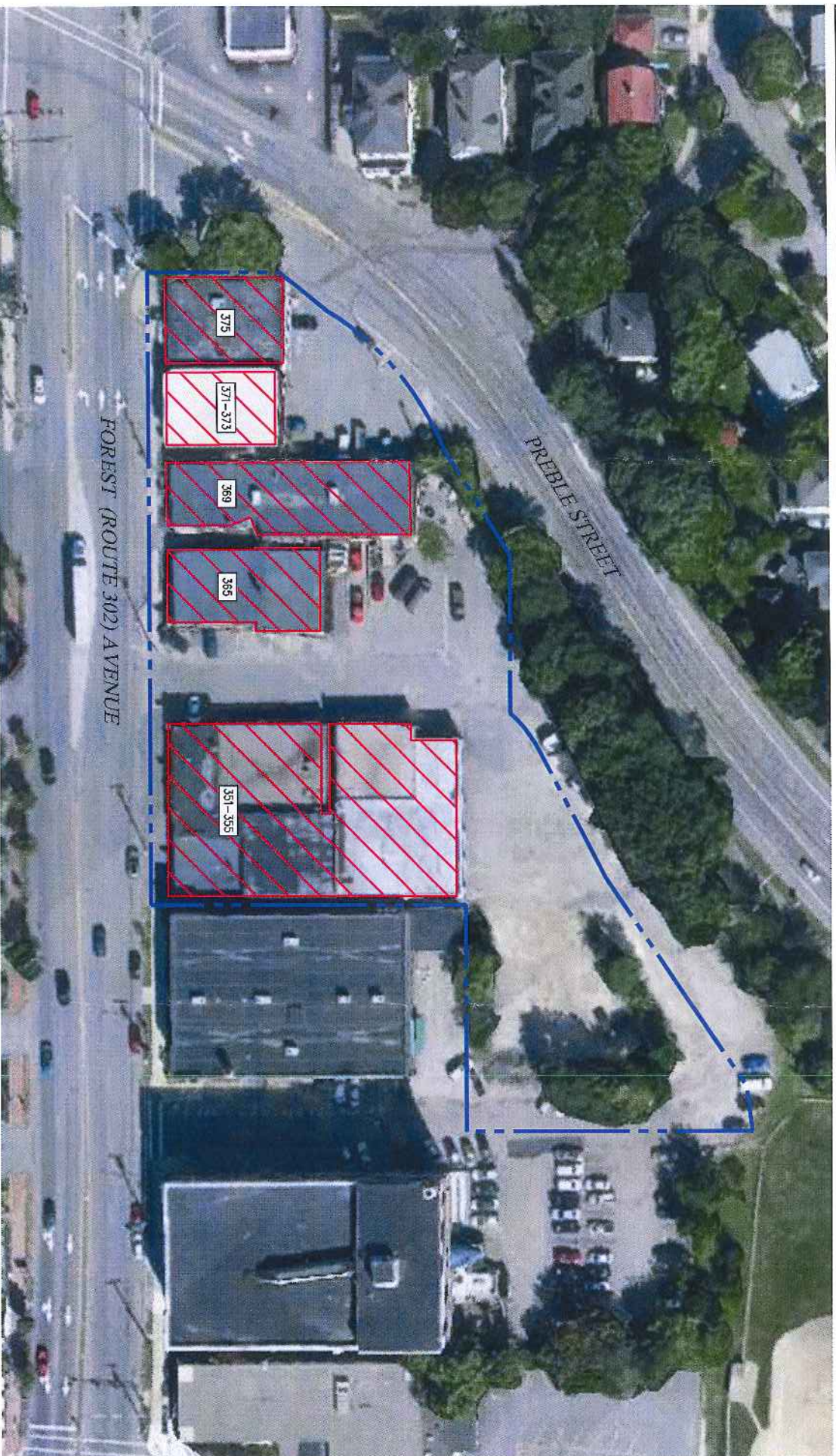


SANDRA L. GUAY

SLG/lb

Copies to:

Mark Bettenhausen, T.M. Crowley & Associates
Dave Fenstermacher, Vanasse Hangen Brustlin, Inc.
Bill Welch, Esquire, Bernstein, Shur, Sawyer & Nelson, P. A .
Michael Kaplan, Kaplan 447 LLC



Demolition Exhibit
Forest Avenue
Portland, Maine

Figure 1

November, 2015







Portland, Maine



Yes. Life's good here.

Jeff Levine, AICP
Director, Planning & Urban Development Department

December 7, 2015

Sandra Guay
Woodman Edmands Danylik Austin Smith & Jacques, P.A.
234 Main Street
PO Box 468
Biddeford, ME 04005-0468

Dear Ms. Guay,

Thanks for your letter dated November 20, 2015, outlining your client's proposal to demolish five buildings on Forest Avenue. We have reviewed this request and the relative eligibility of these buildings for historic designation under the City's Historic Preservation Ordinance (specifically Section 14-632: Properties Eligible for Listing on National Register or for Local Designation.) We have also reviewed our documentation on these buildings, and the study recently completed by Greater Portland Landmarks entitled *Forest Avenue and Stevens Avenue, Portland, Maine: Historic Context*.

Based on this analysis we have decided to forward your client's proposal to demolish the buildings at 351-355, 369, and 371-373 Forest Avenue to the Historic Preservation Board for its consideration at its January 13, 2016 meeting. The Historic Preservation Board will be asked to determine whether any of the three structures proposed for demolition are eligible for historic designation. We have decided that the two other buildings, at 365 and 375 Forest Avenue, are not eligible for designation and can be demolished.

As you might be aware, this office is required to sign off on every demolition application submitted to the City of Portland. This process was put in place to ensure that noteworthy historic structures not yet designated under Portland's historic preservation ordinance can be evaluated for their designation eligibility. In those cases where Historic Preservation staff or Board determines that the subject structure is eligible for designation, the nomination/designation review process as prescribed in the historic preservation ordinance follows. The subject structure is protected until such time that the City Council makes a formal decision on the proposed designation. The ordinance requires that this process move forward in a timely manner.

To assist the Historic Preservation Board in its deliberations, staff will provide Board members with a copy of *Forest Avenue and Stevens Avenue, Portland, Maine: Historic Context*. The report is the product of an architectural survey completed this summer by Greater Portland Landmarks of the Forest Avenue and Stevens Avenue corridors. The purpose of the survey was to identify structures along these two key corridors that warrant consideration for historic designation. The project was undertaken with the cooperation of the City's Planning & Urban Development Department. In addition to documenting selected buildings, the resulting report includes a detailed written history of the two corridors, which provides the context for understanding the relative significance of remaining historic structures on the streets. This type of historic resource inventory process has been an element of a number of the City's recent neighborhood planning initiatives. Landmarks' architectural survey work was timely given various public infrastructure and development initiatives underway for the Woodfords Corner/Forest Avenue corridor. This report, which we provided to you during our earlier discussions, is intended to be a resource and does not include specific recommendations for designations. Determinations of eligibility for designation are made by the City of Portland's Historic Preservation Board, Planning Board (in the case of historic districts) and City Council.

Should the determination be finally made that these buildings can be demolished, these demolitions are also subject to the City's Housing Preservation and Replacement Ordinance.

The January 13, 2016 Historic Preservation Board meeting will be conducted as a preliminary workshop. You are welcome to provide testimony on behalf of your client. I will let you know what time the item is expected to be discussed once the meeting agenda is finalized. A public hearing will follow at a date to be determined.

Sincerely,



Jeff Levine
Director of Planning & Urban Development

Cc: Jon Jennings, City Manager
Stuart O'Brien, Planning Division Director
Deborah Andrews, Historic Preservation Program Manager

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

Att. 3

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

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;

Architectural Survey Report

Portland
PIN 17857.00

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

Prepared for: *Sponsoring agency or entity*
Maine DOT, Environmental Office, State House Station # 16, Augusta, ME 04333-0016, 207-624-3100, David.Gardner@maine.gov.

Dates: *Provide the dates from when the project was started up through when the report was written and/or revised and submitted.*
2 August - 13 September 2011

Level: *Reconnaissance or Intensive*
Reconnaissance

Name of surveyors: *(If different from author, provide contact information for each surveyor.)*
Martha Burke

Continuing project? *If so, please summarize previous efforts.*
No

I. EXECUTIVE SUMMARY

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

II. RESEARCH DESIGN AND BACKGROUND RESEARCH

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

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

B. Project Description/ Scope of Work:

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

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

C. Area of Potential Effect:

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

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

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

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

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

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

D. Survey Boundaries:

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

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

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

E. Survey Methodology:

1. Describe background research method.

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

2. Describe field research method.

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

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

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

Yes

III. SURVEY FINDINGS

A. Acres:

Provide the total number of acres within the survey boundaries.

The survey boundaries include approximately 144 acres.

B. Setting:

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

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

C. Number of Resources Recorded:

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

Ninety-one resources were documented in this survey.

D. Previously Inventoried Properties:

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

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

E. Types of Properties:

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

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

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

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

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

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

F. NR Eligibility:

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

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

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

IV. BIBLIOGRAPHY

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

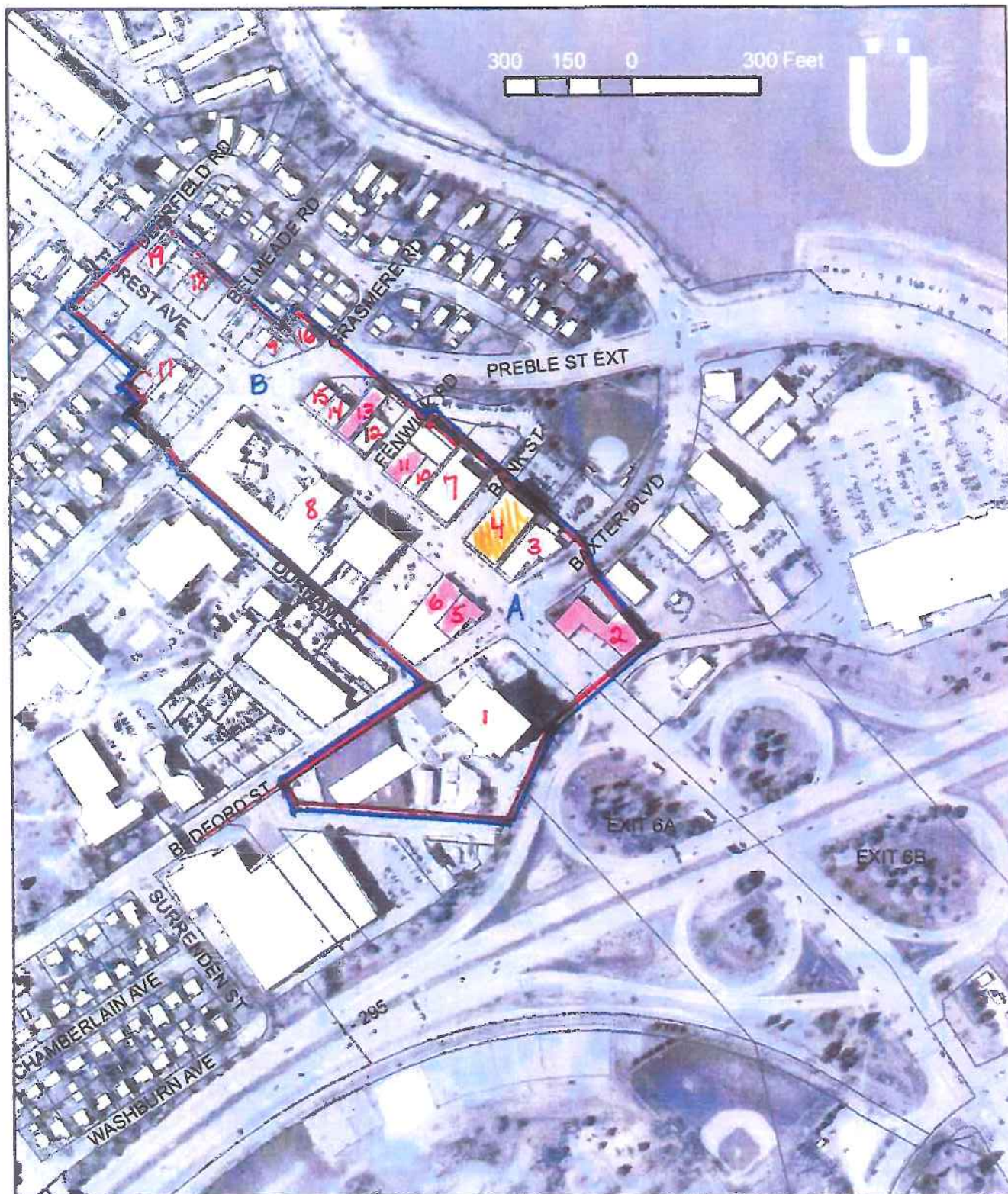
Barry, William David, and Anderson, Patricia McGraw. Deering: A Social and Architectural History. Greater Portland Landmarks, Inc., 2010.

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

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

V. FINDING OF EFFECTS

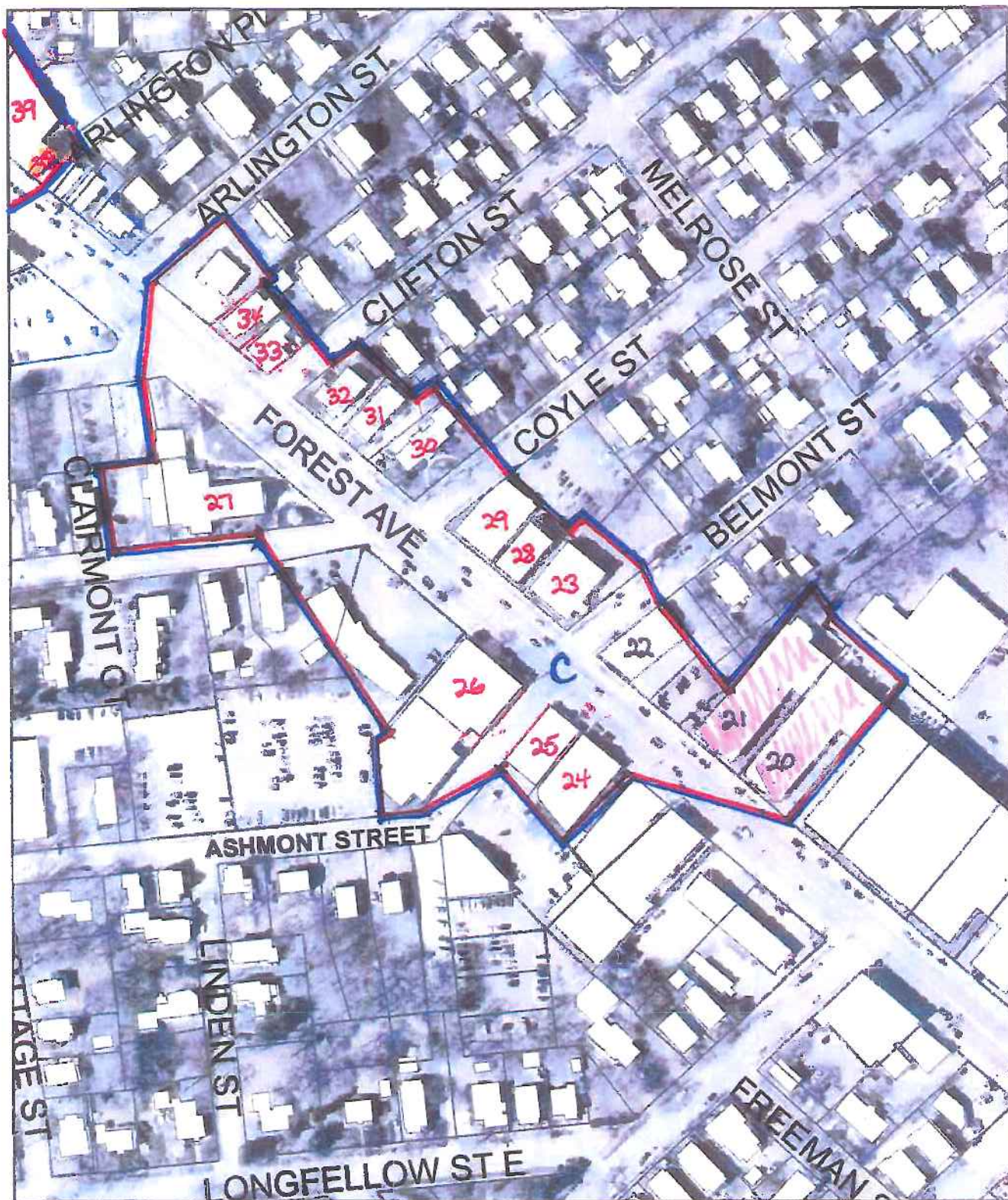
The proposed project will have no adverse effects on any historic properties.



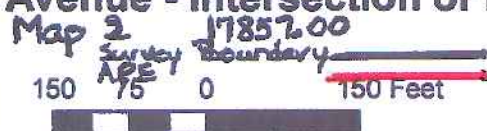
Forest Avenue - Intersection of Forest, Bedford Street and Baxter Boulevard (A) and Forest, Falmouth and Preble Street (B)

Map 1 17857.00
 Survey Boundary
 APE

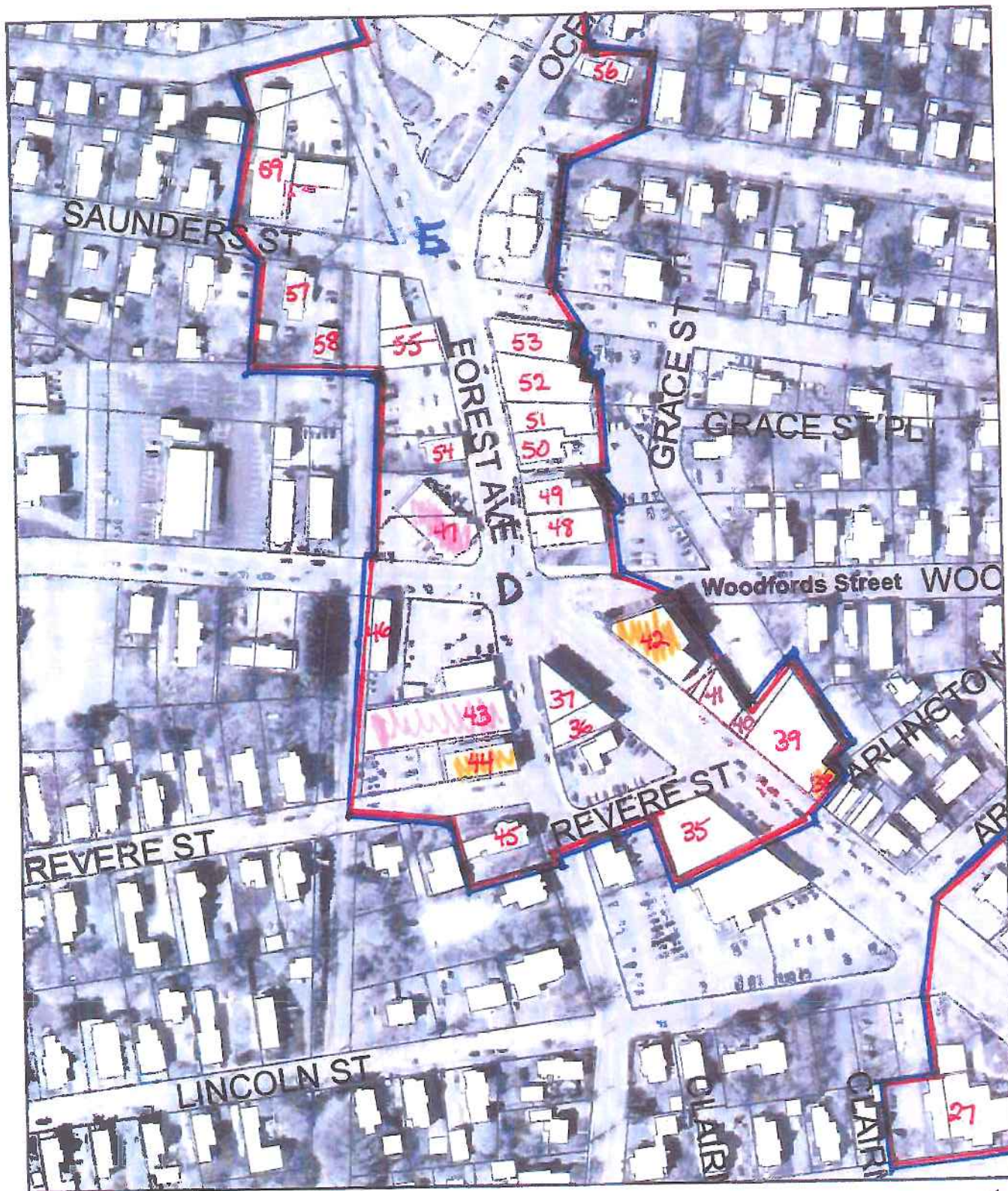
Map produced by the City of Portland Planning Division from year 2006 Portland GIS Program data. Intended for visual display purposes only. February 2010.



Forest Avenue - Intersection of Forest Ave and Ashmont Street (C)



Map produced by the City of Portland Planning Division from year 2006 Portland GIS Program data. Intended for visual display purposes only. February 2010.



Forest Avenue - Intersection of Forest Ave and Woodfords Street (D)

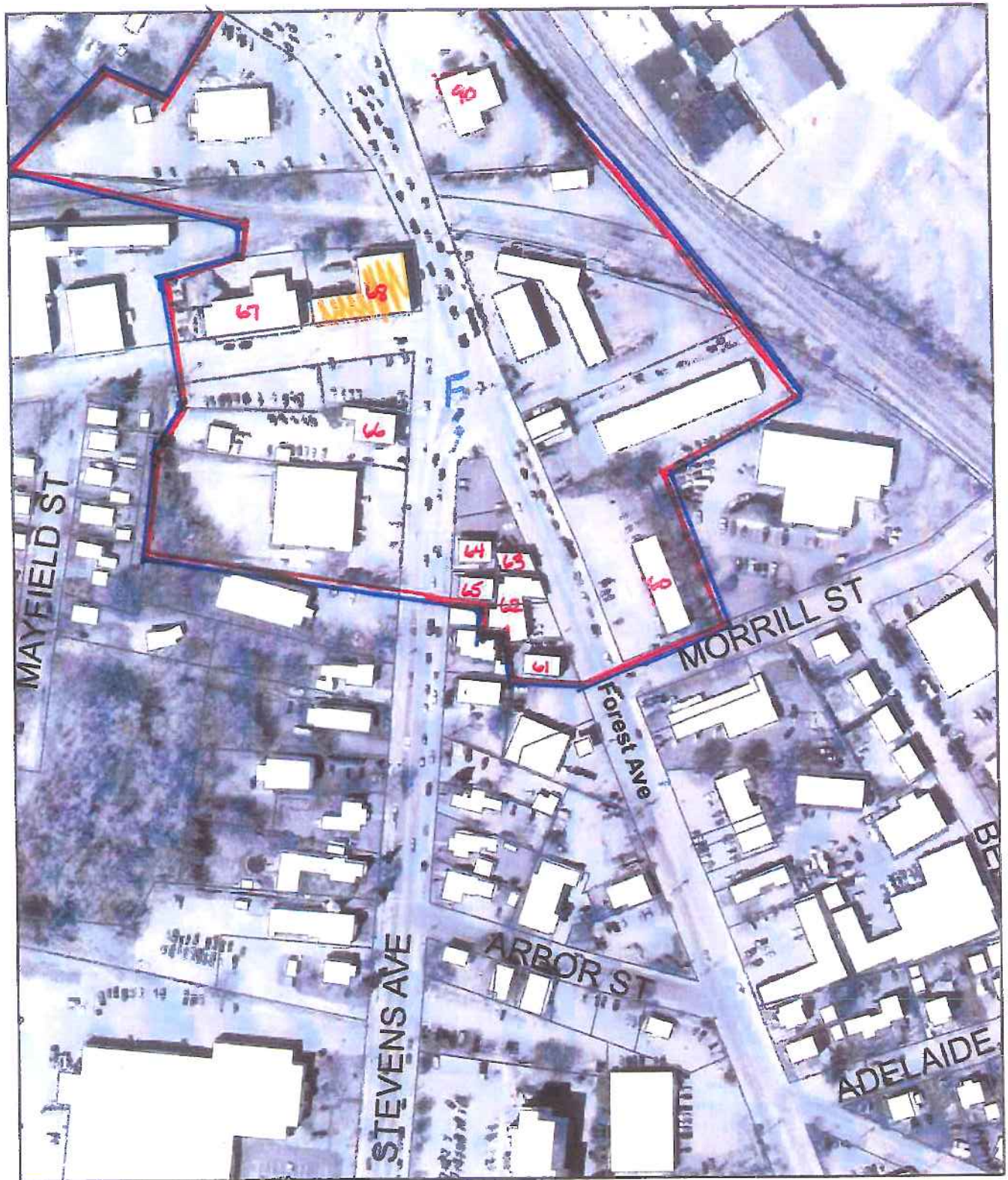


Map 3 17851.00

Survey Boundary

150 75 0 150 Feet

Map produced by the City of Portland Planning Division from year 2006 Portland GIS Program data. Intended for visual display purposes only. February 2010.



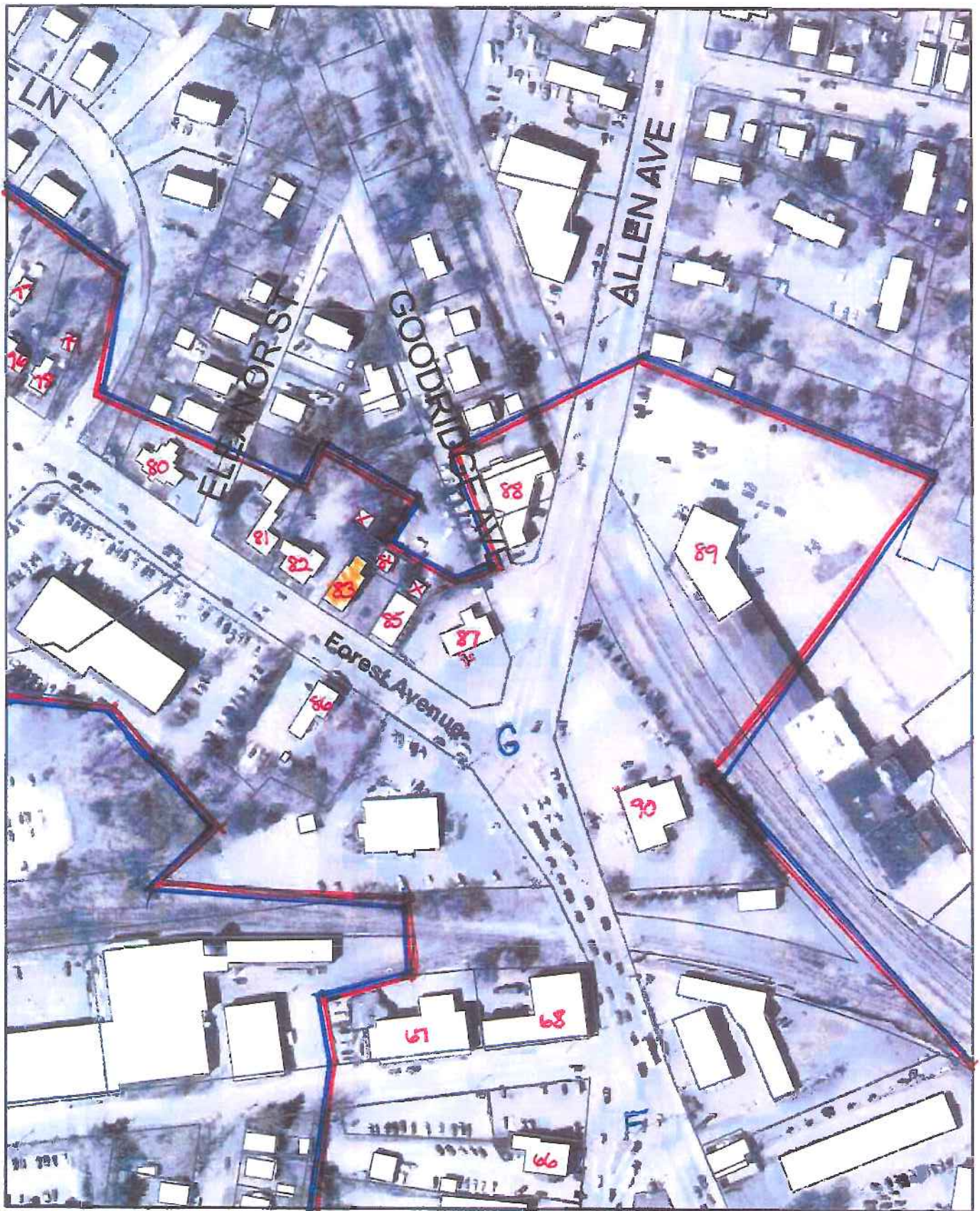
Forest Avenue - Intersection of Forest Ave and Stevens Ave (F)

Map 5 17857.00
150 75 0 150 Feet



Survey Boundary
APE

Map produced by the City of Portland Planning Division from year 2006 Portland GIS Program data. Intended for visual display purposes only. February 2010.



Forest Avenue and Allen Avenue (G)
Map 6 17857-00
Survey Boundary ——— APE ———
0 50 100 200 300 400 Feet



A45

SURVEY MAP NO. 10SURVEY NAME Portland-Forest AvenueSURVEY ID 17857.00

MHPC USE ONLY

INVENTORY NO.

MAINE HISTORIC PRESERVATION COMMISSION

Historic Building/Structure Survey Form

1. PROPERTY NAME (HISTORIC): _____
2. PROPERTY NAME (OTHER): _____
3. STREET ADDRESS: 351 Forest Avenue, Routes 302/100
4. TOWN: Portland 5. COUNTY: Cumberland
6. DATE RECORDED: 8/3/2011 7. SURVEYOR: Burke, Martha
8. OWNER NAME: _____ 9. ADDRESS: _____
10. PRIMARY USE (PRESENT):
- | | | | |
|---|---------------------------------------|--|--------------------------------------|
| ☐ SINGLE FAMILY | ☐ AGRICULTURE | ☒ COMMERCIAL/TRADE | ☐ FUNERARY |
| ☐ MULTI-FAMILY | ☐ GOVERNMENTAL | ☐ EDUCATION | ☐ HEALTH CARE |
| ☐ INDUSTRY | ☐ RELIGIOUS | ☐ HOTEL | ☐ LANDSCAPE |
| ☐ TRANSPORTATION | ☐ DEFENSE | ☐ SUMMER COTTAGE/CAMP | ☐ SOCIAL |
| ☐ RECREATION/CULTURE | ☐ UNKNOWN | | |
| ☐ OTHER _____ | | | |
11. CONDITION: ☒ GOOD ☐ FAIR ☐ POOR ☐ DESTROYED, DATE _____

ARCHITECTURAL DATA

12. PRIMARY STYLISTIC CATEGORY:
- | | | | |
|---|--|--|--|
| ☐ GEORGIAN | ☐ STICK STYLE | ☐ 19 TH /20 TH C. REVIVAL | ☐ MODERN/CONTEMPORARY |
| ☐ FEDERAL | ☐ QUEEN ANNE | ☐ COMMERCIAL STYLE | ☐ MINIMAL TRADITIONAL |
| ☐ GREEK REVIVAL | ☐ SHINGLE STYLE | ☐ CRAFTSMAN | ☐ RANCH |
| ☐ GOTHIC REVIVAL | ☐ ROMANESQUE | ☐ ART DECO / MODERNE | ☐ SPLIT LEVEL |
| ☐ ITALIANATE | ☐ NEO-CLASSICAL REV | ☐ INTERNATIONAL | ☒ VERNACULAR |
| ☐ SECOND EMPIRE | ☐ RENAISSANCE REV | ☐ OTHER _____ | |
13. SECONDARY STYLISTIC CATEGORY:
- | | | | |
|---|--|--|--|
| ☐ GEORGIAN | ☐ STICK STYLE | ☐ 19 TH /20 TH C. REVIVAL | ☐ MODERN/CONTEMPORARY |
| ☐ FEDERAL | ☐ QUEEN ANNE | ☐ COMMERCIAL STYLE | ☐ MINIMAL TRADITIONAL |
| ☐ GREEK REVIVAL | ☐ SHINGLE STYLE | ☐ CRAFTSMAN | ☐ RANCH |
| ☐ GOTHIC REVIVAL | ☐ ROMANESQUE | ☒ ART DECO / MODERNE | ☐ SPLIT LEVEL |
| ☐ ITALIANATE | ☐ NEO-CLASSICAL REV | ☐ INTERNATIONAL | ☐ VERNACULAR |
| ☐ SECOND EMPIRE | ☐ RENAISSANCE REV | ☐ OTHER _____ | |
14. HEIGHT:
- ☒ 1 STORY ☐ 1 1/2 STORY ☐ 2 STORY ☐ 2 1/2 STORY ☐ 3 STORY ☐ 4 STORY
- ☐ 5 STORY ☐ OVER 5 (_____)
15. PRIMARY FACADE WIDTH (MAIN BLOCK; USE GROUND FLOOR):
- ☐ 1 BAY ☐ 2 BAY ☒ 3 BAY ☐ 4 BAY ☐ 5 BAY ☐ MORE THAN 5 (_____)
16. APPENDAGES: ☐ SIDE ELL ☐ REAR ELL ☐ FRONT ☐ ADDED STORIES ☐ SHED
- ☐ DORMERS ☐ PORCH ☐ TOWER ☐ CUPOLA ☐ BAY WINDOW

PHOTOGRAPH:



17. PORCH:
☐ ATTACHED ☐ ENGAGED ☐ ONE STORY ☐ MORE THAN ONE STORY
☐ FULL WIDTH ☐ WRAPAROUND ☐ SLEEPING PORCH ☐ SECONDARY PORCH
18. PLAN OR FORM
☐ HALL AND PARLOR ☐ 1/2 CAPE ☐ CAPE ☐ CENTRAL HALL ☐ 2-STORY DOUBLE PILE
☐ SIDE HALL ☐ BACK HALL ☒ IRREGULAR ☐ FOURSQUARE ☐ BUNGALOW
☐ MOBILE HOME ☐ MODULAR ☐ OTHER _____
19. PRIMARY STRUCTURAL SYSTEM:
☐ TIMBER FRAME ☐ BRACED FRAME ☒ BRICK ☐ STONE ☐ BALLOON FRAME
☐ CONCRETE ☐ STEEL ☐ LOG ☐ PLANK WALL ☐ PLATFORM FRAME
☐ FRAME CONSTRUCTION - TYPE UNKNOWN ☐ OTHER _____
20. CHIMNEY PLACEMENT:
☐ INTERIOR ☐ INTERIOR FRONT/REAR ☐ CENTER ☐ INTERIOR END ☐ EXTERIOR
☐ OTHER _____
21. ROOF CONFIGURATION:
☐ GABLE SIDE ☐ GABLE FRONT ☐ HIP ☐ MANSARD ☒ FLAT
☐ GAMBREL ☐ PARAPET GABLE ☐ SHED ☐ CROSS GABLE
☐ COMPOUND ☐ OTHER _____
22. ROOF MATERIAL: ☐ WOOD ☐ METAL ☐ TILE ☐ SLATE ☐ ASPHALT ☐ ASBESTOS
23. EXTERIOR WALL MATERIALS:
☐ CLAPBOARD ☒ BRICK ☐ FLUSH SHEATHING ☐ WOOD SHINGLE ☐ STONE
☐ LOG ☐ PRESSED METAL ☐ CONCRETE ☐ STUCCO ☐ ASPHALT
☐ GRANITE ☐ ASBESTOS ☐ TERRA COTTA ☐ BOARD AND BATTEN ☐ ALUMINUM/VINYL
☐ OTHER _____
24. FOUNDATION MATERIAL:
☐ FIELDSTONE ☒ BRICK ☐ WOOD ☐ CONCRETE ☐ GRANITE ☐ ORNAMENTAL CONC. BLOCK
☐ OTHER _____
25. OUTBUILDINGS/FEATURES:
☐ CARRIAGE HOUSE ☐ FENCE OR WALL ☐ CEMETERY ☐ BARN (CONNECTED)
☐ BARN (DETACHED) ☐ FORMAL GARDEN ☐ LANDSCAPE/PLANT MAT ☐ ARCHAEOLOGICAL SITE
☐ GARAGE ☐ OTHER _____

HISTORICAL DATA

26. DOCUMENTED DATE OF CONSTRUCTION: _____ 27. ESTIMATED DATE OF CONSTRUCTION: 1920-30
28. DATE MAJOR ADDITIONS/ALTERATIONS: _____
29. ARCHITECT: _____ 30. CONTRACTOR: _____
31. ORIGINAL OWNER: _____
32. SUBSEQUENT SIGNIFICANT OWNER: _____ DATES: _____
33. CULTURAL/ETHNIC AFFILIATION:
☐ ENGLISH ☐ FRENCH ACADIAN ☐ NATIVE AMERICAN ☐ SCOTTISH ☐ FRENCH CANADIAN
☐ EAST EUROPEAN ☐ IRISH ☐ OTHER _____
34. HISTORIC CONTEXT(S):
☒ COMMERCE ☐ INDUSTRY ☐ TRANSPORTATION ☐ AGRICULTURE ☐ MILITARY
☐ RELIGION ☐ CIVIC AFFAIRS ☐ RECREATION ☐ HABITATION ☐ EDUCATION
☐ ART, LIT, SCIENCE ☐ SOCIAL
35. COMMENTS/SOURCES: Roof material not visible.

36. HISTORICAL DRAWINGS EXIST: ☐ YES ☒ NO 37. KIT HOUSE ☐ YES ☒ NO 38. PATTERN BOOK HOUSE ☐ YES ☒ NO

ENVIRONMENTAL DATA

39. SITE INTEGRITY: ☒ ORIGINAL ☐ MOVED DATE MOVED _____
40. SETTING: ☐ RURAL/UNDISTURBED ☐ RURAL/BUILT UP ☐ SMALL TOWN ☒ URBAN ☐ SUBURBAN
41. QUADRANGLE MAP USED: Portland West
42. UTM NORTHING: 4835358.8919 43. UTM EASTING: 397352.0747
44. FACADE DIRECTION (CIRCLE ONE): N S E W NE NW SE **SW**

=====

MHPC USE ONLY

DATE ENTERED IN INVENTORY: 6/7/2012 PHOTO FILE #: 2837

NR STATUS: ☐ L ☐ HD ☐ E ☒ NE ☐ ND REVIEWER KFM 10/31/2011

DATA SOURCE: ☐ HPF ☐ CLG ☒ R&C ☐ STAFF ☐ STATE SURVEY OTHER _____ LEVEL OF SURVEY: ☒ R ☐ I

MHPC USE ONLY

INVENTORY NO.

MAINE HISTORIC PRESERVATION COMMISSION

Historic Building/Structure Survey Form

1. PROPERTY NAME (HISTORIC): _____
2. PROPERTY NAME (OTHER): _____
3. STREET ADDRESS: 355 Forest Avenue, Routes 302/100
4. TOWN: Portland 5. COUNTY: Cumberland
6. DATE RECORDED: 8/8/2011 7. SURVEYOR: Burke, Martha
8. OWNER NAME: _____ 9. ADDRESS: _____
10. PRIMARY USE (PRESENT):
- | | | | |
|---|---------------------------------------|--|--------------------------------------|
| ☐ SINGLE FAMILY | ☐ AGRICULTURE | ☒ COMMERCIAL/TRADE | ☐ FUNERARY |
| ☐ MULTI-FAMILY | ☐ GOVERNMENTAL | ☐ EDUCATION | ☐ HEALTH CARE |
| ☐ INDUSTRY | ☐ RELIGIOUS | ☐ HOTEL | ☐ LANDSCAPE |
| ☐ TRANSPORTATION | ☐ DEFENSE | ☐ SUMMER COTTAGE/CAMP | ☐ SOCIAL |
| ☐ RECREATION/CULTURE | ☐ UNKNOWN | | |
| ☐ OTHER _____ | | | |
11. CONDITION: ☒ GOOD ☐ FAIR ☐ POOR ☐ DESTROYED, DATE _____

ARCHITECTURAL DATA

12. PRIMARY STYLISTIC CATEGORY:
- | | | | |
|---|--|--|--|
| ☐ GEORGIAN | ☐ STICK STYLE | ☐ 19 TH /20 TH C. REVIVAL | ☐ MODERN/CONTEMPORARY |
| ☐ FEDERAL | ☐ QUEEN ANNE | ☐ COMMERCIAL STYLE | ☐ MINIMAL TRADITIONAL |
| ☐ GREEK REVIVAL | ☐ SHINGLE STYLE | ☐ CRAFTSMAN | ☐ RANCH |
| ☐ GOTHIC REVIVAL | ☐ ROMANESQUE | ☐ ART DECO / MODERNE | ☐ SPLIT LEVEL |
| ☐ ITALIANATE | ☐ NEO-CLASSICAL REV | ☐ INTERNATIONAL | ☒ VERNACULAR |
| ☐ SECOND EMPIRE | ☐ RENAISSANCE REV | ☐ OTHER _____ | |
13. SECONDARY STYLISTIC CATEGORY:
- | | | | |
|---|--|--|--|
| ☐ GEORGIAN | ☐ STICK STYLE | ☐ 19 TH /20 TH C. REVIVAL | ☐ MODERN/CONTEMPORARY |
| ☐ FEDERAL | ☐ QUEEN ANNE | ☐ COMMERCIAL STYLE | ☐ MINIMAL TRADITIONAL |
| ☐ GREEK REVIVAL | ☐ SHINGLE STYLE | ☐ CRAFTSMAN | ☐ RANCH |
| ☐ GOTHIC REVIVAL | ☐ ROMANESQUE | ☒ ART DECO / MODERNE | ☐ SPLIT LEVEL |
| ☐ ITALIANATE | ☐ NEO-CLASSICAL REV | ☐ INTERNATIONAL | ☐ VERNACULAR |
| ☐ SECOND EMPIRE | ☐ RENAISSANCE REV | ☐ OTHER _____ | |
14. HEIGHT:
- ☒ 1 STORY ☐ 1 1/2 STORY ☐ 2 STORY ☐ 2 1/2 STORY ☐ 3 STORY ☐ 4 STORY
- ☐ 5 STORY ☐ OVER 5 (_____)
15. PRIMARY FACADE WIDTH (MAIN BLOCK; USE GROUND FLOOR):
- ☐ 1 BAY ☐ 2 BAY ☐ 3 BAY ☐ 4 BAY ☒ 5 BAY ☐ MORE THAN 5 (_____)
16. APPENDAGES: ☐ SIDE ELL ☒ REAR ELL ☐ FRONT ☐ ADDED STORIES ☐ SHED
- ☐ DORMERS ☐ PORCH ☐ TOWER ☐ CUPOLA ☐ BAY WINDOW

PHOTOGRAPH:



17. PORCH: ☐ ATTACHED ☐ ENGAGED ☐ ONE STORY ☐ MORE THAN ONE STORY
☐ FULL WIDTH ☐ WRAPAROUND ☐ SLEEPING PORCH ☐ SECONDARY PORCH
18. PLAN OR FORM
☐ HALL AND PARLOR ☐ 1/2 CAPE ☐ CAPE ☐ CENTRAL HALL ☐ 2-STORY DOUBLE PILE
☐ SIDE HALL ☐ BACK HALL ☒ IRREGULAR ☐ FOURSQUARE ☐ BUNGALOW
☐ MOBILE HOME ☐ MODULAR ☐ OTHER _____
19. PRIMARY STRUCTURAL SYSTEM:
☐ TIMBER FRAME ☐ BRACED FRAME ☒ BRICK ☐ STONE ☐ BALLOON FRAME
☐ CONCRETE ☐ STEEL ☐ LOG ☐ PLANK WALL ☐ PLATFORM FRAME
☐ FRAME CONSTRUCTION - TYPE UNKNOWN ☐ OTHER _____
20. CHIMNEY PLACEMENT:
☒ INTERIOR ☐ INTERIOR FRONT/REAR ☐ CENTER ☐ INTERIOR END ☐ EXTERIOR
☐ OTHER _____
21. ROOF CONFIGURATION:
☐ GABLE SIDE ☐ GABLE FRONT ☐ HIP ☐ MANSARD ☒ FLAT
☐ GAMBREL ☐ PARAPET GABLE ☐ SHED ☐ CROSS GABLE
☐ COMPOUND ☐ OTHER _____
22. ROOF MATERIAL: ☐ WOOD ☐ METAL ☐ TILE ☐ SLATE ☐ ASPHALT ☐ ASBESTOS
23. EXTERIOR WALL MATERIALS:
☐ CLAPBOARD ☒ BRICK ☐ FLUSH SHEATHING ☐ WOOD SHINGLE ☐ STONE
☐ LOG ☐ PRESSED METAL ☐ CONCRETE ☐ STUCCO ☐ ASPHALT
☐ GRANITE ☐ ASBESTOS ☐ TERRA COTTA ☐ BOARD AND BATTEN ☐ ALUMINUM/VINYL
☒ OTHER diagonal flush board
24. FOUNDATION MATERIAL:
☐ FIELDSTONE ☒ BRICK ☐ WOOD ☐ CONCRETE ☐ GRANITE ☐ ORNAMENTAL CONC. BLOCK
☐ OTHER _____
25. OUTBUILDINGS/FEATURES:
☐ CARRIAGE HOUSE ☐ FENCE OR WALL ☐ CEMETERY ☐ BARN (CONNECTED)
☐ BARN (DETACHED) ☐ FORMAL GARDEN ☐ LANDSCAPE/PLANT MAT ☐ ARCHAEOLOGICAL SITE
☐ GARAGE ☐ OTHER _____

HISTORICAL DATA

26. DOCUMENTED DATE OF CONSTRUCTION: _____ 27. ESTIMATED DATE OF CONSTRUCTION: 1920-30
28. DATE MAJOR ADDITIONS/ALTERATIONS: _____
29. ARCHITECT: _____ 30. CONTRACTOR: _____
31. ORIGINAL OWNER: _____
32. SUBSEQUENT SIGNIFICANT OWNER: _____ DATES: _____
33. CULTURAL/ETHNIC AFFILIATION:
☐ ENGLISH ☐ FRENCH ACADIAN ☐ NATIVE AMERICAN ☐ SCOTTISH ☐ FRENCH CANADIAN
☐ EAST EUROPEAN ☐ IRISH ☐ OTHER _____
34. HISTORIC CONTEXT(S):
☒ COMMERCE ☐ INDUSTRY ☐ TRANSPORTATION ☐ AGRICULTURE ☐ MILITARY
☐ RELIGION ☐ CIVIC AFFAIRS ☐ RECREATION ☐ HABITATION ☐ EDUCATION
☐ ART, LIT, SCIENCE ☐ SOCIAL
35. COMMENTS/SOURCES: Roof material not visible. Originally a car dealership.

36. HISTORICAL DRAWINGS EXIST: ☐ YES ☒ NO 37. KIT HOUSE ☐ YES ☒ NO 38. PATTERN BOOK HOUSE ☐ YES ☒ NO

ENVIRONMENTAL DATA

39. SITE INTEGRITY: ☒ ORIGINAL ☐ MOVED DATE MOVED _____
40. SETTING: ☐ RURAL/UNDISTURBED ☐ RURAL/BUILT UP ☐ SMALL TOWN ☒ URBAN ☐ SUBURBAN
41. QUADRANGLE MAP USED: Portland West
42. UTM NORTHING: 4835371.4794 43. UTM EASTING: 397342.1443
44. FACADE DIRECTION (CIRCLE ONE): N S E W NE NW SE SW
- =====
- MHPC USE ONLY
DATE ENTERED IN INVENTORY: 6/7/2012 PHOTO FILE #: 2837
- NR STATUS: ☐ L ☐ HD ☒ E ☐ NE ☐ ND REVIEWER KFM 10/31/2011
- DATA SOURCE: ☐ HPF ☐ CLG ☒ R&C ☐ STAFF ☐ STATE SURVEY OTHER _____ LEVEL OF SURVEY: ☒ R ☐ I

SURVEY MAP NO. 13

SURVEY NAME Portland-Forest Avenue

SURVEY ID 17857.00

MHPC USE ONLY

INVENTORY NO.

MAINE HISTORIC PRESERVATION COMMISSION Historic Building/Structure Survey Form

1. PROPERTY NAME (HISTORIC): _____
2. PROPERTY NAME (OTHER): _____
3. STREET ADDRESS: 369 Forest Avenue, Routes 302/100
4. TOWN: Portland
5. COUNTY: Cumberland
6. DATE RECORDED: 8/3/2011
7. SURVEYOR: Burke, Martha
8. OWNER NAME: _____
9. ADDRESS: _____
10. PRIMARY USE (PRESENT):

☐ SINGLE FAMILY	☐ AGRICULTURE	☒ COMMERCIAL/TRADE	☐ FUNERARY
☐ MULTI-FAMILY	☐ GOVERNMENTAL	☐ EDUCATION	☐ HEALTH CARE
☐ INDUSTRY	☐ RELIGIOUS	☐ HOTEL	☐ LANDSCAPE
☐ TRANSPORTATION	☐ DEFENSE	☐ SUMMER COTTAGE/CAMP	☐ SOCIAL
☐ RECREATION/CULTURE	☐ UNKNOWN		
☐ OTHER			
11. CONDITION: ☐ GOOD ☒ FAIR ☐ POOR ☐ DESTROYED, DATE _____

ARCHITECTURAL DATA

12. PRIMARY STYLISTIC CATEGORY:

☐ GEORGIAN	☐ STICK STYLE	☐ 19 TH /20 TH C. REVIVAL	☐ MODERN/CONTEMPORARY
☐ FEDERAL	☐ QUEEN ANNE	☐ COMMERCIAL STYLE	☐ MINIMAL TRADITIONAL
☐ GREEK REVIVAL	☐ SHINGLE STYLE	☐ CRAFTSMAN	☐ RANCH
☐ GOTHIC REVIVAL	☐ ROMANESQUE	☐ ART DECO / MODERNE	☐ SPLIT LEVEL
☐ ITALIANATE	☐ NEO-CLASSICAL REV	☐ INTERNATIONAL	☒ VERNACULAR
☐ SECOND EMPIRE	☐ RENAISSANCE REV	☐ OTHER	
13. SECONDARY STYLISTIC CATEGORY:

☐ GEORGIAN	☐ STICK STYLE	☐ 19 TH /20 TH C. REVIVAL	☐ MODERN/CONTEMPORARY
☐ FEDERAL	☐ QUEEN ANNE	☐ COMMERCIAL STYLE	☐ MINIMAL TRADITIONAL
☐ GREEK REVIVAL	☐ SHINGLE STYLE	☐ CRAFTSMAN	☐ RANCH
☐ GOTHIC REVIVAL	☐ ROMANESQUE	☐ ART DECO / MODERNE	☐ SPLIT LEVEL
☐ ITALIANATE	☐ NEO-CLASSICAL REV	☐ INTERNATIONAL	☐ VERNACULAR
☐ SECOND EMPIRE	☐ RENAISSANCE REV	☐ OTHER	
14. HEIGHT:

☒ 1 STORY	☐ 1 1/2 STORY	☐ 2 STORY	☐ 2 1/2 STORY	☐ 3 STORY	☐ 4 STORY
☐ 5 STORY	☐ OVER 5 (_____)				
15. PRIMARY FACADE WIDTH (MAIN BLOCK; USE GROUND FLOOR):

☐ 1 BAY	☐ 2 BAY	☒ 3 BAY	☐ 4 BAY	☐ 5 BAY	☐ MORE THAN 5 (_____)
--------------------------------	--------------------------------	---	--------------------------------	--------------------------------	--
16. APPENDAGES:

☐ SIDE ELL	☒ REAR ELL	☐ FRONT	☐ ADDED STORIES	☐ SHED
☐ DORMERS	☐ PORCH	☐ TOWER	☐ CUPOLA	☐ BAY WINDOW

PHOTOGRAPH:



17. PORCH: ☐ ATTACHED ☐ ENGAGED ☐ ONE STORY ☐ MORE THAN ONE STORY
☐ FULL WIDTH ☐ WRAPAROUND ☐ SLEEPING PORCH ☐ SECONDARY PORCH
18. PLAN OR FORM
☐ HALL AND PARLOR ☐ 1/2 CAPE ☐ CAPE ☐ CENTRAL HALL ☐ 2-STORY DOUBLE PILE
☐ SIDE HALL ☐ BACK HALL ☒ IRREGULAR ☐ FOURSQUARE ☐ BUNGALOW
☐ MOBILE HOME ☐ MODULAR ☐ OTHER _____
19. PRIMARY STRUCTURAL SYSTEM:
☐ TIMBER FRAME ☐ BRACED FRAME ☒ BRICK ☐ STONE ☐ BALLOON FRAME
☐ CONCRETE ☐ STEEL ☐ LOG ☐ PLANK WALL ☐ PLATFORM FRAME
☐ FRAME CONSTRUCTION - TYPE UNKNOWN ☐ OTHER _____
20. CHIMNEY PLACEMENT:
☒ INTERIOR ☐ INTERIOR FRONT/REAR ☐ CENTER ☐ INTERIOR END ☐ EXTERIOR
☐ OTHER _____
21. ROOF CONFIGURATION:
☐ GABLE SIDE ☐ GABLE FRONT ☐ HIP ☐ MANSARD ☒ FLAT
☐ GAMBREL ☐ PARAPET GABLE ☐ SHED ☐ CROSS GABLE
☐ COMPOUND ☐ OTHER _____
22. ROOF MATERIAL: ☐ WOOD ☐ METAL ☐ TILE ☐ SLATE ☐ ASPHALT ☐ ASBESTOS
23. EXTERIOR WALL MATERIALS:
☐ CLAPBOARD ☒ BRICK ☐ FLUSH SHEATHING ☐ WOOD SHINGLE ☐ STONE
☐ LOG ☐ PRESSED METAL ☐ CONCRETE ☐ STUCCO ☐ ASPHALT
☐ GRANITE ☐ ASBESTOS ☐ TERRA COTTA ☐ BOARD AND BATTEN ☐ ALUMINUM/VINYL
☐ OTHER _____
24. FOUNDATION MATERIAL:
☐ FIELDSTONE ☒ BRICK ☐ WOOD ☐ CONCRETE ☐ GRANITE ☐ ORNAMENTAL CONC. BLOCK
☐ OTHER _____
25. OUTBUILDINGS/FEATURES:
☐ CARRIAGE HOUSE ☐ FENCE OR WALL ☐ CEMETERY ☐ BARN (CONNECTED)
☐ BARN (DETACHED) ☐ FORMAL GARDEN ☐ LANDSCAPE/PLANT MAT ☐ ARCHAEOLOGICAL SITE
☐ GARAGE ☐ OTHER _____

HISTORICAL DATA

26. DOCUMENTED DATE OF CONSTRUCTION: _____ 27. ESTIMATED DATE OF CONSTRUCTION: 1920-30
28. DATE MAJOR ADDITIONS/ALTERATIONS: _____
29. ARCHITECT: _____ 30. CONTRACTOR: _____
31. ORIGINAL OWNER: _____
32. SUBSEQUENT SIGNIFICANT OWNER: _____ DATES: _____
33. CULTURAL/ETHNIC AFFILIATION:
☐ ENGLISH ☐ FRENCH ACADIAN ☐ NATIVE AMERICAN ☐ SCOTTISH ☐ FRENCH CANADIAN
☐ EAST EUROPEAN ☐ IRISH ☐ OTHER _____
34. HISTORIC CONTEXT(S):
☒ COMMERCE ☐ INDUSTRY ☐ TRANSPORTATION ☐ AGRICULTURE ☐ MILITARY
☐ RELIGION ☐ CIVIC AFFAIRS ☐ RECREATION ☐ HABITATION ☐ EDUCATION
☐ ART, LIT, SCIENCE ☐ SOCIAL
35. COMMENTS/SOURCES: Roof material not visible.

36. HISTORICAL DRAWINGS EXIST: ☐ YES ☒ NO 37. KIT HOUSE ☐ YES ☒ NO 38. PATTERN BOOK HOUSE ☐ YES ☒ NO

ENVIRONMENTAL DATA

39. SITE INTEGRITY: ☒ ORIGINAL ☐ MOVED DATE MOVED _____
40. SETTING: ☐ RURAL/UNDISTURBED ☐ RURAL/BUILT UP ☐ SMALL TOWN ☒ URBAN ☐ SUBURBAN
41. QUADRANGLE MAP USED: Portland West
42. UTM NORTHING: 4835402.9125 43. UTM EASTING: 397309.591
44. FACADE DIRECTION (CIRCLE ONE): N S E W NE NW SE SW
- =====
- MHPC USE ONLY
DATE ENTERED IN INVENTORY: 6/7/2012 PHOTO FILE #: 2837
- NR STATUS: ☐ L ☐ HD ☒ E ☐ NE ☐ ND REVIEWER KFM 10/31/2011
- DATA SOURCE: ☐ HPF ☐ CLG ☒ R&C ☐ STAFF ☐ STATE SURVEY OTHER _____ LEVEL OF SURVEY: ☒ R ☐ I

SURVEY MAP NO. 14SURVEY NAME Portland-Forest AvenueSURVEY ID 17857.00

MHPC USE ONLY

INVENTORY NO.

MAINE HISTORIC PRESERVATION COMMISSION

Historic Building/Structure Survey Form

1. PROPERTY NAME (HISTORIC): _____
2. PROPERTY NAME (OTHER): _____
3. STREET ADDRESS: 371-373 Forest Avenue, Routes 302/100
4. TOWN: Portland 5. COUNTY: Cumberland
6. DATE RECORDED: 8/3/2011 7. SURVEYOR: Burke, Martha
8. OWNER NAME: _____ 9. ADDRESS: _____
10. PRIMARY USE (PRESENT):
- | | | | |
|---|---------------------------------------|--|--------------------------------------|
| ☐ SINGLE FAMILY | ☐ AGRICULTURE | ☒ COMMERCIAL/TRADE | ☐ FUNERARY |
| ☐ MULTI-FAMILY | ☐ GOVERNMENTAL | ☐ EDUCATION | ☐ HEALTH CARE |
| ☐ INDUSTRY | ☐ RELIGIOUS | ☐ HOTEL | ☐ LANDSCAPE |
| ☐ TRANSPORTATION | ☐ DEFENSE | ☐ SUMMER COTTAGE/CAMP | ☐ SOCIAL |
| ☐ RECREATION/CULTURE | ☐ UNKNOWN | | |
| ☐ OTHER _____ | | | |
11. CONDITION: ☐ GOOD ☒ FAIR ☐ POOR ☐ DESTROYED, DATE _____

ARCHITECTURAL DATA

12. PRIMARY STYLISTIC CATEGORY:
- | | | | |
|---|--|--|--|
| ☐ GEORGIAN | ☐ STICK STYLE | ☐ 19 TH /20 TH C. REVIVAL | ☐ MODERN/CONTEMPORARY |
| ☐ FEDERAL | ☐ QUEEN ANNE | ☐ COMMERCIAL STYLE | ☐ MINIMAL TRADITIONAL |
| ☐ GREEK REVIVAL | ☐ SHINGLE STYLE | ☐ CRAFTSMAN | ☐ RANCH |
| ☐ GOTHIC REVIVAL | ☐ ROMANESQUE | ☐ ART DECO / MODERNE | ☐ SPLIT LEVEL |
| ☐ ITALIANATE | ☐ NEO-CLASSICAL REV | ☐ INTERNATIONAL | ☒ VERNACULAR |
| ☐ SECOND EMPIRE | ☐ RENAISSANCE REV | ☐ OTHER _____ | |
13. SECONDARY STYLISTIC CATEGORY:
- | | | | |
|---|--|--|--|
| ☐ GEORGIAN | ☐ STICK STYLE | ☐ 19 TH /20 TH C. REVIVAL | ☐ MODERN/CONTEMPORARY |
| ☐ FEDERAL | ☐ QUEEN ANNE | ☐ COMMERCIAL STYLE | ☐ MINIMAL TRADITIONAL |
| ☐ GREEK REVIVAL | ☐ SHINGLE STYLE | ☐ CRAFTSMAN | ☐ RANCH |
| ☐ GOTHIC REVIVAL | ☐ ROMANESQUE | ☐ ART DECO / MODERNE | ☐ SPLIT LEVEL |
| ☐ ITALIANATE | ☐ NEO-CLASSICAL REV | ☐ INTERNATIONAL | ☐ VERNACULAR |
| ☐ SECOND EMPIRE | ☐ RENAISSANCE REV | ☐ OTHER _____ | |
14. HEIGHT: ☐ 1 STORY ☐ 1 1/2 STORY ☒ 2 STORY ☐ 2 1/2 STORY ☐ 3 STORY ☐ 4 STORY ☐ 5 STORY ☐ OVER 5 (_____)
15. PRIMARY FACADE WIDTH (MAIN BLOCK; USE GROUND FLOOR): ☐ 1 BAY ☐ 2 BAY ☐ 3 BAY ☒ 4 BAY ☐ 5 BAY ☐ MORE THAN 5 (_____)
16. APPENDAGES: ☐ SIDE ELL ☐ REAR ELL ☐ FRONT ☐ ADDED STORIES ☐ SHED ☒ BAY WINDOW ☐ DORMERS ☐ PORCH ☐ TOWER ☐ CUPOLA

PHOTOGRAPH:



17. PORCH: ☐ ATTACHED ☐ ENGAGED ☐ ONE STORY ☐ MORE THAN ONE STORY
☐ FULL WIDTH ☐ WRAPAROUND ☐ SLEEPING PORCH ☐ SECONDARY PORCH
18. PLAN OR FORM
☐ HALL AND PARLOR ☐ 1/2 CAPE ☒ CAPE ☐ CENTRAL HALL ☐ 2-STORY DOUBLE PILE
☐ SIDE HALL ☐ BACK HALL ☒ IRREGULAR ☐ FOURSQUARE ☐ BUNGALOW
☐ MOBILE HOME ☐ MODULAR ☐ OTHER _____
19. PRIMARY STRUCTURAL SYSTEM:
☐ TIMBER FRAME ☐ BRACED FRAME ☒ BRICK ☐ STONE ☐ BALLOON FRAME
☐ CONCRETE ☐ STEEL ☐ LOG ☐ PLANK WALL ☐ PLATFORM FRAME
☐ FRAME CONSTRUCTION - TYPE UNKNOWN ☐ OTHER _____
20. CHIMNEY PLACEMENT:
☐ INTERIOR ☐ INTERIOR FRONT/REAR ☐ CENTER ☐ INTERIOR END ☐ EXTERIOR
☐ OTHER _____
21. ROOF CONFIGURATION:
☐ GABLE SIDE ☐ GABLE FRONT ☐ HIP ☐ MANSARD ☒ FLAT
☐ GAMBREL ☐ PARAPET GABLE ☐ SHED ☐ CROSS GABLE
☐ COMPOUND ☐ OTHER _____
22. ROOF MATERIAL: ☐ WOOD ☐ METAL ☐ TILE ☐ SLATE ☐ ASPHALT ☐ ASBESTOS
23. EXTERIOR WALL MATERIALS:
☐ CLAPBOARD ☒ BRICK ☐ FLUSH SHEATHING ☐ WOOD SHINGLE ☐ STONE
☐ LOG ☐ PRESSED METAL ☐ CONCRETE ☐ STUCCO ☐ ASPHALT
☐ GRANITE ☐ ASBESTOS ☐ TERRA COTTA ☐ BOARD AND BATTEN ☐ ALUMINUM/VINYL
☒ OTHER wood bay window
24. FOUNDATION MATERIAL:
☐ FIELDSTONE ☒ BRICK ☐ WOOD ☐ CONCRETE ☐ GRANITE ☐ ORNAMENTAL CONC. BLOCK
☐ OTHER _____
25. OUTBUILDINGS/FEATURES:
☐ CARRIAGE HOUSE ☐ FENCE OR WALL ☐ CEMETERY ☐ BARN (CONNECTED)
☐ BARN (DETACHED) ☐ FORMAL GARDEN ☐ LANDSCAPE/PLANT MAT ☐ ARCHAEOLOGICAL SITE
☐ GARAGE ☐ OTHER _____

HISTORICAL DATA

26. DOCUMENTED DATE OF CONSTRUCTION: _____ 27. ESTIMATED DATE OF CONSTRUCTION: 1920-30
28. DATE MAJOR ADDITIONS/ALTERATIONS: _____
29. ARCHITECT: _____ 30. CONTRACTOR: _____
31. ORIGINAL OWNER: _____
32. SUBSEQUENT SIGNIFICANT OWNER: _____ DATES: _____
33. CULTURAL/ETHNIC AFFILIATION:
☐ ENGLISH ☐ FRENCH ACADIAN ☐ NATIVE AMERICAN ☐ SCOTTISH ☐ FRENCH CANADIAN
☐ EAST EUROPEAN ☐ IRISH ☐ OTHER _____
34. HISTORIC CONTEXT(S):
☒ COMMERCE ☐ INDUSTRY ☐ TRANSPORTATION ☐ AGRICULTURE ☐ MILITARY
☐ RELIGION ☐ CIVIC AFFAIRS ☐ RECREATION ☐ HABITATION ☐ EDUCATION
☐ ART, LIT, SCIENCE ☐ SOCIAL
35. COMMENTS/SOURCES: Roof material not visible.

36. HISTORICAL DRAWINGS EXIST: ☐ YES ☒ NO 37. KIT HOUSE ☐ YES ☒ NO 38. PATTERN BOOK HOUSE ☐ YES ☒ NO

ENVIRONMENTAL DATA

39. SITE INTEGRITY: ☒ ORIGINAL ☐ MOVED DATE MOVED _____
40. SETTING: ☐ RURAL/UNDISTURBED ☐ RURAL/BUILT UP ☐ SMALL TOWN ☒ URBAN ☐ SUBURBAN
41. QUADRANGLE MAP USED: Portland West
42. UTM NORTHING: 4835411.5059 43. UTM EASTING: 397295.7071
44. FACADE DIRECTION (CIRCLE ONE): N S E W NE NW SE SW
- =====
- MHPC USE ONLY
DATE ENTERED IN INVENTORY: 6/7/2012 PHOTO FILE #: 2837
- NR STATUS: ☐ L ☐ HD ☐ E ☒ NE ☐ ND REVIEWER KFM 10/31/2011
- DATA SOURCE: ☐ HPF ☐ CLG ☒ R&C ☐ STAFF ☐ STATE SURVEY OTHER _____ LEVEL OF SURVEY: XR I

STATE OF MAINE

MEMORANDUM

October 3, 2011

To: David Gardner, ENV/Maine Department of Transportation

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

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

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

Identification of Historic Properties

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

Automobile Related Buildings

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

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

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

Other Buildings

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

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

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

Projex



Forest Avenue and Stevens Avenue Portland, Maine

Historic Context

Scott T. Hanson
Sutherland Conservation & Consulting
August 2015

General context

Development of Colonial Falmouth

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

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

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

Early Roads

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



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

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

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

Development at the Corners

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



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

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

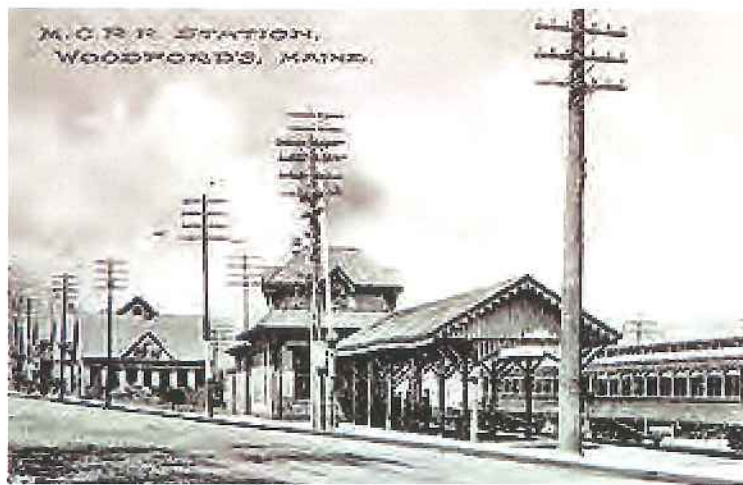
Street Car Suburbs

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

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

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

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



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

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

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

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

7 Ames and McClelland, 16.
8 Ames and McClelland, 16.
9 Ames and McClelland, 16.
10 Ames and McClelland, 17.

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

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

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

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



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



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

¹¹ Ames and McClelland, 17.

¹² Ames and McClelland, 17.

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

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

Impact of the Automobile

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



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

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

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

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

13 Ames and McClelland, 17.

14 Ames and McClelland, 18.

15 Ames and McClelland, 17.

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

17 Liebs, 83-84.

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

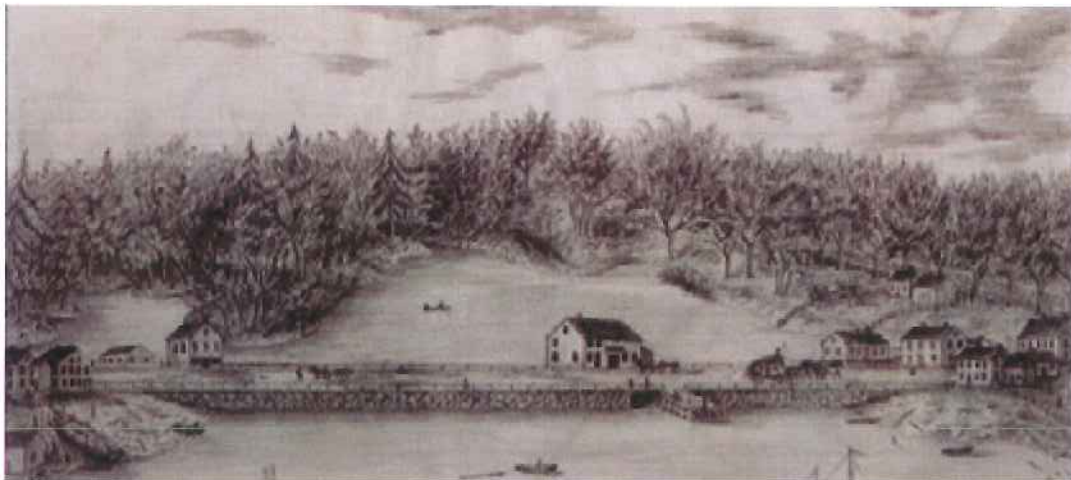
The fourth phase of suburban development followed World War II and is usually described as a "housing boom," concentrated in bedroom communities further from the urban centers than the earlier streetcar suburbs. The development of interstate and arterial highways, especially following the Federal Aid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

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

Forest Avenue

Road to the Interior - Transportation

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



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

Deering's Bridge - Transportation

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

¹⁸ Ames and McClelland, 28.

¹⁹ Barry & Anderson, 44

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

Early estates - Suburban Development



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

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

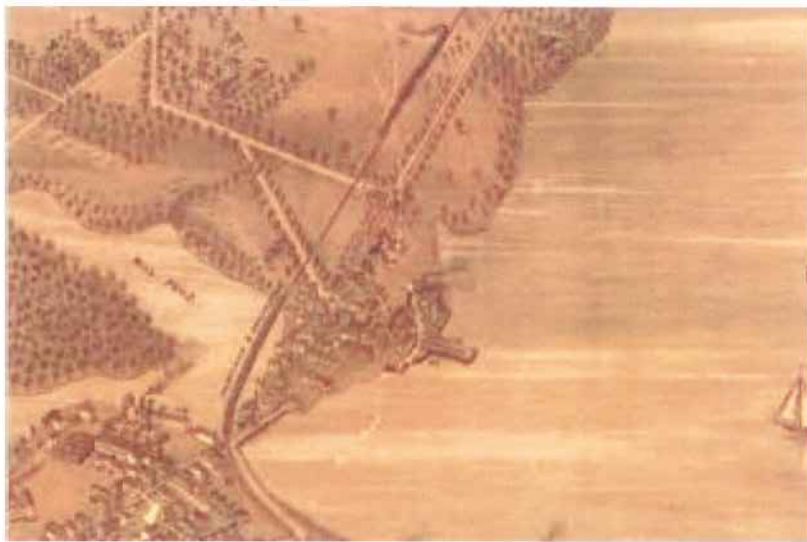
Woodford's Corner - Transportation and Suburban Development

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

The first railroad to come through Woodford's Corner was the Kennebec and Portland RR, chartered in 1836 and opened through to Brunswick in 1847. The line ran from a junction at Commercial Street with the Portland, Saco & Portsmouth Railroad which connected to other lines running to Boston. The K&P RR followed the Fore River around the base of Bramhall Hill (today's Western Promenade) before turning northerly to parallel St. John Street to Brighton Avenue and then passed between Deering Heights and Deering Avenue to cross Woodford Street and Forest Avenue at Woodford's Corner. From there it roughly paralleled Forest Avenue on the east to Morrill's Corner and then turned eastward toward Falmouth. The York and Cumberland Railroad was built through Woodford's Corner in 1850, running from a depot

- 20 Barry & Anderson, 45
- 21 Barry & Anderson, 58.
- 22 Barry & Anderson, 59.
- 23 Barry & Anderson, 45.

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



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

of the Portland & Rochester RR before that line was absorbed into the Boston & Maine Railroad. The Boston & Maine RR eventually owned or controlled multiple lines into Portland from the south and the redundant line through Woodford's was abandoned and removed in 1911.



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

²⁴ Barry & Anderson, 73.

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



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

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

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

Horse Cars and Trolleys – Transportation

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

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

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

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

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

Subdivisions - Suburban Development

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



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

27 Barnes, 82.

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

29 Barnes, 81.

30 Robertson, 8.

31 Robertson, 11.

32 Barnes, 144.

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



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

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



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

³³ Barry & Anderson, 101-102.

³⁴ Barry & Anderson, 88-90.

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

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

Churches - Religion

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



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

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

35 Barry & Anderson, 160, 161.

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

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

38 Barry & Anderson, 130.

39 Barry & Anderson, 131.

40 Barry & Anderson, 131.

Automobiles - Transportation

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

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

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



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

41 Barnes, 128.

42 Barry & Anderson, 130.

43 Barnes, 128.

44 Barnes, 144.

landscapes.”

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

Another new building type that appeared at this time was the

45 Barry & Anderson, 170.

46 City of Portland, 1924 tax records.

47 Barry & Anderson, 175.



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



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



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

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

The last of the great nineteenth century estates along Back Cove was Oakland, built by banker W. E. Gould and owned for several generations by the William Wentworth Brown family. The Browns owned the Berlin Mills lumber and paper company in Berlin, New Hampshire (later renamed the Brown Company) as well as the Berlin Mills wharf in Portland.



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

The site was not redeveloped until the early 1940s, when the Forest Park apartment complex was built along Baxter Boulevard for World War II shipyard workers and an A&P grocery store and Howard Johnson's restaurant were built along Forest Avenue.⁴⁸ The residential units were designed by architect William O. Armitage and were completed in 1944.⁴⁹ Howard Johnson's was one of the earliest national chains of restaurants catering to an auto-centric public. By 1940 Howard Johnson had built himself an empire of roadside restaurants, with more than 125 restaurants stretching from Maine to Florida doing a gross annual business of fourteen million dollars a year.⁵⁰ The free-standing A&P store, surrounded by paved parking, was a step in the evolution from corner grocery store to the modern supermarket.

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



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

- 48 Barry & Anderson, 125.
- 49 Barry & Anderson, 181.
- 50 Liebs, 200.
- 51 City of Portland 1924 tax records for 660 Forest Avenue.
- 52 Barry & Anderson, 134.

Arterial to Outer Suburbs - Transportation and Suburban Development

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

Significant surviving resources include:

Valle's Corporate Offices, 660 Forest Avenue

Odd Fellows Block, 643-651 Forest Avenue

Chapman Block, 650 Forest Avenue

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

Merrill's Garage, 634 Forest Avenue

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

Oakhurst Dairy, 364 Forest Avenue

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

Mank Motor Car Company building, 330 Forest Avenue

A.S. Hinds building, 331 Forest Avenue

William C. Rowell building, 309 Forest Avenue

⁵³ Barnes, 205.

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

Stevens Avenue

Road from Stroudwater - Transportation

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

Early industry on Stevens Plains - Pre-Suburban Development



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

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

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

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

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

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

58 Barry & Anderson, 48.

59 Martin and Tucker, xxviii

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

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



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

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

60 Barry & Anderson, 47.

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

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

63 Barry & Anderson, 49.

64 Barry & Anderson, 47.

65 Barry & Anderson, 48.

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

67 Barry & Anderson, 84.

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

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



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

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



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

68 Barry & Anderson, 47.

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

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

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

Horsecars and Trolleys – Transportation

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

Subdivisions - Suburban Development

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



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



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

⁷¹ Barry & Anderson, 137, 138.

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



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

Churches and Schools – Religion

The earliest church within the study area along Stevens Avenue is the Gothic Revival building built for the Universalists in 1867, now the Ludcke Auditorium at the University of New England Portland Campus.⁷³ The wood board-and-batten sided structure with its asymmetrically placed buttressed tower with a soaring spire was designed by Portland's leading Victorian architect, Francis H. Fassett. A short distance to the north, on the other side of the Westbrook Seminary campus, the Free Church of Deering was built in 1887 and became the Stevens Avenue Congregational Church in 1913.⁷⁴ The stone Gothic Revival Central Square Baptist Church (now the Deering Center Community Church) was built in 1906-1907. Located on the corner of Stevens and Pleasant Avenues, the building is at the heart of the Deering Center neighborhood. An addition by designed by the Portland architectural firm Miller, Mayo & Beal was built in the 1920s. The diminutive Swedenborgian Church of the New



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

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

73 Barry & Anderson, 101.

74 Barry & Anderson, 147, 148.

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

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



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



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

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

⁷⁶ Barry & Anderson, 137.

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

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

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

Schools – Public and Private Education

Educational buildings have contributed to the character of Stevens Avenue since the Stevens family donated land to establish the Westbrook Seminary in 1831. The building now known as Alumni Hall was built in 1834, utilizing the cupola from the Portland Town Hall in Market Square, which was then being remodeled in the up-to-date Greek Revival style following Portland's incorporation as a city. The institution was quite exceptional for the period in admitting both male and female students. In 1863,



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

the state granted the school "the right to 'incorporate a course of study for your ladies equivalent to that of any female college in New England'."⁸⁰ Italianate style Goddard Hall and Hersey Hall were added by 1869. In 1900, the McArthur Gymnasium was built to designs by Portland architect Francis H. Fassett.⁸¹ In 1925, the decision was made to stop admitting male students and the institution was renamed Westbrook Seminary and Junior College in 1929.⁸² The school was accredited as a junior college in 1933-1934⁸³ and added a few additional buildings, including several existing residences, before the middle of the twentieth century. In the 1960s and 1970s, men were readmitted to the school and it became Westbrook College.⁸⁴ It was expanded considerably, with historic buildings demolished or relocated and modern buildings, including a gymnasium and an art gallery, constructed. The school was merged with the Biddeford-based University of New England in 1996 and has added several large new buildings along Stevens Avenue. Most recently, the school acquired the former Maine State Armory which stands just north of the campus.

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

78 Barry & Anderson, 103.

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

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

81 Biber, 23.

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

83 Biber, 9.

84 Biber, 9.

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

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

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



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



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



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

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

86 Barry & Anderson, 84.

87 Barry & Anderson, 135.

88 Barry & Anderson, 136, 136.

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



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

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

Evergreen Cemetery – Community Development

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

Village Center – Suburban Community Development

⁸⁹ Barry & Anderson, 90, 91.
⁹⁰ Barry & Anderson, 168-169.



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

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

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

Significant surviving resources include:

Central Square Baptist Church, 466 Stevens Avenue

⁹¹ Barry & Anderson, 85.

⁹² Barry & Anderson, 135.

Deering High School, 370 Deering Avenue

Lincoln Middle School, 522 Stevens Avenue

Longfellow Elementary School, 423 Stevens Avenue

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

Westbrook College Historic District, west side of Stevens Avenue

Stevens Avenue Armory, 772 Stevens Avenue

Federal style brick house, 844 Stevens Avenue

Current and Historic Views

Historic photos from 1924 Portland tax records unless otherwise noted.



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



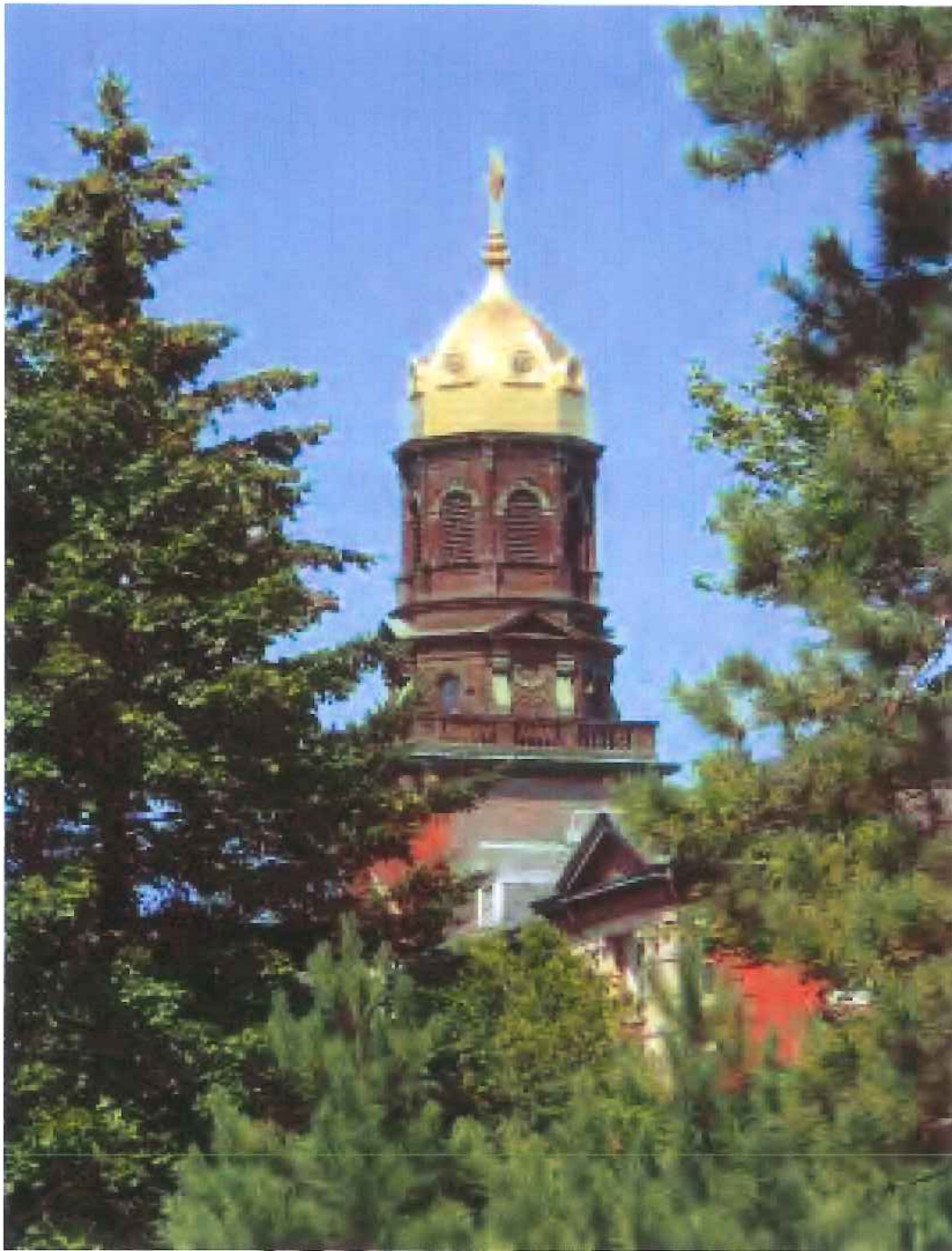
The Central Square Baptist Church at Deering Center was designed by Bangor architect Victor Hodgins and built in 1907. In the 1920s, the Portland firm of Miller, Mayo & Beal designed an addition to the building. It is now called the Deering Center Community Church. (SCC)



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



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



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

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

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

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STEVENS-FOREST AREA ARCHITECTURAL INTENSIVE SURVEY RESOURCES





VAN BLARCOM INCORPORATED AUTOMOBILE GARAGE

ADDRESS

330 Forest Avenue

ARCHITECT

Unknown

DATES

1919; interior alterations in 1934, 1959

STYLE

Art Deco/Moderne & Commercial

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

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

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

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



Fig. 1



A. S. HINDS LABORATORY BUILDING

ADDRESS

331-337 Forest Avenue

DATES

1920

ARCHITECT

John Calvin Stevens and
John Howard Stevens

STYLE

Beaux Arts Revival & Commercial

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

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

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

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

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



Fig. 1

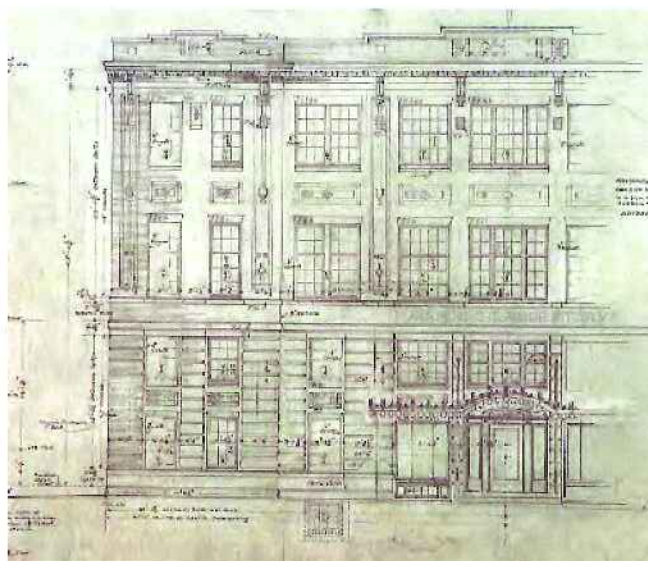


Fig. 2



L. C. GILSON AUTOMOBILE COMPANY BUILDING

ADDRESS

355 Forest Avenue

ARCHITECT

Unknown

DATES

1922; rear addition in 1981

STYLE

Vernacular & Art Deco/Moderne

Originally occupied by the L. C. Gilson Automobile Company, the building at 355 Forest Avenue was built in February 1922. Gilson had already established an automobile dealership at 881-891 Congress Street by 1906, selling cars from Ford, Reo, and Stanley in what Portland's Board of Trade Journal called, "one of the largest, and most modern [garages] in New England." By 1924, the Congress Street block had been converted into apartments and the Gilson Automobile Company had relocated to the building owned by Frank W. Sparrow at 355 Forest Avenue (Fig. 1).

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

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

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



Fig. 1



Fig.



OAKHURST DAIRY

ADDRESS

364 Forest Avenue

ORIGINAL ARCHITECT

Unknown

DATES

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

STYLE

International (central building)

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

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

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

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

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



Fig. 1



STUDEBAKER AUTOMOBILE BLOCK & GARAGE

517-533 Forest Avenue and 44 Indian Lane

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

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



STUDEBAKER AUTOMOBILE DEALER BUILDING

ADDRESS

533 Forest Avenue

ORIGINAL ARCHITECT

Frank A. Rumery

DATES

1928

STYLE

Commercial

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

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

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



JOHN S. GOFF CHEVROLET BUILDING

ADDRESS

525 Forest Avenue

ORIGINAL ARCHITECT

Frank A. Rumery

DATES

1927-8

STYLE

Commercial

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

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

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



CLIFTON R. SHAW AUTOMOBILE DEALERSHIP

ADDRESS

517 Forest Avenue

ORIGINAL ARCHITECT

Frank A. Rumery

DATES

1928

STYLE

Commercial

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

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

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



STUDEBAKER GARAGE

ADDRESS

44 Indian Lane

ORIGINAL ARCHITECT

Frank A. Rumery

DATES

1928

STYLE

Commercial

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



JORDAN AUTOMOBILE SERVICE & FILLING STATION

ADDRESS

634 Forest Avenue

ARCHITECT

Unknown

DATES

1934; alterations in 1979

STYLE

19th/20th Century Revival

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

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

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

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



Fig. 1



CHAPMAN BLOCK

ADDRESS

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

ARCHITECT

Unknown

DATES

C. 1916

STYLE

Italianate

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

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

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

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

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



Fig. 1



ODD FELLOWS BLOCK

ADDRESS

643-651 Forest Avenue

ARCHITECT

F. H. Fassett & E. F. Fassett

DATES

1897

STYLE

Italianate

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

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

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



Fig. 1

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

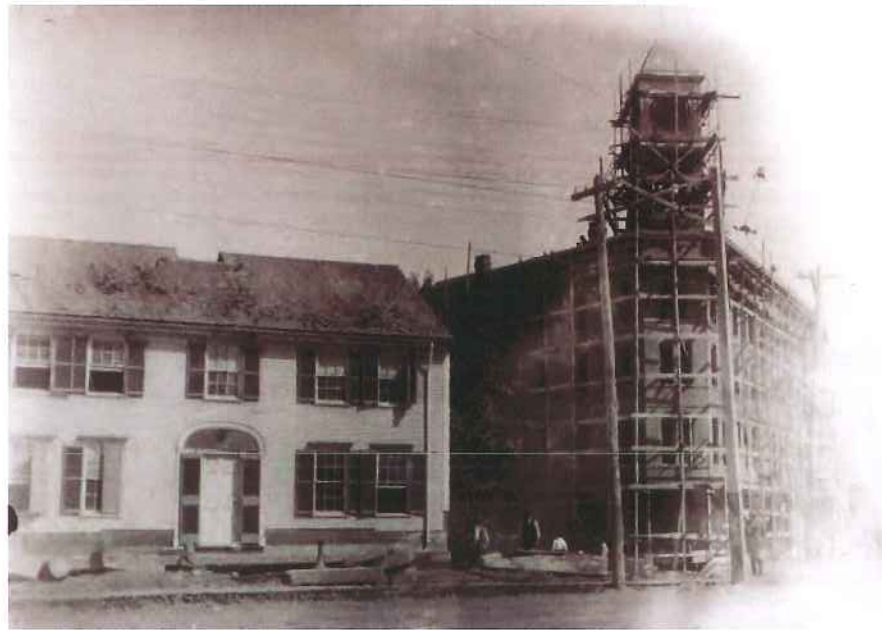


Fig. 2



VALLE'S SANDWICH SHOP

ADDRESS

660 Forest Avenue

ARCHITECT

William Nelson Jacobs Associates

DATES

1964

STYLE

Modern/Contemporary

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

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

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

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

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



Fig. 1



Fig. 2



DEERING HIGH SCHOOL

ADDRESS

370 Forest Avenue

ORIGINAL ARCHITECT

John P. Thomas

DATES

1922-3; alterations in 1932, 1981-2

STYLE

19th/20th Century Revival

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

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

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

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

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



Fig. 1



LONGFELLOW ELEMENTARY SCHOOL

ADDRESS

432 Stevens Avenue

ARCHITECT

William R. Miller and Lester I. Beal

DATES

1951-2

STYLE

19th/20th Century Revival

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

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



Fig. 1



Fig. 2

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

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

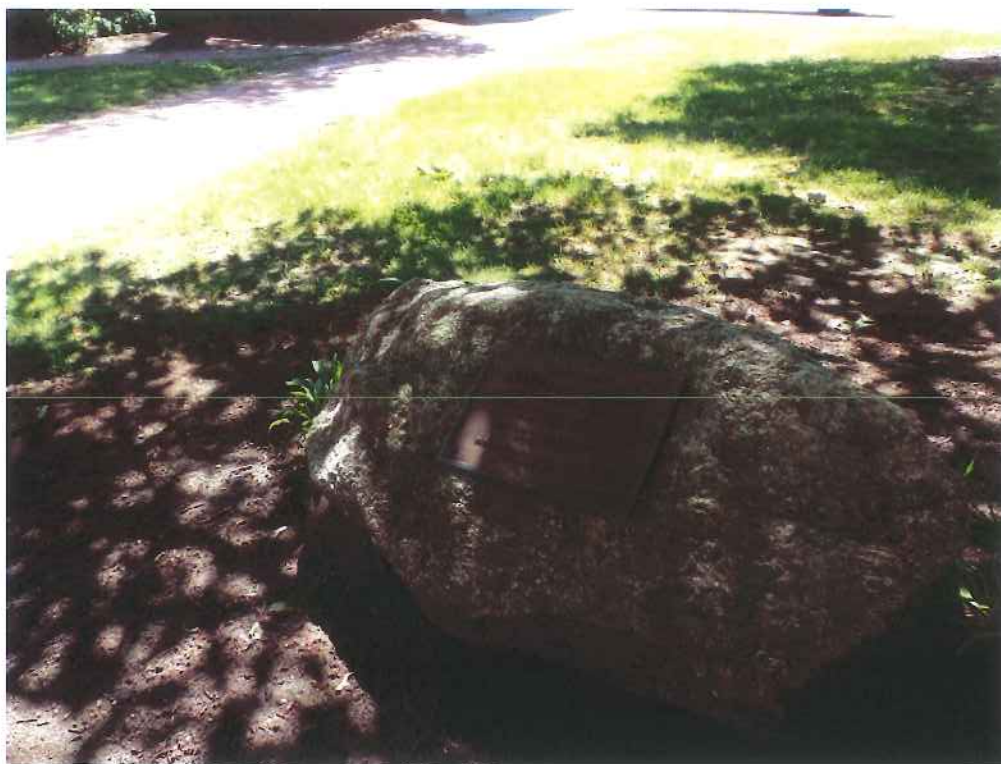


Fig. 3



DUNN MEMORIAL CHURCH

ADDRESS

466 Stevens Avenue

ORIGINAL ARCHITECT

Victor Hodgins

DATES

1906-7; addition in 1920s

STYLE

Gothic Revival/Queen Anne

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

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

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

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

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



Fig. 1

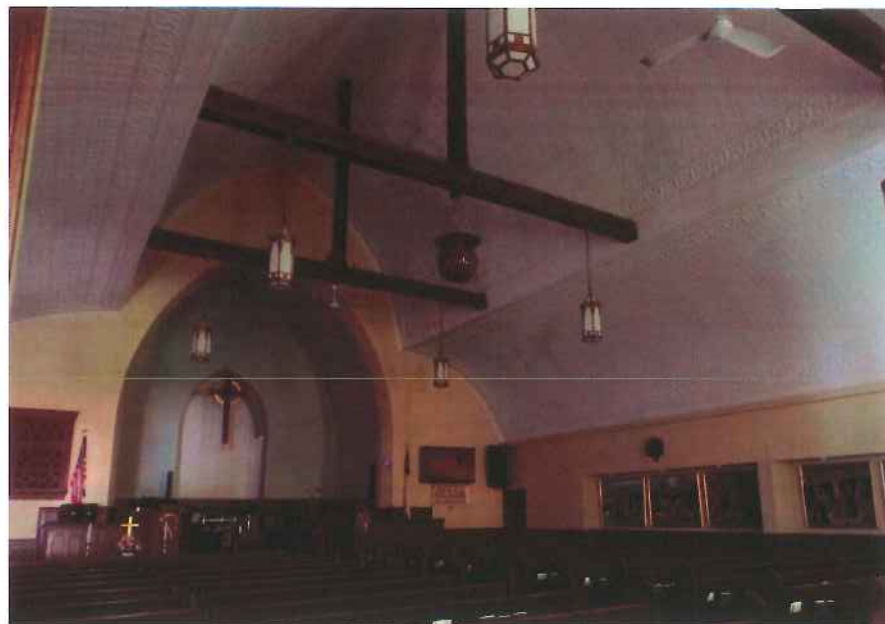


Fig. 2



LINCOLN MIDDLE SCHOOL

ADDRESS

522 Stevens Avenue

ORIGINAL ARCHITECT

Frederick A. Thompson

DATES

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

STYLE

19th/20th Century Revival

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

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

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

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

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



Fig. 1



Fig. 2



PORTLAND ARMORY

ADDRESS

772 Stevens Avenue

ARCHITECT

John P. Thomas

DATES

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

STYLE

Art Deco

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

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

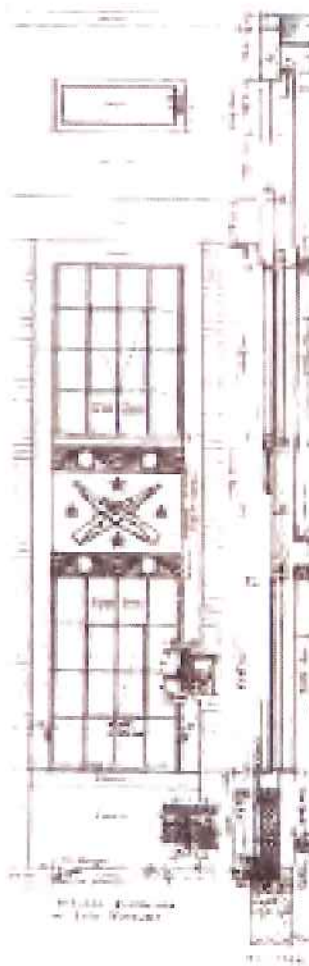


Fig. 1

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

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

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

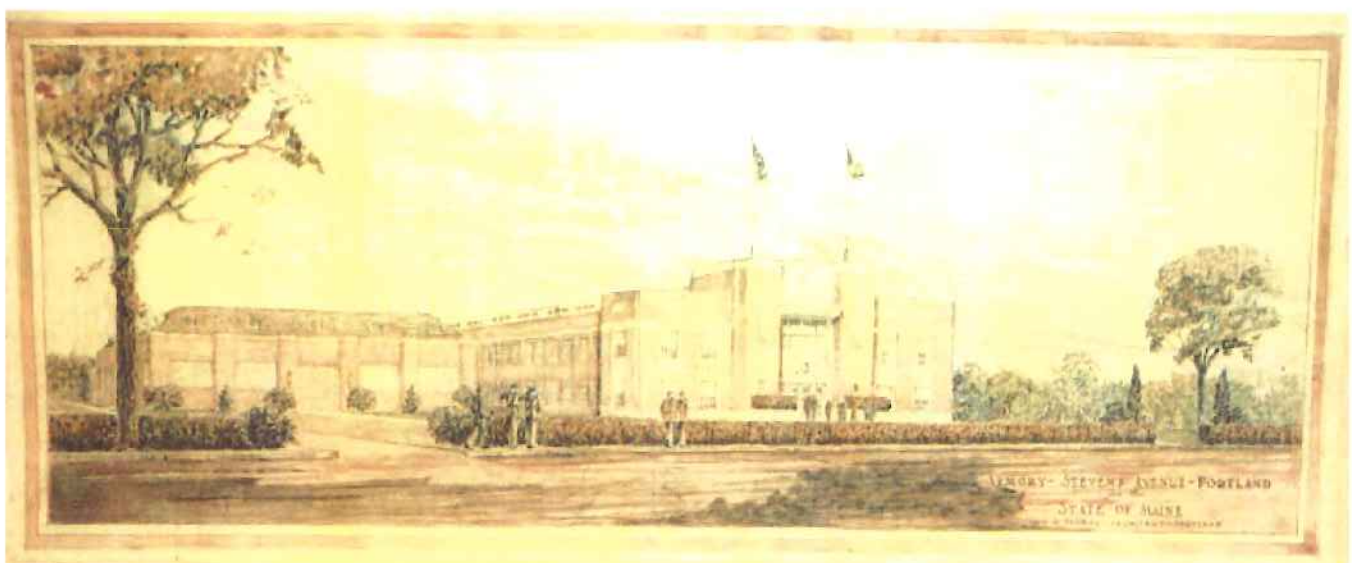


Fig. 2



Forbes-Webber House

ADDRESS
735 Stevens Avenue

ARCHITECT
Unknown

DATES
1854

STYLE
Greek Revival

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

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

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

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

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



Fig. 1

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



844 Stevens Avenue

ADDRESS

844 Stevens Avenue

ARCHITECT

Unknown

DATES

C. 1805; alterations in 1937, and later

STYLE

Federal and Colonial Revival

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

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

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

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



Fig. 1

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

Fig. 2

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



January 28, 2016

Deb Andrews, Program Manager
Historic Preservation Board
City of Portland
389 Congress St.
Portland, ME 04101

Re: 371-373 Forest Avenue

Dear Ms. Andrews and Historic Preservation Board Members:

I am the owner of the property located at 371-373 Forest Avenue, which is under review by the Historic Preservation Board at a public hearing on February 3, 2016. Unfortunately, I am unable to attend the meeting, so I hope you will read this letter which summarizes the concerns I have about a potential landmark designation of my building. A finding of eligibility as a historic landmark structure will have a significant impact on me and on my ability to reuse or sell my property.

The 371-373 Forest Avenue building is an old structure in need of continual maintenance and servicing. The costs to maintain this structure, and to rehabilitate it for any reuse, have made the marketing of this property very difficult. Furthermore, there is nothing about the structure that holds any historical significance to the City.

In addition to my concerns regarding the condition and costs associated with maintaining and rehabilitating the property, I would like to adopt the comments made in Attorney Costigan's January 27, 2016 letter to this Board, regarding the historical integrity of the Forest Avenue properties. Like the buildings belonging to Mr. Weeks that are discussed in Ms. Costigan's letter, the 371-373 Forest Avenue structure has been significantly altered, both interior and exterior, since it was first constructed in the 1920's. If you compare the photos provided by Greater Portland Landmarks in their report, you will see that the lower level used to have two large windows and now only has one and the remaining window on the left looks very different than the original. The building was not deemed eligible for listing in the National Register by the Maine DOT or by the Maine Historic Preservation Commission in 2011, and it is not listed as a significant historic structure in the 2015 Historic Context study provided by Greater Portland Landmarks.

I request that the Board find that 371-373 Forest Avenue is not eligible for designation as a landmark because it is not a significant historic structure and a finding of eligibility would substantially devalue my property and make any future marketing, reuse, or rehabilitation of the property very difficult.

Sincerely,



Michael Kaplan POA
KAPLAN LLC

47

Deb Andrews - Comment for 2/3 hearing re 351-355, 369, and 371-373 Forest Ave.

From: Mary Murphy <mtmurphy121@gmail.com>
To: <dga@portlandmaine.gov>
Date: 1/31/2016 2:46 PM
Subject: Comment for 2/3 hearing re 351-355, 369, and 371-373 Forest Ave.

TO: Deb Andrews, Historic Preservation Program Manager, Planning Division

Dear Ms. Andrews and members of the Historic Preservation Board,

As Portland residents who live near the above properties, we strongly urge the Historic Preservation Board to adopt any protections for which these properties may be eligible. We support the long-established local businesses currently occupying these properties and we care about the preservation of the historic, cultural, and architectural significance of some of these buildings. We are absolutely horrified at the prospect of demolishing these buildings to make way for a suburban-style chain pharmacy and parking lot, a plan which completely disregards both the principles of historic preservation and the planning to make the Forest Avenue corridor more pedestrian-friendly and to support housing and local businesses that are easily accessible to the city center.

Thank you for your attention to our concerns,
Mary Murphy and Joe Conroy
42 Pitt Street
Portland

Deb Andrews - Speaking Out Against Proposed Demolitions of Forest Ave. Buildings

From: "Pam and John Ames" <james2@maine.rr.com>
To: <dga@portlandmaine.gov>
Date: 2/3/2016 4:38 PM
Subject: Speaking Out Against Proposed Demolitions of Forest Ave. Buildings

Deb,

I am a founding trustee with Skyline Farm in North Yarmouth which is a nonprofit organization that has a noteworthy carriage and sleigh collection, where we can teach people about what life was like in the 1800's. If these vehicles had rotted away on people's lawns, we would not have a story to tell, and people wouldn't be able to see these horse-drawn vehicles come alive while being driven outdoors.

Similar if these irreplaceable buildings are razed, people will never understand Portland's history. Local landmarks represent our city's cultural and social history as well as its architectural history.

I wanted to express my outrage at the idea of tearing down historic buildings that can never be replaced. I lived here during the Union Station fiasco; I watched my great uncle's lovely brick duplex be torn down on Spring St to make way for urban development. This proposal seems to be somewhat similar. Have we not learned from the past?

People come to Portland for its unique beauty and demonstrated respect for its past. We cannot be short-sighted and prioritize the almighty dollar over the history of hard-working families who created these companies that became the foundation of Portland's vibrant business community.

These unique historic buildings must be preserved for future generations; therefore, I support the Historic Preservation Board determining that all three buildings are eligible for local landmark designation.

Thank you for the opportunity to express my support for preservation,
Pamela Ames
Skyline Farm
North Yarmouth



This email has been checked for viruses by Avast antivirus software.

www.avast.com

Deb Andrews - Fwd: 351-379 Forest Avenue

From: James Cabot <jecabot@gmail.com>
To: Deb Andrews <DGA@portlandmaine.gov>
Date: 2/3/2016 1:08 AM
Subject: Fwd: 351-379 Forest Avenue

Dear Ms. Andrews,

I am currently traveling on business and cannot attend tomorrow night's hearing regarding the proposal to tear down the buildings at 351-379 Forest Avenue to build a drive-through, chain pharmacy.

I wanted to resend an earlier email that I had sent on this topic. I think this proposal would be a great shame, and a reversion to the bad old days of development in Portland, when historic structures and time-honored, pedestrian-friendly streetscapes were torn down in favor of short-sighted, auto-oriented development. I would ask the Historic Preservation Board to determine 355, 365 and 371-373 Forest Avenue eligible for local designation as historic structures, with attendant protections put in place.

These buildings tell of a piece of Portland's history, while framing and giving context to Forest Avenue as a street that has played a vital and varied role in the social and economic development of the city. Furthermore, there are numerous great examples from around Portland of historic buildings like these being re-purposed into vibrant settings for buildings and residences. These buildings and these blocks should be protected and preserved.

Please accept my thanks in advance for your consideration of these emails. I hope that the Board will determine these structures eligible for designation as historic landmarks.

Respectfully submitted,
James Cabot

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

From: James Cabot <jecabot@gmail.com>
Date: Tue, Jan 12, 2016 at 10:26 PM
Subject: 351-379 Forest Avenue
To: jlevine@portlandmaine.gov
Cc: DGA@portlandmaine.gov, BSR@portlandmaine.gov

Dear Mr. Levine,

I am writing with regard to the proposal to tear down the block at 351 to 379 Forest Avenue to make way for a new CVS pharmacy, as reported in the Portland Press-Herald this morning. This is an unfortunate project, which would not add to Forest Avenue and to the neighborhoods surrounding it.

My family and I own a house in a neighborhood just off of the section of Forest Avenue that runs between I-295 and Woodford's Corner. There are attractive, historic and pedestrian-friendly neighborhoods on both sides of this stretch of Forest Avenue. Forest Avenue itself is an evolving street, with problems such as a challenging pedestrian environment and excessive vehicle speeds, but with a

ton of potential. As the City of Portland describes on its "Transforming Forest Avenue" webpage, this section of Forest Avenue has high-density, mixed-use buildings, historic "auto row" buildings and abundant opportunities for infill development. However, the City also notes that the street faces increased challenges from auto-oriented land uses and diminished pedestrian and bicycle accessibility. This proposed development appears to be a big step in the wrong direction. It would tear down Forest Avenue's existing assets, while increasing its existing challenges.

From Skillful Home Recreation, to Reve fitness studio, to GreenLight children's play space, to the new Abilene and Woodford F&B restaurants in Woodford's Corner, to the venerable Great Lost Bear (and the list goes on), there are many dynamic businesses along Forest Avenue which are creatively reusing existing - and in many cases historic - architectural assets to create a vibrant, pedestrian-friendly "Main Street" for the residential neighborhoods around Forest Avenue and to draw people from the rest of Portland and beyond. Please do not allow a return to bad, old forms of "suburban-style" architecture that do not work in the context of a key city street like Forest Avenue.

In the close vicinity of this proposed project are two Walgreens, two CVS (one right up Forest Avenue and the second on Congress Street), a Rite-Aid, an Apothecary by Design and a Hannaford pharmacy and supermarket. There is a second supermarket (Trader Joe's) as well. Portland does not need to destroy historic streetscapes to build another chain pharmacy. There are many examples from around Portland where buildings such as these have been creatively repurposed to house new and vibrant businesses.

Respectfully submitted,

James Cabot

--

James Cabot
+1 207 232 5106

Deb Andrews - FORES AVE DEMO

From: <WWG914@aol.com>
To: <dga@portlandmaine.gov>
Date: 2/2/2016 6:09 PM
Subject: FORES AVE DEMO

Greetings:

I do not see anything historic about these buildings.....In addition I do not think that government should be involved in private business transactions.....So please back off and let the private sector alone.

William Gowen
468 Allen Avenue

Deb Andrews - Forest Avenue buildings

From: <hinklepaint@aol.com>
To: <dga@portlandmaine.gov>
Date: 2/3/2016 10:09 AM
Subject: Forest Avenue buildings

Good morning, Deb,

We need to protect the industrial heritage of Portland, exemplified in the Forest Avenue buildings under consideration for historic status, as well as all the buildings of the former Portland Company. Historic preservation must not be limited to residential properties like Victoria Mansion, with which I am a volunteer.

It is a well established fact that one large retail store surrounded by acres of paved parking space generates significantly less city revenue than a neighborhood of small businesses and housing, while providing fewer jobs and no housing.

Tom Hinkle
53 Chadwick Street

Deb Andrews - Fwd: Feb 3 hearing

From: Richard McGoldrick <rmcgoldrick@commercialpropertiesinc.com>
To: <dga@portlandmaine.gov>
Date: 2/1/2016 2:12 PM
Subject: Fwd: Feb 3 hearing

Richard McGoldrick
rmcgoldrick@commercialpropertiesinc.com

Begin forwarded message:

From: Richard McGoldrick <rmcgoldrick@commercialpropertiesinc.com>
Subject: Feb 3 hearing
Date: February 1, 2016 at 2:07:47 PM EST
To: Deb Andrews <dja@portlandmaine.gov>
Cc: Gregg Portland Mitchell <gmitchell@portlandmaine.gov>, Blackburn Portland <rblackbu@portlandmaine.gov>, Vin Veroneau <veroneau@jbbrown.com>, Tim Soley <tsoley@eastbrowncow.com>, Eric Cianchette <ericcianchette@yahoo.com>

I am away, so cannot attend the meeting- please pass on my belief that this is the MOST ridiculous idea I've seen yet in this relentless attempt to destroy property values and development opportunities in PORTLAND. These buildings have absolutely NO redeeming value, and I understand that most of the 11 emails were from patrons of the local bar:-) If you are successful in stopping this very positive addition to Forest Avenue's retail corridor, you will certainly cause the substantial lowering of all nearby real estate values, resulting in lowering assessments of these properties.

At some point in time, residential property owners are going to realize that all this destruction of value in the Commercial Real estate market will result in increasing rises in their del estate taxes.

Richard McGoldrick
rmcgoldrick@commercialpropertiesinc.com

brian e. duffy associates

ARCHITECTURE TO BUILD BY

February 2, 2016

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

Dear Deb,

As an architect born in Portland, ME I have worked on many historic sites around the city. Portland is rich in great old buildings and neighborhoods, and with your guidance has a strong historic preservation program to ensure we do not destroy this important aspect of the city; it is one of the attributes that sets Portland apart from other urban centers. We have all seen what can happen when "urban renewal" rolls through neighborhoods – we end up with characterless strip malls, or intersections with gas stations and drug stores on all four corners. Portland needs to preserve places like the Forest Gardens, which for so many years has been a local gathering spot for both blue and white collar workers. I truly believe saving Portland's neighborhood history is far more important than acquiring another super drugs store

Sincerely,



Brian E. Duffy R.A.

Deb Andrews - Forest Avenue CVS

From: Kris Clark <kris@gwi.net>
To: <dga@portlandmaine.gov>
Date: 2/1/2016 12:48 AM
Subject: Forest Avenue CVS
CC: Kris Clark <kris@gwi.net>

Dear Deb and Historic Preservation Boar

The proposal to build a large CVS Pharmacy on Forest Avenue is troubling on several levels.

What Portland stands to lose is five unique, older buildings (three of them possibly historic), several affordable apartments and three well liked, locally owned small businesses all of which have been in business for over 60 years. Besides providing important services, a wonderful neighborhood gathering spot and affordable housing, all of these businesses recycle most of their money back into our local economy. In exchange for these losses, all the city gets is just one more national chain mega-pharmacy. One more bland, over-lit box store with a large surface parking lot. Really? There are already four chain pharmacies nearby on Forest Avenue and some eight within a one mile radius including 2 CVS's. Does this neighborhood really need one more? And what happens to the building if CVS closes the store in a couple of years as happened with the Rite Aid on Brighton Avenue. Years later, it is still a big empty eyesore, too big and unsuitable for any new local businesses, the true drivers of new jobs in Maine.

Look. Portland's recent growth is exciting but we must ensure that it happens in a planned and sustainable way that supports both established and new local businesses, provides more housing, is bus, walk and bike friendly and which preserves the city's unique history, architecture, and stunning beauty. The city's Transform Forest Avenue Plan is a good one that should be fully followed. From my reading of the plan, this CVS does not seem compatible. It cannot be considered mixed use, nor high density, will be set back rather than on the sidewalk and loses rather than adds housing. I strongly urge the Historic Preservation Board to designate one or all three of the discussed buildings as Historic.

Thank you

*Kris Clark
129 Emery Street
Portland, ME*

Deb Andrews - 371-373 Forest Ave.

From: Maggie Guthrie <guthrm@gmail.com>
To: <DGA@portlandmaine.gov>
Date: 2/3/2016 10:50 AM
Subject: 371-373 Forest Ave.

Hi Deb,

I truly hope that Forest Gardens will be saved from the demolition ball! It is an iconic and wonderful gathering place for many people that play sports together, love watching major football, baseball & basketball games with friends and family, and just a wonderful place to meet old friends.

Rick P. has owned and operated Forest Gardens for many years and his family has been such a part of making it the magical bar and grill it is. He has the best Square Pizza around!!

Please help us, the patrons, and Ricky, to continue to share the love and friendship at Forest Gardens!!

Very Sincerely,

Margaret Guthrie
Cell # 949-2625

Deb Andrews - Forest Gardens

From: James Dixon <punkidscap6@gmail.com>
To: "DGA@portlandmaine.gov" <DGA@portlandmaine.gov>
Date: 2/3/2016 10:43 AM
Subject: Forest Gardens

I am writing today to encourage you to SAVE FOREST GARDENS from demolition. I for close to 40 years have been a patron at the Gardens. Beginning when I returned from serving my country for four years in the US ARMY back in 1976. The Gardens sponsored the softball league that reconnected me to my community and allowed me ease back into civilian social life. They and their patrons were always supportive.

Beginning shortly after the birth of my first child in 1986 and my second in 1989 the Gardens was very supportive of any fundraisers connected to my children.

They have continually throughout my adult life supported both myself and the community in fundraisers and thru their support of teams and leagues.

The Gardens is and has been for generations a unique part of Portland,s history and a premier social spot. For longer than I,ve been alive it has been a part of the Portland -Deering Thanksgiving Day Game tradition where generations of young and old alike meet to share breakfast and fellowship before the game and after.

The GARDENS is part of tradition and should be saved. Many locals come home THANKSGIVING from afar as I do and look forward to the GARDENS and the Turkey day game. Traditions are meant to be saved for generations.

I ask of you and beg of you to not grant the demolition request and put another chain retailer in its place especially on that busy corridor of Forest Avenue when their already exists one shortly down the road. To take away a small business that for years has been a part of the fabric of Portland would be shameful.

Punkidscap6@gmail.com 2074507789

James B Dixon
8 Palmer Drive
Sebastian Florida 32958

Sent from [Mail](#) for Windows 10

Deb Andrews - Forest gardens preservation

From: Jeannie Ross <jross15@yahoo.com>
To: "dga@portlandmaine.gov" <dga@portlandmaine.gov>
Date: 2/2/2016 9:04 PM
Subject: Forest gardens preservation

I hope to make the meeting tomorrow night at City hall but my work schedule at MMC may not make that possible. I hope that the building can be saved. I lived in Portland for a number of years back in the 70's and Forest Gardens has been a gathering place for groups for years. after funerals, holidays, sporting events in Portland, birthday parties (my daughter who is now 333 wanted her 5th birthday party there) the Gardens has supported local non profit groups, sports teams etc. for years. The history that building holds is priceless.
Jeannie & Steven Ross

Deb Andrews - Forest Ave. CVS proposal

From: Manduca Music <mark@manducamusic.com>
To: <bab@portlandmaine.gov>
Date: 1/31/2016 11:17 PM
Subject: Forest Ave. CVS proposal

January 31, 2016

To: Portland Planning Board

From: Elizabeth Manduca 861 Washington Ave. Portland 04103

mark@manducamusic.com

I respectfully submit to you a story about David Munster's TV on Forest Ave. I hope that you will take the time to read it, and perhaps understand why I wrote it. Thank-you.

Saving the Small Independent Business

The Forest Avenue buildings, which may be razed to build a CVS, are home to small businesses which include **David Munster's TV**. The story of his business has not been told. My grandfather, William George Munster opened **Maine Radio** on Munjoy Hill in the 1930's. His son, (my dad) Bill Munster owned and operated **United Television**, a sales and service center at 255 Congress St. for over 40 years, and finished his career at **Washington Ave. TV** 1976. The family business is now owned by my brother, David Munster.

Bill Munster serviced all the major department stores, and trained many workers in the television business throughout the state of Maine. During the 1960's, he operated stores from Bangor to Biddeford, employing many people including his six children. He was well known for excellent customer service. He repaired televisions, and stocked new tvs that came on the market. He opened the store for children who didn't have color tv. *The Wizard of Oz*, on only once a year, was a big event. We sat on the shop floor with popcorn and penny candy watching in awe as the black & white screen turned to color!

The department stores on Congress St. were adorned during the holiday season with beautiful Christmas decorations. **United TV** had a big silver tree with blue ornaments and lights that changed color. Under that tree

were gifts for neighborhood children.

I started working in the Congress St. store when I was ten years old. When I wasn't needed in the tv shop, I skipped across the street to **Levinsky's** to help Jacob Levinsky fold jeans, neatly stacking them on the shelves. I liked the smell of the wooden floors treated with linseed oil, and the ring of the old cash register. I sat on a high stool that Jacob set out for me. **Tommy's Hardware** was another favorite of mine. The store owners took time to know the neighborhood kids.

David, at **Munster's TV**, is knowledgeable and friendly. He has supported Portland businesses through his advertising (Portland Pirates, Sea Dogs) and donations of televisions to the American Red Cross, Portland Stage Company and others. He repairs televisions for Portland's hospitals. David's son works in the store now making it a fourth generation business servicing the Portland area for over 85 years.

The developer who wants to tear down these buildings on Forest Ave. to build a CVS pharmacy has met with great resistance from the community. Portland has about twenty pharmacies. What does that say about us as a city? That we are willing to close down long established businesses with deep historical ties to the city and its people for yet another drugstore with a strip mall façade? Corporately owned stores tend to pay workers less and have less direct contact with employees. Small business owners are in the neighborhood every day.

It's about money. The owner of the Forest Ave. buildings has a right to sell. And who has the money to buy- banks, insurance companies, pharmacies, tech companies, hotels that tend to build really unattractive buildings.

In an ideal world, city planners and those with exceptional financial resources would realize that the life and vibrancy of a city is found in its residents doing the work they love and know best and sharing it with their community. If these exceptional entrepreneurs had financial support and city backing, their achievements would be beautiful and admirable. It takes foresight, political will, and generosity to achieve the right combination of diverse businesses that fuel the economic engine of a city while maintaining artistic elements that make life worthwhile. Displacing decades old successful

businesses with no affordable place to relocate is damaging and irresponsible.
I hope my hometown won't do it.

Deb Andrews - Demolition of Buildings on Forest Ave to Make Way for Another CVS

From: Dan_Strauss <dan_strauss@comcast.net>
To: <dga@portlandmaine.gov>
Date: 2/2/2016 6:23 PM
Subject: Demolition of Buildings on Forest Ave to Make Way for Another CVS

Ms. Andrews,

I am a member of Greater Portland Landmarks and am distressed to learn that CVS has put in motion a request that involve demolishing 5 historic buildings, several part of Portland's Auto Row, dating from the early part of the last century. These have architectural and historic significance.

As someone who has lived for many years in large cities on the East Coast, I see how special the built environment is in Portland and how big a part it plays in making Portland such a special place. A CVS can go just about anywhere, there's nothing special about them, but these buildings are special. I urge you to deny the request.

Yours Truly,

Daniel Strauss

Deb Andrews - Support for Preservation of Forest Ave Auto Way

From: Francesca <cesca.gs@gmail.com>
To: Deb Andrews <dga@portlandmaine.gov>
Date: 2/3/2016 1:15 PM
Subject: Support for Preservation of Forest Ave Auto Way

Dear City Officials,

I too support preservation and landmark designation of the 3 historic commercial/residential buildings on Forest Ave known as Auto Way.

They represent a fascinating aspect of Portland's commercial history and are very much in keeping with the historic nature of brick architecture along Forest Ave.

Likewise, they have been cited by the National Historic Register as meaningful and valuable buildings to preserve.

The bottom line for me is: Does Portland need yet another large block building housing a chain pharmacy that makes the city look like any other city in the United States?

Let's maintain our distinct old New England, historic character! Thank you.

Francesca Galluccio Steele
22 Clifford St
Portland, ME 04102

Deb Andrews - Some thoughts on Forest Avenue plans

From: Barbara Hager <bohbhagr@maine.rr.com>
To: Deb Andrews <dga@portlandmaine.gov>
Date: 2/3/2016 2:10 PM
Subject: Some thoughts on Forest Avenue plans

Hi Deb,

I am unable to attend tonight's Historic Preservation Board's public hearing on the Forest Ave. cluster of buildings that represent Portland's former "auto row," but wanted to add my voice to the movement to protect these buildings from demolition.

We've all seen first-hand the real value of working to protect historically significant neighborhoods, buildings, and sites in Portland. Our refusal to acquiesce to the demands of "chain" stores in the Old Port has reaped rich rewards. Portland's firm stance regarding pressure to demolish certainly came too late many years ago, but most citizens truly can understand the value of maintaining our interesting architectural history today. That cluster of buildings means a lot to the citizens far more than the convenience of yet another white elephant building surrounded by asphalt parking lots. One only has to witness the damage done to the Brighton Ave. location of the vacant and decaying Rite Aide store to appreciate what havoc temporary non-local commercial interests can wreak on our community fabric.

Thanks for your consideration of my opinion,

Barb Hager
83 Jeanne Street
Portland ME 04102

February 3, 2015
Ms. Deb Andrews
Manager Historic Preservation Board
Portland Maine

Dear Ms. Andrews,

My name is David Read. I am a proud son of Portland's West End, a Portland High and USM graduate and the administrator of the Save Forest Garden's Facebook group. I am writing on behalf of my cousin Bill Petty, who we lost way too soon last month. Bill would be chomping at the bit to speak on this subject—so this is for you "Wild Bill."

I am writing to highlight Forest Garden's value as a **specific example of the cultural heritage of Portland Maine as it applies to Criteria 1 of Sec 14-610 of Portland's Minimum criteria for landmark designation.**

Forest Gardens, and its previous iterations, has been a community gathering place in Portland for 80 years. In the tradition of Greele's Tavern, which operated just few blocks east of City Hall 250 years ago, "The Gardens" has been a place for Portland's laborers, craftspeople, delivery drivers, educators, athletes, coaches, and with special permission—even a few select lawyers—to come together. Here they are able to linger over a cold beer or two at a reasonable price, to discuss with friends and family the news of the day, sports, politics, and love—and on a particularly good day—even a bit of revolution I'm sure.

To highlight the role "The Gardens" continues to play as a community gathering place and cultivator of the cultural heritage and social history of Portland, I would like to outline three events from over the last 10 weeks:

- On Thanksgiving morning, like a couple hundred others, my wife Caitlin of seven months and myself went down to "The Gardens" to meet my father prior to the 104th annual

PHS/DHS football game. There I was able to introduce Caitlin to a half dozen old friends and share with her the pride we all have in this tradition and of our close knit city.

- On Jan 9th after the funeral of my cousin Bill, 20 or 30 of us made our way to "The Gardens" to laugh, cry, play the juke box and to raise a glass to our beloved "Billy Bones." We had many places to choose from to meet—and we ended up at "The Gardens"—and it made perfect sense.
- This coming Friday Feb. 5th a group of 20-30 of my family and friends will gather for our annual "First Friday in February" birthday celebration, where our piece of Portland's community can again come together to gather see old friends, laugh and reminisce—and I hope and pray it's not our last time we are able to this at "The Gardens."

The social history of Portland's neighborhoods is found in its corner stores and neighborhood bars.

These establishments are important gathering spots and part of the character of an individual neighborhood. In addition to being a place to relax, neighborhood bars are places where social bonds are formed, often between diverse groups of people and Forest Gardens is one of only a few remaining examples of these older neighborhood bars in Portland.

In closing, I ask the Historic Preservation Board to recommend to the City Council, landmark status for Forest Gardens based on its value as a specific (living) example of the cultural heritage of Portland and because **Forest Gardens IS Portland.**

Thank you for your time,

David Read
West End, PHS'89, USM'96



Landmarks Statement for Historic Preservation Board Public Hearing

Determination of Eligibility for 351-355, 369, and 371-373 Forest Avenue

3 February 2016

Greater Portland Landmarks urges the Historic Preservation Board to determine that the buildings at 355, 369 and 371-373 Forest Avenue meet the minimum criteria for local landmark designation under Section 14-610 of the historic preservation ordinance. All three buildings were part of the cluster of auto-related businesses on this section of Forest Avenue in the early 20th century that earned the nickname Portland's Auto Row. As purpose-built auto dealerships, 355 and 369 Forest Avenue are locally significant examples of this building type and they reflect the form and styles that this building type assumed across the country. In 2011 the Maine Historic Preservation Commission found that both of these buildings retain sufficient integrity of association, location, design, setting, feeling, workmanship, and materials to be eligible for individual listing in the National Register of Historic Places.

While some local landmarks may be outstanding examples of an architectural style or form or be designed by a well-known architect, the ordinance also allows for locally significant examples of the city's cultural heritage and history to be designated. In addition to its association with Portland's Auto Row, 371-373 Forest Avenue is an example of the transitional housing forms that evolved along an increasingly dense and commercial Forest Avenue at the turn of the century. Since 1936 the shopfront at 371 Forest Avenue has housed a neighborhood gathering spot that is socially significant to the local neighborhood and the larger Deering community.

In addition, we urge the Historic Preservation Board to determine that the buildings at 355, 369 and 371-373 Forest Avenue retain sufficient integrity of association, location, design, setting, feeling, workmanship, materials, and condition for designation under Section 14-611 of the preservation ordinance. In your evaluation of their integrity of condition we encourage you to consider that all three buildings are currently actively occupied. The three buildings, like many buildings of their age that have not been rehabilitated, exhibit some code and structural deficiencies and require repair. This does not mean they are so deteriorated as to be uninhabitable or as the ordinance stipulates 'irretrievably lost'.

We encourage the board to determine tonight that 355, 369 and 371-373 Forest Avenue are eligible for local designation and to pursue their designation as individual landmarks in the near future.

Thank you.

Julie Larry
Director of Advocacy

Extended Comments of Gary W. Libby
To the Portland Historic Preservation Commission

February 3, 2016

I am urging that the City of Portland's Historic Preservation Commission will protect the five buildings at the intersection of Forest Avenue and Preble Street Extension so that they will not be demolished to make way for a CVS mega-pharmacy.

I urge Portland's Historic Preservation Commission to find that at least one of those buildings, that is the building numbered 371 to 373 Forest Avenue, meets Criterion No. 1 of Section 14-610 of the City's historic preservation ordinance as a significant example of Portland's cultural heritage.

The architectural legacy of Portland's social history is being demolished and replaced by buildings of no significant architectural or cultural value. Portland's neighborhoods were, at one time, defined by their Mom and Pop neighborhood stores and neighborhood bars. The corner stores that used to fit into the neighborhood streetscapes are fast disappearing and being replaced by chain "convenience" stores that sit back from the street and are surrounded by large parking lots.

Portland's neighborhoods also supported neighborhood bars. Almost all of those bars have been closed and the spiffy bars in the Old Port and on the rest of Portland's peninsula have not replaced them as community centers. How could they since none of them have really been around long enough to develop an actual "community" that spans generations of clientele.

Specifically turning my attention to the building in which the Forest Gardens Bar and Grille is located, that building was built in 1922. Beginning in 1936, shortly after the end of prohibition, that building has been the location of the Forest Gardens, now one of Portland's oldest neighborhood bars having been there for 80 years. Generations of Portland residents and workers have patronized that establishment.

My Dad used to bring me there with him on Saturday mornings in the 1950s. By the time I became a student at the University of Maine in Portland the Gardens had become a college bar. It was my second home and Tina Bass, a longtime day bartender there, was a second mother to me as she was to many students.

The Gardens later became more of a sports bar which supported both women's and men's rugby teams, Little League and Telegram League, and other amateur baseball and softball teams, other local athletic teams, and darts teams. Now, the Gardens is still a sports oriented bar although its primary clientele has aged considerably.

For almost eighty years there has been a community at the Gardens. It has always been a place

where the people who worked in and lived in that neighborhood have gathered to eat, enjoy a beer, and now a glass of wine, and, more importantly, to form social bonds, often among a group of people who are diverse in their age, social class, occupation, and race. The size and strength of the Forest Gardens community can be seen in the fact that the "Save Forest Gardens" Facebook page gained more than 700 likes in about 2 weeks.

I also want to point out that the building at 371 to 373 Forest Avenue itself has architectural merit. The emergence of trolley car lines in the late Nineteenth and early Twentieth Centuries allowed some of Portland's middle class and upper middle class citizens to move off the peninsula and build large single and two family homes on large lots in what are now the Oakdale and Deering Highland neighborhoods and in the area between Forest Avenue and Baxter Boulevard.

Then and now, Portland still had working class residents. When it was built in 1922 that building was called the Boulevard Apartment Building. It was built, in part, to provide some residential housing for Portland's less affluent, working class, families in what had rapidly become Portland's off-peninsula "suburbs." That building is significant because it is now the only surviving example of a mixed-use commercial and residential building on Forest Avenue between Deering Oaks and Coyle Street

It is important that Portland keep at least some of the buildings that were neighborhood focal points and which were built for and occupied by Portland's working class residents.

Sincerely,

Gary W. Libby
207-233-8015

Deb Andrews - Fwd: 351-379 Forest Avenue - Portland

From: Jeff Levine
To: Deb Andrews
Date: 2/5/2016 8:32 AM
Subject: Fwd: 351-379 Forest Avenue - Portland

Public comment.

>>> Portia Clark <portiaclark@maine.rr.com> 2/3/2016 2:09 PM >>>
Dear Mr. Levine,

I wanted to voice my opposition to the demolition of the buildings in the block of 351-379 Forest Avenue. As a resident of the Deering Highlands neighborhood, my family and I use that section of Forest Avenue multiple times a day. We have always appreciated the old buildings that line the busy street, and look for opportunities to walk to places like Back Bay Bicycle and the Great Lost Bear. The fabric and texture of our city is made up of blocks such as these architecturally interesting and sometimes quirky buildings. It is what makes our city so special, unique, and pedestrian friendly. By tearing down the existing buildings, the potential for re-use and development of these historic "auto row" buildings will be gone forever. As we can see from the many other businesses on Forest Avenue from the Great Lost Bear to the Portland Ballet, and Skillful Home Recreation, the possibility to work within existing frameworks and creatively repurpose the spaces is there and just waiting to be developed. As we know too well, the demolition of buildings like the old Union Station can not be undone.

Thank you for your time and consideration.

Respectfully submitted,

Portia Clark

Deb Andrews - Fwd: CVS

From: Jeff Levine
To: Deb Andrews
Date: 2/5/2016 8:32 AM
Subject: Fwd: CVS

Public comment.

>>> Anne Fowler <annecfowler@mac.com> 1/25/2016 9:39 AM >>>

Hi, I hope you will urge the City Council to reject CVS's plan to purchase the Forest Gardens buildings on Forest Ave. The building there have historic significance and retain the ambience of neighborhood and small business which are some of the best features of Portland.

Respectfully, Anne Fowler

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The Reverend Anne C. Fowler

39 Prospect Street

Portland, Maine 04103

mobile 617 548 4783

annecfowler@mac.com

annecarrollfowler.vpweb.com

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Deb Andrews - Fwd: CVS proposed for Forest Ave.

From: Jeff Levine
To: Deb Andrews
Date: 2/5/2016 8:31 AM
Subject: Fwd: CVS proposed for Forest Ave.

Public comment.

>>> Karen Luse <luse.karen@gmail.com> 1/24/2016 9:30 AM >>>

Dear Mr. Levine,

I am writing to urge you to look at the Big Picture before making your decision about the proposed CVS. Under the current proposal, several buildings that house small businesses on Forest Avenue would be replaced. I think I am one of many who would like Portland to take a more proactive view of our city's development. Portland made a plan for Forest Avenue—a well-thought out plan—in 2012. It envisions Forest Avenue as an urban corridor, with flowing public, auto and bicycle transportation, but also walk-ability and small stores and businesses. The current proposal for a one story suburban style CVS, with a huge parking lot, does not fit into that plan. I would like to see the zoning changes made to support "Transforming Forest Avenue." Please help Portland to move forward with consideration and fore thought, and to use our resources to help Portland achieve the best it can be.

Thank you,

Karen I Luse

Deb Andrews - Fwd: new CVS on Forest

From: Jeff Levine
To: Deb Andrews
Date: 2/5/2016 8:31 AM
Subject: Fwd: new CVS on Forest

Public comment.

>>> "Deborah Firestone" <d.firestone1@myfairpoint.net> 1/24/2016 2:52 PM >>>
Dear Councilor Levine:

That proposed CVS on Forest Ave: Please no! That would make Forest Ave even uglier, there is already a huge Rite Aid and Walgreen's on that stretch of Forest, the old buildings that would be razed are far more interesting than YET another chain drug store, and what will become of the current CVS in that hideous strip mall a few blocks up Forest? Will it go empty for years like that horrid blight of Rite Aid that was abandoned on Brighton Ave after a few years of operation? How was that allowed by the city to happen?

Such a bad idea. Let's try to reverse the effects of the hideous urban renewal of the 60s, not continue it.

Thank you for reading this.

Deborah Firestone
Executive Editor
Maine Lawyers Review
207-773-5933
www.minelawyersreview.com

Deb Andrews - Fwd: proposed CVS on Forest Ave.

From: Jeff Levine
To: Deb Andrews
Date: 2/5/2016 8:31 AM
Subject: Fwd: proposed CVS on Forest Ave.

Public comment.

>>> Anne Ervin <annecatherine.murdoch@gmail.com> 1/24/2016 9:33 AM >>>

As a teacher, a parent, and a long-time resident of Portland, I beg you to please do something to stop the proposed CVS on Forest Avenue. This would do nothing but exacerbate three big problems: the struggle for local businesses to compete with chains, the clogging traffic on Forest Ave., AND the lack of housing. This could be a chance to make a creative project - I am thinking of the building recently put up on the Brackett St./Pine St. corner in the West End: condos for residents, and the bottom floor providing parking and a LOCAL business.

Please do your part as planning director and fight for Portland. We can do better than a pharmacy!

Anne Murdoch
41 Revere Street

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Anne Catherine Murdoch