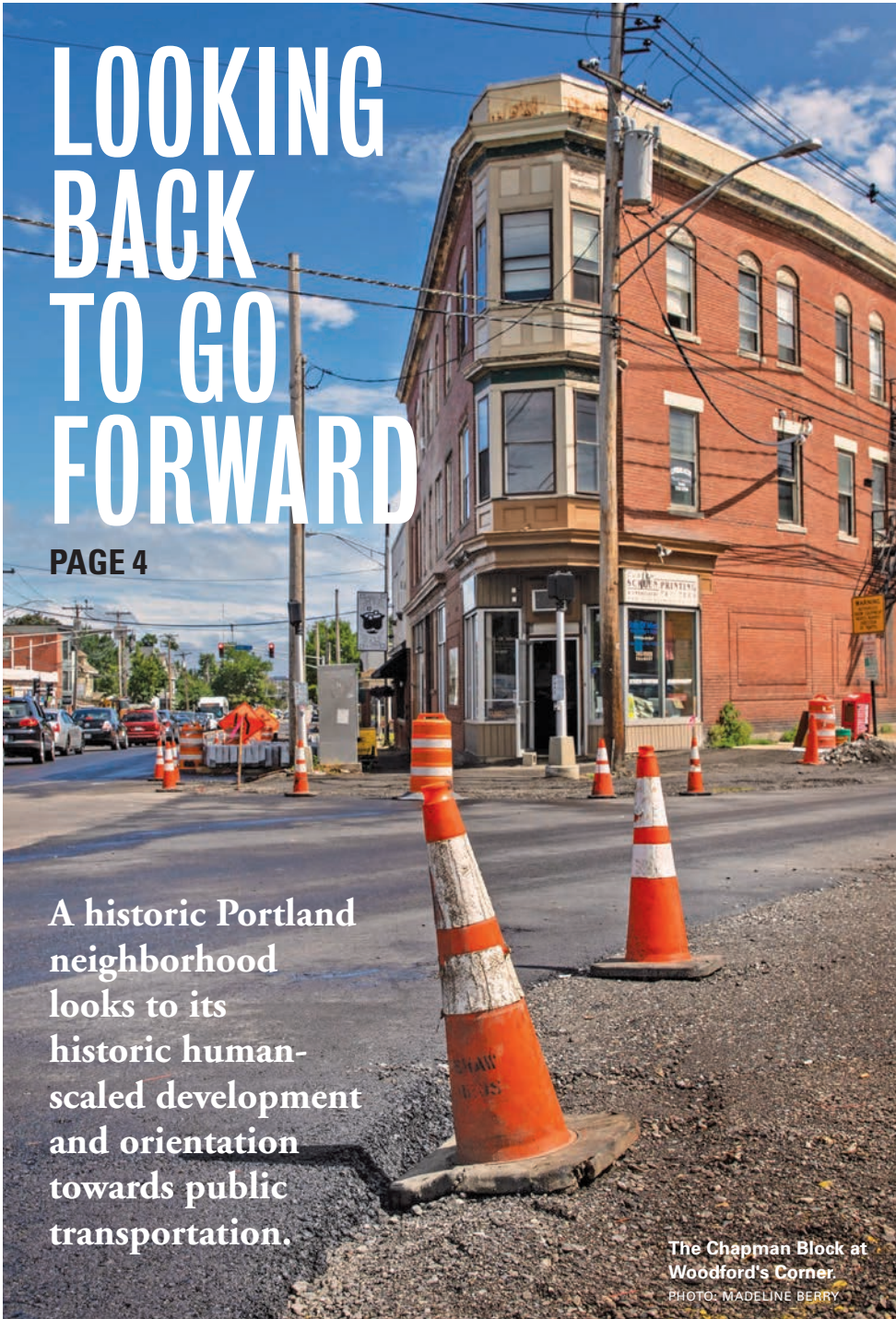




GREATER PORTLAND LANDMARKS



LOOKING BACK TO GO FORWARD

PAGE 4

A historic Portland neighborhood looks to its historic human-scaled development and orientation towards public transportation.

The Chapman Block at Woodford's Corner
PHOTO: MADELINE BERRY



PHOTO: JULIE ANN LARRY

PRESERVATION UPDATES

PAGE 3



WHO WE ARE: BRUCE ROULLARD

PAGE 9



CALENDAR

PAGE 16

How can Landmarks be most effective?

WHAT IS IT THAT YOU LIKE about living in the greater Portland area? How is the area changing? How is historic preservation relevant to greater Portland? How can Landmarks be most effective in serving our community?

These are among the questions for which we are seeking community input in a strategic research initiative we are undertaking to help guide the organization into the future. For the project we are conducting a series of individual interviews and focus groups along with an online survey to gather information from as many sources as possible. If you haven't participated in the survey already, I encourage you to do so at www.portlandlandmarks.org.

The timing for this project couldn't be better. We are conducting a trustee-led branding study to focus our communication and messaging, and will use the findings from the research to inform that process.

This spring, our board gained new insights in an interactive workshop led by architectural historian Max Page, who challenges historic preservationists to broaden the preservation movement to encompass difficult histories, and to promote sustainability and social justice.

In addition, as many of you know, I have announced my retirement on June 30, 2019, after 25 years of involvement with the organization, including 19 as executive director. It has been an enormous pleasure to be a part of this organization and to serve the community. Our transition committee will draw upon these research findings to inform their search for new leadership.

In the meantime, we are looking forward to several exciting program initiatives. This fall, Julie Larry will be sharing the results of our architec-



HILARY BASSETT
Executive Director

tural surveys in Nason's Corner, East Deering, and Peaks Island at neighborhood history forums held in the survey areas. Everyone is welcome. I am excited to report that we have just been awarded a grant from the Maine Historic Preservation Commission to fund work next summer in East Bayside, Portland and Ferry Village, South Portland, with particular emphasis on the effects of sea level rise.

In the spring, we will present the Old House Trade Show, to bring together tradespeople and experts in preservation and restoration techniques with homeowners and property managers who want to enhance and maintain their older buildings. The event is a great way to share information, build awareness of best practices, and meet people who understand the challenges and joys of owning older buildings.

All along, our advocacy work will continue. This fall we are partnering with the Munjoy Hill Neighborhood Organization and the City of Portland to fund more detailed survey work to support consideration for potential historic districts. At a time of increasing development, the basic data we are gathering about neighborhoods, individual buildings, and the stories behind them is helping us work with neighbors and community leaders to guide thoughtful decision-making for the future.

As we seek information and guidance from you, our constituents, on how we can improve, focus our efforts, and be as effective as we can be, we will continue to work hard to preserve the buildings, neighborhoods and landscapes that tell the story of this place. Your feedback is most welcome! ■

About the Magazine: *Sincere thanks go to our summer interns who developed most of the content: Madeline Berry, a preservation and planning student at Columbia University provided photographs; Rosa Fry and Lauren Patterson who are studying preservation at the University of Texas and the University of Georgia, respectively, interviewed Bruce Roulland; and Sam Shupe, doctoral student at Boston University wrote two major articles.*

PRESERVATION ADVOCACY UPDATES

Maine Medical Center is moving ahead with the second of its three planned phases of construction that will significantly change the hospital's connection to the St. John-Valley Street neighborhood. In early July, Maine Medical Center presented plans to the Portland Planning Board for a new 2,400-car parking garage off St. John Street. The new employee garage will be located behind the Maine Central Railroad Office Building, which is listed on the National Register of Historic Places and is a local landmark. The architect has created a number of images of the proposed building from various vantage points in the city. The new garage will be visible from I-295, St. John Street, and the Western Promenade. For more information on the project, visit the Landmarks' website.

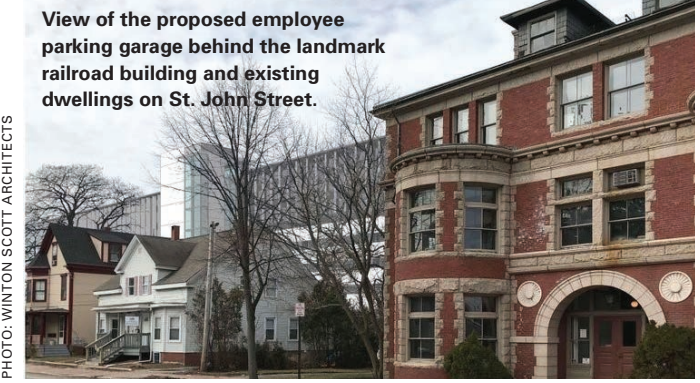


PHOTO: WINTON SCOTT ARCHITECTS

Landmarks' advocacy for historic district designation on Munjoy Hill continued this summer following the City Council approval of a new zoning overlay district in early June. The new overlay district included a demolition delay ordinance for preferably preserved buildings. Of the seven demolition requests on Munjoy Hill, one building on Montreal Street has been determined "preferably preserved." A twelve-month delay on the building's demolition will give the city time to have discussions with the owner for alternatives to demolition. Landmarks continues to support designation of some areas on Munjoy Hill as historic districts and has continued to research and document buildings that may be considered by the City's Historic Preservation Board for designation later this year. The city has hired consultants to complete the work necessary to begin the designation process and will be conducting outreach to local property owners. Stay tuned for more on this process in the fall!

Portland is experiencing a building boom. While many new buildings are under construction, several more are in the planning stages. New construction is occurring off and on the peninsula, from the West End to Munjoy Hill, from Bayside to North Deering. The India Street neighborhood and waterfront are the site of many new projects in Portland and the neighborhoods experiencing the most change. A new proposal for the Shipyard Brewing site for offices, hotel, and residential use is currently under consideration by the Portland Planning Board. Landmarks has been advocating for the site design to include a public space opposite the Abyssinian Meetinghouse that will be an amenity for tourists visiting the historic landmark, neighborhood residents, and the occupants of the proposed office building.

The new WEX Headquarters on Thames Street is quickly taking shape. When finished, the four-story mixed-use building will include 100,000 SF of office space for WEX, a local payment-processing service company. The first floor of the building will have some retail space and the roof

will feature a rooftop garden and patio for the company's employees. The building's glass curtain wall construction takes advantage of the spectacular views from this waterfront site.

Just down the street at 20 Thames Street a new residential and retail building is taking shape behind the former Grand Trunk Office Building. The building is part of a campus of new buildings that includes the new AC Hotel, a new office building on Fore Street, and a planned mixed-use building on India Street. 20 Thames Street will include 28 condo units.

Scheduled to open this month is the 150-room AC Hotel by Marriott at the corner of Fore and Hancock Streets. The hotel has frontage on Fore, Hancock, and Thames Street, with vehicular access for hotel guests off of Fore Street.

On Fore Street two projects are under review by the planning department. One project is a proposal for a 600-car parking garage and 80,000 SF of office space at 100 Fore Street, now occupied by Hamilton Marine and Xpress Copy. The other project is a seven-story, 37-unit condominium building at the corner of Fore & India Streets.

The new Mason Block is nearing construction at 62 India Street. Three commercial spaces and parking are located below three levels of residential units. The project provides twenty-nine condominiums on the upper levels, nearly all of which are sold. The building is located in the new India Street Historic District.

Next door to the Mason Block at the corner of India & Middle Streets a four-story building is now under construction that will be the new downtown branch for cPort Credit Union. The credit union will occupy the first and second floors, while a 3,000-SF condominium will occupy the upper two floors and the rooftop terrace. This building, like the Mason Block, is located in the India Street Historic District.

Further up Munjoy Hill, a new 45-unit condominium building has been proposed at 218-220 Washington Avenue. Meanwhile, smaller scale development on Munjoy Hill continues following the sunset of the demolition moratorium and City Council adoption of the new R6 zoning regulations in early June.



An aerial image of the developing eastern waterfront prepared by Archetype Architects of Portland for a recent planning board submission to develop the Shipyard Brewery site on Newbury Street.

On the waterfront, a new office building is under construction near the head of Union and Widgerly Wharves. It is the first project to be evaluated under new, looser zoning regulations, enacted by the Portland City Council in 2010, which allow new buildings for non-marine uses within 75 feet of Commercial Street. The office building is one of three buildings proposed for the site. Just next door, a developer is pursuing a zoning change with plans for a hotel, parking garage, and restaurant on the site partially occupied by the Portland Lobster Company. ■



93 High Street
Portland, ME 04101
(207) 774-5561
www.portlandlandmarks.org



This magazine is published by Greater Portland Landmarks, Inc., and mailed to the membership of Greater Portland Landmarks, Inc. Additional copies are distributed free to the general public. Reproduction of its copyrighted contents and derivative works are encouraged in the cause of preservation. However, in order to constitute authorization for republication, bylines must be retained and the credit should read: "From the Greater Portland Landmarks Magazine" followed by the date and volume number of the issue. For advertising rates and information please contact Greater Portland Landmarks at (207) 774-5561 ext. 105. Copyright ©Greater Portland Landmarks, Inc. 2018

STAFF

Hilary D. Bassett
Executive Director
Paul Ainsworth
Bookkeeper
Philbrook Associates
External Bookkeeper
Julie Ann Larry
Director of Advocacy
Chloe Martin
Office and Communications Coordinator
Alessa Wylie
Manager of Education Programs
Tova Mellen
Development Assistant

EXECUTIVE COMMITTEE

Ed Gardner
President
Nate Stevens
Vice President
Bruce Roulland
Treasurer
Jane Hurd
Secretary
Jane Batzell
Patti Butler
Carol De Tine
At Large Members

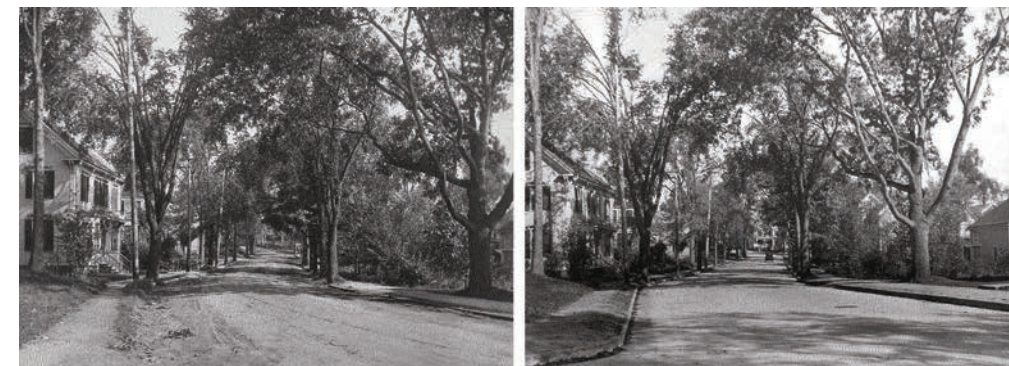
TRUSTEES

Jane Briggs
Elaine Clark
Thomas Elliman
Francesca Galluccio-Steele
Richard Gilbane
Kate Griffith
Bill Hall
Lynn Hallett
Don Head
Candice Thornton Lee
Patrick Morin
Sally Oldham
George Reiche
Rhoda Renschler
Jack Vreeland

Deering's historic neighborhoods are filled with a variety of housing types built to suit a range of incomes and family needs.



PHOTO: MADELINE BERRY



PHOTOS COURTESY OF PORTLAND'S PUBLIC WORKS DEPARTMENT

Period Public Works Department photographs capture a scene before and after paving looking north along Deering Avenue from Ashmont Street, with a double house at 468-470 Deering Avenue visible to the left.

AS THE PORTLAND PENINSULA SWELLS WITH NEW CONSTRUCTION AND A NEED FOR HOUSING, both the city and residents are looking west to the Deering neighborhood. Slated for rezoning in the coming year, the largely residential community is facing a moment of change. However, the process of change is nothing new to Deering. Largely influenced by a robust network of accessible public transit and pedestrian-friendly design, the area transformed from pastoral farmland to subdivisions of single and multi-family housing at the turn of the century. Future zoning and development in Deering should consider how human-scale transit helped shape the neighborhood into an exemplary suburban commuter enclave.

Initially a sparsely populated farming community, Deering's transformation began in earnest by the mid-1870s when the Maine Central and Portland & Rochester railroads bordered the neighborhood. At the same time, commuter-focused horse-drawn trolley lines began traversing major roads such as Ocean, Brighton, and Forest Avenues. They supplemented the passenger services of the heavy rails and spurred residential, industrial, and commercial development. By the early 1890s, electricity replaced horses and quicker trolley commutes encouraged the residential develop-

ment of outlying agricultural neighborhoods, transforming Deering into a flourishing suburban community.

Concurrent with the expansion of its transportation infrastructure, owners of large swaths of land in Deering divided their holdings into individual housing plots. In some cases, whole streets developed seemingly overnight. In 1873, the immense Rackleff estate stretching between Deering and Stevens Avenues along Revere and Lincoln Streets was subdivided into house lots. More modest landowners such as Richard G. Smith developed plots on

Greater Portland's Historic Models of Successful Transit-Oriented Development

BY SAM SHUPE



Commercial nodes in Deering neighborhoods provide easy access for nearby residents to shops and restaurants.



Triple-decker apartments and larger-scale apartment buildings like this one on Woodford Street expanded housing options in Deering and accommodated greater density along transportation corridors.

what are now Rackleff, Belknap, and Prospect Streets. These early developers created the near grid-like layout of streets that dominate Deering's neighborhoods today.

Deering's growth was bolstered by local civic groups. In 1897, the International Order of Odd Fellows opened their building topped by a grand clock tower that firmly anchored the city's center at Woodford's Corner. In conjunction with their building's completion, they published a pamphlet detailing Deering's domestic expansion titled *Deering: A City of Homes*. The pamphlet touted the livability and virtues of suburban living in the growing city. Portlanders agreed and between 1880 and 1900 Deering's population nearly doubled from 4,324 to roughly

7,500 people. Facing a loss of voters and a declining tax base, Portland forcibly annexed Deering in 1899. After annexation, Deering's transportation landscape and infrastructure underwent significant changes. Electric trolleys continued to run during both World Wars, supplying residents with reliable transport to and from Portland's downtown. In neighborhoods along the trolley routes, multi-family homes that emulated single-family homes, apartment buildings and triple deckers sprouted up alongside single-family housing. While the trolleys nourished this expansion, so too did the private automobile. As with the rest of the country, car culture exploded in Deering, so much so that Portland had to modernize its packed-dirt roads with fresh pavement. By the 1930s, a citywide paving effort was underway. In 1930-31, Deering Avenue, from Park to Forest Avenues, transformed from a dusty thoroughway with cracked and aging sidewalks into a modern streetscape of smooth, car-friendly pavement and neat granite curbs enclosing freshly laid sidewalks. Closer to the city, on the edge of Deering Oaks Park, new pavement surrounded a central thoroughway of cobblestones and trolley tracks. This transformative work, captured in historic photographs retained by Portland's Public Works Department, depicts a modern commuter suburb with a blend of private and public transportation.

As the publically accessible trolley gave way to gas-powered buses, private automobile ownership continued to grow.

7,500 people. Facing a loss of voters and a declining tax base, Portland forcibly annexed Deering in 1899.

After annexation, Deering's transportation landscape and infrastructure underwent significant changes. Electric trolleys continued to run during both World Wars, supplying residents with reliable transport to and from Portland's downtown. In neighborhoods along the trolley routes, multi-family homes that emulated single-family homes, apartment buildings and triple deckers sprouted up alongside single-family housing.

While the trolleys nourished this expansion, so too did the private automobile. As with the rest of the country, car culture exploded in Deering, so much so that Portland had to modernize its packed-dirt roads with fresh pavement. By the 1930s, a citywide paving effort was underway. In 1930-31, Deering Avenue, from Park to Forest Avenues, transformed from a dusty thoroughway with cracked and aging sidewalks into a modern streetscape of smooth, car-friendly pavement and neat granite curbs enclosing freshly laid sidewalks. Closer to the city, on the edge of Deering Oaks Park, new pavement surrounded a central thoroughway of cobblestones and trolley tracks. This transformative work, captured in historic photographs retained by Portland's Public Works Department, depicts a modern commuter suburb with a blend of private and public transportation.



PHOTO: JULIE ANN LARRY

The multi-use, three-story building at 617 Forest Avenue provided two-units of housing above a former A&P grocery store when it was built in 1915 near Woodfords Corner.

The popularity of the auto required new building forms for its sale, storage, maintenance, and fueling. Gas stations, garages, and car dealerships multiplied along transportation corridors. Many 20th-century owners converted their 19th-century carriage barns into car-friendly structures. New residences often incorporated a new building type, the garage. Dozens of one and two-bay garages from the 1910s and 20s can still be found throughout Deering (see sidebar).

The evolution of car culture resulted in car-centric streets and neighborhoods hindered by intersections like Morrill's Corner. In the trolley era, such corners provided light commercial centers easily approachable by foot from neighboring residences.

Now, nearly two decades into the 21st century, the Deering neighborhood is on the verge of yet another transformational nexus of transportation and residential development. Currently, Portland's population hovers around 67,000 people, less than its historic high in 1950 of 77,634. A 2010 census analysis completed by the city reveals that while the highest areas of density remain on the peninsula, the neighborhoods of Deering along the old trolley lines of Brighton, Forest, Stevens, and Washington Avenues come in at a close second.

Announced in the *Portland's Plan 2030* document released last year, the city is planning for a population potentially as high as 80,000 people by 2030. As in the past, Portland understands the Deering neighborhood's pleasant suburban qualities will attract



Deering Garages (clockwise from top): 45 Glenwood Avenue; 12 Hollis Road; 438 Capisic Street; 151 Prospect Street; and 37 College Street.

EVOLUTION OF THE GARAGE

Text and photos by Madeline Berry

AUTOMOBILES WERE INVENTED IN THE 1880s and it didn't take long before the built environment adapted to incorporate this new technology. At first, early garages were converted barns, carriage houses, machine shops, or other outbuildings. This is likely what happened to 45 Glenwood Avenue. The garage shows remnants of its past life, most notably the haymow. Companies like Sears Roebuck made having a garage easier when they began selling portable garages in 1908, but it wasn't until after the Federal Road Act and the Federal Highway Act in 1916 and 1921 that garages became widespread.

"Real estate men testify that the first question asked by the prospective buyer is about the garage. The house without a garage is a slow seller." — "Confessions of an Automobilist," *Atlantic Monthly*, June 1925

A number of 1910s and 1920s garages still stand in Deering today. A prime example is 37 College Street. In the 1920s and 30s when kit houses were on the rise, matching garages could also be purchased. Such is likely the case for 151 Prospect Street. Sears Roebuck also sold portable garages with flat roofs for as little as \$86.50. Assembly required no sawing or nailing.

Over the decades, the garage became increasingly more incorporated into the house. 12 Hollis Road is an early example of an attached garage. Ranch houses in particular, like 438 Capisic Street, are partly defined by their attached garage. Today the garage is viewed as more than just a place to park a car. We use garages for storage, additional bedrooms, and even creative space for things like woodworking or garage band practice.



PHOTO: MADELINE BERRY

Deering's multi-family residences like this double house at 27-29 Glenwood Avenue were designed to blend in with their single-family neighbors.

many of these new residents. In preparation, Portland has scheduled a city-wide rezoning effort to encourage denser commercial and residential development along Deering's historic streetcar corridors. Any new rezoning of the neighborhood transportation corridors should be historically informed and enhance the remaining historic development patterns.

Although trolleys will likely never return to Deering and cars and buses will remain the primary modes of commuting, *Portland's Plan 2030* rightly emphasizes the importance of developing safe and walkable neighborhoods connected to public transit and a bicycle infrastructure in Deering. Neighborhoods such as Deering Center are cited in the new plan as examples to emulate because of their access to schools, shops, and open space, as well as diversity in housing types.

Any future plans for Deering must recognize its residential and commercial desirability stems from its historic human-scaled development and orientation towards public transportation. To maintain Deering's attractive character, new zoning, building, and design must encourage the neighborhood's historic emphasis on public transit, residential development, modest commercial businesses, and mixed single- and multi-family housing. ■

Sam Shupe was born and raised in Portland, Maine. Now in the final stages of completing his Ph.D. dissertation at Boston University, Sam researches and writes about how Maine bicyclists transformed 19th-century Portland and Maine into the "Vacationland" we know today.



PHOTO: MADELINE BERRY

DEERING HOUSE STYLES

By Lauren Patterson

The Italianate style that is found in abundance throughout Portland was uniquely adapted to suburban life in the Deering area. Most popular from 1840 to 1885, the style was meant to recall Italian farmhouses in an informal setting. Examples on the peninsula are often constructed of brick with low roofs and cupolas, while those found in Deering are more commonly clapboard with a simple front gable roof. They were built narrow and deep to accommodate the subdivided lots. To spot an Italianate-style house, look for carved brackets supporting the roof and front entry; projecting bay windows; and decorative "crowns" atop tall windows.

Following Italianate, Queen Anne became the dominant style from the early 1880s through the 1910s. This was the root of the Shingle style and many of John Calvin Stevens' designs. Queen Anne-style houses can be identified by rambling front porches; a variety of roof shapes; and decorative use of masonry, gingerbread, and shingles.

Both styles were made accessible to the masses through pattern books and adapted to accommodate both single and multi-family residences.

WHO WE ARE: BRUCE ROULLARD

BY ROSA FRY AND LAUREN PATTERSON

Tell us about your background.

I am a Mainer, born and raised in Skowhegan. I graduated from the University of Southern Maine in 1984 with a degree in Business Administration and a minor in French. From there I was hired by the University of Maine and began studying for my MBA. I graduated in 1987 and came back to Portland to start a career in retail finance. In 1998, I began work as a mortgage lender and I just celebrated 20 years in the industry.

How did you get interested in historic places?

I have lived in historic homes my entire life, none newer than 1920. I grew up in an 1830s home that had an original marble fireplace from England. My current home in Gorham is one of the oldest in town, built in 1766 by Josiah Thacher, a pastor and trustee of Bowdoin College. What attracts me to older homes is the distinctive character created by details like ornate ceilings, woodwork, and hardwood floors.

You've been very involved in historic preservation in Gorham.

Tell us about that.

I was a town councilor from 2013 to 2016, and had a platform partially based on preservation. On the council, I worked on the feasibility study for a historic preservation ordinance and met Hilary Bassett and people from Maine Preservation in the process. I feel strongly about architectural conservation because the town of Gorham lost many historic buildings during the 1950s and 60s due to urban renewal. Even today, listing in the National Register does not ensure the protection of our valuable historic resources.

Since the ordinance passed, I am one of seven who have been appointed to the Gorham Historic Preservation Commission, and was personally involved in creating an inventory of historic places that the town consults when demolition and renovation permits are submitted. The Commission also identifies important sites in town that could be landmarks. Community response for historic districts has been very supportive and many people, even in new subdivisions, appreciate the town's historic fabric.

As a personal contribution, in 2008 a business partner and I purchased the Odd Fellows Hall located at the corner of School Street and College Avenue in Gorham. It was built in 1803 as a dry goods store. The Odd Fellows purchased it in 1938 and owned it until 2008. The building was in a state of disrepair and had lost a good deal of character from a mid-century renovation. We took down the wood paneling and dropped ceilings, which uncovered incredible tin ceilings with crown molding. Now it is home to the Gorham Arts Alliance, a community arts center which provides the neighborhood with performing and fine art education for children. Summer camp, music lessons, and community theater are some of the many programs hosted in the adaptively reused building, which adds to the vibrancy of Gorham's downtown.

What would you recommend to those looking to own an older home?

My advice for those looking to buy old is to definitely have an inspection to understand the scope of a historic renovation. It can be costly, but wonderful. Owners should not feel that all updates have to be done at once. For those starting out, historic properties that have been transformed into condos are typically more moderately priced and a great opportunity for young home buyers. I started out with a condo on Mellen Street and then one on Morning Street. There are also plenty of historic properties in the suburbs around Portland and opportunities to put in sweat equity. If your dream is to own, set up a plan and it can happen.



"Development is important but we must pay close attention to make sure that the historic character and charming buildings are not lost."

How have you seen Portland change?

The biggest change is how the city has grown. The city center used to be focused downtown and the Old Port was just gaining traction in the 1980s. Now Portland is a destination and there are hotels everywhere and neighborhoods are being transformed, especially on the East End. Development is important but we must pay close attention to make sure that the historic character and charming buildings are not lost.

What does preservation mean to greater Portland today?

Walk around and you can see what it means. Today, I talked to a man visiting from Annapolis, Maryland. When I asked how he liked Portland, he replied, "I just got here but I love all the historic buildings." For property owners, I think they appreciate what the city has done to preserve their homes' value and create the opportunity to bring visitors. Even people

who buy new appreciate that they can go out their door and enjoy the character and history of the city.

How can Landmarks serve the evolving community?

I would like to see Landmarks and Maine Preservation work more closely with local historic commissions and share resources. There is also an opportunity to help businesses that operate on the first floor of historic buildings but cannot use the second and third floors because updating to code is extensive and costly. There should be a way to create long-term plans to phase in updates and ensure safety, while also making the spaces usable.

When I first started as a Landmarks Trustee in 2017, I attended the annual meeting at the former Maine National Guard Armory in South Portland, which Landmarks named a Place in Peril in 2012. The Armory was transformed into a working facility and that project could not have been done without Landmarks' involvement. I love that the Places in Peril program brings awareness to endangered historic structures and makes sure historic buildings are here for decades to come. ■



Ed Gardner, Broker/Owner

EXPERIENCED - RESPECTED - COMMITTED

Let the Ed Gardner Team
~ Navigate You Home ~

(207)415-4493 ED@OCEANGATEREALTY.COM

MARVIN DESIGN GALLERY

a complete window and door showroom
by Eldredge Lumber

WHEN IT
COMES TO
MEETING STRICT
HISTORICAL
STANDARDS,
*MARVIN SETS
THE STANDARD.*

MarvinByEldredge.com

OBSERVATORY AT A GLANCE



View of Portland looking down Congress Street from the top of the Observatory.

VISIBLE FROM BOTH INTERSTATE 295 AND CASCO BAY, the Portland Observatory tower is a defining feature of Munjoy Hill's skyline. However, many might not realize it was once part of a larger complex of buildings during the 19th century. Captain Lemuel Moody, who built the Observatory in 1807, also constructed several buildings adjacent to the tower including his own family home, a bowling alley, dance hall, and stable.

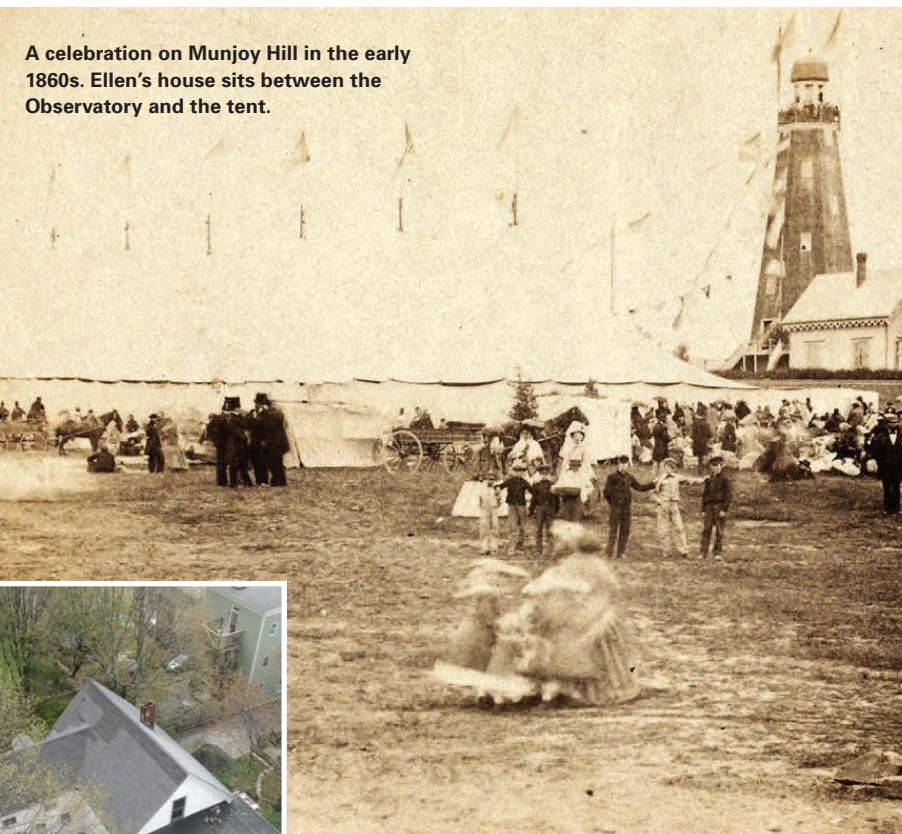
While none of those original structures survive, one slightly later link to the Observatory's larger familial landscape does: the Ellen Moody York House at 140 Congress Street. Born in Portland in 1837, Ellen Moody was the granddaughter of Lemuel. She married John W. York and had several children, the oldest of whom, Edward Howard York, gave the Observatory to the city of Portland in the late 1920s.

Built around 1858 and located directly west to the Observatory, the Ellen Moody York House is a modest one-and-a-half-story home. Largely vernacular in style, it boasts hints of Gothic and Greek revival influences with features such as tripartite windows, slightly curving trim, and rounded molding. Seen from the Observatory's seventh-story viewing deck, the house has a rear ell with gabled windows facing down Munjoy Hill towards Casco Bay.

The significance of the home extends beyond its relation to Ellen Moody York. Its building site is the exact plot of land where Lemuel Moody's original home sat. In Charles Codman's 1830 painting of Boston and Portland rifle clubs gathering on Munjoy Hill, the tower and original home rise above the horizon line, enclosed by a picturesque white fence. In photographs from the late 19th century, Ellen's house replaces her grandfather's, standing almost exactly on the original foot print.

To see it today, the bird's eye vantage point of the tower might be the

best perspective. Set forty feet back from Congress Street, the house's front yard is now occupied by the small one-and-a-half-story chapel of the Portland Free Methodist Church. The group purchased the property in 1947 and moved their church building to the front yard shortly thereafter. Viewed from the sidewalk, only the top point of the home's front facing gabled roof is visible from the small alley created by the Observatory



A celebration on Munjoy Hill in the early 1860s. Ellen's house sits between the Observatory and the tent.




The view of Ellen's house from the top of the Observatory as it stands today behind the church on Congress Street.

and the church.

Despite its sheltered placement behind the church, the Ellen Moody York House remains an integral part of Munjoy Hill's inherited 19th-century landscape. It is more than just a landmark of the Moody and York families that built and ran the Observatory. Rather, it is also a physical window into the larger family of buildings who once comprised the site's multifaceted architectural complex of commerce and domesticity. It signals the long history of intimately mixed living and working that still appears along Congress Street on Munjoy Hill today. ■

THE HERITAGE CO.
COPPERSMITHS



Over 3 Generations of Quality Craftsmanship
Specializing in Historical & Architectural Restorations
Slate Roofs ■ Copper Gutters ■ Copper Corncing
247-5372
Route 202, Waterboro
www.heritagecompanyllc.com



BAGALA WINDOW WORKS INC

Specializing in window and door restoration & repair since 1988

677 MAIN STREET WESTBROOK, ME 04092
info@bagalawindowworks.com | (207) 887-9231

WWW.BAGALAWINDOWWORKS.COM

PORTLAND, MAINE



Get yours at one of these locations:
The Portland Observatory: 138 Congress Street, Portland
The Safford House: 93 High Street, Portland
Online: www.portlandlandmarks.org/tours

■ Fire of 1866 Path
 ●●●● Walking Tour Route

Discover Portland, Maine!

Put on your walking shoes for a fun trek through Portland! Learn about the unique architecture and history of Portland in an engaging self-guided tour.

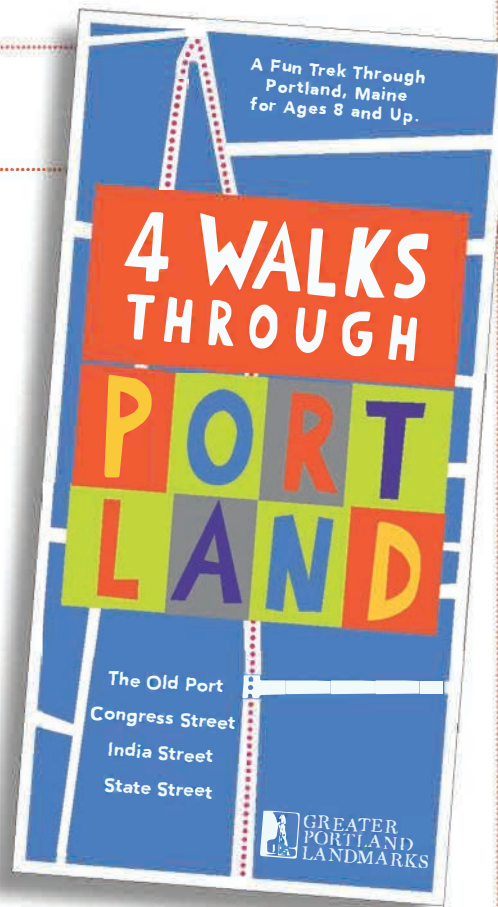
The 4 walks are perfect for families and kids ages 8 and up. Be prepared for a discovery adventure!

Walk No. 1 is in the Old Port.

Walk No. 2 is a tour of Congress Street.

Walk No. 3 takes you to the India Street neighborhood.

Walk No. 4 is a tour of State Street.



These guides were created with support from the Leonard C. and Mildred F. Ferguson Foundation, the Rines Thompson Fund of the Maine Community Foundation, and Unum.



Leonard C. and Mildred F. Ferguson Foundation



© Greater Portland Landmarks, Inc., Portland, Maine. All rights reserved.

LANDMARKS PEOPLE AND PLACES

PHOTO: MATT CONGDON PHOTOGRAPHY



Landmarks 2018 Gala took place on a beautiful June evening at historic Greenwood Gardens on Peaks Island, a recently listed Place in Peril.



Gala chair Candice Thornton Lee and Carson Lutes.



Gala guests Lauren Webster and Jeremy Sherman.

PHOTOS: ARTHUR FINK



Participants gather for the first of Landmarks' new walking tour in the India Street neighborhood.



Cynthia Howard (center) speaks with Max Page following his keynote lecture in May.



Director of Advocacy Julie Larry (second from left) joined summer interns Madeline Berry, Rosa Fry, Lauren Patterson, and Sam Shupe for a tour of Peaks Island summer cottages.

Historic Preservation is good business. Greater Portland Landmarks is honored to recognize our Business Partners and Sponsors.

PRESERVATION SPONSORS

- Benchmark Residential and Investment Real Estate, Portland
- Cornerstone Building & Restoration, Portland
- Freeport Woodworking, Freeport
- Heritage Company Coppersmiths, East Waterboro
- Marvin Design Gallery by Eldredge, Portland
- Ocean Gate Realty, LLC, Portland
- Taggart Construction, Inc., Freeport

EVENT, PROGRAM AND ORGANIZATIONAL SPONSORS

- Baker Newman Noyes, Portland
- Bangor Savings Bank, Bangor
- CBRE/The Boulos Company, Portland
- The Downeast Group of Morgan Stanley, Portland
- Embrace Home Loans
- J.B. Brown, Portland
- Marvin Design Gallery by Eldredge, Portland
- Maine Home & Design, Portland*
- Norway Savings Bank
- Ocean Gate Realty, LLC, Portland
- Spinnaker Trust, Portland
- Vena's Fizz House, Portland*
- Yelp*

REALTOR MEMBERS

- Matthew Cardente
- Bill Davissou
- Ed Gardner
- Marc Gup
- Lynn Hallett
- Tom Landry
- Elyse Loschiavo
- David Marsden
- Erin Oldham
- Kathy Phillips
- Karen Reiche
- Nate Stevens

TOUR AND EDUCATION PROGRAM SPONSOR

- Norway Savings Bank

KEYNOTE SPONSOR

- J.B. Brown, Portland

BUSINESS PARTNERS

- American Carpentry Service, Portland
- Archetype-Architects, Portland
- Architalx, Portland
- Bagala Window Works, Westbrook
- Barn Wright/Manny Pupo Builders, Harrison
- Benchmark Residential and Investment Real Estate, Portland
- Breakwater Technology, Portland
- BWA, Inc., Brattleboro, VT
- Carriage House Studio architects, Portland
- Casco Bay Engineering, Portland
- Clark Insurance, Portland
- Committee to Restore the Abyssinian, Portland
- Cornerstone Building & Restoration, Portland
- Court Square Properties, Cape Elizabeth
- CWS Architects, Portland
- Developers Collaborative, Portland
- Envelope Architecture & Consulting, Windham
- Evergreen Windows & Doors, Portland
- Fineartistmade, Perry
- Freeport Woodworking, Portland
- Gnome Landscapes, Design, Masonry, Maintenance, Falmouth
- Grandview Window Cleaning, Portland
- GrowSmart Maine, Gardiner
- Heritage Company Coppersmiths, East Waterboro
- Highlands Woodturning, Castine
- Hoagland Restoration, Buxton
- Home Remedies, Portland
- Indow, Bridgton
- Innerglass Window Systems, Simsbury, CT
- Jacobs Glass, Inc., Winslow
- James Kroll Fine Woodworking, Biddeford
- J.B. Brown, Portland
- The Kennebec Company, Bath
- Knickerbocker Group, Boothbay

- Kolbert Building, Portland
- Maine Historical Society, Portland
- Maine Irish Heritage Center, Portland
- Maine Preservation, Yarmouth
- Maine Paint, Portland
- Market Street Eats, Portland
- Marvin Design Gallery by Eldredge, Portland
- Masonry Preservation Associates, Portland
- M-Co Engineering Plus, Freeport
- Mid-Maine Restoration, Boothbay
- Morrison Real Estate, Portland
- Norway Savings Bank, Norway
- Ocean Gate Realty, LLC, Portland
- Phippsburg Historic Preservation Commission, Phippsburg
- Plaster Magic, Brattleboro, VT
- Portland Builders, Inc., Portland
- Portland Paddle, Portland
- Portland Society for Architecture, Portland
- Preservation Timber Framing, Inc., Berwick
- Resurgence Engineering & Preservation, Portland
- Rich Exterior Solutions, Falmouth
- Sash and Solder, Portsmouth, NH
- Scott Simons Architects, Portland
- SMRT, Inc., Portland
- StandFast Works Forge, Parsonsfield
- Stern Consulting International, Portland
- Taggart Construction, Inc., Freeport
- T.A. Napolitano Electrical Contractor, South Portland
- Ted Carter Inspired Landscapes, Buxton
- Vena's Fizz House, Portland
- Woods & Co., Civil Engineering, Clarendon, VT
- Wright-Ryan Construction, Portland
- Wright-Ryan Homes, Portland
- Yarmouth Village Improvement Society, Yarmouth
- Your Kitchen Imagined, LLC, Scarborough

*in-kind contributions

Please join other businesses in support of preserving our homes, our neighborhoods, our future! You'll receive a variety of benefits and recognition. Contact us at 774-5561 for more information.



PLASTER MAGIC
FOR THE ULTIMATE PLASTER REPAIR
Repairs Cracked & Loose Plaster on Wood Lath or Brick

PLASTER MAGIC®

FOR THE ULTIMATE PLASTER REPAIR®

FAST & EASY TO USE

**FIXES WALLS & CEILINGS
IN 4 SIMPLE STEPS**

Plaster Magic is the ONLY product that delivers as promised, permanently repairing cracked and loose plaster on wood lath or brick.
Find Products, Videos & Repair Tips at
www.plastermagic.com



Kolbert Building
New Homes and Renovations

- Energy-Efficient Remodeling
- Site-Appropriate Additions
- Renovation & Restoration of Historic Details

KolbertBuilding.com
207.799.8799



**CASCO BAY
ENGINEERING**

Providing Structural and Civil Engineering Services

424 Fore Street Portland ME, 04101
207.842.2800 cascobayengineering.com

**SAVE THE DATE:
March 30 & 31, 2019**



**2019
OLD
HOUSE
TRADE SHOW**

GREATER PORTLAND LANDMARKS

Meet the experts, get answers to your questions, learn about products and services, and find out how to improve energy efficiency for your older home. Featuring workshops, discussion sessions, and over 45 exhibitors from throughout New England!

www.portlandlandmarks.org

Clark Insurance



BENCHMARK
Residential & Investment Real Estate

Local - Savvy - Responsive



HISTORIC PROPERTY EXPERTS

Trust 30+ years of experience owning, restoring, and selling older and historic homes



Tom Landry & The Landry Team
Historic Property Experts
207-775-0248
Landryteam@benchmarkmaine.com
BenchmarkMaine.com | WhereYouCallHome.com



CORNERSTONE
DESIGN | BUILD | RESTORE

CORNERSTONEBR.COM • (207) 775-9085 • INFO@CORNERSTONEBR.COM



2018 PRESERVATION AWARDS CELEBRATION AND ANNUAL MEETING

Thursday, September 27, guided tours at 4:30 pm and program begins at 5:30 pm. Reception to follow. 605 Stevens Avenue, Portland

Join us for a celebration of the 2018 Preservation Award winners. Explore the history of the historic St. Joseph's Convent Motherhouse while reveling in successful historic preservation projects and people. This program will include the Greater Portland Landmarks Annual Meeting. Advanced registration preferred. **Suggested donation \$20.**

3 OLD HOUSE AND HISTORIC ARCHITECTURE WORKSHOPS

Seats fill up fast – Sign up early! These 3 workshops held at Landmarks' headquarters are kept small so that attendees have lots of opportunity to ask questions and engage with the presenter and subject.
ATTENTION REALTORS: *They all qualify for 3 MREC approved CEUs.*

**Help Your Building Get to the Next Century:
Energy Performance, Sustainability, and Durability**
Wednesday, October 17, 9 am – 12 pm

With Peter Taggart of Taggart Construction

Peter will provide guiding principles and specific techniques and efforts that can be taken to save energy, improve occupant health, and promote durability and sustainability of older buildings. There will be time to discuss strategies for specific situations.

What Does It Mean to Own Property in a Local Historic District?
Wednesday, October 24, 9 am – 12 pm

With Hilary Bassett, Executive Director

Portland has eleven local historic districts. This program will cover guidelines that govern ownership and care of properties within these districts, and increase understanding of the designation process. It will conclude with a walking tour of the historic Western Promenade in Portland.

**Residential Architecture:
Uncovering the Story of Your Historic Building**
Wednesday, October 31, 9 am – 12 pm

With Julie Larry, Director of Advocacy

Learn how to research the history of an historic home and share its story. The program will conclude with a walking tour of the State Street neighborhood to practice identifying building styles in Portland.

**Advanced Registration Required. \$35/\$30 Members
Safford House, 93 High Street, Portland**

LANDMARKS TOURS

There is still time for seasonal tours! All tours are \$10/\$8 for members. Advanced tickets required. www.portlandlandmarks.org/tours.

The Portland Observatory

Open everyday, 10 am – 5 pm,
through Monday, October 8

Homes of Portland's Golden Age

Tuesdays and Fridays through
September 14, 10 am

Portland's India Street:

The Grand Trunk to the Abyssinian

Mondays through September 24, 10 am

U.S. Custom House

Wednesdays and Thursdays, through
October 25, 10 am & 11 am

WE WILL BE IN A NEIGHBORHOOD NEAR YOU SOON!

4 Neighborhood History Nights

This summer our graduate-level interns surveyed the historical resources in 4 off-peninsula neighborhoods. Julie Larry will be presenting the new research with photographs and maps. All events are free and open to the public. Pre-registration is strongly encouraged. Space is limited.

Deering Highlands, Part 2

Tuesday, August 28, 6 pm -7:30 pm

Woodfords Club, 179 Woodford St,
Portland

Peaks Island

Thursday, October 11, 6 pm -7:30 pm

5th Maine Regiment, 45 Seashore Ave,
Peaks Island

East Deering

Thursday, October 18, 6 pm -7:30 pm

St. Peter's Episcopal Church, 678
Washington Avenue, Portland

Nason's Corner

Thursday, October 25, 6 pm -7:30 pm

St. Ansgar Lutheran Church, 515 Woodford
Street, Portland

TRICK OR TREAT AT THE OBSERVATORY

Wednesday, October 31,
5 pm – 8 pm, The Portland
Observatory, 138 Congress
Street, Portland

For the 3rd year in a row, the Observatory is excited to welcome trick-or-treaters and their families on Halloween. Some ghosts of the Tower's past will be on hand to welcome visitors and hand out candy. *First floor ONLY will be open.*

LANTERN TOURS AT THE OBSERVATORY

Thursday, Friday and Saturday,
December 13, 14, 15,
5:30 pm— 8:00 pm,
The Portland Observatory,
138 Congress Street, Portland

Special and seasonal docent-led tours will leave every half hour beginning at 5:30 pm (last tour at 7:30 pm). Tours limited to 12 people per tour on a first come, first served basis. The Observatory has no heat so dress warmly. \$10