

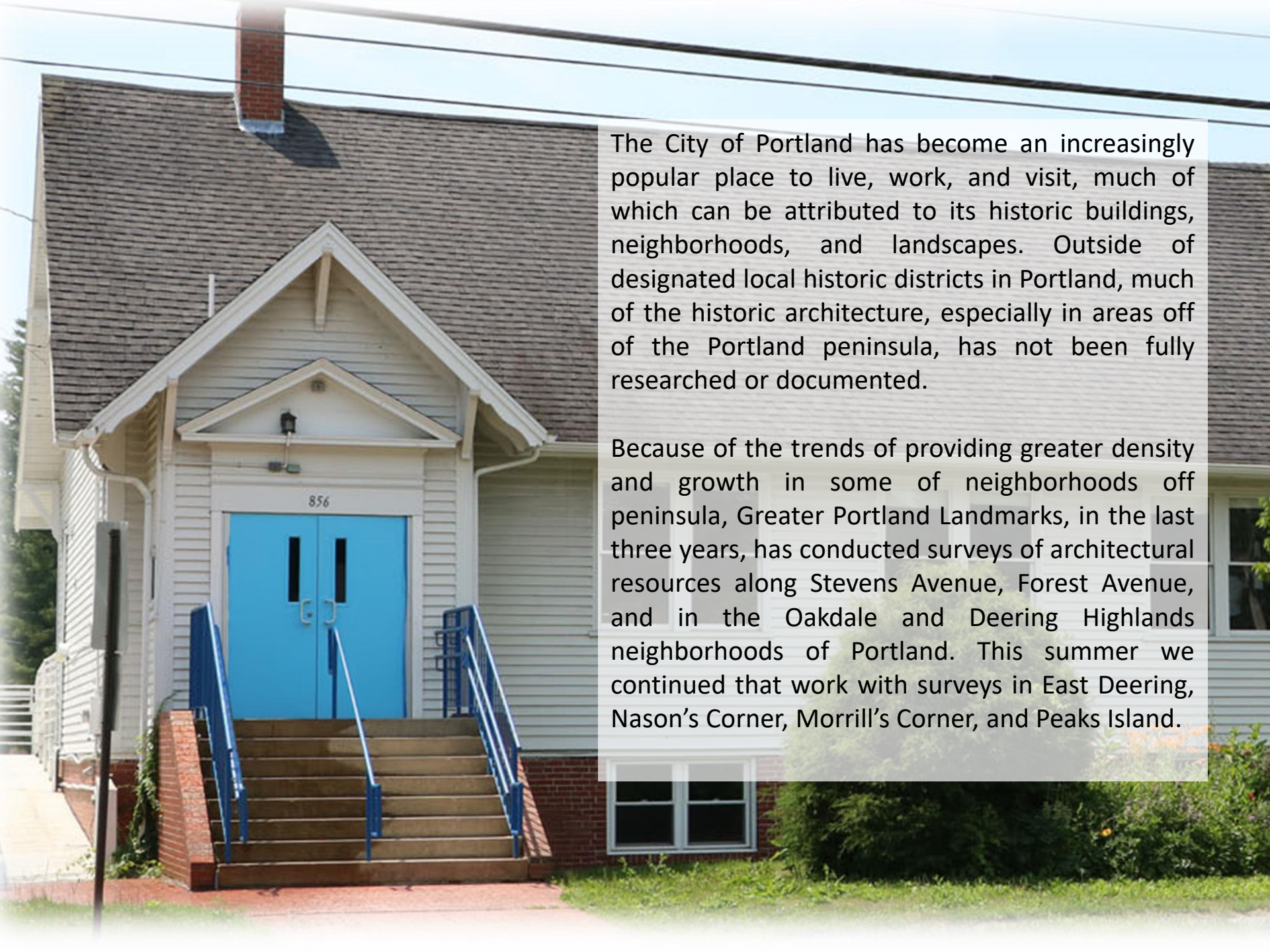


# Nason's Corner Neighborhood Meeting

October 2018



**GREATER  
PORTLAND  
LANDMARKS**



The City of Portland has become an increasingly popular place to live, work, and visit, much of which can be attributed to its historic buildings, neighborhoods, and landscapes. Outside of designated local historic districts in Portland, much of the historic architecture, especially in areas off of the Portland peninsula, has not been fully researched or documented.

Because of the trends of providing greater density and growth in some of neighborhoods off peninsula, Greater Portland Landmarks, in the last three years, has conducted surveys of architectural resources along Stevens Avenue, Forest Avenue, and in the Oakdale and Deering Highlands neighborhoods of Portland. This summer we continued that work with surveys in East Deering, Nason's Corner, Morrill's Corner, and Peaks Island.

This presentation is in part funded by the Horizon Foundation. We'd like to thank them for their support of Greater Portland Landmarks' *Comprehensive Historic Resource Survey in Priority Growth Areas in Portland*. This and other grants we've used to fund this work are matching grants and the work we've completed would not be possible without the generous donations we receive from our membership to support our preservation and education activities.

We'd also like to thank all the Nason's Corner residents who shared stories, information, and their time with our interns over the summer.

# Thank you!

St. Ansgar Lutheran Church

Nason's Corner Neighborhood  
Association



Major support for our 2018 Educational Programs provided by:

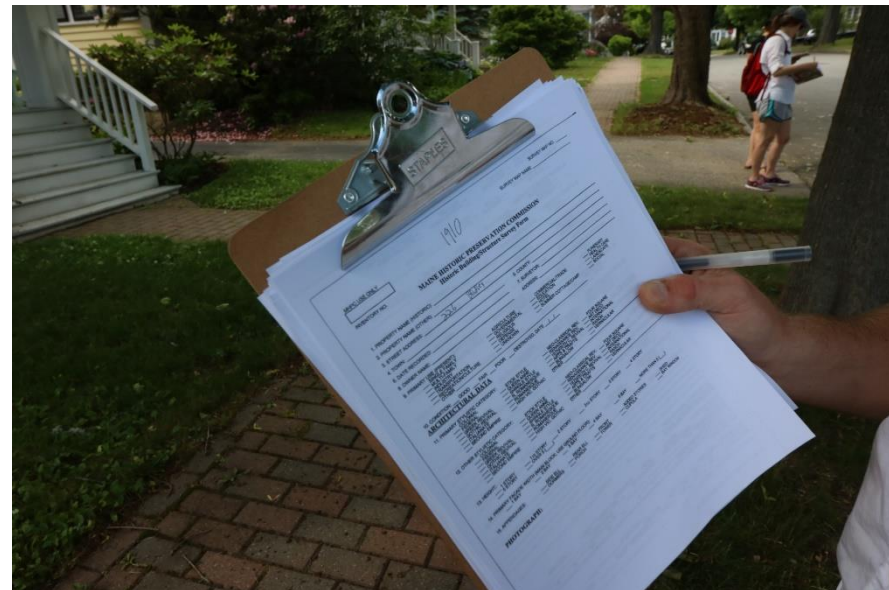


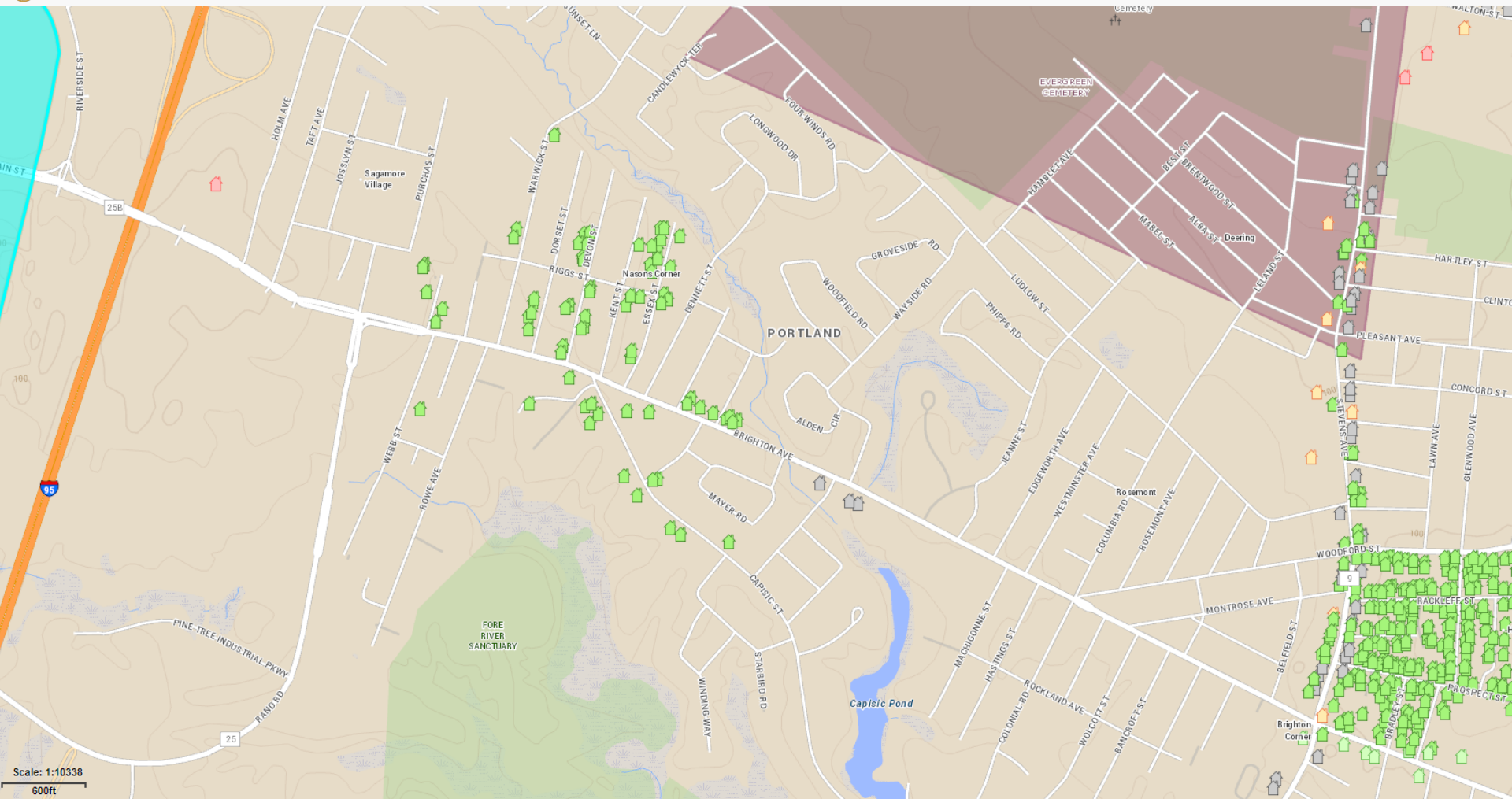
2018 Preservation Sponsorship support provided by:





You may have seen our four interns this summer out in the neighborhood. They documented each building in the survey area with a photograph and recorded information about its materials and history. They even met a few friendly chickens!





This map shows the locations of the buildings surveyed this summer in Nason's Corner. All of the results of this summer's work can be found online in a database maintained by the Maine Historic Preservation Commission. It is called the CARMA map viewer and each building or structure that is documented can be viewed by clicking on each individual 'monopoly' house that you can see on this map from the website. Areas shaded in a purple-pink are listed on the National Register of Historic Places. Red buildings are also listed. Yellow buildings have been determined eligible for listing. Green buildings are the recently surveyed resources.

When you select one of the ‘monopoly’ houses, you can view the survey form. Our final survey report will include a written description of the historic context for each of the neighborhoods, illustrated with period maps and photographs of selected buildings. Once this work is done, all of the descriptions and documents will be available statewide through CARMA, the state’s historic architectural database and in our research collection. We will let the neighborhood organization know when the reports are complete.

SURVEY MAP NO. 26  
 SURVEY NAME Portland Stevens-Forest  
 SURVEY ID M15643

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: 367 Stevens Avenue  
 4. TOWN: Portland 5. COUNTY: Cumberland  
 6. DATE RECORDED: 6/24/2015 7. SURVEYOR: Greater, Portland Landmarks  
 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<sup>th</sup>/20<sup>th</sup> 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<sup>th</sup>/20<sup>th</sup> 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     1½ STORY     2 STORY     2½ STORY     3 STORY     4 STORY  
 5 STORY     OVER 5 (\_\_\_\_\_) \_\_\_\_\_

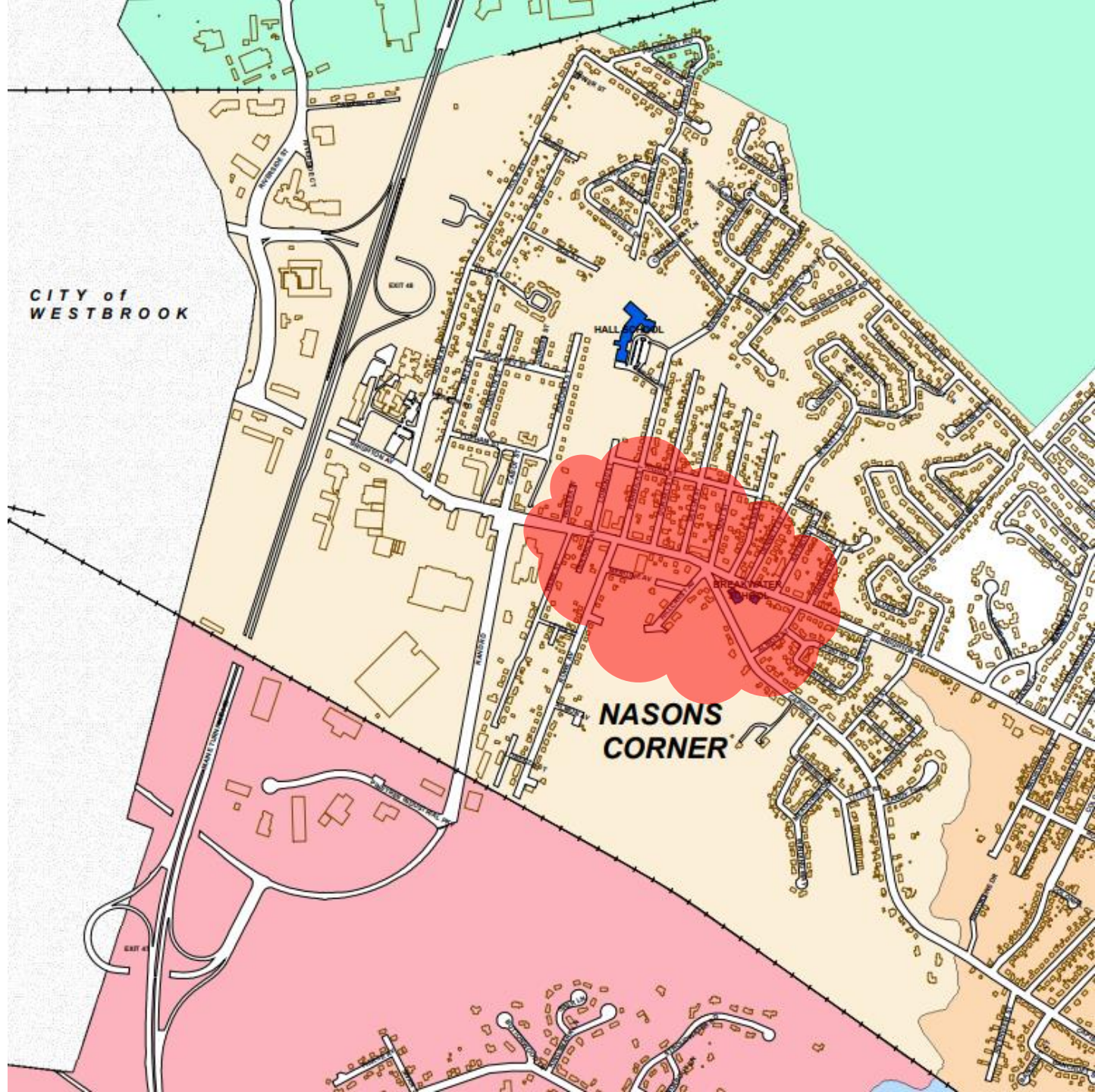
15. PRIMARY FACADE WIDTH (MAIN BLOCK; USE GROUND FLOOR):  
 1 BAY     2 BAY     3 BAY     4 BAY     5 BAY     MORE THAN 5 (\_\_\_\_\_) \_\_\_\_\_

16. APPENDAGES:  SIDE ELL     REAR ELL     FRONT     ADDED STORIES     SHED  
 DORMERS     PORCH     TOWER     CUPOLA     BAY WINDOW

**PHOTOGRAPH:**



Although Nason's Corner is a large neighborhood, we needed to focus our work on a smaller area. We decided to focus this initial survey around the area where there were the earliest concentrations of buildings and because of some anticipated city planning.



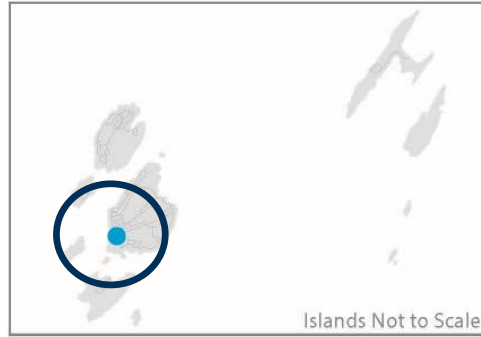
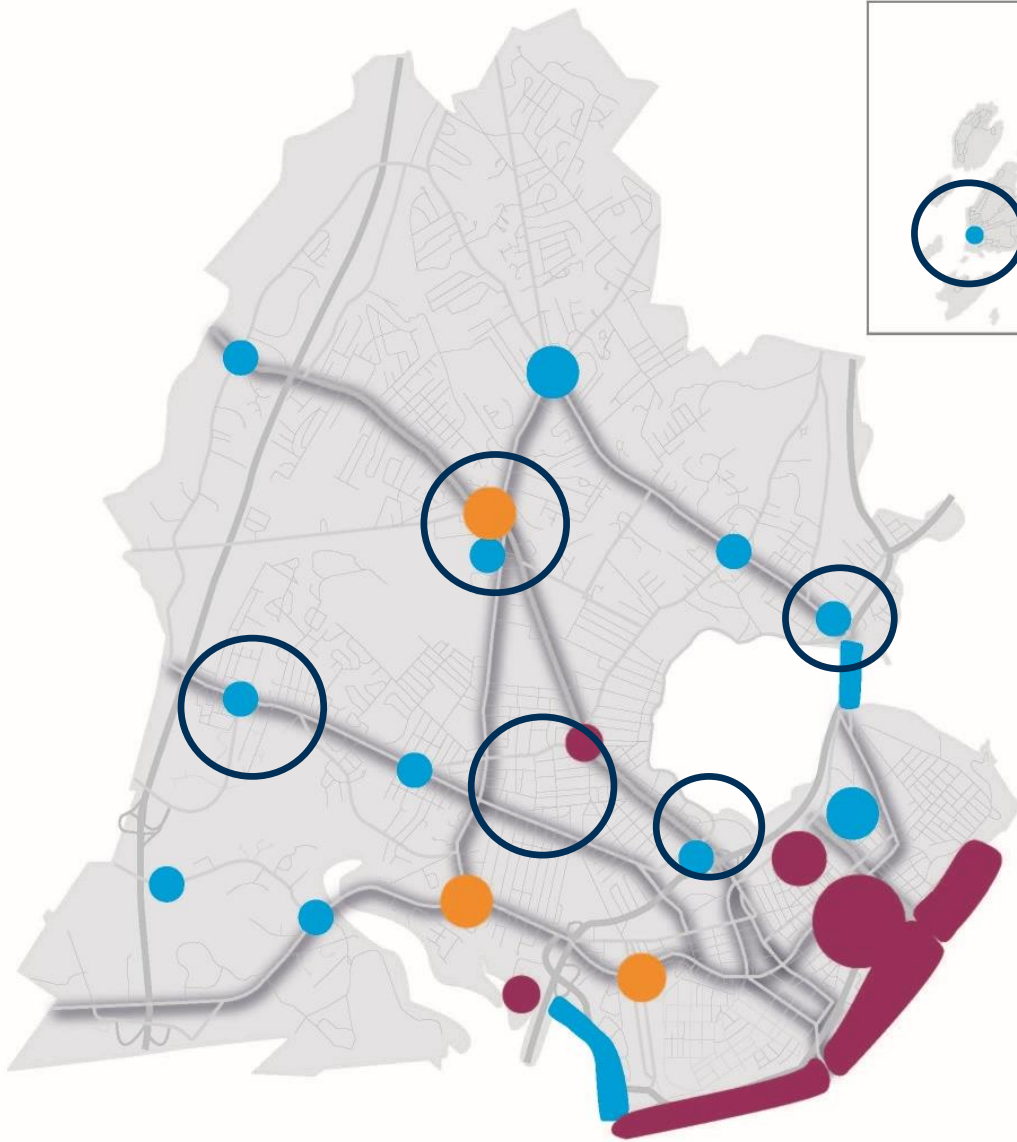
# PORTLAND'S PLAN 2030



Our survey work is in part being completed in advance of significant city efforts to comprehensively rezone the city and enact policies to boost growth in specific areas. Under its 2017 comprehensive plan, Portland is prioritizing 14 “node” areas and transportation corridors for rezoning and development efforts. Nason’s Corner is one of the nodes identified for evaluation by the city and Brighton Avenue is identified as an important corridor.

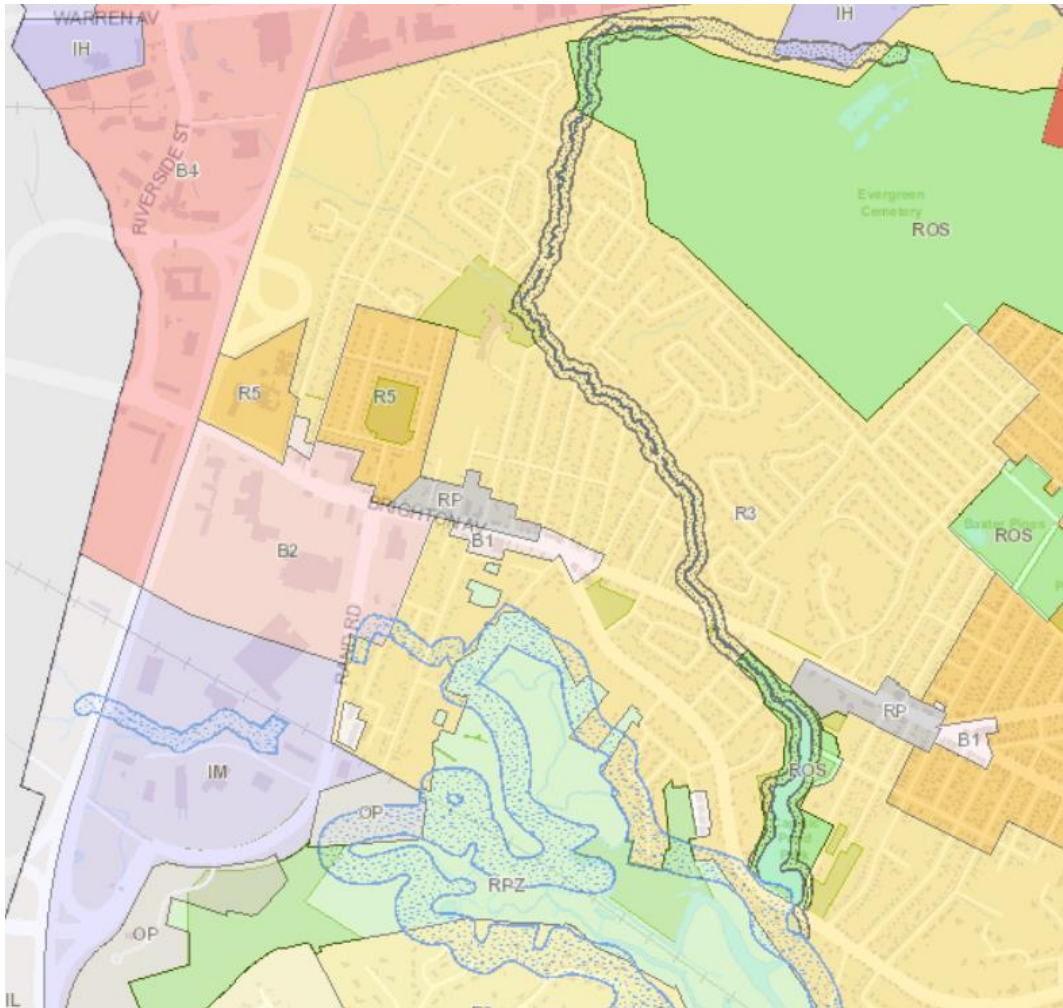






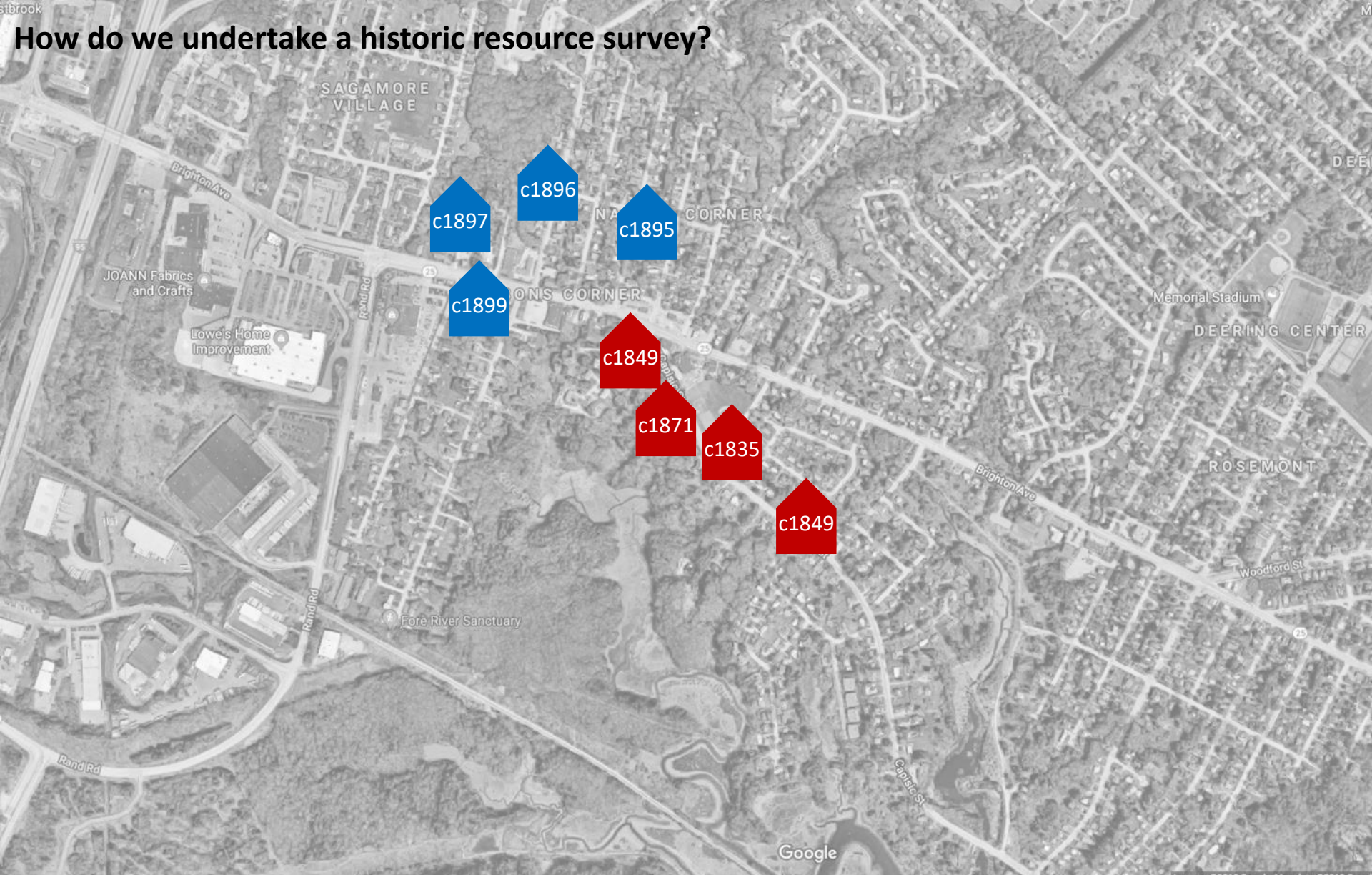
This summer we focused on six areas identified by the city of Portland in the Comprehensive Plan for rezoning and development efforts: Peaks Island, Morrill's Corner, East Deering, Nason's Corner, Woodfords Corner/Deering Highlands, and the Boulevard Park neighborhood off Forest Avenue.





To help narrow our scope, we looked at the City of Portland zoning map. We decided to focus our documentation on the B-1 and B-2 zones as well as buildings along Brighton Avenue, as this is the area the city will likely be re-evaluating in the coming years. The longer term outcome of this survey project is, through sharing the information we assemble with citizen and neighborhood groups it will help increase awareness of and need to protect unique historic areas, whether through the creation of local historic districts or landmarks or within other city land use policies.

# How do we undertake a historic resource survey?



As part of our research we looked at the era of construction of properties within the general study area, using assessor data and other sources. We identified early 19<sup>th</sup> century residential properties that remained and that we wanted to document.

Starbird Family Farm, 407  
Capisic Street, c1849



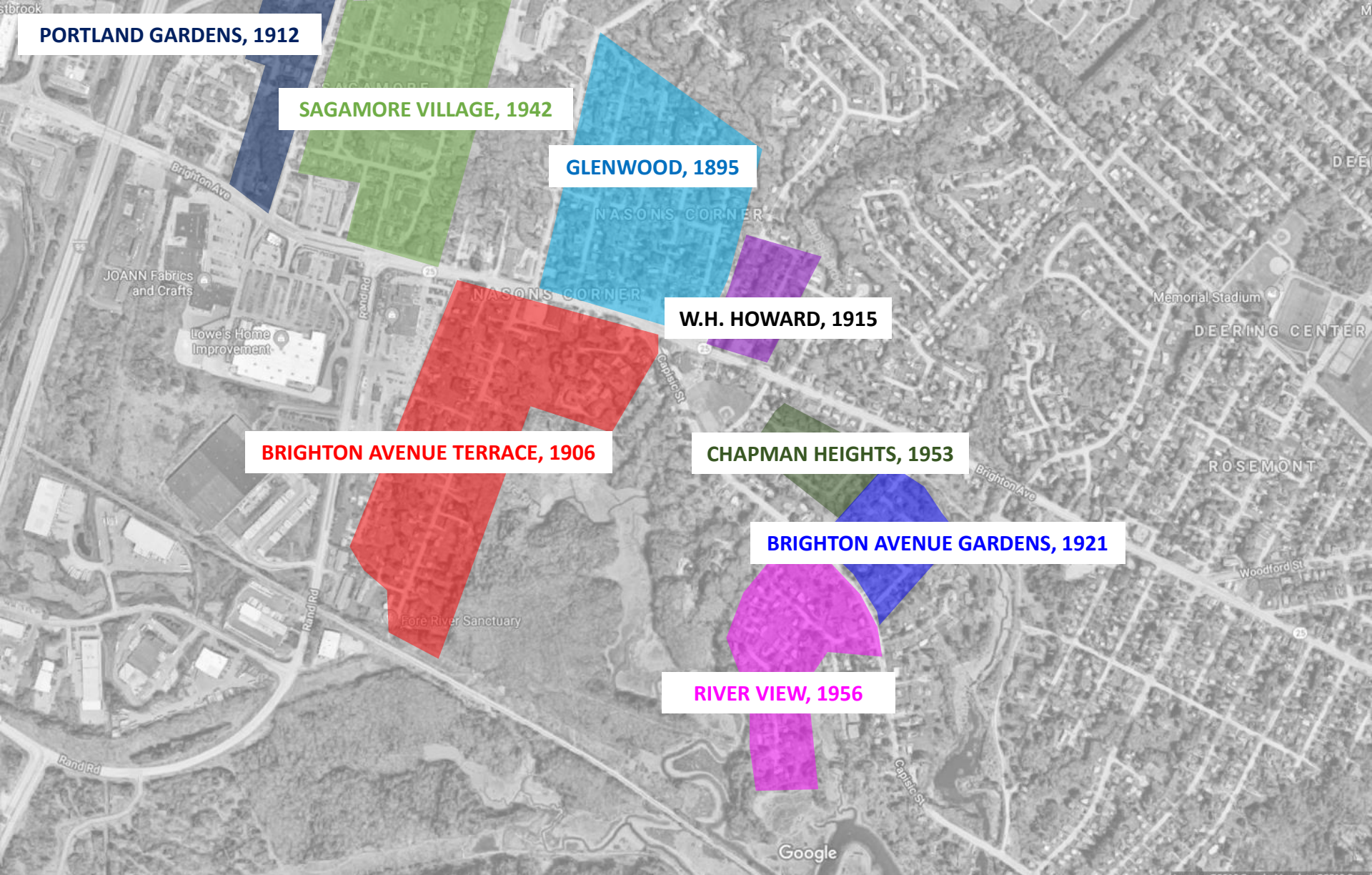
One of the earliest houses, is the dwelling associated with the former Starbird family farm at 407 Capisic Street which is a Greek Revival dwelling built c1849. Note the prominent pediment in the gable end of the dwelling. Look at the size of that barn in the 1924 photo!

## C.D. Nason Farm, 514 Capisic Street



Another early dwelling is this house at 514 Capisic Street, which has remarkably remained intact since it was photographed in 1924, retaining its beautiful late 19th century porch details and its historic barn. This was part of a larger parcel of land owned in the area by Chelsey D. Nason, a merchant from whom the corner derives its name.





**PORTLAND GARDENS, 1912**

**SAGAMORE VILLAGE, 1942**

**GLENWOOD, 1895**

**W.H. HOWARD, 1915**

**BRIGHTON AVENUE TERRACE, 1906**

**CHAPMAN HEIGHTS, 1953**

**BRIGHTON AVENUE GARDENS, 1921**

**RIVER VIEW, 1956**

As part of our research we looked at the era of residential subdivisions of land in the neighborhood in the 20<sup>th</sup> century.

## **Subdivision Development**

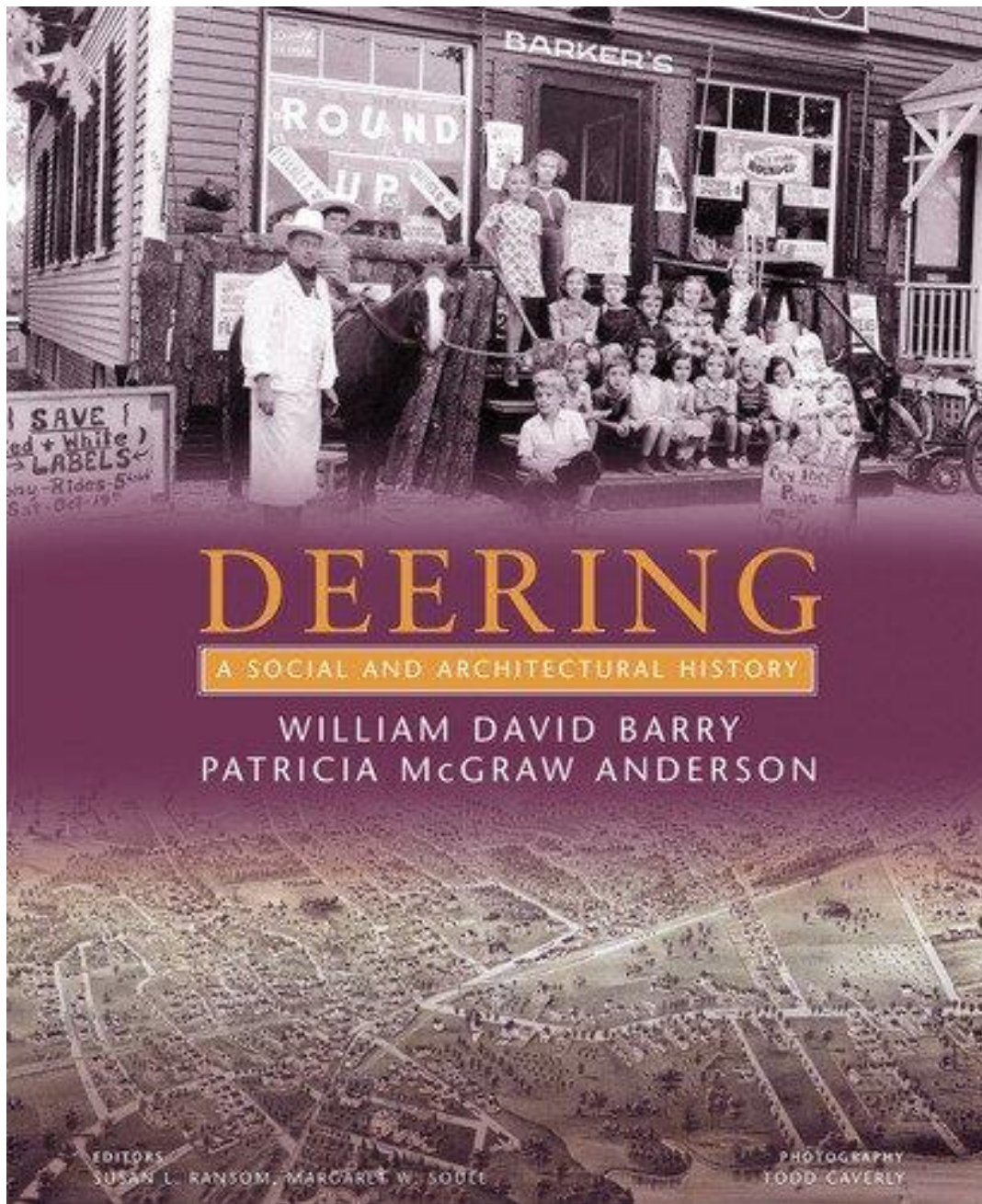


*999 Brighton Avenue, demolished*

One of the best sources of information on historic buildings in Portland is the City of Portland Tax Assessment photos and tax records from 1924. These have been digitized and are available online thru the Maine Historical Society. For nearly all the pre-1924 properties we surveyed we were able to compare the historic look of a building with its current appearance, document a construction date and find an early, if not the earliest owner.

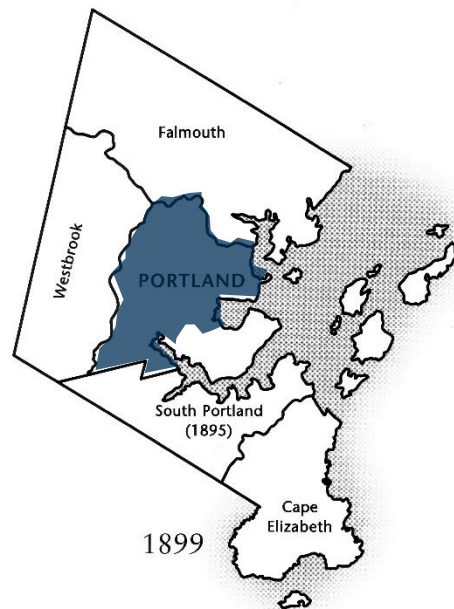
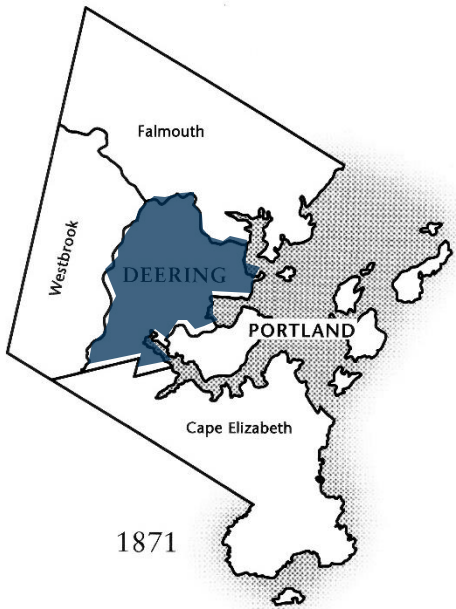
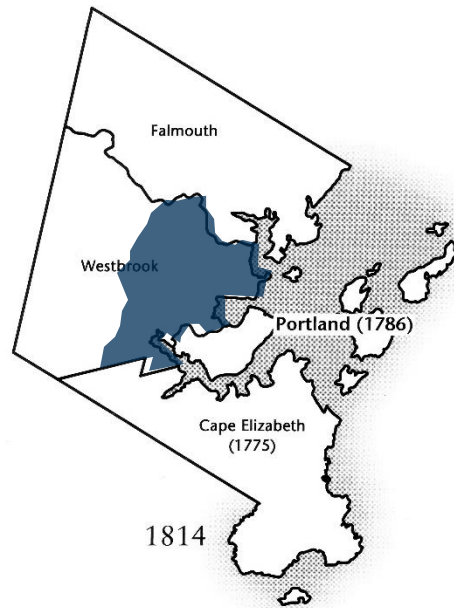
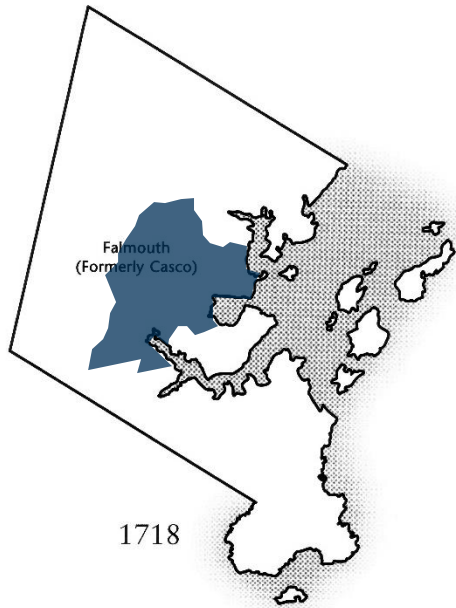
Digitization of the City of Portland's 1924 tax records  
has been made possible through the generous support of:  
Davis Family Foundation  
and  
Preserve America, a grant program of the National Park Service





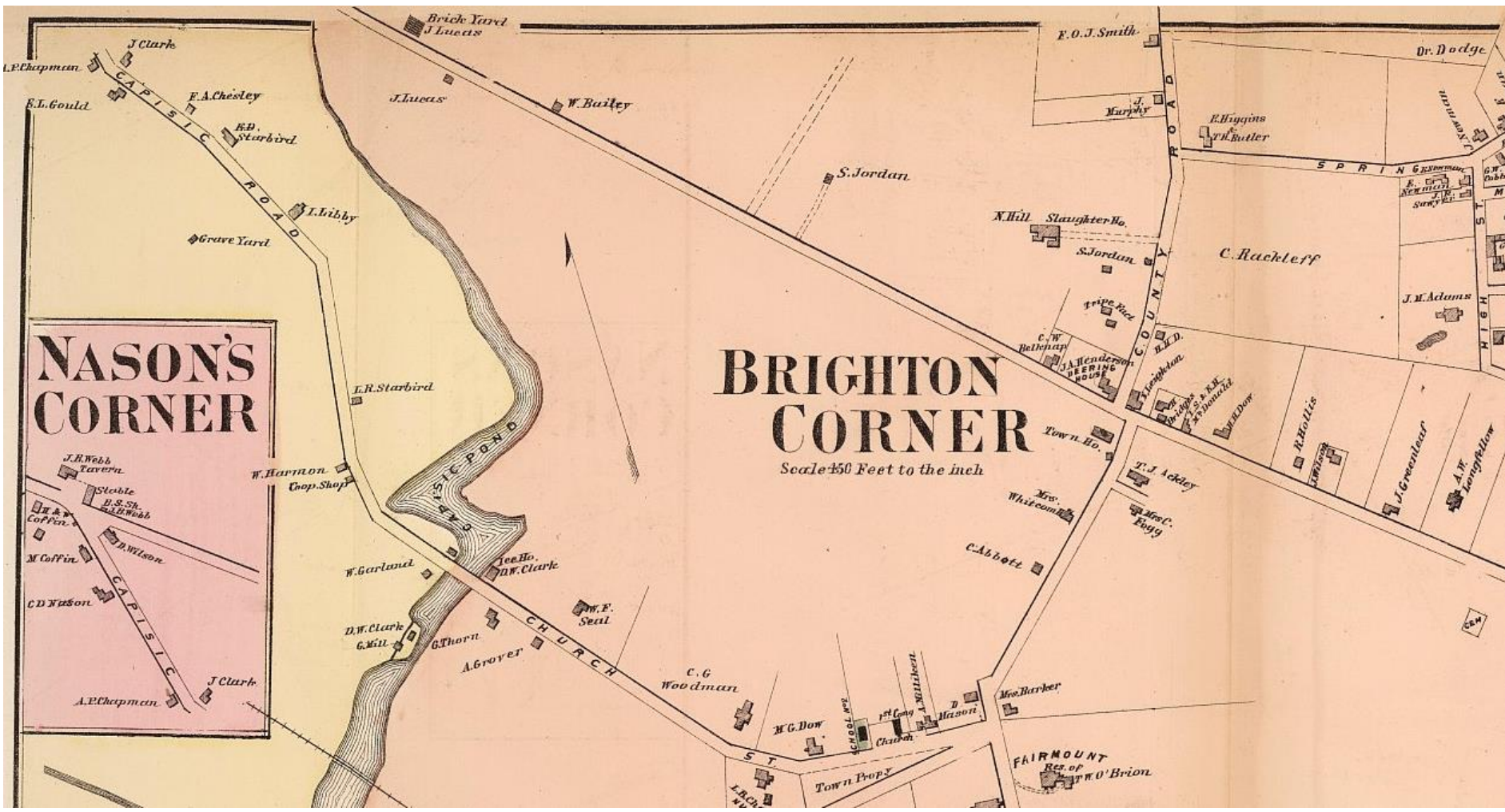
A useful initial resource was the *Deering* book our organization published several years ago which covers the history and development of various Deering neighborhoods from its earliest beginnings up through World War II.





In this image from the *Deering* book, the sketches depicts the political evolution of Deering. Initially all of Portland and Westbrook, as well as Falmouth, Cape Elizabeth and South Portland were known as Falmouth. In 1786, the peninsula of Portland separated from the larger Falmouth area. Westbrook and what we know as Deering were set off as a separate town and originally known as Stroudwater. In 1871 Deering separated from Westbrook and became their own town, then later a city. In 1899 the City of Portland annexed the City of Deering.

## Falmouth, Westbrook, Deering, & Portland



From maps, census records, and photographs, we know that the area was largely agricultural up until the turn of the 20<sup>th</sup> century. In this inset map (pink background) from an 1871 Atlas, we can see the very undeveloped rural area along outer Brighton Avenue at the intersection of Capisic Street.

F. W. Beers & Co. New York, 1871



1092 Brighton Avenue, Gould Farm



1040 Brighton Avenue, Coffin-Mosher Farm

Here are photographs of a few of the Nason's Corner farmsteads, no longer existing, that were documented by the City of Portland in 1924.



1207 Brighton Avenue, Coffin-Wyeth-Holm Farm



1065 Brighton Avenue, Barberi Farm

Here are more photographs of a few of the Nason's Corner farmsteads, no longer existing, that were documented by the City of Portland in 1924.



Even an aerial image, taken in 1940, depicts the ongoing agricultural use of the land in the Nason's Corner neighborhood. This is from a series of images in the collection of Portland's Department of Public Works. Portland City Hospital, now the Barron Center, center left. The open fields of the farm that would be developed as Sagamore Village Apartments a few years later in 1942. Brighton Avenue Terrace (1906 stretching from Brighton Avenue south to the railroad tracks, still sparsely developed.

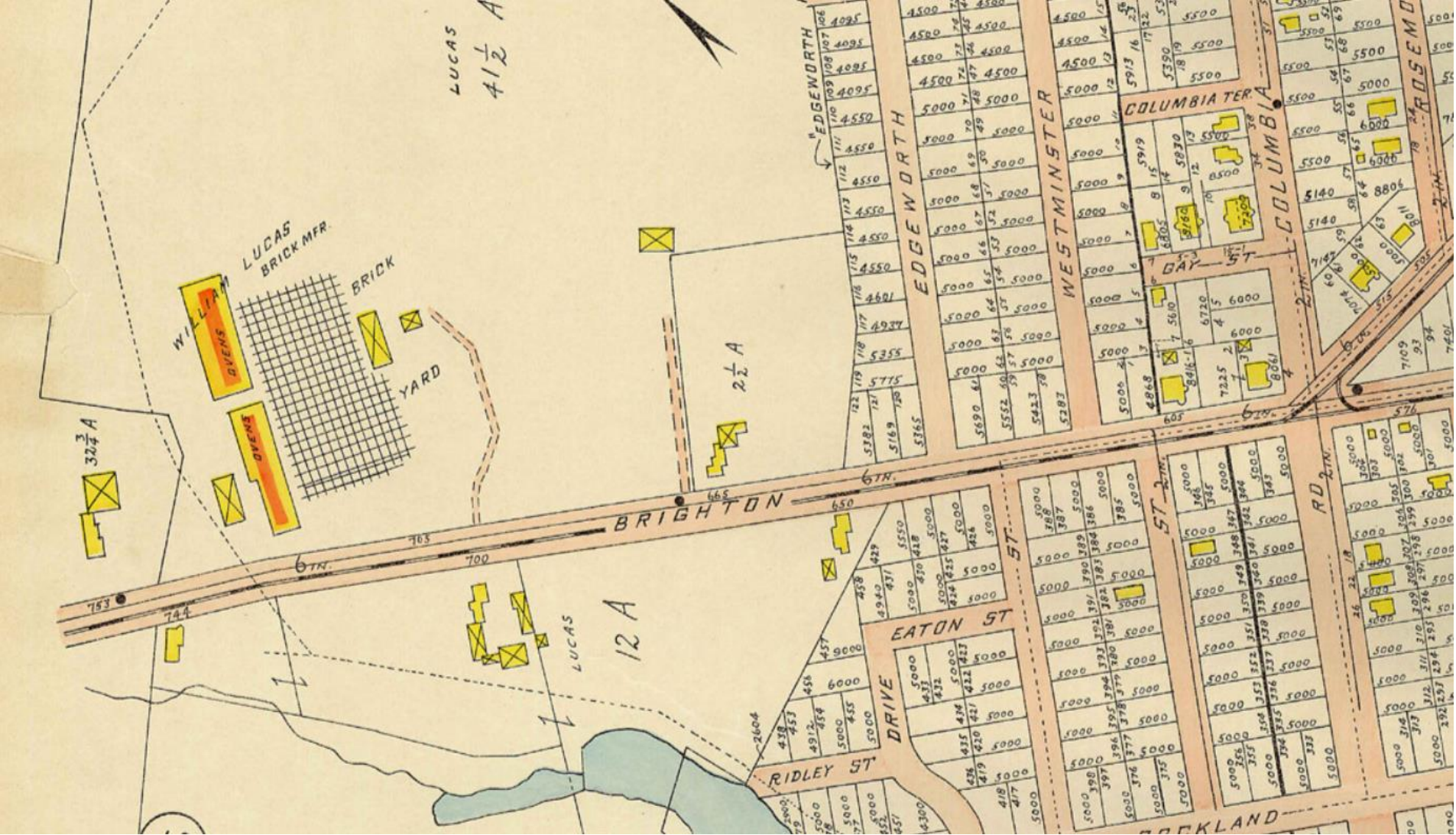


97 57

This is another in the series of 1940 aerial images, the red dot to the left is the intersection of Capisic Street and Brighton Avenue and the red dot on the right, is Rosemont at the intersection of Woodfords Street and Brighton Avenue. In this area, there is still much open land along Capisic Street and along Brighton Avenue between Rosemont and Nason's Corner.



Zooming onto the image, we can see a large manufacturing facility just to the east of Nason's Corner.



From historic maps, we know that this is the Lucas Brick Yard. William Lucas was an Irish immigrant. In addition to his brick yards in Maine and New Hampshire, he was also invested in lumber and in fuel as owner of the Preble Fuel Co. of Portland.



William Lucas Brickyard, 705 Brighton Avenue (10 acres), c1924



The brick yard was in operation for more than half a century and we have images of the yard from 1924, when the yard was able to produce 45,000 common bricks per day.



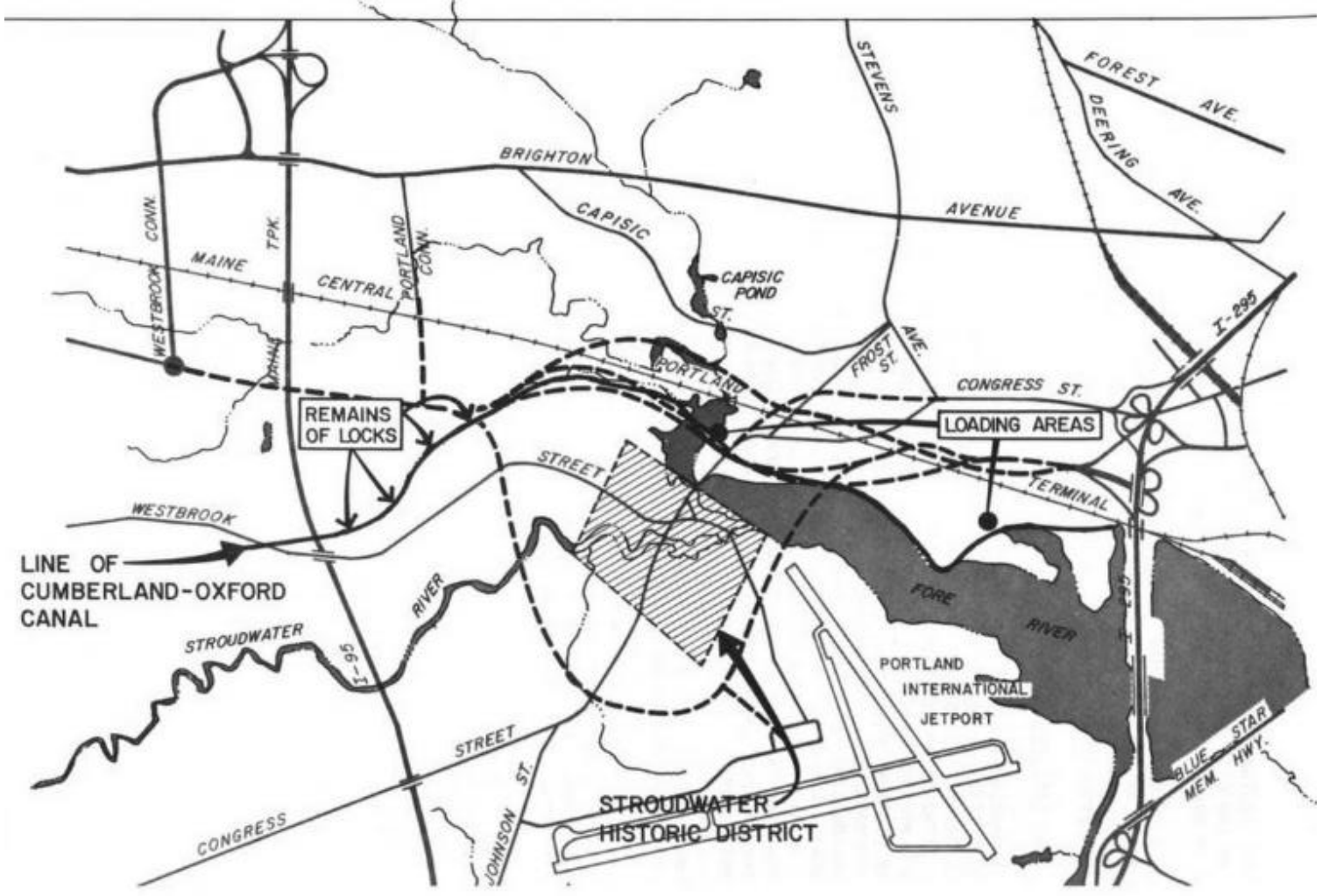
Here is another aerial image from 1956, that shows additional construction in the neighborhood, including subdivisions between Capisic and Brighton, the construction of Sagamore Village, and the construction of the Maine Turnpike to the west of the neighborhood.

Portland Press Herald, 1955

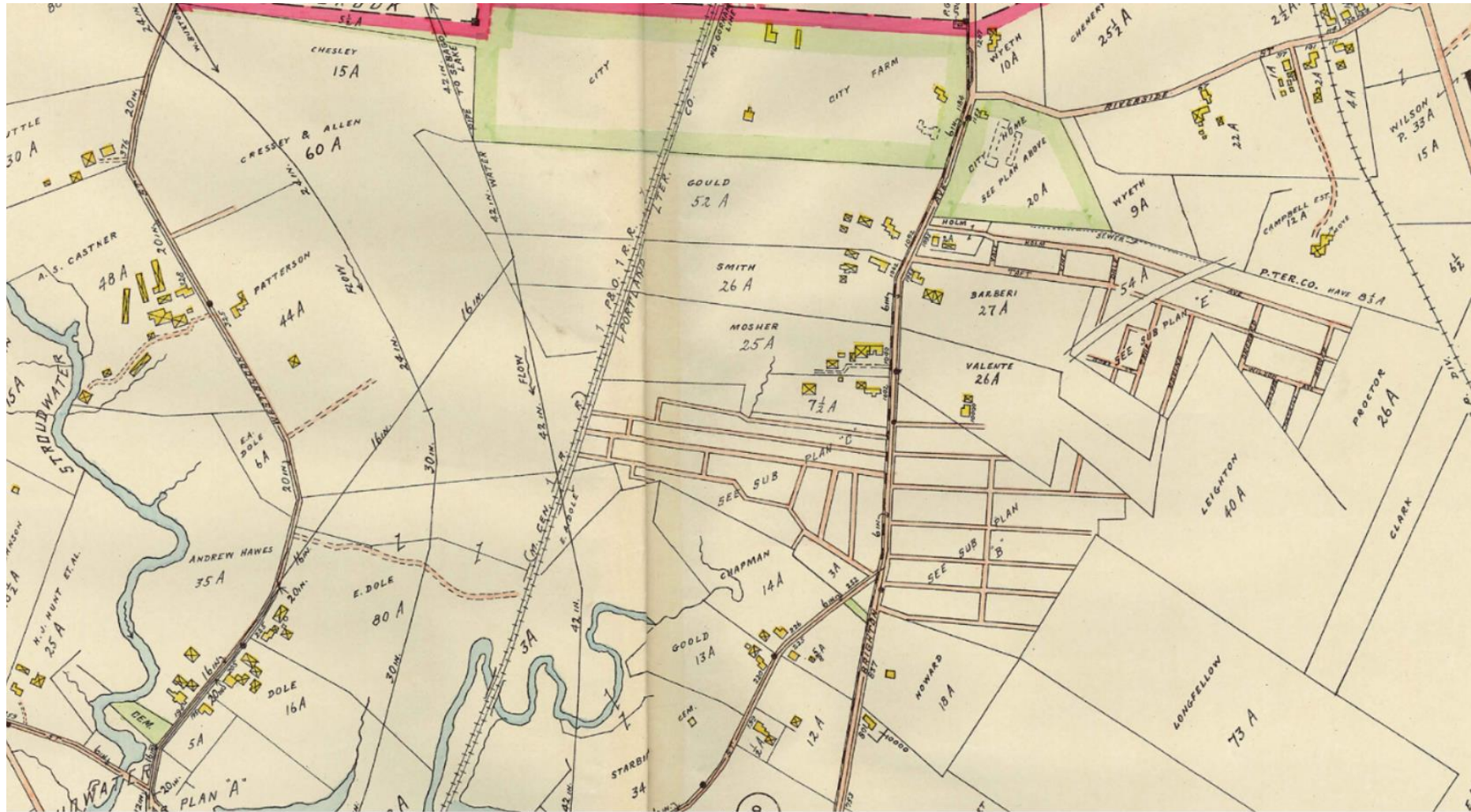


Here is an image of the newly constructed turnpike, showing the then Exit 8 interchange, now Exit 48. You can see some farmsteads on either side of the new road, the Portland City Hospital, now the Barron Center to the upper right, and beyond that the 1912 Portland Gardens subdivision on Holmes & Taft Streets.

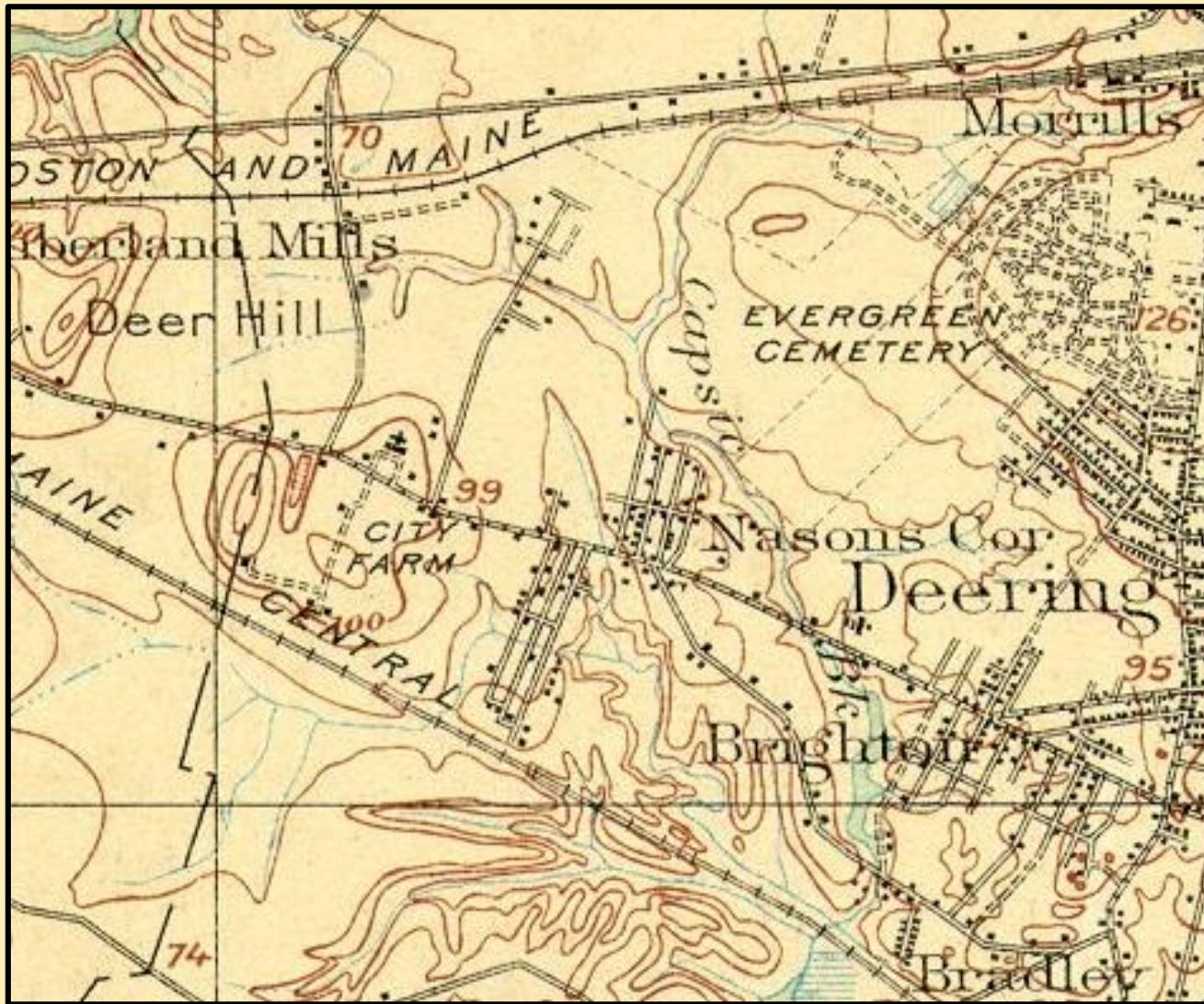
We looked at old planning reports and studies to learn more about the neighborhood, including this map that investigated the impact of four potential options for extensions of the Westbrook Arterial through Stroudwater to I-295.



*Historic Resources Map from the Westbrook Arterial Draft Environmental Impact Statement, 1974*



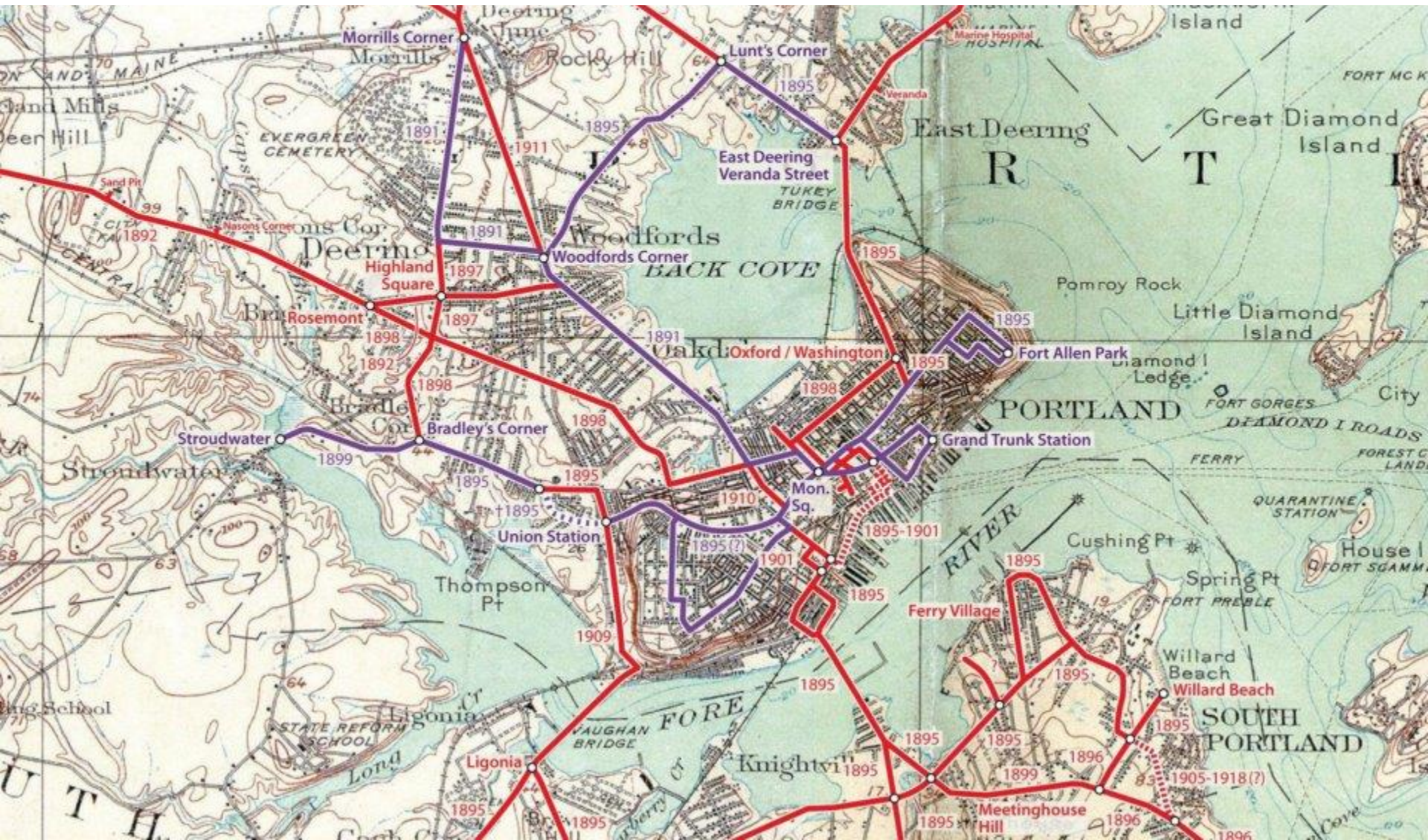
We used a variety of historic maps in our research: including the 1914 Richards Map of Portland – that really show the expansion and development of the neighborhood at the turn of the century.



**1916 U.S. Geological Service Map**

The US Geological Map of 1916, also show the development of the rural neighborhood into residential subdivisions. The Department of Public Works Archives and Recorded Land plans, especially those for subdivisions, are helpful in identifying when streets were first planned and laid out. Much of the land development occurred 1895-1920s. This was in part driven by the extension and electrification of greater Portland's streetcar system.

In 1892 the trolley line along Woodford's Street was extended to Westbrook along Brighton Avenue. The electrified street car line reduced the amount of travel time from the formerly rural area of Nason's Corner to downtown Portland and allowed downtown workers to live outside the city. Developers seized upon the opportunity to develop the area and purchased former farms for subdivisions.



# PLAN OF GLENWOOD DEERING MAINE.

Wood, Harmon & Co.

555 1/2 Congress St., Cor. Oak

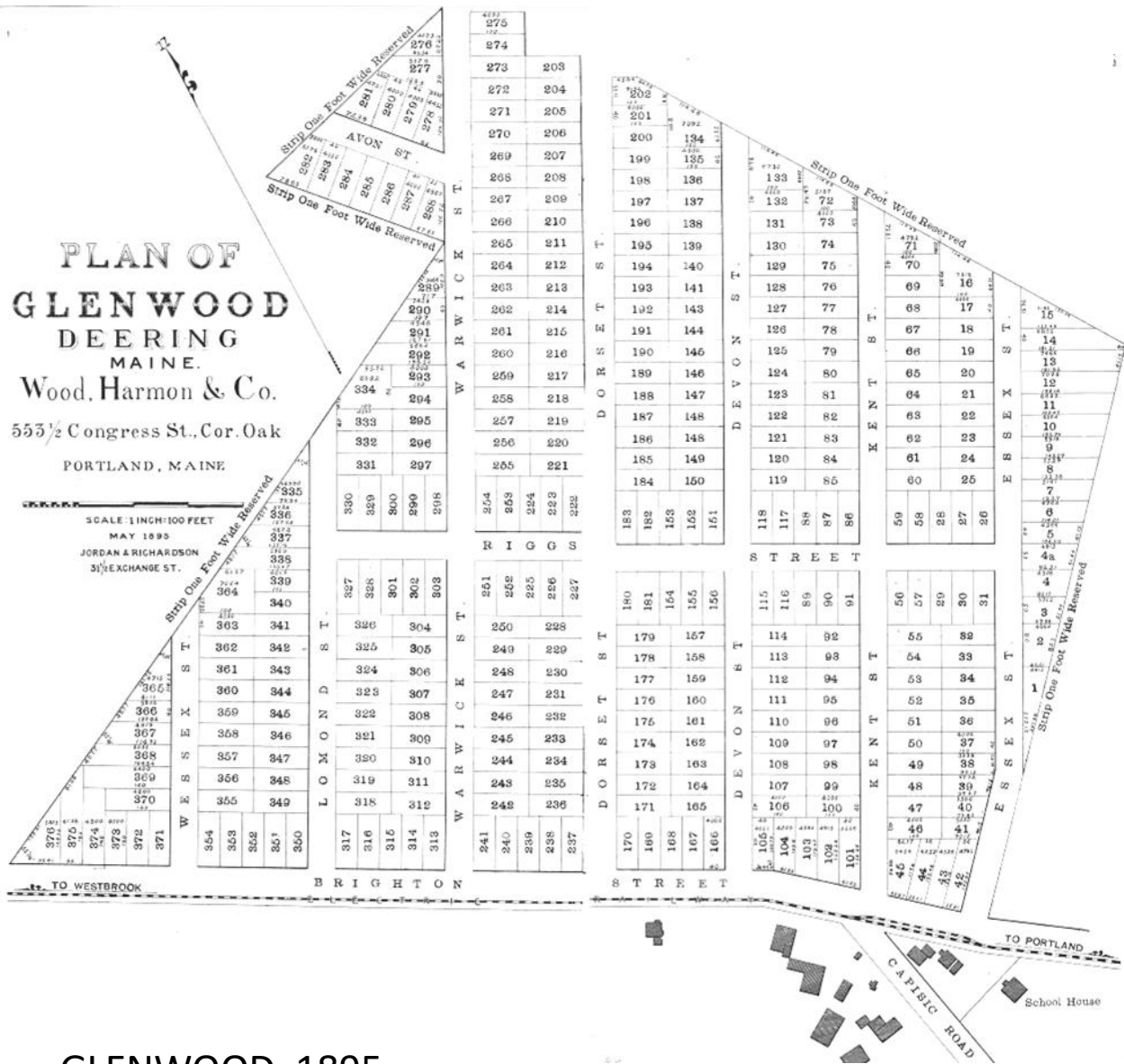
PORTLAND, MAINE

SCALE: 1 INCH=100 FEET

MAY 1895

JORDAN & RICHARDSON

31 1/2 EXCHANGE ST.



GLENWOOD, 1895  
Nason's Corner

The first subdivision was the Glenwood Subdivision by Wood Harmon & Co. of New York and Boston, who established a local office on Congress Street. In a Board of Trade Journal published in 1895, it was announced that there was "A Boom for Nason's Corner" as the Wood Harmon & Co. had purchased the 100-acre Riggs Farm for development. The parcel included 60 acres of cleared land and 40 acres of woodlands perfect for recreation.





45 Dorset Street, c1911



20 Dorset Street, 1921



55 Riggs Street, c1921



Glenwood Subdivision at Nason's Corner, 1914

The Glenwood subdivision was slow to build out, as we can see almost 20 years later in this 1914 map of the neighborhood. Many of the subdivisions earliest houses were small scale bungalows. (Note the chicken coops at the rear of the dwelling at 55 Riggs Street!)

36 Riggs Street, c1895

However larger scaled dwellings were present in the neighborhood, like this c1895 Queen Anne style house on Riggs Street...



28 Dorset Street, c1904

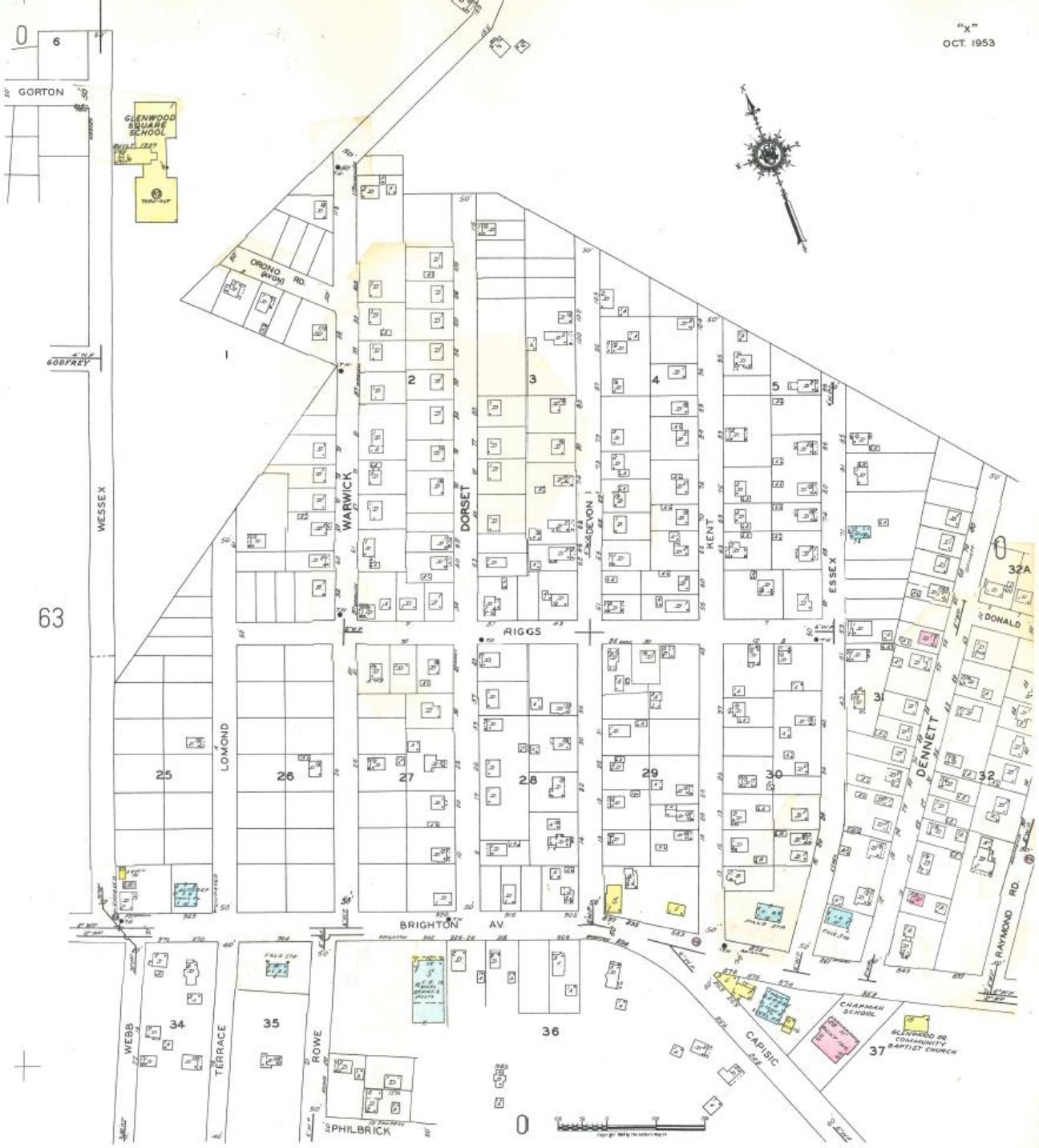
...Or this c1904 two story farmhouse  
on Dorset Street...



66 Devon Street, c1909

...and this c1909 two story farmhouse  
on Dorset Street.





The subdivision was more substantially developed by the end of World War II as we can see in this 1953 map of the neighborhood. Note in the upper left the Glenwood Square School, built in 1956. The school as later renamed the Hall School in honor of Fred P. Hall, a teacher and Deering High and just recently replaced by the new Amanda C. Rowe Elementary School.

Glenwood Subdivision, 1956

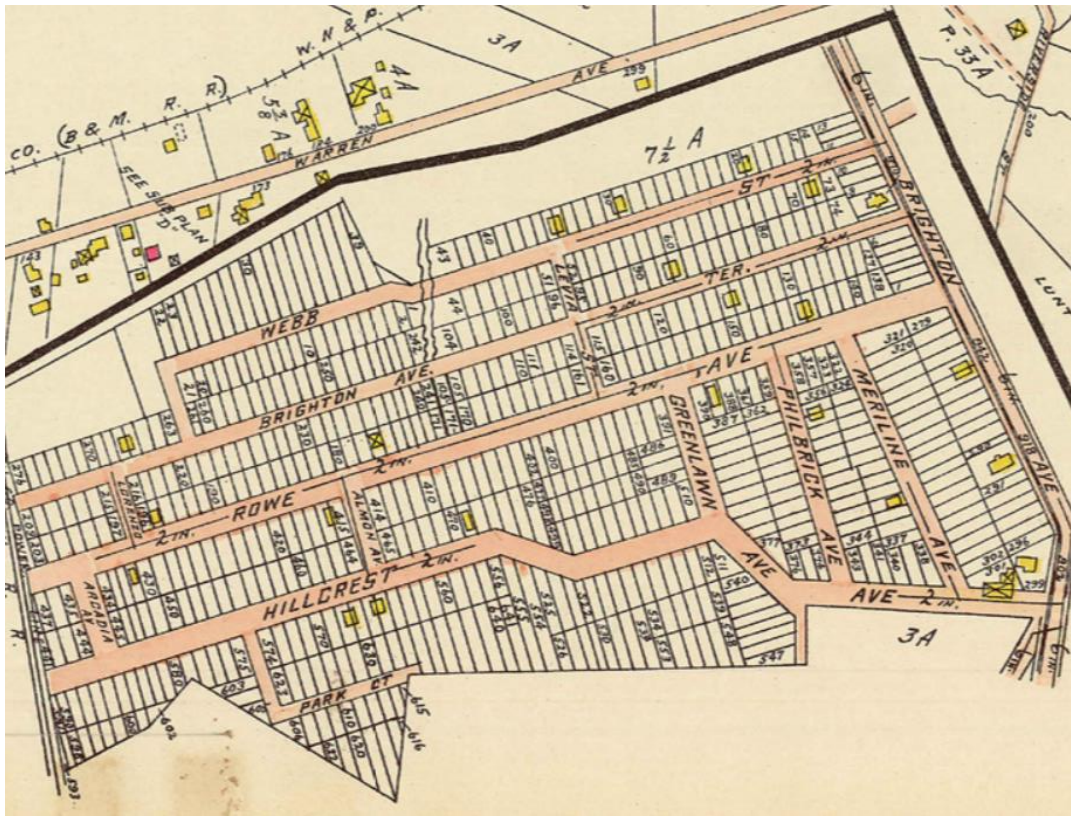


Two other early subdivisions in Nason's Corner were developed by J. W. Wilbur. Jacob Wesley Wilbur was a native of New Gloucester, Maine. He was the youngest son of seven children, and at the age of 21 he moved to Boston where he became involved in real estate development. Wilbur's focus was on developing subdivisions that working men could afford and to do this he offered sales of his properties on installment plans. In addition to his Boston developments, he was a prolific developer in Portland, South Portland and Cape Elizabeth at the turn of the 20<sup>th</sup> century.

Jacob Wesley Wilbur (1847-1917)

## BRIGHTON AVENUE TERRACE, 1906

In 1906 Wilbur laid out the Brighton Avenue Terrace subdivision, this is the subdivision between the old Rite Aid building and Quirk auto dealership. This is a neighborhood of modest homes and farmhouses.



Brighton Avenue Terrace, now Terrace Street

25 Merilene Avenue, c1912

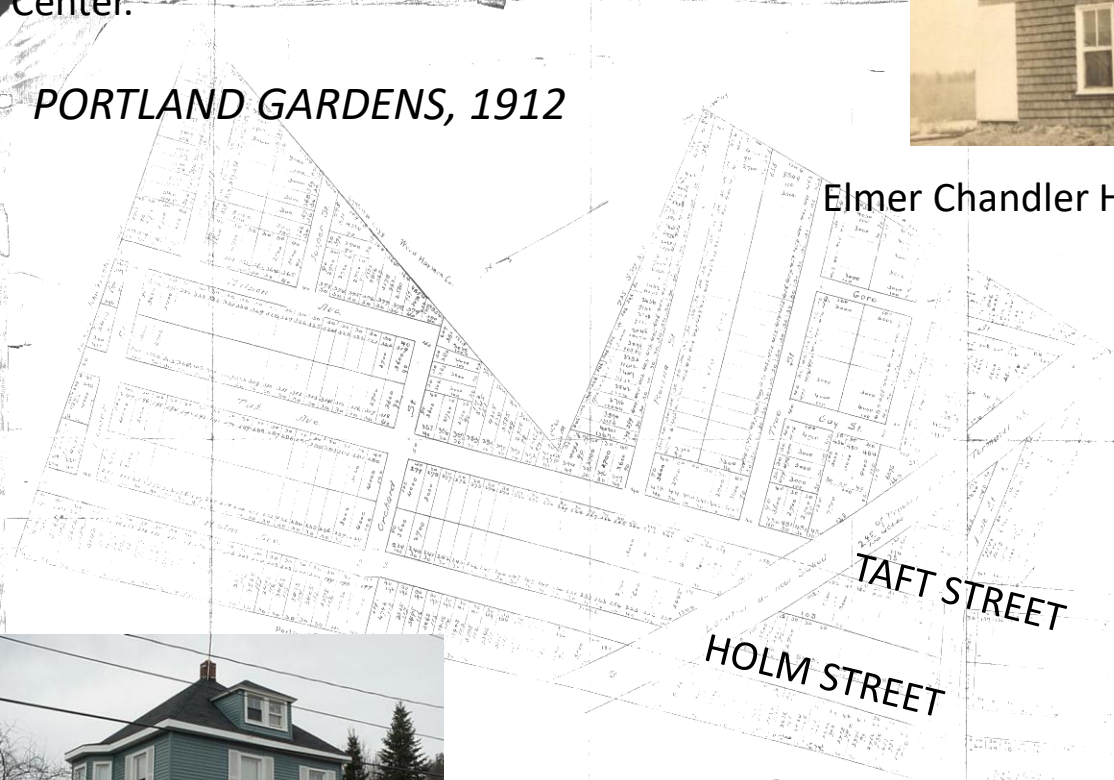


25 Merilene Avenue is a good example of the type of home and occupant that Wilbur was targeting for his neighborhoods. This home was occupied by the Charles Curry family. Charles's parents immigrated to Portland from New Brunswick, Canada. The family lived in town until Charles, who worked as an engineer for the Grand Trunk Railroad, purchased this house for his family and his parents. The nearby street car line allowed Charles to easily get to his railroad job on India Street.

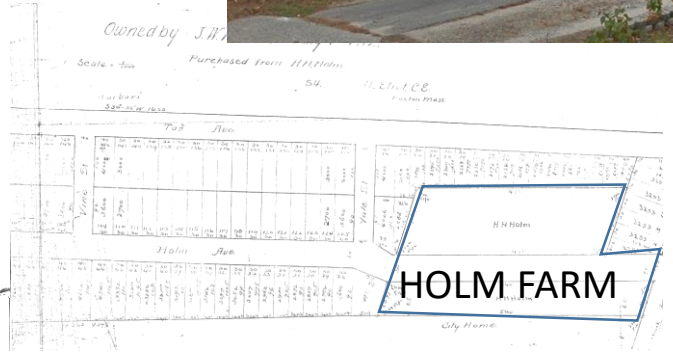


In 1912 Wilbur purchased part of the Holm Farm and laid out the Portland Gardens subdivision, this is the subdivision behind Sagamore Village and the Barron Center.

**PORTLAND GARDENS, 1912**



Elmer Chandler House c1915



Like Brighton Avenue Terrace, this is a neighborhood of modest homes and farmhouses. Both subdivisions were slow to develop, were not fully developed before World War II. Many of these dwellings have been expanded or altered like these two examples.

Like many communities in Maine, the cities of Deering and Portland had almshouses and poor farms to house poor, elderly, and mentally disabled residents. Portland's Town Farm was located on Park Avenue where the Expo, Hadlock Field, and the Ice Arena are located today. The farm extended across St. John Street and over toward Maine Medical Center. In the late 19<sup>th</sup> century, the area was developing into a residential neighborhood, largely for workers on the railroad and the businesses that grew up around Union Station. The city sold off part of the city farm land for development in the early 1880s. As the area developed, there was a movement to do something about the conditions at the almshouse. As early as 1894 the *Eastern Argus* newspaper questioned whether Portland's almshouse was suitable and suggested that:

*“the almshouse and hospital were not in proper condition, and that the entire system of dealing with the poor of Portland was sadly in need of marked, if not immediate change.”*

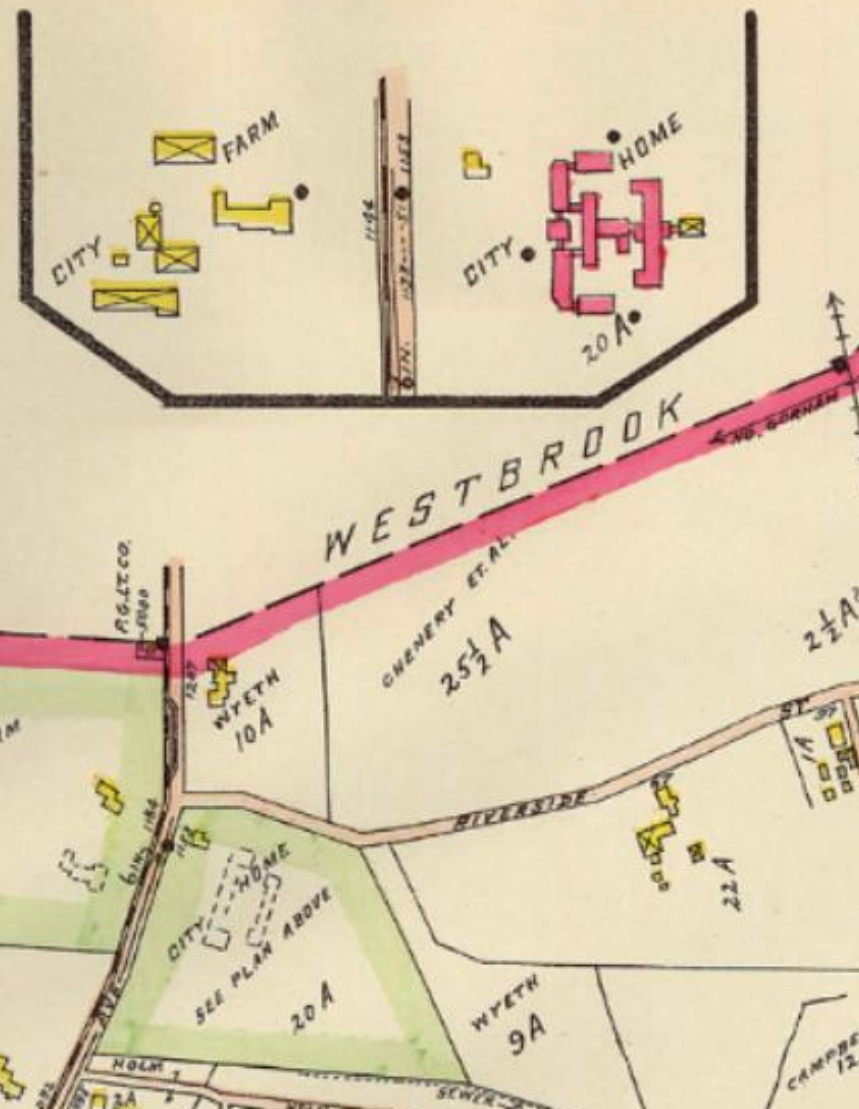
With the annexation of Deering in 1899, discussion began about consolidating the two facilities. Supporters of moving the Portland poor to Deering argued that one building would be better “for convenience and economy” and that to build a large building would decrease the need for assistance outside the almshouse system.



Another view of the stable and other buildings, now demolished, at Portland's Poor Farm on Park Avenue. Notice the gates to Deering Oaks in the distance on the left.



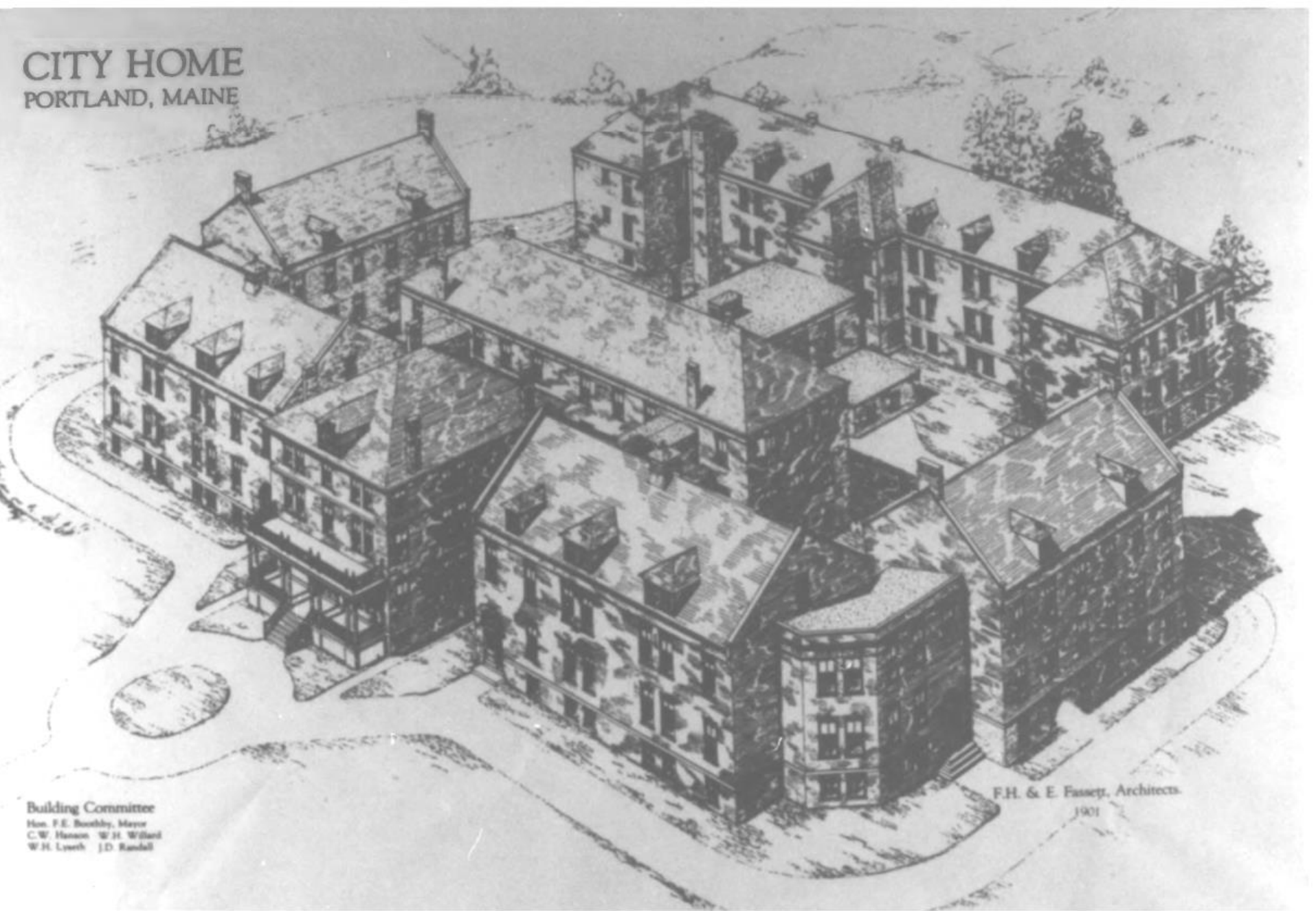
Since forming a town, Deering had operated a poor farm on Saccarappa Road (now Brighton Avenue). In 1892, they opened a new facility on the lot with a local newspaper reporting that the old house had been greatly improved and “there are at present nine inmates who rejoice in their new quarters”. The farm grew and by 1900 land on both sides of the road were city owned. The farm and hospital also included a soldiers’ home, known as “Little Togus”.



In 1903 the city of Portland abandoned the Park Avenue Almshouse and City Hospital and consolidated operations at the Deering farm. Male inmates, who were able, worked on the farm and female inmates performed household duties. Notice the number of barns (buildings with X's) on the inset sketch, the farm had in addition to other animals, a dairy herd of 23 cows producing 91,863 quarts of milk a year.

On the consolidated site, the City of Portland erected new buildings. They were designed by one of the city's leading architectural firms, F.H. and E. F. Fassett and built by F. W. Cunningham and Sons, general contractors. The campus of brick buildings was expanded in the 1930s with a psychiatric facility. The soldiers' home was discontinued in the late 1920s or early 1930s. The farm furnished various kinds of vegetables and farm products for the inmates table. In 1947 a fire destroyed the farm's barn and part of the dairy herd, ending the city's dairy operation.

CITY HOME  
PORTLAND, MAINE



Building Committee  
Hon. F.E. Boothby, Mayor  
C.W. Hanson W.H. Willard  
W.H. Lusk J.D. Randall

F.H. & E. Fassett, Architects.  
1901

Rendering of Portland City Hospital by F.H. and E. Fassett, architects, 1901



The facility became Portland City Hospital in 1946, under the direction of Matthew I. Barron and his wife Evelyn, for whom the Barron Center takes its name. The newly named facility continued to provide medical and surgical care in addition to caring for people who had “chronic” conditions. It was in the 1960s that Portland City Hospital’s mission began to evolve and focus on extended nursing care for the elderly, chronically ill, and disabled individuals.



OCT. 1953

MAINE

TPKE

PORTLAND CITY FARM

PORTLAND HOSPITAL

WHICHAM WITH CLOCK, FULL  
COAL FIRE EXTGRS. DISTD.  
SPEARS. THRU-OUT EXCEPT WHERE  
INDICATED.

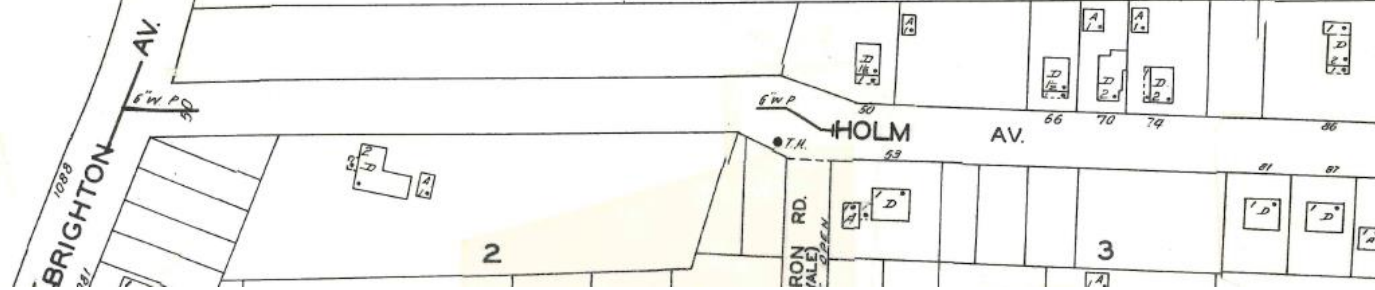
1 SHED

7



2

3



A map of the expanded hospital campus and the farm buildings in 1953. Note the turnpike adjacent to the facility.

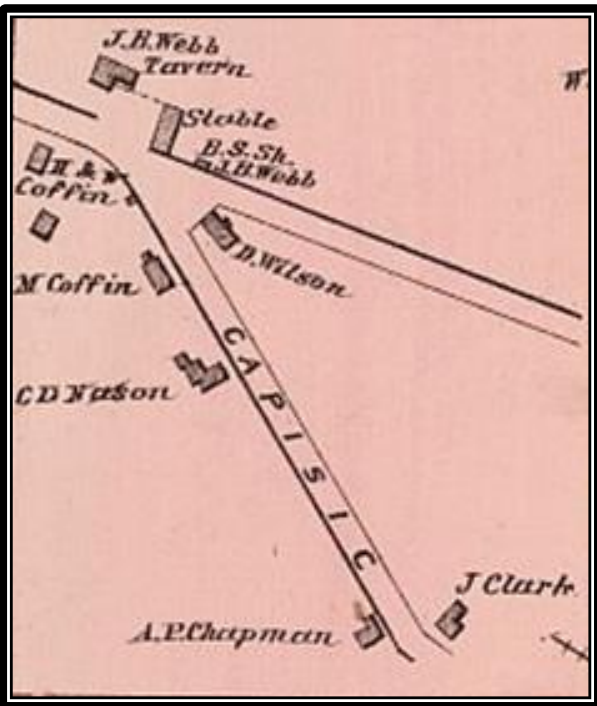
Portland Press Herald, 1955



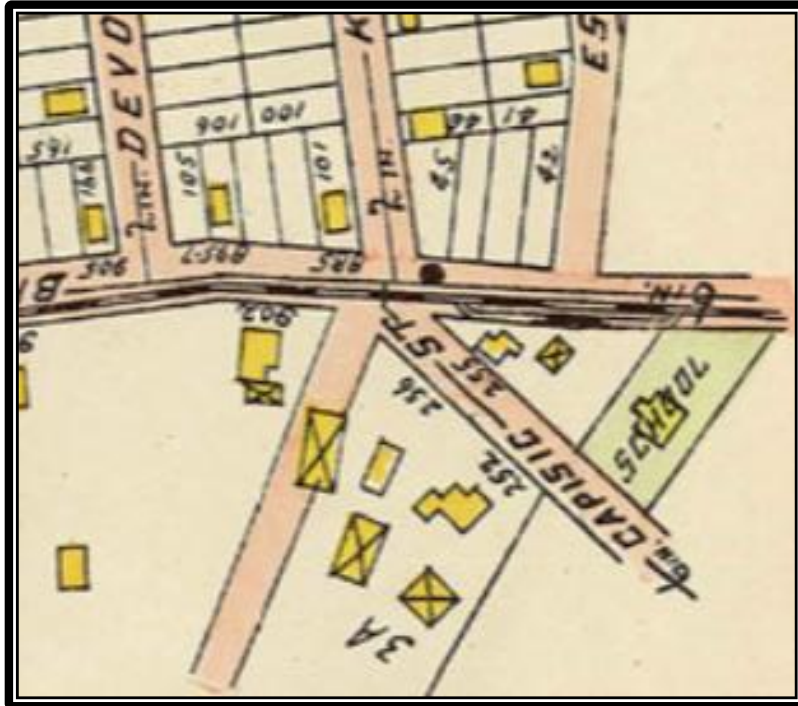
If we look again at the image of the turnpike in 1955, we can see the remains of the farm buildings in the foreground right.

Now let's head back to the corner of Capisic Street and Brighton Avenue, the historic commercial center of the neighborhood.

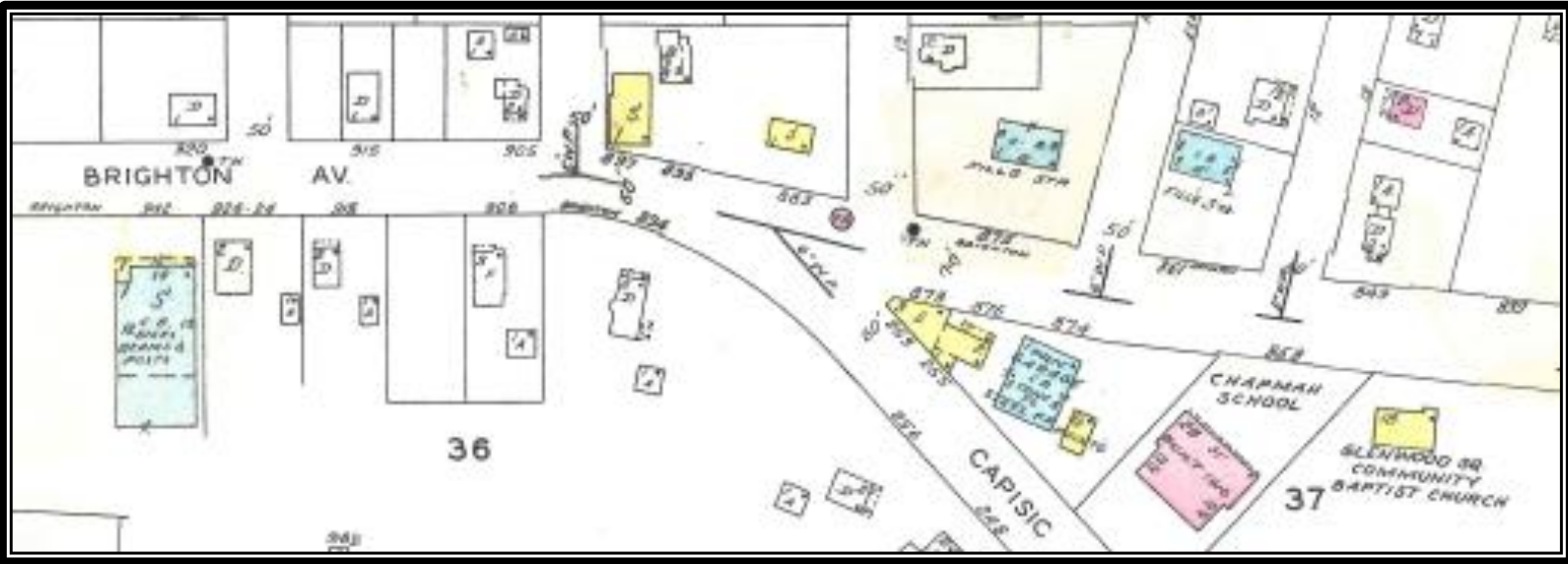
Using historic maps we can see the evolution of what was the commercial center of the neighborhood. In 1871 there was a tavern, a stable, blacksmith shop, and Nason's grocery store. By 1914, the Chapman School appears at the corner. By 1953, the Glenwood Square Chapel, and a couple of filling stations have joined the commercial mix at the corner.



1871



1914



1953



The Chapman School was named after Albion Parris Chapman (1826-1915), Chapman lived in a dwelling at 462 Capisic Street and raised and sold fruit trees and other nursery plants. His younger brother Leonard Bond Chapman, built a large Second Empire House at the other end of Capisic Street. (His nephew Albion Leonard Chapman would become a well known Portland druggist with a store at Woodford's Corner).





Albert Dresser Grocery Store, 876 Brighton Avenue, c1914 (*Demolished*)

One commercial building at Nason's Corner many may remember is Albert Dresser's store at the corner. The commercial building had retail shop downstairs and apartments upstairs.



860 Brighton Avenue, early 19<sup>th</sup> century dwelling (*Demolished*)

Dresser built his store (image left) adjacent to a much older dwelling at the corner. This image is taken from Capisic Street.



McKay's Garage 864-874 Brighton Avenue, Nason's Corner, c1917 (*Demolished*)

Dresser also built an auto garage at the corner. These properties were income producing properties as Albert S Dresser lived on a farm on Washington Avenue.





H. W. Lowd's Grocery Store, 861-863 Brighton Avenue, Nason's Corner, c1916 (*Demolished*)

Across the street from Albert Dresser's buildings between Essex and Dennett Streets was the H. W. Lowd Grocery Store and gas station owned by Harry C Harmon.



Glenwood Grocery, 885-889 Brighton Avenue, Nason's Corner, c1900 (*Demolished*)

Residents in the area's new subdivisions could shop at the Glenwood Grocery store at the corner of Kent Street.



During World War II South Portland shipyards thrived, employing about 30,000 workers from 1941-1945, including some 3,700 women. Prior to the United States' declaration of war, the workers built 30 "Ocean" cargo ships for the British government starting in 1941. After the U.S. entered the war, 236 "Liberty" cargo ships were built for the U.S. Government. The sudden influx of thousands of workers led to the construction of large housing projects in South Portland and Portland. By 1942, the Federal Public Housing Authority selected a 30-acre site for the construction of 200-units of housing off Brighton Avenue. Named Sagamore Village, the construction work took less than a year to complete and the housing development opened on 11



SAGAMORE VILLAGE (200 units), 1942-1943  
Federal Public Housing Administration



Sagamore Village was designed by Wadsworth and Boston, a local architectural and engineering firm founded ca. 1930 by Philip Shirley Wadsworth. He was joined about a year later by his friend Royal Boston, Jr. The firm started at 443 Congress Street and closed their offices at 516 Congress Street in 1990. Other work includes the Farnsworth Library and Art Museum (1948), Union Mutual Life Insurance Company [UNUM] (1955) and the notorious USM Law building (1972) at Deering and Brighton Avenues.

In *Deering* former USM history professor Joel W. Eastman recalls his youth living in Sagamore Village. Across the street from Sagamore Village was the Craig farm with apples and strawberries, the Allen family poultry farm and the City Farm where youngsters were allowed to visit and hired to help harvest crops until it burned in 1947. After the war ended in 1945 significant numbers of families left Sagamore Village. Initially the city rejected the idea of purchasing the housing for public housing, but ultimately did so in 1950, in part to provide low-income housing for residents who would be relocated by slum clearance projects in the downtown.

Post World War II, the Nason's Corner neighborhood developed with new residential subdivisions, including Chapman Heights in 1953 and off Capisic Street in 1956 the Riverview (now Starbird Street) and Capisic Park (now Bancroft St) subdivisions.



CHAPMAN HEIGHTS, 1953  
Nason's Corner



Mid 20<sup>th</sup> century development, circa 1954 Nason's Corner *Image from Portland Department of Public Works*

In this Public Works image we can see the Chapman Heights subdivision under construction.



Mid 20<sup>th</sup> century development, circa 1954 Nason's Corner *Image from Portland Department of Public Works*

Another Public Works image with Capisic Pond in the foreground and beyond looking towards Riverview Street and the future site of Capisic Park Subdivision.





## Pine Tree Shopping Center, 1959

*Photo by John French, Portland Maine History 1786 to the Present*

Brighton Avenue became one of Portland's primary commuter arterial roads for the residents in these 1950s Portland subdivisions and those in surrounding communities, most of whom still worked and shopped in downtown Portland. The trolley system was completely abandoned before the start of the second world 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 on the edge of the city. One of the first was the Pine Tree Shopping Center on Brighton Avenue, built in 1959.

## Pine Tree Shopping Center, 1959



Portland Maine History 1786 to the Present

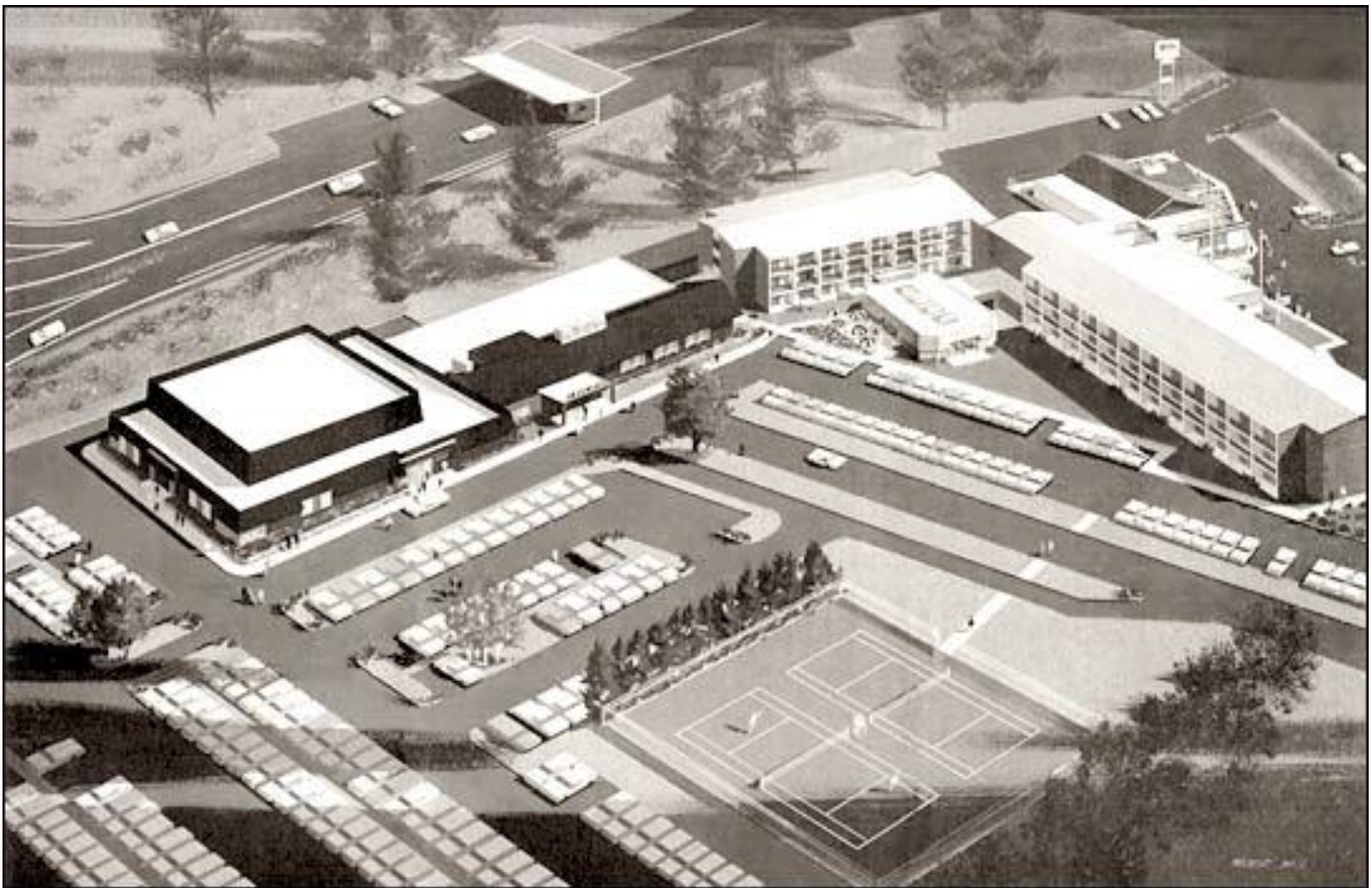


The Pine Tree Shopping Center was also home to a favorite place for kids, Child World toy store. The shop was later occupied by Marden's, but retained its castle-like exterior.

## Westbrook Plaza, 1963



The nearby Exit 8 interchange of the Maine Turnpike created a new focus for development. Another modern shopping center with a supermarket soon was built just across the city line in Westbrook on Riverside Drive.



HOWARD JOHNSON'S MOTOR LODGE  
RED COACH GILLE - CONVENTION CENTER  
PORTLAND, MAINE

ARCHITECT: J. Glenn Hughes Associates  
DEVELOPER: T & L Associates Inc.  
BUILDER: Nedia Construction Co.  
OPENING MAY, 1974

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 built a large new restaurant on Brighton Avenue, near the highway exit. The company then demolished their 1940s building at Woodford's Corner and added a new building, now occupied by Woodford's F & B.

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**LOBSTERS • SEAFOODS**  
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1½ Lb. PORTERHOUSE or T-BONE STEAK	<b>\$2.95</b>
Each Wed. & Fri. TWO 1 Lb. MAINE <b>LOBSTERS</b>	<b>\$2.95</b> <small>Baked, Broiled or Baked Stuffed</small>
<b>FRESH LOBSTER MEAT</b>	<b>\$2.95</b> <small>Sautéed in Sherry Wine Sauce</small>
Complete Full Course <b>DINNERS</b>	<b>\$1.95</b> <small>Including Roast Prime Rib of Beef</small>
Travelers-Tourists Special 4 Course <b>LUNCHEONS</b>	<b>95¢ to \$1.25</b>

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VALLE'S — PORTSMOUTH-KITTERY At Maine, New Hampshire Line, Interstate Route 95.

VALLE'S — SCARBOROUGH, MAINE Route 1 Near Old Orchard Beach.

VALLE'S — BOSTON, MASS. 6 miles from downtown Boston on Route 9, Newton.

OPEN DAILY 7 AM - 1 AM

SPECIAL MENUS FOR CHILDREN

COCKTAIL LOUNGES

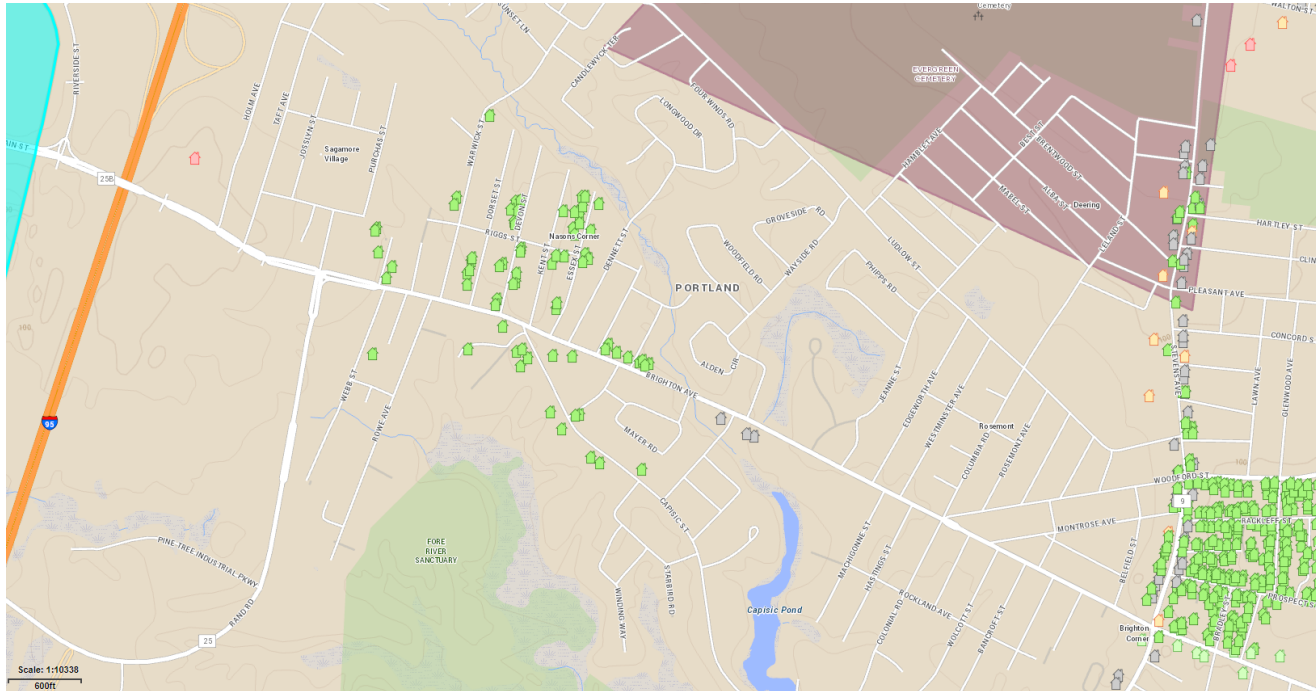



Once again, Nason's Corner may soon be changing with plans for new construction near Sagamore Village, at the Barron Center, and across the town line in Westbrook at the former Blue Rock Quarry.

# Thank you!

Information on individual buildings can be viewed online:

[http://www.maine.gov/mhpc/carma\\_disclaimer.html](http://www.maine.gov/mhpc/carma_disclaimer.html)



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[jlarry@portlandlandmarks.org](mailto:jlarry@portlandlandmarks.org)

# Thank you!

St. Ansgar Lutheran Church

Nason's Corner Neighborhood  
Association



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