

**AN ORDINANCE PERTAINING TO THE CREATION OF THE LEWISTON CANAL
WATER POWER HISTORIC DISTRICT**

THE CITY OF LEWISTON HEREBY ORDAINS:

Appendix A of the Code of Ordinances of the City of Lewiston, Maine is hereby amended as follows to be effective at the later of 30 days after approval or the date on which the City takes ownership of the property encompassed by the Lewiston Canal Water Power Historic District:

APPENDIX A

ZONING AND LAND USE CODE

ARTICLE XV. SIGNIFICANT BUILDINGS AND DISTRICTS

Sec. 6. Designated historic structures and historic districts

(b) (3) Lewiston Canal Water Power Historic District.

Main Canal Parcel (including Upper Androscoggin Power Station): Start at the intersection of the northeasterly edge of the Main Canal structure with the northwesterly side of Main Street; thence northeasterly along the northwesterly side of Main Street to the prolongation northwesterly of the southwesterly side of Canal Street; thence southeasterly along southwesterly side of Canal Street to the northwesterly side of 677 Lisbon Street; thence southwesterly along the northwesterly side of 677 Lisbon Street and continuing on the same course to the southeasterly edge of the spillway structure leading from the Main Canal structure to Gully Brook; thence southwesterly along the southeasterly edge of the spillway structure to the shore of Gully Brook; thence westerly and northwesterly along the shore of Gully Brook to the face of the southeast wall of the Upper Androscoggin Power Station; thence southwesterly along the face of the southeast wall of the Upper Androscoggin Power Station to the southerly corner of the Upper Androscoggin Power Station; thence northwesterly along the face of the southwest wall of the Upper Androscoggin Power Station to the westerly corner of the Upper Androscoggin Power Station; thence northeasterly along the face of the northwest wall of the Upper Androscoggin Power Station and continuing on the same course to a point that is 10 feet southwesterly of the southwesterly edge of the Main Canal structure; thence northwesterly along a line 10 feet from and parallel to the southwesterly edge of the Main Canal structure to a point that is 10 feet southeasterly from the southeasterly edge of the Cross Canal No. 1 structure; thence in a southwesterly direction along a line 10 feet from and parallel to the southeasterly edge of the Cross Canal No. 1 structure to the easterly edge of the footbridge over Cross Canal No. 1, thence northwesterly along the northeasterly edge of the footbridge over Cross Canal No. 1 to the southeasterly wall of Bates Mill No. 5; thence northeasterly along the face of the southeasterly wall of Bates Mill No. 5 to a point that is 10 feet southwesterly of the southwesterly edge of the Main Canal structure; thence northwesterly along a line 10 feet from and parallel to the southwesterly edge of the Main Canal structure to the northwesterly side of Main Street;

thence northeasterly along the northwesterly side of Main Street to the point of beginning.

Cross Canal No. 1 Parcel: Beginning at the intersection of the westerly bound of the Main Canal Parcel (as described above) with the face of the southerly wall of Bates Mill No. 5; thence southwesterly along the southeasterly face of the wall of Bates Mill No. 5 and continuing on the same course to the northeasterly side of Mill Street; thence southeasterly along the northeasterly side of Mill Street to the southeasterly side of Railroad Alley; thence southwesterly along the southeasterly side of Railroad Alley and continuing on the same course to the southwesterly side of Lincoln Street; thence southeasterly along the southwesterly side of Lincoln Street to a point 10 feet northwesterly of the northwesterly edge of the Cross Canal No. 1 structure; thence southwesterly along a line 10 feet from and parallel to the northwesterly edge of the Cross Canal No. 1 structure, continuing along the face of the northwesterly wall of the Red Shop Weir structure and continuing on the same course to the northeasterly edge of the foot bridge over Cross Canal No. 1 that leads to Simard-Payne Park; thence southeasterly along the northeasterly edge of the foot bridge to a point that is 10 feet southeasterly of the southeasterly edge of the Cross Canal No. 1 structure; thence northeasterly along a line 10 feet from and parallel to the southeasterly edge of the Cross Canal No. 1 structure to the face of the southwesterly wall of the Red Shop Weir structure; thence southeasterly along the southwesterly wall of the Red Shop Weir structure to the southwesterly corner of the Red Shop Weir structure; thence northeasterly along the southeasterly wall of the Red Shop Weir structure to the southeasterly corner of the Red Shop Weir structure; thence northwesterly along the northeasterly wall of the Red Shop Weir structure to a point that is 10 feet southeasterly of the southeasterly edge of the Cross Canal No. 1 structure; thence northeasterly along a line 10 feet from and parallel to the southeasterly edge of the Cross Canal No. 1 structure to the intersection of the southwesterly side of Oxford Street and the northwesterly side of Cross Street; thence northeasterly along the northwesterly side of Cross Street and continuing on the same course across Lincoln Street to the northeasterly side of Lincoln Street; thence southeasterly along the northeasterly side of Lincoln Street to a point that is 10 feet southeasterly of the southeasterly side of the Cross Canal No. 1 structure; thence northeasterly along a line 10 feet from and parallel to the southeasterly edge of the Cross Canal No. 1 structure to the face of the southwesterly wall of Mill No. 6; thence northwesterly along the face of the southwesterly wall of Mill No. 6 to the northwest corner of Mill No. 6; thence northeasterly along the face of the northwesterly wall of Mill No. 6 to the northeasterly corner of Mill No. 6; thence southeasterly along the face of the northeasterly wall of Mill No. 6 to a point 10 feet southeasterly of the southeasterly edge of the Cross Canal No. 1 structure; thence northeasterly along a line 10 feet from and parallel to the southeasterly edge of the Cross Canal No. 1 structure and continuing on the same course across Mill Street to the face of the southwesterly wall of Mill No. 1; thence northwesterly along the face of the southwesterly wall of Mill No. 1 to the northwest corner of Mill No. 1; thence northeasterly along the face of the northwesterly wall of Mill No. 1 to the northeasterly corner of Mill No. 1; thence southeasterly along the face of the northeasterly wall of Mill No. 1 to a point 10 feet southeasterly of the southeasterly edge of the Cross Canal No. 1 structure; thence northeasterly along a line 10 feet from and parallel to the southeasterly edge of the Cross Canal No. 1 structure to the southwesterly

bound of the Main Canal Parcel; thence northwesterly along the southwesterly bound of the Main Canal Parcel to the point of beginning.

Lower Canal Parcel: Beginning at the intersection of the southwesterly side of Oxford Street and the southeasterly bound of the Cross Canal No. 1 Parcel (as described above); thence southeasterly along the southwesterly side of Oxford Street to a point 10 feet southeasterly of the southeasterly edge of the Cross Canal No. 3 structure; thence southwesterly along a line 10 feet from and parallel to the southeasterly edge of the Cross Canal No. 3 structure to a point that is 10 feet southwest of the prolongation southeasterly of the southwesterly edge of the Lower Canal structure; thence northwesterly along a line 10 feet from and parallel to the southwesterly edge of the Lower Canal structure to the southeasterly bound of the Cross Canal No. 1 Parcel; thence northeasterly along the southeasterly bound of the Cross Canal No. 1 Parcel to the point of beginning.

Cross Canal No. 2 Parcel: Beginning at the southwesterly corner of the Lewiston Municipal Parking Garage lot on the northeasterly side of Lincoln Street; thence northeasterly along the southeasterly side of said parking garage lot and continuing on the same course to the southwesterly bound of 41 Chestnut Street (Hill Mill); thence southeasterly along the southwesterly bound of 41 Chestnut Street to the northwesterly side of 70 Cedar Street; thence southwesterly along the northwesterly sides of 70 Cedar Street and the Lewiston Fire Station lot, continuing on the same course across Lincoln Street, along the northwesterly side of 179 Lincoln Street, continuing on the same course across Lincoln Street Alley, along the northwesterly side of 88 Oxford Street and continuing on the same course across Oxford Street to the northwesterly bound of the Lower Canal Parcel (as described above); thence northerly along the northwesterly bound of the Lower Canal Parcel to the prolongation southwesterly of the southeasterly side of 74 Oxford Street; thence northeasterly along the southeasterly side of 74 Oxford Street, continuing on the same course across Lincoln Street Alley, along the southeasterly side of 161 Lincoln Street and continuing on the same course across Lincoln Street to the point of beginning.

Cross Canal No. 3 Parcel (including Continental Mill Power House and Lower Bates Power Facilities): Beginning at the intersection of the westerly bound of the Lower Canal Parcel (as described above) with a line that is 10 feet southeasterly of and parallel with the southeasterly edge of the Cross Canal No. 3 structure; thence southwesterly along said parallel line a distance of 214 feet, more or less, to a point on the northeasterly side of a parcel of land on which the Continental Power Station is located; thence southeasterly and southwesterly along said Continental Power Station land on the following courses:

Southeasterly, 30 feet more or less to a corner,

Southwesterly, 245 feet more or less to a corner,

Southeasterly partially along the centerline of the northeasterly wall of the Continental Power Station 63 feet more or less to a the centerline of the southeasterly wall of the Continental Power Station,

Southwesterly partially along the centerline of the southeasterly wall of the Continental Power Station 173 feet more or less to the shore of the Androscoggin River;

thence northerly along the shore of Androscoggin River to its intersection with a line that is 10 feet southeasterly from and parallel to the southeasterly edge of the Cross Canal No. 3 structure; thence northwesterly across Cross Canal No. 3 on a line that passes through the southerly corner of the Lower Bates Power Station and continuing on the same course to the shore of the Androscoggin River; thence southwesterly, westerly and northwesterly along the shore of the Androscoggin River to the southeasterly bound of 1 Beech Street (Museum L-A); thence along 1 Beach Street on the following courses:

Northeasterly, 487 feet more or less to a corner,
Easterly, 77 feet more or less to a corner,
Northeasterly, 10 feet more or less to the southerly corner of 35 Beech Street (Lewiston Mill);

thence northeasterly along the southeasterly side of 35 Beech Street, along the face of the southeasterly wall of the Lewiston Mill and continuing on the same course to the southwesterly bound of the Lower Canal Parcel; thence southeasterly along the southwesterly bound of the Lower Canal Parcel to the point of beginning.

Gully Brook and Lower Androscoggin Facilities Parcel: Beginning at the intersection of the northeasterly edge of the dam and powerhouse structure with the northerly shore of Gully Brook; thence southwesterly along the face of the northeasterly edge of the dam and powerhouse structure and continuing on the same course to the northwesterly side of 354 Lincoln Street; thence southwesterly along the northwesterly side of 354 Lincoln Street to the northeasterly side of Lincoln Street; thence northwesterly along the northeasterly side of Lincoln Street to the southeasterly side of 348 Lincoln Street; thence northeasterly along the southeasterly side of 348 Lincoln Street to the prolongation northwesterly of a line along the face of the northeasterly edge of the dam and powerhouse structure; thence southwesterly along such prolonged line to the point of beginning.

Excluded Property. Any of the following that are included in the above parcel descriptions are expressly excluded from the Historic District designation:

Public Streets and Ways. All land and improvements located within the bounds of the right of way of public streets and ways with the exception of railroad, vehicular and foot bridges.

Bates Upper or Bates Weave Shed Generating System. The land inside Bates Mill No. 5 and adjacent to the westerly side of the Main Canal Parcel (as described above) and the northerly side of the Cross Canal No. 1 Parcel (described above) on which are located the forebay, generating station, wheel pit and tail race that were formerly used in connection with the generation of electric energy in Bates Mill No. 5.

Hill Mill Generating System. The land inside, underneath and adjacent to the Hill Mill extending from the westerly side of the Main Canal Parcel (as described above) to the end of Cross Canal No. 2 Parcel (described above) on which are located the intake tunnels, forebay, generating station, wheel pit and tail race tunnels that were formerly used in connection with the generation of electric energy in the Hill Mill.

The following are contributing site, structures and buildings within the Lewiston Canal Water Power Historic District:

Power Canals

Upper Canal - 1 contributing structure: begins at Main Street, flows south to the Androscoggin Mill Complex, Tax Map 197, Lot 43, Inventory Map No. 7 of the National Register of Historic Places Registration Form and associated documents of the Lewiston Mills and Water Power System Historic District, hereinafter Inventory Map)

Lower Canal - 1 contributing structure: begins at Cross Street, flows south to Continental Mill Complex, Tax Map 197 Lot 43, Inventory Map No.8

Cross Canal No. 1 - 1 contributing structure: begins at intersection of Upper Canal and Ash Street, flows west into Androscoggin River, Tax Map 197 Lot 43, Inventory Map No. 9

Cross Canal No. 2 - 1 contributing structure: flows west from the Upper Canal under the Hill Mill complex into Lower Canal, Tax Map 208 lots 24, 36, 72, 77 and Tax Map 197, lot 43, Inventory Map No. 10

Cross Canal No. 3 - 1 contributing structure: begins at Chestnut Street, flows west into Androscoggin River, Tax Map 197 lot 43, Inventory Map No. 11

Gully Brook - contributing site: flows south into the Androscoggin River from the Androscoggin Mill complex weir, Tax Map 197 lot 43, Inventory Map No. 12

Control Structures

Bates Cross-Canal No.1 Dam - contributing structure: located between Bates No. 5 Mill and Bates No. 1 Mill, Tax Map 207, Inventory Map No. 15

Red Shop Weir - Contributing structure: western terminus of Cross Canal No. 1, Tax Map 208 lot 6, Inventory Map No. 17

Bates Manufacturing Company Lower Station - contributing building: 49 Beech Street, Tax Map 208 lot 6, Inventory Map No. 18

Continental Control House - contributing building: Beech Street, Tax Map 208 Lot 6, Inventory Map No. 19

Continental Weir - contributing structure: Tax Map 208 Lot 6, Inventory Map No. 20

Androscoggin Weir - contributing structure: at the southern end of the upper canal, Tax Map 197, Inventory Map No. 21

No. 2 Mill Wheel House/Bates Centennial Station - contributing building: 352 Lincoln Street, Tax Map 197 lots 14 & 15, Inventory Map No. 22

Railroad Bridges

Grand Trunk Railroad Bridge Lower canal - contributing structure: Lewiston & Auburn Railroad Company Bridge #5.30, Tax Map 208, Inventory Map No. 24

Maine Central Railroad Bridge No. 48.70 - contributing structure: between Bates Mill No. 3 and Bates Mill No. 6, carrying Mill Street, Tax Map 197, Inventory Map No. 25

Maine Central Railroad, Lower Line Railroad Bridge No. 48.48 - contributing structure: over cross Canal #2, in the former MCRR-Lower Line right-of-way behind the Hill Mill, Map 197, Inventory Map No. 27

Vehicular and Foot Bridges

Bates Mill Office Iron Girder Bridge - contributing structure: spanning Upper Canal at western end of Pine Street, Tax Map 208, Inventory Map No. 32

Bates Concrete Bridge - contributing structure, spanning upper canal at western end of Ash Street, Tax Map 297, Inventory Map No.33

Wiseman Bridge/Chestnut Street Bridge, MDOT Bridge 5003 - contributing structure: spans upper canal on Chestnut Street, Tax Map 208, Inventory Map No. 35

Lewiston Mill Pedestrian Bridge and Continental Mill Pedestrian Bridge - 2 contributing structures: spans Lower Canal north and south of Chestnut Street, Tax Map 208, Inventory Map No.s 38 & 39

Lincoln Street Alley Bridge, MDOT Bridge #0051- contributing structure: over Cross Canal #2 at Lincoln Street Alley, Tax Map 208, Inventory Map No. 41

Androscoggin Footbridge - contributing structure: spans Upper Canal at intersection of Canal and Lisbon Streets, Map 197, Inventory Map No. 46

**REASONS FOR PROPOSED AMENDMENT
CONFORMANCE WITH COMPREHENSIVE PLAN**

The City Council hereby determines that the changes to the Zoning and Land Use Code are in conformance with the comprehensive plans for the following reasons:

- Provide Stronger Protection for Mills: The City should explore designating the entire Lewiston Mill System as a National Register Historic District (of which the proposed Lewiston Canal Water Power Historic District is part of), expanding the National Bates Mill District and the area's current status as a local historic district, providing these buildings the tax incentives that may be available from federal and state governments and the additional review provided by the Historic Preservation Review Board. Complete district nomination form for the Mill System District, p. 183.
- Restore the Canal System: The City should continue to explore mechanisms for taking ownership of the canals. Make restoration of the canals a top priority. See Celebrate History, Arts & Culture, p. 184.
- The City should work with the Androscoggin Historical Society, the Lewiston Historic Preservation Review Board, and the Maine Historic Preservation Commission to assess the need for doing additional comprehensive community surveys of the City's historic and archaeological resources, p. 184.
- Support and fund the recommendations in the Riverfront Island Master Plan to make Riverfront Island Lewiston-Auburn's Cultural District (i.e. create a canal walk network, improve Oxford Street as a walkable place, use design guidelines to shape new development and rehabilitation), p. 190.