

1. Legal Ad

Documents:

[1-04-17 LEGAL AD.PDF](#)

2. Agenda

Documents:

[1-04-17 AGENDA.PDF](#)

3. HP MEMO - 164 MIDDLE ST

Documents:

[HP MEMO - 164 MIDDLE ST.PDF](#)

4. HP MEMO - 11 BROWN ST

Documents:

[HP MEMO - 11 BROWN ST.PDF](#)

5. HP MEMO - CONGRESS SQUARE

Documents:

[HP MEMO - CONGRESS SQUARE.PDF](#)

6. HP MEMO - 383 COMMERCIAL ST

Documents:

[HP MEMO - 383 COMMERCIAL ST.PDF](#)

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

On **Wednesday, January 4, 2017** at **5:00** p.m., the Portland Historic Preservation Board will meet in Room 209 of City Hall to review the following items. (Public comments are taken at all meetings):

**1. PUBLIC HEARING**

- i. Request to Amend Previously-Approved Plans; 164 MIDDLE STREET; NDA Middle, LLC., Applicant.

**2. WORKSHOP**

- i. Preliminary Review of Proposed Exterior and Site Alterations; 11 BROWN STREET; Phelps Craig R.E. Holdings, LLC., Applicant.

**Break for Dinner; Meeting Resumes at 6:45**

**WORKSHOP, continued.**

- ii. Presentation on Preliminary Proposal for Improvements to Congress Square; CONGRESS SQUARE PARK AND ENVIRONS; presentation by Caitlin Cameron, Urban Designer
- iii. Preliminary Review of Proposed New Construction; 383 COMMERCIAL STREET; Gordon Reger, Holdings, LLC., Applicant.

**3. CONSENT AGENDA**

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

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

**HISTORIC PRESERVATION BOARD AGENDA**

**January 4, 2016, 5:00 p.m.**

**Room 209, City Hall, 389 Congress Street**

**Public comment is taken at all meetings**

- 1. ROLL CALL AND DECLARATION OF QUORUM**
- 2. COMMUNICATIONS AND REPORTS**
- 3. REPORT OF DECISIONS OF December 7, 2016:**

- i. Findings and Recommendation to Planning Board related to Proposed Master Development Plan for 58 FORE STREET; CPB2, LLC, Applicant:
  - a) *By a vote of 6-0 (Sheridan recused) the Board found that the 58 Fore Street Master Development Plan is in conformance with Historic Preservation Ordinance Review Standards, subject to the removal of the proposed rooftop addition above Building 16, the reduction in scale of proposed infill construction on the footprint of Buildings 14 and 15 to a height not to exceed existing building heights, and the provision of an offset separating Building 16 and new townhouses to the east.*
  - b) *By a vote of 5-1 (Sheridan recused, Oldham opposed), the Board voted to recommend that the Portland Company Historic District boundary be amended to allow for the relocation of Building #12.*
- ii. Consent Review and Approval of New Storefront Entrance; 151 MIDDLE STREET; Leader Properties, Applicant.  
*The Board voted 7-0 to approve the proposed alteration subject to conditions.*

**1. PUBLIC HEARING**

- i. Request to Amend Previously-Approved Plans; 164 MIDDLE STREET; NDA Middle, LLC., Applicant.

**2. WORKSHOP**

- i. Preliminary Review of Proposed Exterior and Site Alterations; 11 BROWN STREET; Phelps Craig R.E. Holdings, LLC., Applicant.

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- iv. Preliminary Review of Proposed New Construction; 383 COMMERCIAL STREET; Gordon Reger, Holdings, LLC., Applicant.

### **3. CONSENT AGENDA**



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

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**PUBLIC HEARING  
164 MIDDLE STREET**

**TO:** Chair Benson and Members of the Historic Preservation Board

**FROM:** Rob Wiener, Preservation Compliance Coordinator

**DATE:** December 29, 2016

**RE:** January 4, 2017 **Public Hearing – Amendment to Approved Plans  
(Revised window configuration)**

**Address:** 164 Middle Street (corner of Middle & Market)

**Applicant:** NDA Middle LLC

**Architect:** Lita Semrau, Port City Architecture

**Introduction**

Board members will recall that last summer they reviewed substantial façade alterations on the Middle Street and Market street faces of 164 Middle Street. The exterior changes are in conjunction with renovations to prepare for a new retail tenant at the property. At the September 7, 2016 public hearing, following two workshops earlier in the summer, Board members unanimously approved the application with conditions. (6-0, with Mr. Turk recused.) Board members will recall that the subject structure is actually the remaining western portion of a much larger 1867 structure that was partially destroyed by fire. All that remains of the west side of the original structure is its ground floor commercial storefront facing Middle Street. Much of the building's current appearance is the product of a 1980's era renovation project which created an open arcade area along the Market Street frontage.

Renovations are under way at the property, with work proceeding on interior demolition, reconstruction of the two facades, and the construction of the new Market Street parapet. At this time the owners and architects are proposing an amendment to the Market Street elevations: the large, main floor windows, which on the approved plans were to be divided into four equal rectangles, are proposed to have the horizontal mullions lowered.

Enclosed are the architect's earlier (9/7/16) and revised Market Street elevations. Staff has added two pages of renderings that were provided at the 9/7/16 public hearing to provide views in which both front and side elevations can be seen at once.

## **Proposed Amendment**

The request for the amendment reads:

“Due to stair location, the client would like to relocate the horizontal mullion from what was previously shown (see dwg.) Signage including the banner will be discussed at a later meeting.”

The new proposed location for the horizontal mullion appears to be between one-quarter and one third of the total window height from the bottom of the window. (See supplied drawing.)

## **Staff Comments**

Staff notes that the Market Street elevation is being almost completely reconfigured in the current renovations. The arcade created along that front in 1979 bore little relationship to the historic Middle Street façade and was not considered historically significant. As is visible in the September 7 renderings, last summer the window divisions on Market Street were proposed to mimic the Middle Street windows, lending a bit of coherence to the two faces that had not been present previously.

Relocating the horizontal mullions on Market Street alters this resemblance to the front façade; staff believes the most important question for the Board is whether having similar window divisions on the two faces has enough value to question this proposed amendment. Is the revised Market Street elevation, which staff believes feels more contemporary and more vertical in the orientation of its windows a differentiation with which the Board is comfortable?

## **Applicable Standards for Review**

- (1) Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.
- (4) Changes which may have taken place in the course of time are evidence of the history and development of a structure, object or site and its environment. Changes that have acquired significance in their own right, shall not be destroyed.
- (6) Deteriorated historic features shall be repaired rather than replaced wherever feasible. Where the severity of deterioration requires replacement of a distinctive feature, the new feature should match the feature being replaced in composition, design, texture and other visual qualities and, where possible, materials. Repair or replacement of missing historic features should be based on accurate duplications of features, substantiated by documentary, physical or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other structures or objects.
- (10) Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.

### **Motion for Consideration**

On the basis of plans and specifications submitted by the applicant for the January 4, 2017 public hearing and information included in the accompanying staff report, the Board finds that the proposed amendment to the approved plans for the renovation of 164 Middle Street **meets (fails to meet)** the historic preservation ordinance review standards for review of new construction (subject to the following conditions.....)

### **Attachments:**

1. Architect's approved Market Street elevations
2. Architect's proposed amended Market Street elevations
3. Architect's renderings presented at the September 7, 2016 public hearing

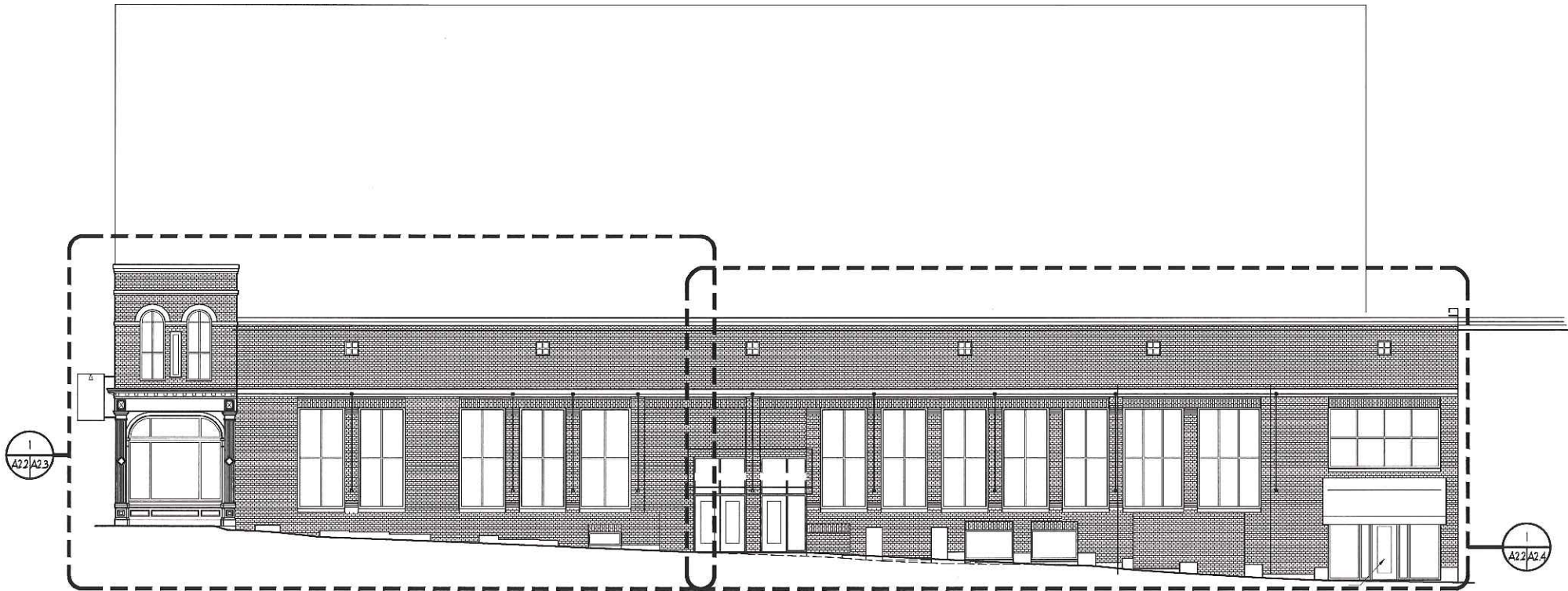


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SCALE 1" = 1'-0"



1 MARKET ST. ELEVATION  
SCALE: 1/8" = 1'-0"

ATTACHMENT 1



PORT CITY  
ARCHITECTURE

65 NEWBURY STREET  
PORTLAND, ME 04101  
207.761.9000

Consultants:

MECHANICAL ENGINEERS, INC.

Structural Integrity  
Consulting Engineers, Inc.

SWIFT CURRENT  
Engineering Services

PERMIT SET  
12-16

NOT FOR  
CONSTRUCTION

NEWPORT  
DEVELOPMENT  
ASSOCIATES

164 Middle St  
Portland, Maine

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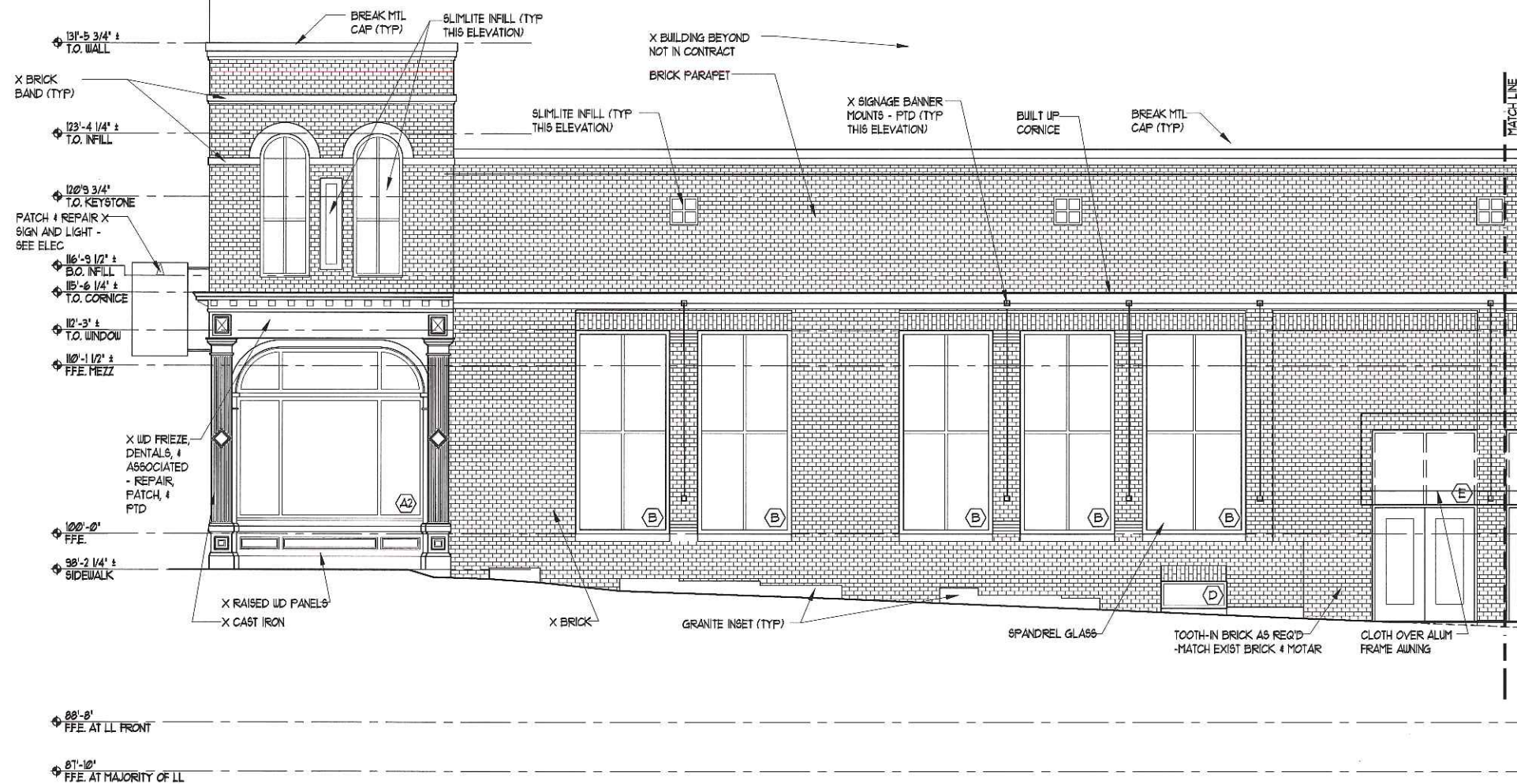
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EXTERIOR  
ELEVATIONS

Drawn By:  
JP CM  
TS CR  
Checked By:  
LAS

A2.2





#### TYPICAL ELEVATION NOTES

1. PAINT ALL CAST IRON - COLOR SCHEME TO BE DETERMINED BUT THERE WILL BE MULTIPLE COLORS
2. PATCH AND REPAIR CAST IRON INCLUDING WHERE SIGNS & SIMILAR WAS REMOVED
3. UD JAMB, SILL, RAISED PANEL BELOW AND ASSOCIATED TO MATCH NEIGHBORING BUILDING
4. RECAULK ALL EXISTING JOINTS

1 MARKET ST. ELEVATION  
SCALE: 1/4" = 1'-0"

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**PORT CITY  
ARCHITECTURE**

65 NEWBURY STREET  
PORTLAND, ME 04101  
207.761.9000

Consultants

MECHANICAL ENGINEERS, INC.  
1000 BROAD STREET, 10TH FLOOR  
PORTLAND, ME 04101  
(207) 761-9000  
www.mechanicalinc.com

**Structural Integrity**  
Consulting Engineers, Inc.

**SHAWCURRENT**  
Engineering Services

PERMIT SET  
16-016

NOT FOR  
CONSTRUCTION

**PREVIOUS SUBMISSION**  
NEWPORT  
DEVELOPMENT  
ASSOCIATES

164 Middle St  
Portland, Maine

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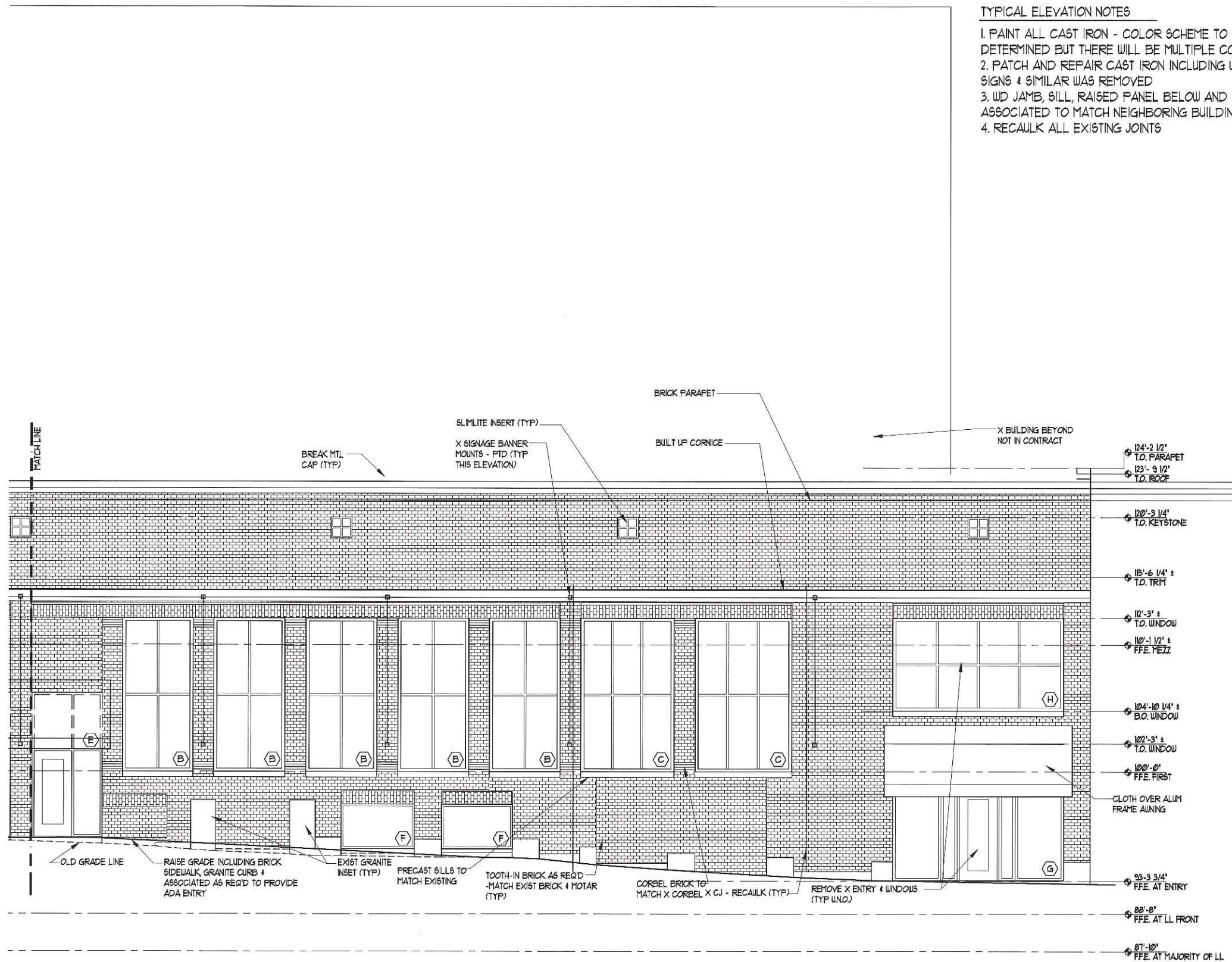
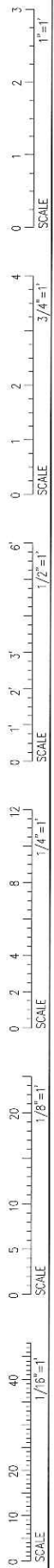
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**EXTERIOR  
ELEVATIONS**

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JP CM  
TS CR  
Checked By:  
LAS

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#### TYPICAL ELEVATION NOTES

1. PAINT ALL CAST IRON - COLOR SCHEME TO BE DETERMINED BUT THERE WILL BE MULTIPLE COLORS
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3. WD JAMB, SILL, RAISED PANEL BELOW AND ASSOCIATED TO MATCH NEIGHBORING BUILDING
4. RECAULK ALL EXISTING JOINTS

1 MARKET ST. ELEVATION  
SCALE: 1/4" = 1'-0"



65 NEWBURY STREET  
PORTLAND, ME 04101  
207.761.9000

#### Consultants:

MECHANICAL SYSTEMS ENGINEERS, INC.  
1000 BROAD STREET, SUITE 200  
PORTLAND, ME 04101  
(207) 761-9000

Structural Integrity  
Engineers, Inc.  
1000 BROAD STREET, SUITE 200  
PORTLAND, ME 04101  
(207) 761-9000

SWIFT CURRENT  
Engineering Services  
1000 BROAD STREET, SUITE 200  
PORTLAND, ME 04101  
(207) 761-9000

PERMIT SET  
1-16

NOT FOR  
CONSTRUCTION

NEWPORT  
DEVELOPMENT  
ASSOCIATES

164 Middle St  
Portland, Maine

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EXTERIOR  
ELEVATIONS

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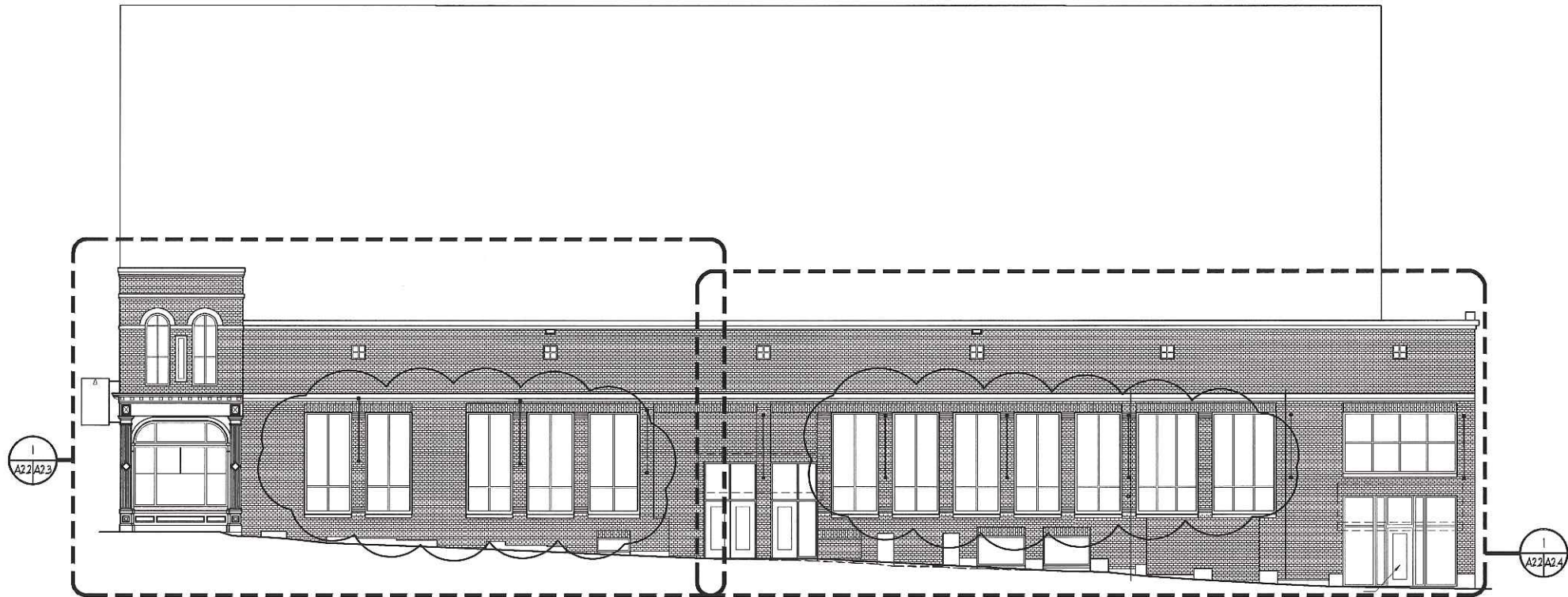


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SCALE  
1" = 1'-0"



1 MARKET ST. ELEVATION  
SCALE: 1/8" = 1'-0"

ATTACHMENT 2



PORT CITY  
ARCHITECTURE  
65 NEWBURY STREET  
PORTLAND, ME 04101  
207.761.9000

Consultants:



PERMIT SET  
11-1-16

NOT FOR  
CONSTRUCTION

NEWPORT  
DEVELOPMENT  
ASSOCIATES

164 Middle St  
Portland, Maine

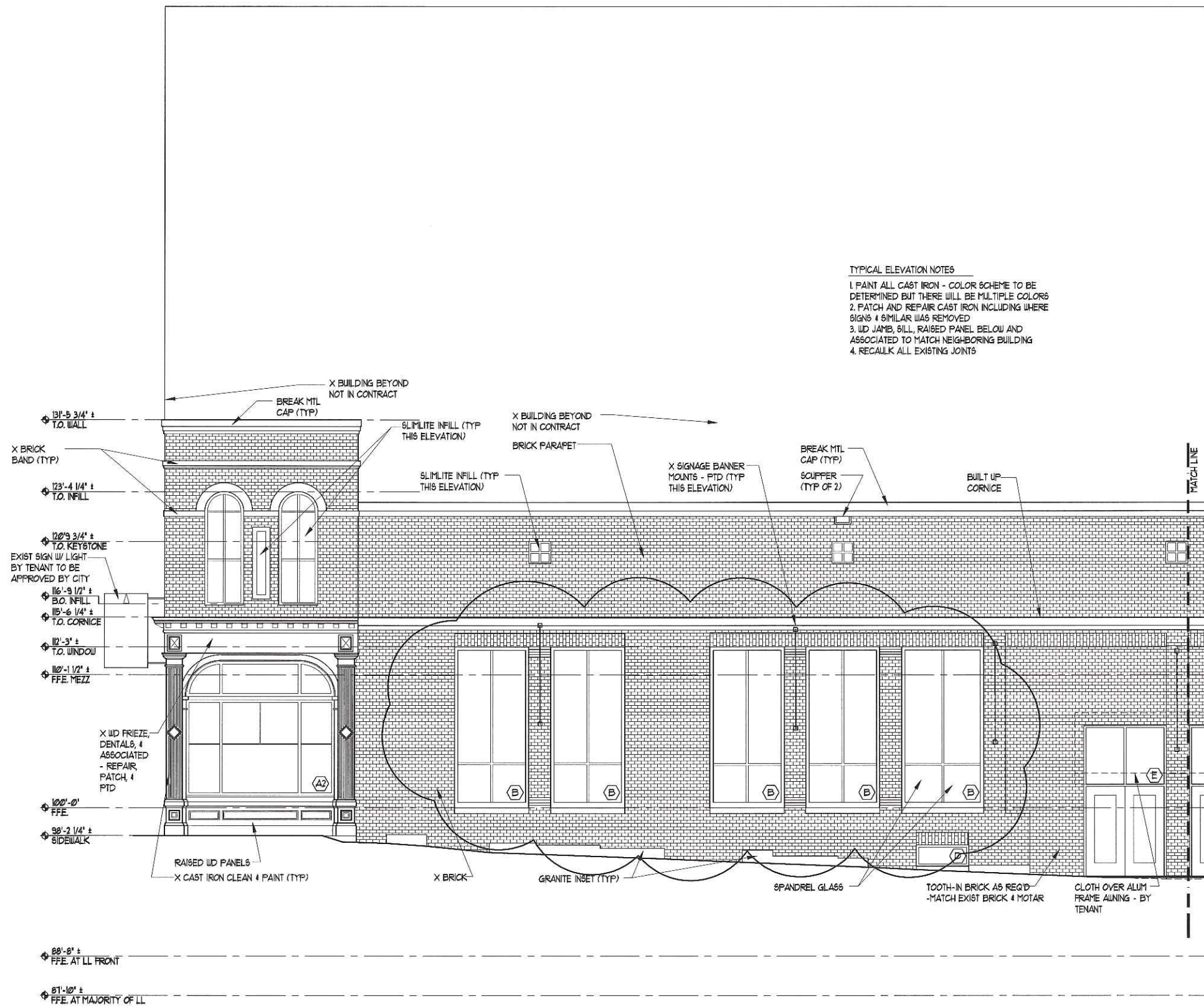
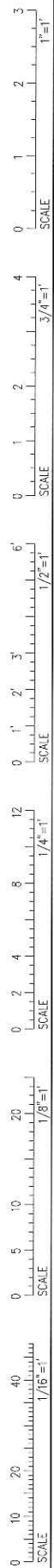
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Date Issued December 1, 2016  
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EXTERIOR  
ELEVATIONS

Drawn By  
JP CM  
TS CR  
Checked By  
LAS

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- TYPICAL ELEVATION NOTES
1. PAINT ALL CAST IRON - COLOR SCHEME TO BE DETERMINED BUT THERE WILL BE MULTIPLE COLORS
  2. PATCH AND REPAIR CAST IRON INCLUDING WHERE SIGNS & SIMILAR WAS REMOVED
  3. WD JAMB, SILL, RAISED PANEL BELOW AND ASSOCIATED TO MATCH NEIGHBORING BUILDING
  4. RECAULK ALL EXISTING JOINTS

1 MARKET ST. ELEVATION  
SCALE: 1/4" = 1'-0"



**PORT CITY  
ARCHITECTURE**

65 NEWBURY STREET  
PORTLAND, ME 04101  
207.761.9000

**Consultants:**

**MECHANICAL SYSTEMS ENGINEERS, INC.**  
111 Commercial Street, Portland, ME 04101  
207.761.9000

**Structural Integrity**  
Consulting Engineers, Inc.

**SWIFTCURRENT**  
Engineering Services

**PERMIT SET  
11-1-16**

**NOT FOR  
CONSTRUCTION**

**NEWPORT  
DEVELOPMENT  
ASSOCIATES**

164 Middle St  
Portland, Maine

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Date Issued: December 1, 2016

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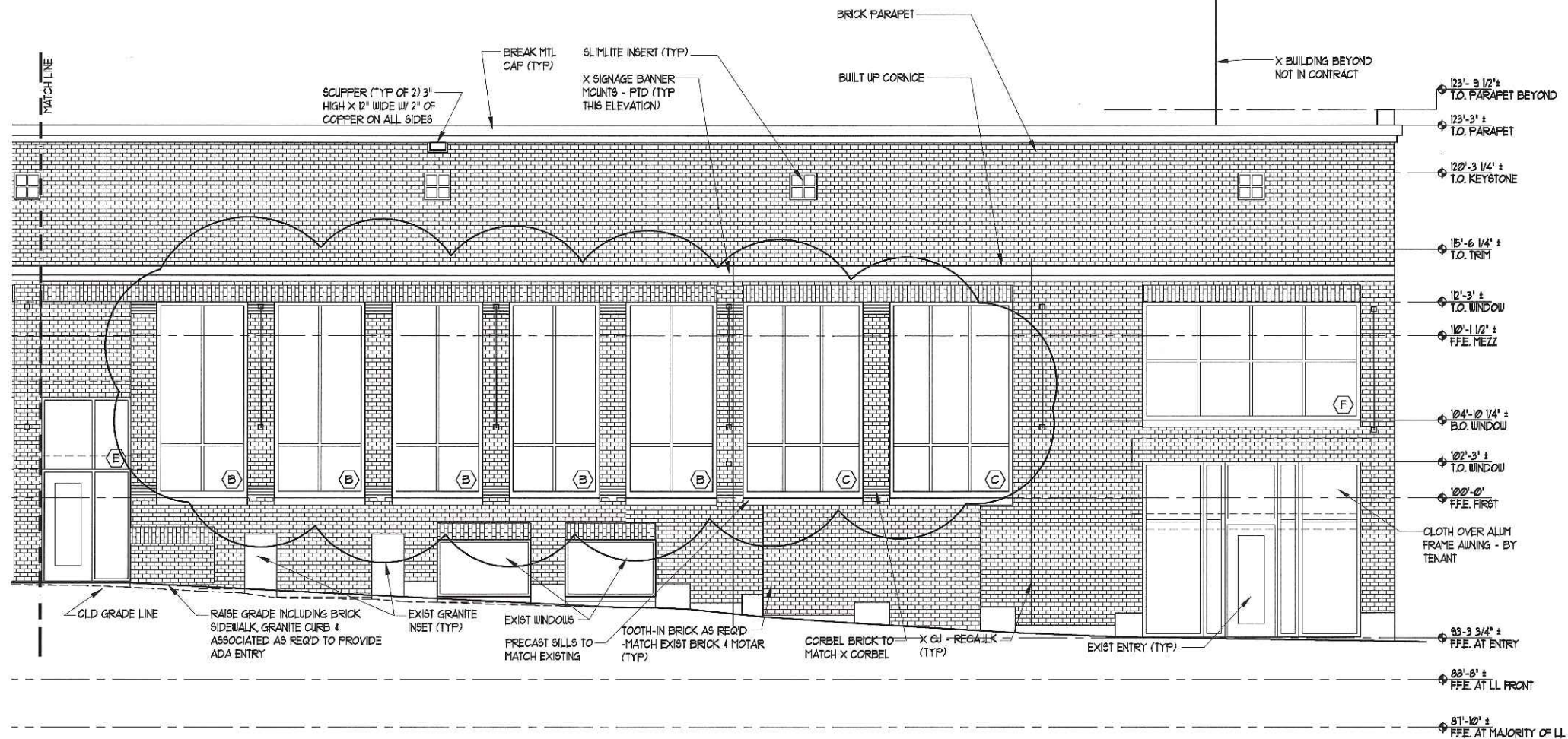
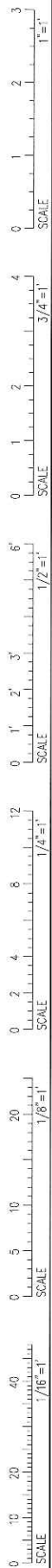
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**EXTERIOR  
ELEVATIONS**

Drawn By:  
JP CH  
TS CR  
Checked By:  
LAS

**A2.3**





- TYPICAL ELEVATION NOTES
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1 MARKET ST. ELEVATION  
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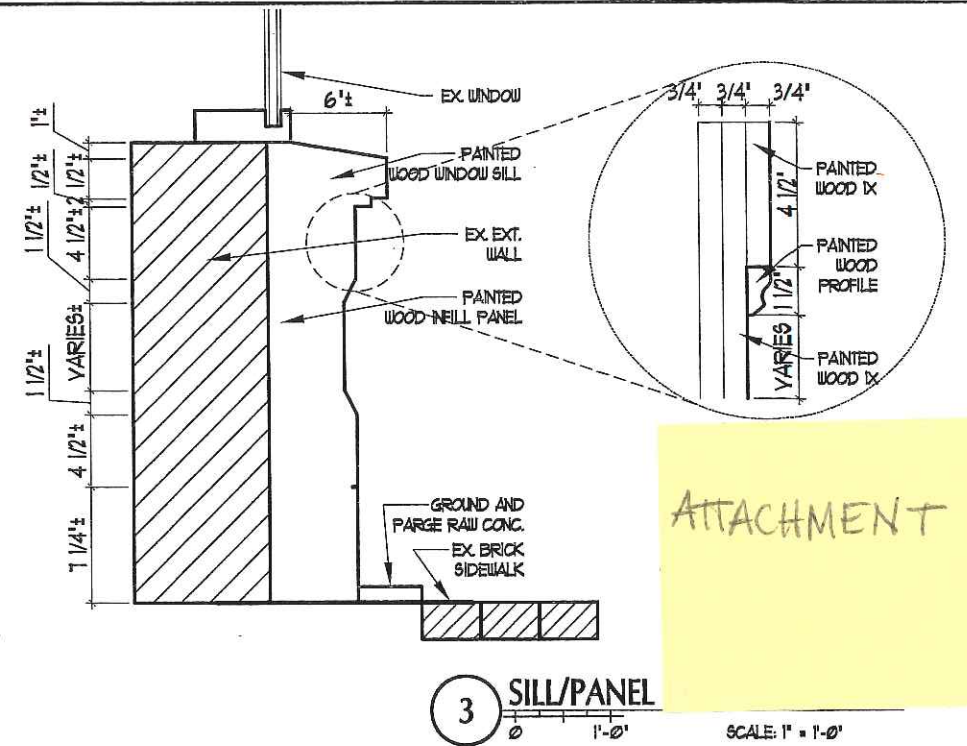
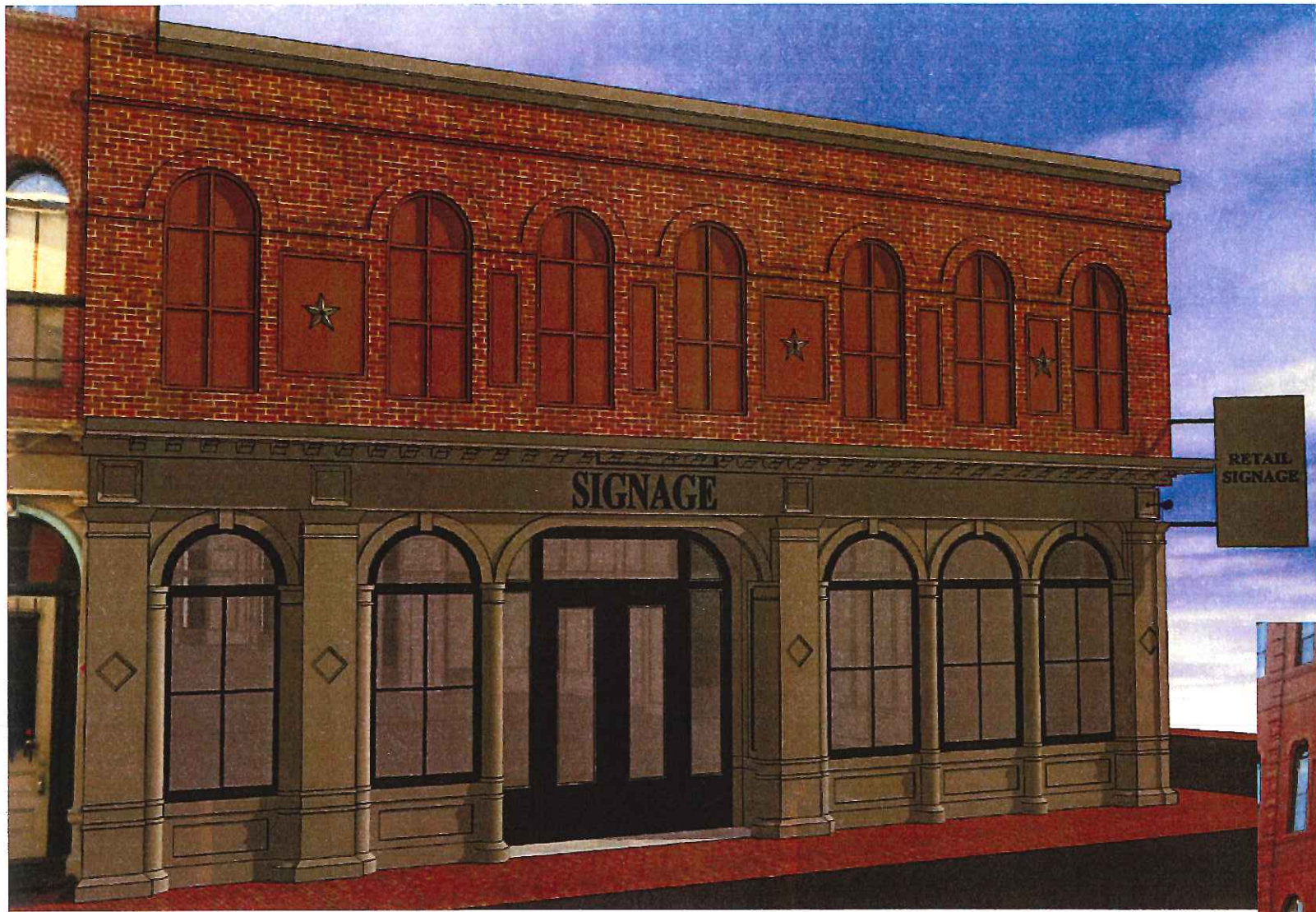
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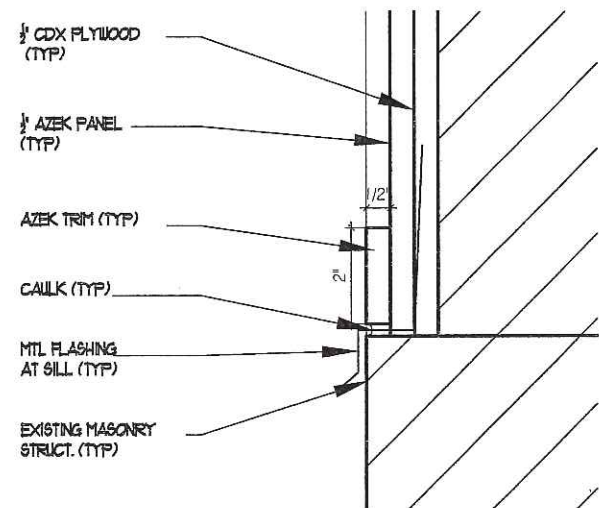
**EXTERIOR ELEVATIONS**

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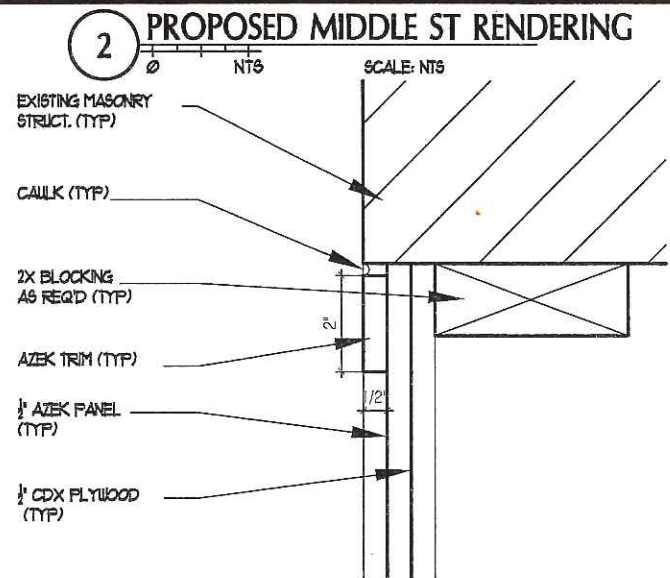




ATTACHMENT 3



5 PANEL SILL DETAIL  
SCALE: 3"=1'-0"



4 PANEL HEAD/JAMB DETAIL  
SCALE: 3"=1'-0"

1 PROPOSED MARKET ST RENDERING  
SCALE: NTS



NEWPORT DEVELOPMENT ASSOCIATES  
164 MIDDLE STREET

RENDERINGS

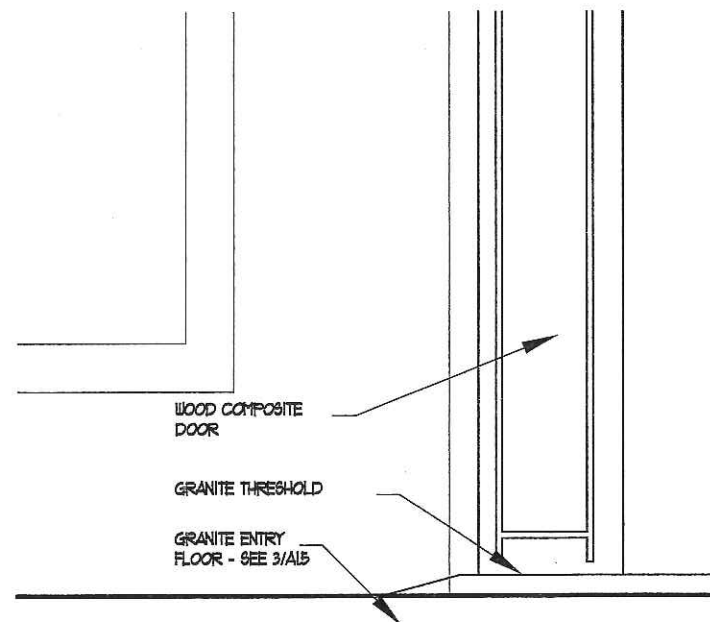
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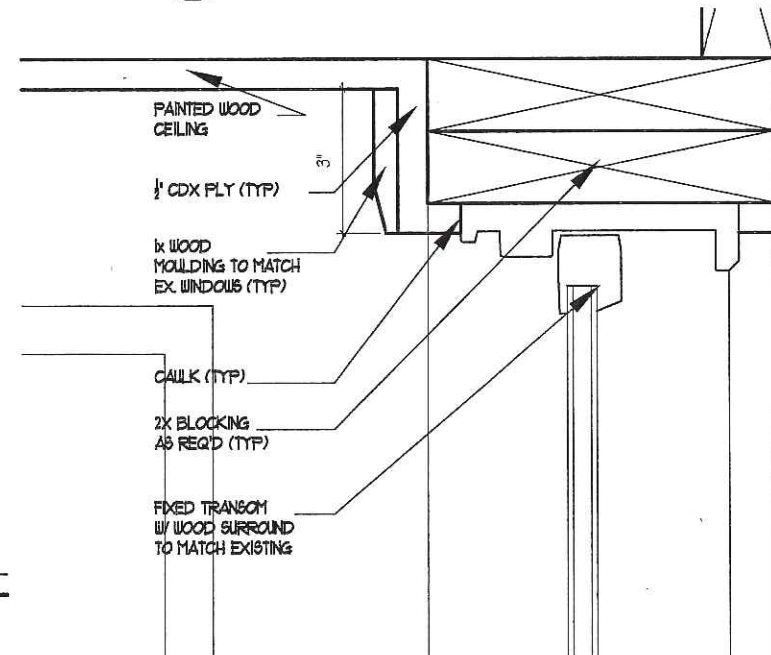




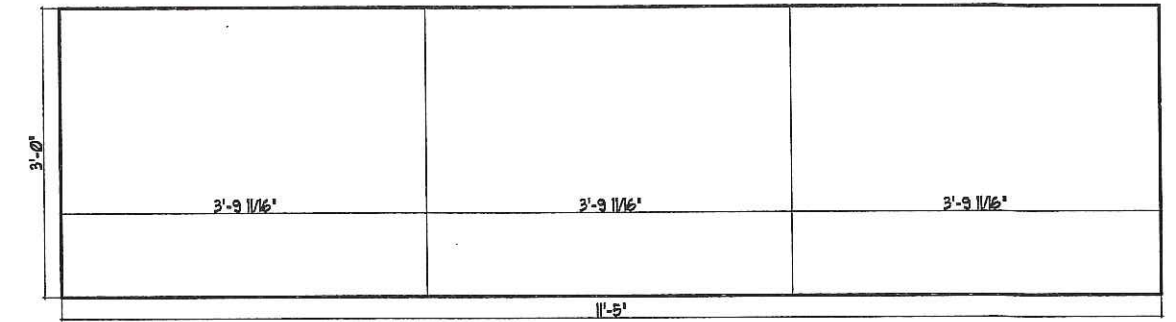
2 PROPOSED MIDDLE ST RENDERING  
NTS SCALE: NTS



5 DOOR SILL DETAIL  
3'-0" SCALE: 3/4"=1'-0"



4 DOOR HEAD DETAIL  
3'-0" SCALE: 3/4"=1'-0"



3 ENTRY FLOOR PLAN  
SCALE: 1/2"=1'-0"



1 PROPOSED MARKET ST RENDERING  
NTS SCALE: NTS



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

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**WORKSHOP  
11 BROWN STREET, UNIT 1**

**TO:** Chair Benson and Members of the Historic Preservation Board

**FROM:** Rob Wiener, Preservation Compliance Coordinator

**DATE:** December 29, 2016

**RE:** January 4, 2017      **Workshop** – Preliminary review of site and façade alterations for restaurant condominium

**Address:** 11 Brown Street

**Applicant:** Phelps Craig R.E. Holdings, LLC

**Architects:** Jamie Broadbent & Jesse Thompson, Kaplan Thompson Architects

**Owner's Representative:** Louis Hamel

**Contractor:** Monaghan Associates

**Introduction**

On behalf of the owners of the commercial condominium on the first floor of 11 Brown Street, Jamie Broadbent of Kaplan Thompson Architects is requesting a preliminary workshop to review proposed alterations at the former site of Margarita's restaurant. The Eastman Building is a contributing property in the Congress Street Historic District, a four-story commercial building built in 1904 that is undergoing renovations and has been divided into several residential condominiums and the ground floor unit that is the subject of this review. The Level III site plan review for the condo conversion was approved by the Planning Board with conditions on October 23, 2015; at least one of the residential condominiums is occupied, and the others are being actively marketed. (If the existing tile-roofed dining addition is to be removed, the developers or condominium owners will have to file an amended subdivision plan with the Planning Department.)

During the decades of the late 20<sup>th</sup> Century, at least two restaurants occupied this space sequentially, and owners altered the west (facing Brown Street) and south (facing a surface parking lot, Free Street, and the Civic Center,) facades dramatically. The front windows were

treated with modern arched brick infill embellished with Mexican tiles. A modern, arched awning was installed over the recessed entrance, and a one-story, tile-roofed addition was built on the south side, set back from the Brown Street sidewalk.

The new owners of the commercial space plan another bar and restaurant, and Kaplan Thompson Architects has proposed to demolish the one-story addition, to be replaced on the same footprint by an open-air patio screened on the west and south by metal panels. Also proposed are new, operable windows facing Brown Street and a simple, flat canopy over the entrance. The rear addition that houses the kitchen is proposed to receive a simpler roof form and new painted vertical siding.

Mr. Broadbent has submitted a scope of work and a package of drawings, photos, and renderings depicting the patio, new entrance treatment, and new form and skin of the rear block.

### **Subject Property**

Built just after the turn of the last century, the Eastman Building has some restrained Classical elements that show transitioning toward Classical Revival style – still evident on the upper floors. It once had traditional storefronts facing Brown Street, but the late 20<sup>th</sup> Century alterations brought marked change to the character of the ground floor. The arched infill on the ground floor used noticeably different brick, and the tiles, removed over the past year, certainly expressed a different aesthetic from the rest of the façade. (The developers of the property have yet to complete the work of cleaning the tile adhesive from the bricks.)

The property still has Margarita's taut, arched, modern yellow awning over the recessed entrance which is paneled with naturally finished wood. A large Margarita's blade sign used to hang from an oversized, scrolled bracket that still projects from the second floor.

On the south side the one-story, painted brick restaurant addition also expresses a divergent character, with its hipped tile roof, large windows, and raised floor – evident from Brown Street because of a metal storefront door with no stairs. Landscaping plans for the small plaza in front of the addition were reviewed by the Planning Department and HP staff, and the small trees and curbed planting beds soften and define this corner of the property to some degree. The main entrance to the new residential condominiums is in the smaller building next door on Brown Street (toward Congress Street,) but an egress door opens onto the small plaza that was created this year in front of the addition. Staff expects the "egress" for the residences will get some use as an entrance as well, but it remains to be seen how much.

At the rear of the building a shed-roofed addition with painted masonry block walls houses the kitchen. While some intake louvers are on the south wall, the kitchen hood fans are currently all on the back wall.

### **Proposed Alterations**

Mr. Broadbent supplied a list of the primary changes proposed for the property. The list appears to be missing the proposed new front windows that would be hinged to open completely and stack at the sides of the openings, but the plan and elevation show them as



intended for all three bays. Briefly, some of the proposed new features are:

- Demolition of the dining addition, to be replaced by a raised patio surrounded by vertical rust-colored corten steel panels anchored to the patio
- Replacement of the awning with a flat canopy that includes down lights
- Rust-colored corten steel panels as the new wall covering in the entry alcove, and some panels above the canopy as well
- Trellis-like attachments on the two building walls facing the patio, with planting beds below to enable vines (hops are mentioned) to climb
- New, operable windows in the three front window openings, to create the possibility of a dining room with an open-air feeling
- A new blade sign, which appears to be proposed for the same height as the existing bracket, and using some parts of that bracket
- The roof of the rear kitchen block is proposed to be slightly higher, with a simpler profile
- New, painted, board-and-batten siding on the rear kitchen area

### **Staff Comments and Questions**

All of the alterations proposed for the subject property affect primarily later alterations and additions that for the most part did little to enhance the property's architectural or historic significance. The context is decidedly urban, and the proposed alterations are identifiable as differentiated treatments with a contemporary feel. Among the questions inspired by the Brgr Bar submission are:

#### **South Face:**

- Do Board members find the existing late 20<sup>th</sup> Century dining addition an incompatible feature lacking sufficient significance to consider saving?
- How will the exterior brick wall of 11 Brown be reconstructed to once again become an exterior wall with a door to the proposed patio?
- Do Board members regard Corten panels a compatible material to use for screening the patio?
- HP staff wonders if there would be a possible benefit in pushing some of the screening panels for the patio back enough to create a viable planting bed for climbing plants on the outside of the patio (facing the south driveway.) See attached google photo showing the former plantings, and see next note below.
- When the developers created the subdivision plan, parking spaces were added on the south side of the driveway, along the guardrail separating the property from the surface parking lot along Free Street. To accomplish this, a raised planting bed along the south wall of the dining / kitchen addition, containing low evergreen shrubs, was removed. Planning staff tried to encourage the developers to work with the owner of the parking lot to the south add some green buffer along the driveway – perhaps along the guardrail at the boundary, but this was not an absolute requirement. To date, no plantings have been installed on the south side except at the landscaped front plaza, and Planning staff raised the possibility of incorporating some plantings as HP staff was preparing this memo.

West (Brown Street) Face:

- Will the proposed canopy require addition structural support such as cables or bars?
- Should the proposed wall panels above the canopy cover only what is not brick, leaving any existing masonry detailing exposed?
- Does the Board find Corten a compatible material for covering the wall at the entrance?
- Should the proposed blade sign be installed at a lower height, on a bracket more appropriately sized and without curled ornamentation? (A new sign will require a sign permit application, at which time, staff will be able to review details of the bracket and any proposed lighting.

**Applicable Review Standards**

The following ordinance review standards apply in the review of the proposed project:

- (1) *Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.*
- (2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- (9) *Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.*
- (10) *Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.*

**Attachments:**

1. Architect's summary of proposed project
2. Drawings, photos, and renderings supplied by architect
3. Recent photos supplied by staff (some taken a few years ago)





Date: December 20, 2016

**HISTORIC PRESERVATION  
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS**

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

**PROJECT ADDRESS:**

11 Brown Street, Portland, ME. (old Margarita's Rest.)

**CHART/BLOCK/LOT:** \_\_\_\_\_ (for staff use only)

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

1 Owners of BRGR BAR are proposing to remove existing yellow awning and replace with more elegant, integral horizontal awning including new entry downlighting. (See attached renderings and elevations).

2 Owners are proposing to remove existing wood siding at entry alcove and replace with vertical, metal Corten panels (Steel panel siding that naturally oxidizes. The oxidation protects the steel from wear - a protective layer of rust). We believe that the hue and texture of this metal is similar to and compatible with that of the brick surrounding it.

3 Owners are proposing to replace existing entry door on Brown Street with similar new entry door.

4 Owners are proposing to remove (demolish) the non-historic tile-roofed addition on the South side of the building and convert that space into an outdoor seating (patio) area for the restaurant. We are proposing to use free-standing (bolted to concrete base) Corten panels as a perimeter fence. We are also proposing to re-clad the back portion (the block wall that faces the parking lot behind which is the kitchen, as well as the wall that will face the new patio) with vertical board and batten siding to match the board and batten siding already in place nearby. (See attached renderings and elevations).

5 Owners are proposing to include structures attached to the brick that will allow hops to grow vertically in the courtyard (see renderings) for a pleasant outdoor dining experience.

ATTACHMENT 1



# BRGR BAR

KAPLAN  
THOMPSON  
ARCHITECTS  
102 EXCHANGE STREET  
PORTLAND, ME 04101  
207-875-2888  
KAPLANTHOMPSON.COM

| DRAWING INDEX |       |                     |
|---------------|-------|---------------------|
|               |       | COVER SHEET         |
|               | A-1.1 | FLOOR PLAN          |
|               | A-2.1 | BROWN ST. ELEVATION |
|               | A-5.1 | BLADE SIGN          |
|               | A-9.1 | PERSPECTIVES        |
|               | C-1.1 | SITE PHOTOGRAPHS    |
|               | C-1.2 | SITE PHOTOGRAPHS    |

## PROJECT INFORMATION

**Client:** Phelps Craig R.E. Holdings, LLC.  
**Architect:** Kaplan Thompson Architects  
**Contractor:** Monaghan Woodworks  
**Project Address:** 11 BROWN STREET, PORTLAND, ME  
**Zoning:** B-3 district  
**Building Code:** IRC 2009  
NFPA / 1999

PROJECT:  
**BRGR BAR**

11 BROWN STREET  
PORTLAND, ME 04101  
.....



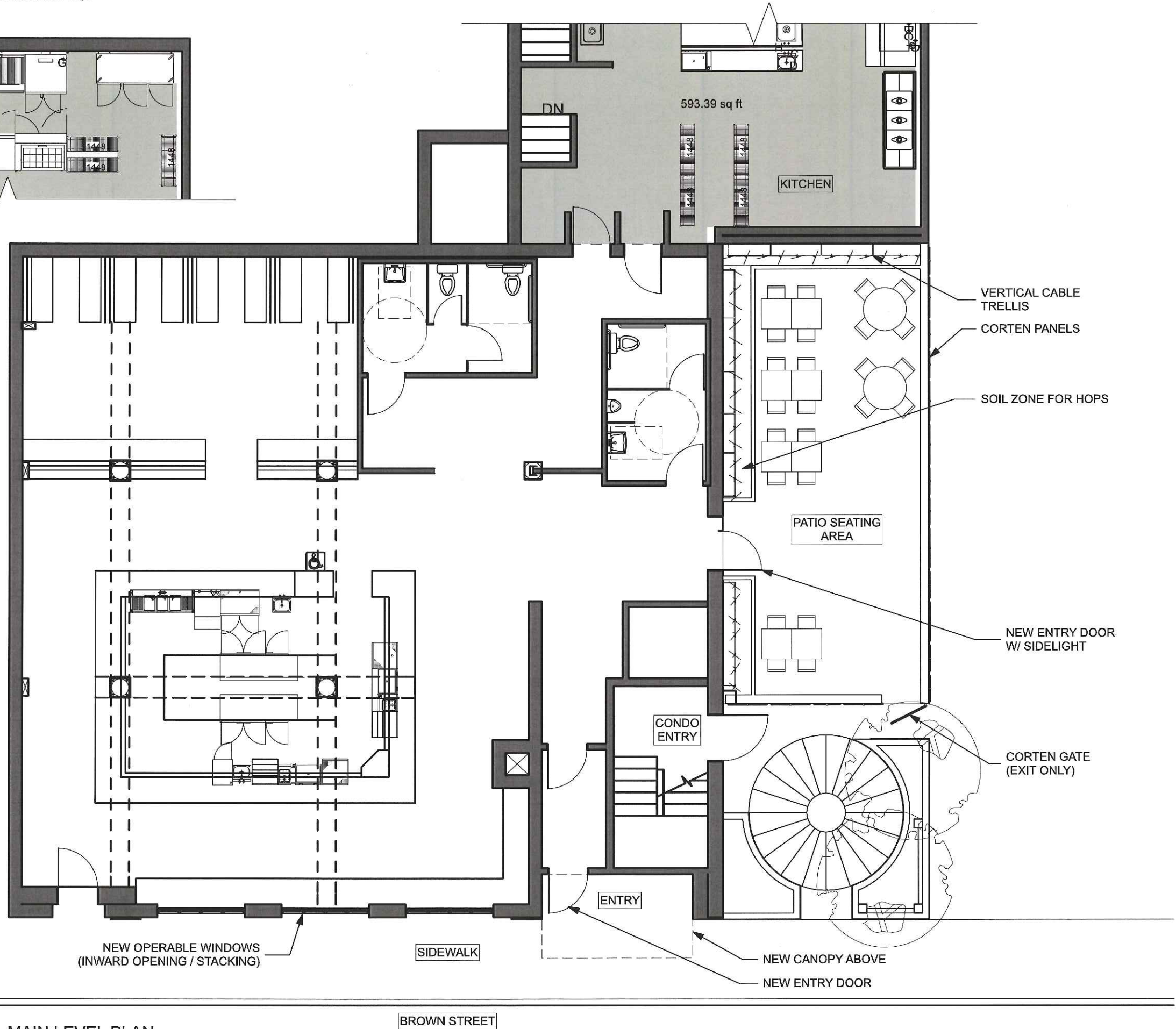
ATTACHMENT 2

SCALE: AS NOTED  
DATE: 12/21/16  
PHASE: FOR HISTORIC  
PRES. PERMIT

COVER SHEET



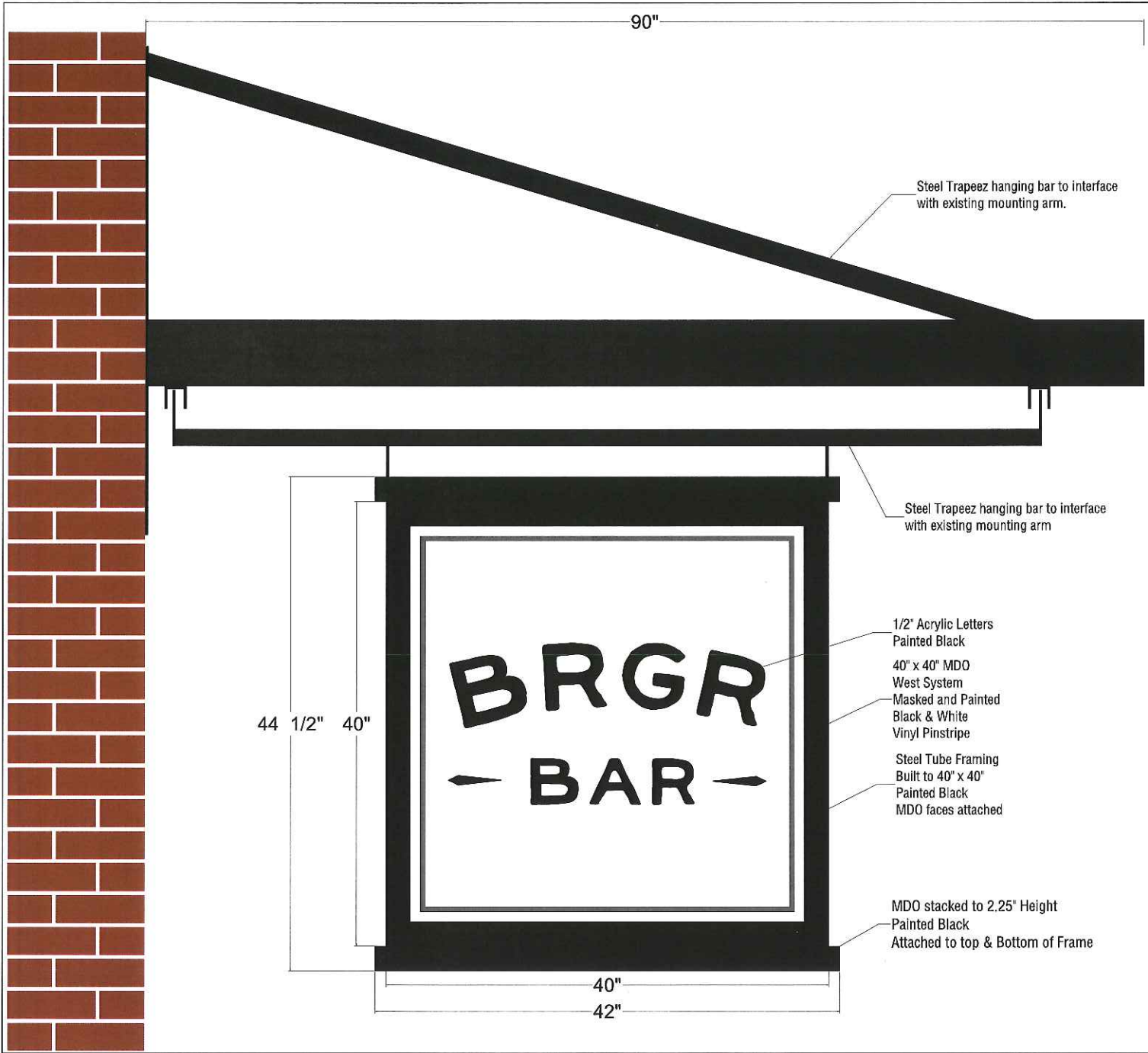
② PARTIAL PLAN  
SCALE: 1/8" = 1'-0"



① MAIN LEVEL PLAN  
SCALE: 1/8" = 1'-0"







Approved by:

Date:

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7 Lincoln Avenue • Scarborough, Maine • 04074 • (800) 635-3506 • (207) 883-6200 • welchusa.com

NADA-V1.1 01062016



NON-ADA JOB SPECIFICATIONS

|                               |                   |
|-------------------------------|-------------------|
| Job Name: BRGR BAR            |                   |
| Job #: 24121                  |                   |
| Customer Name: BRGR BAR       |                   |
| Scope: Exterior Bracket Sign  |                   |
| Sales Rep: JS                 | Drawn By: ad, MLH |
| Revision #: 1                 |                   |
| Sign Type:                    |                   |
| Date: 12.16.2016              |                   |
| File Location: BRGR BAR_24121 |                   |

SIGN PANEL

|                                            |                 |
|--------------------------------------------|-----------------|
| Face: 1/2" MDO w/West System               |                 |
| Edges: Straight                            |                 |
| Corners: Square                            |                 |
| COLOR                                      | 1st Surf: White |
| COLOR                                      | 2nd Surf: NA    |
| Insert: NA                                 |                 |
| Vinyl Color: Arlon 150 Dk Grey (Pinstripe) |                 |
| 2nd Layer: NA                              |                 |
| COLOR                                      | 1st Surf: NA    |
| COLOR                                      | 2nd Surf: NA    |
| Sides: Double                              |                 |

GRAPHIC CONTENT

|                           |                           |
|---------------------------|---------------------------|
| Process: FCO 1/2" Acrylic |                           |
| TEXT/COPY                 | Height: per customer logo |
|                           | Style: per customer logo  |
|                           | Color: Black              |

MOUNTING

|                                         |              |
|-----------------------------------------|--------------|
| Hardware: Steel Frame and Arms          |              |
| Holes: NA                               | Location: NA |
| Mount. Location: on existing wall plate |              |
| Tape: DS Foam                           |              |
| Wall Surface: Brick                     |              |
| Glass Backer mat: NA                    | Color: NA    |

FRAME

|                   |  |
|-------------------|--|
| Type: Steel Frame |  |
| Size: 40" x 40"   |  |
| Color: Black      |  |

KAPLAN  
THOMPSON  
ARCHITECTS

100 EXCHANGE STREET  
PORTLAND, ME 04101  
207-812-2885  
KAPLANTHOMPSON.COM

PROJECT:  
**BRGR BAR**

11 BROWN STREET  
PORTLAND, ME 04101

SCALE: AS NOTED  
DATE: 12/21/16  
PHASE: FOR HISTORIC  
PRES. PERMIT

BLADE SIGN

A-5.1





① PERSPECTIVE LOOKING SW



② PERSPECTIVE LOOKING NE

SCALE: AS NOTED  
DATE: 12/21/16  
PHASE: FOR HISTORIC  
PRES. PERMIT

PERSPECTIVES

A-9.1

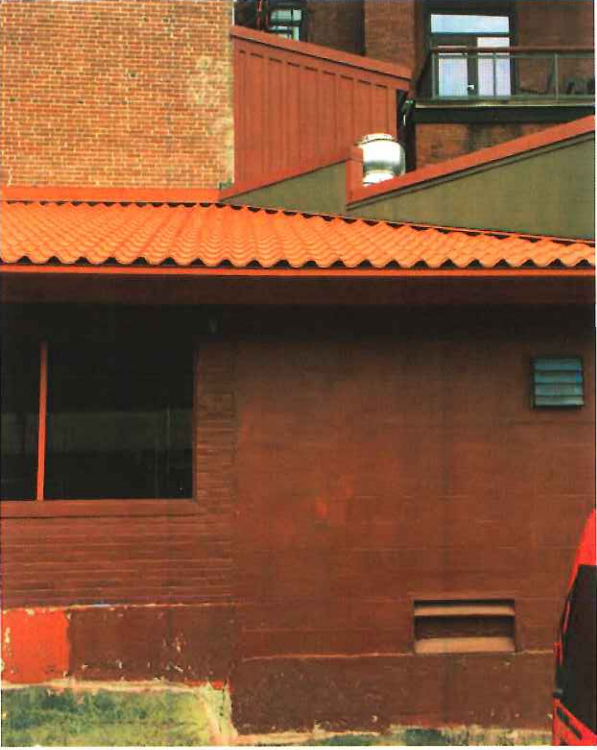




① Corner view



② Side view



③ Batten detail picture



④ Brown Street Elevation composite

KAPLAN  
THOMPSON  
ARCHITECTS

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KAPLANTHOMPSON.COM

PROJECT:  
**BRGR BAR**

11 BROWN STREET  
PORTLAND, ME 04101

SCALE: AS NOTED  
DATE: 12/21/16  
PHASE: FOR HISTORIC  
PRES. PERMIT

SITE  
PHOTOGRAPHS

C-1.1





1 EXISTING ENTRY



2 PROPOSED ENTRY



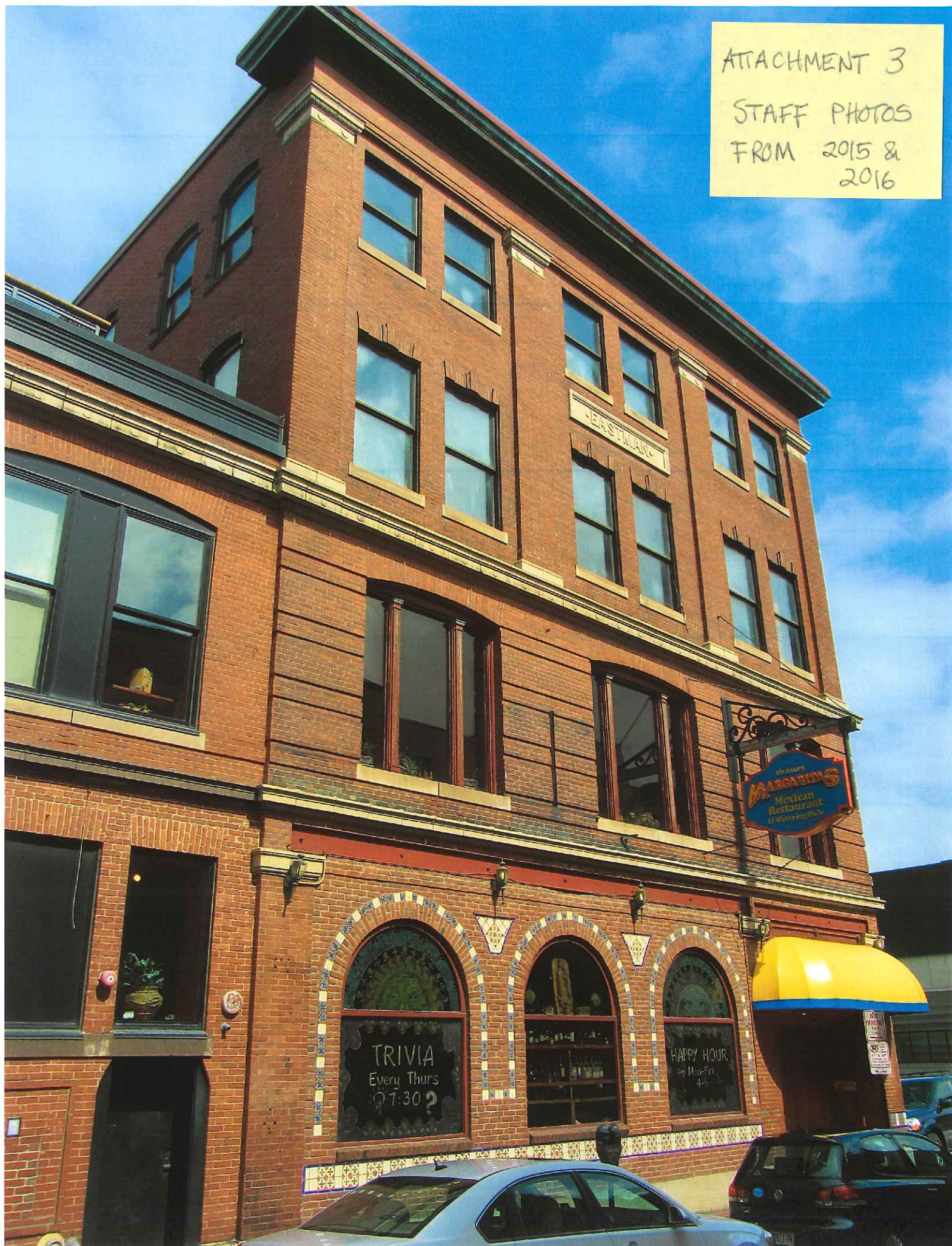
3 EXISTING CORNER VIEW



4 PROPOSED CORNER VIEW - BEER GARDEN



ATTACHMENT 3  
STAFF PHOTOS  
FROM 2015 &  
2016

















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

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**WORKSHOP  
CONGRESS SQUARE**

**TO:** Chair Benson and Members of the Historic Preservation Board

**FROM:** Deborah Andrews, Historic Preservation Program Manager

**DATE:** December 30, 2016

**RE:** January 4, 2017      **Workshop** – Preliminary review of site and façade alterations for restaurant condominium

Address: Congress Square, including Congress Square Park

Applicant: City of Portland in cooperation with Friends of Congress Square Park

Project Consultants: WRT of Philadelphia, site planning  
Sarah Sze, public art

**Introduction**

City staff and the Portland Public Art Committee have been working with the Friends of Congress Square Park, the design team WRT of Philadelphia, and artist Sarah Sze of New York on concepts for the redesign of Congress Square. The schematic design, which will include both the park itself and the entire square, has been under way since the fall. A three-day 'storefront workshop' took place in October and was followed by a public meeting in December to present design progress.

On Wednesday, Urban Designer Caitlin Cameron will present the materials from that December meeting for feedback and comment. The schematic design and budget is anticipated by spring, which will allow for a phased implementation. Significant private fundraising is anticipated in order to supplement limited City funds to implement the new design.

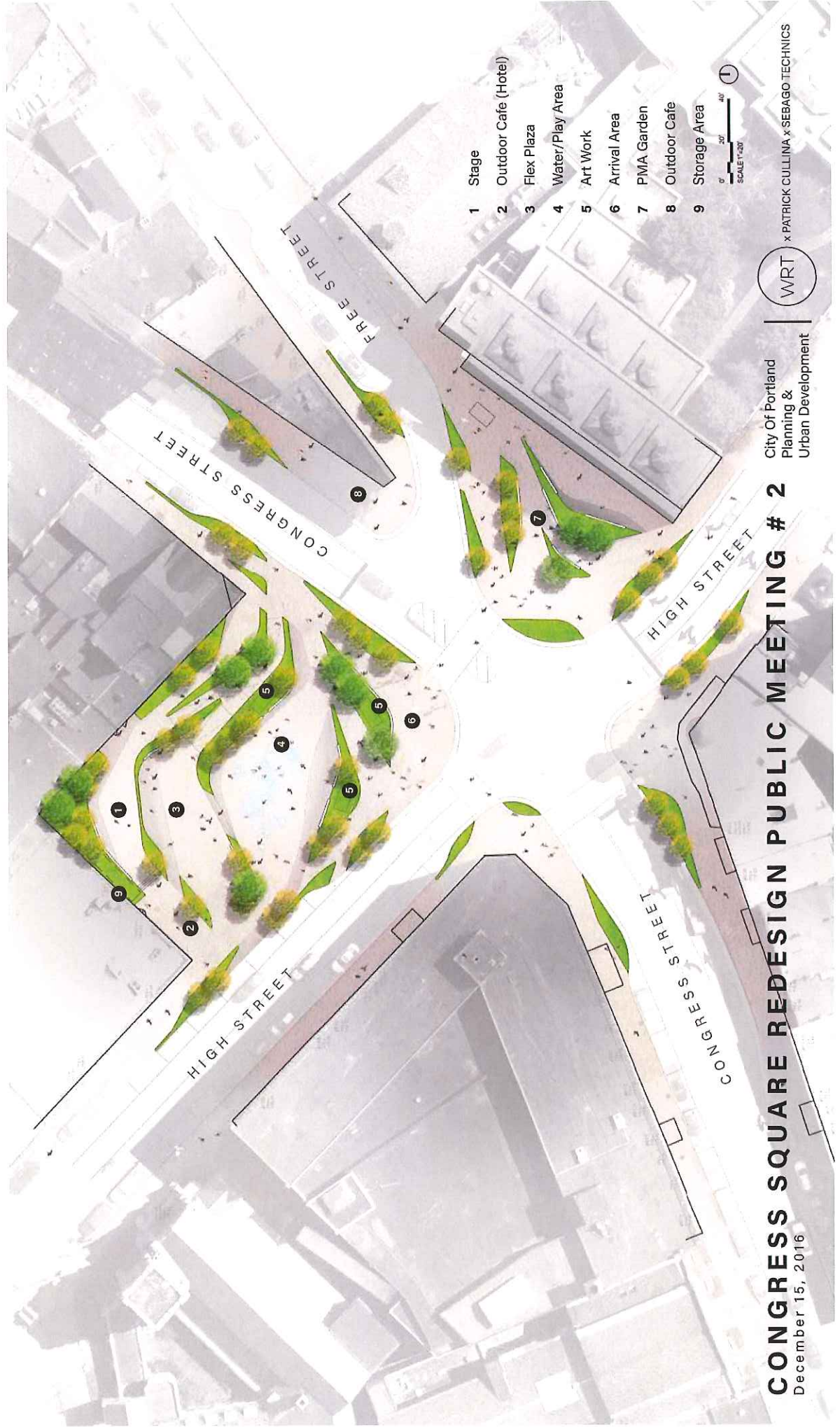
Given the introductory nature of the workshop, no detailed analysis is provided at this time.

**Attachments:**

1. Preliminary site plans and renderings



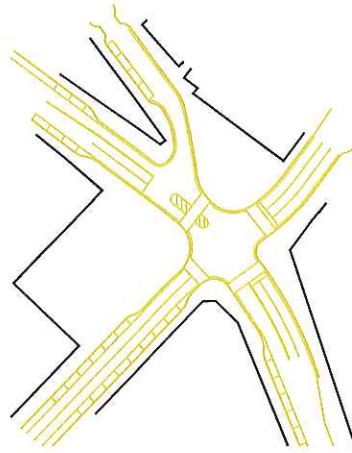
# CONCEPT SITE PLAN



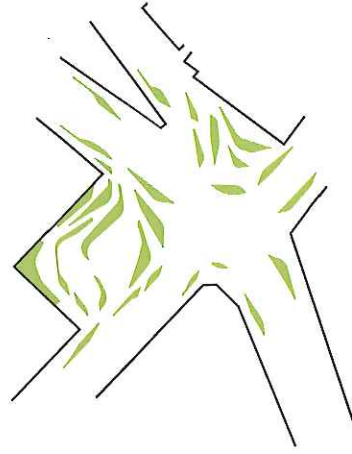


# LAYERS

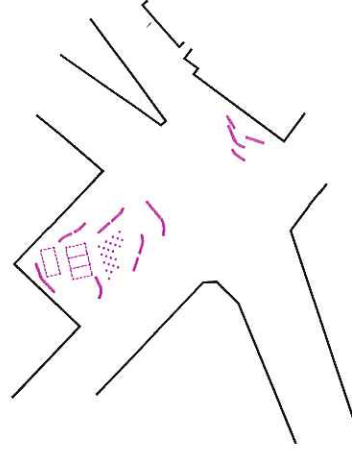
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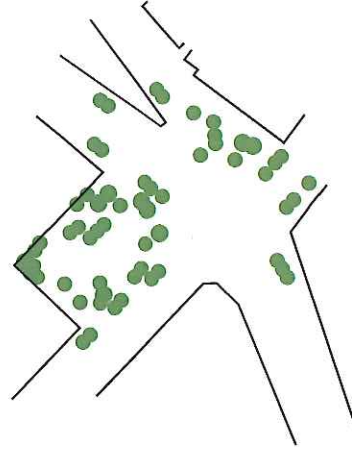
Roadway



Green Islands



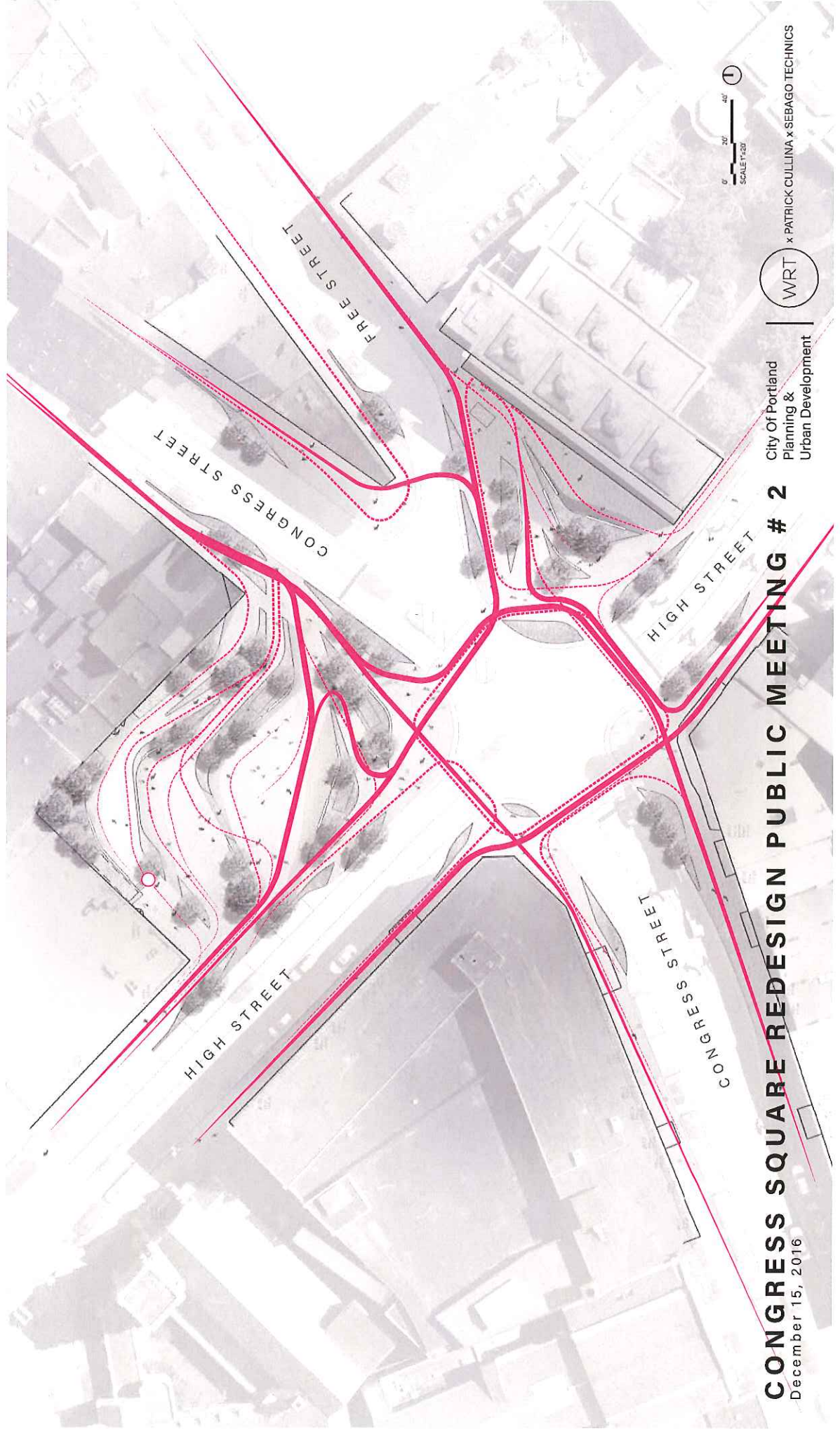
Seating+Space Planning



Canopy



# CIRCULATION & ACCESSIBILITY



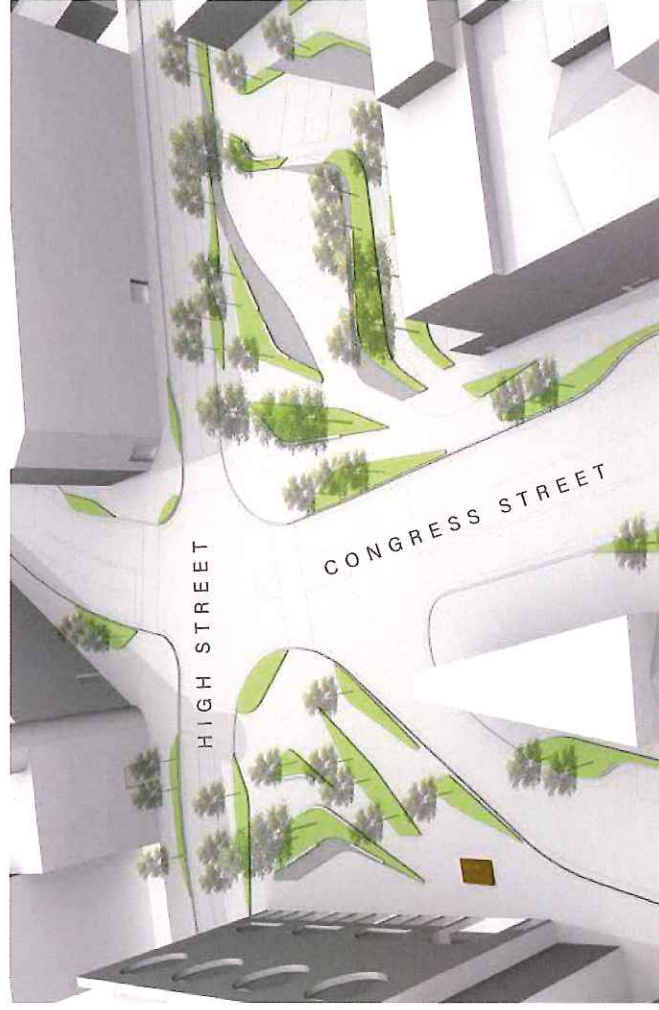
**CONGRESS SQUARE REDESIGN PUBLIC MEETING # 2**  
December 15, 2016

City Of Portland  
Planning &  
Urban Development



x PATRICK CULLINA x SEBAGO TECHNICS





# CONGRESS SQUARE REDESIGN PUBLIC MEETING # 2

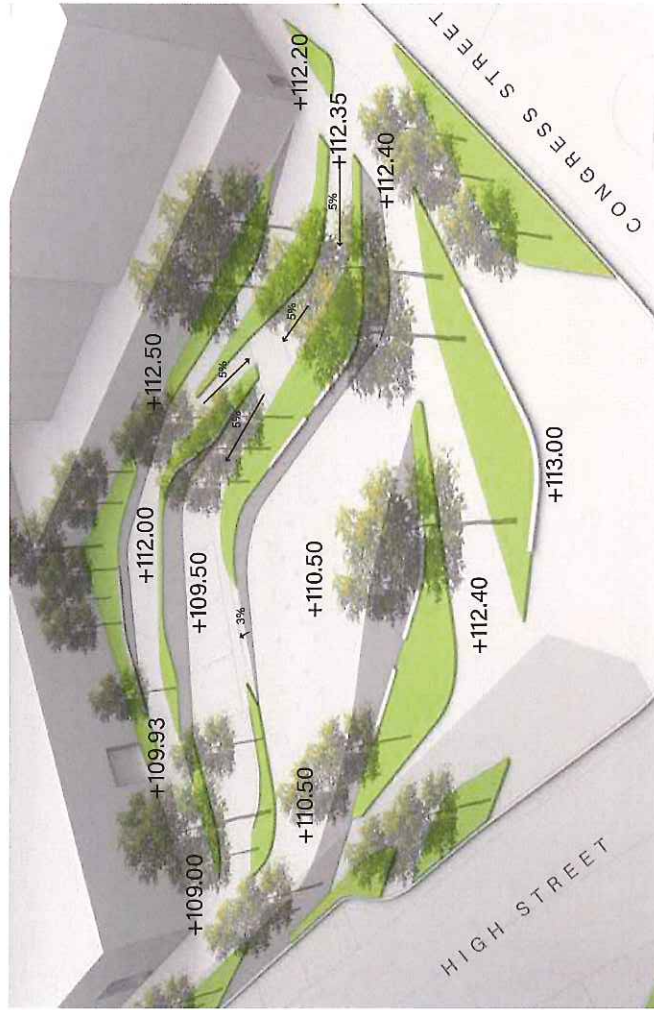
December 15, 2016

City Of Portland  
Planning &  
Urban Development



x PATRICK CULLINA x SEBAGO TECHNICS





# CONGRESS SQUARE REDESIGN PUBLIC MEETING # 2

December 15, 2016

City Of Portland  
Planning &  
Urban Development



x PATRICK CULLINA x SEBAGO TECHNICS



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

---

**WORKSHOP  
383 COMMERCIAL STREET**

**TO:** Chair Benson and Members of the Historic Preservation Board

**FROM:** Deborah Andrews, Historic Preservation Program Manager

**DATE:** December 29, 2016

**RE:** January 4, 2017      **Workshop** – Advisory Review; Comments to be  
forwarded to Planning Board

**Address:** 383 Commercial Street  
(Development site occupies most of block bounded by Commercial,  
High, York and Maple Streets)

**Applicant:** Gordon Reger Holdings LLC.  
Represented by Joe Dasco

**Architects:** David Lloyd, Archetype Architects

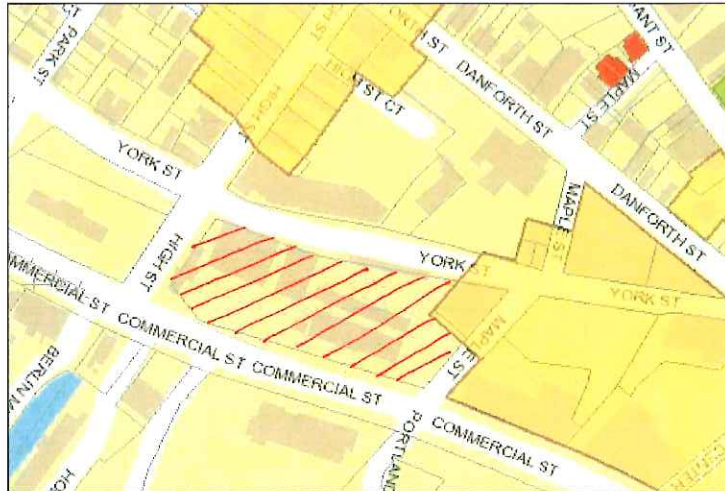
**Introduction**

A workshop has been scheduled to review preliminary plans for the redevelopment of the site currently occupied by Deering Lumber at 383 Commercial Street. The 2.5-acre development parcel occupies most of the large city block bounded by Commercial, High, York and Maple Streets, except for one existing historic structure located at the corner of York and Maple. The proposed project calls for a 49,051-square-foot development consisting of 275 residential units, 380 parking spaces and 28,435 feet of retail. Plans call for the development to be constructed in three phases, with the eastern end of the site being built in the first phase.

The Historic Preservation Board's role in the review of this proposal is *advisory* because the site is located just outside the boundaries of the Portland Waterfront Historic District—see map on following page. The site plan ordinance includes a review standard applicable to proposed developments located within 100 feet of a historic district boundary, requiring that such projects be found by the Planning Board to be “generally compatible with the major character-defining elements of the landmark or portion of the district in the immediate vicinity of the proposed development.” While the authority for interpreting this review standard rests with the Planning Board, the standard allows for analysis and comment from historic preservation staff and/or Board. (See full text of site plan standard—ATTACHMENT 1.) For major



projects abutting historic districts, it has been staff's custom to forward proposals to the Historic Preservation Board for advisory review and comment. The Board's comments on the preliminary proposal for 383 Commercial will be forwarded to Planning Board when they take up the project for the first time later in January.



Cross-hatched area: Subject parcel  
Shaded areas: Historic Districts



## Project Context

### Immediate Context

The proposed development's immediate context is quite disparate. East of the property and separated by Maple Street is the new Courtyard Marriott at 321 Commercial. Completed in 2014, the six-story structure extends in an easterly direction to Foundry



Lane and exhibits many of Commercial Street's identifiable, shared building characteristics (discussed below.) West of the development parcel, on the other side of High Street, is Cumberland Farms, which departs from Commercial Street's typical development character in every respect. Across Commercial Street is the Gulf of Maine Research Institute, a large-scale, architecturally notable, corrugated-metal-sided structure. While the building exhibits its own distinctive architectural character, it takes its inspiration from vernacular New England building forms. North of the proposed development parcel, on the other side of York Street, the character of existing development is decidedly mixed, due in large part to the transitional nature of the block. With the completion of the large residential building currently under construction at the corner of York and High, it is likely this area will be redeveloped in the not-so-distant future. Completing the new development's immediate context is the small-scale historic warehouse structure that houses Baxter Academy. This building forms the western terminus of the Portland Waterfront Historic District on York Street.

### General Context

While the development site's immediate context is varied, its larger Commercial Street context (inland side) is one of the most architecturally cohesive in the city. Once built, the proposed development will function as the western terminus of what is today an almost continuous row of similarly-scaled and architecturally unified commercial blocks that stretch along the inland side of Commercial Street to the Galt Block east of Franklin Street. Given this architectural unity and the compelling streetscape that results from it, it is important that Commercial Street's salient building characteristics be studied and reinforced in any new development.

As Board members are aware, Commercial Street was created in the early 1850's on filled land. It was the coming of the railroad in the 1840's that mandated its creation. Starting in 1850, the land downhill from Fore Street was filled to create a mile-long, 100'-wide street to accommodate tracks, traffic and the business blocks and warehouses of an expanding economy. The fact that Commercial Street was almost fully developed within a very brief time period and that many of its structures were built for the same general function, accounts for Commercial Street's striking uniformity in scale, materials and architectural expression.

While most of the existing structures on the north side of Commercial were built shortly after the street was created in 1850, at least one building (the former Porteous warehouse between Center St. and Foundry Lane) was built in the early 20<sup>th</sup> century (1902.) Because of its form, scale, material palette and compatible architectural treatment, the Porteous warehouse continued and reinforced the established development pattern to the east. In 2013, approval was granted for the new Courtyard Marriot, immediately west of the Porteous Warehouse. Although the parcel was undeveloped when the Portland Waterfront Historic District was created, the boundary encompassed this open parcel to ensure compatible development on this site. As with the Porteous warehouse building, great care was taken to ensure that the new structure built upon the strongly consistent building patterns and characteristics that unify Commercial Street.



Enclosed are aerial views of several segments of the north side of Commercial Street—see ATTACHMENT 2. From these photographs, one can observe the following **unifying characteristics**:

*Relationship to the street:*

- With few exceptions, the entire width of each block is developed with wall-to-wall buildings. On a few blocks, individual buildings with large footprints fill the entire width of the block. More often, individual, smaller-footprint buildings directly abut each other, sharing party walls. This creates a strong continuous streetwall, interrupted only by intersecting side streets. The few gaps in this continuous streetwall pattern are the result of demolition and reuse of the subject site for surface parking.
- Buildings are oriented with their principal facades facing Commercial Street, with no setback from the sidewalk.
- The flatness and unusual breadth of Commercial Street, together with its broad sweeping curve as one travels from one end to the other, make possible expansive views of the continuous streetwall on the inland side of the street. This configuration allows one to appreciate the relationship between individual buildings.

*Scale, Form and Architectural Composition of Individual Structures:*

- A strong base, typically executed in granite, which is clearly distinguished from the upper floors. A continuous horizontal datum is established by the frieze/cornice above abutting storefronts
- Building heights that generally range from 3-5 stories. The Courtyard Marriott is 6 stories.
- Overall simplicity of massing
- Very regular fenestration, individual punched window openings, windows of vertical proportions
- A defined cornice
- Roof forms are typically flat or gambrel, with few exceptions
- Consistent and limited material palette.

*Variety of Architectural Detail*

- Within the generally uniform architectural framework described above, the individual buildings exhibit a great deal of architectural variety. Architectural detail is provided through corbelling of brick, projecting and recessed elements, decorative cornices, alternating bay treatments, granite detailing, etc. Observing the various ways in which granite alone is employed in buildings along Commercial Street, one sees an wide range of surface treatments and detailing. This lends textural and architectural interest to the street.



## **Proposed Development**

Given the fact that the subject city block is bounded by two major urban corridors and that the proposed development will extend the full depth of the block, the development has been designed to feature two “primary” facades: one facing Commercial Street and the other facing York Street. The proposed development will also have significant frontage on High and Maple.

Note that the proposed structure conforms to the geometry of the block, with each façade running parallel to the abutting street. Given the presence of the Baxter Academy building at

the northeast corner of the block, the proposed development wraps around the building. An offset is provided between the Baxter Building and the new building.

### Commercial Street elevation

As viewed from Commercial Street, the development presents itself as a series of four individual structures separated by elevated courtyards. The individual towers are built upon a two-story parking structure that extends across the full width of the block. The parking structure is wrapped at the ground floor level by retail space. The ground floor level continues unbroken across the entire width of the block, except for two recessed entry courtyards near the east and west ends of the development.

As noted in Mr. Lloyd’s project description, the decision to separate the development into four individual “blocks” above the second story level was driven by the developer’s desire to provide views and balconies for each unit. The separation also creates a series of elevated courtyards between blocks and provides through-block view corridors from York Street. The Commercial Street elevations feature a granite base with standard metal storefront systems. The second floor is set back slightly from the front plane of the building; exterior cladding is fiber cement to match the exterior treatment of the recessed courtyards. Above this level, each tower features a brick exterior facing the street, transitioning to a fiber cement material in a “light reflective” color. Balconies project within the courtyard recesses, but do not appear on the commercial Street façade. Fenestration consists of individual punched openings. The window openings facing Commercial are square, with off-center vertical and horizontal mullions. The top story of each block (except for the corner section of the easternmost block) is set back from the building plane and capped with a pergola supported by posts.

### York Street elevation

The York Street elevation is distinct from that of Commercial Street in several respects. First, the development presents itself as three larger footprint buildings set apart from each other by fairly narrow spacing. The York Street exterior features a combination of cement fiber panels and brick and includes both flush “Juliet” balconies and projecting balconies. Although no elevations have been provided, it appears from the renderings that the base of the building is largely unarticulated, except at the building breaks. (The first-floor windows are well above head height.) The facades feature a variety of window types, including individual punched



openings and mulled triple windows. It appears that there is a general absence of trim. A full-height glazed corner element is shown at the northwest corner of the building.

#### High Street elevation

The architectural expression of the Commercial Street elevation wraps around the corner of the building along the High Street elevation for a considerable distance. The exterior cladding then transitions to dark fiber cement panels. As noted above, the corner of High and York features a full-height glazed tower element.

#### Maple Street elevation

No images have been provided for this elevation. Also not illustrated is the northeast inverted corner of the new development, where it wraps around the rear of the Baxter Academy building.

#### Parking

As the Level 1 and Level 2 floor plans indicate, access to the parking garage will be from Maple Street and from York Street (east end of building).

#### Phasing

As noted in the introduction to this report, although the project architect has provided renderings of the entire development for purposes of submitting a master development plan for review, the applicant is proposing to move forward only with Phase I at this time. The limits of Phase I are shown in Rendering #3 and in the enclosed floor plans, and include the easternmost building. Phase I construction occupies the eastern end of the block and wraps around the rear of the Baxter Academy Building.

#### **Staff Comments and Questions for Consideration**

Given the preliminary nature of the enclosed renderings and the fact that detailed elevations have not yet been developed, only general comments are possible at this time. At this stage of the review process, however, it is most appropriate to focus on the larger issues, such as scale and form, relationship to the street, general architectural expression, etc. as they relate to the proposed development's context. In considering the question of general compatibility, Board members are encouraged to review the list of compatibility factors referenced in the ordinance's Standards for Review of New Construction (see below) as well as the description of the surrounding context provided in this report. Board members are also encouraged to visit the site.

Staff offers the following preliminary observations and questions for the Board's consideration:

- The separation of the development into four distinct blocks as viewed from Commercial Street and the distance provided between each "building" creates a



rhythm of spacing which, in staff's view, is at odds with one of Commercial Street's chief character-defining features: its continuous streetwall. While it is understood that this design is prompted by a desire to maximize views and provide balconies for each unit, the effect of this treatment is to create an incongruous development pattern, particularly at the center of the block. The two end blocks appear more successful as they hold their respective corners with substantial mass and the brick façade extends around the corners.

- The brick on the Commercial Street upper building facades returns around the front building corners a relatively short distance. This gives the appearance of a shallow, applied brick "veneer."
- At the eastern end of the property, near Maple Street, the need to build around the footprint of the Baxter Academy building together with the desire for views and balconies for each unit results in a particularly awkward geometry. This awkward building form will be especially apparent in the near term, before subsequent planned phases of the overall development have been constructed.
- The length of this particular city block presents challenges for any development, as it is considerably longer than any other block in the vicinity. Although it is true that the historic buildings on Commercial Street rely on a simplicity of massing and a repetition or alternating of detail across their entire façade, staff questions whether a single, repeated architectural form and design expression across this very long block is the most appropriate solution. This single design expression, together with the presence of four separate, but identical building "towers", creates a sameness and corporate campus-type character that is uncharacteristic of Commercial.
- In terms of massing, staff finds the York Street elevation to be more successful. The number of "individual buildings" is reduced from four to three and the separation between buildings is significantly reduced. Some design elements of the York Street elevation appears unresolved, however. Note the number of window types and sizes of windows, the absence of a building base, the presence of stacked decks supported by ground-mounted posts, etc.
- Based on the renderings provided, it is difficult to tell what type or level of architectural detail is proposed, whether the exterior wall planes will be generally flat or include projecting and recessed elements to provide visual interest, how the storefronts will be articulated, etc. These aspects of the final construction will be critically important to the development's success. Given the extraordinary character and quality of the architecture that currently defines the inland side of Commercial Street, it is especially important that any new development exhibit the same quality and integrity of materials and mastery of architectural detail as its neighbors. It is also important that building exterior not read as a flat, thin veneer. The visual weight, texture and finish of the various materials will materially affect the building's sense of permanence and compatibility with its context.



- While York Street today has a decidedly transitional character, this development, together with J.B. Brown's development currently under construction across the street, will set the tone for future infill development in this area. The quality and character of development encouraged for the Commercial Street frontage is also important on York Street.

## **Applicable Review Standards**

The historic preservation ordinance's Standards for Review of Construction apply in the review of the proposed project. Building characteristics used to gauge compatibility of new construction in an existing context include the following:

### *Scale and Form*

*Height*

*Width*

*Proportions of principal facades*

*Roof Shapes*

*Scale of the structure*

### *Compositions of Principal Facades*

*Proportion of Openings*

*Rhythm of solids to voids in facades*

*Rhythm of entrance porch and other projections*

*Relationship of materials, texture and color*

*Presence of signs, canopies and awnings*

### *Relationship to the Street*

*Walls of continuity*

*Rhythm of spacing and structures on streets*

*Directional expression of principal elevations*

## **Attachments:**

1. **Site Plan review standard applicable to developments within 100' of historic landmarks or district boundaries (Sec. 14-526 b.)**
2. **Aerial views of Commercial Street**
3. **Project description**
4. **Renderings and plans**



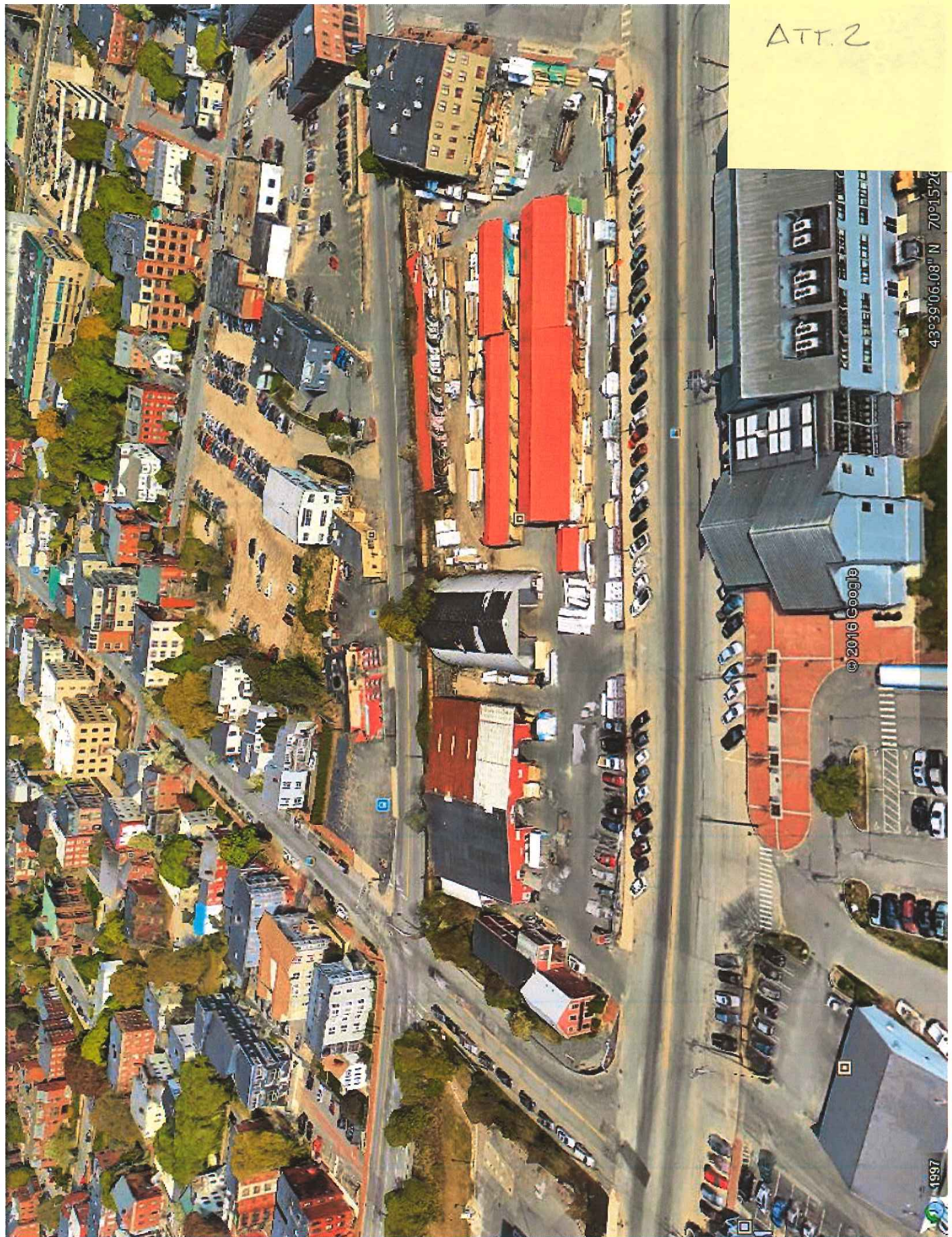
(development in Eastern Water:

ATT. 1  
100' RULE IN  
SITE PLAN  
ORDINANCE

- \* b. Development adjacent to designated landmarks, historic districts or historic landscape districts: when any part of a proposed development is within one hundred (100) feet of any designated landmark, historic district or historic landscape district, such development shall be generally compatible with the major character-defining elements of the landmark or portion of the district in the immediate vicinity of the proposed development. Character-defining elements of landmarks and historic districts are identified in the historic resources inventory and respective historic district designation reports. For the purposes of this provision, "compatible" design shall be defined as design which respects the established building patterns and visual characteristics that exist in a given setting and, at the same time, is a distinct product of its own time. To aid the planning board in its deliberations, historic preservation staff shall provide a written analysis of the proposed development's immediate context, identifying the major character-defining elements and any established building patterns that characterize the context.
- c. Preservation and/or Documentation of Archaeological Resources. Where a state or local archaeological resource is known to exist or is discovered on the site, the developer shall inform the City and State and shall protect and/or document such resources.
  - (i) Protection shall include leaving archaeological resources untouched beneath a new development through adaptation of foundation design or architectural layout.
  - (ii) Where the applicant can demonstrate that complete protection is not feasible, the applicant shall excavate and document archeological resources. Such measures



Att. 2



© 2016 Google

43°39'06.08" N 70°15'26"

1997





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43°39'06.22" N 70°15'27.94" W elev 55 ft

1997





Commercial St

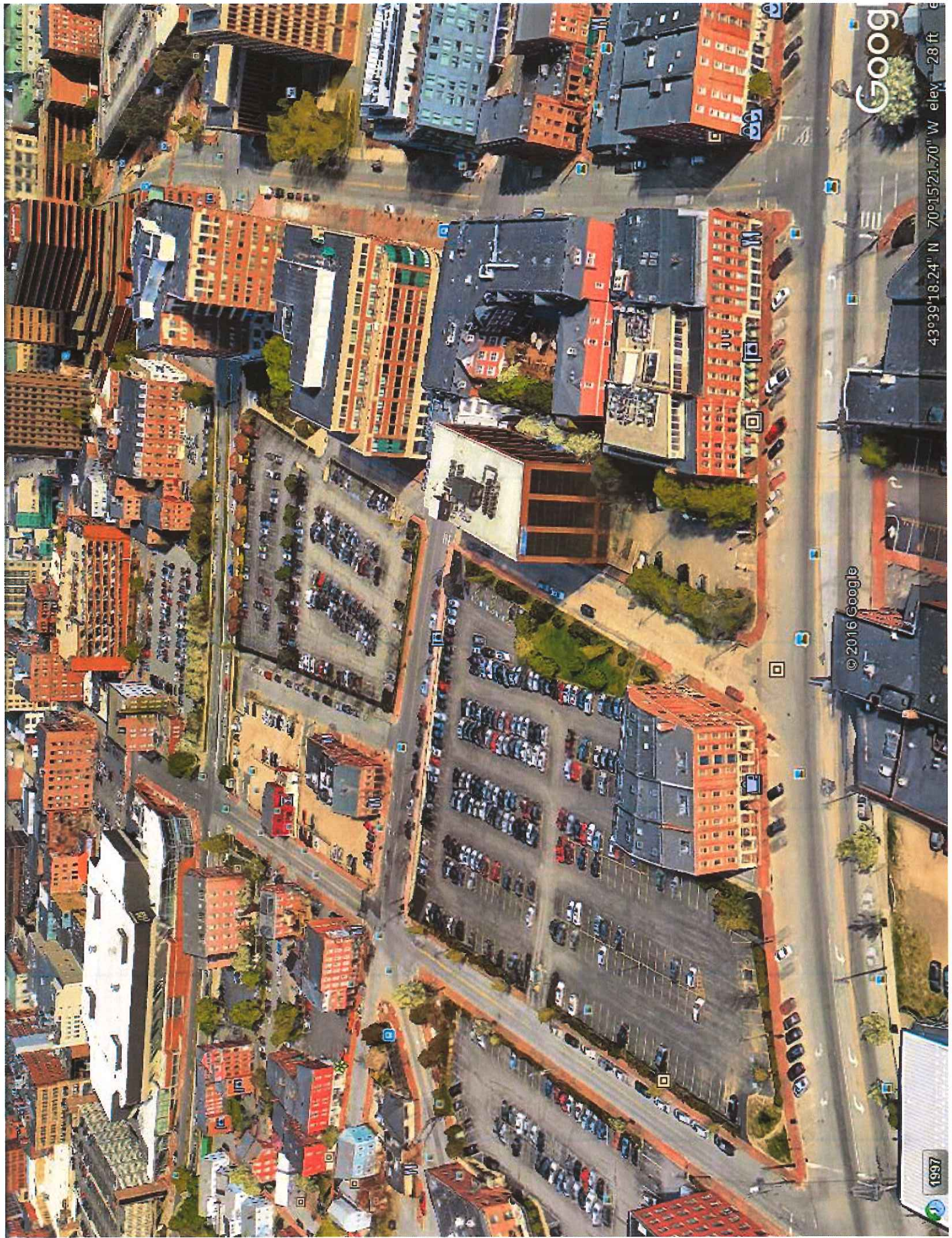
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Google

1997

43°39'12.40" N 70°15'24.62" W elev 25 ft





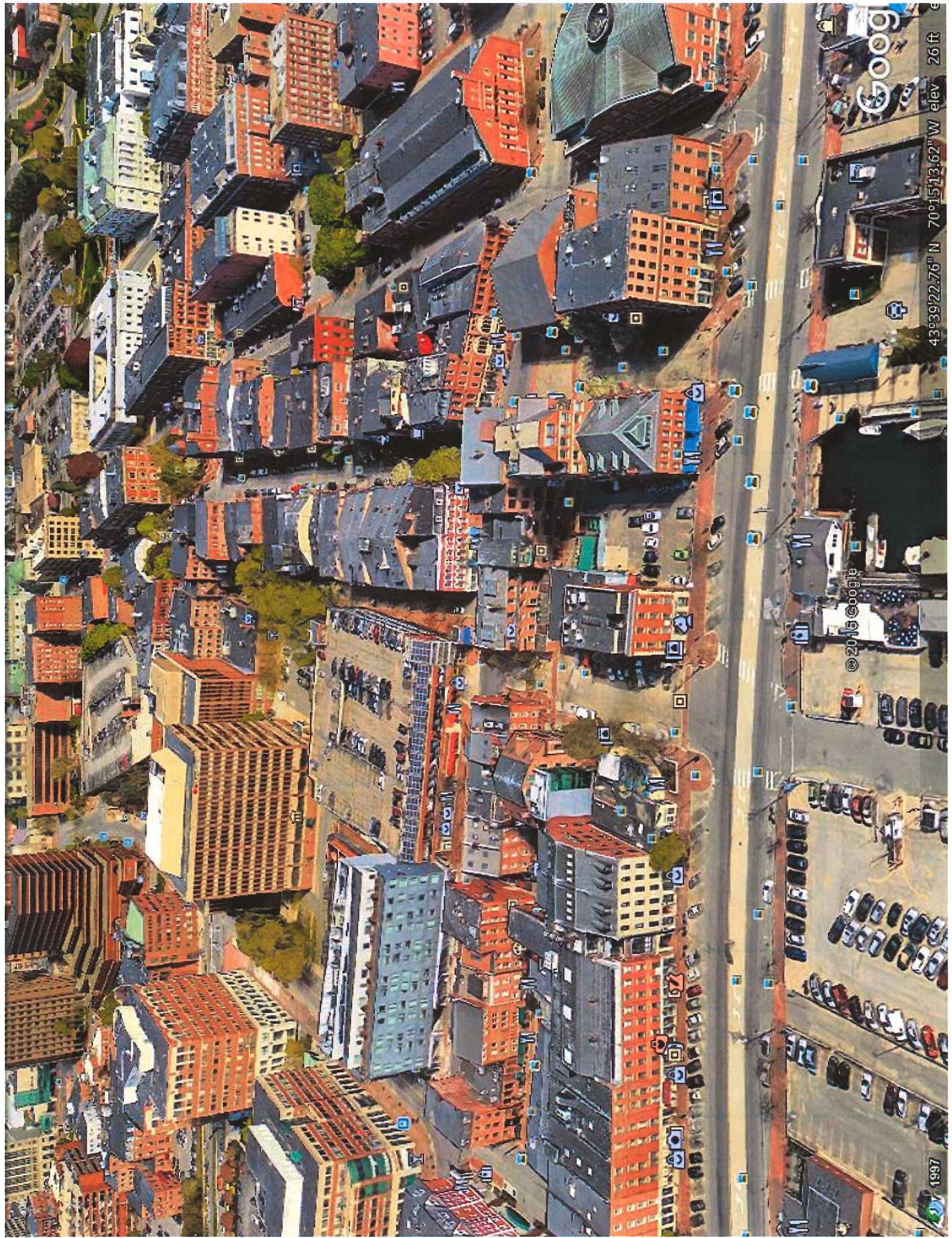
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43°39'18.24" N 70°15'21.70" W elev. 28 ft

© 2016 Google

1997









Date: 11/17/16

ATT. 3

**HISTORIC PRESERVATION**  
**APPLICATION FOR CERTIFICATE OF APPROPRIATENESS**

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

**PROJECT ADDRESS:** 383 Commercial Street

**CHART/BLOCK/LOT:** 42-A-1 (for staff use only)

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

We are in the process of applying for a master plan submission for a phased mix use development . The site is the present Deering Rufus Lumber yard. It borders on York, Commercial Maple and High. The project in total is 49,051 square feet consisting of 380 parking spaces, 28,435 square feet of retail and 257,269 square feet of residential. The project will be built over time in 3 phases. Along Commercial Street is a full story of retail with inset court areas. Above this the building form is a function of giving the maximum views from units to the water which also creates courtyards and site permeability from York street to Commercial. This major facade along Commercial Street consists of brick with punched openings, typical of Commercial Street but with openings to the court yards. The inner courtyard materials are primarily fiber cement and a light reflective color. It is my understanding that the Historic Board will act in an advisory position to the planning board. In that regard we are pleased to submit our preliminary plans to the board for their input.



Att. 4



**ARCHETYPE**  
architects

1











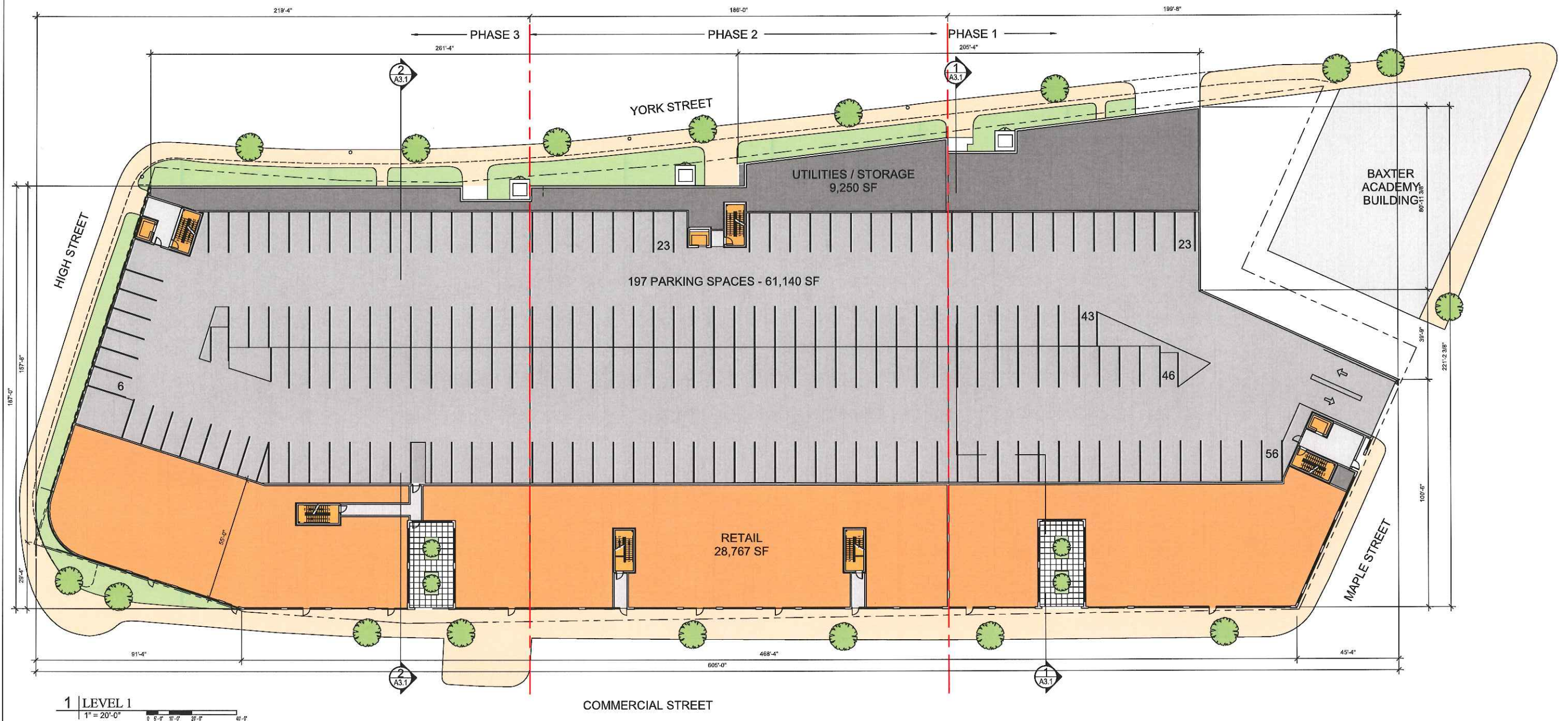


**ARCHETYPE**  
architects









#### OVERALL PROJECT GROSS SQUARE FOOTAGES

|         |                    |
|---------|--------------------|
| LEVEL 1 | 102,448 GSF        |
| LEVEL 2 | 99,114 GSF         |
| LEVEL 3 | 73,080 GSF         |
| LEVEL 4 | 73,080 GSF         |
| LEVEL 5 | 73,080 GSF         |
| LEVEL 6 | 69,709 GSF +       |
|         | <b>490,511 GSF</b> |

#### OVERALL PROJECT

|             |                            |
|-------------|----------------------------|
| RETAIL:     | 28,435 SF                  |
| PARKING:    | 121,978 SF<br>(390 SPACES) |
| RES. UNITS: | 257,269 SF<br>(278 UNITS)  |

#### PHASE 1

|        |                    |
|--------|--------------------|
| LEV. 1 | 31,432 GSF         |
| LEV. 2 | 29,929 GSF         |
| LEV. 3 | 20,157 GSF         |
| LEV. 4 | 20,157 GSF         |
| LEV. 5 | 20,157 GSF         |
| LEV. 6 | 19,152 GSF +       |
|        | <b>140,984 GSF</b> |

#### PHASE 1

|             |                          |
|-------------|--------------------------|
| RETAIL:     | 8,422 SF                 |
| PARKING:    | 35,526 SF<br>(82 SPACES) |
| RES. UNITS: | 72,232 SF<br>(78 UNITS)  |

#### PHASE 2

|        |                    |
|--------|--------------------|
| LEV. 1 | 36,267 GSF         |
| LEV. 2 | 35,897 GSF         |
| LEV. 3 | 30,214 GSF         |
| LEV. 4 | 30,214 GSF         |
| LEV. 5 | 30,214 GSF         |
| LEV. 6 | 28,633 GSF +       |
|        | <b>191,439 GSF</b> |

#### PHASE 2

|             |                           |
|-------------|---------------------------|
| RETAIL:     | 9,553 SF                  |
| PARKING:    | 43,866 SF<br>(152 SPACES) |
| RES. UNITS: | 104,854 SF<br>(114 UNITS) |

#### PHASE 3

|        |                    |
|--------|--------------------|
| LEV. 1 | 34,779 GSF         |
| LEV. 2 | 33,278 GSF         |
| LEV. 3 | 22,709 GSF         |
| LEV. 4 | 22,709 GSF         |
| LEV. 5 | 22,709 GSF         |
| LEV. 6 | 21,924 GSF +       |
|        | <b>158,108 GSF</b> |

#### PHASE 3

|             |                           |
|-------------|---------------------------|
| RETAIL:     | 10,460 SF                 |
| PARKING:    | 42,586 SF<br>(156 SPACES) |
| RES. UNITS: | 79,472 SF<br>(86 UNITS)   |

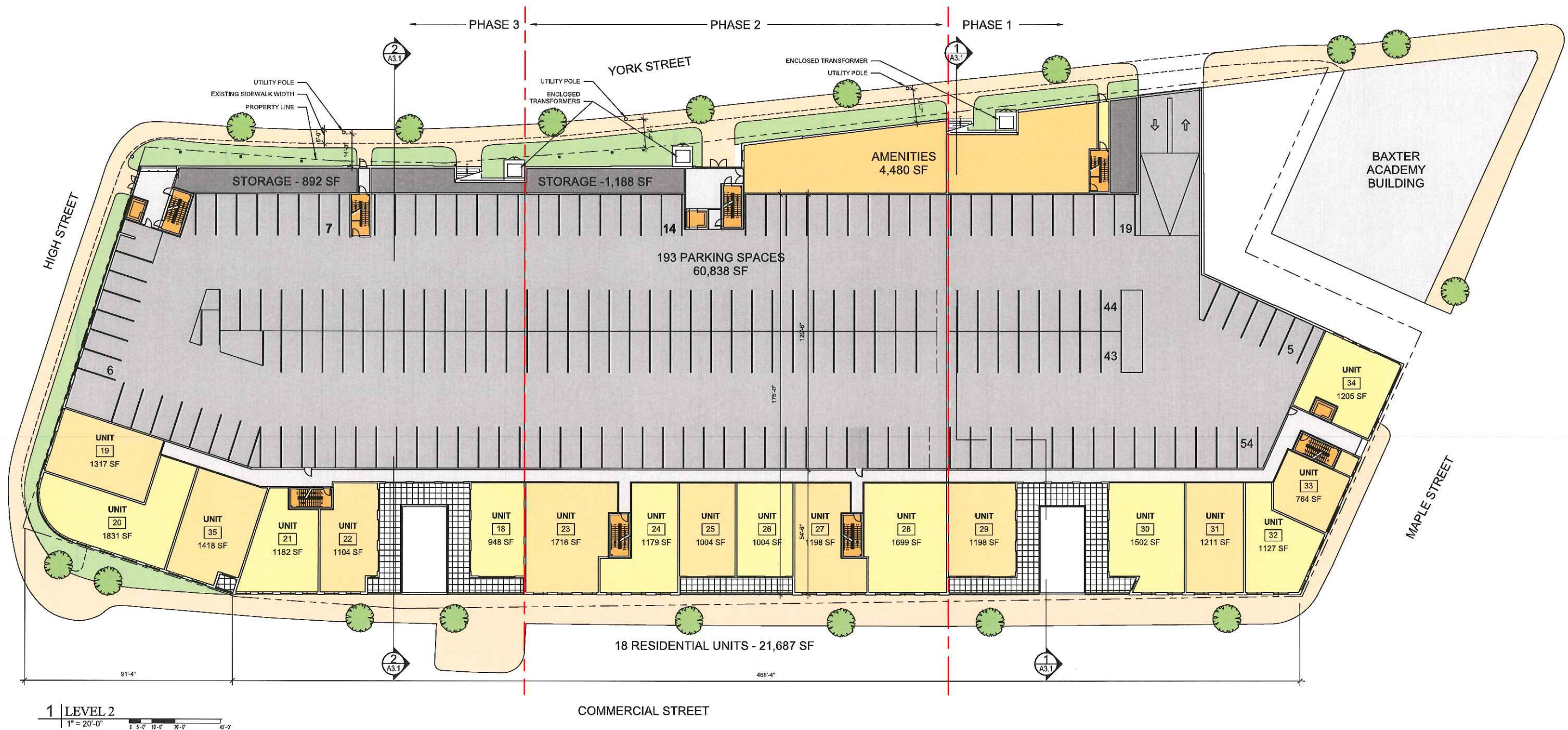
## 383 COMMERCIAL STREET

Portland, Maine

OCT. 27, 2016

A1.1





# 383 COMMERCIAL STREET

Portland, Maine

OCT. 27, 2016

A1.2





BUILDING C  
20 RESIDENTIAL UNITS - 18,197 SF

BUILDING B  
27 RESIDENTIAL UNITS - 24,458 SF

BUILDING A  
18 RESIDENTIAL UNITS - 16,542 SF

COMMERCIAL STREET

1 | LEVELS 3 THROUGH 5  
1" = 20'-0"

# 383 COMMERCIAL STREET

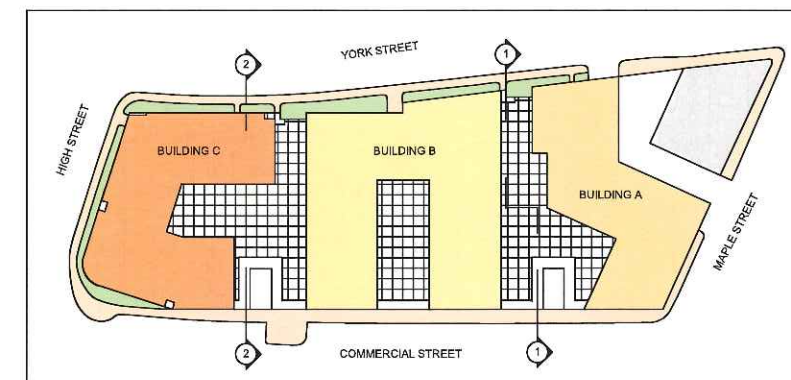
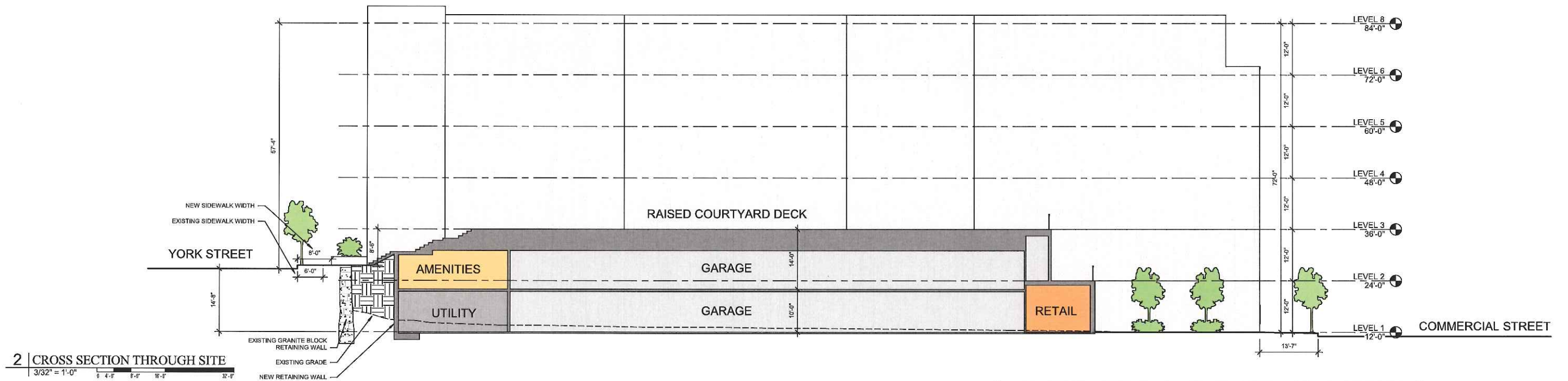
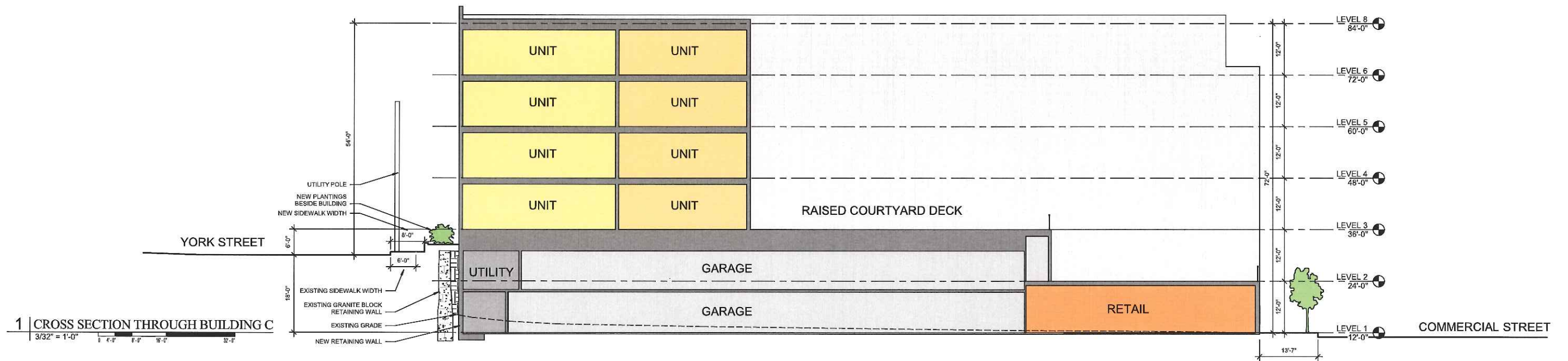
Portland, Maine

OCT. 27, 2016

A1.3







383 COMMERCIAL STREET

Portland, Maine

OCT. 27, 2016

A3.1