

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

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**PUBLIC HEARING  
414 FORE STREET**

**TO:** Chair Romano and Members of the Historic Preservation Board  
**FROM:** Deb Andrews, Historic Preservation Program Manager  
**DATE:** April 25, 2013  
**RE:** May 1, 2013 Public Hearing

**Application For:** Certificate of Appropriateness for Exterior Alterations and Rooftop Mechanicals  
**Address:** 414 Fore Street  
(corner of Fore and Dana, with frontage on Wharf)  
**Applicant:** Gould Company LLC.  
**Architect:** Richard Borrelli, Harriman Associates

**Introduction**

Architect Richard Borrelli, representing the new owners of 414 Fore Street, is requesting review and approval of exterior repairs and alterations, including the introduction of rooftop mechanicals. The mechanicals are required in conjunction with the conversion of the basement and first floor for restaurant/bar use. (The basement level is accessed from Wharf Street and the first floor is accessed from Fore.) The upper floor are proposed for residential use.

Mr. Borrelli has provided an itemized list of proposed repairs and alterations, as well as photographs of existing conditions, computer-generated images showing proposed changes, applicable elevations and specifications.

**Subject Structure**

Located at the corner of Fore, Dana and Wharf Streets, the subject structure is the end unit of a block of modestly scaled mid-nineteenth century commercial structures that survived the Great Fire of 1866. Given its position at the end of the block and the fact that the former Chase Leavitt Building below it on Dana Street is set back a considerable

distance from the street, the building is highly exposed on three sides and the Wharf Street elevation is clearly visible from Commercial Street.

The building exterior is little changed from its appearance in 1924 (see enclosed photo), but for the introduction of a fire escape on the end wall. (The current iron fire stair replaced an earlier wood stair, greatly minimizing the visual impact of this feature.) And unlike most of the commercial buildings that line the south side of Fore Street, the subject building's Fore Street and Wharf Street roof planes have remained unaltered, unencumbered by dormers, rooftop decks and/or mechanical units.

### **Proposed Scope of Work**

As Mr. Borelli's project narrative describes, much of the work consists of repair and removal of extraneous fixtures, awnings, etc. Alterations include the addition of a rail on the inboard side of the fire stair, the introduction of air intake louvers behind existing metal grates in the basement level openings on the Fore Street elevation and replacement of plexiglass with glass in the basement window openings. Note that the project narrative calls for "replacement or repair" of doors. Staff understands that if the condition of the doors warrants their replacement, it is the applicant's intention to replicate them exactly.

More significant alterations are proposed for the Wharf Street roof plane. Here, two condensers and an exhaust fan are proposed to be installed in a vertical alignment close to the eastern edge parapet wall. To help obscure the mechanical equipment from some vantage points, a metal screen is proposed.

Note that Mr. Borelli has provided two images of the Wharf Street roof plane: one shows the current proposal and the second shows what the owners may pursue at some point in the future. In the second scheme, an inverted roof deck is shown. While the applicants are not requesting approval for the second scheme, it is provided to explain part of the rationale for the proposed alignment of rooftop fixtures and to solicit some preliminary feedback about potential additional changes at the roofline.

### **Staff Comments**

Staff applauds the applicant's intention to clean up the building and remove some of the small accretions that have undermined its architectural clarity. The building certainly warrants this attention. It is somewhat unfortunate, then, that the proposed new use will necessitate fairly substantial changes to the roof, particularly since it is one of the few roof planes facing Wharf Street that does not currently feature various rooftop additions. Mr. Borelli is mindful of the high degree of visibility of this roof plane and has worked to organize and minimize the impact of these rooftop units. The role of the Board is to determine whether the proposed scheme is successful in this regard.

Although a strict interpretation of Standard # 1 and # 2 might suggest that these alterations cannot be supported within the ordinance standards, the fact that this area is populated by numerous restaurants and that it is specifically zoned for such should be

considered as well. Unfortunately, this building offers little opportunity to hide mechanicals, as it is fully exposed on three sides. It would seem that the Board's role in this instance is to ensure that all opportunities for minimizing the equipment's visual impact have been fully explored. In staff's view, factors for consideration should not include the applicant's possible future interest in adding a rooftop deck.

### **Applicable Review Standards**

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

### **Motion for Consideration**

On the basis of plans and specifications submitted for the 5/1/13 Public Hearing and information included in the accompanying staff report, the Board finds that the proposed exterior alterations and rooftop additions at 414 Fore Street **meet (fail to meet)** the Standards for Review of Alterations within the historic preservation ordinance, **(subject to the following conditions...)**

### **Attachments**

1. 1924 tax photo of subject property
2. Cover letter and project description
3. Photos and computer-generated views of the present and proposed conditions.
4. Specifications

Surveyed by .....

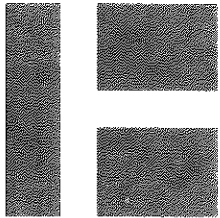
*Albert W. Waldman,*

Surveyor

(Remarks on other Side)

*Checked by G. & H.*





HARRIMAN

April 23, 2013

Deb Andrews, Historic Preservation Program Manager [dga@portlandmaine.gov](mailto:dga@portlandmaine.gov)  
389 Congress Street  
Portland, Maine 04101-3509

Re: Chris Gould  
Gould Restaurant  
Portland, Maine  
No. 12752  
Historic Preservation Submission Letter

Dear Deb,

Please find attached the required documents for Historic Preservation Commission review for the proposed Gould Restaurant at 414 Fore Street, Portland, Maine.

Please note that the Owner intends to preserve the historic character of the building as much as possible by maintaining the existing exterior stair, window profiles and all exterior openings. Removal of non-historic elements such as the Fore Street awnings, various ad hoc lighting fixtures and conduits, as well as removal of carbon staining on the chimney and near roof copings - will aid in returning the building nearer to its original state.

We appreciate the time taken to review the project and provide guidance. Please contact me if any additional information is required.

Sincerely,  
Harriman

Richard Borrelli, AIA  
Senior Architect  
[rborrelli@harriman.com](mailto:rborrelli@harriman.com)

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PORTLAND, ME 04101  
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ONE PERIMETER ROAD  
MANCHESTER, NH 03103  
603.676.1242

[www.harriman.com](http://www.harriman.com)

clstr

Enclosures: (1) Hard Copy, (9) page submission

## **12752 Gould Restaurant**

Historic Preservation Submission Narrative

Harriman Architects + Engineers

23 April 2013

### **Primary Issues of Submission**

The primary issues of this submission are based upon the two following categories: Building Envelope and Roofscape. These categories focus on both improving the appearance of the building to align with its historic appearance, as well as integrating the necessary mechanical equipment in a manner sensitive to both modern day usage and historical character.

### **Building Envelope**

The intended efforts include:

1. Removal of all unused conduits, wall-pack lighting, extraneous brackets and other unused mounting hardware on all exposed elevations.
2. Removal of all existing awnings. No awnings are to be used by the Owner.
3. Cleaning of carbon soiling on the masonry in both the chimney and roof coping areas.
4. Replacement of windows on the Wharf Street / Dana Street corner to replicate original, historic profiles.
5. Replacement of or repair of double leaf entrance doors on both Fore Street and Wharf Street entrances.
6. Replacement of a single leaf door on the Wharf Street side as a fixed door. Its appearance will be maintained but it will not be used as an exit or entry.
7. Maintaining the use of the existing external stair. Attachment of new, code-compliant handrails to the building masonry needs to occur, replacing the existing, non-compliant rope handrails.
8. Removal of all existing external signage. Replacement of this with new signage on Fore Street and Wharf Street elevations shall be addressed in an additional submittal to the Historic Preservation Commission.
9. Utilize existing Fore Street window openings at sidewalk as air intake for refrigeration and HVAC. These openings will allow fresh air to be ducted to the Basement level.

### **Roofscape**

#### **Proposed**

In order to support the restaurant and bar operations taking place on the Basement, First (Wharf) and Second (Fore) Levels, and since there is no other ground area to occupy, the roof-mounting of the following equipment needs to occur on the Wharf Street roof:

1. An exhaust fan for the cooking line
2. A condenser for the refrigeration equipment
3. A condenser for the building air conditioning

Please see the attached catalog cuts of all above units as part of this submission.

These units will be screened from view, to the best of our ability, by a roof-mounted railing system with vertical panels attached. This railing, which extends the entire building width, will allow air flow but restrict view. It should be noted that the distance from which this elevation can be viewed from Commercial Street together with the steep roof pitch makes it impossible to completely conceal the equipment. The screen shall be of a color to match the shingled roof, making it blend in visually.

To provide for easier, safer access for maintenance from a man-lift device parked on Wharf or Dana Street, all roof-mounted equipment is located close to the roof eave at Wharf Street and close to the Dana Street elevation. This location still conceals the proposed equipment from Dana and Fore Streets.

The location of the exhaust fan is based upon the simplest duct run from the kitchen hood, avoiding structural elements, and excessive bends in the duct. This also provides a location that is safer and easier to maintain and is partially screened by the existing chimney.

#### **Future**

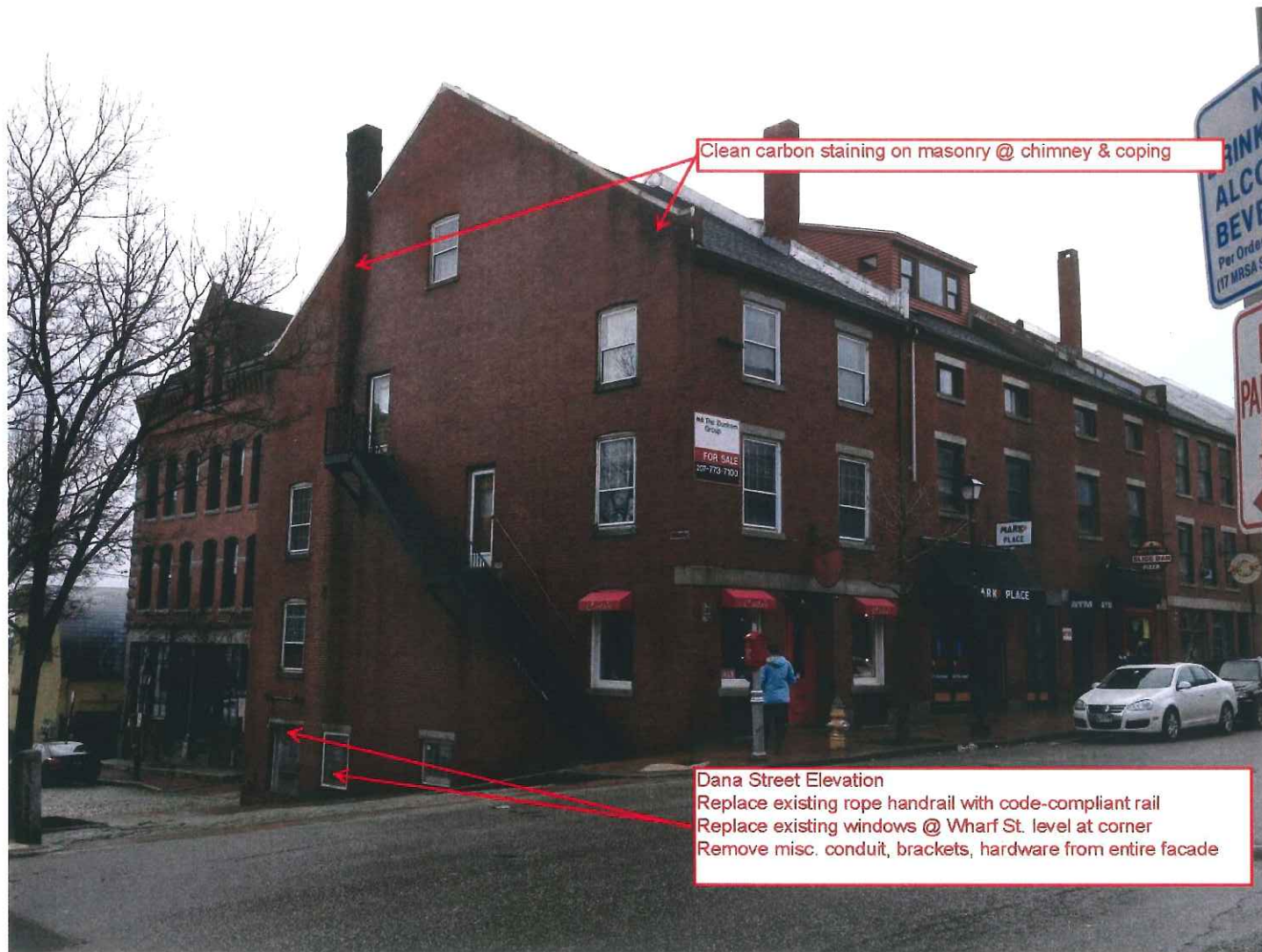
To plan for future improvement of the residential unit housed on the third, fourth and fifth (loft) levels, the proposed orientation of rooftop equipment allows for the inclusion of a future rooftop deck on the fifth level by flattening part of the Wharf Street roof. This is not to be built at present, but is planned in the future to add value to the residential unit. Several of the panels will be removed from the screen to allow occupant view from the rooftop deck when built.







Fore Street Elevation  
 Remove all awnings  
 Replace signage (additional submission)  
 Preserve existing exterior stairway  
 Refinish existing entrance doors  
 Utilize openings below windows as air intake



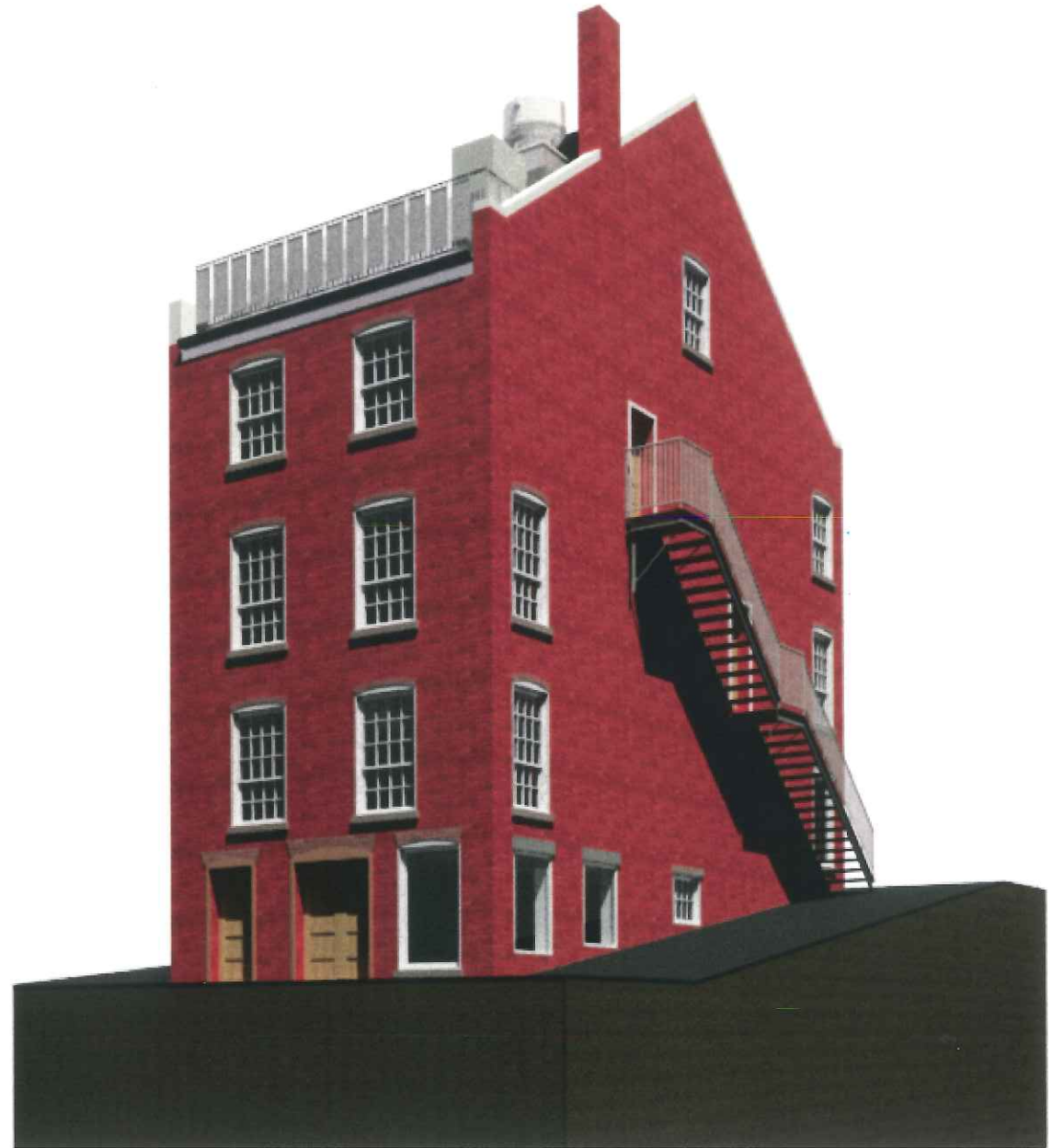
Clean carbon staining on masonry @ chimney & coping

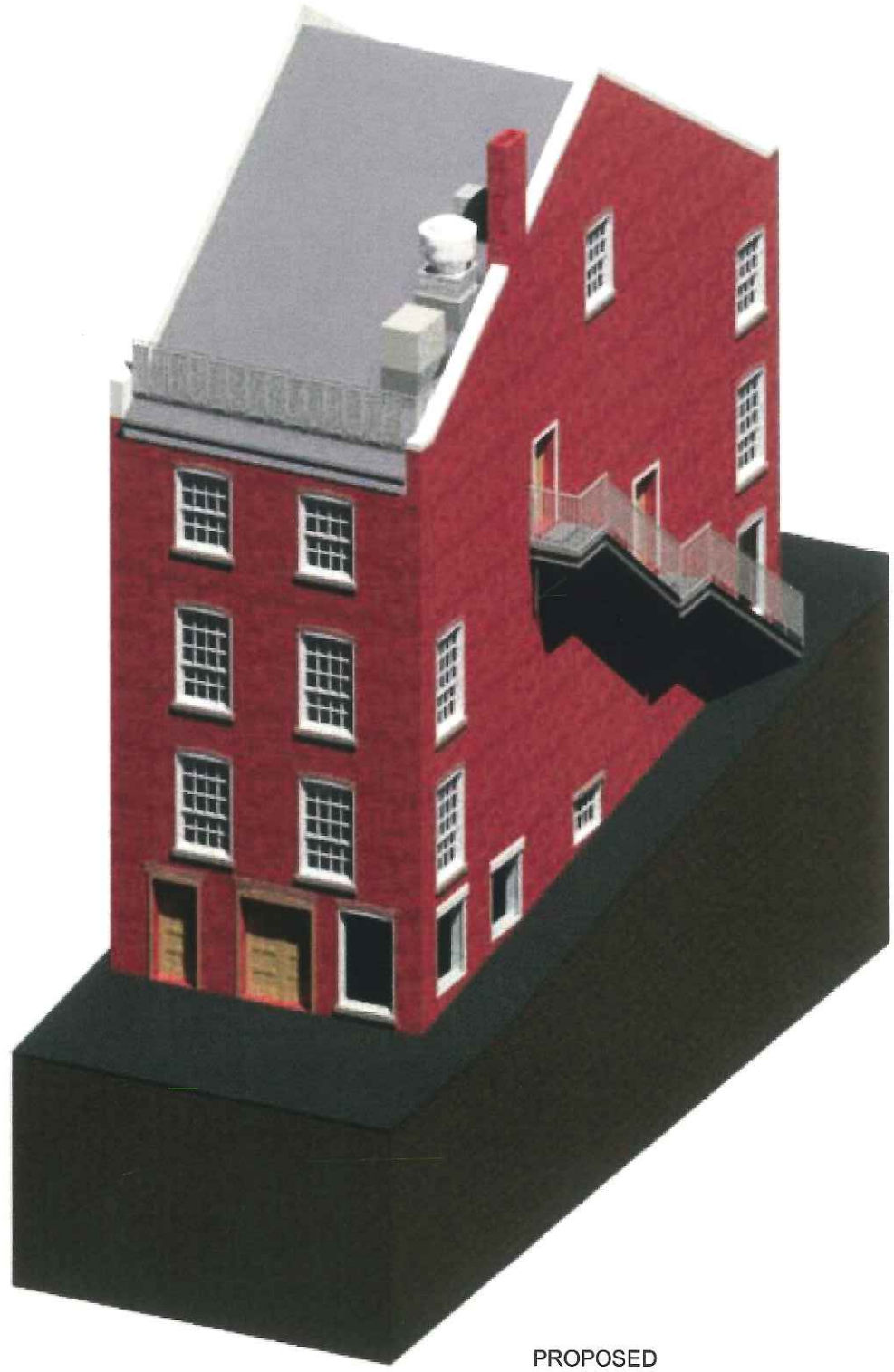
Dana Street Elevation  
 Replace existing rope handrail with code-compliant rail  
 Replace existing windows @ Wharf St. level at corner  
 Remove misc. conduit, brackets, hardware from entire facade



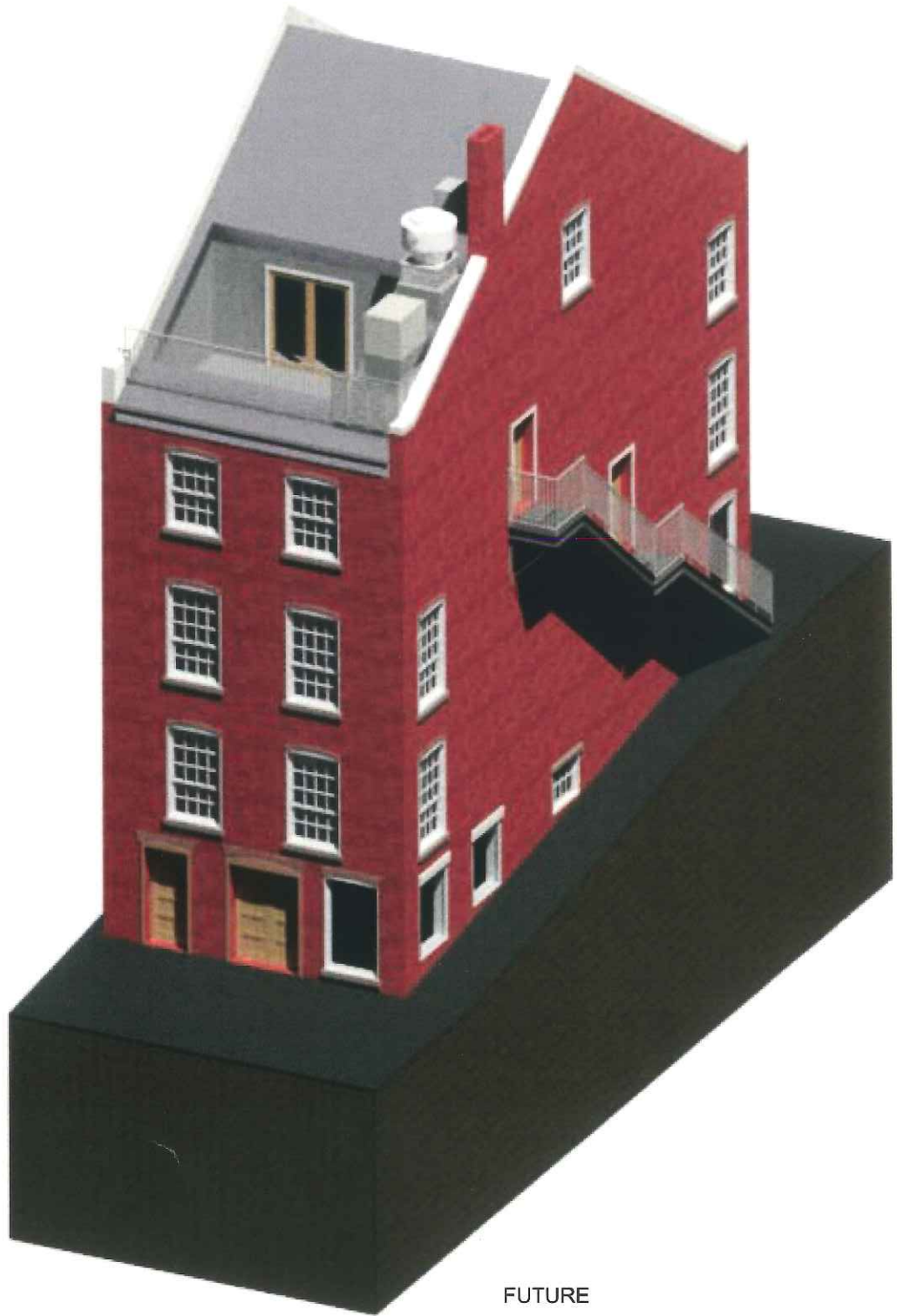
Wharf St. Elevation  
 Replace or improve existing doors  
 Remove existing wallpack fixture  
 Add flat signage above door



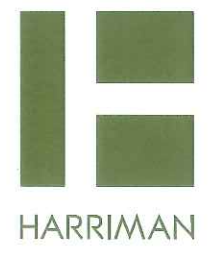




PROPOSED



FUTURE



GOULD RESTAURANT

PROPOSED/FUTURE ROOFSCAPE

# NCA-HPFA Belt Drive-High Pressure

Centrifugal Upblast Fans



### Features & Benefits

- Complete range of motors available to meet specific application needs
- Heavy duty construction, durable and weather resistant
- Non-overloading backward inclined wheels, blades and inlets fabricated from 3003-H14 aluminum
- Wall mount applications; units up to 24" nominal wheel can be wall mounted
- Forced fresh air through the motor compartment cools motor and ensures long motor life
- Quick release latches allow for easy access to motor compartment
- Variable pitch motor pulley allows for field adjustment and system balancing
- High efficiency combined with low tip speeds result in quiet operation
- External disconnect switch
- Fully welded, leak-proof grease drain
- Vibration isolation

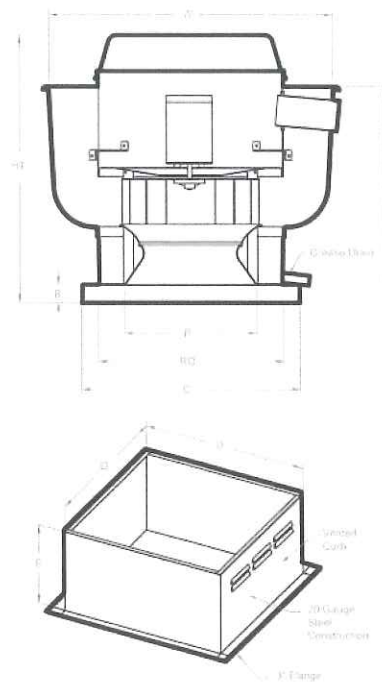
### Options

- Gravity Damper (UL 705 only)
- Motorized Damper (UL 705 only)
- Wall Mount Sleeve
- Bird Screen (UL 705 only)
- Grease Collection Box
- Roof Curb (vented & non vented)
- Base Hinging Kit or Hinged Sub Base (for NFPA96 compliance)

### Certifications

CaptiveAire® certifies that Models NCA14HPFA thru NCA30HPFA shown herein are licensed to bear the AMCA seal. The ratings shown are based on tests & procedures performed in accordance with AMCA Publication 211 and Publication 311, and comply with the requirements of the AMCA Certified Ratings Program.

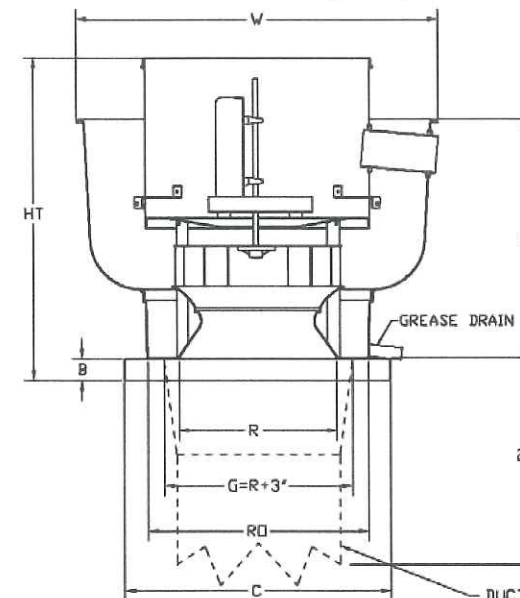
Models NCA14HPFA thru NCA30HPFA are ETL Listed and comply with UL705 (electrical) and UL762 Standards and CSA Std. C22.2, No. 113.



Measurements										
MODEL	HT	W	B	C	D	E	F	R	RO	Weight (lbs)
NCA14HPFA	30 1/2	33 3/4	2	24 3/4	23	20	23	14 7/8	20	140
NCA16HPFA	33 3/4	39 3/8	2	28	26 1/2	20	23 1/2	16 1/2	24	190
NCA18HPFA	33 3/8	38 7/8	2	28	26 1/2	20	23 1/2	16	24	195
NCA24HPFA	37 1/2	43 3/8	2	33	31 1/2	20	30 5/8	23 7/8	28	270
NCA30HPFA	40	52 3/4	2	40	38 1/2	20	33 1/2	24	36	410
NCA36HPFA	45 9/16	63 7/16	2	44	42 1/2	20	43 7/16	25 1/4	40	470

Motor Frame	
Model	Frame
NCA8HPFA	56
NCA10HPFA	56
NCA14HPFA	145T
NCA16HPFA	145T
NCA18HPFA	145T
NCA24HPFA	182T
NCA30HPFA	182T
NCA36HPFA	213T

### NCAHPFA SERIES UPBLAST EXHAUST FANS (UL762)



NCAHPFA BELT DRIVE CENTRIFUGAL UP-BLAST EXHAUST FANS DIMENSIONAL DATA AND FAN (BY OTHERS) DUCTWORK BETWEEN EXHAUST RISER ON HOOD AND FAN

FAN MODEL	HT	W	B	C	F	R	RO	WEIGHT LB
NCA14HPFA	30 1/2	33 3/4	2	24 3/4	23	14 7/8	21	140
NCA16HPFA	33 3/4	39 3/8	2	28	22 5/8	16 1/2	24	190
NCA18HPFA	33 3/8	38 7/8	2	28	29 1/2	18	24	195
NCA24HPFA	37 1/2	43 3/8	2	33	30 5/8	23 7/8	28	270
NCA30HPFA	40	52 3/4	2	40	33 1/2	24	36	410
NCA36HPFA	45 9/16	63 7/16	2	44	43 7/16	30	40	470

### FEATURES:

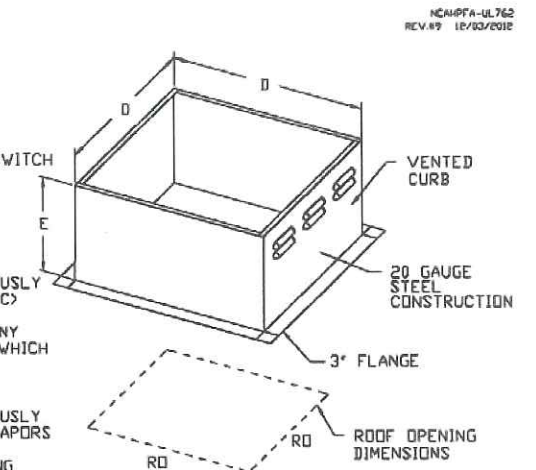
- ROOF MOUNTED FANS
- RESTAURANT MODEL
- UL762
- AMCA SOUND AND AIR CERTIFIED
- WIRING FROM MOTOR TO DISCONNECT SWITCH
- WEATHERPROOF DISCONNECT
- HIGH HEAT OPERATION 300°F (149°C)
- GREASE CLASSIFICATION TESTING

NORMAL TEMPERATURE TEST EXHAUST FAN MUST OPERATE CONTINUOUSLY WHILE EXHAUSTING AIR AT 300°F (149°C) UNTIL ALL FAN PARTS HAVE REACHED THERMAL EQUILIBRIUM, AND WITHOUT ANY DETERIORATING EFFECTS TO THE FAN WHICH WOULD CAUSE UNSAFE OPERATION.

ABNORMAL FLARE-UP TEST EXHAUST FAN MUST OPERATE CONTINUOUSLY WHILE EXHAUSTING BURNING GREASE VAPORS AT 600°F (316°C) FOR A PERIOD OF 15 MINUTES WITHOUT THE FAN BECOMING DAMAGED TO ANY EXTENT THAT COULD CAUSE AN UNSAFE CONDITION.

### OPTIONS:

- GREASE BOX
- HINGED FAN
- PITCHED CURB
- INSULATED CURB



PITCHED CURBS ARE AVAILABLE FOR PITCHED ROOFS. SPECIFY PITCH: EXAMPLE: 7/12 PITCH = 30° SLOPE

### CURB DIMENSIONAL DATA

FAN MODEL	D	E
NCA14HPFA	23	20
NCA16HPFA	26 1/2	20
NCA18HPFA	26 1/2	20
NCA24HPFA	31 1/2	20
NCA30HPFA	38 1/2	20
NCA36HPFA	42 1/2	20



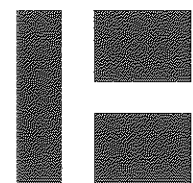
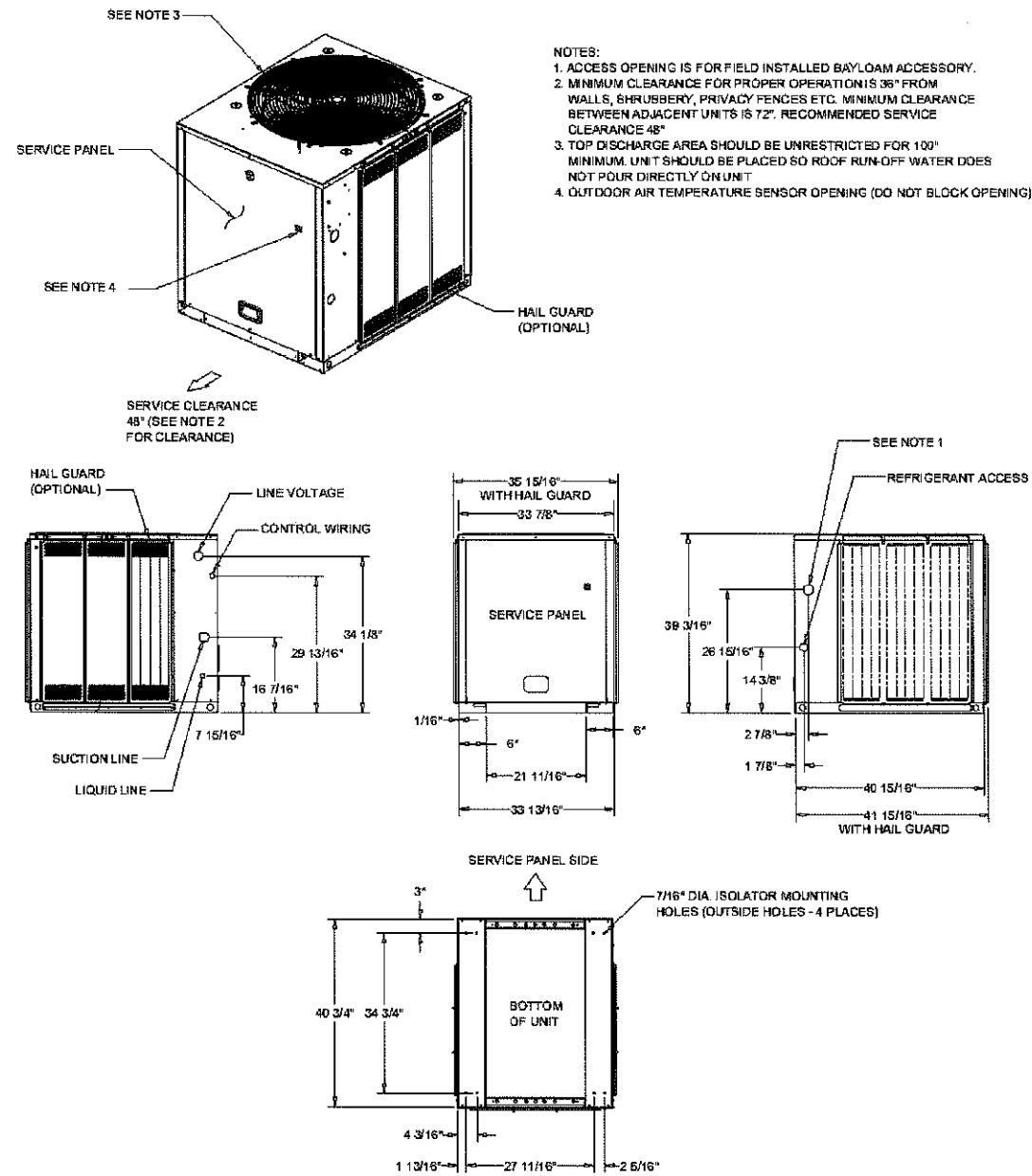
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GOULD RESTAURANT

EXHAUST FAN

## Dimensional Data

Figure 24. 6-7 1/2 Ton Condensing Unit, Single Compressor



## 1/2 To 6 HP Indoor & Outdoor Condensing Units

### Features & Benefits

#### Cabinet & Construction

- HyperCore™ microchannel coil technology standard on all units
- Painted steel cabinets for superior strength and corrosion protection
- Heavy duty steel raised base with 1-1/2" legs
- Fan guards and wiring conduit on indoor models

#### Serviceability

- Suction service valves for hermetic and scroll compressors located outside the cabinet for quick installations. Semi-hermetic compressor models have a suction valve on the compressor and an access fitting on the suction line entering the cabinet.
- Receiver with fusible plug, liquid shutoff valve and charging port is standard
- Large electrical panel for ease of access
- Prefabricated wiring harnesses for tight crimp connections and consistent labeling
- Unit stays on if the hood is removed for servicing
- Sight glass is easily viewable

#### Quality

- All units are completely leak tested in a helium environment, bump tested and allowed to cycle off on the high and low pressure control. Each unit has a copy of the run data shipped inside the electrical panel
- Electrical circuits are completely checked for continuity
- Piping is laid out to minimize stress and vibration and is pre-bent to eliminate leaks
- Encapsulated, auto-reset, high and low pressure controls to eliminate leaks (standard on all high and medium temperature models, adjustable low pressure control standard on low temperature models)

#### Components

##### Fan

- Specifically matched with motor and coil to attain maximum air movement and cooling

##### Motor

- Rated for 50 and 60 cycle application
- Standard PSC or optional Variable Speed EC (VSEC) with Orbus™ Controller

##### Compressor

- Wide variety of compressors including: hermetic, semi-hermetic and scroll. R-22 and R-404A/507 available for both medium and low temperature applications
- Spring-mounted compressors with vibration eliminators on all 1-1/2 to 6 HP semi-hermetic compressors; 1/2 to 1 HP compressors are rigid mounted and have a discharge loop
- Discharge service valves come standard on all units including hermetics



Typical Outdoor Hermetic Unit



Typical Outdoor Unit with three-way liquid-line filter and sight glass



Typical Outdoor Hermetic Unit with liquid filter drier and sight glass

3

## 1/2 To 6 HP Indoor & Outdoor Condensing Units

### HERMETIC COMPRESSORS Unit Specifications

Model	Fig. ++	Compressor	Connections (ID)		Receiver 90% Full Lbs.	Fan(s)	Dimensions			Net Wt. Lbs.	Sound Data dBA <sup>1</sup>
			Liquid	Suction			D (In.)	W (In.)	H (In.)		
MOH005D7	A	ART82C1	3/8	1/2	6.0	1	28-1/4	23-3/4	17-1/4	135	67
MOH008D7	A	RS64C2	3/8	1/2	6.0	1	28-1/4	23-3/4	17-1/4	141	68
MOH010D7	A	RS70C1	3/8	5/8	6.0	1	28-1/4	23-3/4	17-1/4	136	68
MOH015D7	B	CR18KQ	3/8	5/8	10.0	2	28-1/4	37-3/4	17-1/4	189	71
MOH020D7	B	CR24KQ	3/8	7/8	10.0	2	28-1/4	37-3/4	17-1/4	193	72
MOH029M2	C	CR37KQ	1/2	7/8	16.0	2	28-1/4	37-3/4	19-1/4	214	72
MOH030D7	D	CR37KQ	1/2	7/8	22.0	1	30-1/4	42-1/2	29-3/4	281	73
MOH040D7	D	CR53KQ	1/2	1-1/8	22.0	1	30-1/4	42-1/2	29-3/4	299	73
MOH050D7	D	CRN-0500	1/2	1-1/8	22.0	1	30-1/4	42-1/2	29-3/4	310	75
MOH005X6	A	RST45C1E	3/8	1/2	5.5	1	28-1/4	23-3/4	17-1/2	135	68
MOH008X6	A	RST55C1E	3/8	1/2	5.5	1	28-1/4	23-3/4	17-1/2	135	68
MOH009X6	A	RST64C1E	3/8	5/8	5.5	1	28-1/4	23-3/4	17-1/2	144	68
MOH010X6	A	RS70C1E	3/8	5/8	5.5	1	28-1/4	23-3/4	17-1/4	138	68
MOH015X6	B	CS10K6E	3/8	5/8	9.0	2	28-1/4	37-3/4	17-1/4	193	71
MOH020X6	B	CS12K6E	3/8	7/8	9.0	2	28-1/4	37-3/4	17-1/4	203	73
MOH025X6	B	CS14K6E	3/8	7/8	9.0	2	28-1/4	37-3/4	17-1/4	208	74
MOH030X6	D	CS18K6E	1/2	7/8	20.0	1	30-1/4	42-1/2	29-3/4	290	73
MOH032X6	D	CS20K6E	1/2	7/8	20.0	1	30-1/4	42-1/2	29-3/4	275	76
MOH040X6	D	CS27K6E	1/2	1-1/8	20.0	1	30-1/4	42-1/2	29-3/4	281	73
MOH050X6	D	CS33K6E	1/2	1-1/8	20.0	1	30-1/4	42-1/2	29-3/4	313	73
MOH011L6	A	CF04K6E	3/8	5/8	5.5	1	28-1/4	23-3/4	17-1/4	139	73
MOH014L6	A	CF06K6E	3/8	5/8	5.5	1	28-1/4	23-3/4	17-1/4	170	73
MOH019L6	B	CF06K6E	3/8	5/8	9.0	2	28-1/4	37-3/4	17-1/4	200	69
MOH025L6	B	CF09K6E	3/8	7/8	9.0	2	28-1/4	37-3/4	17-1/4	222	76
MOH031L6	C	CF12K6E	1/2	7/8	14.0	2	28-1/4	37-3/4	19-3/4	223	77
MOH005D6	A	RST45C1E	3/8	1/2	5.5	1	28-1/4	23-3/4	17-1/4	135	68
MOH009D6	A	RST64C1E	3/8	5/8	5.5	1	28-1/4	23-3/4	17-1/4	144	68
MOH010D6	A	RS70C1E	3/8	5/8	5.5	1	28-1/4	23-3/4	17-1/4	138	68
MOH015D6	B	CS10K6E	3/8	5/8	9.0	2	28-1/4	37-3/4	17-1/4	193	71
MOH025D6	B	CS14K6E	3/8	7/8	9.0	2	28-1/4	37-3/4	17-1/4	208	74
MOH032D6	D	CS20K6E	1/2	7/8	20.0	1	30-1/4	42-1/2	29-3/4	275	76
MOH040D6	D	CS27K6E	1/2	1-1/8	20.0	1	30-1/4	42-1/2	29-3/4	281	73
MOH050D6	D	CS33K6E	1/2	1-1/8	20.0	1	30-1/4	42-1/2	29-3/4	313	73

++ = See Dimensional Drawings for details

<sup>1</sup> = Estimated sound pressure values are 10 feet from the unit. For estimating sound pressure from the unit at different distances, deduct the following from the unit values: 20 feet, deduct 6 dBA for 40 feet, deduct 12 dBA for 80 feet, deduct 18 dBA. This data is typical of "free field" conditions for horizontal air cooled condensing units at the outlet of the discharge air. The actual sound measurements may vary depending on the condensing unit installation. Factors such as reflecting walls, background noise and mounting conditions may have a significant influence on this data.

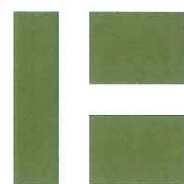
### Electrical Data

Model Number	Part Number	Power Supply			Compressor		Fan Motor			MCA		MOPD		Evap. Fan Amps	Defrost Heater Amps
		Volts	Ph	HZ	RLA	LRA	Qty.	HP	FLA	Air	Elec.	Air	Elec.		
MOH005D722	ART82C1-CAV	208-230	1	60	5.9	30.0	1	1/15	0.5	15.0	20	15	20	8.0	15
MOH008D722	RS64C2-CAV	208-230	1	60	6.9	37.0	1	1/15	0.5	15.0	20	15	20	8.0	15
MOH010D722	RS70C1-PFV	208-230	1	60	6.3	34.2	1	1/15	0.5	15.0	20	15	20	7.0	15
MOH010D723	RS70C1-TFC	208-230	3	60	4.2	31.0	1	1/15	0.5	15.0	20	15	20	8.6	15
MOH015D722	CR18KQ-PFV	208-230	1	60	8.1	41.0	2	1/15	1.0	15.0	24	15	25	6.0	19
MOH015D723	CR18KQ-TF5	208-230	3	60	4.9	40.0	2	1/15	1.0	15.0	24	15	20	7.0	19
MOH015D724	CR18KQ-TFD	460	3	60	2.8	23.0	2	1/15	1.0	15.0	20	15	20	^	^
MOH020D722	CR24KQ-PFV	208-230	1	60	12.2	70.5	2	1/15	1.0	20.0	29	25	30	6.0	23
MOH020D723	CR24KQ-TF5	208-230	3	60	6.7	40.0	2	1/15	1.0	15.0	24	15	25	9.0	19
MOH020D724	CR24KQ-TFD	460	3	60	3.6	28.0	2	1/15	1.0	15.0	20	15	20	^	^
MOH029M22	CR37KQ-PFV	208-230	1	60	16.7	100.3	2	1/15	1.0	21.8	38	35	50	12.0	30
MOH029M23	CR37KQ-TF5	208-230	3	60	9.9	85.0	2	1/15	1.0	15.0	38	20	40	12.0	30
MOH029M24	CR37KQ-TFD	460	3	60	5.0	39.0	2	1/15	1.0	15.0	15	15	25	^	^
MOH030D722	CR37KQ-PFV	208-230	1	60	16.7	100.3	1	1/3	3.5	24.3	38	40	50	12.0	30
MOH030D723	CR37KQ-TF5	208-230	3	60	9.9	85.0	1	1/3	3.5	20.0	38	25	40	12.0	30
MOH030D724	CR37KQ-TFD	460	3	60	5.0	39.0	1	1/3	1.9	15.0	24	15	25	^	^

<sup>A</sup> Power supplied by customer. <sup>1</sup> Consult factory for 50 HZ applications.

Per UL and NEC, RLA values have been calculated by dividing the Maximum Continuous Current (MCC) by 1.56.

9



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REFRIGERATION CONDENSING UNIT

04/23/13

## Deb Andrews - 12752 Gould Restaurant HP Submittal Addendum

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**From:** "Richard B. Borrelli" <rborrelli@harriman.com>  
**To:** <dga@portlandmaine.gov>  
**Date:** 4/23/2013 5:14 PM  
**Subject:** 12752 Gould Restaurant HP Submittal Addendum  
**Attachments:** Equipment Screen Details.pdf; Window Brick Mold Details.pdf; Gould Restaurant.pdf

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Deb,

Here, as requested, are the following:

**1. Window Brick Mold Details**

Per the photo of the existing, original display windows on the Fore Street side, this is what we intend for the Wharf/Dana display windows.

**2. Equipment Screen Details**

Per the cut sheets provided, this aluminum rail system will be 4'-0" in height from the roof surface, installed 1'-4" horizontally back from the eave edge. The infill will NOT be glass, but a textured laminated metal panel. All parts shall be dark grey in color to blend with the roof. This system shall allow other infill material such as glass or cable rail or aluminum pickets to be installed in the future should the exterior deck become a reality.

Please let me know if you need any additional information. I appreciate your help in making this as clear as possible.

I have also included the ENTIRE presentation inclusive of the two addenda sheets for your use.

Thanks.

**Richard B. Borrelli**, AIA

Senior Architect

207.212.6049 (mobile)



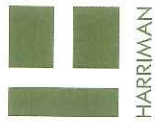
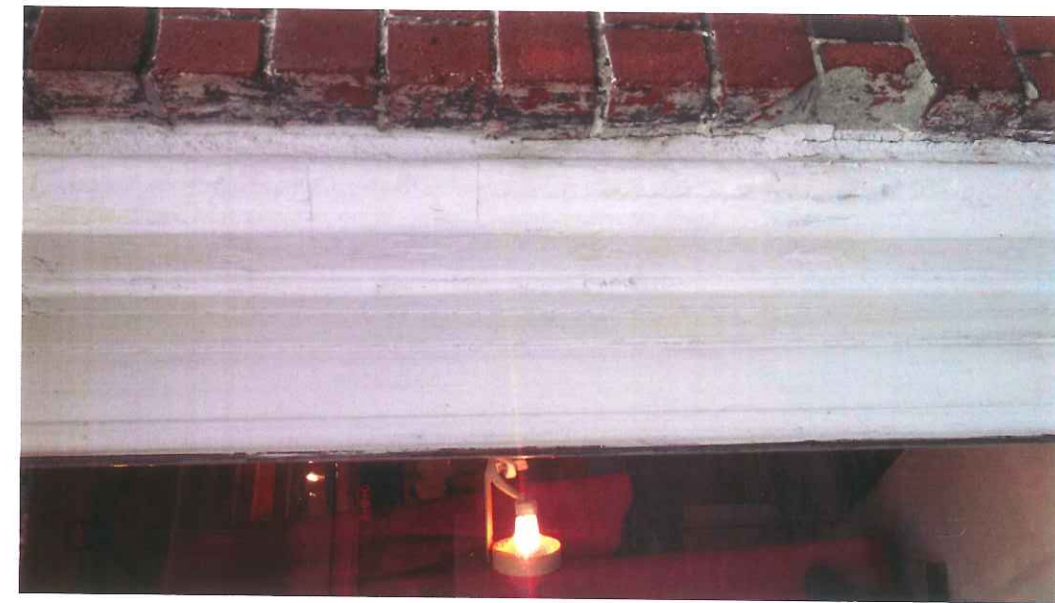
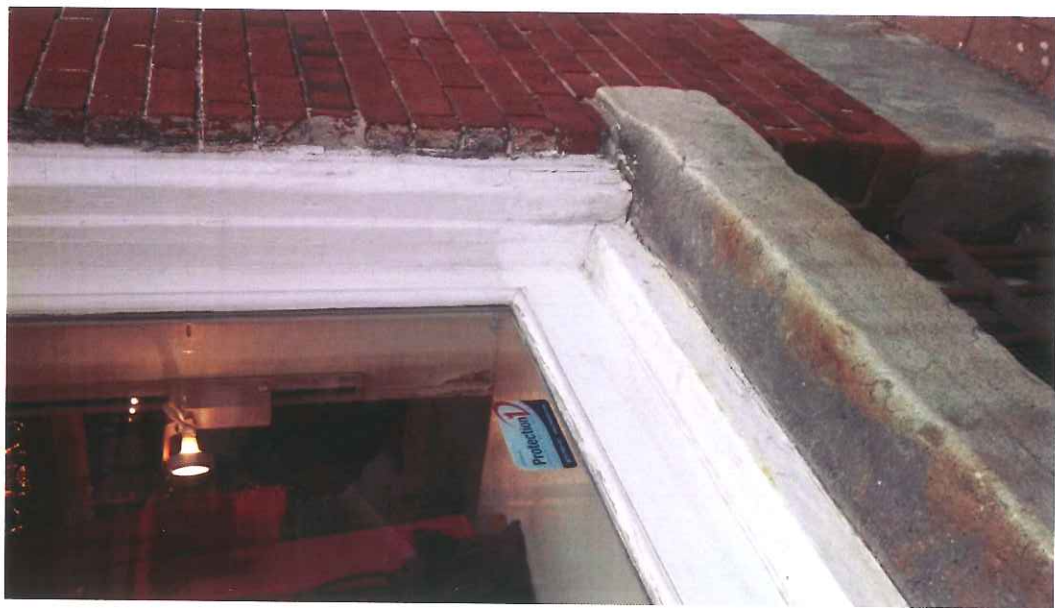
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Portland, ME 04101

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## WINDOW BRICK MOLD DETAILS

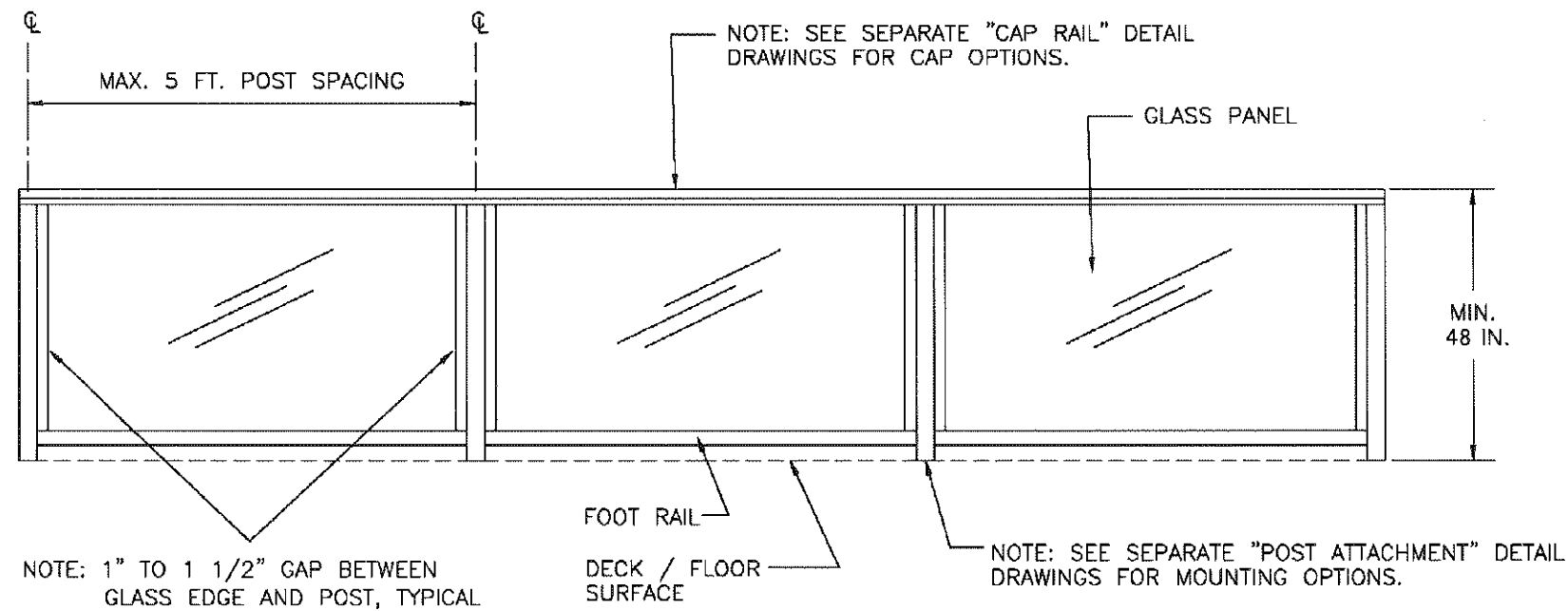
04/23/13



## Glass Infill Systems

RAILING: GLASS PANEL INFILL  
36" HIGH ALUMINUM FRAME  
(NOTE: DETAIL SIMILAR FOR 42" HIGH FRAME)

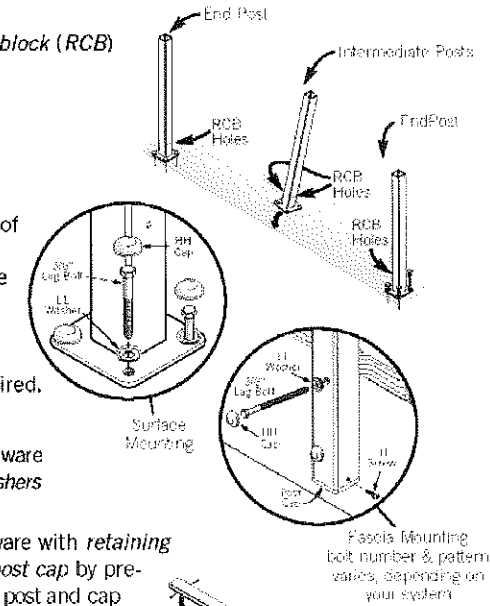
DWG # RAIL GLASS REV 1  
DATE 11/07



1) **Check Contents Of Packages:** Verify that all parts have arrived and that they match the packing list.

2) **Gather and Identify All Posts:** Use the *rail connecting block (RCB)* holes on each *post* to identify the post type:

- End posts – RCB holes on one side only.
- Intermediate posts – RCB holes on opposite sides.
- Single corner posts – RCB holes on adjacent sides.



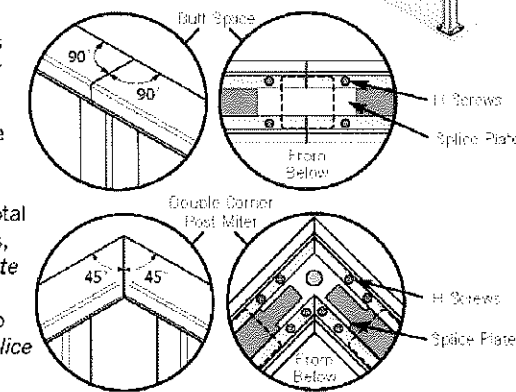
3) **Anchor Posts:** Position and fasten all *posts*. The sides of the posts with RCB holes should be facing the adjacent *post(s)*. Be sure that the posts are plumb, in-line with one another, and spaced a **maximum** of 5 feet apart. The lag bolts must have a minimum of 3" of thread penetration into solid wood for a proper, secure post attachment; use additional wood blocking and/or longer bolts may be required. Expansion anchors can be supplied for concrete base.

- **Surface mounting:** anchor each *post* using provided hardware (see detailed sheet included in your order) with retaining washers and large plastic caps.
- **Fascia mounting:** anchor each *post* using provided hardware with retaining washers and large plastic caps. Finish with an *internal post cap* by pre-drilling post & screwing a *H screw* through the side of the post and cap flange to secure cap.

If you are mounting posts using the *stanchion mount* or *fascia bracket mount* methods, please call for additional installation details.

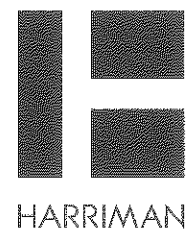
4) **Cut & Attach Cap Rails:** Cut the *cap rail* to length and then snap it into position on top of the *posts*. Be sure to attach *decorative end caps* (see step #6) to any ends that terminate against a wall face or that have limited access.

- **Butt splices:** always cut the *cap rail* at 90 degrees and center the joint over a *post*. Use a rectangular splice plate with four *H screws* to secure the joint.
- **Mitered corner joints with double corner posts:** the *cap rail* will extend past each of the corner *posts* and the actual miter joint will be unsupported. Remember to cut each *cap rail* miter at 1/2 the total corner angle (i.e. if the corner angle is 90 degrees, cut each miter at 45 degrees). Add one *splice plate* to connect and stabilize the miter joint. Insert the plate before setting the two rail sections down of top of the posts; use eight (8) *H screws* to secure the *splice plate* to the rails.



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EQUIPMENT SCREEN DETAILS