

TOWN OF STRATFORD
Feasibility Study for a New Elevator
at Sterling House Community Center
March 19, 2013



PREPARED BY
ANTINOZZI ASSOCIATES
271 Fairfield Avenue
Bridgeport, CT 06604



ANTINOZZI ASSOCIATES
ARCHITECTURE & INTERIORS

Town of Stratford
Feasibility Study for a New Elevator
at Sterling House Community Center

2283 Main Street
Stratford, CT 06615

TABLE OF CONTENTS:

- 1.) EXECUTIVE SUMMARY
- 2.) PROJECT INFORMATION
 - Town Assessor's Information
 - Zoning Regulations
 - National Register of Historic Places (NRHP) listing
- 3.) EXISTING PROJECT CONDITIONS
 - Aerial Photo
 - Existing Floor Plans
 - Existing Condition Photos
- 4.) SUMMARY OF FINDINGS
 - Building Code
 - Zoning Regulations
 - Accessibility
 - Historic Preservation
- 5.) APPROVED SCHEME
- 6.) PROJECT BUDGET
- 7.) PROCESS DOCUMENTATION
 - Initial Presentation to Sterling House Building Committee – October 24, 2012
 - Follow-Up Presentation to Sterling House Building Committee – January 03, 2013
 - Building Elevation Presentation to Stratford Historic District Commission – January 13, 2013
See Presentation form January 03, 2013.
 - Building Elevation Revisions Presented to Stratford Historic District Commission - February 07, 2013



March 19, 2013

Mr. Louis D. Perno ACSW
Executive Director
Sterling House Community Center
2283 Main Street
Stratford, CT, 06615

Re: RFP #2012-001
Feasibility Study for a New Elevator
at Sterling House Community Center
Stratford, CT

Dear Mr. Perno,

The material in this report represents a synthesis of all of the various site observations as well as project meetings held with staff, the Building Committee from the Sterling House Community Center and the Town of Stratford's Historic District Commission (SHDC). This Feasibility Study will demonstrate a design evolution which incorporates the input of all these various stake holders and which analyzes the challenges of adding an elevator to this historic property.

The team began by documenting all of the existing conditions and meeting with the end users and the Building Committee to ascertain their needs. Day-to-day activities were discussed as well as the role that the Sterling House Community Center plays in meeting the needs of the community. For example, a more efficient and larger reception/office area is needed to accommodate the large number of parents during activity registration. The Food Bank, located in the basement is a significant community outreach program which could be improved through this addition. Better access for deliveries as well as a separate entrance allowing different hours of operation will enhance this program.

Through these meetings and our analysis of the existing conditions we came to the conclusion that the best location for a new elevator is positioned on the Westerly side of the building where there currently is a metal fire escape. This location will allow for a construction sequence concurrent with the operation of the community center. Also, by locating the addition "outside" of the building there is less complication in coordination of existing structure as well as preservation of the interior's historic wood trim. The addition of a new elevator and exit stair will improve the day-to-day functioning of the community center, allowing staff to easily move from floor to floor. In addition, a greater measure of safety will result with the addition of a code compliant stair. It should be noted that although the new elevator will provide access to all floors of the community center, the building will not be completely "Accessible" in the view of the building code (ANSI). Please see discussion on Accessibility.



ANTINOZZI ASSOCIATES
ARCHITECTURE & INTERIORS

271 Fairfield Avenue
Bridgeport, Connecticut 06604

t 203.377.1300 f 203.378.3002

www.antinozzi.com

Mr. Louis D. Perno, Executive Director
19 March 2013
Page 2 of 2

In addition to improvements made to the building itself, a number of Site Improvements are recommended to enhance the sequence of entry from the parking lot. Part of these enhancements will provide for a safer more efficient separation of Pedestrian and Vehicular traffic. The improvements to the building and site as outlined in this Feasibility Study will enhance the role that the Sterling House Community Center has to the public and will ensure that the facility continues to serve the citizens of Stratford for years to come.

Finally, we would like to thank you for the opportunity to work with you in developing this Feasibility Study for this worth-while community resource.

Sincerely,
ANTINOZZI ASSOCIATES, PC

Peter W. Rader, AIA
Project Architect

Powered by Vision Government Solutions, Inc.



MBLU : 40/9 12/ 10/ / /
Location: 2283 MAIN ST
Owner Name: TOWN OF STRATFORD
Account Number: 1036400

Parcel Value

Item	Current Appraised Value	Current Assessed Value	FY 2010 Appraised Value	FY 2010 Assessed Value
Buildings	1,071,900	750,330	805,700	563,990
Xtra Bldg Features	12,500	8,750	12,500	8,750
Outbuildings	163,700	114,590	175,300	122,710
Land	1,335,600	934,920	1,335,600	934,920
Total:	2,583,700	1,808,590	2,329,100	1,630,370

Owner of Record

TOWN OF STRATFORD
 TB STERLING HOUSE PARK

Ownership History

Owner Name	Book/Page	Sale Date	Sale Price
TOWN OF STRATFORD	438/0338	1/29/1968	0

Land Use

Land Use Code	Land Use Description
929	Mun Com Bldg

Land Line Valuation

Size	Zone	Appraised Value	Assessed Value
4.26 AC	CA	1,335,600	934,920

Construction Detail

Building # 1	
STYLE Office Bldg	Stories: 2.00
Roof Structure Gable	Roof Cover Clay Tile
Interior Floor 1 Hardwood	Heating Fuel Gas
AC Type Central	Heat/AC Heat/AC Split
Baths/Plumbing Average	Ceiling/Wall Ceil & Walls
Wall Height 10	Exterior Wall 1 Brick
	Interior Wall 1 Plastered
	Heating Type Forced Air-Duc
	Frame Type Masonry
	Rooms/Prtns Average

Building Valuation

Living Area: 10,482 square feet	Replacement Cost: 1,579,755	Year Built: 1886
Building Value: 805,700		

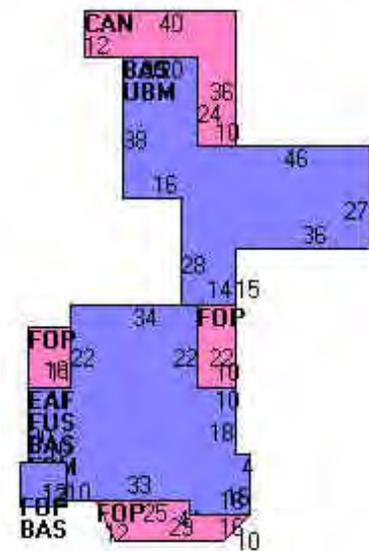
Extra Features

Code	Description	Units	Appraised Value
FPL	Fireplace	7 Units	12500

Outbuildings

Code	Description	Units	Appraised Value
SPL1	Pool Inground Concrete	3700 S.F.	110100
PAV	Paving Asphalt	11648 S.F.	14400
FOP	Porch Open Porch	200 S.F.	2500
SHD1	Shed Frame	216 S.F.	1300
PAV	Paving Asphalt	10482 S.F.	13000
FGR1	Garage Frame	528 S.F.	8100
GAZ1	Gazebo	300 S.F.	4500
FN1	FENCE-4' CHAIN	230 L.F.	1200
BHS1	Com Bath Hse	345 S.F.	3500
SHD1	Shed Frame	110 S.F.	700
LT1	Lights in with pole	3 Units	4400

Building Sketch



Subarea Summary

Code	Description	Gross Area	Living Area
BAS	First Floor	4818	4818
CAN	Canopy	720	0
EAF	Finished Expansion Attic	2410	844
FBM	Finished Basement	2410	2410
FOP	Finished Open Porch	875	0
FUS	Finished Upper Story	2410	2410
UBM	Unfinished Basement	2264	0

Construction Detail

Building # 2

STYLE Warehouse

Exterior Wall 1 Average

Roof Cover Built Up

Interior Floor 1 Concr-Finished

Heating Type Hot Air-no Duc

Heat/AC Heat/AC Pkgs

Stories: 1 Story

Roof Structure Flat

Interior Wall 1 Minim/Masonry

Heating Fuel Gas

AC Type Central

Frame Type Steel

Building Valuation

Living Area: 12,320 square feet

Replacement Cost: 532,458

Year Built: 2011

Building Value: 266,200

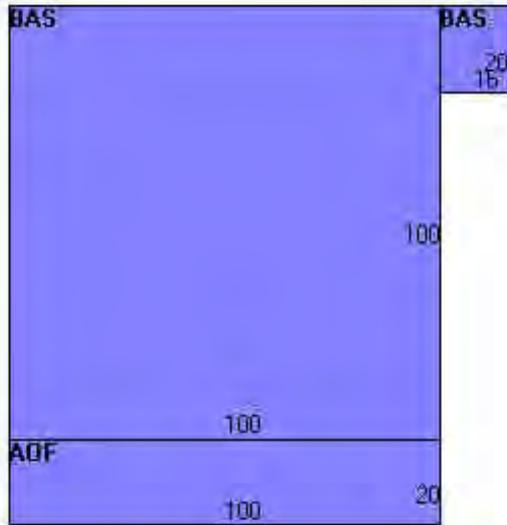
Extra Features

Code	Description	Units	Appraised Value
	No Extra Building Features		

Outbuildings

Code	Description	Units	Appraised Value
	No Outbuildings		

Building Sketch



Subarea Summary

Code	Description	Gross Area	Living Area
AOF	Office Area	2000	2000
BAS	First Floor	10320	10320

7.2 Uses specifically prohibited in CA Districts

In addition to those uses disqualified by the provisions of section 7.1, the following are expressly prohibited.

7.2.1. Dry cleaning, dyeing or laundry establishments employing more than eight persons.

7.2.2. Live poultry market, or poultry market where killing or picking is done on the premises.

7.2.3. The display or sale of any article out of doors.

7.2.4. Ice plant, bottling works or milk distributing station.

7.3 Off-street parking requirements for CA districts

Each establishment shall meet the minimum off-street parking requirements of section 12. As part of, or in addition to those requirements, each establishment shall:

7.3.1. Pavement at the lot lines shall be to a grade which will permit vehicular movement across the lot lines.

7.3.2. Provide for rear yard reception of all merchandise, fuel and supplies and removal of refuse.

7.4 General requirements for CA Districts

7.4.1. Min. lot area	7,500 sq.ft.
Min. lot width	60 feet
Min. front yard	10 feet
Min. lot depth	100 feet
Min. lot area per family unit	3,750 sq.ft. except for residence apartments.
Min. lot area per hotel or motel room,	1,000 sq.ft.

One sideyard min.	16 feet
Rear yard min.	32 feet
Building coverage maximum	50% of lot area.
Building height maximum	35 feet
Max. Impervious Area (B)	80%
Min. Open Space (B)	20%

A) The first half of the minimum required front yard shall consist of non-impervious surfaces and shall be landscaped with trees, shrubs, lawns, or suitable ground cover. Provision shall be made for walkways and driveways necessary for operation.

B) The minimum open space and the maximum impervious area requirements shall be adhered to prior to any increase or alteration of impervious area, floor area and building area square footage.

7.4.2. In CA and CF districts, except on a side adjacent to an RS District, the 16 foot side yard may be omitted and buildings built to the common lot line, provided the rear yard has other continuous 16 foot right of way for public use to a public street. This shall be in the form of a permanent easement across the necessary adjacent property and shall be on file in the office of the town clerk of the Town of Stratford.

7.4.3. In CA and CF districts the minimum rear yard depths may include a 16 foot public right of way extending from lot line to lot line in such a manner as to provide continuous public access from either adjacent rear yard to the other, or from one adjacent rear yard to a street.

7.4.4. All rear or side lot lines adjacent to RS Districts shall be fenced to a height of five feet above grade in such a manner as to obscure 50% or more of vision through any square foot of the fence; except for a distance of 20 feet from any street the height shall be reduced to two feet. (Effective 10/21/86)

7.4.5. On lots where the Zoning Commission may stipulate that the topography does not permit rear yard parking a second side yard of 32 feet will be required. In that event neither side yard may be omitted, but the rear yard minimum may be reduced to 10 feet.

12.5. Parking space requirements.

Unless otherwise specifically approved by the Zoning Commission, required parking facilities shall contain not less than the minimum areas set forth below, exclusive of driveways necessary for access. Except in the case of 1 and 2 family dwellings, rooftop or indoor parking, excluding ramps, may be included in the required area. For offices, home occupations, and bed and breakfast establishments in RS Districts, the following additional standards shall apply: 1) no parking spaces shall be provided in the front yard and 2) provision shall be made for a turn-around onsite.

12.5.1. For one and two family residences, one space for each dwelling unit.

12.5.1.1 For residential developments of three to nine dwellings, 1.5 spaces for each dwelling unit which is an efficiency and/or one bedroom unit and 2.0 spaces for each dwelling unit containing two or more bedrooms.

12.5.2. For residence apartments, 2.0 spaces for each dwelling unit plus additional guest parking spaces at 10% of the total number of spaces required.

12.5.3. For offices in RS Districts and for permitted home occupations, 2 spaces, in addition to the requirements of 12.5.1.

12.5.4. For financial institutions, non-medical office buildings, retail stores, personal service shops, and similar business buildings, one space for each 250 square feet of gross floor area. (Effective 4/26/00)

For medical office use, one space for each 165 square feet of gross floor area. (Effective 4/26/00)

12.5.5. For main auditorium or churches, for theaters, assembly halls, or stadiums, one space for every four seats or for each 200 square feet, whichever is the greater.

12.5.6. For places of public assembly or public recreation not otherwise listed, one space for each 150 square feet of floor area.

12.5.7. For restaurants, clubs, taverns or bars, one space for each 60 square feet of total floor space, including any outdoor service area. (Effective 2/19/97, with revisions effective 4/26/00)

12.5.7.1. For drive-in restaurants or take-out establishments, one space for each 100 square feet of gross floor area including any outdoor service area. (Effective 4/26/00)

12.5.8. For hotels, lodging or boarding houses, one space for each guest room or suite. In the case of restaurants or other public rooms in a hotel which are open to nonresidents thereof, additional parking facilities shall be provided as prescribed in paragraphs 12.5.6 and 12.5.7.

12.5.8.1. For Bed and Breakfast establishments, two spaces for the dwelling plus one space for each guest room.

12.5.9. For hospitals, clinics, sanitariums or convalescent homes, one space for each 3 patient beds, excluding bassinets.

12.5.9.1 For assisted living residential facilities parking shall be provided at a minimum of one (1) space for every two (2) dwelling units at the facility plus one (1) space for each employee at peak shift but in no event less than twenty-five (25) employee parking spaces.

12.5.10. For undertakers' establishments, one space for each 100 square feet of floor area open to the public.

12.5.11. For motels and tourist courts, one space for each guest room plus one space for each 600 square feet of additional floor space.

12.5.12. For industrial and manufacturing establishments and similar buildings, one space for each 400 square feet of gross floor area. (Effective 4/26/00)

For warehouse and wholesale establishments and similar buildings, one space for each 1,000 square feet of gross floor area. (Effective 4/26/00)

For a self storage facility one space for every five thousand (5,000) square feet of gross floor area

12.5.13. For marinas and yacht clubs, one space for each boat berth and/or mooring plus one boat trailer space 10'x40' in size per 20 boat berths. (Effective 1/27/87)

12.5.14. For Affordable Housing Developments, 2 spaces for each unit plus additional guest parking spaces at 10% of the total number of spaces required.

12.5.15 For Planned Economic Developments. Unless reduced by the Zoning Commission as set forth hereinafter, parking spaces shall be provided for each use at the rate of eighty (80) percent of the applicable requirements in section 12.5 and shall comply with the provisions of Sections 12.1, 12.3, 12.6, 12.7, 12.8, 12.9, and 12.10 of these regulations. The parking requirements set forth above may be reduced by the Zoning Commission where the Applicant provides documentation acceptable to the Commission demonstrating that peak use of certain parking facilities by neighboring developments within the PED will not occur at the same time or that other factors will permit multiple use of parking facilities, provided that the ratio of parking spaces to aggregate floor area shall not fall below 2.50 spaces per 1,000 square feet at any stage of development of the entire tract.

12.6. Parking space.

12.6.1. A parking space for one motor vehicle shall have minimum dimensions of 9 feet in width and 20 feet in length exclusive of driveways, aisles and maneuvering space appurtenant thereto, and shall have direct access to a street.

12.6.2. In parking lots that are over 50 spaces in size, 35% of the spaces can be made to service compact motor vehicles. The size of these compact spaces shall be 8 feet in width by 16 feet in length.

Compact parking stalls shall be grouped in contiguous, uniform stalls and shall have signs placed in appropriate locations indicating parking for compact vehicles only.

All or any part of the parking spaces provided in addition to those required by these regulations may be for compact vehicles.

12.7. Layout and location of off-street parking facilities.

12.7.1. No parking in connection with any nonresidential use shall be so located that motor vehicles may enter or leave the parking area across a sidewalk except at a point or points approved as part of a plan as required by section 12.3.

12.7.2. In any residence district, no required off-street parking facility shall be developed within the required front yard, or shall be developed within 5 feet of a side or rear lot line.

12.7.3. Any parking required for business uses in a business district shall not be provided in a residence district except as provided in section 3.4. Any parking required for industrial uses in an industrial district shall not be provided in a residence district.

12.8. Required off-street loading berths.

12.8.1. For a public library, museum, art gallery, or similar quasi-public institution, or governmental building, community center, hospital or sanitarium, nursing or convalescent home, institution for children or the aged, or school with floor area of 5,000 to 10,000 square feet, 1 berth; for each additional 25,000 square feet or major fraction thereof, 1 additional berth.

12.8.2. For buildings with professional, governmental, or business offices, or laboratory, establishments with floor area of 10,000 to 25,000 square feet, 1 berth; for each additional 25,000 square feet, or fraction thereof up to 100,000 square feet, 1 additional berth; for each additional 50,000 square feet or major fraction thereof, 1 additional berth.

12.8.3. For buildings with offices and retail sales and service establishments, 1 berth for 5,000 to 10,000 square feet of floor area, and 1 additional berth for each additional 15,000 square feet of floor area or major fraction thereof so used.

12.8.4. For undertakers establishments, 1 berth. Such berths shall be at least 10 feet wide, 20 feet long, and 7-1/2 feet high.

12.8.5. For hotels, 1 berth for each 20,000 square feet of floor area.

12.8.6. For manufacturing, wholesale and storage uses, and for dry-cleaning and rug-cleaning establishments and laundries, 1 berth for 5,000 to 10,000 square feet of floor area, in such use, and 1 additional berth for each additional 20,000 square feet of floor area or major fraction thereof so used.

12.8.7. For restaurants and other places serving food and beverages, 1 berth for the first 2,500 to 5,000 square feet of floor area, and 1 additional berth for each additional 7,500 square feet of floor area or major fraction thereof so used.

12.8.8. Reasonable and appropriate off-street loading requirements for structures and land uses which do not fall within the categories listed above shall be determined, in each case, by the Zoning Commission which shall consider all factors entering into the loading and unloading needs of such use.

12.9. Size, location and access.

Each required loading berth shall be at least 12 feet wide, 33 feet long, and 14 feet high. Unobstructed access, at least 10 feet wide, to and from a street shall be provided. Such access may be combined with access to a parking lot. All permitted or required loading berths shall be on the same lot as the use to which they are accessory.

12.10. Surfacing.

Required minimum parking and truck loading facilities shall be provided with minimum surfacing of bituminous concrete. All parking spaces where adjacent to a street shall have a concrete safety curb not less than 8 inches high, except at point of access. If the area for parking is 40,000 square feet or more the drainage of said area shall be subject to the approval of the engineering department of the Town of Stratford.

12.11. Parking facilities in RS District.

Off-street parking as permitted in RS District by subsection 4.1.9 shall be so arranged that no vehicles can be parked within 50 feet of any residence structure not on the lot and the area used for parking shall be separated from adjacent RS Districts by a fence not less than 4 feet high and obscuring at least 50% of the vision through any square foot of fence area except that for 20 feet from any street line the fence may be reduced to 3 feet in height. Lighting for any parking area shall be so arranged or shaded that the source of light is not visible from any residence window off the lot and within 75 feet of the light source. Where in the opinion of the Zoning Commission the above requirements are not

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

For HCRS use only

received **NOV 22 1983**

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Stratford Center Historic District

and/or common Stratford Center Historic District

2. Location

Roughly bounded by E. Broadway, Ferry Blvd., Housatonic River, Connecticut Trpk., Birdseye, and

street & number

See Continuation Sheet

n.a.

not for publication Main Sts.

city, town Stratford

n.a. vicinity of

congressional district

Third

state Connecticut

code 09

county Fairfield

code 001

3. Classification

Category

- district
- building(s)
- structure
- site
- object

Ownership

- public
- private
- both

Public Acquisition

- in process
- being considered
- n.a.

Status

- occupied
 - unoccupied
 - work in progress
- Accessible**
- yes: restricted
 - yes: unrestricted
 - no

Present Use

- agriculture
- commercial
- educational
- entertainment
- government
- industrial
- military
- museum
- park
- private residence
- religious
- scientific
- transportation
- other:

4. Owner of Property

name Multiple

street & number

city, town

n.a. vicinity of

state

5. Location of Legal Description

courthouse, registry of deeds, etc. Stratford Town Clerk

street & number 2725 Main Street

city, town Stratford

state Connecticut

6. Representation in Existing Surveys

title State Register of Historic Places has this property been determined eligible? yes no

date 1983 federal state county local

depository for survey records Connecticut Historical Commission

city, town Hartford

state Connecticut

7. Description

Condition

excellent deteriorated
 good ruins
 fair unexposed

Check one

unaltered
 altered

Check one

original site
 moved date _____

Describe the present and original (if known) physical appearance

The Stratford Center National Register Historic District is a 300-building historic enclave situated along the west bank of the Housatonic River immediately to the south and east of the Connecticut Turnpike (Interstate 95) in the Town of Stratford, Connecticut. It contains the intact contiguous portion of an early nucleated village, the origins of which date to 1639. It contains examples of most major architectural styles which found expression in the domestic architecture of west coastal Connecticut between the late-17th century and the present time.

The District boundaries have been drawn to roughly parallel the area laid out into houselots by the first English inhabitants. The site was selected on account of its being readily defensible, with the wide river estuary to the east and impassable tidal marshes on the south and west. A wood palisade marked the northern extent of the settlement (also the present District boundary) at Broad Street.

The north/south thoroughfares, Main and Elm Streets, were laid out with a width of eight to twelve rods, and the three original cross streets (Broad Street, Stratford Avenue and South Avenue) divided the settlement into deep blocks, the centers of which could be farmed in case of a long siege. Main Street has 25-foot-wide aprons (the space between highway and sidewalk), and the houses across it are generally approximately 150 feet apart. Elm Street to the south of Stratford Avenue contains an especially wide (75-foot) apron along its west side. The deep blocks were subdivided during the 18th, 19th and early 20th centuries, and the area presently contained within the District measures some seven blocks from north to south and from one to three blocks east to west.

The area to the south of the District still contains some marshland, although much has been filled during the present century for the construction of modern housing and industrial plants. To the south of Birdseye Street are a handful of pre-20th century structures, but these exist in a severely compromised environment of dense housing of recent construction. To the west, the Connecticut Turnpike neatly separated the District from a 20th-century neighborhood of sharply differing scale, and to the south of this the west boundary has been drawn to include the nucleated village-scaled, mostly 18th and 19th-century structures along Main and West Broad Streets while deleting an early-20th-century neighborhood to the west which constitutes an entirely separate developmental entity. To the east, the Housatonic River and some former marshland (now mostly reclaimed and developed for commercial use) form the boundary, which also excludes Academy Hill Terrace, a mid-20th-century housing development. The north boundary does not include the modern commercial center of Stratford, which was redeveloped after 1915, and also deletes an unrelating 20th-century residential development between Broad Street and the Connecticut Turnpike. Also not included is a 20th-century strip commercial development along Stratford Avenue at the center of the District.

The present District includes most of what was the built-up area of the town at the beginning of the present century. The former farm and woodlands which surrounded it now contain solidly built-up neighborhoods which stand in sharp contrast to what had been developed in previous centuries. The District, then, with its large-scaled houselots and concentration of historic architecture, comprises a clearly-identifiable entity of an historic town center.

Following is a description of the individual streetscapes contained within the District:

Main Street has always been the focal point of the town, the setting for its churches, public institutions and the like and the location of the finest houses. The northern half is

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input checked="" type="checkbox"/> other (specify)

Specific dates 1639-20th century Builder/Architect Unknown

Statement of Significance (in one paragraph)

Criteria A (History), C (Architecture) and D (Archeology)

The old center of Stratford contains a substantially intact 17th-century village plan, later adapted for use as a suburban community with the advent of the railroad and the trolley car. (Criterion A). One of the earliest places to be settled along the coastline of Long Island Sound, the district has a well preserved concentration of historic buildings which represent the architectural development of a Connecticut seaport town over a period of some three centuries. The 17th- and 18th-century homesteads, Federal period town-houses, Greek Revival and Victorian villas, and early-20th-century suburban houses have thus far withstood massive redevelopment efforts and continue to evoke a strong sense of small town antecedents. (Criterion C). The Academy Hill Green area, site of 17th-century fortifications, presents the potential for archeological investigation. (Criterion D).

The Town of Stratford was founded in 1639 by the Rev. Adam Blakeman and a contingent of his followers from the settlements of the Connecticut River Valley. From its beginnings, it was included within the jurisdiction of the Connecticut Colony (its neighbor to the east, Milford, was part of the New Haven Colony). The early English settlers were drawn to the location by its situation at the mouth of a navigable river, with its safe anchorage, as well as by prospects for trade with inland regions; by its extensive available pasturage in the form of salt meadows, and by its fertile, ledge-free soil and marine climate. The township extended west to what is now Park Avenue in Bridgeport and north to the Halfway River and included all or part of the present towns of Bridgeport, Trumbull, Easton, Monroe and Huntington.

Prior to the 1650s the inhabitants had managed to fence off a number of peninsulas jutting into the Sound for livestock pasture and crop cultivation. These were known by such names as Old Field, New Field, and New Pasture. By the 1660s three gristmills -- two powered by the tide and one by a swift-flowing inland stream -- provided for the needs of the town. For at least the first quarter century all dwellings were located within the confines of the village center for protection against Dutch or Indian attack.

Stratford appears to have been an important and influential town during its early years. The area laid out into house lots, for example, was much larger than at adjoining Fairfield or Milford, both also established in 1639. Stratford was the parent town of a number of other settlements,

9. Major Bibliographical References

Town of Stratford Land Records
Wilcoxson, William Howard: History of Stratford, Connecticut. Stratford: Stratford Tercentenary Commission, 1939.
Stratford Historic District Study Committee: Report on the Proposed Academy Hill Historic District. Submitted Fall, 1976.

10. Geographical Data

Acreage of nominated property 220

Quadrangle name Milford; Bridgeport

Quadrangle scale 1:24000

UTM References

A

1	8
---	---

6	5	7	0	2	0
---	---	---	---	---	---

4	5	6	0	4	4	0
---	---	---	---	---	---	---

Zone Easting Northing

B

1	8
---	---

6	5	7	0	6	0
---	---	---	---	---	---

4	5	6	1	0	4	0
---	---	---	---	---	---	---

Zone Easting Northing

C

1	8
---	---

6	5	6	8	0	0
---	---	---	---	---	---

4	5	6	0	0	8	0
---	---	---	---	---	---	---

D

1	8
---	---

6	5	6	8	6	0
---	---	---	---	---	---

4	5	6	1	0	6	0
---	---	---	---	---	---	---

E

1	8
---	---

6	5	6	5	4	0
---	---	---	---	---	---

4	5	6	1	2	4	0
---	---	---	---	---	---	---

F

1	8
---	---

6	5	6	8	6	0
---	---	---	---	---	---

4	5	6	1	7	6	0
---	---	---	---	---	---	---

G

1	8
---	---

6	5	7	0	6	0
---	---	---	---	---	---

4	5	6	1	2	8	0
---	---	---	---	---	---	---

H

1	8
---	---

6	5	7	0	0	0
---	---	---	---	---	---

4	5	6	0	4	2	0
---	---	---	---	---	---	---

Verbal boundary description and justification

See Item 7 page 1 for boundary justification
See attached Continuation Sheets for verbal description

List all states and counties for properties overlapping state or county boundaries

state	NA	code	NA	county	NA	code	NA
state	NA	code	NA	county	NA	code	NA

11. Form Prepared By

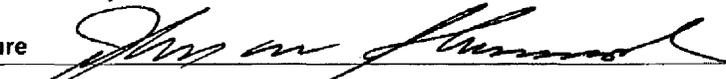
name/title Charles W. Brilvitch, National Register Consultant - edited by John Herzan, National Register Coordinator
 organization Connecticut Historical Commission date September 1978
 street & number 59 South Prospect Street telephone 203/566-3005
 city or town Hartford state Connecticut

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

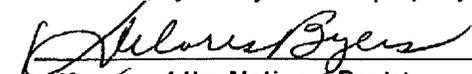
State Historic Preservation Officer signature 

title Director, Connecticut Historical Commission date November 18, 1983

For NPS use only

I hereby certify that this property is included in the National Register

Entered in the National Register


Keeper of the National Register

date 12/22/83

Attest: _____ date _____
Chief of Registration

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

Stratford Center Historic District, Stratford, CT

Continuation sheet Location

Item number 2

Page 1

For NPS use only

received

date entered

Street & number:

901-967 Academy Hill; 688-974 Broad Street; 720-972 East Broadway;
1433-2335 Elm Street (odd number side); 1492-2320 Elm Street (even number
side); 717-965 Judson Place; 5-110 Lindsley Place; 1361-2336 Main Street;
65 Monument Place; 19-50 Shore Road; 872-973 South Avenue; 640-674 Strat-
ford Avenue (even number side); 627-841 Stratford Avenue (odd number side);
909-937 Stratford Avenue (both sides); easternmost property northside--
967 Wells Place; 1077-1160 West Broad Street; 24-194 White Street.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

Stratford Center Historic District, Stratford, CT

CONTINUATION SHEET Description ITEM NUMBER 7 PAGE 1

highlighted by the First Congregational Church and Christ Episcopal Church, two mid-19th century structures located close by their Colonial burying-grounds, the 19th century library, and St. James Roman Catholic Church, an early 20th century edifice. Nearly half the buildings on this street (as is the case throughout the district) are of pre-Civil War vintage, and later infill structures have maintained the scale and harmony of the existing framework. (Photos 5, 6, 7, 11)

Elm Street, once known as Front Street, parallels Main Street one block closer to the Housatonic. Its houses are only slightly less imposing in general than those along Main Street, and there are some notable pre-Revolutionary dwellings (particularly the William Beach and Captain Samuel Southworth houses) that must have been showplaces of the town two and one-quarter centuries ago.

East Broadway, the northern boundary of the district and highway to the Washington Bridge over the Housatonic, contains several pre-Revolutionary houses, a smattering of Federal era half-houses, and a concentration of Italianate and Gothic dwellings built in the 1850s. (8, 9)

Judson Place, apparently laid out circa 1880, contains several handsome Queen Anne and Colonial Revival houses in the block between Main and Elm Streets. East of Elm Street is a development of identical two and one-half story Victorian Gothic houses built around 1890.

White Street includes additional components of the Victorian Gothic development of Judson Place as well as a mixture of Greek Revival, Italianate, and Queen Anne workers' houses.

Broad Street is highlighted by a development of six houses between Main and Elm Streets (apparently coupled with the remodeling of the David Plant house at the corner of Elm Street) that dates from around 1850. The houses face Academy Hill Green. The Main Street end of the grouping is closed off by the present Stratford Red Cross building, an unusually impressive Italianate villa. (Photos 1, 4, 10)

Academy Hill Green is an open space of approximately six acres occupying the north and west slopes of "Watch House Hill", the location of seventeenth century fortifications. It was also the site of the Congregational Church in the 18th century, and takes its name from an early 19th century school. Today its only occupants are a Civil War monument and the 18th century Episcopal cemetery. (Photo 3)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

Stratford Center Historic District, Stratford, CT

CONTINUATION SHEET Description ITEM NUMBER 7 PAGE 2

West Broad Street, once a segment of the Boston Post Road, is separated at this point by the South Parade Grounds, a small public common. At the west end is the Frederick Benjamin mansion, one of the state's best examples of a fully-developed Italianate villa. (2)

Stratford Avenue includes the previously mentioned commercial strip which has been omitted from the district. East of Elm Street it becomes a narrow lane that connects with the Lower Dock (see Shore Road for description). The south side here is lined with early houses of a generally lesser scale than those found in the rest of the village, and were perhaps the homes of workmen connected with port activities. The north side has not been included in the district as it consists of a row of World War I-era two family houses which are incompatible with the district in terms of density and scale.

Shore Road skirts the Housatonic River from Mac's Harbor to the Lower Dock. It includes the Housatonic Boat Club, a late Victorian structure. At Lower Dock is a public wharf (now known as Bond's Dock), the origins of which go back at least a century and a half. There is also a cluster of port-related buildings, including a store, several early houses, and what was apparently an oysterman's cottage.

South Avenue, the center of the earliest English settlement, transverses an area known as "Sandy Hollow". Its houses are generally lesser reflections of the architectural styles represented on the main streets.

Following is an inventory of the district's buildings:

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

Stratford Center Historic District, Stratford, CT

CONTINUATION SHEET Description ITEM NUMBER 7 PAGE 20

- C STRATFORD LIBRARY, 2203 Main Street--Romanesque, 1894, 1½ stories, hip roof, flank entrance, cut granite with tile roof. William H. Miller, architect, Ithaca, N.Y.
- C 2220 MAIN STREET--Queen Anne, c. 1890, 2 stories plus attic, front & side gable roof, side entrance, wood shingle siding.
- C ABIJAH McEWEN HOUSE, 2225 Main Street--Georgian/Federal, 1790, 2 stories plus attic, side gable roof, center entrance, clapboarded; rusticated quoins, central Palladian window, elaborate detail throughout.
- NC 2252 MAIN STREET--1961, 1 story plus attic, front gable roof, center entrance, brick with clapboard.
- C 2268 MAIN STREET--Colonial, late 18th century, 2 stories plus attic, side gable gambrel roof, center entrance, wood shingle siding; center Palladian window and other Colonial Revival detail apparently added c. 1900.
- C 2278 MAIN STREET--Commercial Italianate, c. 1860, 1 story plus attic, front gable roof, center entrance, clapboarded.
- C STERLING HOUSE, 2283 Main Street--Shingle Style/Romanesque, 1886; 2 stories plus attic, side gable roof, center entrance, yellow brick with brownstone & terra cotta trim.
- C DAVID BROOKS HOUSE, 2288 Main Street--Saltbox, 1715, 2 stories plus attic side gable roof, center entrance (double door with archaic classical enframement with "Tudor rose" decoration), wood shingle siding.
- C 2296 MAIN STREET--Federal, c. 1810, 2 stories plus attic, side gable roof, side entrance, wood shingle siding.
- C FIRST CONGREGATIONAL CHURCH, 2301 Main Street--Swiss Gothic, 1857-9, front & side gable roof, center entrance, clapboard & board & batten siding; incongruous colonial corner tower substituted in late 1950s. Leopold Eidlitz, architect.
- C 2318 MAIN STREET--Greek Revival, c. 1850, 2 stories plus attic, front gable roof, side entrance, clapboarded; notable Doric order porch and doorway.
- C 2336 MAIN STREET--Italianate, c. 1850, 2 stories, monitor roof, center entrance, clapboarded; original veranda replaced by colonial portico.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received

date entered

Stratford Center Historic District, Stratford, CT
Continuation sheet Significance Item number 8

Page 1

including Woodbury (set off in 1674 after an ecclesiastical dispute in the Stratford Church) and Newtown in 1705. There was an extensive coastal and West Indies trade as well as an important linen industry.

Like most areas of New England, Stratford was a Puritan community, with its Congregational meeting house at the summit of a hill at the town center. However, there were also a substantial number of followers of the Church of England, which resulted in the founding of Connecticut's first Episcopal parish here in 1707. One especially influential citizen during the eighteenth century was Dr. Samuel W. Johnson, "Father of Episcopacy in Connecticut," who was also the founder of King's College (now Columbia University) in New York. His son was William Samuel Johnson, member of the Constitutional Convention, first President of Columbia College, and first United States Senator from Connecticut.

By the time of the Revolutionary War, Stratford's influence was at its zenith. The town still controlled its originally-granted hinterlands, and its large population (5,555) made it the largest town in Fairfield County. Its port, centered at the Lower Dock, carried on extensive trading of local produce in the Southern colonies and the West Indies and was a base for the Housatonic River and Long Island Sound fisheries. The village was the commercial center for a wide area of southwestern Connecticut.

For some unknown reason (or perhaps because of the conservatism of established businessmen) the influence of Stratford Center began to decline after the war. Many young veterans settled at the western edge of the town around Newfield Harbor where a village was laid out in the 1780s. This village, by 1800 called Bridgeport, seemed to sap the vitality of both Stratford and Fairfield, its neighbor to the west, and its growth and power mushroomed in the shipping boom of the early nineteenth century. By 1821 Bridgeport held a majority of voters over Stratford Center, and it was decided that the two communities be officially separated (the northern two-thirds of Stratford had become the independent town of Huntington in 1789).

Judging from architectural evidence, Stratford did not completely languish in the shadow of her daughter town during the first half of the nineteenth century. New structures were built, but they fit within the old traditional Colonial framework of town development. Houselots remained large, and wide streets never needed to be encroached upon. There are a number of examples of Stratfordites moving to Bridgeport or New York to make their fortunes and returning to the village for the summer months, which perhaps accounts for some of the sophisticated Greek Revival architecture encountered.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received

date entered

Stratford Center Historic District, Stratford, CT
Continuation sheet Significance Item number 8

Page 2

The New York and New Haven Railroad, completed in 1848, did little to attract industry to the town, but it did consolidate the business district in an area between the station and the Congregational Church as well as make the village available to Bridgeport commuters for suburban housesites. A number of impressive Italianate villas of the 1850s and '60s still distinguish the village.

A nineteenth century writer described the character of Stratford Center in this period:

"Our Stratford, if not a place of pilgrimage or fame, has advantages and charms which are not to be summed up in one single sentence. Nor has it committed itself to any fixed idea or exhausted its strength in any one direction. The place is unique, with a character and ways of its own; it has the flavor of wealth without the turmoil of commerce or manufactures; the flavor of exclusiveness without the pretenses of fashion; the flavor of culture without any tinge of pedantry. It is rural, yet neither primitive nor crude; easily accessible, yet isolated by its contrast to its surroundings; picturesque, though it offers little to the seeker of wild and romantic scenery; a place of 'summer resort' yet affording no facilities to the vulgar tourist. It is in New England, yet curiously unlike New England in most of its characteristics, while its quiet, mellow tone, tending to soothe the mind and inspire contentment, generally suggests the remark that is is 'so English.'"

Stratford's population in 1890 stood at 2,608, centered mainly in the village with the remainder scattered on outlying farms. The Bridgeport Horse Car Company extended its lines down Stratford Avenue in 1891, however, making available low-priced building lots without high city taxes and beginning the town's period of growth as a bedroom town for urban industrial workers. Public gas and water were made available in 1905, and electrification took place in 1908.

An intensive boom period began around 1914, with the expansion of Bridgeport's munitions industry. Hundreds of new homes were built all over the town, and by 1918 the population was estimated at 10,000. An article by Ruth Ogden appearing in the Bridgeport Sunday Post of 3 October 1915 describes the new Stratford Trust Company and gives an insight into developments at that time:

"....Business is business and Stratford is growing -- is in fact coming into its own at last according to the views of Walter Goddard, secretary-treasurer of the new concern, who feels that Stratford would have been the logical place for a city to grow up, rather than Bridgeport, and that if its inhabitants had shown some signs of enterprise in the far past,

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received

date entered

Stratford Center Historic District, Stratford, CT
Continuation sheet Significance Item number 8

Page 3

Main Street, Stratford, would now have the white lights instead of Main Street, Bridgeport. Looking out on the beautiful wide street, placid in the sunlight of a rare October morning, one -- or at least I -- felt rather inclined to congratulate the early settlers on their lack of push. However, that is neither here nor there. The people are coming to Stratford, and coming fast, and apparently the new Trust company has seized upon the psychological moment to make its appearance upon the stage."

The article goes on to deplore the destruction of a Colonial house allegedly built in 1670 for the construction of the bank's new headquarters.

The movement towards preservation of this house, while unsuccessful, drew such notables as Mrs. William Howard Taft to the town and perhaps served as inspiration for the retention and restoration of other early buildings.

At any rate, it is apparent that Stratford's historic architecture came to be appreciated in the early part of the present century. Feature articles in Bridgeport newspapers focused attention on important buildings and lauded efforts at adaptive reuse.³ Several historic houses were moved out of the way of new construction to more protected locations, and new buildings reflected pride in the area's heritage in its general use of Colonial Revival forms. As with many old New England village centers that came to be populated by people of means, a de facto historic district came into existence which controlled architectural designs by neighborhood pressure, succeeding in preserving it as an historic enclave in the midst of modern developments.

Stratford has grown to a population today in excess of 50,000. During World War II aircraft manufacturing came into prominence as a local industry, which continues at present. The nearby Bridgeport Municipal Airport and the Connecticut Turnpike have taken their toll on the historic ambiance of the village, and new apartment, office, and commercial developments surround it on all sides. It remains, however, a noticeably different environment, a seventeenth century village plan still functioning in the midst of a modern industrial suburb with its essential qualities of space and scale intact.

The only major changes from pre-World War II character to date have been the conversion of many houses to office use. However, the existing balance is a delicate one, and only a handful of scarring, incompatible intrusions could destroy the qualities that have been retained after more than three centuries and blend the historic center in with the rest of the mainly undistinguished town.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received

date entered

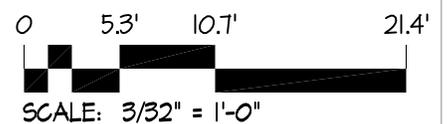
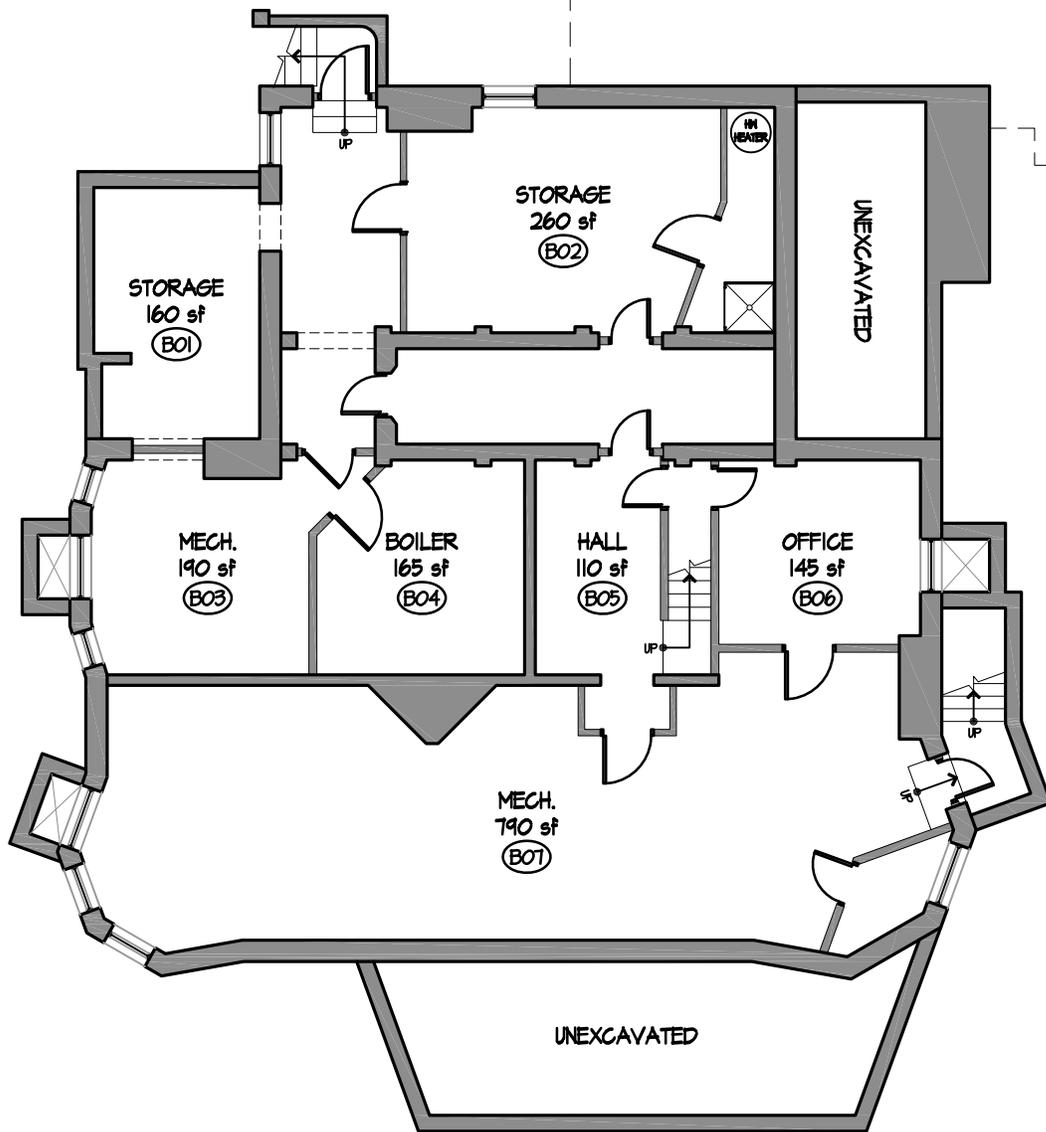
Stratford Center Historic District, Stratford, CT
Continuation sheet Significance Item number 8

Page

4

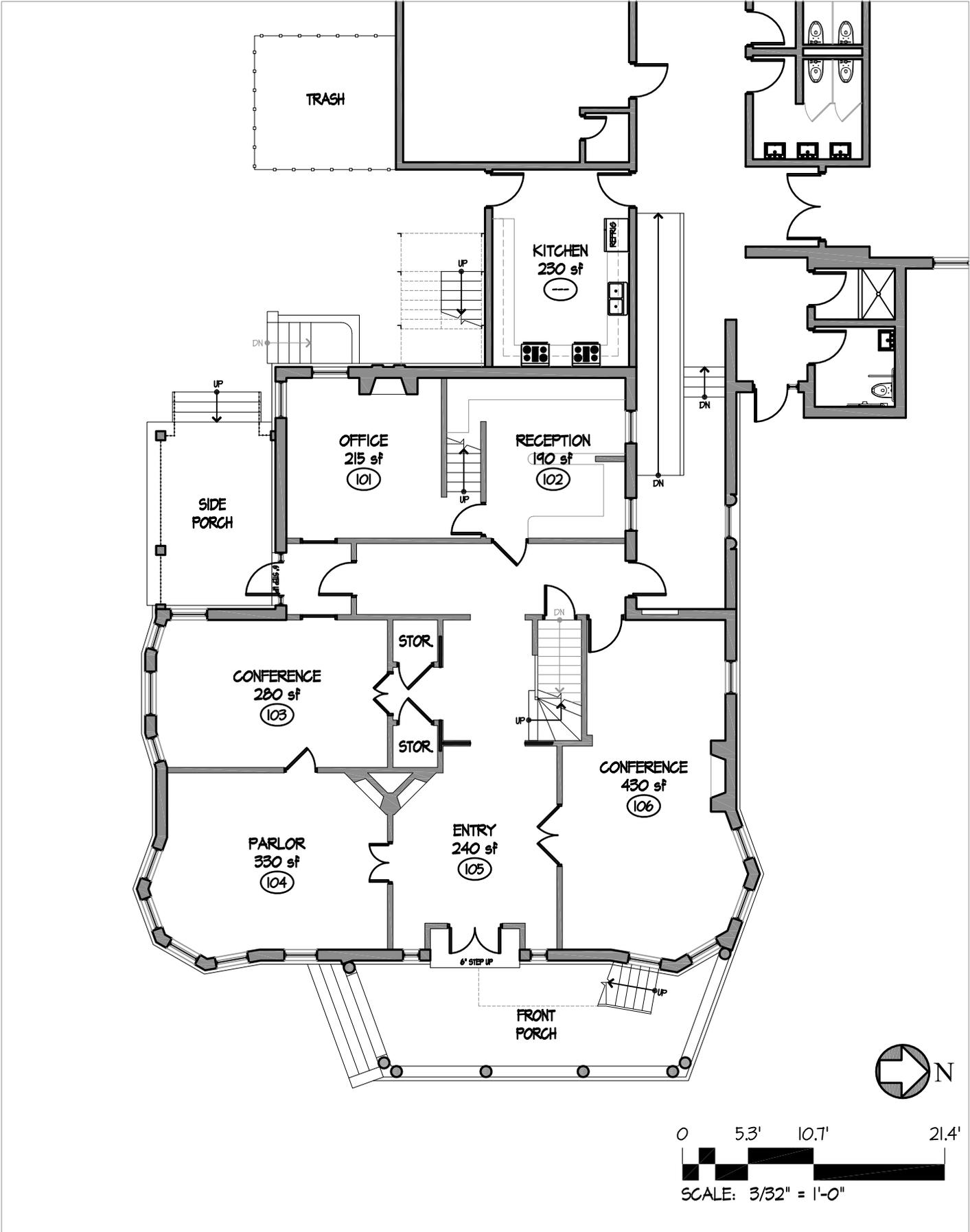
1. Quoted in Wilcoxson, William H., History of Stratford, p. 621.
2. Ibid., p. 769.
3. Many of these articles, written by Helen Harrison, are preserved in a bound volume of "Historic Houses" on file at the Historical Collections, Bridgeport Public Library.



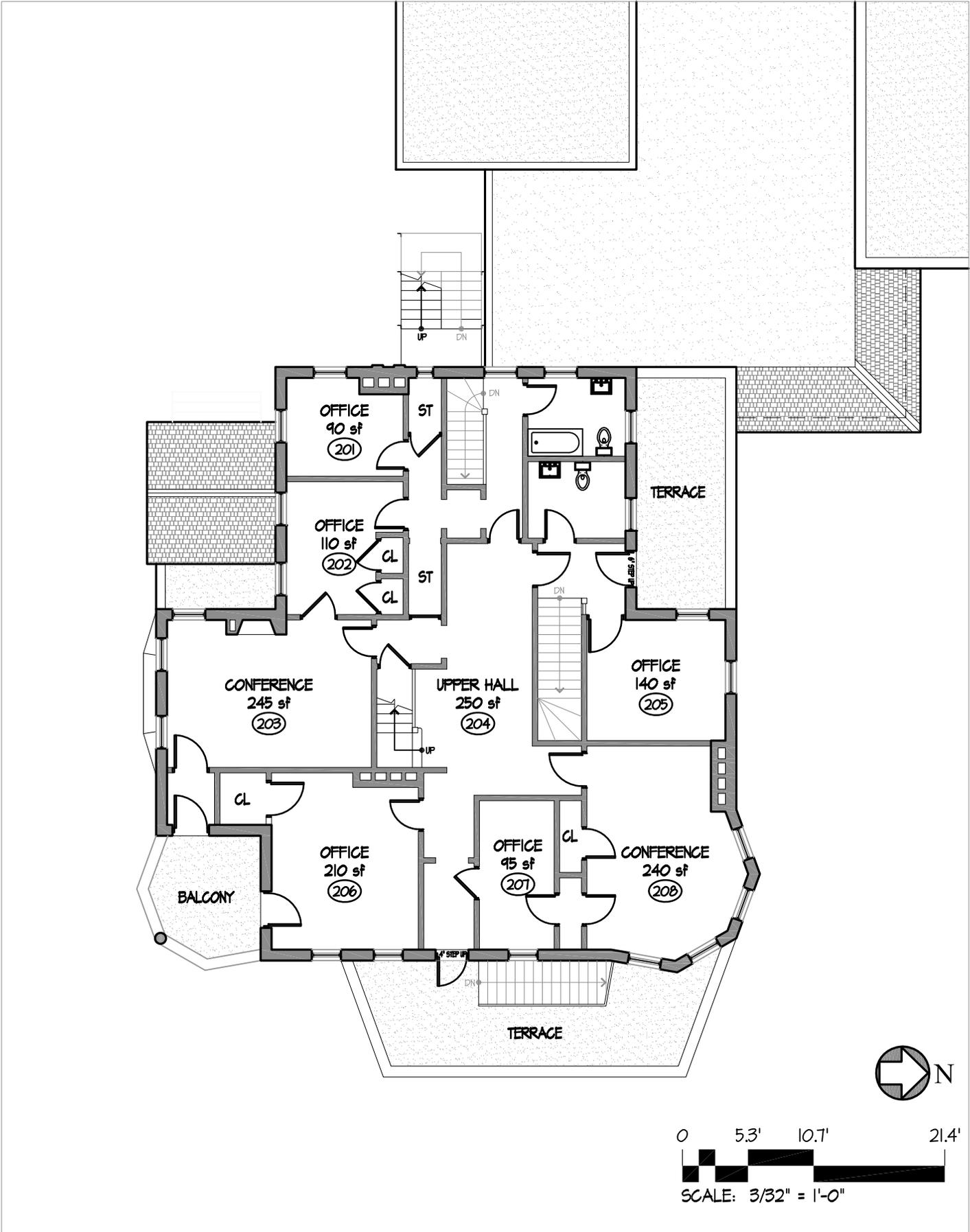


EXISTING FLOOR PLAN
BASEMENT

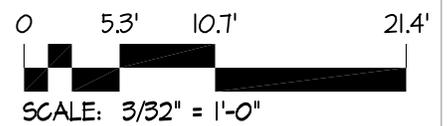
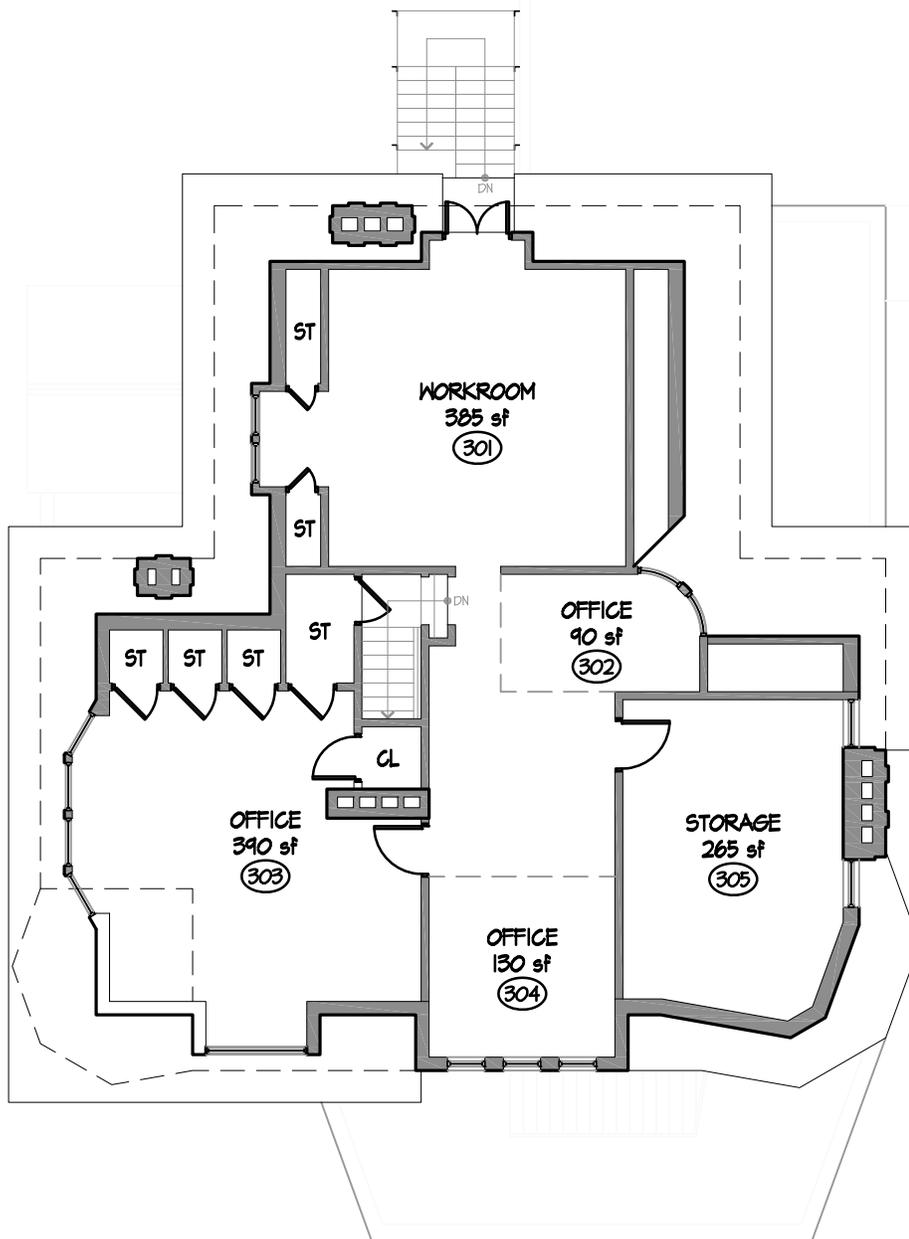




EXISTING FLOOR PLAN
1st FLOOR



EXISTING FLOOR PLAN
2nd FLOOR



EXISTING FLOOR PLAN
3rd FLOOR











BUILDING CODE:

Governing Codes:

- 2003 International Building Code
- 2005 State Building Code, State of Connecticut

Use Group Classification:

- A-3: Assembly
- E: Educational
- B: Business

Construction Type Classification: 5B

Building Code Compliance:

The existing structure does not comply with the current Building Code, exceeding the allowable building height. It is not within the scope of this project to renovate the existing structure bringing it into compliance. The argument would be that the proposed elevator and stair addition, although adding area to the project, do not add any occupant load. In addition, these improved exit components will improve the Life Safety of this non-compliant building.

ZONING REGULATIONS:

Zoning District: CA

<u>Requirement</u>	<u>Allowable</u>	<u>Actual</u>
Min. Lot Area	7,500 sf.	185,000 sf.
Bldg. Coverage Max.	50% (92,500 sf.)	(8.2%) 15,200 sf.
Bldg. Height Max.	35 feet	37 feet± (existing)
Impervious Area Max.	80% (148,500 sf.)	65,800 sf.
Open Space Min.	20% (37,000 sf.)	119,700 sf.
Parking	Required=1/150 sf. =101	*52 (variance required)
Loading Berth	1 Space	1 Space

Zoning Regulations Compliance:

The proposed addition presents no issues with conformity to the Town of Stratford's Zoning Regulations. Existing setbacks will remain the same and therefore have not been indicated here. The height of the elevator overrun (hoist-way) will need to be confirmed once the type of elevator is selected as well as a complete survey of the property with spot elevations is completed. The existing parking represents an existing non-conformity. The proposed addition and renovation would improve this non-conformity by providing a designated loading zone, but does not propose meeting the parking count required by zoning.

ACCESSIBILITY:

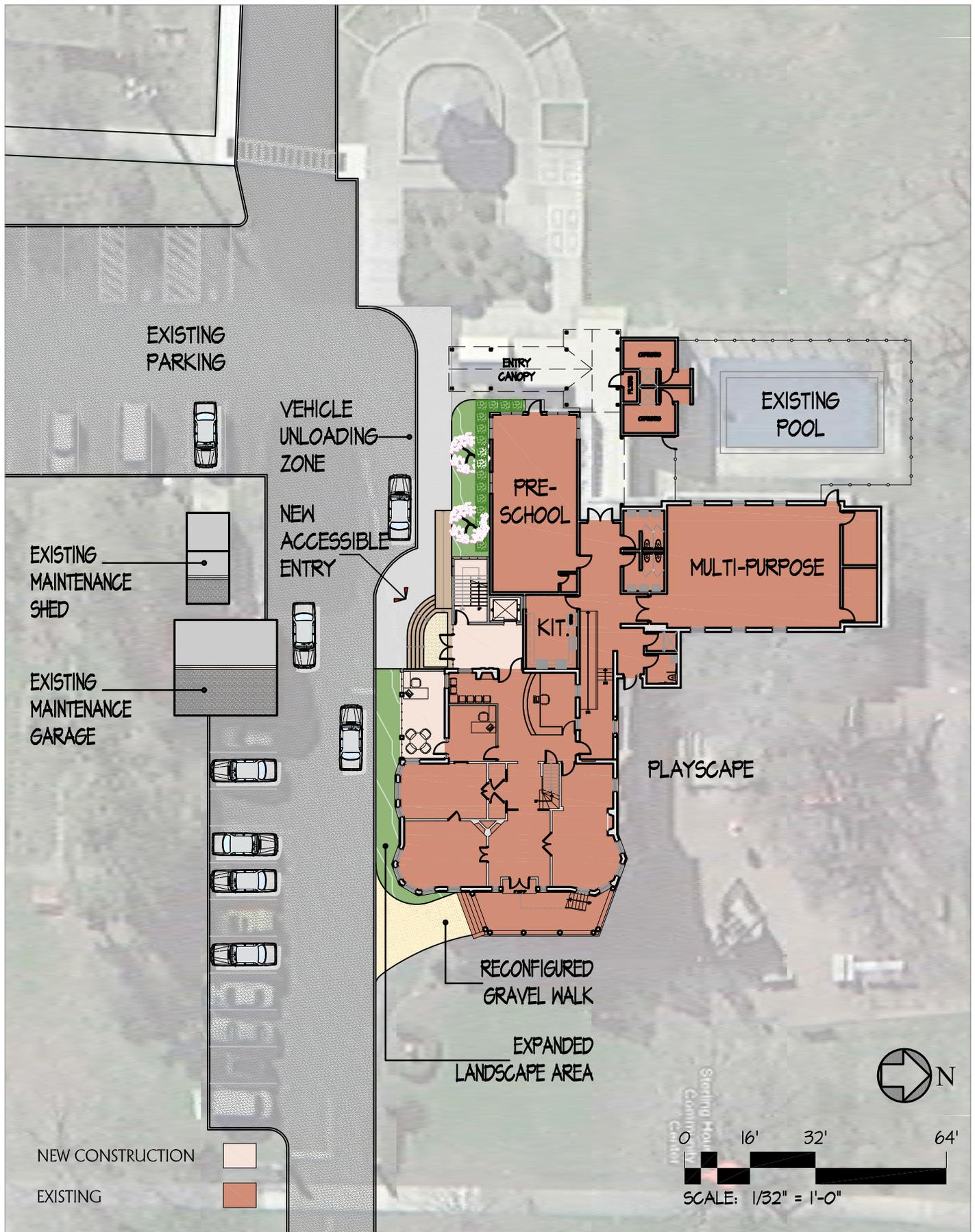
The new proposed elevator will provide a greater degree of accessibility within the Sterling House Community Center, connecting all four levels, including the Food Bank in the basement. Although this elevator provides greater access, it should not be interpreted as providing a completely “Accessible” building as determined by 2003 ICC / ANSI A117.1. Requirements regarding clearances at doors as well as toilet fixture requirements are not met in the existing facility. It is not practical to renovate the existing historic structure, bringing it into compliance. The building code does make allowances for Historic Structure under Section 3407 of the 2003 IBC, citing 29-259 of the Connecticut General Statutes.

HISTORIC PRESERVATION:

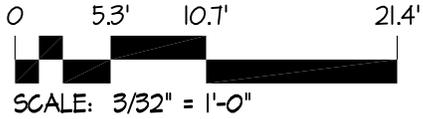
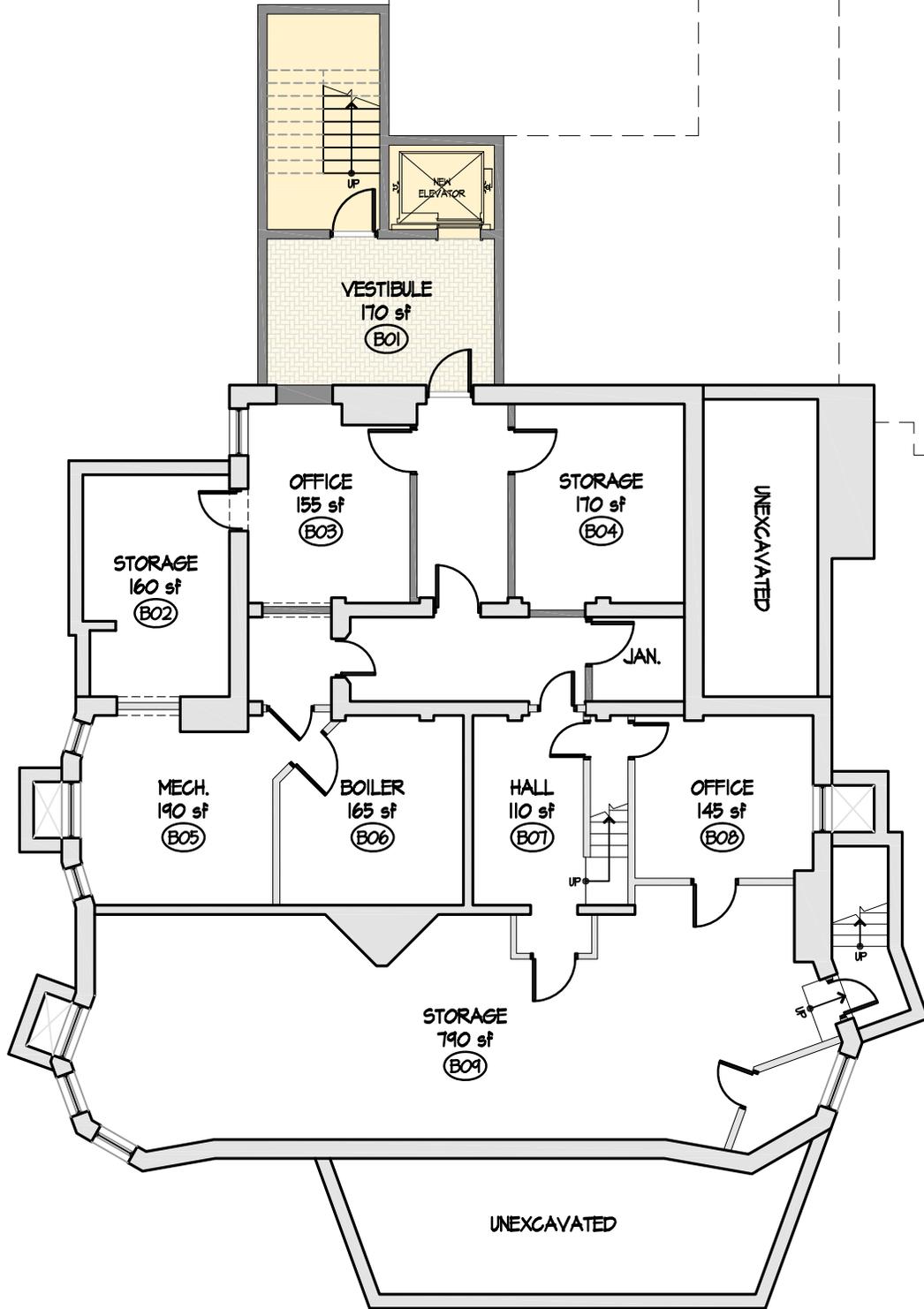
The Sterling House Community Center, located at 2283 Main Street, Stratford, CT is listed with the National Register of Historic Places (NRHP) as a “contributing” property within the Stratford Center Historic District. As such, any changes to the building must be approved by the Stratford Historic District Commission (SHDC). The listing indicates that the house was built in 1886 and is in the Shingle / Romanesque style. The historic house is built with a yellowish brick, brownstone elements and terra cotta trim.

The Feasibility Study aimed at positioning the new elevator / stair addition to the rear of the building, replacing a rusted fire escape. The goal was to minimize the impact of the addition from pedestrians and cars traveling on Main Street. The drawings illustrate how this approach preserves the integrity of the existing historic house, only allowing small glimpses from Main Street. In addition, by placing the addition “outside” of the existing structure the team avoids complications due to having to rework existing trim and structure. It allows us to preserve as much of the interior as possible.

The team presented its designs to the Stratford Historic District Commission in order to get an informal response and to assure that the approach within the Feasibility Study was a viable one. At our initial presentation to the SHDC meeting, the Commission felt as though the design did not “fit” with the historic structure. The strong horizontal elements within the design appeared too disjointed and didn’t coexist with the house in a positive way. Following this meeting we presented two (2) additional schemes for the Commission to consider. The first option was a bit of a middle-ground, incorporating many historic references in the existing structure while still providing a strong new image and entry element to the Sterling House Community Center. The second option was much more of a traditional and direct reinterpretation of the existing structure. The Commission had a favorable response to both options although there seemed to be a slight affinity for Option #1. With an informal “approval” of the approach, we next moved into developing a budget for the project.



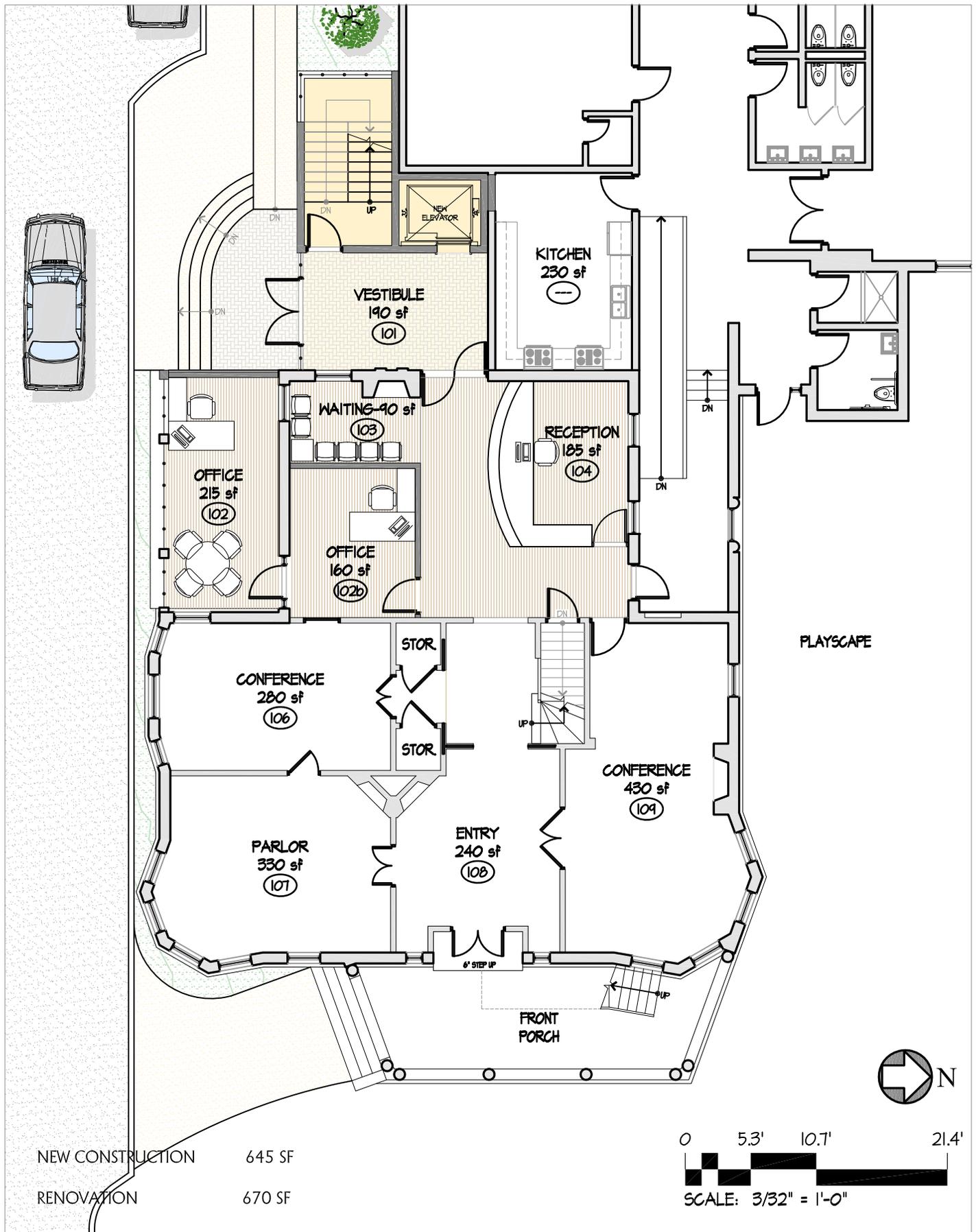
PROPOSED SITE PLAN



NEW CONSTRUCTION	400 SF
RENOVATION	600 SF

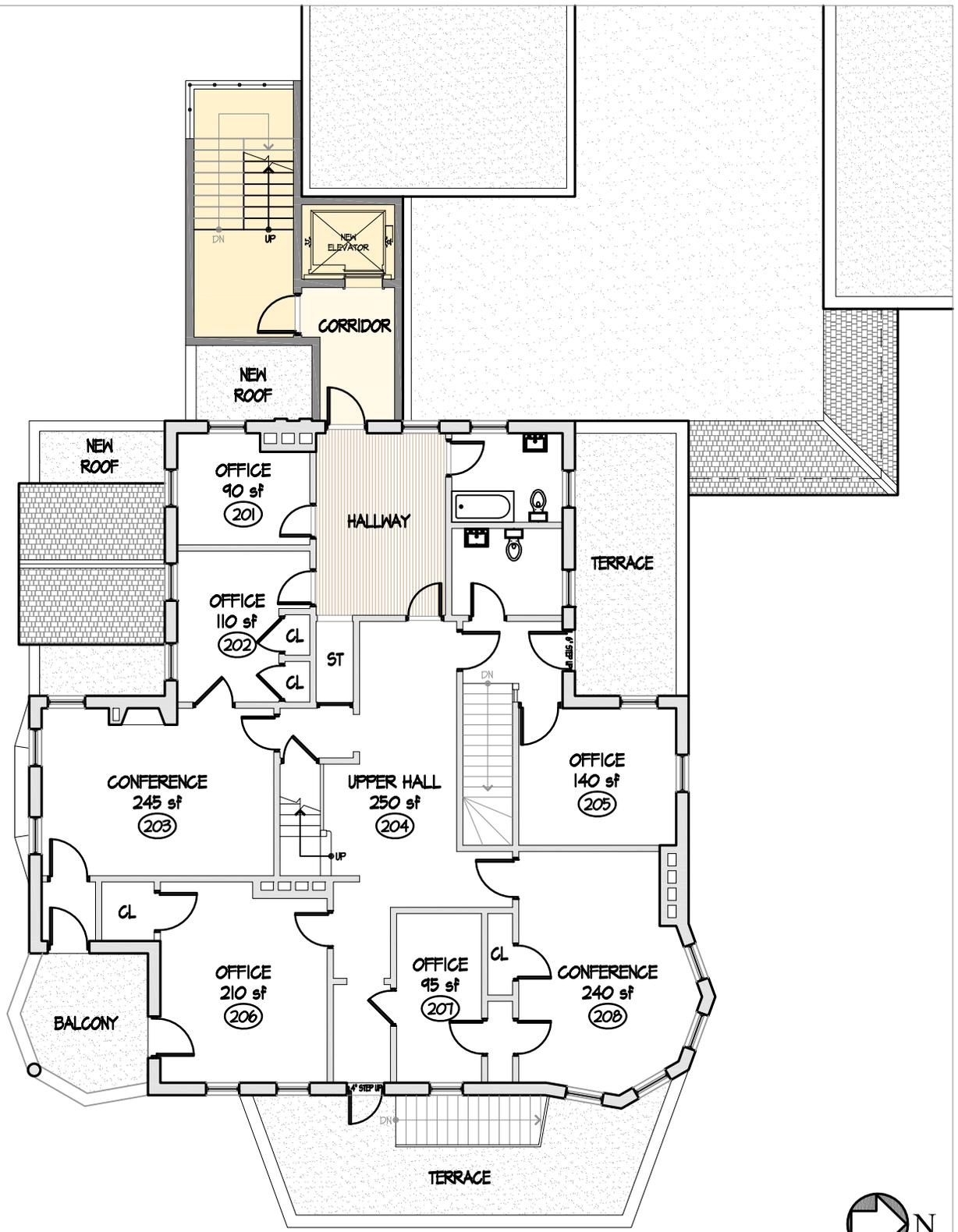
**PROPOSED FLOOR PLAN
BASEMENT**



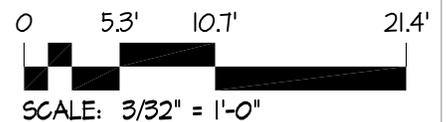


PROPOSED FLOOR PLAN
1st FLOOR



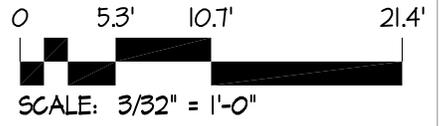
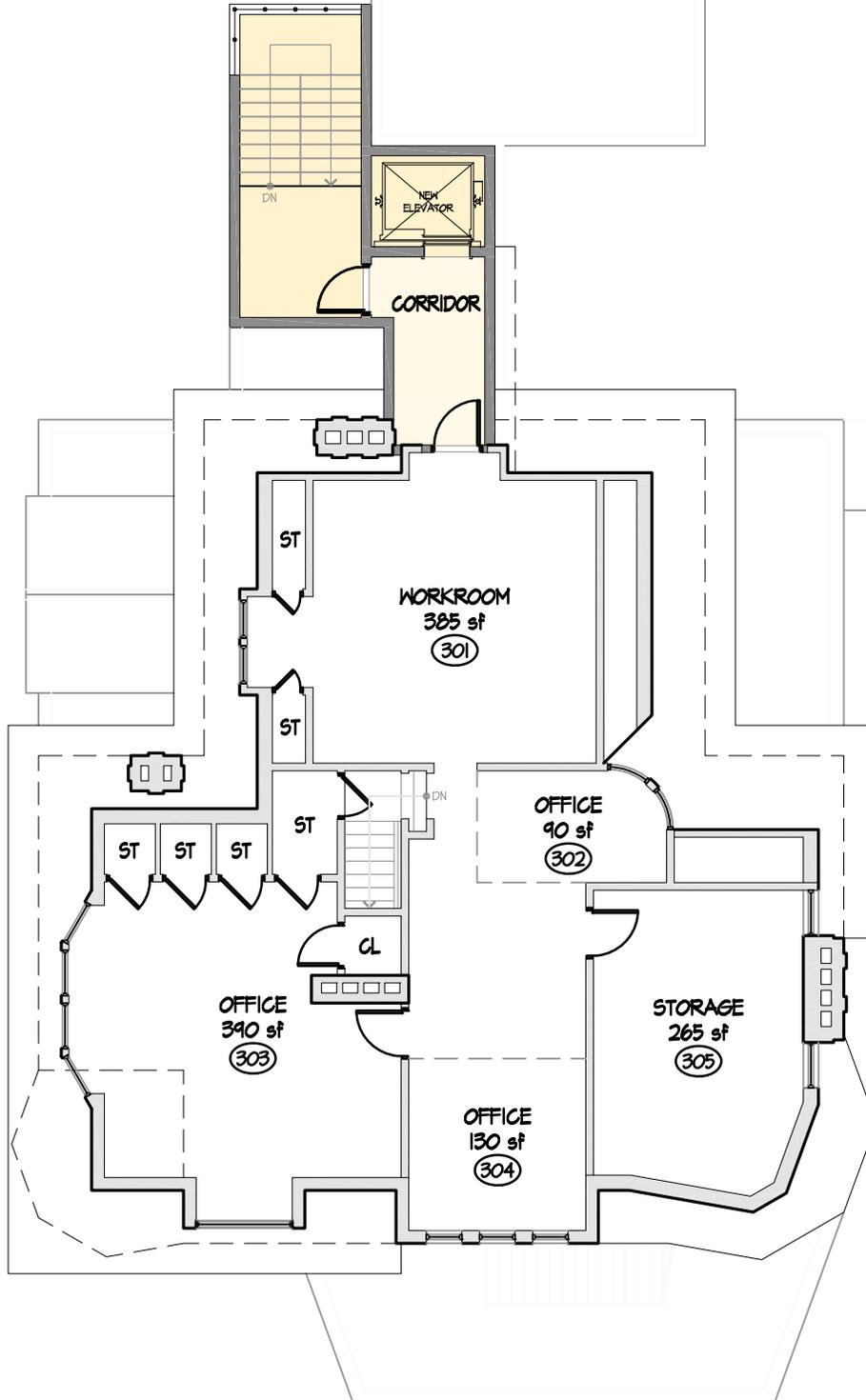


NEW CONSTRUCTION	340 SF
RENOVATION	155 SF



PROPOSED FLOOR PLAN 2nd FLOOR





NEW CONSTRUCTION 350 SF
 RENOVATION 0 SF

PROPOSED FLOOR PLAN
 3rd FLOOR





PROPOSED PERSPECTIVE





PROPOSED ELEVATION



ANTINOZZI ASSOCIATES
ARCHITECTURE & INTERIORS

PROFESSIONAL CONSTRUCTION SERVICES, INC.

P.O. BOX 4697

STAMFORD, CT 06907-0697

203-322-2730

FAX 203-547-6057

E-MAIL lfinkel@proconstserv.com

DATE: 3/18/2013

PROJECT:

STERLING HOUSE COMMUNITY CENTER ELEVATOR FEASIBILITY STUDY
STRATFORD, CT

ARCHITECT:

ANTINOZZI ASSOCIATES

271 FAIRFIELD AVE.

BRIDGEPORT, CT 06604

203-377-1300

FAX 203-378-3002

STERLING HOUSE COMMUNITY CENTER
ELEVATOR FEASIBILITY STUDY

DATE: 3/18/2013

ITEM DESCRIPTION	SITE	BUILDING	TOTAL	COMMENTS
1 DIVISION 2				
2 SITE	25,518		25,518	
3 DEMOLITION		14,310	14,310	
4 ABATEMENT		43,750	43,750	
5 DIVISION 3				
6 CONCRETE		47,371	47,371	
7 DIVISION 4				
8 MASONRY		170,906	-	
9 DIVISION 5				
10 STEEL		29,036	-	
11 DECK		5,205	-	
12 MISCELLANEOUS		47,436	-	
13 DIVISION 6				
14 ROUGH CARPENTRY		4,150	4,150	
15 FINISH CARPENTRY		17,057	17,057	
16 DIVISION 7				
17 WATERPROOFING		2,000	2,000	
18 ROOFING		3,621	3,621	
19 CAULKING		540	540	
20 DIVISION 8				
21 DOORS FRAMES		25,526	25,526	
22 WINDOWS		39,600	39,600	
23 DIVISION 9				
24 DRYWALL		15,415	15,415	
25 FLOORING		20,372	20,372	
26 PAINTING		1,500	1,500	
27 DIVISION 10				
28 WINDOW TREATMENT		-	-	
29 DIVISION 14				

DATE: 3/18/2013

ITEM DESCRIPTION	SITE	BUILDING	TOTAL COMMENTS
30 ELEVATOR	100,000		100,000
31 DIVISION 15			-
32 PLUMBING - ROOF DRAINS	10,000		10,000
33 HVAC	10,000		10,000
34 DIVISION 16			-
35 ELECTRICAL	26,558		26,558
36			-
37			-
38			-
39 SUB TOTAL	25,518	634,354	659,873
40 GENERAL CONDITIONS	2,552	63,435	65,987 10.00%
41 SUB TOTAL	28,070	697,790	725,860
42 OVERHEAD AND PROFIT	2,807	69,779	72,586 10.00%
43 SUB TOTAL	30,877	767,569	798,446
44 BOND	618	15,351	15,969 2.00%
45 SUB TOTAL	31,495	782,920	814,415
46 CONTINGENCY	6,299	156,584	162,883 20.00%
47 TOTAL	37,794	939,504	977,298
48 ESCALATION	1,890	46,975	48,865 5%
49 TOTAL	39,683	986,479	1,026,163
50 A/E FEES	3,968	98,648	102,616 10%
51 TOTAL	43,652	1,085,127	1,128,779

ESCALATION ASSUMED AS FOLLOWS 1 YEAR 5%

A thorough analysis will need to be conducted to confirm that there is adequate electrical capacity for operation of the elevator and new HVAC.

This budget is based on prevailing wage rates.

DATE: 3/18/2013

ITEM DESCRIPTION	SITE	BUILDING	TOTAL COMMENTS
------------------	------	----------	----------------

Soft costs for legal fees, traffic consultant and all other consultants will be added once their scope is confirmed.

BREAKDOWN

DIVISION 2

DEMOLITION

1 DEMO\BASEMENT				0
2 REMOVE STAIR UP	46 SF	10	460.422	
3 CLOSE OPENING FROM EXISTING DOOR	1 EACH		0	
4 REMOVE WALLS	39 LF	30	1157.481	
5 REMOVE TOILET FIXTURES	4 EACH	300	1200	
6 REMOVE TOILET PARTITIONS	2 EACH	50	100	
7 REMOVE EXISTING DOORS	3 EACH	200	600	
8 DEMO\FIRST			0	
9 REMOVE WALLS	48 LF	30	1431.671	
REMOVE RECPT DESK	29 LF	20	573.0034	
REMOVE FIRST TO SECOND FLOOR STAIR	30 SF	10	296.2759	
REMOVE DOORS	3 EACH	200	600	
DEMO\SECOND			0	
REMOVE STAIR	39 SF	10	391.2508	
NEW DOOR OPENING IN EXT WALL	1 EACH	500	500	
DEMO\THIRD			0	
REMOVE FIRE ESCAPE FIRST TO THIRD FLOOR	1 ALLOW	5,000	5000	
REMOVE EXISTING ENTRY ENCLOSURE	1 ALLOW	2,000	2,000	
			-	
TOTAL			14,310	

SITE

EXISTING DRIVE - PATCH AND REPAIR	1 ALLOW	5,000	5,000
NEW ACCESSIBLE ENTRY	821 SF	25	20,518
TOTAL			25,518

STERLING HOUSE COMMUNITY CENTER
ELEVATOR FEASIBILITY STUDY

ABATEMENT			
ASBESTOS	1 ALLOW	15,000	15,000
LEAD	1 ALLOW	10,000	10,000
OTHER	1 ALLOW	10,000	10,000
TOTAL			35,000
CONTINGENCY	25%		8,750
TOTAL			43,750

STERLING HOUSE COMMUNITY CENTER
ELEVATOR FEASIBILITY STUDY

DIVISION 3					
CONCRETE					
NEW FOOTINGS	91 LF	50	4,548		
NEW FOUNDATION WALLS	91 LF	100	9,096		
ELEVATOR PIT	1 EACH	10,000	10,000		
SLAB ON GRADE	414 SF	10	4,140		
RAMP	103 SF	10	1,030		
ENTRY TREAD COUNT	4 EACH	1,000	4,000		
ENTRY TREAD LENGTH	22 LF		-		
ENTRY STEPS AND PLATFORM	170 SF	10	1,698		
NEW STAIR PAN FILL	60 TREADS	100	6,000		
STAIR PLATFORMS,ETC.	686 SF	10	6,859		
			-		
			-		
			-		
TOTAL			47,371		

STERLING HOUSE COMMUNITY CENTER
ELEVATOR FEASIBILITY STUDY

MASONRY	LENGTH	HEIGHT	SF	UP	TOTAL
EXTERIOR WALL					
FIRST OT SECOND FLOOR	46	15	687	60	41,198
SECOND TO THIRD FLOOR	66	12	791	60	47,444
THIRD TO ROOF	84	12	1,002	60	60,145
ELEV SHAFT WALL FIRST	29	15	435	15	6,528
MAS STAIR WALL FIRST	18	15	274	15	4,116
ELEV SHAFT SECOND	30	12	358	15	5,376
MAS WALLS SECOND	15	12	183	15	2,738
ELEV SHAFT WALL THIRD	14	12	172	15	2,579
MAS WALLS THIRD	4	12	52	15	782
					-
TOTAL					170,906

STERLING HOUSE COMMUNITY CENTER
ELEVATOR FEASIBILITY STUDY

DIVISION 5					
FRAME NEW STAIR/ELEVATOR ADDITION					-
FIRST FLOOR	381 SF	20			7,617
SECOND FLOOR	246 SF	20			4,912
THIRD FLOOR	210 SF	20			4,200
ROOF	381 SF	20			7,617
NEW ROOF STRUCTURE OVER EXISTING PORCH	235 SF	20			4,690
TOTAL					29,036
METAL DECK					
FIRST FLOOR	327 SF	4			1,309
SECOND FLOOR	197 SF	4			787
THIRD FLOOR	162 SF	4			648
ROOF	381 SF	4			1,523
NEW ROOF STRUCTURE OVER EXISTING PORCH	235 SF	4			938
TOTAL					5,205
MISCELLANEOUS METALS					
MISCELLANEOUS METALS	836 SF	1			836
NEW STAIR	60 TREADS	700			42,000
RAMP RAIL	46 LF	100			4,600
TOTAL					47,436

STERLING HOUSE COMMUNITY CENTER
ELEVATOR FEASIBILITY STUDY

DIVISION 6
ROUGH CARPENTRY

BLOCKING	1	ALLOW	1,000.00	-	1,000
OFFICE WALLS	330	SF	5.00		1,650
INFILL AT STAIR	1	ALLOW	1,500.00		1,500
TOTAL					4,150

FINISH CARPENTRY

INSTALL DOORS	15	EACH	250.00	-	3,750
RECEPTION DESK	21	LF	400	-	8,357

EXT FINISH OFFICE WALLS	330	SF	15.00		4,950
TOTAL					17,057

STERLING HOUSE COMMUNITY CENTER
ELEVATOR FEASIBILITY STUDY

DIVISION 7

WATERPROOFING
ELEVATOR PIT

1 ALLOW 2,000 2,000

TOTAL 2,000

ROOFING

NEW ROOF OVER VEST
NEW ROOF OVER OFFICE
NEW PITCHED ROOF OVER OFFICE

66 SF 15 997
105 SF 15 1,573
175 SF 6 1,051
-

TOTAL 3,621

CAULKING

WINDOWS

108 EACH 5 540
-

TOTAL 540

STERLING HOUSE COMMUNITY CENTER
ELEVATOR FEASIBILITY STUDY

DIVISION 8

DOORS AND HARDWARE

BASEMENT									
INSTALL NEW DOORS	4	EACH	1,200	4,800					
FIRST				-					
NEW PAIR DOORS	3	EACH	2,500	7,500					
NEW EXT ALUM PAIR	1	EACH	4,000	4,000					
NEW SINGLE DOORS	2	EACH	1,200	2,400					
THIRD				-					
NEW DOORS	2	EACH	1,200	2,400					
STOREFRONT FIRST	89	SF	50	4,426					

TOTAL 15 25,526

WINDOWS	QUANTITY	UNIT	UP	TOTAL	WIDTH	HEIGHT	SF/UNIT	\$/SF	\$/UNIT	CAULK
FIRST FLOOR	6	EACH	1,800	10,800	3	6	18	100	1800	36
SECOND FLOOR	6	EACH	1800	10,800				100		
THIRD FLOOR	6	EACH	1800	10,800						
OFFICE WINDOWS	4	EACH	1800	7,200						
TOTAL	6			39,600						36

STERLING HOUSE COMMUNITY CENTER
ELEVATOR FEASIBILITY STUDY

DIVISION 9					
DRYWALL					
FIRST					
NEW WALLS	29 LF	100		2,883	
BLOCK UP OPENINGS	1 EACH	400		400	
SECOND				-	
NEW WALL	23 LF	100		2,279	
BASEMENT				-	
CLOSE IN WALL	8 LF	400		3,056	
NEW WALLS	37 LF	100		3,669	
CLOSE IN DOOR OPENING	5 LF	400		1,809	
INTERIOR OF OFFICE WALL	330 SF	4		1,320	
TOTAL				15,415	
FLOORING					
FLOOR	3,236 SF	5		16,180	
BASE	1,048 LF	4		4,192	
TOTAL				20,372	
PAINTING					
WALLS	11,338 SF	1		11,338	
CEILINGS	3,236 SF	1		3,236	
DOORS	15 EACH	100		1,500	
				-	
				-	
TOTAL				1,500	

DIVISION 10
WINDOW TREATMENT

-

TOTAL

-

TOILET ACCESSORIES

-

-

-

-

-

-

-

TOTAL

0

APPLIANCES

RANGES

REFRIGERATORS

-

-

TOTAL

-

STERLING HOUSE COMMUNITY CENTER
ELEVATOR FEASIBILITY STUDY

DIVISION 14

ELEVATOR

1 ALLOW	100,000	100,000
		-
		-
		-
		-
		-

TOTAL

 100,000

STERLING HOUSE COMMUNITY CENTER
ELEVATOR FEASIBILITY STUDY

DIVISION 16			
ELECTRICAL			
HOOK UP ELEVATOR	1 ALLOW	2,500	2,500
LIGHTS IN STAIR/VESTIBULES, ETC.	30 EACH	300	9,000
CABINET HEATER IN STAIRWELL	3 EACH	1,000	3,000
FIRE ALARM FOR RENOVATIONS ONLY	686 SF	3	2,058
SWITCHES ETC.	20 EACH	200	4,000
RECEPTACLES	30 EACH	200	6,000
<hr/>			
TOTAL			26,558

STERLING HOUSE COMMUNITY CENTER
ELEVATOR FEASIBILITY STUDY

TABULATION	S.F.	L.F.	C.H.	FLOOR		BASE		WALLS		CEILING	
				VCT	VINYL	CT	VINYL	CT	PAINT	CT	PAINT
ROOM											
BASEMENT											
STAIR	140	50	10	140	50			498		140	
ELEV	54	29	10	54	29			295		54	
VESTIBULE	184	56	10	184	56			556		184	
OFFICE	173	54	10	173	54			537		173	
HALL	111	45	10	111	45			451		111	
STORAGE	187	55	10	187	55			550		187	
JAN	48	28	10	48	28			278		48	
FIRST											
STAIR	135	49	12	135	49			584		135	
ELEV	49	28	12	49	28			339		49	
VESTIBULE	197	58	12	197	58			693		197	
OFFICE	235	65	12	235	65			782		235	
OFFICE WKRM	202	57	12	202	57			686		202	
WAITING RECEPTION	500	109	12	500	109			1,309		500	
KITCHEN	238	63	12	238	63			752		238	
SECOND											
STAIR	188	60	10	188	60			599		188	
ELEV	57	30	10	57	30			305		57	
CORRIDOR	78	37	10	78	37			365		78	
HALLWAY	168	53	10	168	53			527		168	
THIRD											
STAIR	162	56	10	162	56			557		162	
ELEV	48	28	10	48	28			279		48	
CORRIDOR	82	40	10	82	40			398		82	
TOTAL	3,236	1,048		3,236	1,048			11,338		3,236	



EXISTING ENTRY VIEW





PROPOSED STREET VIEW



ANTINOZZI ASSOCIATES
ARCHITECTURE & INTERIORS



PROPOSED PEDESTRIAN VIEW



ANTINOZZI ASSOCIATES
ARCHITECTURE & INTERIORS