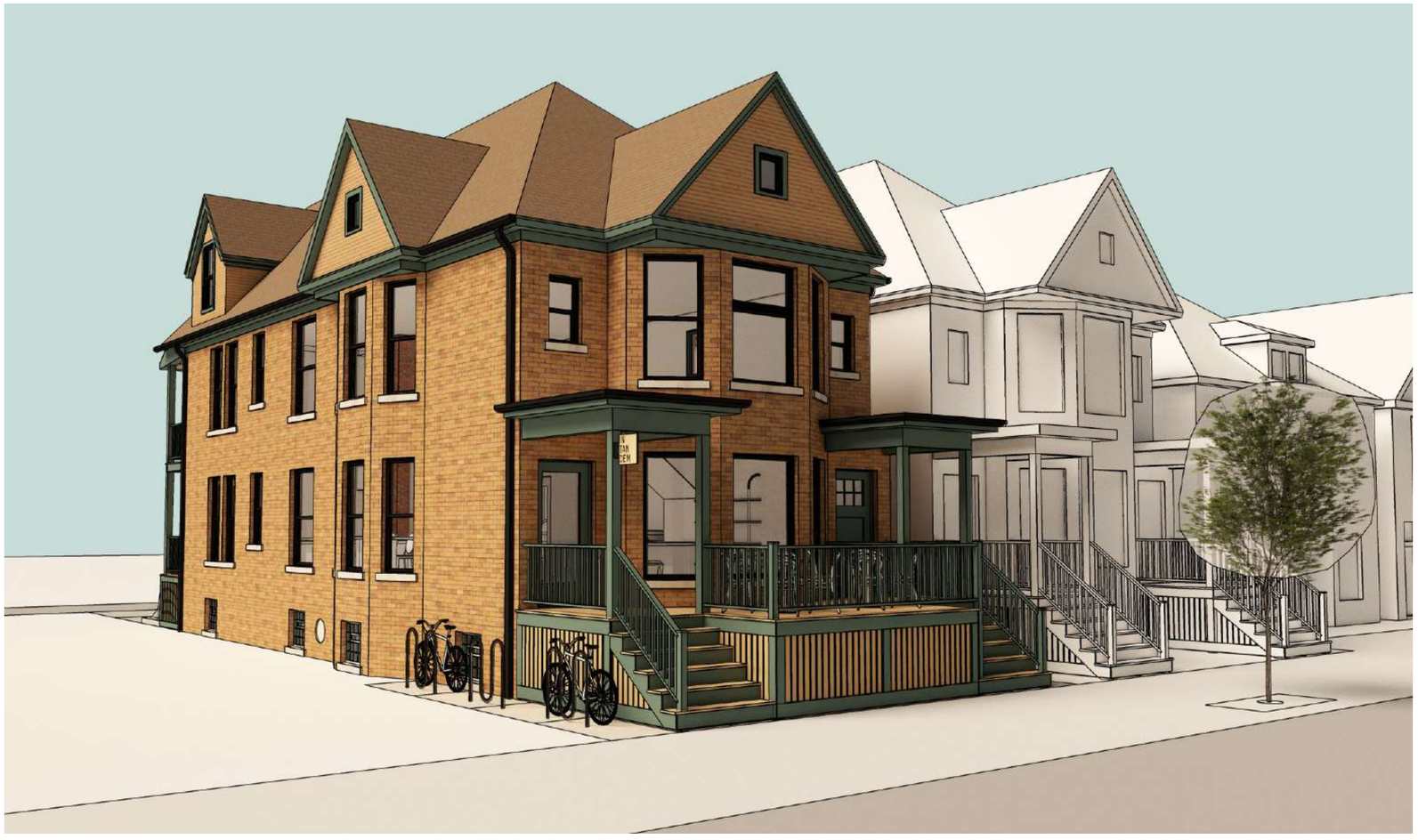
8022 KERCHEVAL RENOVATION

INTANDEM CAFE + BIKE STUDIO



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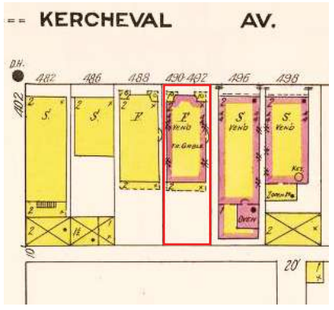
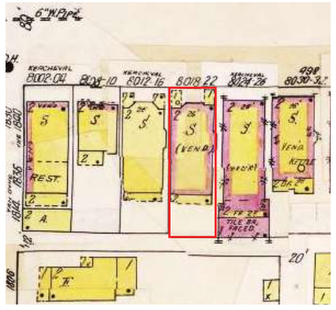
ARCHITECT
SUBJECT STUDIO
1577 ASH ST. DETROIT, MI
hi@subject-studio.com

OWNERS
Lindsay Spencer + Blake Yard
David Sepncer + Lily Spencer
lcspencer@sffoodsinc.com

BUILDING OVERVIEW



c. 1910



c. 1951

8022 Kercheval Ave. was built in 1907 and is the original structure on the parcel. The above Sanborn Fire Insurance Co. maps indicate that the original use was a two-family residential flat, but converted to a partial commercial storefront prior to 1951.

The two-story structure is wood-framed with a full basement and attic, and features two bay windows spanning both levels at the north-facing street facade and east-facing side facacde. The roofline features a hipped front and gabled rear with lower gables over the two bay windows. The entire building is clad in a standard-module tan brick veneer with some missing portions at the front facade where there was once a porch roof. The roof gables are clad in painted wood lap siding with 4" exposure. All wood siding, trim, and window frames/sashes are currently painted a light yellow-orange.

Two front porches lead to above-grade entries to each unit and appear to have been rebuilt at some point. The stairs, guardrails, porch columns, and porch roof for the entry to the second level unit fell into disrepair and are missing. Stairs and guardrails for the entry to the first level are missing or deteriorated. The attic level structure extends beyond the rear of the building footprint to form an overhang that covers the balcony and rear deck below. The existing rear deck and balcony structure is not original and is structurally compromised.

All existing wood windows (except for fixed middle bay windows) are double hung with no divided lites. Some windows are missing entirely and others are in various states of disrepair.

The building sits within the West Village HIstoric District.

PROJECT DESCRIPTION

The current owners of 8022 Kercheval - Lindsay Spencer, Blake Yard, David Spencer, and Lily Spencer - are proposing a full renovation to the building to convert the first level and basement into a cafe and bike shop which they will operate, and renovate the second level and attic to function as their primary dwelling.

The intent of the project is to retain as much of the building's existing historic chracter that is practical and possible, while also allowing the renovated first level to express its new use as a commercial storefront. Within any elements proposed to be rebuilt or replaced, the goal is to both complement the historic character, strengthen the structural integrity, and improve energy performace of the building to protect it for another 100 years.

There are major portions of the exterior of the building that will require significant renovation including repairing and tuckpointing the brick veneer, rebuilding the front porches, rebuilding the rear porch and balcony, replacing the asphalt shingle roof, relocating one of the rear entry doors to accommodate a wheelchair-accessible route, constructing a small dormer to allow easier access to the refinished attic space, and replacing the existing windows.

We are currently working with a local contrator versed in historic renovations who has inspected the building. They've noted that the majority of the ties on the brick veneer at the front facade have degraded or failed, and recommend that the entire brick veneer at the front facade should be replaced.

While about half of the windows are intact, several have been removed or have missing sashes and frame components. Most components of the existing windows and exterior brickmold have been structurally compromised over time, and the number of components that would need replacement outweigh existing that could be refurbished. As such, we are proposing to replace all windows with new high-quality aluminum-clad wood windows that match the existing profiles as close as possible. All windows would match the existing operations, with the exception of the three bay windows at the first level front facade, which we are proposing to be fixed windows to present a more inviting commercial appearance at the cafe seating areas.

SCOPE OF WORK

SITE IMPROVEMENTS

- GRADE REAR OF LOT AND PAVE TO ACCOMMODATE SITE REQUIREMENTS OF ONE ADA VAN ACCESSIBLE PARKING SPOT, AND A WOOD-FRAMED TRASH/ RECYCLING ENCLOSURE PER DETROIT ZONING CODE (SEE SITE PLAN)
- INSTALL NEW PLANTING AREA BETWEEN PARKING SPACE AND REAR PORCH
- INSTALL A CONCRETE PAD AND BICYCLE RACK AREA ADJACENT TO THE FRONT ENTRY EXTENDING TO THE PROPERTY LINE

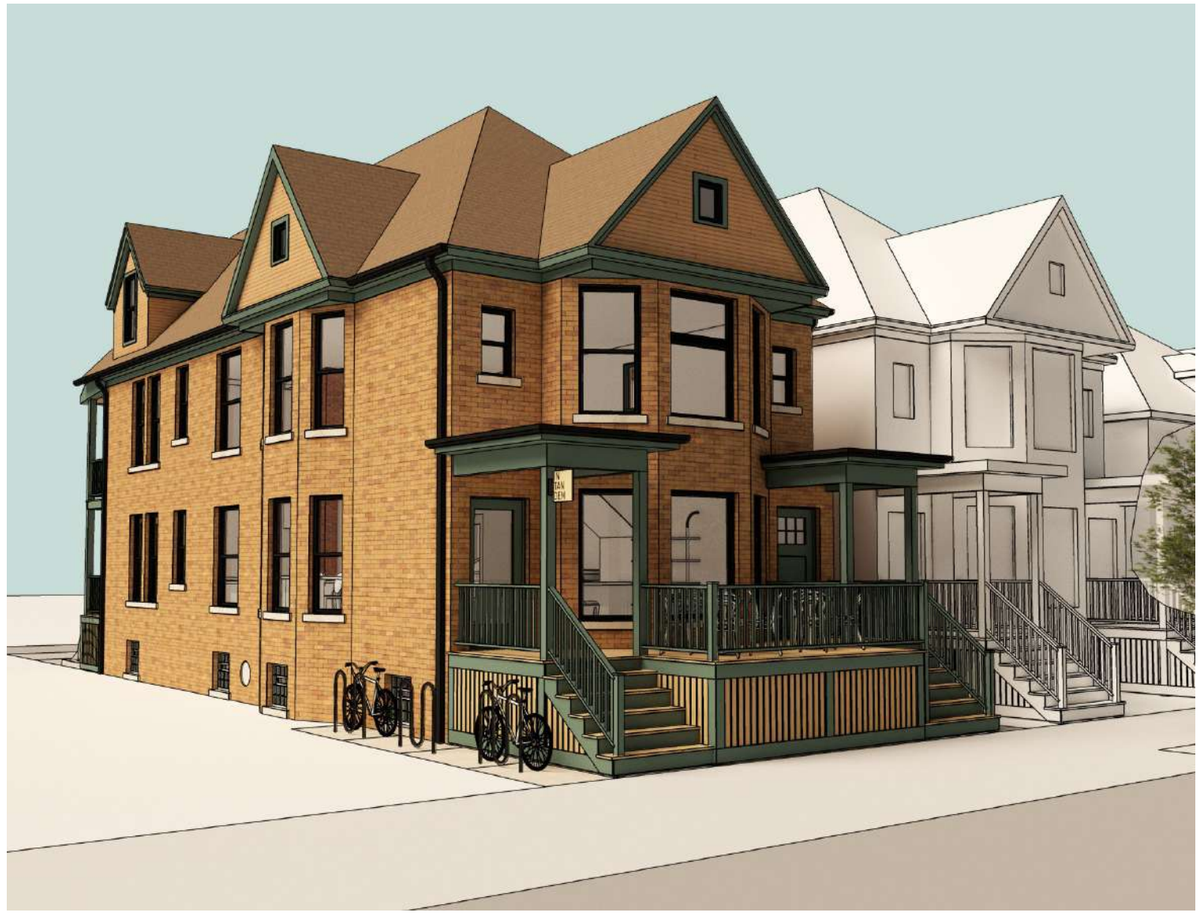
PORCH RECONSTRUCTION

- DEMOLISH EXISTING FRONT PORCH STRUCTURES, AND REBUILD TO MATCH PREVIOUS INCLUDING NEW MIDDLE DECK TO BRIDGE BOTH PORCHES AND ACCOMODATE OUTDOOR CAFE SEATING
- DEMOLISH EXISTING REAR DECK AND BALCONY STRCUTURES (RETAIN AND BRACE EXISTING BALCONY ROOF) AND REBUILD IN EXISTIGN FOOTPRINT TO INCLUDE NEW ATTACHED ADA-COMPLIANT UNENCLOSED WHEELCHAIR LIFT AT GRADE (SEE ATTACHED LIFT DESIGN DETAILS)

BUILDING RENOVATION

- PATCH, REPAIR, AND RE-POINT ALL EXISTING BRICK AND MORTAR JOINTS THAT ARE MISSING OR DETERIORATED WITH MATCHING BRICK AND MORTAR
- REMOVE EXISTING ASPHALT SHINGLE ROOFING SYSTEM DOWN TO DECKING, PATCH AND REPAIR SUBSTRATE, AND INSTALL NEW VENTILATED ROOFING SYSTEM INCLUDING MEMBRANE AND NEW ASPHALT SHINGLES
- REMOVE ALL GRADE LEVEL BASEMENT WINDOWS AND INFILL OPENINGS WITH 6"X6" GLASS BLOCK AND VENTS
- REPLACE BOTH FRONT ENTRY DOORS AND FRAMES WITH NEW PELLA FIBERGLASS ENTRY DOORS (ONE FULL LITE, ONE TRANSOM LITE)
- REMOVE FIRST LEVEL REAR ENTRY DOORS AND FRAMES, REPLACE ONE WITH NEW DOOR AND OTHER WITH NEW WINDOW AND BRICK INFILL AT BASE, AND RELOCATE DOOR OPENING FOR ADA-ACCESSIBLE ROUTE.
- REMOVE ALL EXISTING WINDOWS AND REPLACE WITH DOUBLE-HUNG ALUMINUM-CLAD WOOD WINDOWS WITH BRICKMOLD (FIXED WINDOWS AT FIRST LEVEL BAY WINDOWS AND FIXED WITH TRANSOM TO MATCH EXISTING AT BOTH SECOND LEVEL MIDDLE BAY WINDOWS)
- INFILL ONE WINDOW OPENING BEHIND NEW CAFE BAR TO ALLOW COUNTERTOP AND FOOD SERVICE EQUIPMENT
- CONSTRUCT NEW GABLED DORMER AT REAR FOR ATTIC ACCESS - CLAD IN WOOD LAP SIDING AND PAINT TO MATCH EXISTING GABLE SIDING.
- INSTALL TWO (2) SKYLIGHTS APPX. 30"X48" AT EITHER SIDE OF ROOF
- REPAINT ALL EXISTING WOOD SIDING AT GABLES, NEW DORMER, AND EXISTING TRIM; PAINT NEW PORCHES ACCORDING TO HDC COLOR SYSTEM E

EXTERIOR RENDERINGS



VIEW FROM KERCHEVAL AVE.

VIEW FROM REAR ALLEY

EXTERIOR RENDERINGS

VIEW FROM ADJACENT VACANT LOT

VIEW FROM REAR ALLEY

RECENT PHOTOS (2009-2019)

GOOGLE STREET VIEW

2009

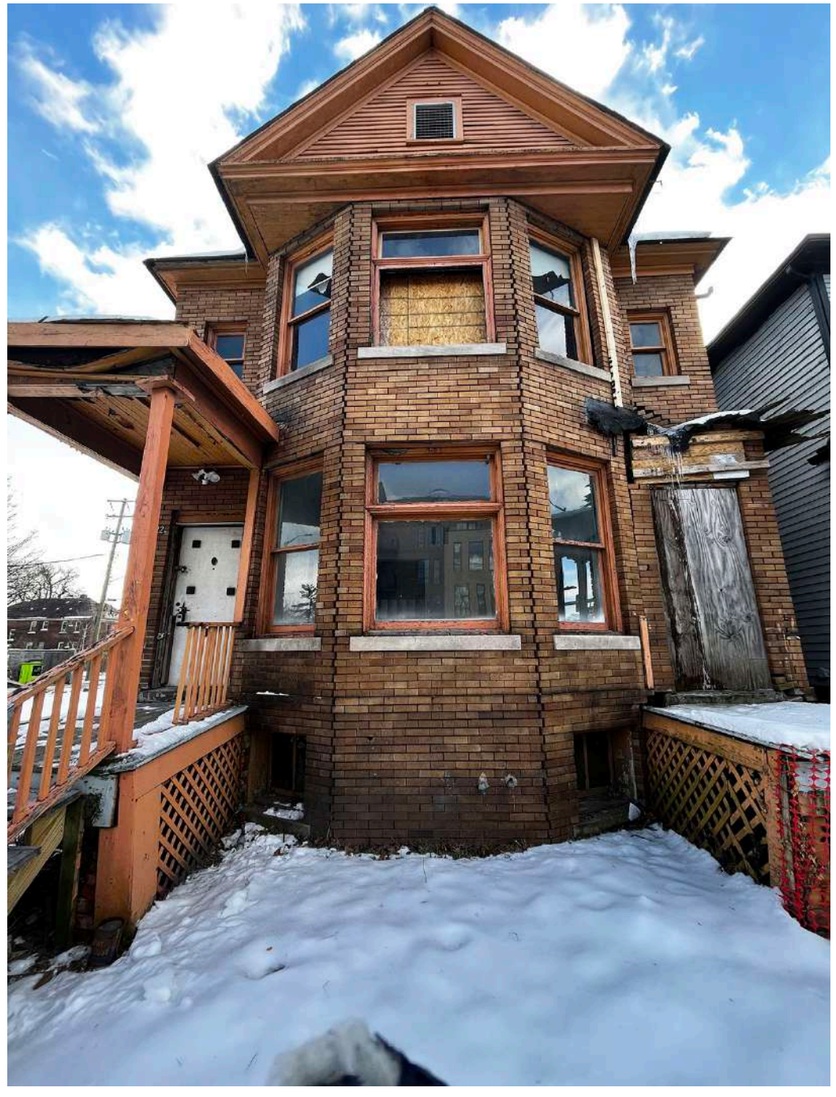
2013

2017

2021

CURRENT PHOTOS (2023)

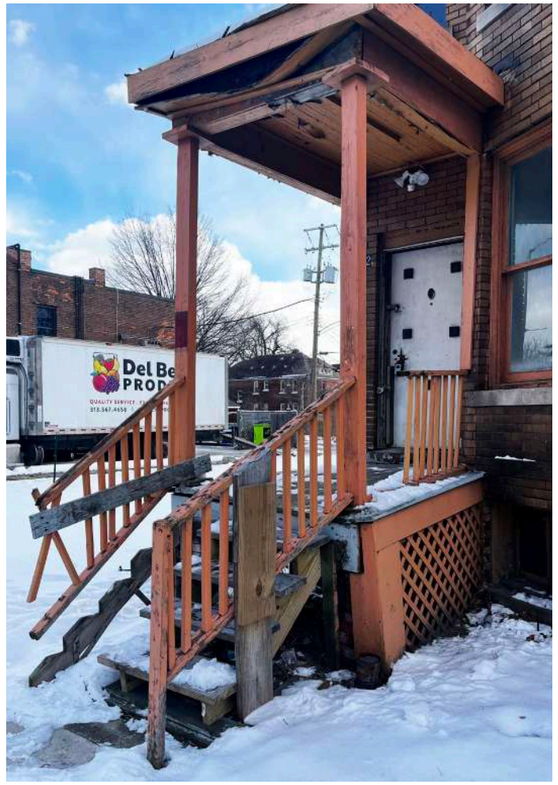
VIEW FROM KERCHEVAL AVE. WITH NEARLY IDENTICAL NEIGHBORING STRUCTURE ALSO BUILT IN 1907 AND RENOVATED IN 2020



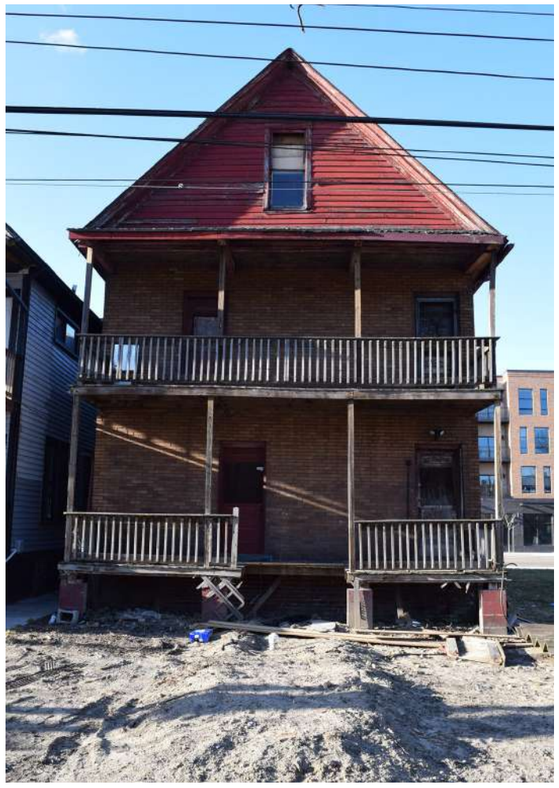
CURRENT PHOTOS (2023)

ENTRY PORCH TO SECOND LEVEL UNIT WITH MISSING STAIRS, GUARDRAIL, PORCH ROOF, DOOR AND FRAME

DETERIORATING STRUCTURE AT REAR PORCH AND BALCONY

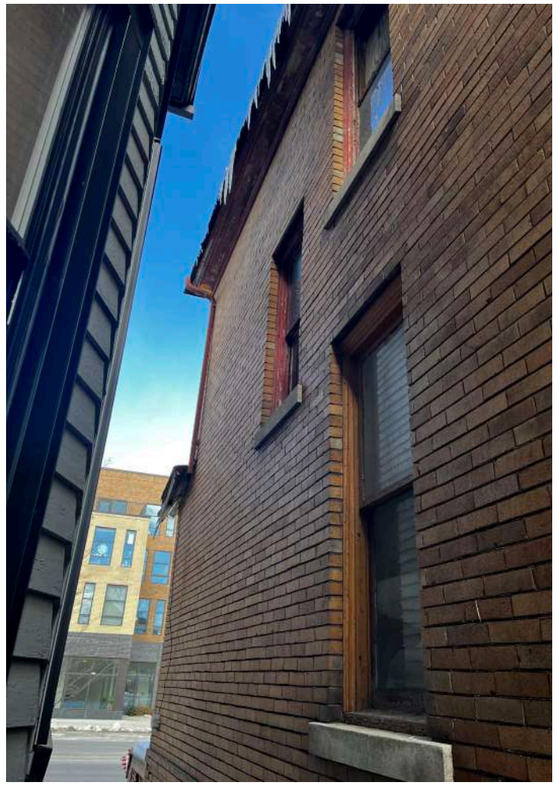


DETERIORATING PORCH ENTRY TO FIRST LEVEL UNIT. ORIGINAL FRONT DOOR IS MISSING.



CURRENT PHOTOS (2023)

WINDOW OPENING PROPOSED TO BE BRICK INFILLED AT SIDE FACADE ADJACENT TO NEIGHBORING BUILDING



SIGNIFICANT BRICK REPAIR AND REPLACEMENT IS REQUIRED AT FRONT FACADE

MATERIALS

BRICK

BELDEN MADRID BLD 20-20

STANDARD (8" WIDTH)
TO MATCH EXISTING

PROPSOED INFILL BRICK IN CONTEXT WITH EXISTING BRICK

ROOF SHINGLES

CERTAINTEED XT25
"WEATHERED WOOD)

BODY

COLOR SYSTEM E
B:1 LIGHT YELLOWISH BROWN

TRIM

COLOR SYSTEM E
B:10 GRAYISH GREEN

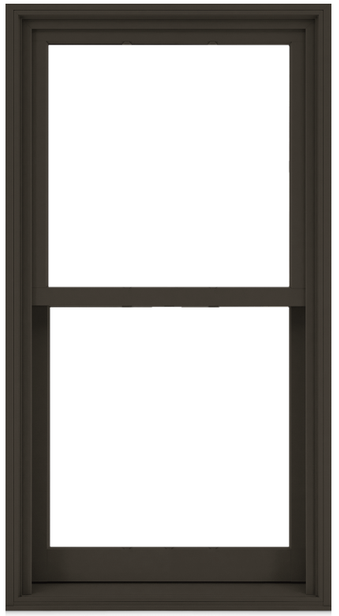
PAINT

BODY:
BENJAMIN MOORE CC-304 (SISAL)

TRIM:
BENJAMIN MOORE AF-505
(BLUE ECHO)

ENTRY DOORS

PELLA ENTRY FIBERGLASS
COLOR: BLUE ASH



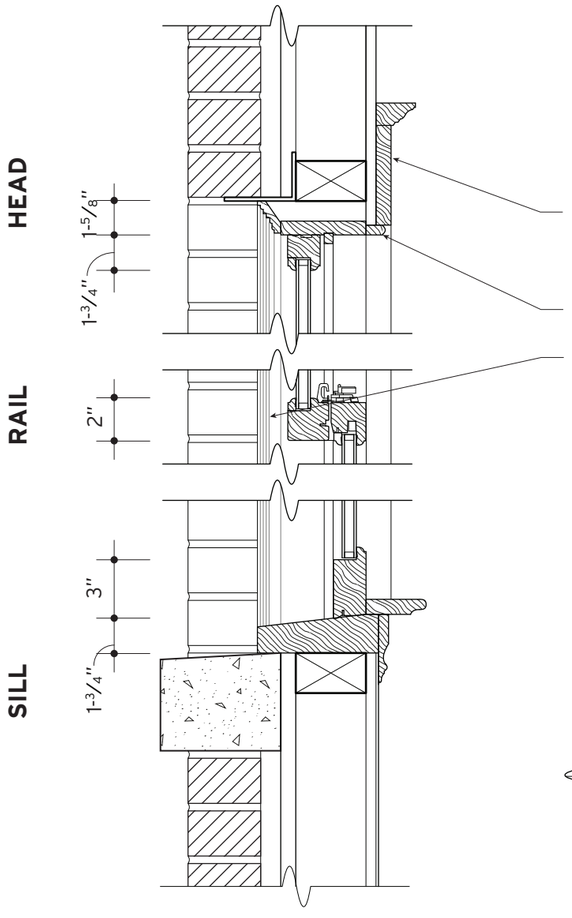
WINDOWS

MARVIN ULTIMATE SIGNATURE G2
WITH BRICKMOLD

ALUMINUM-CLAD WOOD
EXTERIOR: DARK BRONZE
INTERIOR: WHITE

WINDOW DETAILS

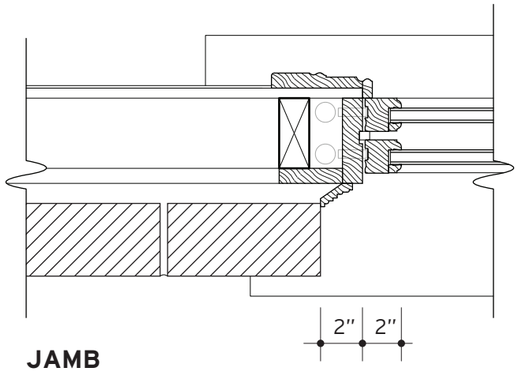
EXISTING WOOD WINDOW DETAILS



INTERIOR HEAD TRIM, MOLDINGS, SILL AND APRON EXISTING ON 14 WINDOWS (MOSTLY SECOND LEVEL) AND MISSING ON 14 WINDOWS (MOSTLY FIRST LEVEL)

RAIL STOPS MISSING ON MAJORITY OF WINDOWS

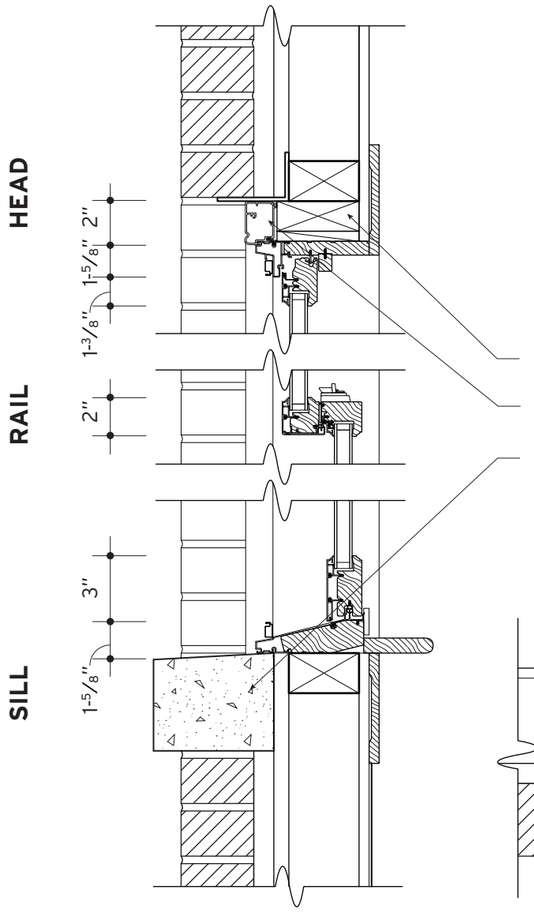
EXISTING BRICKMOLD IS DETERIORATED ON MAJORITY OF WINDOWS



JAMB

PROPOSED REPLACEMENT WINDOW DETAILS

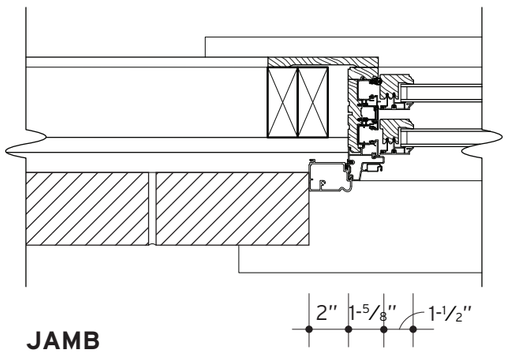
- MARVIN ULTIMATE G2 INSERT
- ALUMINUM-CLAD WOOD FRAME



NEW BLOCKING AT HEAD AND JAMB

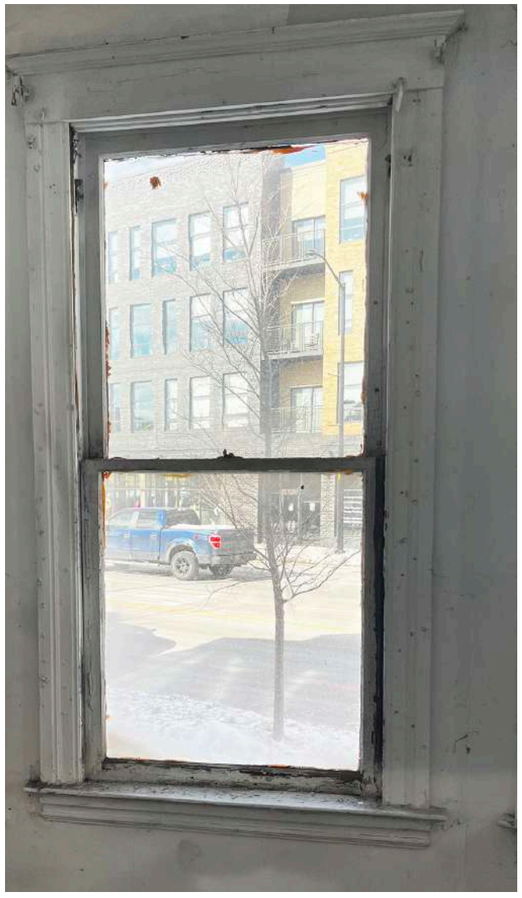
EXTRUDED ALUMINUM BRICKMOLD

EXISTING STONE SILL TO REMAIN



JAMB

EXISTING WINDOWS



WINDOW 1.1

FIRST LEVEL FRONT
SIDE BAY WINDOW, DOUBLE-HUNG

WINDOW 1.2

FIRST LEVEL FRONT
MIDDLE BAY WINDOW, FIXED + FIXED TRANSOM

EXISTING WINDOWS

WINDOW 1.3

FIRST LEVEL FRONT
SIDE BAY WINDOW, DOUBLE-HUNG

WINDOW 1.4

FIRST LEVEL, ALLEY SIDE
SIDE BAY WINDOW, DOUBLE-HUNG

EXISTING WINDOWS

WINDOW 1.5

FIRST LEVEL, ALLEY SIDE
MIDDLE BAY WINDOW, FIXED + FIXED TRANSOM

WINDOW 1.6

FIRST LEVEL, ALLEY SIDE
SIDE BAY WINDOW, DOUBLE-HUNG

EXISTING WINDOWS

WINDOW 1.7

FIRST LEVEL, ALLEY SIDE
DOUBLE-HUNG

WINDOW 1.8

FIRST LEVEL, ALLEY SIDE
DOUBLE-HUNG

EXISTING WINDOWS

WINDOW 1.9 + 1.10

FIRST LEVEL, ALLEY SIDE
DOUBLE-HUNG

WINDOW 1.9

WINDOW 1.10

EXISTING WINDOWS

WINDOW 1.12

FIRST LEVEL, BUILDING SIDE
DOUBLE-HUNG

WINDOW 1.13

FIRST LEVEL, BUILDING SIDE
DOUBLE-HUNG

EXISTING WINDOWS

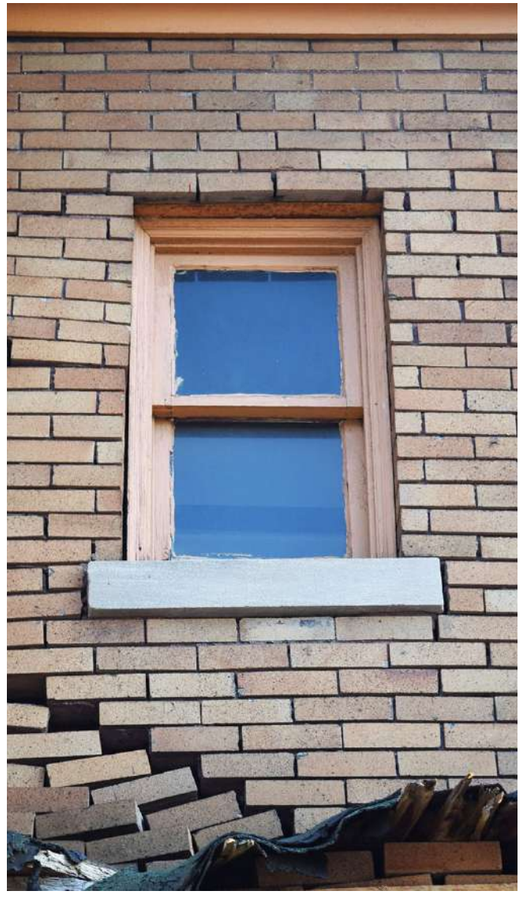
WINDOW 1.14

FIRST LEVEL, BUILDING SIDE
DOUBLE-HUNG
PROPOSED INFILLED OPENING

WINDOW 2.17

STAIRWAY, BUILDING SIDE
DOUBLE-HUNG

EXISTING WINDOWS



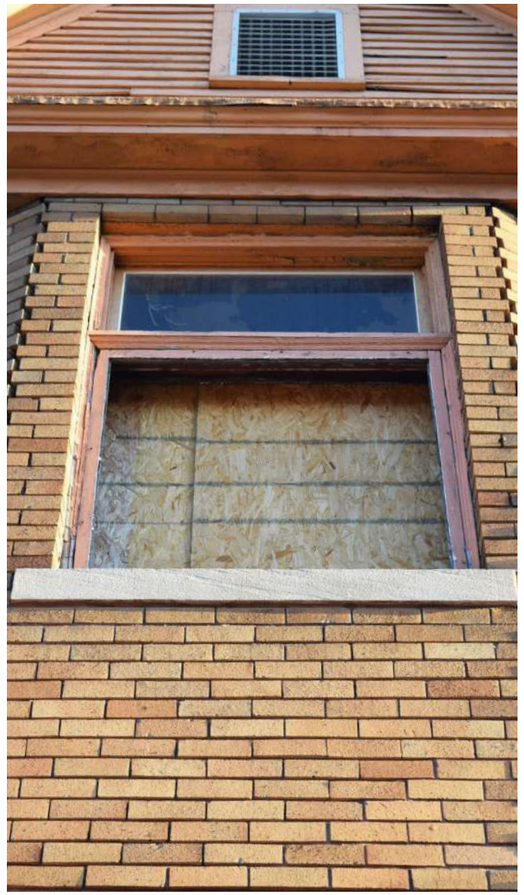
WINDOW 2.1

SECOND LEVEL, FRONT
DOUBLE-HUNG

WINDOW 2.2

SECOND LEVEL, FRONT
SIDE BAY WINDOW, DOUBLE-HUNG

EXISTING WINDOWS



WINDOW 2.3

SECOND LEVEL, FRONT
MIDDLE BAY, FIXED + FIXED TRANSOM
MISSING GLASS, NOT ORIGINAL TRANSOM

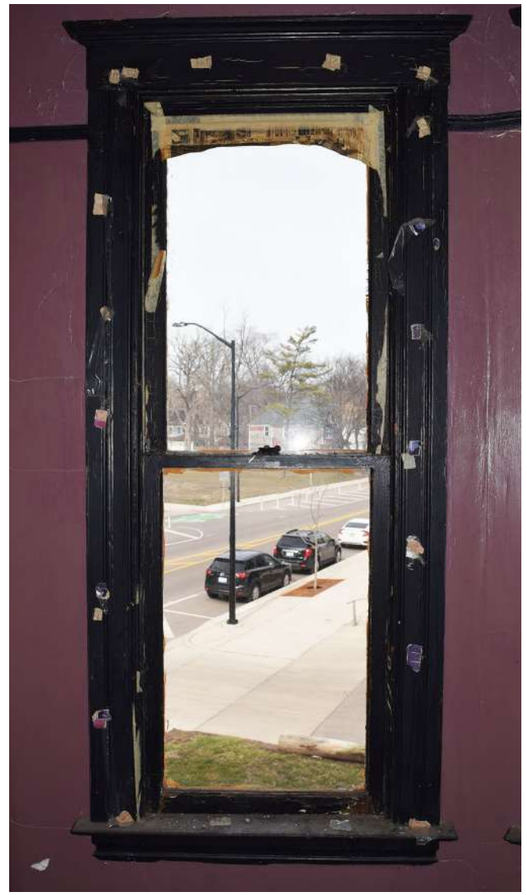
WINDOW 2.4

SECOND LEVEL, FRONT
SIDE BAY WINDOW, DOUBLE-HUNG

EXISTING WINDOWS

WINDOW 2.5

SECOND LEVEL, FRONT
DOUBLE-HUNG



WINDOW 2.6

SECOND LEVEL, ALLEY SIDE
SIDE BAY WINDOW, DOUBLE-HUNG

EXISTING WINDOWS

WINDOW 2.7

SECOND LEVEL, ALLEY SIDE
MIDDLE BAY WINDOW, FIXED + FIXED TRANSOM
NOT ORIGINAL TRANSOM

WINDOW 2.8

SECOND LEVEL, ALLEY SIDE
SIDE BAY WINDOW, DOUBLE-HUNG

EXISTING WINDOWS

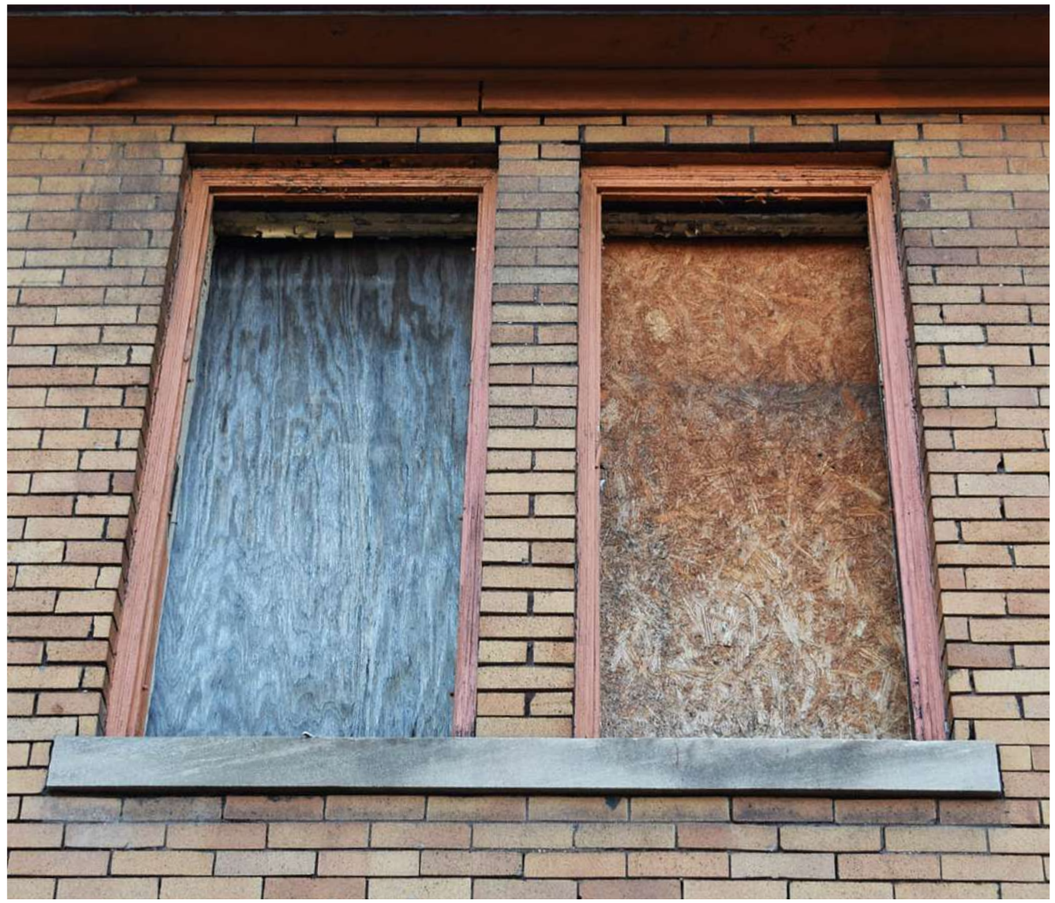
WINDOW 2.9

SECOND LEVEL, ALLEY SIDE
DOUBLE-HUNG
GLASS BROKEN

WINDOW 2.10

SECOND LEVEL, ALLEY SIDE
DOUBLE-HUNG

EXISTING WINDOWS



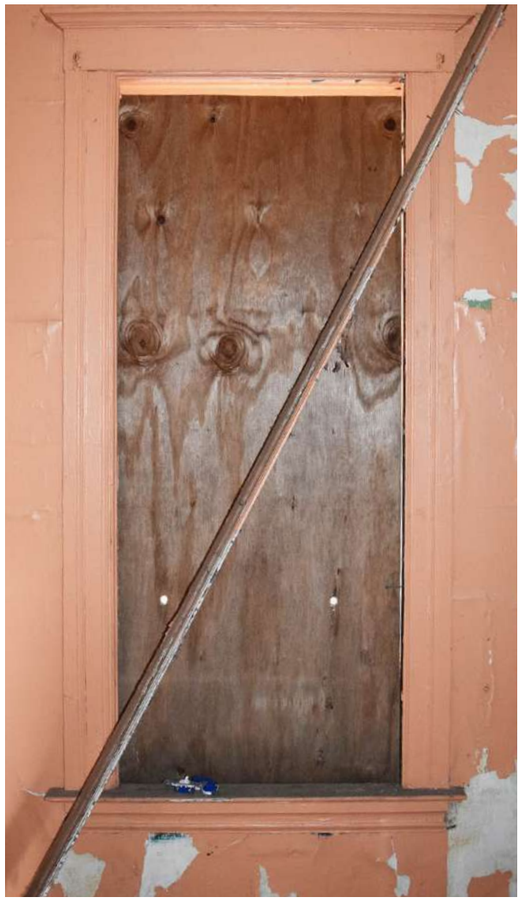
WINDOW 2.11 / 2.12

SECOND LEVEL, ALLEY SIDE
MISSING SASHES

WINDOW 2.11 / 2.12

SECOND LEVEL, ALLEY SIDE
MISSING SASHES

EXISTING WINDOWS



WINDOW 2.13

SECOND LEVEL, BUILDING SIDE
DOUBLE-HUNG
MISSING BOTTOM SASH

WINDOW 2.14

SECOND LEVEL, BUILDING SIDE
DOUBLE-HUNG
MISSING BOTTOM SASH

EXISTING WINDOWS

WINDOW 2.15

SECOND LEVEL, BUILDING SIDE
DOUBLE-HUNG
MISSING BOTTOM SASH

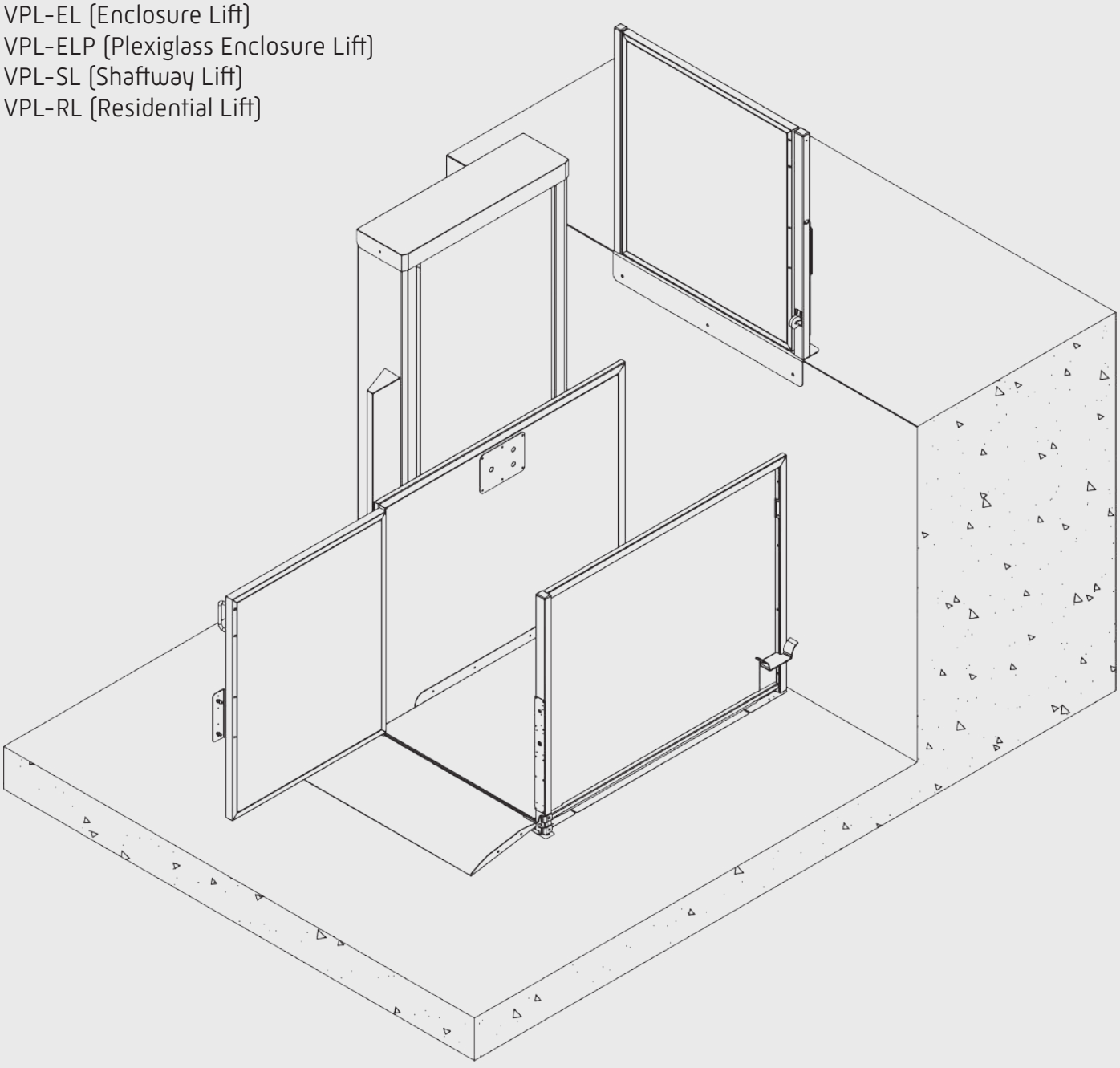
symmetry
elevating solutions

PART OF CIBES LIFT GROUP

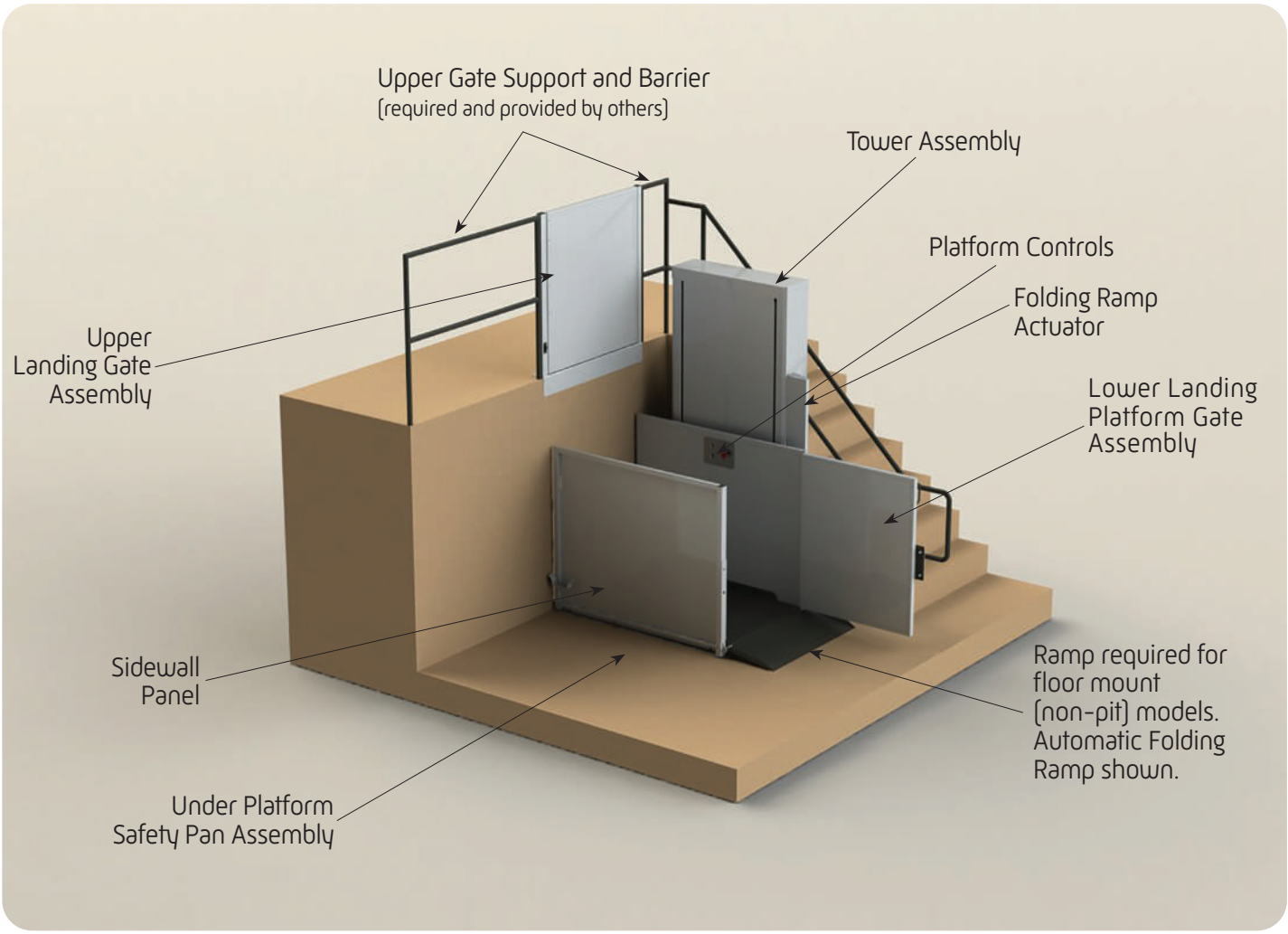
Vertical Platform Lift (VPL)
Design Guide

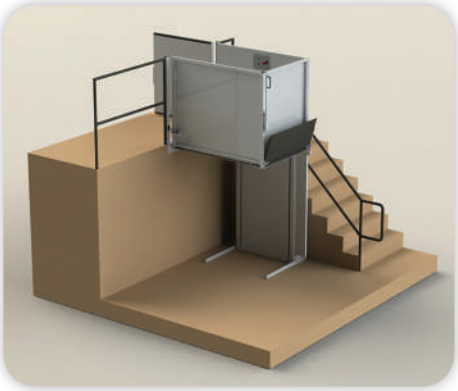
ASME A18.1

For Models:
VPL-UL (Unenclosed Lift)
VPL-EL (Enclosure Lift)
VPL-ELP (Plexiglass Enclosure Lift)
VPL-SL (Shaftway Lift)
VPL-RL (Residential Lift)

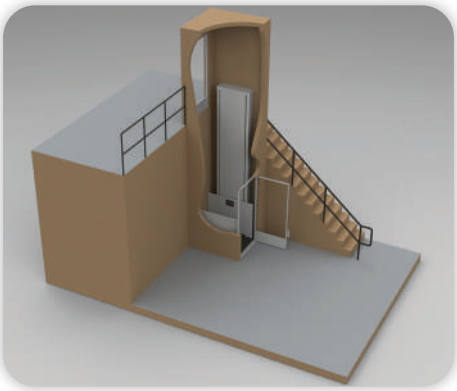


Component Identification

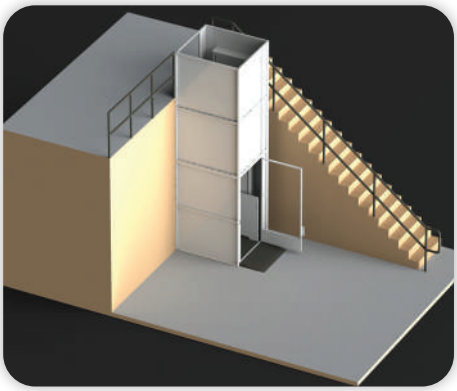




VPL-UL
(Unenclosed Lift)
with Folding Ramp



VPL-SL
(Shaftway Lift)
with Pit



VPL-EL
(Enclosure Lift)
with Stationary Ramp

Common Specifications
For VPL

Standard Features
- Rated Capacity: 750 lbs.
- Lifting Height: Up to 168" (not available on VPL-UL) (Hydraulic units may exceed 168" with variance)
- Steel construction with powder-coated finish
- A.W.A.R.E. system (Active Wiring, Accessories, Relay and Electronics Diagnosis)*
- Hold-to-run up/down control switch installed on the platform
- Hold-to-run control station provided at each landing
- Manual lowering device
- Warranty: Four-year limited parts

Safety Features
- Grab rail (optional on VPL-RL)
- Non-skid platform surface (Black)
- Obstruction safety panel under platform (when not installed within a runway enclosure)
- Alarm (optional on VPL-RL)
- Emergency stop switch
  - Illuminated (optional on VPL-RL)
- Landing interlocks keep doors closed/locked when the platform is at another landing
- Upper final limit switch (optional on Hydraulic Drive)
- Safety lift nut for Acme Screw Drive
- Broken chain safeties for Hydraulic Drive

Optional Features
- Low Profile Carriage: 1½" pit depth (not available on VPL-UL)
- Remote mounted controller
- 230 VAC power supply
- ADA phone for indoor or outdoor applications
- Emergency platform lighting
- Full-speed battery backup
- 5 ftc LED lights with or without battery backup
- Power gate/door operators
- Flip-up ramp (VPL-UL and VPL-RL only)
- Single or double slope roof (VPL-EL and VPL-ELP only)
- Extreme weather package
- Elevator style controls

Clear Platform Sizes
(Custom sizes and designs available)
- 36"W x 54"L
- 36"W x 60"L
- 36"W x 48"L
- 42"W x 60"L

Enter/Exit Configurations
- Straight-Through
- 90°
- 3 Openings
- Same Side (not available on VPL-UL or VPL-RL)

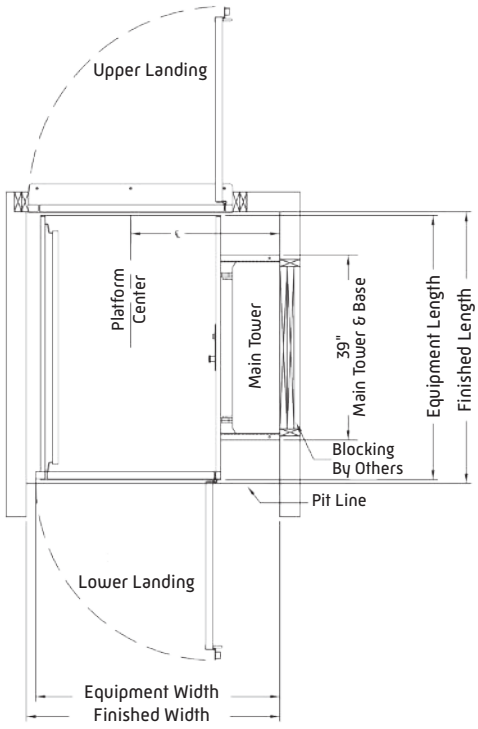
Gate/Door Options
- 42" platform gate** (not available for VPL-SL)
- 42" landing gate**
- 80" landing gate**
- Non-Fire-rated Red Oak door†
- 1½ hour Fire-rated steel door (B Label)

Drive Options
- Acme Screw Drive: 10 fpm, 1.5 HP, 115 VAC
- Accelerated Acme Screw Drive: 20 fpm, 1.5 HP, 115 VAC
- Chain Hydraulic Drive: 17-20 fpm, 3 HP, 115 VAC (not available on VPL-RL)

* Symmetry Elevating Solutions exclusive

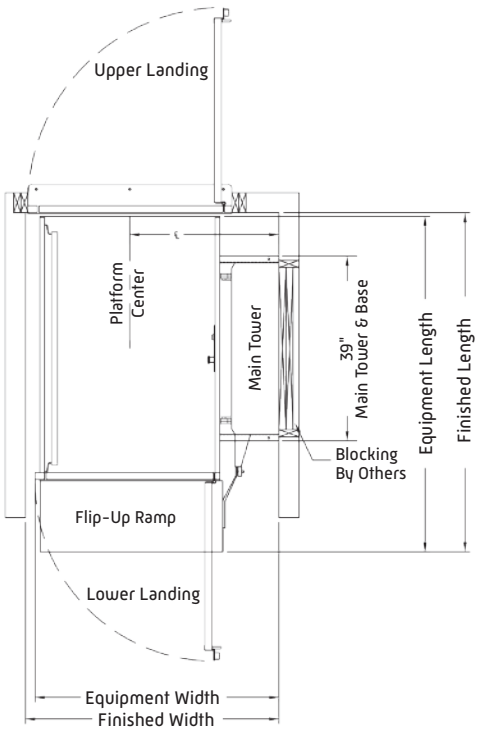
** Available with optional acrylic insert

† Also available in other wood choices, by request



Unenclosed Design
Straight-Through With Pit

Clear Platform (W" x L")	Equipment Width	Equipment Length	Finished Width*	Finished Length	Upper Gate C/L
36" x 48"	51¾"	49¾"	53¾"	51¼"	31¾"
36" x 54"	51¾"	55¾"	53¾"	57¼"	31¾"
36" x 60"	51¾"	61¾"	53¾"	63¼"	31¾"
42" x 60"	57¾"	61¾"	59¾"	63¼"	34¾"



Unenclosed Design
Straight-Through With Flip-Up Ramp

Clear Platform (W" x L")	Equipment Width	Equipment Length	Finished Width*	Finished Length	Upper Gate C/L
36" x 48"	51¾"	64¾"	53¾"	65½"	31¾"
36" x 54"	51¾"	70¾"	53¾"	71½"	31¾"
36" x 60"	51¾"	76¾"	53¾"	77½"	31¾"
42" x 60"	57¾"	76¾"	59¾"	77½"	34¾"

* If platform gate is hinged opposite the main tower and a mid mount gate operator is used, add ½" to this dimension

Pits and Ramps

Applications will be installed in one of the following manners.

Pit

For ease of use, a pit is the best option. A 3" depression in the slab is the typical pit application. This will allow for a smooth transition from the finished floor at the lowest landing to the platform surface of the vertical platform lift.

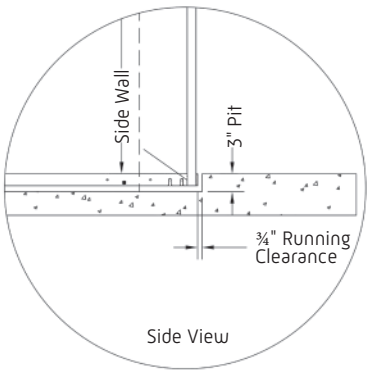
Stationary Ramp

In locations where a pit is not a feasible option, a stationary ramp may be utilized. The stationary ramp is located at the lowest landing and provides access to the lift platform by transitioning from the finished floor of the lowest landing to the platform surface of the vertical platform lift. A door/gate operator will be required.

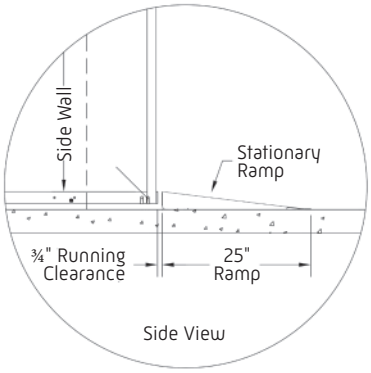
Flip-Up Ramp

As an alternative to the pit and stationary ramp, a flip-up ramp can be used. The flip-up ramp is mounted to the edge of the platform on the side of the lift accessing the lowest landing. A flip-up ramp cannot be used in a shaftway or enclosure application, nor can it be mounted on the side of the lift that is opposite the main tower. When a flip-up ramp is used, the unit must also have a safety pan. In commercial application a platform gate and gate operator will be required.

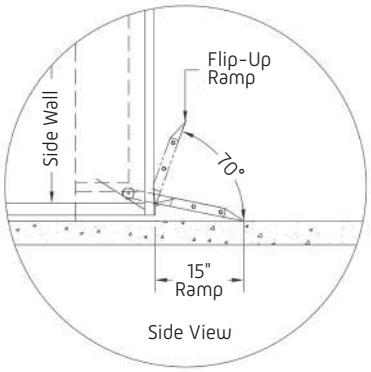
Pit



Stationary Ramp



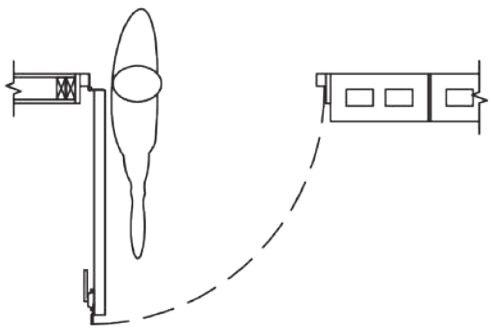
Flip-Up Ramp



Door/Gate Swing

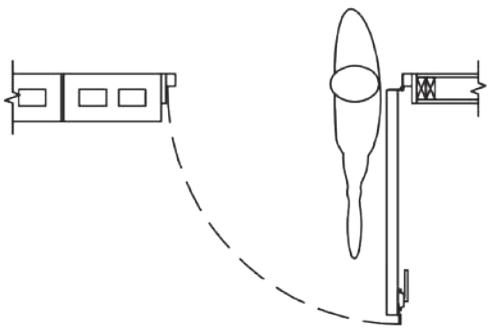
To determine a door or gate swing: With the door open, stand in the doorway with your back against the hinges, and move your arm in the direction of the open door. If you use your right arm, it is a right hand swing. If you use your left arm, it is a left hand swing.

Hoistway Side



Door Swing Is Right Hand

Hoistway Side



Door Swing Is Left Hand

Note:

Call station operating locations must be clear of door swings

Unit Features

Ultimate Double Hung Insert G2: UDHIN G2

Ultimate Single Hung Insert G2: USHIN G2

Ultimate Double Hung Insert Picture G2: UDHIN P G2

Ultimate Double Hung Insert Transom G2: UDHIN TR G2

Frame:

- Frame depth: 3 1/4" (83) pocket depth, 4 29/32" (125) overall jamb
- Head and side jamb thickness: 11/16" (17)
- Sill thickness:
  - 0 degree: 1 13/32" (36)
  - 8 degree: 31/32" (25)
  - 14 degree: 19/32" (15)

Sash:

- Operating / Stationary Sash (Single Hung, Double Hung, Transom):
  - Sash thickness: 1 3/4" (44), corner slot and tenoned
  - Top rail height: 2 13/32" (61)
  - Stiles width:1 21/32" (42)
  - Bottom rail height (operating): 3 1/4" (83)
  - Bottom rail height (transom): 2 3/4" (70)
- Stationary Picture Sash:
  - Sash thickness: 1 3/4" (44), corner slot and tenoned
  - Top rail height: 2 13/32" (61)
  - Stile width: 2 13/32" (61)
  - Bottom rail height: 3 1/4" (83)
- Standard exterior cope profile: Putty
- Standard interior wood cope sticking: Ogee
- Optional interior wood cope sticking: Square

Hardware:

- Locking system that provides locking, unlocking, balancing, and tilting of the sash members. Lock automatically locks when both sash are closed.
- Lock Actuator Assembly:
  - Material
    - Zinc die cast
    - Colors: Satin Taupe, White, Bronze, Matte Black, Brass, Antique Brass, Polished Chrome, Satin Chrome, Oil Rubbed Bronze, or Satin Nickel
  - Design features or components
    - To unlock the unit, turn the handle 135°
    - To lock the unit, both sash must be moved to the closed position
    - To tilt the bottom sash for wash-mode, the bottom sash must be open; push the button on top of lock handle and rotate the handle 180°
    - To tilt the top sash for wash-mode, the bottom sash must be tilted and/or removed from frame; lower the top sash to a good working height, retract the tilt latches on the top rail and tilt sash out of the frame
  - Options
    - Non-tilt hardware
    - Custodial hardware colors: satin taupe, white, bronze, matte black
- Lift Lock (Option for Single Hung Only)
  - Available with one or two locks
  - Lift lock handle assembly is integrated into the bottom rail of the sash and controls locking, unlocking and facilitates operation of the bottom sash.
  - Two locks are not available on sash less than CN26 width
  - Material
    - Zinc die-cast
  - Finishes
    - Lift and Escutcheon components - Bronze, Satin Taupe, White, Matte Black, Oil Rubbed Bronze, Antique Brass, Brass, Polished Chrome, Satin Chrome, Satin Nickel
    - Sill Strike: White, Black, Beige

Unit Features

- Latches
  - Bottom sash latch, top sash tilt latch. Color: Beige
  - Latches accommodate locking/un-locking, travel of sash in frame, and tilting into wash-mode
  - Bottom sash tilt latched operated for Lock Handle
  - Manual bottom tilt latch option - only available with Lift Lock. Color: White, Black, Beige
- Cord guide assembly
  - Injection-molded plastic and die-cast zinc
  - One cord guide inserted into bottom check rail
  - Cord guide is driven by standard check rail lock handle, accounts for cord travel to retract latches
  - Plunger drives auto-lock feature to lock position when both sash are closed
- Strike Assembly
  - Zinc die-cast strike plate and injection-molded Acetal housing and button
  - Strike assembly accommodates locking/unlocking with standard check rail lock
- Balance system
  - Block & tackle balance
  - Hybrid spiral balance

NOTE: Balance type is dependent on sash weight. Unit size, glass type, and options can all impact sash weight. General balance selection is as follows (some exceptions exist based on unit size):

Sash	Sash Weight	Balance Tube Type
Top	up to 35 lbs	Block and Tackle
	>35 lbs	Hybrid Spiral
Bottom	up to 30.6 lbs	Block and Tackle
	>30.6 lbs	Hybrid Spiral

- Sash Limiter
  - Bottom sash limiter:
    - Available on all operator configurations
    - Selectable bottom sash locations, 4", 6" or 8" Net Clear Opening (NCO)
    - Non-tilt hardware is default, and a sash removal tool is required in order to by-pass the Sash limiter for sash removal (tilt wash mode)
    - Standard application is factory applied. Available for retrofit applications.
    - Color: Will align with the Interior Weather Strip Package selection
  - Top Sash Limiter
    - Available on all operator configurations, with the exception Single Hung configurations.
    - Selectable bottom sash locations, 4", 6" or 8" Net Clear Opening (NCO)
    - Standard application is factory applied. Available for field applications
    - Color: Will align with the Exterior Weather Strip Package selection
- Optional factory applied Window Opening Control Device is available on operating units.
  - Two devices will be applied to each window and will default color match the lock handle color.
  - WOCD is a device consisting of a zinc lever housed in a zinc shell on the top sash stile of the secondary sash and an acetal stop on the bottom check rail of the primary sash.
  - Color: Satin Taupe, White, Bronze, Matte Black, Brass, Antique Brass, Polished Chrome, Satin Chrome, Oil Rubbed Bronze, and Satin Nickel.
  - This device works in accordance to ASTM F2090-10 standard specification for window fall prevention devices with emergency escape.
- Exterior Sash Lugs - Standard Option
  - Standard Profile: Ogee
  - Available on Top Sash
  - Color: Available in all exterior clad color options
    - Color shall be the same as top sash clad color
  - Standard application is factory applied. Available for field applications
- Optional Finger Pull
  - Single or double (not available on units less than Glass size 26: Frame OM 31 11/32" (796)
  - Not available with Lift Lock
- Optional Sash Lifts
  - Zinc die-cast.
  - Not available with Lift Lock
  - Color: Satin Taupe. Optional colors: Bronze, White, Brass, Antique Brass, Satin Chrome, Satin Nickel and Oil Rubbed Bronze.

Unit Features

Weather Strip:

- Operating units:
  - Jambs: Foam-filled bulb
    - Color: beige, black, and white
  - Head Jamb: Continuous dual leaf
    - Color: black
  - Check rail: Hollow bulb
    - Color: beige, black, and white
  - Bottom rail: Hollow bulb
    - Color: black
- Stationary units:
  - Jambs: Foam (picture), foam-filled bulb (transom)
    - Color: beige, black, white
  - Header and bottom rail: Hollow bulb
    - Color: black

Insect Screens:

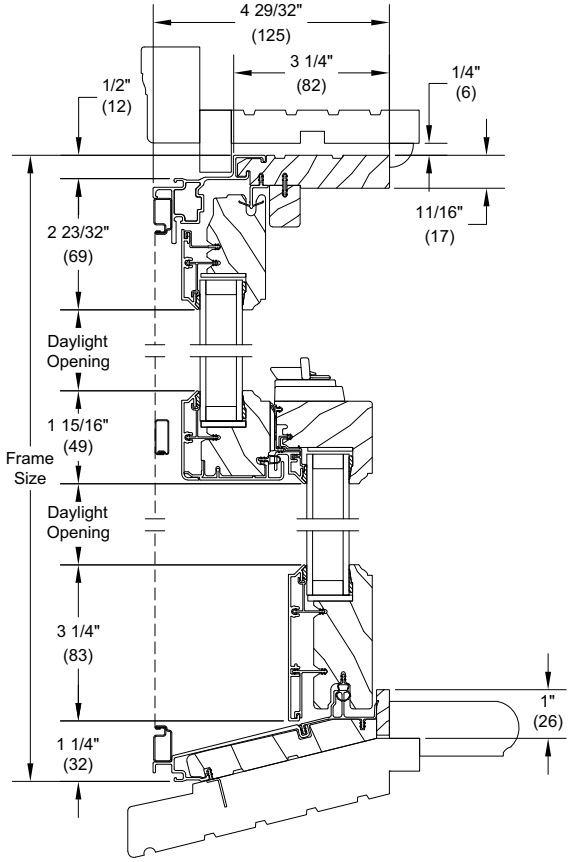
- Screen Frame
  - Window Frame height less than or equal to 54 1/2" Aluminum Screen; Option: Extruded Aluminum Screen Frame.
  - Window Frame height greater than 54 1/2" Extruded Screen Frame.
- Screen mesh:
  - Standard: Marvin Bright View™,
  - Options: Charcoal Aluminum Wire, Black Aluminum Wire, Bright Aluminum Wire, or Bright Bronze Aluminum Wire
- Aluminum surround to match exterior frame clad color
- Units with a glass height of 20" (508) or greater will have a center cross bar

Lock Status Sensor (Optional):

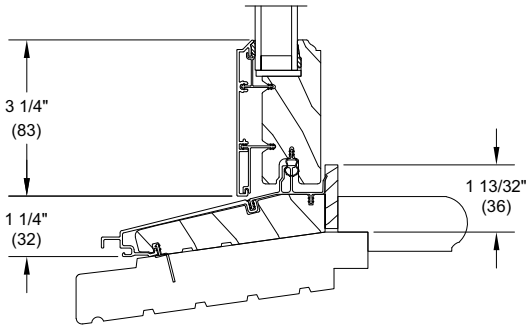
- Refer to **Lock Status Sensor Installation Instructions** for requirements.
- The Lock Status Sensor detects an open or closed status on Clad Ultimate Insert Double Hung - Next Generation 2.0 units and Clad Ultimate Insert Single Hung - Next Generation 2.0 units. A “locked” status is inferred from the presence of the Auto-Lock feature, which activate the locking mechanism when the operating panel is closed. It allows easy integration with home automation systems through a wired or wireless connection.
  - For wired option, check with local codes on potential contractor requirements for low voltage networking connections.
  - Wireless option available. Requires purchase of secondary transmitter for operation. Marvin will prep for this option.
- Wireless Lock Status Sensor is located within the width and height of the frame.
- Sensor Location
  - Will always be located on the right-hand side of the check rail (from the exterior) for the bottom sash. For the top sash, the sensor will be located in the header parting stop of the frame on the right side (from the exterior).
- For Wired or Wireless, Black or White Magnet Covers only visible on secondary surface. Cover color dependent upon interior finish.
  - White: Prime and White Painted Interior Finish
  - Black: Bare and all other finish options

Section Details: Operating

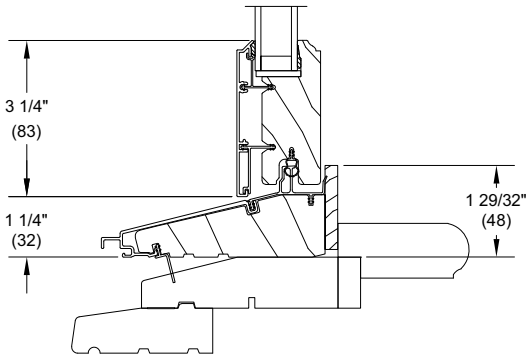
Scale: 3" = 1' 0"



14 Degree Bevel Sill Option
Installed in existing frame



8 Degree Bevel Sill Option
Installed in existing frame



0 Degree Bevel Sill Option
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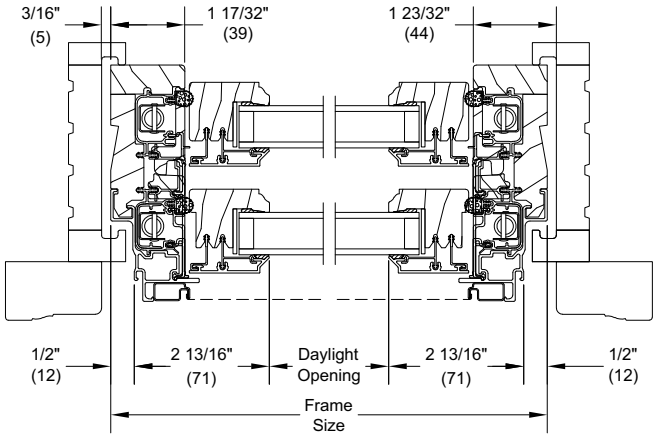
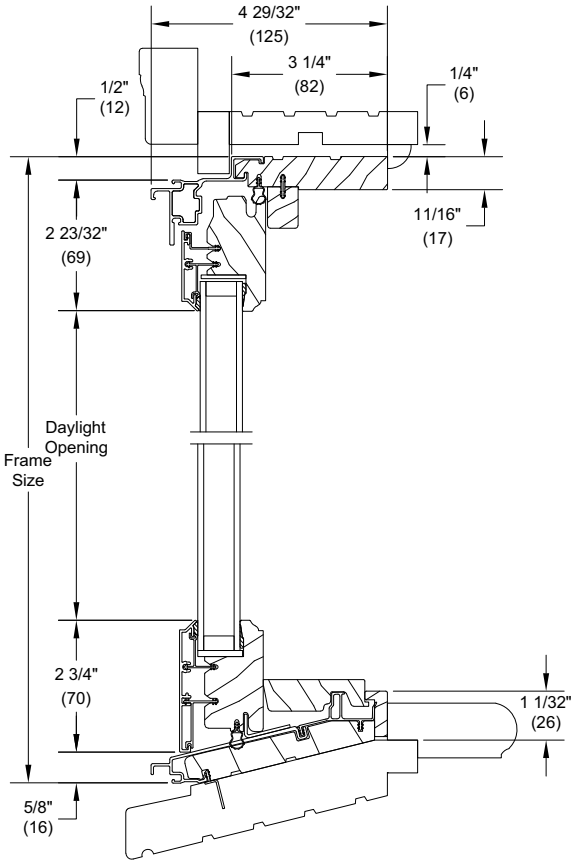


Jamb
Installed in existing frame

Section Details: Transom

Scale: 3" = 1' 0"



14 Degree Bevel Sill Option
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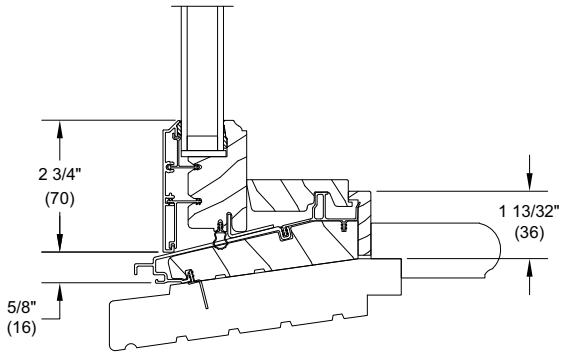

8 Degree Bevel Sill Option
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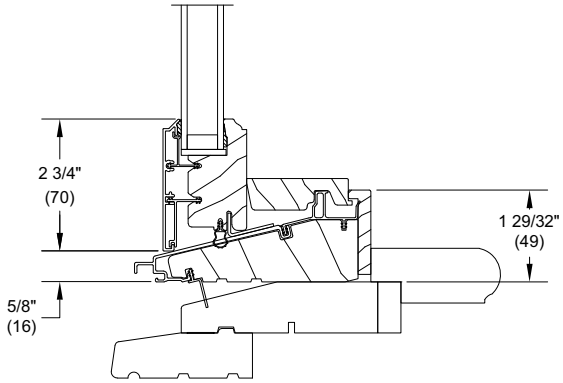

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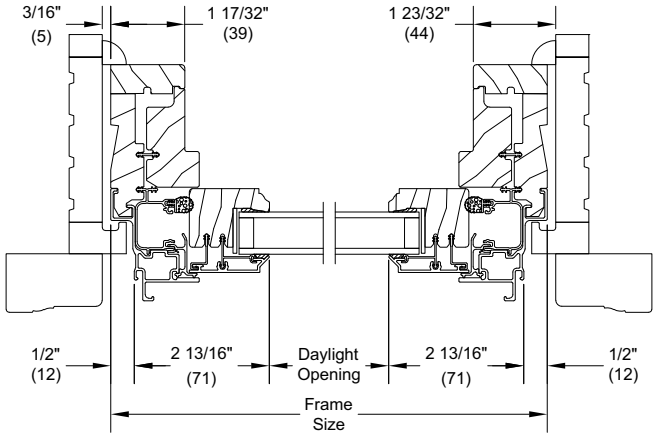
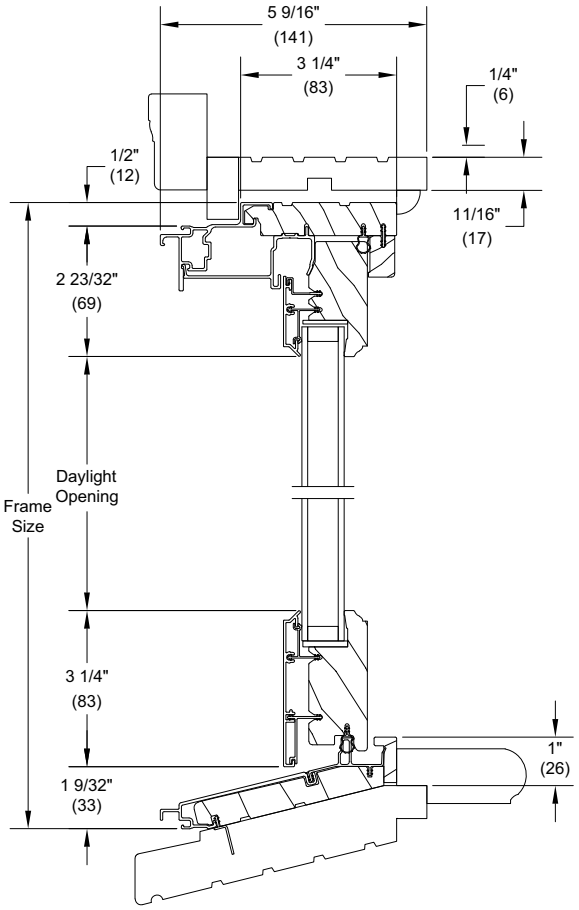


Jamb
Installed in existing frame

Section Details: Picture

Scale: 3" = 1' 0"



14 Degree Bevel Sill Option
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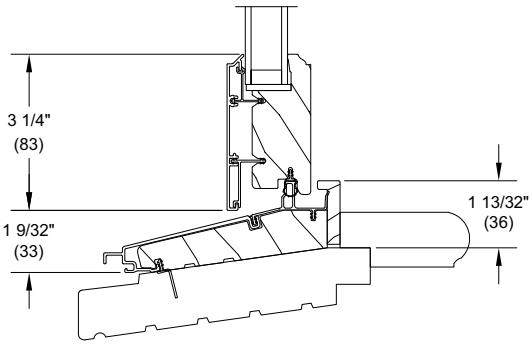

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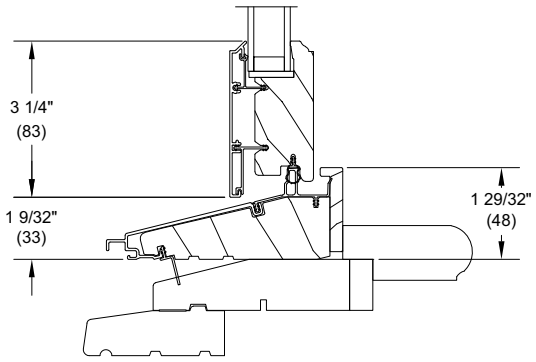

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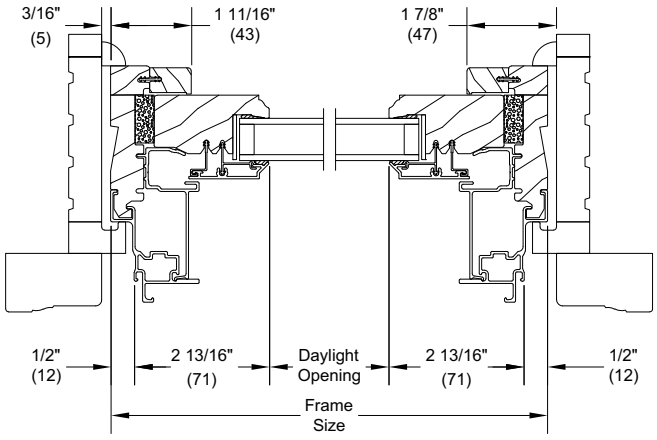
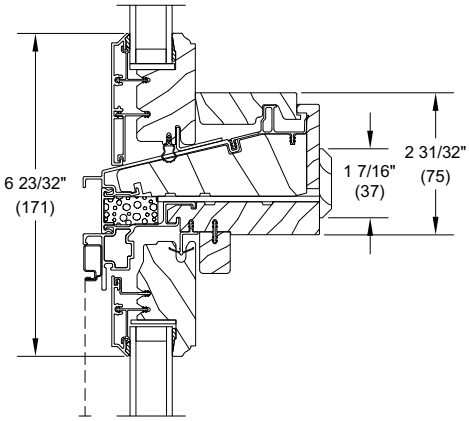


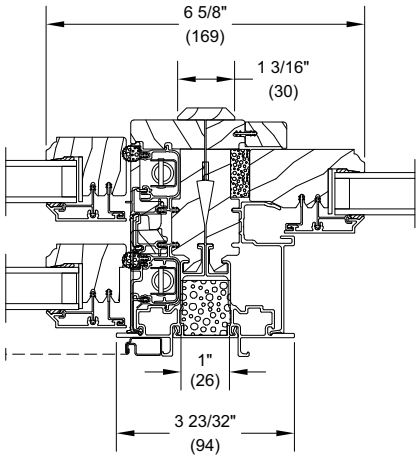
Jamb
Installed in existing frame

Mullions

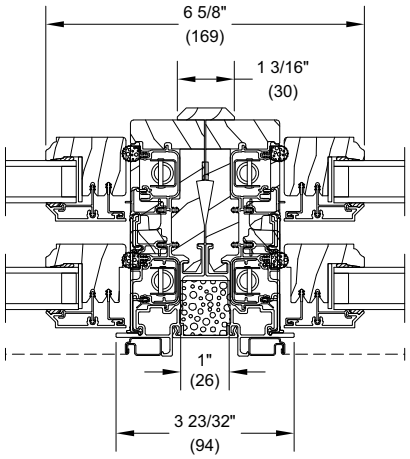
Scale: 3" - 1' 0"



Transom/Operator
Horizontal Mullion



Operator/Picture
Vertical Mullion



Operator/Operator
Vertical Mullion