

NEW ENGLAND REAL ESTATE JOURNAL

Friday, October 3, 1997

NEW ENGLAND REAL ESTATE JOURNAL

Metropolitan designs unique scaffold to avoid Amtrak railway Metropolitan Restoration & Waterproofing to restore Jillian's Back Bay Building

BOSTON, MA. – Metropolitan Restoration & Waterproofing Corp. has lent its expertise to a major restoration project, this one in Boston's historic Back Bay. The Boston based firm has provided exterior and roofing restoration to the building at 145 Ipswich St., the site that houses one of Boston's hottest night spots, Jillian's Billiard Club, as well as three nightclubs operated by Lyons Group Management.

The brick building, built circa 1890, is located only a block away from Fenway Park, and is currently owned by Peter Palandjian and Paul Palandjian, partners in New Roulet Limited Partnership. They are also principals in the property's managing agent, Intercontinental Management Corporation. Over the years, the site has served a variety of commercial, industrial and recreational purposes, first a horse riding academy in the early 1900s, then a printing plant, followed by a furniture warehouse and manufacturing facility as recently as the 1970s. It has been the home of Jillian's for approx. 10 years,

Experienced in revitalizing older and historically significant buildings, Metropolitan's exterior restoration/masonry repairs and roofing system restoration for the century old Back Bay building has been performed in close cooperation with Richard Libardoni of Intercontinental Builders Corp., of Boston, Mass., the general contractor for the project.

The warehouse style building had suffered significant damage as a result of years of water infiltration. Metropolitan's president and project manager, Dennis Kulesza attributes the extent of the damage to "the building's original design and construction which, over time, has sus-



tained considerable water damage. Water has penetrated the building's masonry through the roof gutter system and has caused masonry deterioration due to the freeze/thaw cycles." A lengthy permitting process delayed the project for three years, resulting in additional damage to the building.

In the process of restoring the facade of the warehouse, Metropolitan rebuilt several architectural features including a stepped parapet wall on a gabled roof, and a masonry arch measuring 13 ft. in diameter, as well

as the entire masonry shelf to accommodate the installation of nearly 150 ft. of newly fabricated copper gutter. Other repairs included removing and replacing the outer Wythe of damaged brick masonry, repairing precast concrete sills, and tying the newly repaired roof of Modified Asphalt into the gutter and flash stepped parapet. In addition, cracked brick masonry required epoxy injection, considerable spot pointing of brick work was required, and the building needed replacement of window sealants.

Due to the building's close proxim-

ity to the Conrail-Amtrak rail line, Metropolitan faced serious logistical and practical obstacles.

Since one of the building's walls rested a mere 12 ft. from the train tracks, a unique system of "suspended staging" was designed and erected for the project. A system scaffold was erected on the sloped roof in order to allow for the suspended scaffold to be hung from the roof. One of the tracks was periodically closed down by a Conrail flagman, allowing work on the building to proceed safely and on schedule.