

March 10, 2005

Mike Nugent, Inspectional Services Manager  
City of Portland, Department of Planning and Development  
City Hall Room 315, 389 Congress St.  
Portland, ME 04101

RE: PROP, 131 – 133 Anderson St. Portland, ME  
CBL: 012 B0- 09

Dear Mike,

We've reviewed the list of comments on the submitted plans and listed below where the information is located, or what our proposed solution will be. Once reviewed and approved we will assemble an Addendum to incorporate the revisions as necessary. I've also attached your letter for easy reference.

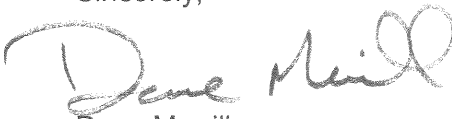
1. The Statement of Special Inspections will be revised to include the Seismic Resistance Inspections.
2. Structural information:
  - a. Handrails & Guards will be prefabricated and are a performance-based specification. The structural requirements are listed in Specification section 06401-1.3. Test reports will be forwarded to you upon submission by the installing sub-contractor.
  - b. The handicap access ramp is indicated in part in the 1<sup>st</sup> floor plan and detail 6/A4.0. Construction is similar to the porch section in details 5 & 7/A4.0. Please see the attached framing plan SkS-1 for further information.
  - c. Please see attached memo from Dave Tetreault of Structural Design Consulting regarding shear design. Wall sections are included on sheets A4.0 & A4.1 and are thoroughly noted; if there is additional information you require, please let us know.
  - d. Sheet A1.0 includes a basement plan, which includes the interior construction, and a foundation plan that includes the concrete layout and information you've requested. Sheet A3.1 also indicates overall building elevations. Specific grade information can then be determined with the actual grade information on the Site Plan, sheet C3.
3. A Geotech report was provided as part of the submission, if this is missing, or you would like further copies, please let me know.
4. As we have done with previous infill locations we have taken into consideration the proximity of the adjacent buildings and easements in the site layout. With the third building @ Anderson St. we are proposing that the building be placed 3 feet from the lot line which is over 43' from the existing Portland Housing Authority Maintenance Building. As you can see by the attached sketch, the opposite end of the our building is up against a PWD easement. The building has already been reduced in length as much as feasibly possible. This side space on the PHA lot is actively used as the only vehicle and truck access to the loading dock and off street parking in the rear of the PHA building. We have spoken with Mr. Mark Adelson, the Deputy Executive Director of the PHA who has

indicated there are no foreseen plans to enlarge the building. He has also indicated that in any case, they could not reduce the vehicle circulation to less than 25 feet in width on their property and still maintain vehicle circulation. With these facts in mind we are requesting a waiver of the criteria for buildings on separate lots, instead complying with the criteria used for 2 buildings on the same lot per Chapter 7, IBC 2003. This would set the fire separation distance at the mid-point ( $\pm 14'-0"$ ) of the distance between our building and the 25' minimum drive width indicated by Mr. Adelson (please see attached sketch). Per tables 601 & 602, type VB construction, bearing and nonbearing walls with between 10 and 30 feet of fire separation distance, may be unrated. Per table 704.8 for fire separation distance between 10 & 15 feet, up to 15% unprotected openings are allowed, but the referenced subnote g also allows unlimited unprotected openings if the exterior wall is unrated. We feel this waiver is justified given the almost negligible chance of development within this 25 foot driveway.

5. The assembly used for the basement / 1<sup>st</sup> and 1<sup>st</sup> / 2<sup>nd</sup> is the type 1E (1 hr) as listed on the partition schedule of sheet G1.0. The assembly used from 2<sup>nd</sup> to 3<sup>rd</sup> is unrated as it separates floors within a townhouse unit. The assembly used for the 3<sup>rd</sup> to roof is type 1F (1 hr).
6. As we have done in the previous Triplex construction, the rated separation wall joins the rated ceiling / roof assembly to form a rated separation between units. There is also a draft stop wall in the attic above the unit separation wall as required by section 716.
7. The shaft bottoms will be protected with 1 hr separations per 710.5. The top of each shaft will terminate with a fire separation assembly of 1 hr per section 710.4. We will add this information to documents.
8. Sheet M1.0 indicates typical mechanical fire penetrations. I have also attached the typical fire penetration detail we use when not covered by the Mechanical typical details. We will incorporate this into the documents. The intent for all the routing of dryer, bathroom & kitchen exhaust is to directly exit the building in as short a route as possible through the unit serviced. There should not be any instance of exhaust entering the shaft. If at any point a duct penetrates a rated assembly on its route to the exterior, we will install an appropriate fire damper.
9. The details on sheet S1.1 are specifically used for framing information and the finishes are represented schematically. We will however add cross-references to the architectural details that call out the specific assembly and finish information.
10. We will add battery backup specifications to the electrical notes.
11. Please refer to the A3.1 sheet which indicate overall floor-to-floor elevations, stair dimensions and keys to larger details of the stair construction.

I believe this catches us up; I'll follow up with a call to review in more detail.

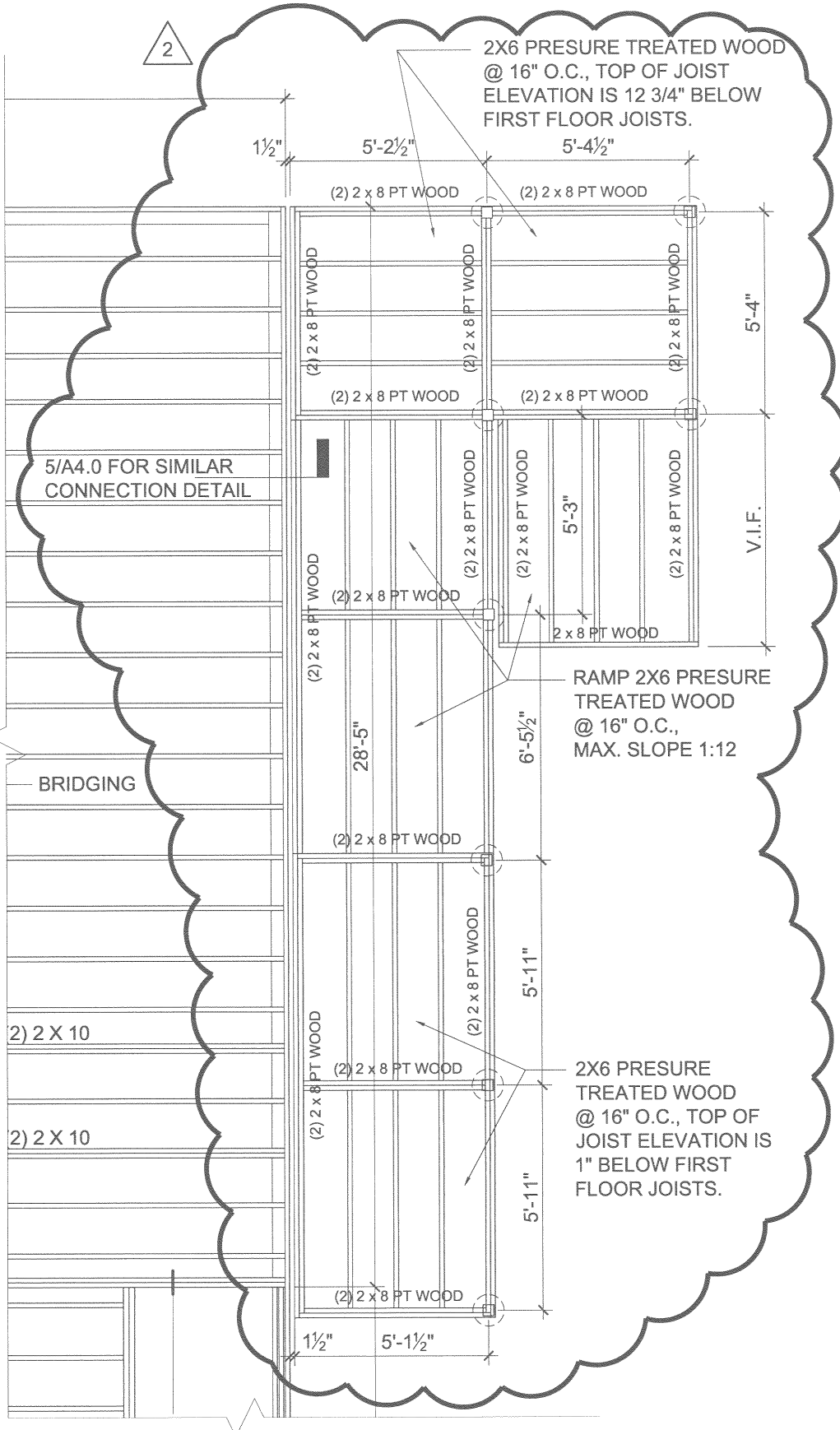
Sincerely,



Dave Merrill  
Project Manager  
TFH Architects

cc: Betsy Sawyer-Manter (PROP),  
John DeStefano (Destefano & Assocs.),  
TST (TFH)

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**ANDERSON STREET - BUILDING 2**  
PEOPLE'S REGIONAL OPPORTUNITY PROGRAM  
Portland, Maine

**TFH ARCHITECTS**  
100 COMMERCIAL STREET  
PORTLAND MAINE 04101  
TELEPHONE 207 775 6141  
ARCHITECTURE PLANNING

CONSULTANTS:

DATE:	03/10/05
PROJECT No.	0406
DRAWN BY:	SA
CHECKED BY:	DAM
SCALE:	AS NOTED

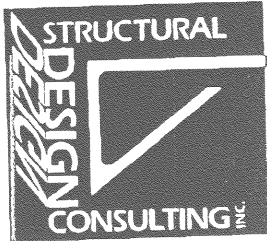
SHEET TITLE:  
EXTERIOR RAMP  
FRAMING PLAN

SKS  
1

1

EXTERIOR RAMP FRAMING PLAN

1/4" = 1'-0"



22 Oakmont Drive  
 Old Orchard Beach, ME 04064-4121  
 Phone: (207) 934-8038  
 Fax: (207) 934-8039

*FAX MEMO*

Date: March 9, 2005  
 To: David Merrill, TFH Architects  
 Fax #: 773-0194  
 From: David Tetreault  
 Subject: 133 Anderson Street

Hard copy will follow                      YES                       NO

Following are responses to review comments made by Mike Nugent/Inspections Division Director dated 3/1/2005:

- 1&2      The lateral bracing system (wind & seismic resistance) consists of the exterior 2x6 studwalls with 5/8" plywood sheathing. These walls have sufficient allowable shear capacity to resist wind and seismic shear when nailed in accordance with Table 2306.4.1 of IBC 2003. Preiodic inspection of panel nailing will be completed as part of Special Inspection Services (see revised Statement of Special Inspections dated March 9, 2005)

SIGNATURE: David Tetreault

copy to:

REVISED LOT #3  
26,881 sq.ft.  
0.62 acres

PARKING

COVE STREET  
(DISCONTINUED 1995)  
BOOK 12303 PAGE 24

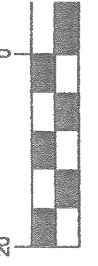
LOADING AREA

12-A-1  
N/F  
PORTLAND HOUSING  
AUTHORITY  
BOOK 5038 PAGE 232

MAX. LIMIT  
OF EXPANSION

MIN. TO BE CONVEYED  
TO LOT 3  
415 sq.ft.

PARTIAL C1  
1/14/05



103.77' N75°32'36"W 166'

PUD EASEMENT  
40.00'



14'-0" 14'-0"  
EA EA

221.1'

N14°54'55"E

25.0"

DRIVEWAY

BENCHMARK  
EX. CB  
RIM 9.18'

ANDERSON STREET

3 DWELLING UNIT  
BUILDING #1 (PHASE I)

3 DWELLING UNIT  
BUILDING #3 (PHASE III)

N87°47'48"W  
178.4'

N87°50'17"E  
105.15'

192' CITY  
20' DEED

N47°43'16"W  
83.92'

S01°01'15"E  
130.23'

S01°01'15"E  
124.48'

SEWER  
SEMENT

#1  
1-ft.  
es

115.78'

N14°54'55"E

WAY  
MENT

58.66'

78.78'

65.56'

N01°10'10"W