



Laurie Leader <lrl@portlandmaine.gov>

RE: BP#2016-01901 49 Hancock Street

1 message

Hiroko Lindsey <hiroko@lindseyarchitects.com>

Thu, Dec 1, 2016 at 7:00 AM

To: lrl@portlandmaine.gov

Cc: Liv Chase <livchase@yahoo.com>

Hi Laurie,

Thank you for taking time yesterday to go over your comments.
As per our conversation, I have revised, added comments and details.

I want to summarize what has been modified;

1. **A1.1** I like to classify the bike storage as S-2, low hazard storage. The parking garage (open or closed) is classified as S-2 under 311.3. I know the space for bicycles and not for the auto parking garage, but it is similar in use and related items stored. The storage for Unit 1 will be classified as S-1. I also added notes relating to the firewall (706.5.1). As per 706.5.1, the exterior wall intersecting to the fire wall will be 1 hour protected.
2. **A1.2** I have eliminated the storage space (S-1) from the second floor. Space will become a part of Unit 2 and used as a gym for unit 2. Also, notes for 706.5.1 added.
3. **A1.3** I added the travel distance, between the landing to the door.
4. **A1.4** I added the travel distance from the south-east corner to the door at the stair.
5. **A2.1** Clarification added for the unprotected opening (10% allowed) and protected opening (25%). All protected opening are within 25% allowance and 3/4 hour rated. All operable fire rated windows will be self-closing. Fyre-tec windows or approved similar are proposed. (see the attached window manufacturer cut sheet)
6. **A2.2** Windows within 5' to 10' of the fire distance are reduced in sizes to meet 25% allowance.
7. **A2.3** Note added for the fire rated door. (please also see the manufacture's cut sheet for the door)
8. **A3.1** Travel distance calculation noted
9. **A3.2** Opening calculation for 706.8, clarified (we also went over together on the phone)
10. **A3.3** South wall section added to show 1 hour rated wall.
11. **Cov 1.0** Updated per new occupancies (R-2, S-1, S-2). Added parapet and fire wall notes.

The travel distance I have is 52.15'. When Liv measured previously, it was within 50'.

Under IBC 2012 (Table 1021.2.1) and 2015 (Table 1006.3.2), the travel distance with a single exit for R-2 occupancy is 125', which is 150% increase from 50' of IBC 2009. I understand that the review is conducted under IBC 2009, but I wanted to bring the above differences to your attention for your determination.

Thank you again and I will try to reach you at 1 pm today to follow up.

Best Regards,

Hiroko Lindsey, Architect

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14 attachments

-  **A1.1 - Plans.pdf**
2840K
-  **A1.2 - Plans.pdf**
2164K
-  **A1.3 - Plans.pdf**
1362K
-  **A1.4 - Plans.pdf**
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