

## Jeanie Bourke - RE: Diversified Communications, 121 Free Street

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**From:** Jeanie Bourke  
**To:** Joe  
**Date:** 5/30/2014 9:30 AM  
**Subject:** RE: Diversified Communications, 121 Free Street  
**CC:** 'Nick Cricenti'; Chris Pirone

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Hi Joe,

Thank you for the detailed information, I have reviewed this and filed everything to the final approved plans folder for this project.

Have a great weekend,  
Jeanie

>>> "Joe" <josefchalat@gmail.com> 5/23/2014 8:36 AM >>>

Jeannie: Here are answers and discussions for your questions: I have attached two plans revised according to your notes and one code excerpt.

Item 1                    Done

Item 2                    Done

Item 3 NFPA 13.2.5.1.2 establishes two allowable common paths of travel limitations as follows:

1. 20 ft (6100 mm), regardless of occupant load
2. 75 ft (23 m) where serving not more than 50 persons

### Point A

The occupant load of the area served by the common path of travel (the storage room) is less than 50, so the common path of travel from that point is permitted to be 75'. Within the actual assembly space the limit would be 20'. The attached commentary from NFPA used a similar argument for a slightly different, but still applicable, situation.

**Aisle C:** That was an error: There is no common path issue for a row of seating served by aisles at both ends: Relevant codes are:

NFPA 13.2.5.5.4\* Rows of seating served by aisles or doorways at both ends shall not exceed 100 seats per row.

IBC 1028.10.1 Dual access. For rows of seating served by aisles or doorways at both ends, there shall not be more than 100 seats per row. The minimum clear width of 12 inches (305 mm) between rows shall be increased by 0.3 inch (7.6 mm) for every additional seat beyond 14 seats, but the minimum clear width is not required to exceed 22 inches (559 mm).

**Item 4. Total travel distance for Stair #3:** Distance given on the life safety plan are to the

nearest rated exit per NFPA and IBC

**NFPA 13.2.6.2** Exits shall be arranged so that the total length of travel from any point to reach an exit shall not exceed 200 ft (61 m) in any assembly occupancy, unless otherwise permitted by the following:

(1) The travel distance shall not exceed 250 ft (76 m) in assembly occupancies protected throughout by an approved automatic sprinkler system in accordance with Section 9.7.

From Commentary:

Travel distance is that length of travel to an exterior exit door opening [as shown in Exhibit 7.98, Part (a)], an enclosed exit stair [as shown in Exhibit 7.98, Part (b)], an exit passageway, or a horizontal exit. It includes all travel within the occupied space until an occupant reaches that level of protection afforded by the nearest exit. Therefore, where stairs form part of an exit access rather than an exit, the travel over such stairs is included in the travel distance measurement [as shown in Exhibit 7.98, Part (a)].

**IBC 1016.1 Travel distance limitations.** Exits shall be so located on each story such that the maximum length of exit access travel, measured from the most remote point within a story along the natural and unobstructed path of egress travel to an exterior exit door at the level of exit discharge, an entrance to a vertical exit enclosure, an exit passageway, a horizontal exit, an exterior exit stairway or an exterior exit ramp, shall not exceed the distances given in Table 1016.1.

Let me know if you have any other questions

Joe

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**From:** Jeanie Bourke [mailto:JMB@portlandmaine.gov]  
**Sent:** Thursday, May 22, 2014 2:48 PM  
**To:** Joe  
**Cc:** Chris Pirone; 'Nick Cricenti'  
**Subject:** RE: Diversified Communications, 121 Free Street

Hi Joe,

I have reviewed the plans and have the following comments:

1. On Plan LS1.1, please correct the floor designation to First Floor.
2. On Plan LS1.2, the IBC code analysis for Assembly Common Path is the same as NFPA as the MUBEC adoption deleted Sec. 1014.3 and inserted Table A7.6. See <http://www.maine.gov/dps/bbcs/>
3. The code allows a maximum common path of travel in an Assembly of 20'. It appears this is exceeded in 2 locations, Aisle C and Path A. Can you please comment on this?
4. Was the total Travel Distance calculated for the use of Stair #3?

Thanks,  
 Jeanie

*Jeanie Bourke*  
*CEO/LPI/Plan Reviewer*

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>>> "Joe" <[josefchalat@gmail.com](mailto:josefchalat@gmail.com)> 5/20/2014 5:14 PM >>>

Jeanie and Chris:

Attached are revised life safety plans showing means of egress and the revised occupant load for the collaboration room in the Diversified Communications Project. I have also attached a letter from Nick Crecenti stating that the revision meets IBC and NFPA. Please do not hesitate to call or email me with questions. Thanks for your help!

Regards,  
 Joe Chalats, @ (207) 318-3234

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**From:** Jeanie Bourke [<mailto:JMB@portlandmaine.gov>]  
**Sent:** Friday, May 02, 2014 2:46 PM  
**To:** Joe  
**Cc:** 'Anthony Martin'; 'Lisa Whited'; Chris Pirone; [pskall@wright-ryan.com](mailto:pskall@wright-ryan.com)  
**Subject:** Re: Diversified Communications, 121 Free Street

Hi Joe,

I discussed this with Chris and agreed that in lieu of applying for an amendment, the report and plans can be submitted to us via email for review. If approved we will upload these into the approved plans folder of the existing permit as an As Built change approval.

Thanks,  
 Jeanie

*Jeanie Bourke*  
*CEO/LPI/Plan Reviewer*

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>>> "Joe" <[josefchalat@gmail.com](mailto:josefchalat@gmail.com)> 4/29/2014 12:02 PM >>>

Jeanie and Chris:

I hired Nick Cricenti, a Fire Protection Engineer with SFC Engineering, to examine the question of whether or not we can increase the occupant load of the 2<sup>nd</sup> floor collaboration room beyond the current level of 154 people for which the plan is currently approved. Nick has reviewed the drawings and concluded that the new 1

hour rated stair that connects the 2<sup>nd</sup> floor to the 1<sup>st</sup> floor can be used to justify an increase in the occupant load of the collaboration room from a number based on 1 occupant per 15 square feet to a number based on 1 occupant per 7 square feet. I would like to prepare an official submission so that my client can post the larger occupant load in the room and use the room for their companywide meetings. Can you let me know what items or revised drawings you would like me to submit? Thanks!

Joe

**Josef Chalot, Architect**

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*Maine Licensed Architect*

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