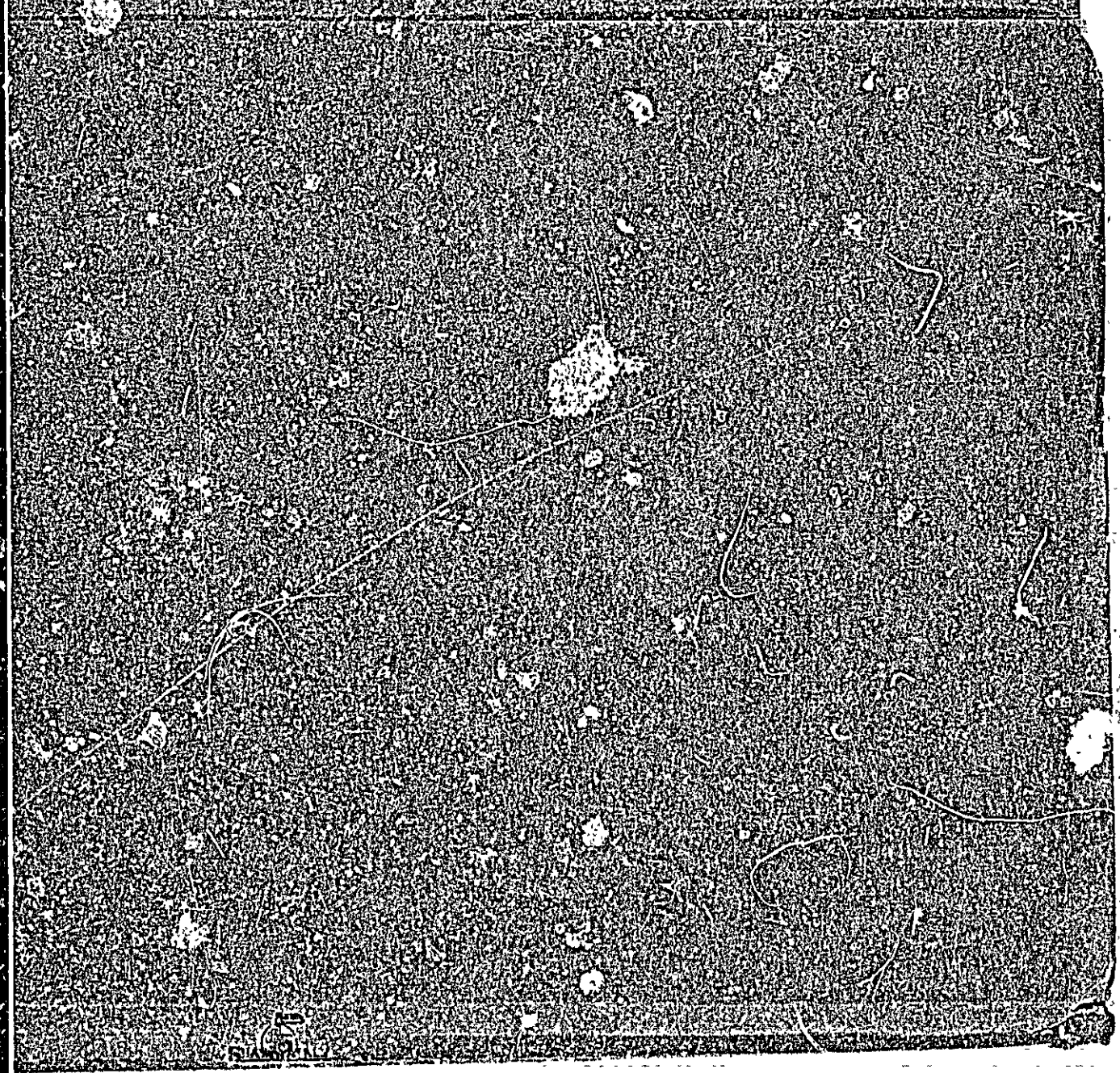
49-69 BROWN STREET



B3 BUSINESS ZONE

APPLICATION FOR PERMIT

PERMIT ISSUED
00837
JUL 8 1960
CITY OF PORTLAND

Class of Building or Type of Structure 2nd class

Portland, Maine, July 5, 1960

To the INSPECTOR OF BUILDINGS, PORTLAND, MAINE

The undersigned hereby applies for a permit to erect alter repair demolish install the following building structure equipment in accordance with the Laws of the State of Maine, the Building Code and Zoning Ordinance of the City of Portland, plans and specifications, if any, submitted herewith and the following specifications:

Location 53 Brown St. Within Fire Limits? _____ Dist No. _____

Owner's name and address Preble Inc. 477 Congress St. Telephone _____

Lessee's name and address _____ Telephone _____

Contractor's name and address James McBrady, 169 Front St. So. Portland Telephone 9-0392

Architect _____ Specifications _____ Plans yes No. of sheets 2

Proposed use of building Parking No. families _____

Last use " No. families _____

Material _____ No. stories 4 Heat _____ Style of roof _____ Roofing _____

Other buildings on same lot _____

Estimated cost $ 900.00 Fee $ 4.00

General Description of New Work

To provide "Louvered Screen" in one half Cumberland Ave. end, including 2nd and 3rd floors as per plans.

It is understood that this permit does not include installation of heating apparatus which is to be taken out separately by and in the name of the heating contractor. ***PERMIT TO BE ISSUED TO*** Preble Inc.

Details of New Work

Is any plumbing involved in this work? _____ Is any electrical work involved in this work? _____

Is connection to be made to public sewer? _____ If not, what is proposed for sewage? _____

Has septic tank notice been sent? _____ Form notice sent? _____

Height average grade to top of plate _____ Height average grade to highest point of roof _____

Size, front _____ depth _____ No. stories _____ solid or filled land? _____ earth or rock? _____

Material of foundation _____ Thickness, top _____ bottom _____ cellar _____

Kind of roof _____ Rise per foot _____ Roof covering _____

No. of chimneys _____ Material of chimneys _____ of lining _____ Kind of heat _____ fuel _____

Framing Lumber—Kind _____ Dressed or full size? _____ Corner posts _____ Sills _____

Size Girder _____ Columns under girders _____ Size _____ Max. on centers _____

Studs (outside walls and carrying partitions) 2x4-16" O. C. Bridging in every floor and flat roof span over 8 feet.

Joists and rafters: 1st floor _____, 2nd _____, 3rd _____, roof _____

On centers: 1st floor _____, 2nd _____, 3rd _____, roof _____

Maximum span: 1st floor _____, 2nd _____, 3rd _____, roof _____

If one story building with masonry walls, thickness of walls? _____ height? _____

If a Garage

No. cars now accommodated on same lot _____, to be accommodated _____ number commercial cars to be accommodated _____

Will automobile repairing be done other than minor repairs to cars habitually stored in the proposed building? _____

APPROVED:
O.K. - 7/6/60 - [illegible]

Miscellaneous

Will work require disturbing of any tree on a public street? no

Will there be in charge of the above work a person competent to see that the State and City requirements pertaining thereto are observed? yes

Preble Inc.

CS 301

INSPECTION COPY

Signature of owner _____ by: [signature]

FM

001837

Location 53 Bryan St.

Owner Prehli Inc.

Date of permit 9/6/60

Notif. closing-in

Inspn. closing-in

Final Notif.

Final Inspn.

Cert. of Occupancy issued

Staking Out Notice

Form Check Notice

NOTES

7/13/60 - Work started - Ellen

11/14/60 - Work done - Ellen

B3 BUSINESS ZONE

APPLICATION FOR PERMIT

PERMIT ISSUED
JAN 16 1959 00054
CITY of PORTLAND

Class of Building or Type of Structure 1st Class

Portland, Maine, October 7, 1958

To the INSPECTOR OF BUILDINGS, PORTLAND, MAINE

The undersigned hereby applies for a permit to erect alter repair demolish install the following building structure equipment in accordance with the Laws of the State of Maine, the Building Code and Zoning Ordinance of the City of Portland, plans and specifications, if any, submitted herewith and the following specifications:

Location 23 15 Brown Street Within Fire Limits? yes Dist. No. 1

Owner's name and address Preble, Inc., 477 Congress St. Telephone

Lessee's name and address Telephone

Contractor's name and address Fred I. Merrill, 176 Sawyer St., So. Portland Telephone

Architect Specifications Plans yes No. of sheets 2

Proposed use of building Parking Structure No. families

Last use " No. families

Material No. stories Heat Style of roof Roofing

Other buildings on same lot

Estimated cost $ 3,800. Fee $ 5.00

General Description of New Work

To provide safety screen Arcade fire escape

" " storm screen between third and fourth floors

To provide door on first landing of Cumberland Ave. fire escape

All as per plans

Revised plans received 1/16/59 - agl

It is understood that this permit does not include installation of heating apparatus which is to be taken out separately by and in the name of the heating contractor. ***PERMIT TO BE ISSUED TO*** Philip Snow, 477 Congress St.

Details of New Work

Is any plumbing involved in this work? Is any electrical work involved in this work?

Is connection to be made to public sewer? If not, what is proposed for sewage?

Has septic tank notice been sent? Form notice sent?

Height average grade to top of plate Height average grade to highest point of roof

Size, front depth No. stories solid or filled land? earth or rock?

Material of foundation Thickness, top bottom cellar

Material of underpinning Height Thickness

Kind of roof Rise per foot Roof covering

No. of chimneys Material of chimneys of lining Kind of heat fuel

Framing Lumber–Kind Dressed or full size? Corner posts Sills

Size Girder Columns under girders Size Max. on centers

Kind and thickness of outside sheathing of exterior walls?

Studs (outside walls and carrying partitions) 2x4-16" O. C. Bridging in every floor and flat roof span over 8 feet.

Joists and rafters: 1st floor, 2nd, 3rd, roof

On centers: 1st floor, 2nd, 3rd, roof

Maximum span: 1st floor, 2nd, 3rd, roof

If one story building with masonry walls, thickness of walls? height?

If a Garage

No. cars now accommodated on same lot, to be accommodated number commercial cars to be accommodated

Will automobile repairing be done other than minor repairs to cars habitually stored in the proposed building?

APPROVED:

Miscellaneous

Will work require disturbing of any tree on a public street? no

Will there be in charge of the above work a person competent to see that the State and City requirements pertaining thereto are observed? yes

Preble, Inc.

Signature of owner By: Philip O. Snow

INSPECTION COPY

Permit No. 59-576

Location: [illegible]

Owner: Pebble Dr.

Date of permit 4/16/59

Notif. closing-in

Inspn. closing-in

Final Notif.

Final Inspn.

Cert. of Occupancy issued

Staking Out Notice

Form Check Notice

NOTES

1/22/59 - Work started
Allen

2/12/59 - Work progressing -
Allen

3/12/59 - Serious allegations
- Allen

4/16/59 - Work done - Allen

March 4, 1957

AP 49-63 Brown St.—Proposed open parking structure—preliminary application for permit and plans, Sheets 1to 9 incl., dated February 5, 1957

Copies to Treble Inc.
Mr. Elmer F. Clark, Treas.
Casco Bank & Trust Co.
Chief of the Fire Dept.

Mr. Philip Snow
477 Congress St.

Dear Mr. Snow:

From our conversation a few weeks ago, it is understood that you will make written request to the Board of Standards and Review for a change in Section 211g of the building Code which does not allow any other use than parking—since the latest plans would incorporate the drive-in bank building within the parking structure. No doubt you are aware that consideration by the Board takes some time, and an actual change by the City Council even longer. It is suggested that at the same time you include a request for a change in Section 211gl, which provides for such a structure an unbroken fire separation of two-hours fire resistance where any part is closer than 10 feet to any other building. It would be far better to ask the Board to recommend some adjustment in this connection rather than to rely on building the parking structure in certain places directly against the Civic Theatre building with which we have difficulty in an administrative way in attempting to say that the Civic Theatre building is not another building.

You will remember Fire Chief Johnson's thought that such an open parking structure should be equipped with adequate fire extinguishing devices at each level and also that there should be a telephone or other communication system so that persons faced with an emergency at any level would have a quick way to summon aid without walking or running the considerable distance to the office. You expressed yourself as feeling that these safeguards are justifiable. When the above matters are brought to the attention of the Board, Chief Johnson's suggestion will also be given to them .

The projection of the upper level four feet over the Brown St. sidewalk can be accomplished if the Municipal Officers (same personnel as City Council) approve the building permit including that projection. While it is evident that you will want to know the attitude of the Municipal Officers on this detail before completing plans and specifications, the question ought not to be given to the Municipal Officers until the actual proposal is finally decided upon and sufficient details of at least this particular, shown so there may be no doubt what the Municipal Officers are asked to approve.

The following represents questions or discrepancies as checked against the present requirements:

1. Some type of barrier will be necessary at all levels above the ground so that cars may not be parked under any circumstances to hinder access to the exit stairway to Cumberland Ave.—arrangements to be made so that persons will

always have access to this stairway without the passageway being encumbered in any way. ?

2. The enclosed stairway to Brown St. scales less than three feet in width, but there is a note on Sheet 8 that the stairway is to be three feet wide. This is the minimum. — OK

3. While the Fire Department and this department has agreed on a five foot wide exit passageway from the main floor of the theatre, it appears that the width of this exit passageway would be cut to four feet where it passes under the exit stairway from the upper levels and the balcony exits of the theatre. This five foot minimum should be maintained clear to Cumberland Ave. — OK

4. The understanding that the exit passageway from the theatre to Cumberland Ave. could be left as desired at five feet in width was arrived at by agreement that:

—all of the outside doors at the theatre exit openings, including those at the balcony, are to be removed and the exit openings fitted with inner doors and suitable hardware (if not already present) so that neither the exit passageway at the ground level nor the fire escape from the balcony will be narrowed by more than six inches when the doors are wide open. — OK
—the exit door from backstage is to be changed out to a double door and equipped with anti-panic hardware and suitable exit light so that it will not obstruct the exit passageway when wide open.
—suitable white lights are to be provided over the exit passageway and outside the balcony exits so that this emergency means of egress from the theatre will always be illuminated, and these lights are to be on the exit lights circuits of the theatre. ?

5. If there are to be any floor drains in the upper levels or at the ground level, please refer to Section 2041 of the Code and provide a grease and inflammable liquids trap called for there. ?

6. It is realized that the plans are preliminary and still in a somewhat flexible state. No attempt has been made to check or call your attention to the several other questions as to exit signs or lights, rise and tread of stairs, handrails, hardware on doors etc.

Very truly yours,

WMcD/D

Warren McDonald
Inspector of Buildings

4, 5, + 6 B

May 8, 1957

Re: 49-63 Brown St.—Proposed open parking structure and Building Code appeal relating thereto

Preble Inc.
477 Congress St.

Copies to Mr. Elmer F. Clark, Treas.
Casco Bank & Trust Co.
Mr. Philip Snow
477 Congress St.
Corporation Counsel

Gentlemen:

While we have not completed our check of the plans of the proposed open parking structure at 49-63 Brown St. against Building Code requirements, you are aware that two features of the proposed structure would be contrary to Code provisions.

The matter of having the existing drive-in bank building contained within the structure and the closeness of the parking structure to the wall of the building in which is the Civic Theatre without the structure's own intervening fire-wall. An amendment of the appeal clause of the Building Code calculated to extend the variance appeal privilege to features of open parking structures like these two involved in your case and one other feature, was recommended to the City Council by the Board of Standards & Review; and the City Council becoming aware of your particular need for quick action adopted the amendment under the emergency rule to become effective at once, this on May 6.

Thus the ground has been laid as quickly as possible for you to file your appeal relating to these features, seeking from the Board of Municipal Officers a variance from the precise terms of the Building Code. Mr. Snow says that you desire to seek such a variance, and, in order to forward the matter, the following clause is given as what we call a "certification clause" to appear on the appeal application:

Building permit intended to authorize construction of an open parking structure by Preble Inc., at 49-63 Brown St. is not issuable under the Building Code because

--continued operation of the existing drive-in bank building within the structure is intended, and

--certain parts of the structure near the entrance to and exit from the proposed structure to Casco Bank Arcade would be closer than 10 feet to the existing theatre building without providing the structure's own 2-hour fire-resistive wall

contrary to Section 211g and gl of the Building Code.

Enclosed is an outline of the appeal procedure; and, if you are to secure

consideration of the Board at the earliest possible date, the appeal should be filed at the office of Corporation Counsel before noon on Friday, May 10. Upon applying at the Legal Department, you will find that they have a copy of this letter.

Section 115 of the Building Code, the appeal clause, provides: "In specific cases wherein the enforcement of this Code would involve practical difficulty or unnecessary hardship and wherein desirable relief may be granted without substantially departing from the intent and purpose of this Code, but not otherwise, the Municipal Officers may, by a two-thirds vote of their membership, permit exceptions to and variations from the provisions of this Code with relation to the following operations or acts:"

These operations or acts thus open to exceptions and variations have now been extended to include the open parking structure features.

No doubt you will be prepared to explain to the Board at the hearing why enforcement of the Code in these particulars would involve practical difficulty or unnecessary hardship and that the requested relief would not substantially depart from the intent and purpose of the Code.

Very truly yours,

Warren McDonald
Inspector of Buildings

WMcD/B

Enc: Outline of appeal procedure

7A

Julian H. Orr, City Manager — May 17, 1957

Warren McDonald, Inspector of Buildings — Copy to Corporation Counsel

MO Order approving projections of proposed parking structure for Preble, Inc. over the public sidewalks of Brown Street and Cumberland Avenue at 49-63 Brown Street, corner of Cumberland Avenue.

Since this order is written after the deadline of Thursday afternoon, I have asked the City Clerk to include it in the agenda for Monday's Council Meeting.

This is the long talked-of open parking structure concerning which a Building Code appeal is coming before members of the Municipal Officers this morning. This order has to do with projections of the structure itself over the public sidewalks of Brown Street and Cumberland Avenue, the Building Code providing that permits authorizing such projections shall not be issued unless approved by the Municipal Officers.

These projections are pretty well described in the order, and these very positive property owners insist that these projections are necessary in order to secure enough parking spaces to make the structure productive.

As far as I can see, little objection would normally appear for the projection over the Cumberland Avenue sidewalk; and the same may apply to the projection over Brown Street. Brown Street, however, is already too narrow, and it is suggested that perhaps the Board would like to have the opinion of Messrs. Whitney and Johnson before passing upon the order. The plans are none too clear but they are available for these men to examine them at this office.

Inspector of Buildings

Attachment: MO Order

City of Portland, Maine

IN BOARD OF MUNICIPAL OFFICERS

May 20, 1957

ORDERED:

That the building permit intended to authorize construction of a 3-level open parking structure for Preble, Inc. at 49-63 Brown Street, corner of Cumberland Avenue be and hereby is approved especially to authorize projection of parts of the structure over the public sidewalks of Brown Street and Cumberland Avenue, as indicated below, but subject to full compliance with all terms of the Building Code relating thereto and all other laws relating to the same subject matter, as per Section 103c of the Building Code. These projections are proposed as follows:

- a projection of 4 feet over the Brown Street sidewalk from the corner of the proposed structure at Cumberland Avenue about 225 feet along Brown Street with a clearance above the public sidewalk at the street corner of 25 feet, reducing to a clearance of 19 feet at the farther end toward Congress Street.
- a projection of 4 feet over the public sidewalk of Cumberland Avenue from the 4-foot projection over Brown Street at the corner of Brown and Cumberland Avenue a distance of about 93 feet toward Preble Street with a clearance at the street corner of about 33 feet increasing to about 38 feet at the end toward Preble Street.

Copies to City Manager
Corporation Counsel

PHILIP P. SNOW
CONSULTING ENGINEER
477 CONGRESS STREET
PORTLAND, MAINE
TEL. 5-0436

11 June 1957

Portland Fire Department
City of Portland
Portland, Maine

Re: 49-63 Brown Street

Gentlemen: Attention Chief Carl P. Johnson

Confirming verbal conversation of recent date in connection with your letter of 29 May 1957 refering to proposed Open Parking Structure at 49-63 Brown Street. Paragraph references refer to your letter.

Par. 2. Existing gasoline tanks and pumps will be removed.

Par 4: Fire extinguishers now show on plans. They will be CO^2 type. Sand containers will be provided.

Par 5: We propose to provide two alarm stations for each of the upper floors. These stations will notify the attendant that a fire exists. Each station to have a protective plate similar to standard fire dept stations. In addition, in the stairway enclosure, at each level will be installed a communication system allowing two-way conversation from the attendant to each floor.

Par 6: Exit lights, signs and hardware are carried as an allowance by the Contractor and it is our intent to check with both the building inspection and fire department prior to purchase of same. No automobile repair work will be attempted in this structure.

Philip P. Snow

Copies to
Building Inspector
Preble Inc
Casco Bank

July 20, 1956

AP 49-63 Brown St.--Proposed 3-level open parking structure--Preliminary plans

Mr. Philip Snow
477 Congress St.

Copy to Preble, Inc.
477 Congress St.
Fire Chief

Dear Mr. Snow,

Examination of the plans of the above structure against the provisions of Section 211g and gl to g6 inclusive of the Building Code (these are the regulations adopted by the City Council in an effort to make it possible to erect economical structures in Portland to help solve the parking problem) prompts the following comments, it being realized that the plans are very preliminary and filed with an actual application for a permit in order to give us reason for making examination in view of the innumerable inquiries which we get about this and that, examination of which and response must await actively applied for permits. It is quite possible that I may misinterpret the plans in some particulars, and if there is evidence of that in this letter, please clear it up immediately.

1. With reference to Section 211g it appears that the lower level might be more than 12 feet below the grade of the Brown St. sidewalk at the end toward Congress St. and the middle level about five feet below that grade. If this is correct it would appear that the lower level and the middle level could hardly be classified as the kind of open parking structure contemplated by the Code because including the wall of the theater there would appear to be complete or partial enclosure walls on more than two sides. It appears that the lower level at least would have to be designed in accordance with the requirements for major garages in Section 204, involving important ventilation problems under Section 204dl. Just what this combination of garage and open parking structure would entail cannot be worked out at this time.

2. With reference to Section 211gl while an accurate plot plan showing property lines would be needed to finally settle the question, irrespective of the fact that Preble, Inc. owns both the land under the Civic Theater and the land intended for the parking space, there is an interior lot line platted between the two. On that basis it appears that a parking structure would require a 2-hour fire resistance wall of its own or to be set back 10 feet from this interior lot line. In a similar manner it appears from the Assessors' land maps that there is a platted interior lot line between the land where the drive-in bank building is located and the property proposed for the parking structure. This seems to mean that the wall shown behind the drive-in bank building would have to extend the clear width of the parking lot or the parking structure set back 10 feet from that interior lot line. All of this raises large problems, of course, and we have talked these matters over briefly. I am aware of your feeling that because Preble, Inc. own practically all of these lots now, the platted lot lines are non-existent. However, we cannot accept

that view. Even if we could, there is always the possibility that changing circumstances make it advantageous for Preble, Inc. or some future owner to separate the drive-in bank or the theater from the single ownership, and thus all the reasoning based on common ownership of several lots would be void.

3. With reference to Section 211g3 you have elected to provide two well separated means of egress by way of stairs from each level, thus making it unnecessary it seems to provide a railed off walkway along the ramps. The question of whether part of the structure would have to be designed as a major garage involves enclosure of these stairways. See Section 204e2 requiring at least one stairway to be closed for safe egress as per Section 212e5.6; and according to Section 204f2 all of the stairs would have to be enclosed at one level or the other.

4. Under Section 211g5, if the middle level could be raised so that it would not be more than four feet below the Brown St. sidewalk at any point, it is possible the proposition of designing the middle level as a garage might be avoided. I am not sure where this combination of classifications leaves us in view of the statement in Section 211g as to exclusive use, and I am not sure whether or not the Code contemplates the allowance of a two-level open parking structure above a basement garage.

5. It seems to me that the structure would not be exclusively a parking structure because it seems evident that you are intending to use parts of it for passageways for exit for the theater patrons. Even if all other problems could be settled, I have little faith that we could be reconciled to having those theater exits exposed in any way to the parking structure not only on the basis of the provisions of Section 211g but because of the obligation of this department to pass upon the theater license each year. It does not seem consistent with safety for the theater patrons to allow any such means of egress or to allow the exit doors and the fire escapes from the theater which now exist to be open to the parking structure. It is most doubtful if this department could ever be brought to approve to the Municipal Officers an annual license involving any such arrangement.

Very truly yours,

Warren McDonald
Inspector of Buildings

WMcD/B

8 BV 9A

September 27, 1956

AP 49-63 Brown St.--Proposed open parking structure--Preliminary application for permit and plans, Sheet 1 to 3, Incl.
Dated 9/10/56

Mr. Philip Snow
477 Congress St.

Copies to Preble Inc.
Mr. Elmer F. Clark
Treas. Casco Bank & Trust Co.
Fire Chief

Dear Mr. Snow,

The comments below are not to be taken as a complete analysis of the proposal in the light of Building Code requirements because the plans are preliminary only, and some parts may not be understood; and no attempt has been made to section every detailed requirement on the basis that when the final plans are made every thing will be covered in compliance with the Building Code. The references are to the various sections of the Code which apply in a particular case.

211g. We are only able to consider that the lower level meets this requirement as to open walls if the space beneath the ramp from Brown St. to the upper level is open without solid enclosure and the part of this space which is not high enough to be used for parking is to be railed off and kept free from any use.

212e1.2d At upper level rail-off passage at least two feet wide between the driveway and the top/stairway toward Cumberland Ave. - O.K.

212e4. Provide standard exit signs, directional if necessary, at either end of upper level driveway to indicate the passageway on the ramp and also the stairway toward Cumberland Ave. ?

211g1. Cut back the upper level structure to ten feet from Historical Society property line and from Casco Bank building toward Cumberland Ave. to the point where the proposed wall six feet from the theatre is returned to the theatre wall, or construct a 2-hour wall without openings in it from lower level to the grade of upper level. In either case there is no apparent requirement for the fire door at the doorway in the Historical Society wall or for the new fire door outside the Arcade exit.

If upper level structure is set back the 10 feet no objections will be raised to parking cars at the lower level about as they have been. If the wall is built, of course, cars cannot be parked in the area and entrance to the parking structure from the Arcade exit would be a problem, but the new wall return to the theatre exterior wall would not be necessary.

The proposed wall six feet from the theatre wall, as far as the requirements are concerned need only extend even with the upper level at its various grades, but note the requirement in g5 that the lower six inches of the barrier must be solid incombustible material or heavy mesh with openings no greater than two inches by two inches--besides the railing. Note also that an eight inch wall would be limited to 32 inches in height above the upper level, this by the construction requirements of other parts of the Building Code.

What is to become of the filling station operation with its pumps etc. now at the lower level. Note requirements for enclosure and also that gasoline and oil may be sold only for cars using the parking facility.

211g3. At least one stairway from upper parking level is required to be enclosed for safe egress (see 212e5.8). The new stairway near the Arcade exit is not considered as a required means of egress, but it appears that this stairway is the one that you elect to provide with enclosure to meet the requirements of this section. To meet the requirements for safe egress, however, the stairway enclosure would have to be extended in a manner affording 1-hour fire-resistance from the foot of the proposed stairway to the Arcade exit doorway, and a self-closing Class C (labelled) fire door provided either at the foot of the stairs or in the Arcade doorway. If you decide to set back the upper level structure 10 feet, a self-closing Class C fire door may be provided in the enclosing walls to give access to the lower level.

It appears that you could meet the requirement of stairway enclosure by enclosing in a similar manner the new stairway toward Cumberland Ave. In that case the enclosure with outswinging fire doors at the bottom need only extend to the walkway railed off from the entrance driveway from Cumberland Ave. Self-closing doors of adequate width swinging toward the stairway would be required however, which would raise some obstacles as to providing exit for the theatre patrons using fire escape and backstage balcony.

211g5. No attempt has been made on the plan to show the guard rails along ramps and open sides (this would include, as we see it, the entire perimeter of the upper level except where the ramp takes off.) Note, however, that recent amendment of the Code allows the bumper to be seven inches or more high instead of the 10 inches formerly required.

211g6.—20411 If there are to be any floor drains, note that approved inflammable liquids in grease traps are required.

20413 This is the most difficult of all, as we have talked over briefly. 211g6 provides that Special Provisions shall be as required for Major Garages (2041). 20413 provides: "Ramps used for transfer of motor vehicles from one level to another shall meet the ground floor not less than 20 feet from the entrance or exit." I have "thought the feature forward and backward", and cannot accept your view that this requirement does not apply because there is no ground floor. While it does not have too much bearing as to where this requirement originally came from, it was of interest to me to look back and to find that the Building Code Commission, in recommending this particular section to the City Council, probably took it from one of the most modern complete Codes which exists, The Uniform Building Code of the Pacific Coast, which still contains this same requirement. In trying to discover the purpose of it, it became clear that, whether it is justified or not, its intent is evidently to prevent accident by having a motor vehicle proceeding down the steep ramp (yours appears to be more than two inches to the horizontal foot, or at least twice as steep as the ramp in the present Casco Arcade) and injurying some person outside of the exterior doorway. Aside from a few technicalities this seems to be the situation here. Although I realize the difficulties of starting the ramp 20 feet from the street line of Brown St., it seems to me that this is what the present regulations mean. It seems to me to issue a permit under these circumstances would be to hold the statement

in Section 204 devoid of all meaning. If that were done, without trying to put forth justifying the need of the clause, if a person, especially a child, were injured or killed because of some reckless or uncontrolled speed of a car down the ramp, this clause would immediately seem extremely important.

Undoubtedly you have a right to challange my interpretation of this clause; but I can see no room for you to claim that the clause has no meaning at all. At the first opportunity I shall see if the Board of Standards and Review will consider a change in this clause advisable. If the Board does, it will be recommended by the Board to the City Council. If the Board feels the clause is still necessary without change, you would still have the right to go to the Board of Appeals seeking a reversal of my interpretation. It would be strange if the Board should hold that the clause has no meaning for the same Board adopted it and can change it (City Council).

While the new six foot wide passageway for exit from the theatre does not quite answer up to the requirements for one-half of the occupants of the orchestra (you have given that as 800), I believe it will be satisfactory, if the Fire Chief approves, especially because of the tremendous improvement over the present condition. It appears necessary, however, to maintain the full six foot width down to and around the new stairway from upper parking level at sufficient headroom (minimum 6 feet 4 inches) so that there will be ample capacity, if the entire theatre were evacuated, without crowding around the new stairway toward Cumberland Ave. This exit passageway will require a smooth non-slip surface, will require adequate lighting on the threatre exit circuits, and should be graded so that the outswinging orchestra level exterior doors can swing way back and flat against the outside of the exterior wall so as not to block the passageway. As we talked with Mr. Grondin it would be helpful if these exit doors could be reduced to one pair at each opening and set in so that when outward swinging they would not block the passageway at all. They would, of course, have to be fire doors as now.

Very truly yours,

Warren McDonald
Inspector of Buildings

WMcD/B

P. S. Because of an administrative directive from the City Manager to coordinate issuance of building permits with cutting of curbs and construction of approaches to private property over public sidewalks, it is necessary that your final plans filed with the application for the permit bear upon them the approval of Samuel Connor, Traffic Engineer associated with the Department of Public Works.

November 7, 1956

AP 49-63 Brown Street

Copy to Preble, Inc.
Casco Bank & Trust Co.
Att. Mr. Elmer F. Clark

Mr. Philip P. Snow
477 Congress Street

Copy to Fire Chief

Dear Mr. Snow:-

Check of third set of plans for proposed three-level concrete and steel parking structure at the above location against Building Code requirements relating thereto discloses the following variances from and questions as to compliance with these requirements:-

1. A railed walkway is required at side of down ramp from upper level leading to ramp to Brown Street, at side of up ramp leading from middle level to ramp to Brown Street, and at side of ramp from lower level to Brown Street.

2. Wherever railed walkways are required at sides of ramps, rigid railings rather than the chain fence indicated at some locations is required.

3. The proposed method indicated for enclosure of stairway near the Arcade exit does not meet Code requirements for enclosure for safe egress.

4. Doors on openings in new concrete wall outside Arcade exit and under indicated arrangement those in existing opening to this exit are required to be at least Class "C" labelled fire doors. If double doors are provided on these openings, it will be necessary to install some approved type of astragal to provide a tight closure between the doors.

5. The three foot overhang of floor of upper level over the Brown Street sidewalk as indicated is allowable only if approval of the Municipal Officers is secured. If you wish to make certain that this approval can be secured before proceeding with final plans of the structure, information as to construction, drainage, support etc. of this overhang will need to be furnished before the matter can be placed before them for consideration.

6. Will the 8-inch thick concrete block wall at side of exits from theater exceed Code requirements for height of a wall of this thickness?

7. Are there to be floor drains serving any level of the proposed structure? If so, an approved grease and oil separator is required in line to sewer.

In view of the fact that the plans so far submitted are only preliminary in character it has been impossible and no attempt has been made to make an exhaustive check against all requirements of the Building Code. Therefore these criticisms are made without prejudice as to any questions which may arise concerning such require-

November 7, 1956

ments when completed plans are furnished for checking.

Very truly yours,

Albert J. Sears
Deputy Inspector of Buildings

AJS/G

STATEMENT OF ELEVATOR TESTS

PORTLAND, MAINE, April 11, 1958

I, George L. Ward, as an employee of OTIS ELEVATOR COMPANY, have personally supervised the installation or alterations to the elevator, hatchways and enclosures at Center Parking Corp. (Preble, Inc.) as permitted under Building Permit Feb.3, 1958, and have personally supervised tests of loading capacity and of all brakes, interlocking and all other safety devices, and I do here state that, according to my best knowledge and belief, the elevator will safely carry the maximum rated loading and all brakes, interlocking and other safety devices are in satisfactory condition.

George L. Ward
(Signature)

PORTLAND, MAINE,

STATE OF MAINE

CUMBERLAND, SS:

Personally appeared the above named George L. Ward and made oath the statements by him subscribed are true.

Zelma L. Olson
Notary Public

Exp 11-

APPLICANT'S COPY

STATEMENT OF ELEVATOR TESTS

PORTLAND, MAINE, _____

I, _____, have personally supervised the installation or alterations to the elevator___, hatchways and enclosures at _____ as permitted under Building Permit _____, and have personally supervised tests of loading capacity and of all brakes, interlocking and all other safety devices, and I do here state that, according to my best knowledge and belief, the elevator___ will safely carry the maximum rated loading and all brakes, interlocking and other safety devices are in satisfactory condition.

as an employee of _____

_____
(Signature)

PORTLAND, MAINE, _____

STATE OF MAINE

CUMBERLAND, SS:

Personally appeared above named _____ and made oath the statements by him subscribed are true.

_____
Notary Public Justice of the Peace

INSPECTION COPY

PERMIT ISSUED
00108
FEB 3 1958
CITY of PORTLAND

APPLICATION FOR ELEVATOR PERMIT

Portland, Maine, January 30, 1958

To the INSPECTOR OF BUILDINGS, Portland, Me.

The undersigned hereby applies for a permit to install alter 1 *elevator* _____ *in accordance with the Laws of the State of Maine, the Building Code of the City of Portland, plans and specifications submitted herewith, and the following specifications:*

Location 49-63 Brown St. (cor Brown & Cumb.Ave.) Ward _____ Within Fire Limits? yes Dist. No. 1

Owner's name and address Preble Inc. 477 Congress St.

Elevator contractor's name and address Otis Elevetor Co.550 Forest Ave. Telephone 3-8058

Plans filed as part of application yes No. sheets 1

Last use of building _____ No. families _____

Proposed use of building Parking Center No. families _____

Material of outside walls of building brick, interior frame steel and concrete

No. of stories 4 Style of roof flat No. of existing elevators in building none

Remarks Fee $ 2.00

Details of Proposed Work

Extent of work by elevator contractor 1 new instalation (Electric) passenger elevator

Extent of work by owner _____

Type of elevator passenger, in new or existing shaftway new

Shaftway enclosed or open enclosed No. elevator stops 4

Capacity of elevator 2500, Speed in feet per minute 100

Material of cables fml-steel No. and size of hoisting cables 3-½ inch

Location of machinery first floor Material of supports steel and concrete, of guides 2main 2-cnc.

Minimum diameter of sheaves 30" Minimum clearance counterweights and overhead beams 312"

Minimum clearance above car at topmost floor level 24"

Minimum clearance buffer plates and springs when car is at lowest floor level 12"

Type of power 3 PH-60 cw cycles 2.2 bolt Type of machine 1 SWT

Will elevator be equipped with the following safety devices:—governor? yes, car safety? yes, electric brakes? yes _____, automatic terminal stops at top and bottom? yes, slack cable stops? _____, safety floor stops? yes

If Passenger Elevator

Passenger capacity? 15 Area of platform 7'5" Material of enclosure metal

No. of entrances 4 Type of gates metal doors, interlocked yes automatic closing device? yes

Will elevator be automatic or will operator be in attendance? automatic

Will doors in shaftway enclosure be interlocked? yes

If Freight Elevator

Area of platform _____ No. of sides enclosed _____ Height of enclosure _____

Will shaftway be enclosed? _____ Self-closing hatch gates? _____ Height? _____ Bi-parting doors? _____

No. outside entrances to shaftway? _____ Self-closing slatted gates? _____ Height? _____

ON-1/31/58-AJJ *Signature of elevator contractor* Otis Elev. Co. G.L. Ward Supt.

Permit No. 58/108

Location 49-63 Brown St.

Owner Public Serv.

Date of permit 2/3/58

Elev. Cont.

Statement of tests rec'd

Final Notif.

Final Inspn.

Certificate, issued

NOTES

4/25/58 - all installed - Allen

LOCATION PERMIT

Size of Plastic face---45 sq.ft.
Trade name-plexiglass
Each piece has trade name
Und. Lab. no

B3 BUSINESS ZONE

PERMIT ISSUED
01896
DEC 11 1957
CITY OF PORTLAND

APPLICATION FOR PERMIT TO ERECT SIGN OVER PUBLIC SIDEWALK OR STREET

Portland, Maine, Dec. 9, 1957 19

To the INSPECTOR OF BUILDINGS, PORTLAND, ME.

The undersigned hereby applies for a permit to erect the following described sign extending over a public sidewalk or street in accordance with the Building Code of the City of Portland, and the following specifications:

Location 53 Brown St. Within Fire Limits? yes Dist. No. 18

Owner of building to which sign is to be attached Preble Inc, 477 Congress St.

Name and address of owner of sign Casco Motor Park, 348 Cumberland Ave.

Contractor's name and address United Neon Display, 74 Elm St. Telephone 2-0695

When does contractor's bond expire?

Information Concerning Building

No. stories 3 Material of wall to which sign is to be attached steel frame.

Details of Sign and Connections

Building owner's consent and agreement filed with application yes

Electric? yes Vertical dimension after erection 21' Horizontal 5'12"

Weight 1920 lbs. lbs., Will there be any hollow spaces? yes Any rigid frame? yes

Material of frame angle-iron No. advertising faces 2 1-plastic 1-metal material plastic

No. rigid connections 5 Are they fastened directly to frame of sign? yes

No. through bolts none, Size , Location, top or bottom

No. guys none, material , Size

Minimum clear height above sidewalk or street 10'

Maximum projection into street 4' Fee $2.00

Signature of contractor J. S. Coyne

FILE COPY

B3 BUSINESS ZONE

APPLICATION FOR AMENDMENT TO PERMIT

Amendment No. #2

Portland, Maine, October 22, 1957

To INSPECTOR OF BUILDINGS, PORTLAND, MAINE

The undersigned hereby applies for amendment to Permit No. 57/906 *pertaining to the building or structure comprised in the original application in accordance with the Laws of the State of Maine, the Building Code and Zoning Ordinance of the City of Portland, plans and specifications, if any, submitted herewith, and the following specifications:*

Location 49-63 Brown St. (cor. of Brown & Cumb. Ave.) Within Fire Limits? yes Dist. No. 1

Owner's name and address Preble Inc. 477 Congress St. Telephone

Lessee's name and address Telephone

Contractor's name and address Camillo Profenno Co., 127 Marginal Way Telephone 5-1982

Architect Philip P. Snow Plans filed yes No. of sheets 6

Proposed use of building Parking Structure No. families

Last use No. families

Increased cost of work 30,000 Additional fee .50

Description of Proposed Work

Passageway to connect open parking structure to main building.

1/9/58 This amendment withdrawn and fee credited to another amendment-CJT

Amendment to be issued to owner

Details of New Work

Is any plumbing involved in this work? Is any electrical work involved in this work?

Height average grade to top of plate Height average grade to highest point of roof

Size, front depth No. stories solid or filled land? earth or rock?

Material of foundation Thickness, top bottom cellar

Material of underpinning Height Thickness

Kind of roof Rise per foot Roof covering

No. of chimneys Material of chimneys of lining

Framing lumber—Kind Dressed or full size?

Corner posts Sills Girt or ledger board? Size

Girders Size Columns under girders Size Max. on centers

Studs (outside walls and carrying partitions) 2x4-16" O. C. Bridging in every floor and flat roof span over 8 feet.

Joists and rafters:	1st floor	2nd	3rd	roof
On centers:	1st floor	2nd	3rd	roof
Maximum span:	1st floor	2nd	3rd	roof

Remarks:

Preble Inc. Profenno Co.

Signature of Owner By Philip P. Snow

Approved:

Inspector of Buildings

ON COPY

November 6, 1957

AP—477 Congress St.

Mr. Philip P. Snow
477 Congress St.

Copy to Freble, Inc.,
477 Congress St.
Camillo Profenno Co.,
127 Marginal Way

Dear Mr. Snow:

Examination of plans filed for construction of an enclosed passageway extending across the roof of a portion of the building at the above named location to connect that building with the open parking structure under construction on Brown St. discloses variances from and questions as to compliance with Building Code requirements as listed below. Before a permit can be issued it is necessary that information indicating compliance be furnished either in writing or by revised plans for checking and approval. Details in question are as follows:

1. Application has been filed as an amendment to the permit for the parking structure on Brown St. However, since most of the work is in connection with the Congress St. building, this should be changed to an application for a separate permit covering work on building at 477 Congress St.

2. A statement of design is needed to cover the design of steel and reinforced concrete involved in the construction of the passageway.

3. Arrangement shown is acceptable only if entire passageway is equipped with an automatic sprinkler system and only if any parts of the existing buildings of Second Class Construction to which the passageway is to be adjacent which are not now already so equipped are to be protected in a like manner. It is also necessary that the new stairway leading upward to passageway from the lobby on the Arcade mezzanine be sprinklered.

4. Windows in the section of new masonry wall forming one side of portion of passageway and in the wall of passageway above the low roof are required to be glazed with wire glass.

5. What arrangements are to be made for artificial lighting of the passageway?

6. All doors involved in entrance to or exit from the passageway are required to be equipped with at least vestibule latchsets and where pairs of doors have leaves less than three feet wide, hardware must be such that the full width of the opening will be available in case of emergency. Specifications as to type of hardware on all doors needs to be made.

7. Doors on opening from passageway to stair landing leading to open parking structure need to be equipped with liquid closers. This also applies to doors at foot and top of new stairway leading from lobby at mezzanine level of Arcade to passageway.

8. Handrails are needed on both sides of steps leading up to exit door from Casco Bank rest room to passageway. An exit sign or light is needed over this doorway.

9. An exit sign or light is needed over doorway leading from passageway to roof over Arcade and thence to stairs to fire escape in alley.

10. Existing fire escape serving upper stories of section of building adjacent to the Am-At-Ver Service Shop quarters needs to be extended to the level of the Arcade roof across the roof of the new passageway.

11. Pitch of proposed ramp in existing building at entrance to new passageway may not have a steeper pitch than one foot rise in twelve feet of run and if steeper than one in fifteen, ramp must have a non-slip surface.

12. More information is needed as to the construction of and type of plastic used in skylights on roof of passageway. In any case plastics used must be of an approved type. Regulations as to use differ according to whether thermoplastic or reinforced thermosetting plastic is used.

13. What provision is being made for extension of vents and ventilating ducts serving toilets on mezzanine floor of Arcade where they now project through roof where passageway is to be located?

14. Is not a second means of egress to be provided from the Am-At-Ver Service Shop quarters? Closing up window openings in brick wall of this area adjoining new passageway will remove emergency means of egress now available.

Very truly yours,

Albert J. Sears
Deputy Inspector of Buildings

AJS/B

4/9-63 Brown St.

File

PHILIP P. SNOW
CONSULTING ENGINEER
477 CONGRESS STREET
PORTLAND, MAINE
TEL. 5-0436

RECEIVED
OCT 18 1957
DEPT. OF BLDG. INSP.
CITY OF PORTLAND

17 October 1957

Building Inspector
City of Portland
City Hall
Portland, Maine

Open Parking Structure
Preble Inc

Dear Sir: (Attention Mr. McDonald)

Confirming my visit to your office and our telephone conversation of this week I have now turned over revised sheets No. 1 to 5 incl No. 8 and No. 16 to 22 Incl to Camillo Profenno Co.

Copy inclosed of letter to Profenno covers all items listed in Par 1 and 2 of your letter of 28 June 1957.

Approved hardware schedule has covered exit requirements outlined in Par. 3 of your letter.

Specifications on exit signs and lights will be submitted to your office for approval prior to erection. This covers items listed in par 4 of your letter.

Contents of Par 5 of your letter are noted and when solution is found specifications for permenant barrier will be submitted to your office for approval.

Specifications covering work required under your par 6 will be complete in approx six weeks and will be submitted for approval prior to start of work.

Contents of par 7,8 9 and 10 have been noted.

Very truly yours,

Philip P. Snow

PPS:r

Copy to C. Profenno
Preble Inc

PHILIP P. SNOW
CONSULTING ENGINEER
477 CONGRESS STREET
PORTLAND, MAINE
TEL. 5-0496

17 October 1957

Camillo Profenno Co
127 Marginal Way
Portland, Maine

Open Parking Structure
Preble Inc

Gentlemen:

Inclosed please find revised sheets No. 1 to 5 incl, No. 8 and No 16 to 22 incl. These revisions are in compliance with letter from Building Inspector 28 June 1957 and subsequent building code changes. The changes provide for concrete curbs on ramp as included in Addendum No.3 and now been made acceptable by change in Building Code. The listed sheets also provide for wood bumper rail. Change order will be issued upon receipt of price from your office.---The above covers paragraph 1 of Building inspector letter.

Revisions provide for fireproofing of steel around stairway inclosure as outlined in your letter of 24 June and accepted by Change order No. 2. This covers par 2a of Building Inspector Ltr.

Your letter of 24 June agrees to respace masonry ties where required in accordance with par 2b of Building Inspector letter.

Plans now call for intermediate railing to be set 24" above floor instead of 27½" originally specified. I understand that the railing is to be fabricated in place so this change can be made without extra cost. This covers Building Inspector letter par 2c.

This letter itself covers item 2d and 2e of Building Inspector letter.

Very truly yours,

Philip P. Snow

PPS:r
Copy to Building Inspector
Preble Inc

No. 2

CHANGE ORDER

PROJECT: Open Parking Structure for Preble Inc

DATE: October 1957

ISSUED TO: Camillo Profenno Co

WORK INVOLVED:

Fireproof steel beams and cols around Brown street stairway per your letter 24 June 1957

COST: $750.00

Philip R. Snow
Project Engineer

Approved by Frank L. Palmer, Treas.
for Owner

P.S. It is understood that metal masonry ties where used will be spaced in accordance with requirements of Building Code.

B3 BUSINESS ZONE

ON FOR AMENDMENT TO PERMIT

Amendment No. #1

Portland, Maine, Parking Structure Oct. 2, 1957

F BUILDINGS, PORTLAND, MAINE

hereby applies for amendment to Permit No. 57/906 *pertaining to the building or structure comprised cation in accordance with the Laws of the State of Maine, the Building Code and Zoning Ordinance of d; plans and specifications, if any, submitted herewith, and the following specifications:*

3 Brown St. (cor.Brown & Cumb.Ave.) Within Fire Limits? yes Dist. No. 1

ne and address Preble Inc. 477 Congress St. Telephone

name and address Telephone

ctor's name and address Camillo Profenno Co.127 Marginalway Telephone 5-1922

hitect Philip Snow Plans filed yes No. of sheets 14

roposed use of building Parking Structure No. families

Last use No. families

Increased cost of work Additional fee .50

Description of Proposed Work

Alterations as per letter of Building Insp. 6-28-57.

To change (reduce) size of office.

Permit to owner

Details of New Work

Is any plumbing involved in this work? Is any electrical work involved in this work?

Height average grade to top of plate Height average grade to highest point of roof

Size, front depth No. stories solid or filled land? earth or rock?

Material of foundation Thickness, top bottom cellar

Material of underpinning Height Thickness

Kind of roof Rise per foot Roof covering

No. of chimneys Material of chimneys of lining

Framing lumber—Kind Dressed or full size?

Corner posts Sills Girt or ledger board? Size

Girders Size Columns under girders Size Max. on centers

Studs (outside walls and carrying partitions) 2x4-16" O. C. Bridging in every floor and flat roof span over 8 feet.

Joists and rafters:	1st floor	2nd	3rd	roof
On centers:	1st floor	2nd	3rd	roof
Maximum span:	1st floor	2nd	3rd	roof

Approved:

Preble Inc.
Camillo Profenno Co.

Signature of Owner by: Philip Snow

Approved: 11/8/57 Inspector of Buildings

FM

INSPECTION COPY
CS-108

r, City Manager

June 12, 1957

J. Sear, Deputy Inspector of Buildings

rder for approval by Municipal Officers of projection of concrete footings into beds of Brown Street and Cumberland Avenue.

In connection with the construction of the proposed parking structure on Brown Street, there are to be eleven concrete footings at intervals of about 25 feet which will project into the bed of Brown Street and three such footings which will similarly project into the bed of Cumberland Avenue. Since such projections are allowable only if approved by the Municipal Officers, the accompanying order has been prepared for their consideration. Inasmuch as the owners are desirous of starting this job by the first of July, action at the next meeting of the Municipal Officers is desirable.

AJS/B

Deputy Inspector of Buildings

City of Portland, Maine

IN THE CITY COUNCIL

June 12, 1957

Ordered,

That a building permit for construction of a three level steel and concrete open parking structure at 49-69 Brown Street, corner of Cumberland Avenue, owned by Preble, Inc., be and hereby is approved to include, as per Section 103C of the Building Code, projection of concrete footings for steel columns supporting the structure a maximum of 2 feet 6 inches into the bed of Brown Street at a level several feet below the grade of the street and similarly a maximum of 2 feet into the bed of Cumberland Avenue, subject to an agreement to be entered into between the owner and the City of Portland relating to the construction and maintenance of this part of the structure beneath the public way, and subject to full compliance with all terms of the Building Code applying thereto.

Approved by Municipal Officers 6/12/57

cc City Manager
Corporation Counsel

AP—49-68 Brown Street, corner of Cumberland Avenue

June 13, 1957

Mr. Philip P. Snow
477 Congress St.

Copy to Mr. Elmer F. Clark
Treas. Casco Bank & Trust Co.,
Treble, Inc.
477 Congress St.

Dear Mr. Snow:

Examination of plans for proposed parking structure to be erected at the above named location discloses the following variances from Building Code requirements:

1. Windows in walls of stairway enclosure and of the ramp wherever closer than 50 feet to the other side of Brown Street or closer than 30 feet to openings in another building are required to be glazed with wire glass.—See Section 402-a-5.

2. Intermediate rail of railing around edges of parking areas is shown 2 feet and 3 1/2 inches above the floor level of parking area instead of the 2 feet specified by Section 211-g-5.

3. Guard curbs with inside edge at least three feet in from edges of ramp are not shown on both sides of ramp as specified by Section 211-g-5.

4. The steel columns and beams supporting masonry walls of stairway enclosure are required to be fireproofed for two-hour fire-resistance.—See Section 303-d-2 as amended 4/15/57.

5. Metal ties for brick facing are required to be spaced not over 12 inches instead of 16 inches horizontally if vertical spacing is to be 16 inches as indicated.

6. Is thickness of cement stucco on metal stud partitions to be 1/4 inch as appears in specifications or 3/4 inch as required?

The following details mentioned in our letter of March 4, 1957 do not appear to have been cared for as specified in that letter:

1. Some type of barrier to prevent parking of cars at each level so as to block access to exit stairway to Cumberland Avenue does not seem to have been provided.

2. The single door indicated for installation on exit doorway from back stage and swinging out into passageway does not meet the specification that double doors equipped with anti-panic hardware and suitable exit light so that they will not obstruct the exit passageway when wide open shall be provided.

June 13, 1957

We shall be unable to issue permit for construction of this parking area until revised plans indicating compliance with Building Code requirements have been furnished for checking and approval.

Very truly yours,

Albert J. Sears
Deputy Inspector of Buildings

AJS/B

PHILIP P. SNOW
CONSULTING ENGINEER
177 CONGRESS STREET
PORTLAND, MAINE
TEL. 5-0430

18 June 1957

Building Inspector
City of Portland
City Hall
Portland, Maine

Re: Open Parking Structure
49-68 Brown Street
Preble Inc.

Gentlemen:

Reference is made to your letter of 13 June 1957. Your par. numbers are used for easy reference.

1. All exterior windows are glazed with clear wired glass. See Section VIII of Specifications.
2. Due to the fact that the lower 7" of our curb is concrete we split the difference for the middle rail. A check with your office indicated approval. We still think the way we had it is best. We acquiesce reluctantly.
3. See Par 3 of Addendum No. 3 attached. Concrete guard curbs are now required on ramps. After permit is granted and time is available it is our intent to request the Board of Standards to review this requirement particularly as to distance.
4. Columns and beams within the starway inclosure supporting masonry walls will be fireproofed as follows:
   Col A.10 and 11....1½" concrete
   Beams on front wall... ..[illegible] concrete blocks
   Beams on side wall....1½" concrete
   Lower beam on side wall rests on masonry on one end and on col A 11 on other end.
5. Metal ties for brick veneer will be spaced 12" horizontally and 16" vertically.
6. Apparently your copy of specifications was blurred on the thickness of stucco. 3/4" shows on original and my copies.
7. (Your extra #1) We propose to keep exits open by painting deck and by the use of rubber cones. We are very reluctant to provide any permenant type barriers until we know more about the operation of this type of unit.
8. (Your extra #2) It was our intent to install the new door of the same size as that now existing on back stage door and have door swing out and flush with face of passageway. It was our understanding that your department and the Fire department agreed to this.
9. In view of the fact that we intend to ask the Board of Standards to review curb requirements we trust that the information furnished above will be sufficient until final decisions have been made. At that time revised plans will be furnished and all above items will be reflected on plans or in specifications.

Rec'd 6/18/57 VMM

Very truly yours,

Philip P. Snow

PPS:r
Copy to Preble Inc