

Development Services

From Concept to Construction

Phone: 503-823-7300 Email: bds@portlandoregon.gov 1900 SW 4th Ave, Portland, OR 97201

More Contact Info (<http://www.portlandoregon.gov/bds/article/519984>)



APPEAL SUMMARY

Status: Decision Rendered

Appeal ID: 14912	Project Address: 2201 SW Vermont St
Hearing Date: 4/12/17	Appellant Name: Chris Brown
Case No.: B-003	Appellant Phone: 503-313-0307
Appeal Type: Building	Plans Examiner/Inspector: Preliminary
Project Type: commercial	Stories: 2 Occupancy: A-3 Church Construction Type: Wood and Masonry
Building/Business Name:	Fire Sprinklers: No
Appeal Involves: Alteration of an existing structure	LUR or Permit Application No.: 17-146106-CO
Plan Submitted Option: pdf [File 1] [File 2] [File 3]	Proposed use: Church

APPEAL INFORMATION SHEET

Appeal item 1

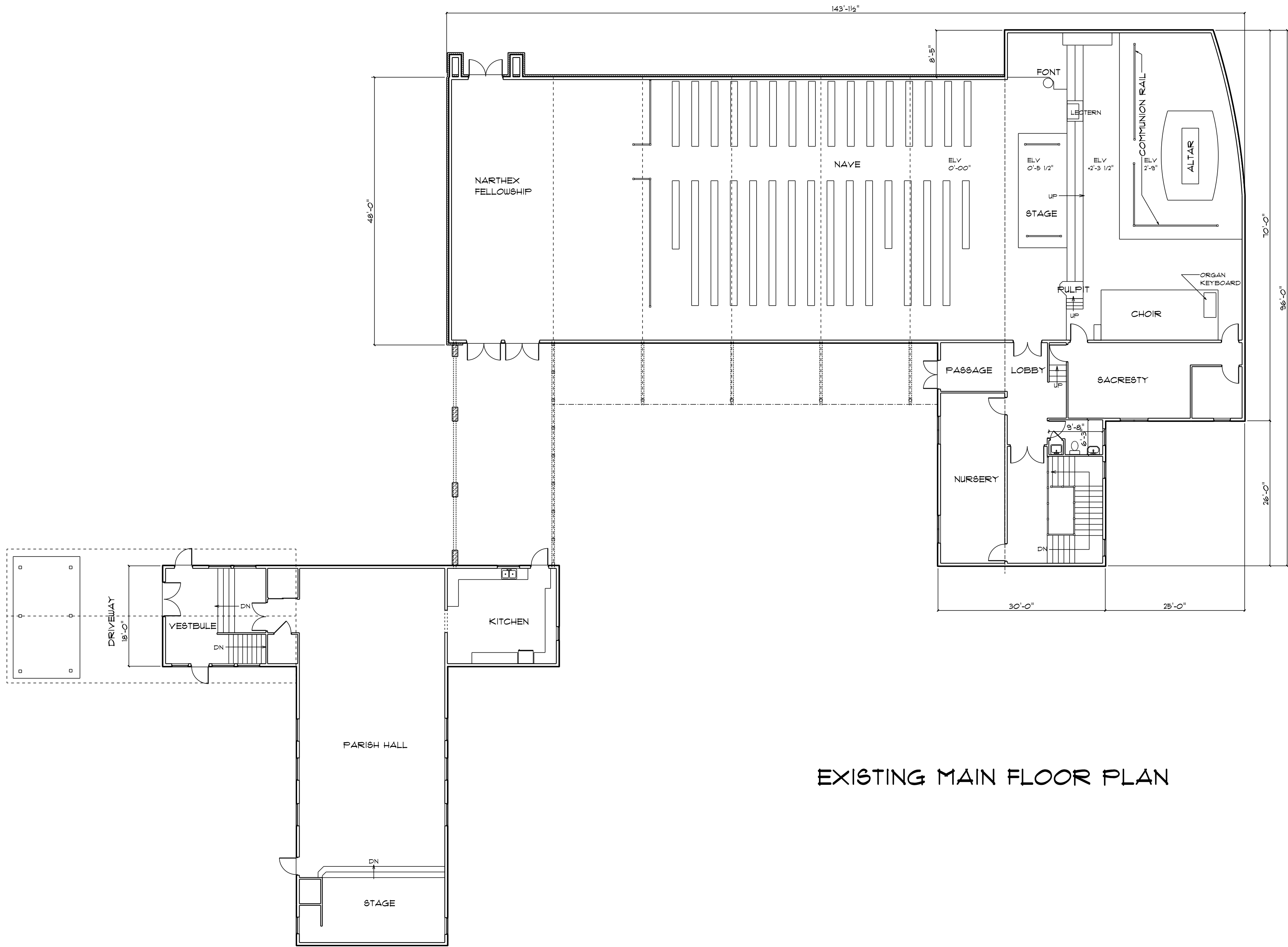
Code Section	1108.2.8
Requires	<p>1108.2.8 Performance areas.</p> <p>An accessible route shall directly connect the performance area to the assembly seating area where a circulation path directly connects a performance area to an assembly seating area. An accessible route shall be provided from performance areas to ancillary areas or facilities used by performers</p>
Proposed Design	<p>The building code 1108.2.8 should not apply to this change/modification to the church lecture area. The purpose for the change is for the congregation to kneel down at the communion rail. The new lectern platform will only be used by the father where he stands behind the communion railing. The lectern platform is 3'4" wide and the communion rail is in the middle of the platform. This makes any access to the platform limited to only kneeling. A handicap person can use the platform as designed, if they are able to kneel down. There is no room for a wheel chair on the new platform if a wheel chair would have a ramp onto the platform. Therefore, the requirement for a ramp to the platform would be unnecessary and even dangerous for a person in a wheel chair. If a ramp was installed to the platform, a ramp would limit access to the communion rail. In fact, by not having a ramp, it would be easier for a person in a wheel chair to access the communion rail, if they were able to get out of the wheel chair, because the lectern platform would be 5 1/2" higher than the floor. The raised lectern platform would be less difficult to kneel down from a wheel chair, if a person was able to. This design makes accessing the communion rail easier for a wheel bound person and enables that person to participate in church going activities. No persons, other than the father, will be using the upper portion of the lectern area.</p>
Reason for alternative	

The building code 1108.2.8 should not apply to this change/modification to the church lecture area. The purpose for the change is for the congregation to kneel down at the communion rail. The new lectern platform will only be used by the father where he stands behind the communion railing. The lectern platform is 3'4" wide and the communion rail is in the middle of the platform. This makes any access to the platform limited to only kneeling. A handicap person can use the platform as designed, if they are able to kneel down. There is no room for a wheel chair on the new platform if a wheel chair would have a ramp onto the platform. Therefore, the requirement for a ramp to the platform would be unnecessary and even dangerous for a person in a wheel chair. If a ramp was installed to the platform, a ramp would limit access to the communion rail. In fact, by not having a ramp, it would be easier for a person in a wheel chair to access the communion rail, if they were able to get out of the wheel chair, because the lectern platform would be 5 1/2" higher than the floor. The raised lectern platform would be less difficult to kneel down from a wheel chair, if a person was able to. This design makes accessing the communion rail easier for a wheel bound person and enables that person to participate in church going activities. No persons, other than the father, will be using the upper portion of the lectern area.

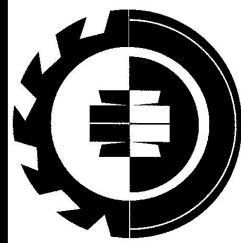
APPEAL DECISION

Accessible route to communion rail: Denied. Proposal does not provide equivalent access. Appellant may contact John Butler (503-823-7339) with questions.

Pursuant to City Code Chapter 24.10, you may appeal this decision to the Building Code Board of Appeal within 180 calendar days of the date this decision is published. For information on the appeals process and costs, including forms, appeal fee, payment methods and fee waivers, go to www.portlandoregon.gov/bds/appealsinfo, call (503) 823-7300 or come in to the Development Services Center.



EXISTING MAIN FLOOR PLAN



BROWN
Building and Design

Lake Oswego,
OR 97034

REMODEL for

ST. BARNABAS CHURCH
2201 SW VERMONT STREET
PORTLAND, OR 97219

SCALE
NONE

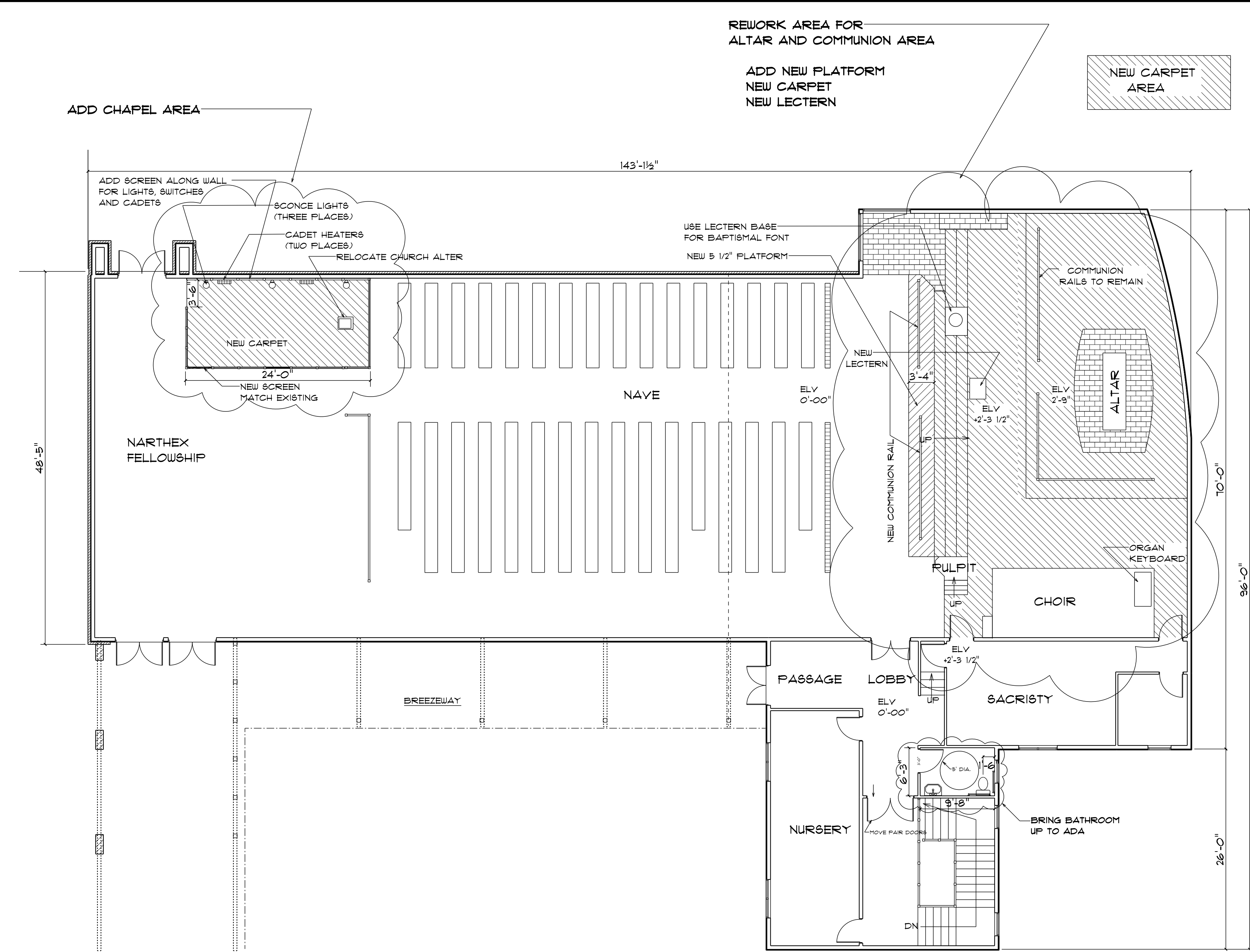
DRAWN BY
BRIAN B BROWN
APPROVED

DATE February 27, 2017

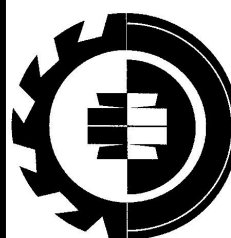
REVISED

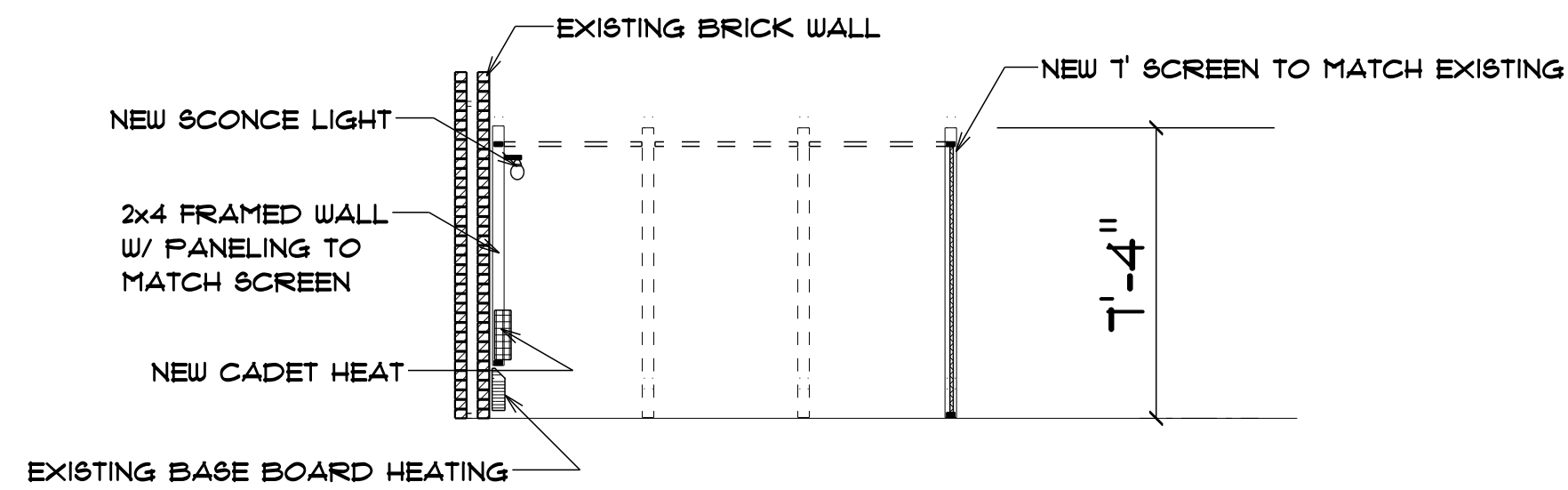
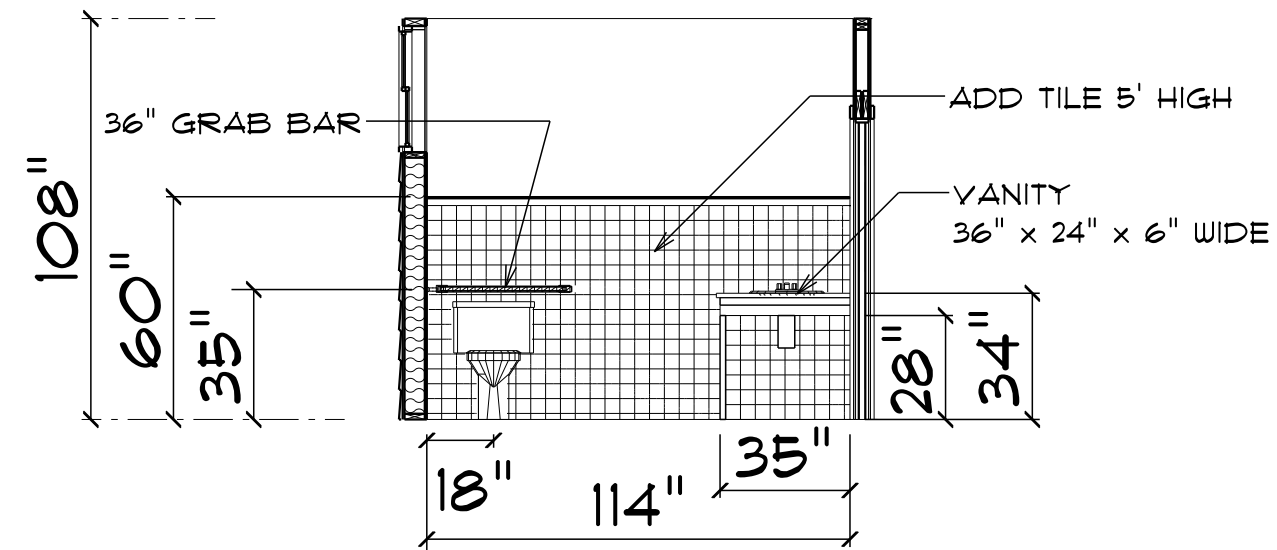
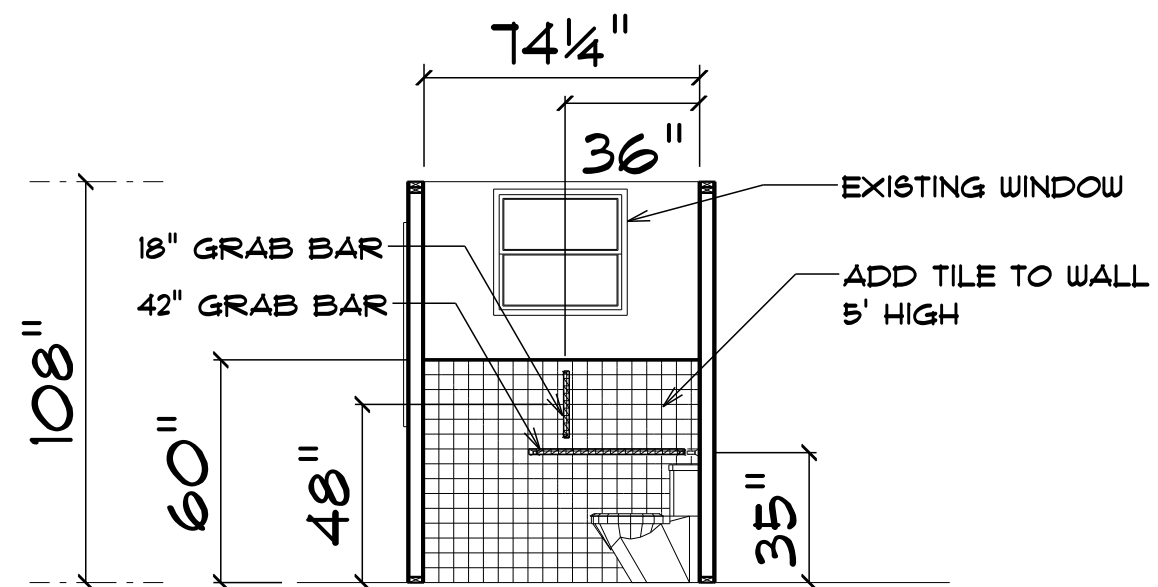
A1


DRAWING#
EXISTING MAIN FLOOR PLAN



NEW MAIN FLOOR PLAN #103

 BROWN Building and Design	REMODEL for		A4	
	ST. BARNABAS CHURCH 2201 SW VERMONT STREET PORTLAND, OR 97219		SCALE 1/8" = 1'-0"	DATE February 27, 2017
Lake Oswego, OR 97034		DRAWN BY BRIAN B BROWN	REVISED 2/22/2017	DRAWING# NEW MAIN FLOOR PLAN #103



 BROWN Building and Design	Lake Oswego, OR 97034	REMODEL for	SCALE 1/4" = 1'-0"	DATE March 02, 2017	A6
			DRAWN BY BRIAN B BROWN	REVISED 2/22/2017	
			APPROVED	DRAWING# ELEVATIONS #103	