

# Development Services

## From Concept to Construction

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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

1108.2.8 Performance areas.

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

#### Proposed Design

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.

#### Reason for alternative

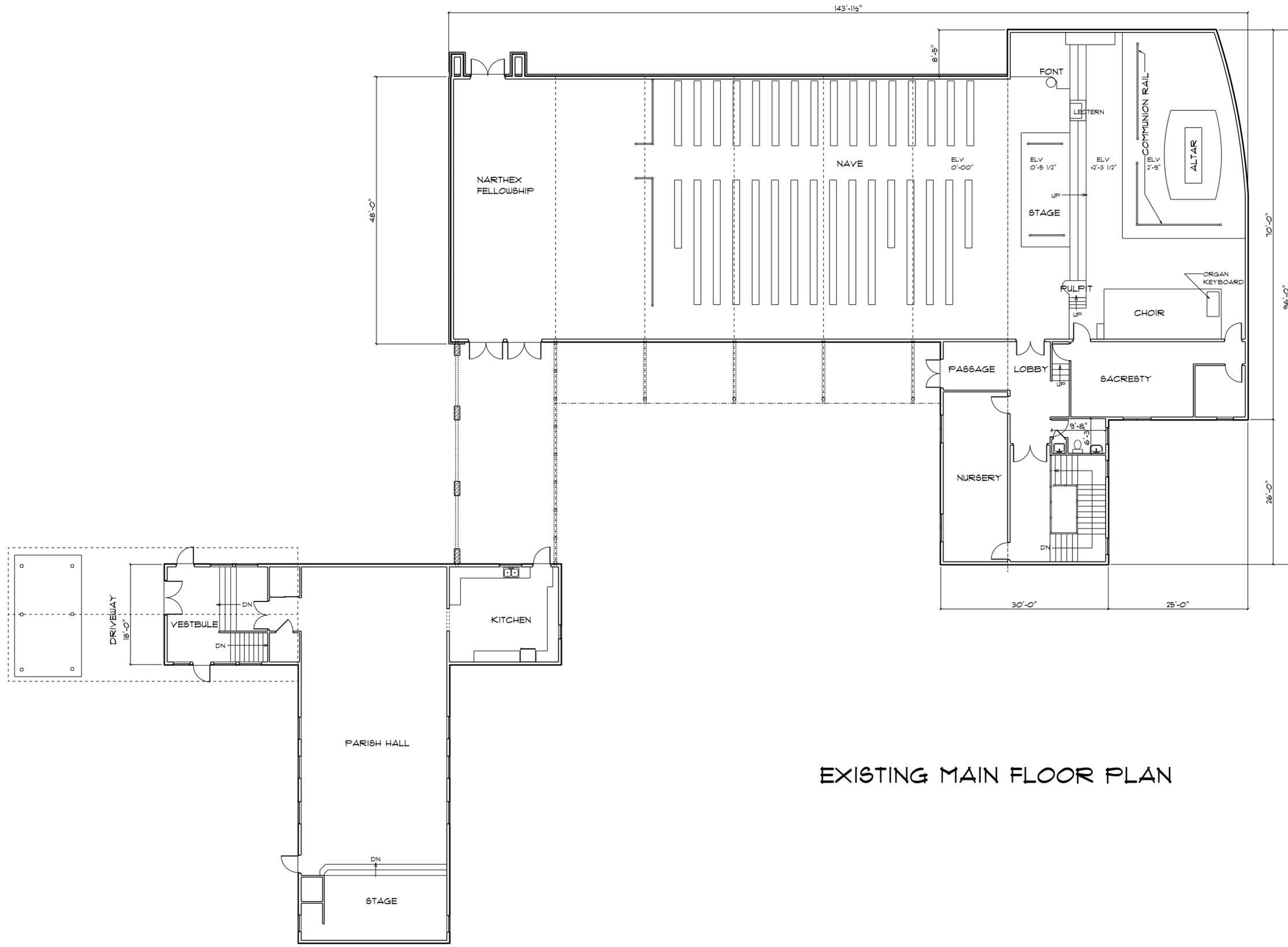
The building code 1108.2.8 should not apply to this change/modification to the church lecture area. The purpose for the change is for the congregation to kneel down at the communion rail. The new lectern platform will only be used by the father where he stands behind the communion railing. The lectern 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.

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## APPEAL DECISION

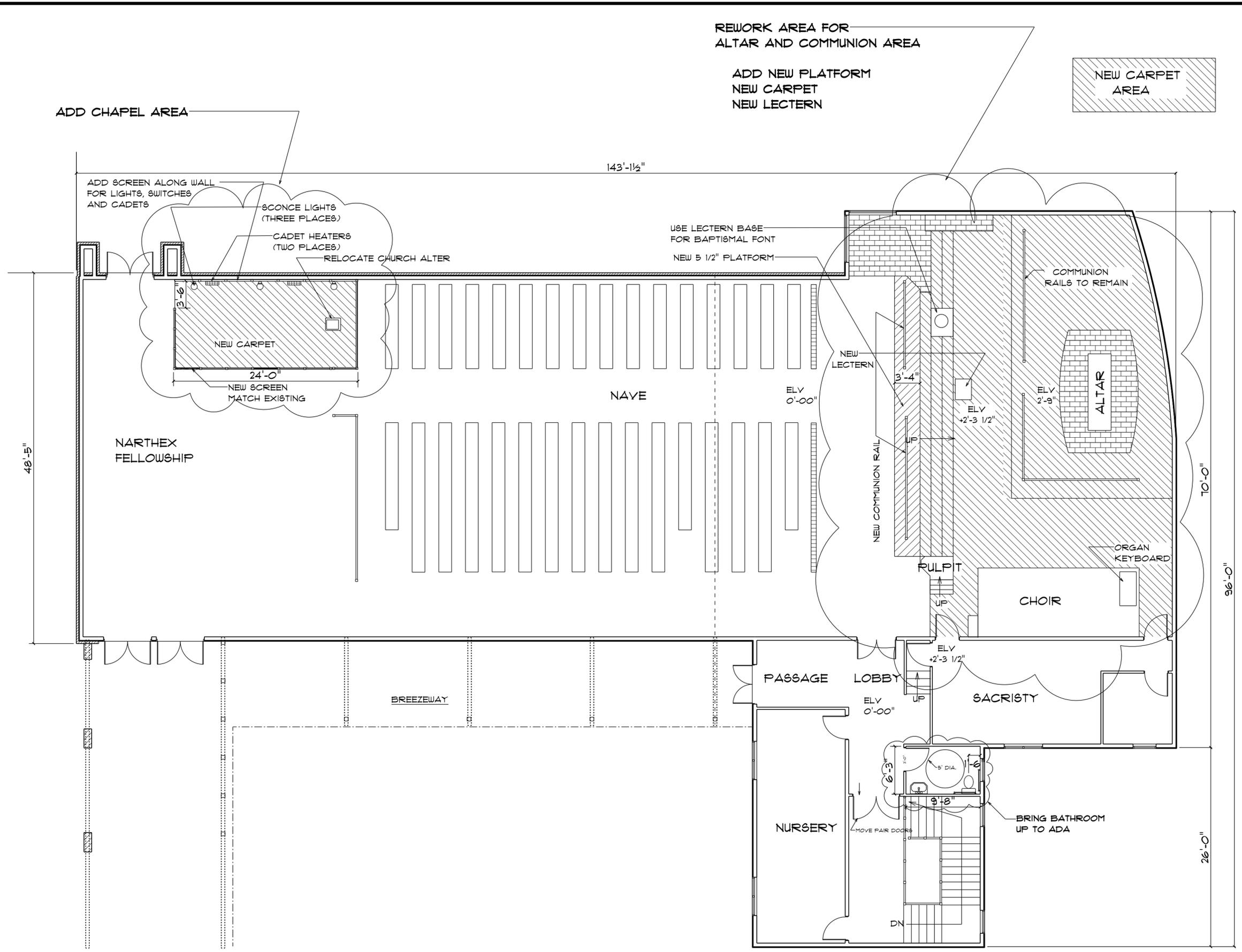
**Accessible route to communion rail: Denied. Proposal does not provide equivalent access. Appellant may contact John Butler (503-823-7339) with questions.**

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](http://www.portlandoregon.gov/bds/appealsinfo), call (503) 823-7300 or come in to the Development Services Center.



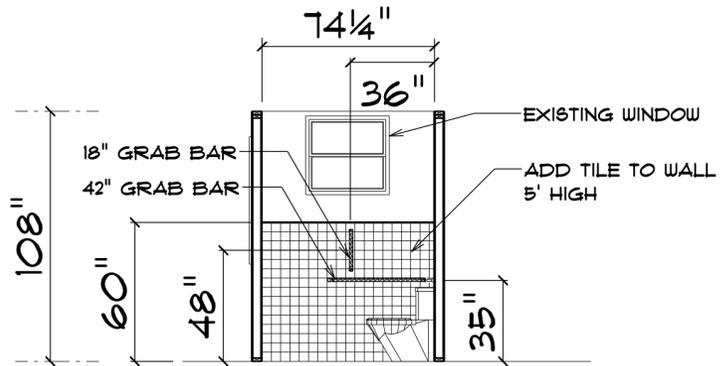
EXISTING MAIN FLOOR PLAN

 <b>BROWN</b> Building and Design Lake Oswego, OR 97034	<b>REMODEL for</b> ST. BARNABAS CHURCH 2201 SW VERMONT STREET PORTLAND, OR 97219		SCALE <b>NONE</b>	DATE February 27, 2017	<b>A1</b>
	DRAWN BY BRIAN B BROWN APPROVED		REVISIONS REVISED	DRAWING# <b>EXISTING MAIN FLOOR PLAN</b>	

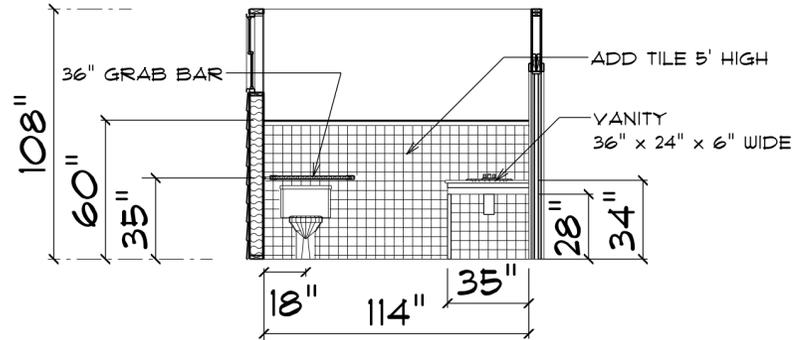


**NEW MAIN FLOOR PLAN #103**

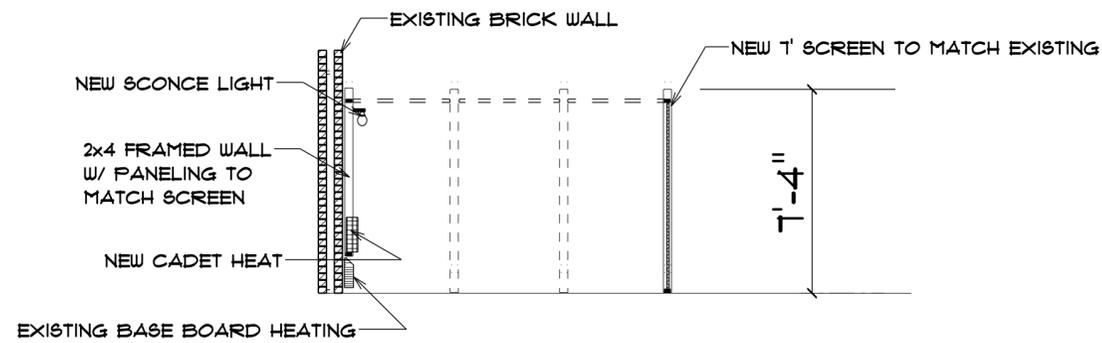
<p><b>REMODEL for</b>          ST. BARNABAS CHURCH          2201 SW VERMONT STREET          PORTLAND, OR 97219</p>	<p>DATE February 27, 2017</p>	<p><b>A4</b></p>
	<p>SCALE 1/8" = 1'-0"</p>	<p>REVISED 2/22/2017</p>
<p>DRAWN BY          BRIAN B BROWN</p>		
<p>APPROVED</p>		
<p>Lake Oswego,          OR 97034</p>		
<p><b>BROWN</b>          Building and Design</p>		



**EAST WALL ADA BATH**



**SOUTH ADA WALL**



**NEW CHAPEL SECTION**



Lake Oswego,  
OR 97034

**BROWN**  
Building and Design

**REMODEL for**

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

SCALE  
**1/4" = 1'-0"**

DRAWN BY  
BRIAN B BROWN  
APPROVED

DATE March 02, 2017

REVISED 2/22/2017

DRAWING#  
**ELEVATIONS #103**

**A6**