

Development Services

From Concept to Construction

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APPEAL SUMMARY

Status: Mixed Decision. Item 1: Hold for Additional Information. Item 2: Decision Rendered.

Appeal ID: 22206	Project Address: 700-724 SW Taylor St
Hearing Date: 12/11/19	Appellant Name: Whit Middlecoff
Case No.: B-014	Appellant Phone: 503-224-9656
Appeal Type: Building	Plans Examiner/Inspector: Jim Zarr
Project Type: commercial	Stories: 4 Occupancy: M & B Construction Type: III-A
Building/Business Name:	Fire Sprinklers: Yes - Throughout
Appeal Involves: Alteration of an existing structure	LUR or Permit Application No.:
Plan Submitted Option: pdf [File 1] [File 2] [File 3] Proposed use: Office	

APPEAL INFORMATION SHEET

Appeal item 1

Code Section 1014.2.1 Multiple tenants.

Requires Where more than one tenant occupies any one floor of a building or structure, each tenant space, dwelling unit and sleeping unit shall be provided with access to the required exits without passing through adjacent tenant spaces, dwelling units and sleeping units.

Exception: The means of egress from a smaller tenant space shall not be prohibited from passing through a larger adjoining tenant space where such rooms or spaces of the smaller tenant occupy less than 10 percent of the area of the larger tenant space through which they pass; are the same or similar occupancy group; a discernible path of egress travel to an exit is provided; and the means of egress into the adjoining space is not subject to locking from the egress side. A required means of egress serving the larger tenant space shall not pass through the smaller tenant space or spaces.

Proposed Design The United Carriage Building (700 SW Taylor) and the Annex Building (722-724 SW Taylor) are connected via an opening protected by fire-rated doors on automatic hold-opens. The connection between these two buildings allows occupants to access exit stairs and restrooms.

The proposed project would reconfigure the layout of the third floor of the Annex Building to create a separate tenant suite. As a result, occupants of Suite 300 in the United Carriage Building would need to exit through an intervening tenant suite to reach the stair in the Annex Building. The entry door into the Annex Building suite would have electrified hardware that would be tied to the fire alarm system for both buildings. Upon alarm, this entry door would fail safe allowing free egress through the Annex Building tenant space to the exit stair. The Annex Building suite measures 4,560 sf and Suite 300 in the United Carriage Building measures 2,239 sf. Refer to attached third floor plan for exit configuration and layout.

The code exception in 1014.2.1 requires the smaller tenant that is egressing through a larger tenant occupy less than 10 percent of the area of the larger tenant. The area of Suite 300 occupies 49% of the Annex Building suite it is egressing through.

Reason for alternative The United Carriage Building and the Annex Building are old buildings that have been upgraded to the greatest extent practical. In order to meet the 10% area criteria of the code exception, the “smaller” tenant suite would need to be 456 sf maximum. This size of suite would not be usable for the businesses that occupy the buildings. While the area of the suites doesn’t satisfy the criteria of the exception, it is our opinion this configuration provides an equivalent level of safety for the following reasons:

The buildings are fully sprinklered with a current fire alarm system.

The proposed layout of the Annex Building suite is of an open nature with a very clear and discernible path to the exit stair. Refer to attached plan for proposed layout.

The Annex Building exit stair is further protected by being in a separate building from the United Carriage Building by the non-combustible nature of the exterior masonry walls.

We respectfully request this appeal be granted.

Appeal item 2

Code Section 1010.7 Landings.

Requires Ramps shall have landings at the bottom and top of each ramp, points of turning, entrance, exits and at doors. Landings shall comply with Sections 1010.7.1 through 1010.7.5.

1010.7.3 Length. The landing length shall be 60 inches minimum.

Proposed Design The United Carriage Building (700 SW Taylor) and the Annex Building (722-724 SW Taylor) are connected via an opening protected by fire-rated doors on automatic hold-opens. The connection between these two buildings allows occupants to access exit stairs and restrooms.

The proposed alteration of the Annex Building third floor will convert an existing multi-tenant configuration into a single tenant space within the footprint of the Annex Building. As a result, the tenant would like to secure their space with an access-controlled door. The floors levels of the buildings are not at the same elevation and there is an existing ramp connection between the two buildings. The proposed entry door into the suite would be placed at the top of the ramp, but due to the configuration of the structure, there would not be a landing on the secure side of the door. The entry door would be equipped with an automatic opener connected to the access control system.

Refer to the attached proposed Annex Building tenant improvement plan.

Reason for alternative The United Carriage Building and the Annex Building are old buildings that have been upgraded to the greatest extent practical. Placing the entry door to accommodate a 60 inch landing on the secure side of the ramp would create an awkward circulation scenario within the tenant suite. By providing an automatic opener, building occupants do not have to open the door while being on a sloped surface. It is our opinion this configuration meets the intent of code. We respectfully request this appeal be granted.

APPEAL DECISION

1. Egress through intervening tenant space: Hold for additional information.

2. Omission of door landing at top of ramp with automatic opener: Denied.

Appellant may contact John Butler (503 823-7339) with questions.

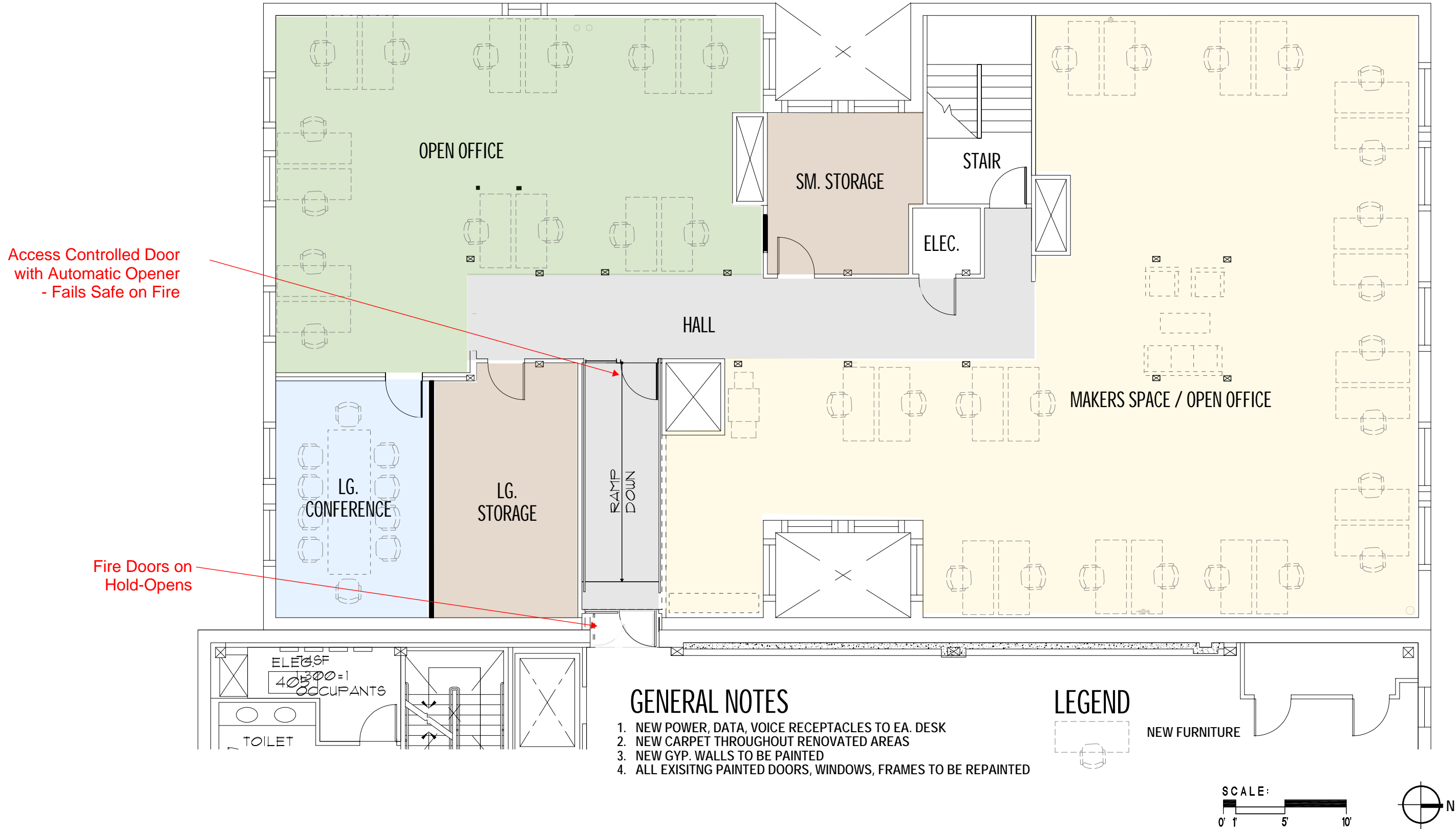
For Item 1: Additional information is submitted as a no fee reconsideration, following the same submittal process and using the same appeals form as the original appeal. Indicate at the beginning of the appeal form that you are filing a reconsideration and include the original assigned Appeal ID number. The reconsideration will receive a new appeal number.

Include the original attachments and appeal language. Provide new text with only that information that is specific to the reconsideration in a separate paragraph(s) clearly identified as "Reconsideration Text" with any new attachments also referenced. No additional fee is required.

For Item 2: Pursuant to City Code Chapter 24.10, you may appeal this decision to the Building Code Board of Appeal within 90 calendar days of the date this decision is published. For information on the appeals process, go to www.portlandoregon.gov/bds/appealsinfo, call (503) 823-7300 or come in to the Development Services Center.

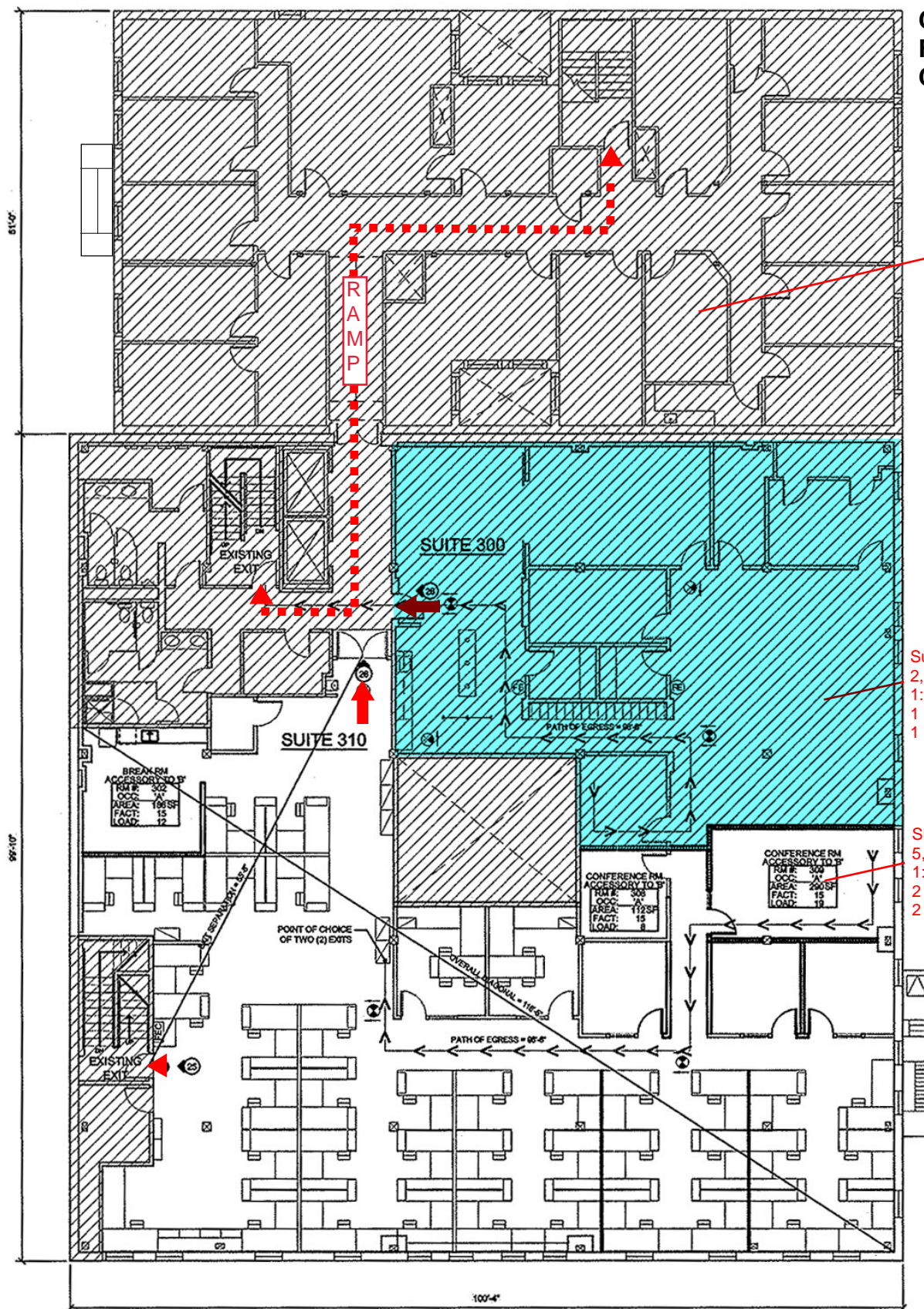
FURNITURE & FINISH PLAN
SOREL 3RD FL.

GBD



3

CURRENT FLOOR CONFIGURATION



Administrative Appeal Action

05/23/84

Appeal No. 4

Oregon Garage Partners, Owner
Guthrie/Slusarenko/Leeb/Charles Kidwell, Appellant
Mike Hagerty, Plans Examiner

84-1679
4-story
Occ. B2
Type III/1-hr.

Re: Alteration of an Existing Structure

724 S. W. Taylor Street

1. BUILDING CODE §: 1703

BUILDING REGULATION REQUIREMENTS:

Usable space under the first story shall be enclosed except in Groups R, Division 3 and M occupancies, and such enclosure when constructed of metal or wood shall be protected on the side of the usable space as required for one-hour, fire-resistive construction. Doors shall be self-closing, of noncombustible construction or solid wood core, not less than 1-3/4 inches in thickness.

PROPOSED DESIGN:

The proposed design provides an open space in the entry lobby for the lower two levels. This includes a split level entry stair/ramp from the street level to the upper and lower floors. The building will be a B2 occupancy, with retail shops on the two lower floors and offices on the upper floors. Construction will be Type III/1-hr. throughout, except at the basement floor, which will be open to the first floor and floor framing exposed. We propose to provide a wet fire protection sprinkler system throughout the entire building in lieu of the required fire resistive construction required between the basement and first floor levels.

REASON FOR PROPOSAL:

The design concept for this building is to create an exciting and attractive retail shopping atmosphere which interacts dynamically with the street level entrance. This high volume space, along with special lighting and rich finish materials, is expected to be very interesting. The open relationship between the floors at the entrance is key to developing the design concept. Without the proposed open condition, retail development becomes impractical, which would render this renovation economically unfeasible.

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Administrative Appeal Action

05/23/84

Appeal No. 4 (Continued)

2. BUILDING CODE §: 2003(b)

BUILDING REGULATION REQUIREMENTS:

Openings in exterior walls shall conform to the requirements of §504(b) and shall be protected by a fire assembly having a 3/4-hour fire-resistive rating when they are less than 20 ft. from an adjacent property line or the center line of a street or public space.

PROPOSED DESIGN:

The south exterior wall of the building is approximately 6 ft. from the property line. This wall contains existing wood frame, single-glazed, double-hung windows which are being left intact except refinishing. Each window is located in a room which will be protected by one or more fire sprinkler heads. Sprinkler heads will be located adjacent to each window as required by the Fire Marshal.

REASON FOR PROPOSAL:

Relatively little work is being done in this portion of the building in order to maintain the project budget and reduce the scope of revision to existing exterior building elements. Windows in this wall are desirable for the purpose of introducing natural light to the proposed office and retail spaces.

3. BUILDING CODE §: 3309(d)

BUILDING REGULATION REQUIREMENTS:

Stairway and ramp enclosures shall include landings and parts of floors connecting stairway flights and shall also include a corridor on the ground floor leading from the stairway to the exterior of the building. Enclosed corridors or passageways are not required from unenclosed stairways. Every opening into the corridor shall comply with the requirements of §3309(c). EXCEPTION: In office buildings classed as a Group B, Division 2 occupancy, a maximum of 50% of the exits may discharge through a street-floor lobby, provided the required exit width is free and unobstructed and the entire street floor is protected with an automatic sprinkler system.

PROPOSED DESIGN:

The proposed design includes an exit stair which services

Administrative Appeal Action

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Appeal No. 4 (Continued)

3. (CONTINUED)

PROPOSED DESIGN (Continued):

the 2nd, 3rd and 4th floors of the building. The stair terminates at the first floor approximately 35 ft. from the exterior door assembly, traveling through the 2-story-volume lobby area and split level entry. Although the exit passage is not enclosed, it is protected in that the building is equipped with an automatic fire sprinkler system throughout. The path from the stairway to the exterior exit will be dedicated (as indicated on the drawings) as a permanent exit passage having no barriers or other uses permitted. All new construction in the exit path is non-combustible, 1-hour resistive, including walls, enclosures stairs and landings.

REASON FOR PROPOSAL:

The new stair enclosure in question is being constructed in substantially the same location as the existing stairway. The design concept of providing an attractive, exciting, open street level space for tenants and vendors would be seriously impeded by extending an enclosed corridor to the exterior. Tenant development plans will reduce the openness of the balance of the floor, creating a semi-enclosed lobby area when completed. Extension of an enclosed corridor is not compatible with the intended retail use of the area adjacent to Taylor Street, and would adversely affect the entrance and building facade.

4. BUILDING CODE §: 3305(h)2

BUILDING REGULATION REQUIREMENTS:

Interior openings for other than doors or ducts shall be protected by fixed, approved, $\frac{3}{4}$ "-thick wired glass installed in steel frames. The total area of all openings, other than doors, in any portion of an interior corridor shall not exceed 25% of the area of the corridor wall of the room which it is separating from the corridor.

PROPOSED DESIGN:

The proposed design includes a corridor system at the

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Appeal No. 4 (Continued)

4. (CONTINUED)

> PROPOSED DESIGN (Continued):

upper levels connecting the exit passage and stair system. The corridor walls and ceiling are of 1-hour non-combustible construction with 20-minute doors in compliance with U.B.C. §3305(h)1. The relights within the corridor walls do exceed the 25% area limitation and the proposed construction assembly includes $\frac{1}{4}$ " clear glass in wood frames. Both sides of this wall are protected by an automatic fire sprinkler system throughout. Smoke detection devices will be provided as required by the Fire Marshal.

REASON FOR PROPOSAL:

The corridor system for this building connects with the corridor of the adjacent building, which has similar wall and relight configuration. Details were designed to aesthetically match those conditions in order to provide uniform conditions throughout. This is consistent with the design and marketing concepts.

5. BUILDING CODE §: U.B.C. Chapter 31; ANSI SA117.1-1980 (4.8.2)

BUILDING REGULATION REQUIREMENTS:

The least possible slope shall be used for any ramp. The maximum slope in new construction is 1:12. Table 2 permits slopes of between 1:12 and 1:8 in existing buildings where space is limited. Run is limited to 5 ft. for slopes between 1:8 and 1:10.

PROPOSED DESIGN:

The proposed design provides a semi-circular ramp from the entrance platform at street level down to the basement level. The total vertical elevation change is 3.42 ft. The length of this ramp, calculated at the center line of travel is 33.37 ft. The slope is .10242 inches per ft. (approximately 1:10). Handrails are provided as required on each side of the ramp. Ramp width is 5'6", including a lighted feature strip. The second ramp in question serves the first floor via the United Carriage Building entrance. Floor-to-floor relationships are being maintained substantially as existing at 3.42 ft. The ramp configuration, location and length were restricted by several factors, including existing structural elements and lightwell location. The length

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Appeal No. 4 (Continued)

5. (CONTINUED)

PROPOSED DESIGN (Continued):

of travel is 33.0 ft., which provides a slope of .10363 inches per ft. (approximately 1:10). See the attached page illustrating the proposed condition.

REASON FOR ALTERNATE PROPOSAL:

The existing basement floor to entrance level are fixed elements to which the renovation design was required to respond. Handicap access has been provided to all other floors of this existing building by means of elevator or ramp by providing access from the adjacent building lobby. Access from the adjacent building elevator to this level was not practical, therefore necessitating a new ramp. Space is limited by the width of the existing building and entrance location, as well as tenant space and circulation requirements. The proposed ramp configuration provides 5'6" of available width (exceeding the 3'6" minimum) in order to allow increased ease of flow by both handicapped and non-handicapped individuals. It is also an efficient and attractive solution to this design problem.

The Administrative Staff reviewed the appeal, and the following decision was rendered:

1. Usable space under the first floor: Granted as proposed.
2. Openings in exterior wall: Granted as proposed.
3. Exit enclosure terminating in retail space: Granted, PROVIDING floors 1 and 2 are provided with early warning protection as required by the Fire Marshal's Office.
4. Corridor relight construction: Granted as proposed with the stipulation that additional sprinkler protection may be required at the discretion of the Fire Marshal's Office.
5. Ramp design: Following discussion with and approval of the Disabled Programs Coordinator, the appeal dealing with the ramp design:
 - a) Switchback Ramp: Granted as proposed; and
 - b) Circular Ramp: Granted, PROVIDING the ramp run is extended to Grid ③.