ERICKSON STRUCTURAL
CONSULTING ENGINEERS, PC

June 27, 2016

Brett H. Sheffield, PE
Chief Engineer
Department of Utilities and Engineering
City of Yakima
129 N 2nd Street
Yakima, Washington, 98601

RE:

Scoping Phase Evaluation of the
Southeast Community Center and Potential Police Station Buildings for the
City of Yakima
Yakima, Washington
Erickson Structural Job No. 160101

1. EXECUTIVE SUMMARY

The City of Yakima (the City) has commissioned an initial scoping phase evaluation to 1) assist with the preliminary identification of needed upgrades and improvements at the Southeast Community Center, and 2) solicit opinions regarding the appropriateness of three options considered as candidates for use as a police station. The Southeast Community Center exhibits many needed repairs, deferred maintenance and recommended upgrades. The greatest current needs appear to be related to the mechanical, heating, cooling and ventilation systems. A more detailed assessment is required to organize and prioritize annual projects into discretized $100,000 budgets, as requested by the City. None of the proposed police station options presented by the City are deemed to be viable candidates for use as a police station. Consideration should be given to other options, including expansion of the current police station. A more detailed assessment is required to more fully critique the viability of expanding the current police station.

2. INTRODUCTION

The City seeks to implement various upgrades and improvements to the Southeast Community Center, located at 1211 S. 7th Street, and is considering three existing buildings as candidates for a new police station. The three police station candidates include two separate areas within the old Yakima Mall, located at 300 E. Yakima Avenue, and an industrial building, referred to as the old Jeld-Wen Building, located at 1015 E. Lincoln Avenue.

The services of Erickson Structural Consulting Engineers, PC (Erickson Structural) and Eric Lanciault, Architect (Lanciault) were retained by the City to assist the City with an initial scoping phase evaluation of these buildings. This report summarizes the current opinions and recommendations developed by Erickson Structural and Lanciault as a result of the services rendered on behalf of the City with respect to these topics.

2.1. Purpose of Assessment

This initial scoping phase evaluation served as an opportunity to become generally familiar with the subject buildings, to establish project priorities and objectives with City representatives, form initial opinions and establish a course of action for a follow-up, detailed assessment, discussed herein as phase two, involving additional professionals. Actionable recommendations are expected to be available at the conclusion of the phase two activities.

10000 NE 7TH AVE. • SUITE 130
VANCOUVER, WA • 98685
P • 360.571.5577 F • 360.571.5578

2.1.1. Southeast Community Center

The assessment was commissioned by the City to assist with the identification of needed upgrades and improvements at the Southeast Community Center. The City has dictated that the annual projects be prioritized according to need and be discretized into $100,000 budgets. The assessment also endeavored to assess and comment upon three existing buildings identified by the City as possible police stations.

2.1.2. Police Stations

The assessment was commissioned by the City to solicit opinions regarding the appropriateness of the three buildings, identified by the City, as candidates for use as a police station.

2.2. Project Team Organization

At the request of the City, Erickson Structural functioned as the assessment project team leader and point of contact with the City. In addition to this role, Erickson Structural reviewed issues and topics pertaining to the buildings' structural components and features. Lanciault provided technical support to Erickson Structural and reviewed issues and topics pertaining to the buildings' non-structural components and features.

2.3. Scope and Organization of Assessment

The evaluation process is characterized by a two-phase approach. The efforts completed to date represent the completion of phase one, referred to as the scoping phase. During phase one the City's needs and goals with respect to the Southeast Community Center and police stations were established. With the City's specific needs and goals identified, the project team conducted preliminary assessments of the Southeast Community Center and the prospective police stations, resulting in the opinions, findings and recommendations stated herein. Based upon the opinions, findings and recommendations developed during phase one, a more detailed assessment, considered phase two, can now be conducted.

During phase two the project team is envisioned to be expanded, to include mechanical and electrical engineers and a professional cost estimator, to address the building's mechanical and electrical systems and establish project costs. The results of phase two are expected to yield more detailed and actionable recommendations for the City to consider.

2.4. Meetings

Erickson Structural and Lanciault met with City representatives, in Yakima, Washington on February 25, 2016 to discuss the City's needs and goals with respect to the Southeast Community Center and the police department's facility needs. City representatives included personnel from the engineering department, the police department and the Southeast Community Center.

3. GENERAL BUILDING DESCRIPTIONS

General building descriptions and characterizations of the buildings' structural and non-structural systems are summarized below. Though three separate police station options were presented by the City to the evaluation team, two of the options are housed in different areas of the same building, referred to as the old Yakima Mall. These two options are deemed sufficiently similar and without measurably different benefits or drawbacks as to consider them as a single option for the purposes of this evaluation. As such, the two locations within the old Yakima Mall are discussed herein as a single option, referred to as "Police Station Option 1". The old Jeld-Wen building is referred to as "Police Station Option 2".

3.1. Southeast Community Center

The Southeast Community Center is single story, multi-purpose public building. The majority of the space is used as a library and a community center, which includes a gymnasium, kitchen, dining area, classrooms and offices. The facility is currently occupied.

3.1.1. Non-Structural Systems

Please refer to Appendix B – *Existing Facility Conditions Report, Yakima, Washington, 1211 S. 7th Street*, produced by Lanciault, for a description of the non-structural systems and characteristics of the building.

3.1.2. Structural System

The Southeast Community Center roof structure is comprised of parallel chord trusses and plywood roof sheathing supported by masonry bearing walls. The floors are comprised of concrete slabs-on-grade. The foundation system is understood to be a shallow, conventionally reinforced concrete spread and strip footing system. Lateral loads (wind and seismic) are resisted by the plywood roof diaphragm and the masonry shear walls.

3.2. Police Station Option 1 (old Yakima Mall)

Police Station Option 1 was originally constructed according to design plans prepared in 1970 for use as a multi-story, multi-tenant retail shopping center. A multi-level parking structure is located immediately adjacent to the building. The facility currently sits vacant.

3.2.1. Non-Structural Systems

Please refer to Appendix C – *Existing Facility Conditions Report*, Yakima, *Washington, 300 E. Yakima Avenue*, produced by Lanciault, for a description of the non-structural systems and characteristics of the building.

3.2.2. Structural System

The lowest level of the facility is comprised of a concrete slab-on-grade. Elevated floors and roof slabs are constructed of reinforced concrete beams and slabs supported by reinforced concrete columns and walls, and concrete masonry unit (CMU) walls. The foundation system is understood to be comprised a shallow, conventionally reinforced concrete spread and strip footing system. Lateral loads (wind and seismic) are resisted by the concrete roof and floor diaphragms and the concrete and CMU shear walls.

3.3. Police Station Option 2 (old Jeld-Wen Building)

Police Station Option 2 has reportedly been utilized as a window manufacturing facility, but now houses multiple tenants, including an automotive retail store and a sports training facility. Portions of the facility remain vacant.

3.3.1. Non-Structural Systems

Please refer to Appendix D – *Existing Facility Conditions Report*, Yakima, *Washington, 1015 E. Lincoln Avenue*, produced by Lanciault, for a description of the non-structural systems and characteristics of the building.

3.3.2. Structural System

The facility is single story a pre-engineered metal building. The floor of the facility is comprised of a concrete slab-on-grade. The roof structure is comprised of a metal deck supported by light metal roof framing and steel frames. The foundation system is understood to be comprised of shall to be a shallow, conventionally reinforced concrete spread and strip footing system. Lateral loads (wind and seismic) are resisted by the metal deck roof diaphragm attached to the metal frames and X-bracing metal rods.

4. OBSERVATIONS

The project team's general observations are summarized below. Photographs referenced herein are contained in Appendix A. For each building the observations are grouped according to both non-structural observations by Lanciault, which are contained in Appendices B, C and D, and structural observations by Erickson Structural. All observations were made from accessible walking surfaces and limited to readily visible and exposed building features. No efforts were made in this scoping phase to expose concealed elements or to conduct diagnostic testing.

4.1. Southeast Community Center

A summary of the general observations at the Southeast Community Center are presented below.

4.1.1. Non-Structural Systems

Please refer to Appendix B – *Existing Facility Conditions Report, Yakima, Washington, 1211 S. 7th Street*, produced by Lanciault, for a summary of the non-structural observations.

4.1.2. Structural Systems

a) Photograph No. 1 depicts the exterior of the Southeast Community Center.
b) Water heaters exhibit no apparent seismic or lateral bracing, nor flexible couplings on the gas line, as exemplified in Photograph No. 2.
c) The extent of the steel reinforcement within the structural CMU walls, such as the gymnasium walls shown in Photograph No. 3, is unclear. A hole in one portion of a gymnasium wall revealed that the wall is partially grouted, as evidenced by the empty cavity exposed by the hole in the face of the CMU block, as shown in Photograph No. 4.

d) The gymnasium walls are tall and appear vulnerable to a code-level seismic event, especially if the walls are under-reinforced.
e) The observed CMU walls appear to be in good physical condition, with no visible cracking or similar evidence of distress, as exemplified in Photograph No. 5.
f) The gymnasium ceiling is constructed with acoustical ceiling tiles that appear to be adhered directly to drywall attached to the roof framing. Several of the ceiling tiles exhibit moderate water staining. The extent to which water leaking has affected the roof framing was not discernable.
g) Several of the observed lower ceilings throughout the facility, including corridors, utilize fluorescent lights suspended in the ceiling grid, as shown in Photograph No. 6. These lights should be independently supported by the roof framing to prevent a falling and egress hazard should the ceiling fail.
h) Much of the observed roof framing appears to be comprised of open web, parallel chords joists with wooden chords and steel tube webs. The observed framing appeared to be in good physical condition. See Photograph No. 7.
i) The majority of the building exterior is surrounded by a planter box, as exemplified in Photograph No. 8. The soil and bark dust inside the planters appear to be in direct contact with the exterior faces of the CMU walls of the building. The extent to which the exterior walls are properly waterproofed is unclear. The planter boxes represent a potentially adverse condition for the physical conditions of the exterior walls.
j) Although weep holes are present in the exterior walls of the planter boxes, some of the observed weep holes appeared non-functional. The resulting consequences of accumulation of moisture in the planter boxes is evident, as demonstrated by portions of the planer box walls that exhibit spalling and cracking, an indication that the reinforcing steel within the walls of the planer box is corroding. See Photograph No. 9.
k) Portions of the planter boxes appear to have been constructed of relatively poor quality concrete, as evidence by the observed honey combing and rock pockets.
l) An automatic gas shut off valve was not observed. See Photograph No. 10.

4.2. Police Station Option 1 (old Yakima Mall)

A summary of the general observations at the Police Station Option 1 (old Yakima Mall) are presented below.

4.2.1. Non-Structural Systems

Please refer to Appendix C – *Existing Facility Conditions Report, Yakima, Washington, 300 E. Yakima Avenue,* produced by Lanciault, for a summary of the non-structural observations.

4.2.2. Structural Systems

a) Photographs No. 11 and No. 12 depict representative examples of the interior space.
b) Photograph No. 13 depicts typical masonry walls and concrete floor beams and slab.
c) The building is comprised of structurally independent sub-structures separated by a joint, as shown in Photographs No. 14 and No. 15. Evidence of structure movement was observed, as demonstrated by the widening of the joint between two adjacent columns.

d) Photograph No. 16 depicts the typical interior conditions of the adjacent parking structure. Several of the observed beams exhibit stress cracking, as shown in Photograph No. 17.
e) Photograph No. 18 depicts the exterior, top level of the parking garage. Portions of the slab exhibits age- and deterioration-related cracking and distress, as shown in Photograph No. 19.

4.3. Police Station Option 2 (old Jeld-Wen Building)

A summary of the general observations at the Police Station Option 1 (old Jeld-Wen building) are presented below.

4.3.1. Non-Structural Systems

Please refer to Appendix D – *Existing Facility Conditions Report, Yakima, Washington, 1015 E. Lincoln Avenue*, produced by Lanciault, for a summary of the non-structural observations.

4.3.2. Structural Systems

a) Photograph No. 20 depicts a typical exterior face of the building.
b) Photograph No. 21 depicts the typical interior conditions of the unoccupied portion of the building.
c) The structure exhibits typical pre-engineered metal components, including steel frames, columns and roof framing, as exemplified in Photograph No. 22.
d) The building relies upon metal rod X-braces for lateral stability, as shown in Photograph No. 23.

5. FINDINGS AND OPINIONS

Current findings and opinions for each building are summarized below.

5.1. Southeast Community Center

Erickson Structural's and Lanciault's findings and opinions regarding the Southeast Community Center, developed as a result of the scoping phase efforts described herein, are summarized below.

5.1.1. Non-structural Systems

Please refer to Appendix B – *Existing Facility Conditions Report, Yakima, Washington, 1211 S. 7th Street*, produced by Lanciault, for a summary of the non-structural findings and opinions.

5.1.2. Structural Systems

The Southeast Community Center's structural system is antiquated and does not meet current seismic standards, but is otherwise performing well for the current use of the building. Multiple opportunities exist to improve the structural and seismic resilience of the building, many of which could be incorporated into other building projects, allowing structural and seismic upgrades to be phased over time as opportunity and budget allows. Should the City wish to pursue this course of action, the phase two evaluation efforts should include a detailed structural and seismic evaluation of the building, resulting in the identification of structural deficiencies and recommended corresponding upgrades. As future projects are initiated, needed structural upgrades in the same project footprint could be completed. For example, wall-to-roof connections could be seismically strengthened during a re-roof project.

Consideration should be given to the removal of the existing planters around the perimeter of the building to avoid continued chronic moisture exposure to the exterior walls of the building. Once the planters and soil are removed, the exterior walls of the building should be carefully inspected, and damage repaired, as needed.

Although many opportunities exist to improve the structural and seismic performance of the building, the non-structural systems of the building appear to present a greater and more urgent need for the City's available project funds. Commissioning a detailed structural evaluation of the building in phase two is a prudent effort so that when funding does become available, structural and seismic improvements can be economically incorporated into building projects. Provided that the use or occupancy of the building doesn't change, or that other code-triggering changes to the building are not undertaken, initiating structural and/or seismic improvements to the building would be considered voluntary efforts. As such, the City can tailor future seismic upgrades to meet a standard established by the City.

A range of seismic performance options for a variety of earthquake intensities could be considered, each with associated costs (i.e. higher performance standards for larger earthquakes generally correspond with larger construction budgets). If the building is to be relied upon in a post-emergency environment, a higher (immediate occupancy) standard would be appropriate, whereas a lower (life safety) standard would be common for non-emergency uses, such as the current use.

5.2. Police Station Option 1 (old Yakima Mall)

Erickson Structural's and Lanciault's findings and opinions regarding the Police Station Option 1, the old Yakima Mall, developed as a result of the scoping evaluation phase efforts described herein, are summarized below.

5.2.1. Non-structural Systems

Please refer to Appendix C – *Existing Facility Conditions Report, Yakima, Washington, 300 E. Yakima Avenue*, produced by Lanciault, for a summary of the non-structural findings and opinions.

5.2.2. Structural Systems

To function as a police station, a building structure must meet a heightened standard for structural and seismic performance. Given the age and original structural design of Police Station Option 1, the old Yakima Mall, the existing building structure, without improvements, falls below the required "essential facility" structural standards for police stations. The building is a candidate for structural and seismic improvements that could bring the building into compliance with "essential facility" standards, however the scope and breadth of the anticipated improvements are perceived to be cost prohibitive relative to other building options.

Sub-standard seismic performance is the building's greatest perceived structural deficiency. Although the Yakima area is considered to be a moderate seismic risk, as a multi-story, large, heavy concrete building, the seismic mass and anticipated seismic forces acting upon the building are large. Though a formal seismic evaluation of the building was outside the scope of this initial scoping evaluation phase, extensive upgrades to most, if not all, of the structural components of the building would be anticipated to bring the building into conformance with appropriate "essential facility" structural standards.

The building is large and offers more space than the City can reportedly utilize now, or in the foreseeable future. While occupying a portion of the building is reportedly feasible from a functionality standpoint, a partial occupancy does not relieve the need to structurally and seismically rehabilitate the entire building. Specific tenant space within the building structure cannot be seismically isolated and upgraded. If the City wishes to occupy a part of the building, the entire building would likely require seismic and structural improvements. The scope of the needed improvements could potentially be minimized if the occupied space were limited to areas that do not cross the building's structural joint. However, if the City's occupied space were to include areas on both sides of the structural joint within the building, both structurally independent portions of the building would require improvements. Even upgrading only one of the two portions of the building structure is perceived to be a large and costly effort.

In addition to anticipated seismic improvements, the building appears to require other corrective work. Structural movement has occurred, as evidenced by the varying width of the structural joint between the two portions of the building. Though diagnosing the cause(s) of the structure movement was outside the scope of this initial scoping evaluation phase, arresting the movement and correcting the resulting consequences would be an essential part of a remediation project intended to convert the building into a police station. The parking structure also exhibits deferred maintenance and structural cracking that merits further assessment and remediation.

Though Police Station Option 1, the old Yakima Mall, is well suited for its initial intended purpose, and could be utilized again for the same or a similar use, the existing structure presents many challenges that must be overcome to convert it to an "essential facility", such as a police station. Though the required improvements are perceived to be physically possible, they are expected to be cost prohibitive relative to competing building options. Erickson Structural recommends that the City pursue other options and abandon Police Station Option 1, the old Yakima Mall, from consideration as a police station.

5.3. Police Station Option 2 (old Jeld-Wen Building)

Erickson Structural's and Lanciault's findings and opinions regarding the Police Station Option 2, the old Jeld-Wen building, developed as a result of the scoping phase efforts described herein are summarized below.

5.3.1. Non-structural Systems

Please refer to Appendix D – *Existing Facility Conditions Report, Yakima, Washington, 1015 E. Lincoln Avenue,* produced by Lanciault, for a summary of the non-structural findings and opinions.

5.3.2. Structural Systems

Similar to Police Station Option 1, the old Yakima Mall, Police Station Option 2, the old Jeld-Wen Building, must meet a heightened standard for structural and seismic performance to function as a police station. Pre-engineered metal buildings, such as Police Station Option 2, the old Jeld-Wen Building, are intentionally designed and constructed with relatively little structural reserve capacity. Often even small modifications, such as placing a mechanical unit on a roof or hanging an item from the roof structure, requires above-average efforts to strengthen the affected portions of a pre-engineered metal building. Though a formal seismic or structural evaluation of the building was outside the scope of this initial scoping evaluation phase, Police Station Option 2, the old Jeld-Wen Building, clearly falls well below the required "essential facility" structural standards needed to allow the building to function as a police station.

Unlike Police Station Option 1, the old Yakima Mall, where structural and seismic improvements are deemed possible, though costly, the practicality of physically augmenting and strengthening Police Station Option 2, the old Jeld-Wen Building, is not immediately evident. Substantial modifications would likely be required to every aspect of the building structure. In some instances, such as the rod X-bracing, portions of the existing structural system would likely require removal and replacement because strengthening of the existing elements to an appropriate level is not practical.

Erickson Structural recommends that the City pursue other options and abandon Police Station Option 2, the old Jeld-Wen Building, from consideration as a police station.

6. RECOMMENDATIONS

Erickson Structural's and Lanciault's current recommendations, developed as a result of the scoping evaluation phase efforts described herein, are summarized below.

6.1. Southeast Community Center

With the initial scoping evaluation phase completed, the development of actionable, project-specific recommendations can now be developed and planned during phase two. The project team should be expanded to include mechanical and electrical engineers and a professional cost estimator. The greatest needs appear to be associated with the mechanical and ventilation systems of the building. Attention to these matters should be made a priority before addressing other building needs. Additional recommendations and comments are summarized below.

6.1.1. Non-structural Systems

Please refer to Appendix B – *Existing Facility Conditions Report, Yakima, Washington, 1211 S. 7th Street*, produced by Lanciault, for a summary of the non-structural conclusions and recommendations.

6.1.2. Structural Systems

Though the building exhibits some structural deficiencies, they do not appear to currently impede or curtail the intended uses of the building. Given the building's more urgent non-structural needs, budgets and consideration should be prioritized in favor of non-structural projects. However, should the City elect to designate the building as part of a post-emergency recovery plan, then greater priority should be given to structural improvements and upgrades.

If the City wishes to phase the implementation of structural improvements over a period of time, consideration should be given to incorporation of structural improvements and upgrades into other, pre-planned building projects. For example, seismic roof-to-wall connections could be strengthened during a re-roof project. A detailed, building-wide structural evaluation should first be commissioned to identify structural deficiencies and corresponding upgrades. Then, as occasion allows, the proposed upgrades can be implemented over time during the course of other projects.

Erickson Structural also recommends that the existing perimeter planter boxed be removed. Once removed the physical condition of the exterior building walls should be examined and repaired, if needed.

6.2. Police Station Option 1 (old Yakima Mall)

Erickson Structural and Lanciault recommend that the City abandon consideration of Police Station Option 1 (old Yakima Mall) as a police station. Additional recommendations and comments are summarized below.

6.2.1. Non-structural Systems

Please refer to Appendix C – *Existing Facility Conditions Report, Yakima, Washington, 300 E. Yakima Avenue*, produced by Lanciault, for a summary of the non-structural conclusions and recommendations.

6.2.2. Structural Systems

While Police Station Option 1 (old Yakima Mall) is well suited for its originally intended use, conversion to a police station presents multiple structural obstacles and costs, as discussed herein. Though physically possible to enact the needed structural changes to bring the structure into compliance with "essential facility" criteria, the costs are perceived to be prohibitive relative to options associated with different buildings. Erickson Structural recommends that the City abandon consideration of Police Station Option 1 (old Yakima Mall) as a police station and consider other options.

6.3. Police Station Option 2 (old Jeld-Wen Building)

Erickson Structural and Lanciault recommend that the City abandon consideration of Police Station Option 2 (old Jeld-Wen building) as a police station. Additional recommendations and comments are summarized below.

6.3.1. Non-structural Systems

Please refer to Appendix D – *Existing Facility Conditions Report, Yakima, Washington, 1015 E. Lincoln Avenue*, produced by Lanciault, for a summary of the non-structural conclusions and recommendations.

6.3.2. Structural Systems

While Police Station Option 2 (old Jeld-Wen Building) appears well suited for its current uses, conversion to a police station presents multiple physical and structural obstacles. The extent of needed structural modifications to the existing building to achieve compliance with "essential facility" criteria are expected to be so extensive and expensive that the project scope and budget could approach, or even exceed, the structural system costs associated with construction of a new facility. Erickson Structural recommends that the City abandon consideration of Police Station Option 2 (old Jeld-Wen Building) as a police station and consider other options.

6.4. Expansion of Existing Police Station

The City has reportedly given prior consideration to expanding the existing police station in lieu of occupying an additional facility. Based upon an informal tour of the existing police station following the meeting with City representatives on February 25, 2016, Erickson Structural and Lanciault consider expansion of the existing police station to be a viable and cost effective option relative to Police Station Options 1 and 2 discussed herien. As the City contemplates alternatives for the additional space to house police activities, Erickson Structural and Lanciault recommend that expansion of the existing police station be given appropriate consideration. Additional analyses are required to more fully understand the details of this option. Erickson Structural and Lanciault recommend that phase two assessment efforts regarding the police station include further consideration of this option.

Should additional information become available, please contact Erickson Structural so that we may determine the impact, if any, of the additional information upon our findings, conclusions and recommendations. We appreciate the opportunity to be of assistance to the City of Yakima. Should you have questions or wish to discuss the contents of this report, please contact us at 360-571-5577.

Sincerely,

Brandon W. Erickson, PE, SE
Principal
Erickson Structural Consulting Engineers, PC

Attachments: Appendix A – Photographs No. 1 through No. 23
Appendix B – *Existing Facility Conditions Report, Yakima, Washington, 1211 S. 7th Street*
Appendix C – *Existing Facility Conditions Report, Yakima, Washington, 300 E. Yakima Avenue*
Appendix D – *Existing Facility Conditions Report, Yakima, Washington, 1015 E. Lincoln Avenue*

ERICKSON STRUCTURAL
CONSULTING ENGINEERS, PC

10000 NE 7TH AVENUE, SUITE 130
VANCOUVER, WA 98685
360.571.5577 OFFICE
360.571.5578 FAX

Appendix A

Photographs No. 1 through No. 23

PHOTOGRAPH No. 1

PHOTOGRAPH No. 2

ERICKSON STRUCTURAL
CONSULTING ENGINEERS, PC

10000 NE 7TH AVE. • SUITE 130
VANCOUVER, WA • 98685
P • 360.571.5577
F • 360.571.5578
W • ERICKSONSTRUCTURAL.COM

Scoping Phase Evaluation of the
Southeast Community Center and Potential Police Station Buildings for the
City of Yakima

Yakima, Washington

ERICKSON STRUCTURAL PROJECT NUMBER: 160101 | DATE: June 27, 2016

PHOTOGRAPH No. 3

PHOTOGRAPH No. 4

ERICKSON STRUCTURAL
CONSULTING ENGINEERS, PC

10000 NE 7TH AVE. ◦ SUITE 130
VANCOUVER, WA ◦ 98685
P ◦ 360.571.5577
F ◦ 360.571.5578
W ◦ ERICKSONSTRUCTURAL.COM

PHOTOGRAPH No. 5

PHOTOGRAPH No. 6

ERICKSON STRUCTURAL
CONSULTING ENGINEERS, PC

10000 NE 7TH AVE. • SUITE 130
VANCOUVER, WA • 98685
P • 360.571.5577
F • 360.571.5578
W • ERICKSONSTRUCTURAL.COM

Scoping Phase Evaluation of the
Southeast Community Center and Potential Police Station Buildings for the
City of Yakima

Yakima, Washington

PHOTOGRAPH No. 7

PHOTOGRAPH No. 8

ERICKSON STRUCTURAL
CONSULTING ENGINEERS, PC

10000 NE 7TH AVE. • SUITE 130
VANCOUVER, WA • 98685
P • 360.571.5577
F • 360.571.5578
W • ERICKSONSTRUCTURAL.COM

PHOTOGRAPH No. 9

PHOTOGRAPH No. 10

ERICKSON STRUCTURAL
CONSULTING ENGINEERS, PC

10000 NE 7TH AVE. • SUITE 130
VANCOUVER, WA • 98685
P • 360.571.5577
F • 360.571.5578
W • ERICKSONSTRUCTURAL.COM

Scoping Phase Evaluation of the
Southeast Community Center and Potential Police Station Buildings for the
City of Yakima

Yakima, Washington

ERICKSON STRUCTURAL
CONSULTING ENGINEERS, PC

10000 NE 7TH AVENUE, SUITE 130
VANCOUVER, WA 98685
360.571.5577 OFFICE
360.571.5578 FAX

Appendix B

Existing Facility Conditions Report, Yakima, Washington, 1211 S. 7th Street

EXISTING FACILITY CONDITIONS REPORT
YAKIMA, WASHINGTON
1211 S. 7th Street

Prepared for:

City of Yakima

Conditions Assessment Date:	February 24, 2016
Report Date:	February 24, 2016
Revision:	

Prepared by:

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

Conditions Report
Southeast Community Center

SITE INFORMATION

Location	**1211 South 7th Street** **Yakima, Washington**
Development Name	**Southeast Community Center**
Construction Type	**V-B** **Concrete masonry unit walls with metal web wood roof joists and wood decking**
Fire/Life Safety	**Fire Sprinkler: No** **Fire Alarm: Limited**
Stories and floor location	**One story**
Occupancy	**Type A-3, B**
Parking	**Off-street parking lot**
Jurisdiction	**Yakima, Washington**
Applicable Codes	**2012 International Building Code with Washington State Amendments (WAC 51-50), referred to as WSBC.** **Note: International Existing Building Code may be used with approval of Authority Having Jurisdiction** **ICC/ANSI A117.1-03 Accessible and Usable Buildings and Facilities, with Washington State Amendments (WAC 51-50)** **2012 International Mechanical Code with Washington State Amendments (WAC 51-52)** **2012 International Fire Code with Washington State Amendments (WAC 51-54)** **2012 Uniform Plumbing Code and Standards with Washington State Amendments (WAC 51-56 and WAC 51-57)**

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

Applicable Codes (continued)	**2012 Washington State Energy Code (WAC 51-11)** **2012 National Electrical Code (NFPA 70) with Washington State Amendments**

Notes:

1. Original construction documents were not available at the time of this review.

Reviewed by: Eric Lanciault, Architect
Review date: February 24, 2016

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

1

EXISTING CONDITIONS PLANS

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

NORTH

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

2

SITE AND BUILDING ASSESSMENT

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

SITE ASSESSMENT

A. SITE ACCESS

	Item	Requirement	Surveyed Condition	Meet Requirement
A.1	Accessible Site Arrival Points	Accessible route within site from public transportation and public sidewalks, minimum 3'-0" wide with 5'-0" by 5'-0" passing spaces at maximum 200'-0" intervals WSBC 1104.1, 1104.2 ICC/ANSI A117.1/402	Accessible route from bus stop at 6th and Arlington extends to the building. .	Yes
A.2	Off-site parking	All, or part, of parking is located off-site; if located off-site, accessible parking is located in close proximity to accessible site arrival points	All parking is off-street. Accessible parking is dispersed throughout the parking lots, grouped near building entries	Yes
A.2.1	On-site Parking	All parking for suite is located on site	On-site parking provided Photo 1,2	Yes
A.2.2	On-site Parking	All on-site parking is self-parking, including employees and customers. If no, accessible self-parking is in close proximity to accessible building entrances	All on-site parking is self-parking	Yes
A.2.3	Accessible Parking	Accessible parking is equally distributed throughout on-site parking and provides equivalent or greater accessibility to each accessible building entrance	Accessible parking is distributed throughout parking areas and is grouped near building entrances Photo 3	Yes

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

	Item	Requirement	Surveyed Condition	Meet Requirement
A.2.4	Accessible Parking	Accessible parking is in different, separated parking facilities and is substantially equivalent or greater in accessibility in terms of distance from an accessible entrance or entrances, parking fee and user convenience WSBC 1106.6 Exception 2	All parking is in one facility without fee and of equal convenience	Not Applicable
A.2.5	Accessible Parking	Minimum number of accessible parking spaces is provided as a proportion of total number of parking spaces WSBC Table 1106.1	Specific existing parking count not available. However, number of parking spaces appears to serve the building adequately.	Yes
A.3	Accessible Parking	Accessible parking spaces located on the shortest accessible route of travel from adjacent parking to an accessible building entrance WSBC 1106.6	Some spaces, though located at the ends of parking rows closest to the building entrances are somewhat remote.	No
A.3.1	Accessible Parking	In parking facilities that do not serve a particular building (shared parking facilities), accessible parking spaces shall be located on the shortest route to an accessible pedestrian entrance to the parking facility WSBC 1106.6	On-site parking is dedicated to the building	Not Applicable

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

	Item	Requirement	Surveyed Condition	Meet Requirement
A.3.2	Accessible Parking	Where buildings have multiple accessible entrances with adjacent parking, accessible parking is dispersed and located near the accessible entrances WSBC 1106.6	Multiple accessible spaces located near building entrances	Yes
A.3.3	Accessible Parking	Parking spaces and access aisles accommodate cars and vans so that, when parked, these vehicles cannot obstruct the clear width of adjacent accessible routes ICC/ANSI A117.1/502.8	No adjacent accessible routes exist Photo 3	No
A.4	Van Accessible Parking	One van accessible parking space for every (6) or fraction of (6) accessible parking spaces WSBC 1106.5	No van accessible parking space exists	No
A.5	Van Accessible Parking	Van accessible parking space minimum 8'-0" wide with adjacent 8'-0" wide access aisle or 11'-0" wide without access aisle. ICC/ANSI A117.1/502.2	See A.4	No

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

	Item	Requirement	Surveyed Condition	Meet Requirement
A.5.1	Van Accessible Parking	Vertical clearance of 98" minimum is provided at parking spaces for vans, access aisles serving them, and vehicular routes from an entrance to the van parking spaces, and from the van parking spaces to a vehicular exit serving them ICC/ANSI A117.1/502.6	See A.4	No
A.6	Accessible Parking	Accessible car parking space minimum 8'-0" wide with adjacent 5'-0" wide access aisle. ICC/ANSI A117.1/502.4.2	All accessible car parking is at least 8'-0" wide with no adjacent access aisle	No
A.6.1	Accessible Parking	Accessible car parking space access aisle extends full depth of parking space ICC/ANSI A117.1/502.4.3	See A.6	No
A.6.2	Accessible Parking	Accessible car parking space access aisle shall not require travel into vehicular way ICC/ANSI A117.1/502..4.1	All accessible spaces require travel into vehicular way due to their locations not adjacent to building sidewalk. Photo 3	No
A.6.3	Accessible Parking	Accessible car parking space access aisle connects to accessible route ICC/ANSI A117.1/A5.02.4	See A.6	No

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

	Item	Requirement	Surveyed Condition	Meet Requirement
A.7	Accessible Parking	Access aisles marked to discourage parking ICC/ANSI A117.1/502.4.4	See A.6	No
A.8	Accessible Parking	Accessible parking and access aisles surfaces are stable, firm and slip resistant ICC/ANSI A117.1/502.5	Accessible parking is on asphalt concrete. See also A.6	Yes No
A.8.1	Accessible Parking	Accessible parking and access aisles have surface slopes not steeper than 1:48 (2%) ICC/ANSI A117.1/502.5	Accessible parking has slope less than 2%	Yes
A.8.2	Accessible Parking	Accessible parking access aisle is on the same level as the parking space served ICC/ANSI A117.1/502.5	See A.6	No
A.9	Accessible Parking	Accessible parking spaces identified with signs including the International Symbol of Accessibility complying with ICC/ANSI A117.1/703.6.3.1 ICC/ANSI A117.1/502.7	Accessible car parking spaces have signage appearing to meet MUTCD standards which meet criteria Photo 2	Yes
A.9.1	Accessible Parking	Van parking identified as in A.9, above, with additional "van accessible" designation. ICC/ANSI A117.1/502.7	See A.4	No
A.9.2	Accessible Parking	All accessible parking identification mounted 5'-0" above parking surface ICC/ANSI A117.1/502.7	Center of signs are mounted at 5'-0"	Yes
A.10	Accessible Parking	Accessible parking access aisle transitions to sidewalk with curb ramp ICC/ANSI A117.1/406.6	Curb ramp provided at sidewalk to driveway transition Photo 4	Yes

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

	Item	Requirement	Surveyed Condition	Meet Requirement
A.11	Curb Ramp	Curb ramps 3'-0" wide minimum and 1:12 maximum slope (8.3%) with additional 1:10 (10%) max slope flares each side with minimum 3'-0" deep landing at top ICC/ANSI A117.1/406	Curb ramps meet criteria	Yes
A.11.1	Curb Ramp	Counter slopes of adjoining gutters and road surfaces immediately adjacent curb ramp shall not be steeper than 1:20 ICC/ANSI A117.1/406.2	Counter slopes meet criteria	Yes
A.11.2	Curb Ramp	Adjacent surfaces at transitions at curb ramps to walks, gutters and streets shall be at the same level ICC/ANSI A117.1/406.2	Adjacent surfaces are at the same levels	Yes
A.11.3	Curb Ramp	Curb ramps located or protected to prevent their obstruction by parked vehicles ICC/ANSI A117.1/.406.8	Curb ramps are located where they may be temporarily obstructed by parked/standing cars	No
A.11.4	Curb Ramp	24" deep detectable warnings extending full width of bottom of curb ramp ICC/ANSI A117.1/406.12	No detectable warning provided	No
A.12	Protruding Objects – Public Right-of-Way	Objects with leading edges more than 27 inches and not more than 80 inches above the floor shall protrude 4 inches maximum horizontally into the circulation path, with the following exceptions: 1. Handrails are permitted to protrude 4-1/2 inches maximum 2. Door closers and door stops are permitted to be 78 inches minimum above the floor ICC/ANSI A117.1/307.2	No projections observed	Not Applicable

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

	Item	Requirement	Surveyed Condition	Meet Requirement
A.13	Protruding Objects -- Public Right-of-Way	Objects on posts or pylons are permitted to overhang 4 inches maximum where more than 27 inches and not more than 80 inches above the floor. ICC/ANSI A117.1/307.3	No projections observed	Not Applicable
A.13.1	Protruding Objects -- Public Right-of-Way	Objects on multiple posts or pylons where the clear distance between the posts or pylons is greater than 12 inches shall have the lowest edge of such object either 27 inches maximum or 80 inches minimum above the floor ICC/ANSI A117.1/A307.3	No projections observed	Not Applicable
A13.2	Protruding Objects -- Public Right-of-Way	Where objects protrude beyond the limits set in A.13 and A.13.1, and where vertical clearances are less than 80 inches above the floor, provide guardrails or other barriers whose leading edge is 27 inches maximum above the floor ICC/ANSI A117.1/A307.4	No projections observed	Not Applicable
A13.3	Protruding Objects -- Public Right-of-Way	Protruding objects shall not reduce the clear width required for accessible routes ICC/ANSI A117.1/A307.5	No projections observed	Not Applicable
A.14	Accessible Route – Public Right-of-Way	Running slope of walking surfaces not steeper than 1:20 with cross slope not steeper than 1:48 (except ramps and curb ramps) ICC/ANSI A117.1/303	Walking surfaces within the public right-of-way are generally low slope	Yes

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

	Item	Requirement	Surveyed Condition	Meet Requirement
A14.1	Accessible Route – Public Right-of-Way	Where an accessible route makes a 180 degree turn around an object that is less than 48 inches in width, provide clear route width of 42 inches minimum approaching the turn, 48 inches minimum during the turn, and 42 inches minimum leaving the turn. This does not apply where the clear width at the turn is a minimum of 60 inches. ICC/ANSI A117.1/403.5.1	No 180 degree turns in public right-of-way accessible routes observed	Not Applicable
A14.2	Accessible Route – Public Right-of-Way	An accessible route with a clear width less than 60 inches shall provide passing spaces at intervals of 200 feet maximum. Passing spaces shall be either a 60 inch minimum by 60 inch minimum space, or an intersection of two walking surfaces that provide a T-shaped turning space provided the base and arms of the T-shaped space extend 48 inches minimum beyond the intersection. The T-shaped space shall be with a 60-inch minimum square with arms and base 36 inches minimum in width with each arm clear of obstruction for 12 inches in each direction and the base clear of obstruction for 24 inches minimum ICC/ANSI A117.1/403.5.2, 304.3.2	All accessible public right-of-way routes observed to be minimum of 5'-0" wide	Not Applicable

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

	Item	Requirement	Surveyed Condition	Meet Requirement
A.14.3	Accessible Route – Public Right-of-Way	Walking surfaces that are part of an accessible route shall be stable, firm and slip-resistant ICC/ANSI A117.1/403.2	All walking surfaces are cement concrete	Yes
A.14.4	Accessible Route – Public Right-of-Way	Vertical changes in surface along accessible route maximum ¼ inch; changes in level greater than ¼ inch shall not exceed ½ inch and shall be beveled with a slope not steeper than 1:2 ICC/ANSI A117.1/303.2, 303.3	No vertical changes greater than ¼ inch and less than ½" observed	Not Applicable
A.14.5	Accessible Route – Public Right-of-Way	Vertical changes greater than ½ inch in height shall be ramped ICC/ANSI A117.1/303.4	No vertical transitions greater than 1/2 inch in height observed	Not Applicable
A.15	Accessible Route – Public Right-of-Way	Where running slope is steeper than 1:20, ramps shall conform to 1:12 maximum with handrails, each side and edge protection and shall be a minimum of 3'-0" wide, except at landings and changes of direction ICC/ANSI A117.1/A405	No ramps	Not Applicable
A.16	Ramps – Accessible Route – Public Right-of-Way	Where ramps are required and installed, cross slopes shall not be steeper than 1:48 ICC/ANSI A117.1/405.3	No ramps	Not Applicable

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

	Item	Requirement	Surveyed Condition	Meet Requirement
A.17	Accessible Route – Public Right-of-Way	Ramp floor surfaces shall be stable, firm and slip-resistant ICC/ANSI A117.1/405.4	No ramps	Not Applicable
A.17.1	Accessible Route – Public Right-of-Way	Handrails are provided on both sides of ramp ICC/ANSI A117.1/505.2	No ramps	Not Applicable
A.17.2	Accessible Route – Public Right-of-Way	Handrails are continuous for full length of ramp run with inside handrails on switchback or dogleg ramps continuous between runs ICC/ANSI A117.1/505.3	No ramps	Not Applicable
A.17.3	Accessible Route – Public Right-of-Way	Top of gripping surfaces of handrails are minimum 34 inches and maximum 38 inches vertically above ramp surface and are consistently at that height for entire ramp run ICC/ANSI A117.1/505.4	No ramps	Not Applicable
A.17.4	Accessible Route – Public Right-of-Way	Railing gripping surfaces are continuous, without interruption by newel posts, other construction elements, or obstructions Railings do not rotate within their fittings ICC/ANSI A117.1/505.6, 505.9	No ramps	Not Applicable
A.17.5	Accessible Route – Public Right-of-Way	Clearance between handrails gripping surface and adjacent surfaces is 1-1/2" ICC/ANSI A117.1/505.5	No ramps	Not Applicable

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

	Item	Requirement	Surveyed Condition	Meet Requirement
A.17.6	Accessible Route – Public Right-of-Way	Ramp handrails extend horizontally above the landing 12 inches minimum beyond top and bottom of ramp runs. Extensions return to wall, guard or floor or are continuous to the handrail of an adjacent ramp run ICC/ANSI A117.1/505.10.1	No ramps	Not Applicable
A.18	Accessible Route – Public Right-of-Way	Maximum ramp rise 30" between landings; intermediate landings to have clear length of 5'-0" ICC/ANSI A117.1/405.6	No ramps	Not Applicable
A.19	Accessible Route – Public Right-of-Way	Ramp changes of direction shall have landings with minimum 5'-0" by 5'-0" ICC/ANSI A117.1/405.7.4	No ramps	Not Applicable
A.20	Accessible Route – Public Right-of-Way	Top and bottom landings to be a minimum of 5'-0" long at all ramps ICC/ANSI A117.1/405.7.3	No ramps	Not Applicable
A.20.1	Accessible Route – Public Right-of-Way	Landings subject to wet conditions are installed to prevent the accumulation of water ICC/ANSI A117.1/405.10	No ramps	Not Applicable

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

	Item	Requirement	Surveyed Condition	Meet Requirement
A.20.2	Accessible Route – Public Right-of-Way	Edge protection is provided on each side of ramp runs and at each side of ramp landings, except: 1. Ramps not required to have handrails where curb ramps flares 2. Sides of ramp landings serving an adjoining ramp run or stairway 3. Sides of ramp landings having a vertical drop-off of ½ inch maximum within 10 inches horizontally of the minimum landing area Edge protection is either: 1. floor surface of ramp extends minimum 12 inches beyond inside face of railing 2. curb or barrier that prevents passage of 4 inch diameter sphere where any portion of the sphere is within 4 inches of the floor. ICC/ANSI A117.1/405.9	No ramps	Not Applicable
A.21	Accessible Route – Public Right-of-Way	Openings in accessible routes shall not exceed ½" in width and shall run perpendicularly to dominant path of travel ICC/ANSI A117.1/302.3	Sidewalk joints less than or equal to ½" in width	Yes
A.22	Detectable Warnings – Public Right-of-Way	Marked vehicular drive crossings raised to the same level as adjoining sidewalk and all curb ramps shall have 24" deep detectable warnings extending full width of marked pathway. ICC/ANSI A117.1/406.12	Public right-of-way crossings not reviewed	Not Applicable

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

	Item	Requirement	Surveyed Condition	Meet Requirement
A.23	Detectable Warnings – Public Right-of-Way	Locate so the edge nearest the curb line is 6" to 8" from the curb line. ICC/ANSI A117.1/406.13.2	See A.22	Not Applicable
A.24	Protruding Objects – On-site	Objects with leading edges more than 27 inches and not more than 80 inches above the floor shall protrude 4 inches maximum horizontally into the circulation path, with the following exceptions: 1. Handrails are permitted to protrude 4-1/2 inches maximum 2. Door closers and door stops are permitted to be 78 inches minimum above the floor ICC/ANSI A117.1/307.2	No projections observed	Not Applicable
A.25	Protruding Objects – On-site	Objects on posts or pylons are permitted to overhang 4 inches maximum where more than 27 inches and not more than 80 inches above the floor. ICC/ANSI A117.1/307.3	No projections observed	Not Applicable
A.25.1	Protruding Objects – On-site	Objects on multiple posts or pylons where the clear distance between the posts or pylons is greater than 12 inches shall have the lowest edge of such object either 27 inches maximum or 80 inches minimum above the floor ICC/ANSI A117.1/A307.3	No projections observed	Not Applicable

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

	Item	Requirement	Surveyed Condition	Meet Requirement
A25.2	Protruding Objects – On-site	Where objects protrude beyond the limits set in A.13 and A.13.1, and where vertical clearances are less than 80 inches above the floor, provide guardrails or other barriers whose leading edge is 27 inches maximum above the floor ICC/ANSI A117.1/A307.4	No projections observed	Not Applicable
A25.3	Protruding Objects – On-site	Protruding objects shall not reduce the clear width required for accessible routes ICC/ANSI A117.1/A307.5	No projections observed	Not Applicable
A.26	Accessible Route – On-site	At least one accessible route connects accessible buildings, accessible facilities, accessible elements and accessible spaces that are on the same site, except: An accessible route is not required between accessible buildings, accessible facilities, accessible elements and accessible spaces that have, as the only means of access between them, a vehicular way not providing for pedestrian access WSBC 1104.2	Single building	Not Applicable
A.26.1	Accessible Route – On-site	Running slope of walking surfaces not steeper than 1:20 with cross slope not steeper than 1:48 (except ramps and curb ramps) ICC/ANSI A117.1/303	Walking surfaces generally flat with minimal cross slope	Yes

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

	Item	Requirement	Surveyed Condition	Meet Requirement
A26.2	Accessible Route – On-site	Where an accessible route makes a 180 degree turn around an object that is less than 48 inches in width, provide clear route width of 42 inches minimum approaching the turn, 48 inches minimum during the turn, and 42 inches minimum leaving the turn. This does not apply where the clear width at the turn is a minimum of 60 inches. ICC/ANSI A117.1/403.5.1	No 180 degree turns in accessible routes observed	Not Applicable
A26.3	Accessible Route – On-site	An accessible route with a clear width less than 60 inches shall provide passing spaces at intervals of 200 feet maximum. Passing spaces shall be either a 60 inch minimum by 60 inch minimum space, or an intersection of two walking surfaces that provide a T-shaped turning space provided the base and arms of the T-shaped space extend 48 inches minimum beyond the intersection. The T-shaped space shall be with a 60-inch minimum square with arms and base 36 inches minimum in width with each arm clear of obstruction for 12 inches in each direction and the base clear of obstruction for 24 inches minimum ICC/ANSI A117.1/403.5.2, 304.3.2	All accessible routes observed to be minimum of 5'-0" wide	Yes

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

	Item	Requirement	Surveyed Condition	Meet Requirement
A.26.4	Accessible Route – On-site	Walking surfaces that are part of an accessible route shall be stable, firm and slip-resistant ICC/ANSI A117.1/403.2	All walking surfaces cement concrete	Yes
A.26.5	Accessible Route – On-site	Vertical changes in surface along accessible route maximum ¼ inch; changes in level greater than ¼ inch shall not exceed ½ inch and shall be beveled with a slope not steeper than 1:2 ICC/ANSI A117.1/303.2, 303.3	No vertical changes greater than ¼ inch and less than ½" observed	Not Applicable
A.26.6	Accessible Route – On-site	Vertical changes greater than ½ inch in height shall be ramped ICC/ANSI A117.1/303.4	No vertical changes greater than ½ inch except at curbs with curb ramps	Yes
A.27	Accessible Route – On-site	Where running slope is steeper than 1:20, ramps shall conform to 1:12 maximum with handrails, each side and edge protection and shall be a minimum of 3'-0" wide, except at landings and changes of direction ICC/ANSI A117.1/A405	Walks to building entrances slope up at 1:7.5	Yes
A.28	Ramps – Accessible Route – On-site	Where ramps are required and installed, cross slopes shall not be steeper than 1:48 ICC/ANSI A117.1/405.3	Minimal cross slopes	Yes
A.29	Accessible Route – On-site	Ramp floor surfaces shall be stable, firm and slip-resistant ICC/ANSI A117.1/405.4	Ramp surfaces are concrete	Yes
A.30	Accessible Route – On-site	Maximum ramp rise 30" between landings; intermediate landings to have clear length of 5'-0" ICC/ANSI A117.1/405.6	Rise appears to be less than 30"	Yes

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

	Item	Requirement	Surveyed Condition	Meet Requirement
A.31	Accessible Route – On-site	Ramp changes of direction shall have landings with minimum 5'-0" by 5'-0" ICC/ANSI A117.1/405.7.4	No changes of direction	Not Applicable
A.32	Accessible Route – On-site	Top and bottom landings to be a minimum of 5'-0" long at all ramps ICC/ANSI A117.1/405.7.3	No top landings Photo 5	No
A.32.1	Accessible Route – On-site	Handrails are provided on both sides of ramp ICC/ANSI A117.1/505.2	No handrails provided Photo 5	No
A.32.2	Accessible Route – On-site	Handrails are continuous for full length of ramp run with inside handrails on switchback or dogleg ramps continuous between runs ICC/ANSI A117.1/505.3	See A.32.1	No
A.32.3	Accessible Route – On-site	Top of gripping surfaces of handrails are minimum 34 inches and maximum 38 inches vertically above ramp surface and are consistently at that height for entire ramp run ICC/ANSI A117.1/505.4	See A.32.1	No
A.32.4	Accessible Route – On-site	Railing gripping surfaces are continuous, without interruption by newel posts, other construction elements, or obstructions Railings do not rotate within their fittings ICC/ANSI A117.1/505.6, 505.9	See A.32.1	No

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

	Item	Requirement	Surveyed Condition	Meet Requirement
A.32.5	Accessible Route – On-site	Clearance between handrails gripping surface and adjacent surfaces is 1-1/2" ICC/ANSI A117.1/505.5	See A.32.1	No
A.32.6	Accessible Route – On-site	Ramp handrails extend horizontally above the landing 12 inches minimum beyond top and bottom of ramp runs. Extensions return to wall, guard or floor or are continuous to the handrail of an adjacent ramp run ICC/ANSI A117.1/505.10.1	See A.32.1	No
A.32.7	Accessible Route – On-site	Landings subject to wet conditions are installed to prevent the accumulation of water ICC/ANSI A117.1/405.10	Ramps are sloped and appear to drain adequately	Yes
A.32.8	Accessible Route – On-site	Edge protection is provided on each side of ramp runs and at each side of ramp landings, except: 1. Ramps not required to have handrails where curb ramps flares 2. Sides of ramp landings serving an adjoining ramp run or stairway 3. Sides of ramp landings having a vertical drop-off of ½ inch maximum within 10 inches horizontally of the minimum landing area Edge protection is either: 1. floor surface of ramp extends minimum 12 inches beyond inside face of railing 2. curb or barrier that prevents passage of 4 inch diameter sphere where any portion of the sphere is within 4 inches of the floor. ICC/ANSI A117.1/405.9	Edge protection is provided	Yes

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

	Item	Requirement	Surveyed Condition	Meet Requirement
A.33	Accessible Route – On-site	Openings in accessible routes shall not exceed ½" in width and shall run perpendicularly to dominant path of travel ICC/ANSI A117.1/302.3	Sidewalk joints less than or equal to ½" in width	Yes
A.34	Detectable Warnings – On-site	Marked vehicular drive crossings raised to the same level as adjoining sidewalk and all curb ramps shall have 24" deep detectable warnings extending full width of marked pathway. ICC/ANSI A117.1/406.12	No crossing markings, no detectable warnings Photo 4	No
A.35	Detectable Warnings – On-site	Locate so the edge nearest the curb line is 6" to 8" from the curb line. ICC/ANSI A117.1/406.13.2	See A.34	No
A.36	Accessible Entrance	At least one accessible entrance to suite WSBC 1105.1	Entrance door appears to be heavy though has opening assist.	Yes
A.37	Accessible Entrance	Clear door opening width minimum 32" (open at 90°) with maneuvering clearances in accordance with Table 404.2.3.1 ICC/ANSI A117.1/404.2.3	Opening widths 34"; maneuvering clearances meet requirements	Yes
A.38	Accessible Entrance	Door threshold maximum ½" height with ¼" bevel at top ICC/ANSI A117.1/404.2.4	¼" thresholds	Yes
A.39	Accessible Entrance	Door latch shall release subject to 15-pound force, set in motion subject to 30-pound force, and swing to full-open position when subject to 15-pound force. WSBC 1008.1.3	Force was not measured; see also A.36	Yes

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

	Item	Requirement	Surveyed Condition	Meet Requirement
A.40	Accessible Entrance	Bottom 10" of door to be smooth for full door width ICC/ANSI A117.1/404.2.9	Door bottom complies	Yes
A.41	Accessible Entrance	Handles, pulls, latches, locks, and other operable parts have a shape that is easy to grasp with one hand and does not require tight grasping, pinching, or twisting of the wrist to operate ICC/ANSI A117.1/404.2.6	Door hardware includes push/pull bars. Door is to remain unlocked during business hours. Door is locked using key with twisting motion	Yes

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

BUILDING ASSESSMENT

B. BUILDING SHELL AND UTILITIES

	Item	Requirement	Surveyed Condition	Meet Requirement
B.1	Exits	Minimum two exits where occupancy over 49 persons WSBC 1015.1	More than two exits present; building appears to have adequate exit access	Yes
B.1.1	Exits	Minimum two exits where common path of egress exceeds 75'-0" (unsprinklered) and 100'-0" (sprinklered)	There does not appear to be a common path of egress greater than 20 feet.	Yes
B.2	Exits	Marked by approved, illuminated exit sign WSBC 1011.1	Illuminated exit signs present	Yes
B.3	Exits	Tactile sign stating EXIT provided at each exit discharge WSBC 1011.3	No signage	No
B.4	Exit Discharge	Exterior balconies, stairways and ramps shall be located at least 10' from adjacent lot lines and from other building on the same lot unless the adjacent building exterior walls and openings are protected in accordance with Section 705 based on fire separation distance WSBC 1027.3, Table 705.8, WSBC 706.6.1	No exterior balconies, stairways or ramps	Not Applicable

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

Conditions Report
Southeast Community Center

	Item	Requirement	Surveyed Condition	Meet Requirement
B.5	Fire Alarm	Fire alarm required with combined floor occupant load exceeding 500 persons and/or exceeding 100 persons above or below lowest level of exit discharge or as required by AHJ WSBC 907.2.2	Building occupancy is over 500 persons. Fire alarm appears to be limited to pull box at front door.	No
B.6	Fire Sprinkler	All structures to be fire sprinklered as required by Authority Having Jurisdiction	No fire sprinkler	No
B.7	Domestic Water	Minimum 1-1/4" service into suite	4" water service was observed	Yes
B.7.1	Domestic Water	Minimum water pressure to provide adequate pressures throughout suite	Water pressure was not observed	Not Applicable
B.8	Electrical Service	Adequate for expansion/remodel	Spare panel "L" Photo 15	Yes
B.9	Electrical Service	Metering	Metering not observed	Not Applicable
B.10	Gas Service	As required for gas-fired HVAC units	Gas service supply to HVAC units	Yes
B.11	Gas Service	Automatic seismic shutoff valve required, installed in building supply line immediately after gas meter and located outside of the structure and easily accessible	No valve observed	No

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

	Item	Requirement	Surveyed Condition	Meet Requirement
B.13	Plumbing	Minimum 4" waste line, invert low enough to accommodate restroom anywhere in suite	Waste line size not observed	Not Applicable
B.14	HVAC	Minimum outside air, cooling and heating provided; HVAC units with more than 10 years expected additional life	Several rooftop units. At least (3) units appear to be at or near life expectancy	No
B.15	HVAC	Rooftop mounted units on curbs with seismic restraint	No seismic restraints observed	No
B.16	HVAC	Seismically rated rooftop curbs	Curbs covered by roofing; likely not rated	No
B.17	Exterior Skin	No signs of rot or water intrusion	Skin in good condition	Yes
B.18	Exterior Skin	No physical damage, graffiti, deferred maintenance	Well maintained	Yes
B.19	Exterior Skin	No paint peeling; no masonry efflorescence; no organic staining	No peeling paint	Yes
B.19.1	Exterior Skin	Walls: Minimum R-21 insulation or R-10 with solid grouted cmu.	Walls are intermittently grouted cmu with no insulation	No
B.20	Roof	No apparent ponding areas; no membrane damage; ease of penetration installation and flashing	Fairly significant ponding on single-ply roofing in multiple areas; drains are raised above adjacent roofing, damaged scuppers Photo 9, 10, 13	No
B.20.1	Roof	No cables, pipes, ductwork resting unsupported on roofing	Several cables resting directly on roofing may result in accelerated deterioration of roof membrane Photo 9	No

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

SITE AND BUILDING ASSESSMENT

C. INTERIOR

	Item	Requirement	Surveyed Condition	Meet Requirement
C.1	Occupant	If occupancy is to change, change does not require upgrades WSBC Chapter 3	No change proposed to current mixed use.	Not Applicable
C.2	Occupant	General upkeep of interior is good; no apparent areas of significant deferred maintenance/neglect	No apparent maintenance neglect	Yes
C.3	Occupant	Flooring wear – no evidence of floor structure problems	No uneven wearing observed	Yes
C.4	Acoustics	Building has appropriate internal acoustical separation and exterior acoustical separation	Acoustical separation from exterior is excellent; no interior acoustical separation issues observed however the gymnasium was not in use	Yes
C.5	Daylight/Views	Access to view and daylight from all rooms	Several interior rooms do not have access to daylight and view although dining room includes skylights.	No
C.6	Restrooms	(1) toilet room specific for each gender (total 2 toilet rooms) compliant with accessibility standards located where compatible with suite layout WSBC 1109.2 ICC/ANSI Chapter 6	(1) unisex toilet was observed and requires additional grab bars and change to flush valve configuration to meet code requirements. Additional toilet rooms were not reviewed and may require additional upgrading. Also, the number of toilet rooms does not meet current code requirements	No

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

	Item	Requirement	Surveyed Condition	Meet Requirement
C.7	Reception	Reception area is accessible	Reception desk does not include a max 34" high horizontal surface 36"wide. Doors into reception area are large, heavy sliders that do not meet accessibility requirements. Doors to not meet exiting requirements Photo 6	No
C.8	Doors	Door hardware is accessible	Door handles are knob type, not meeting accessibility requirements Photo 7	No
C.9	Stage	Stage has fixed ramp meeting accessibility requirements	No ramp Photo 8	No

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

EXISTING CONDITIONS PHOTOGRAPHS

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

Photo 1 – View looking south at south parking lot

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

Photo 2 – View looking east at south parking lot

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

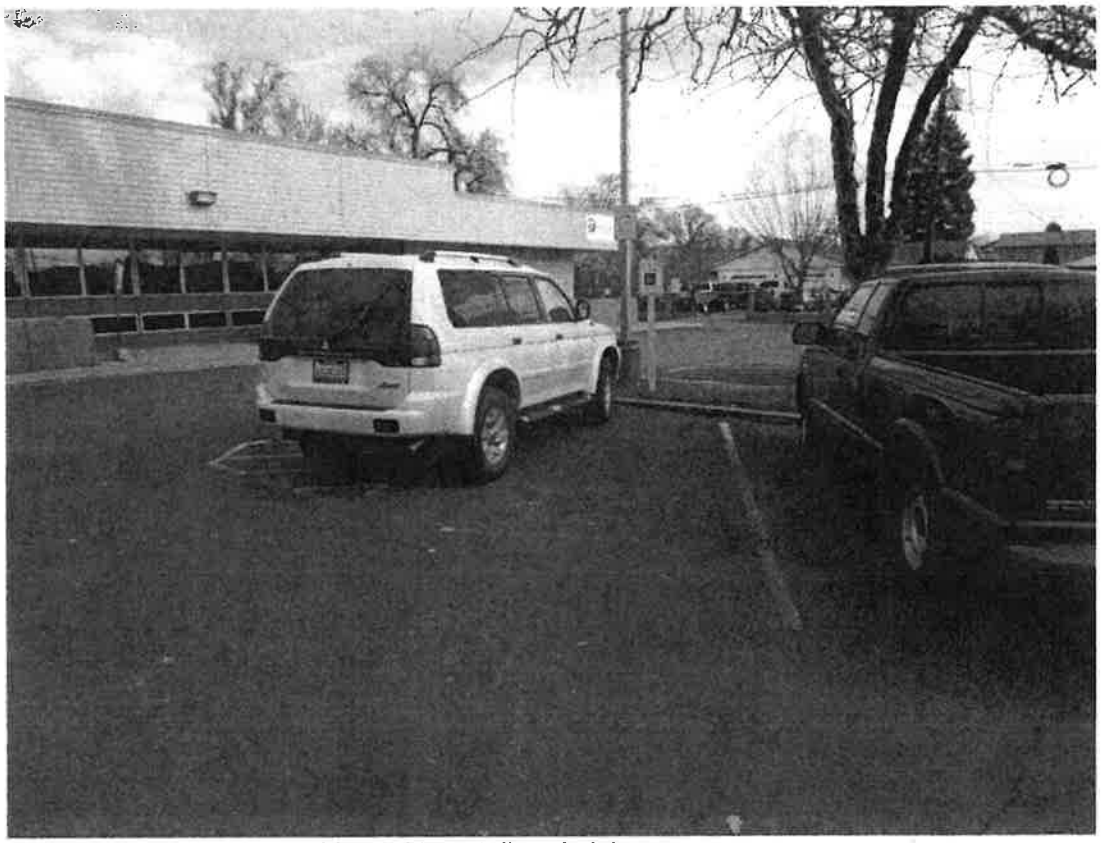


Photo 3 – Typical accessible parking stall and aisle

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

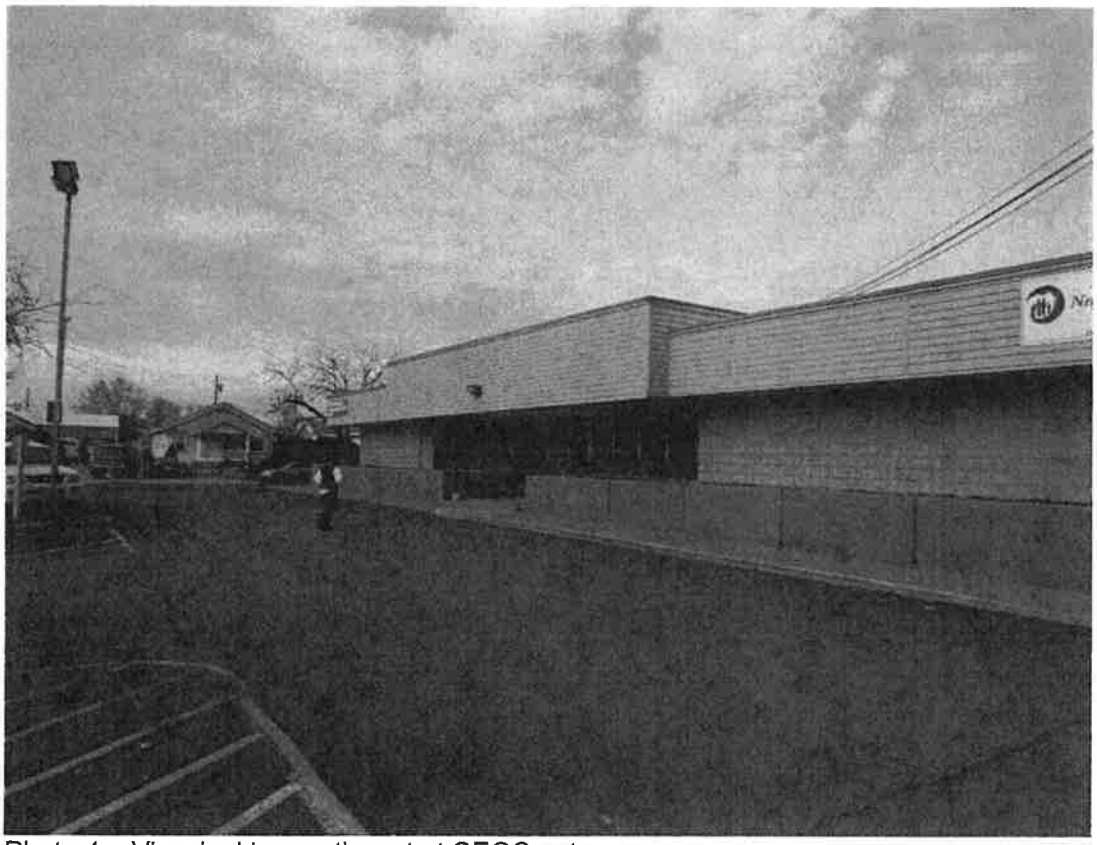


Photo 4 – View looking northwest at SECC entry

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

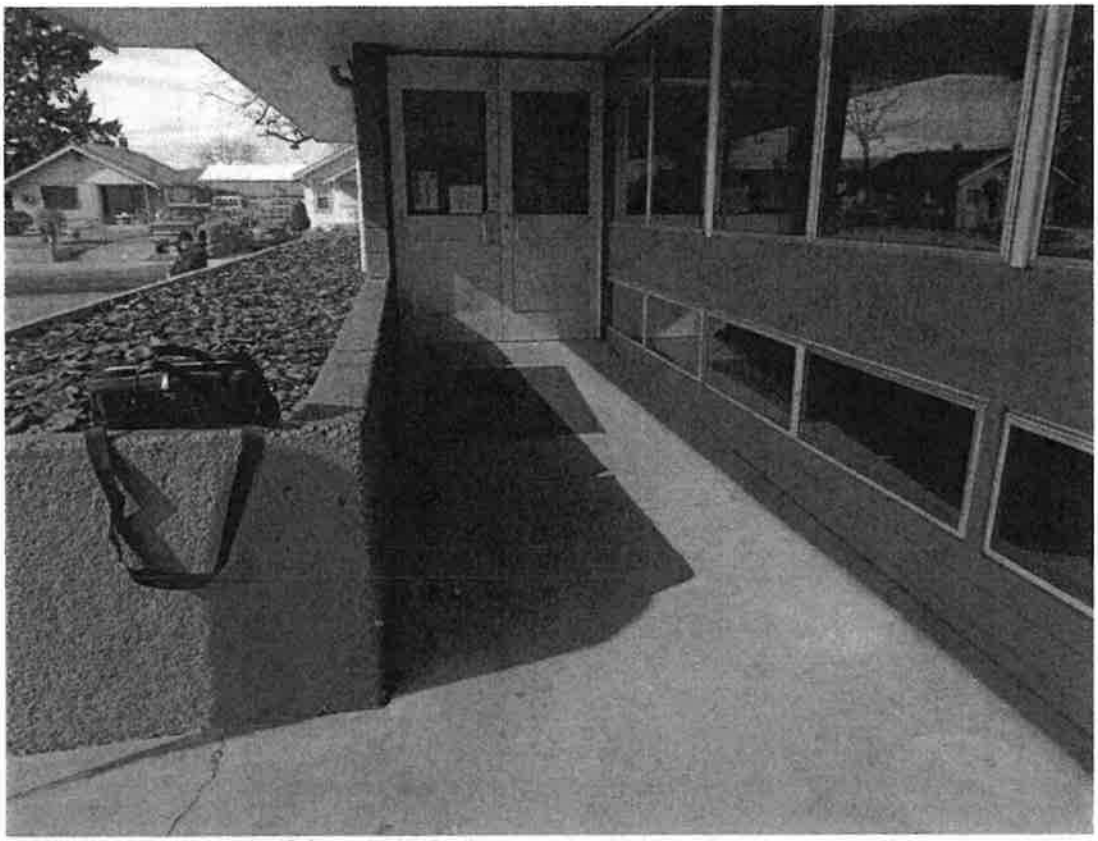


Photo 5 – Ramp at SECC entrance

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

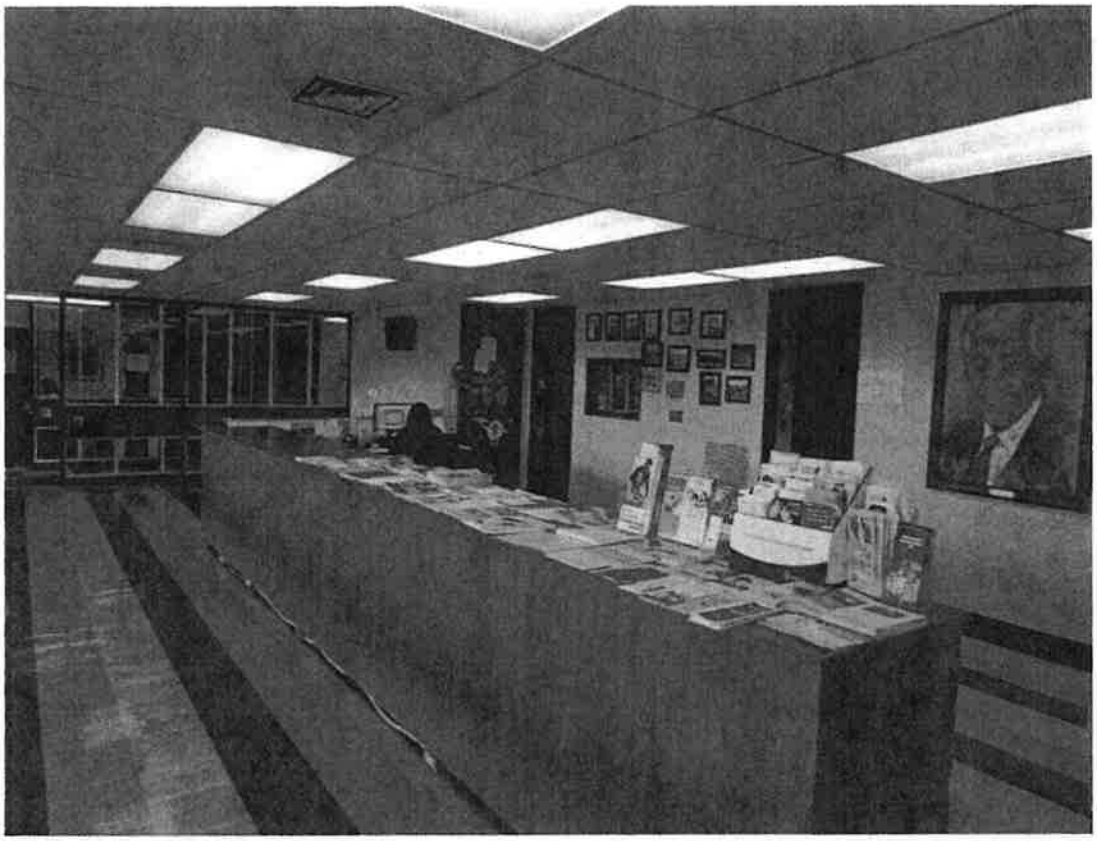


Photo 6 – Main reception desk

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

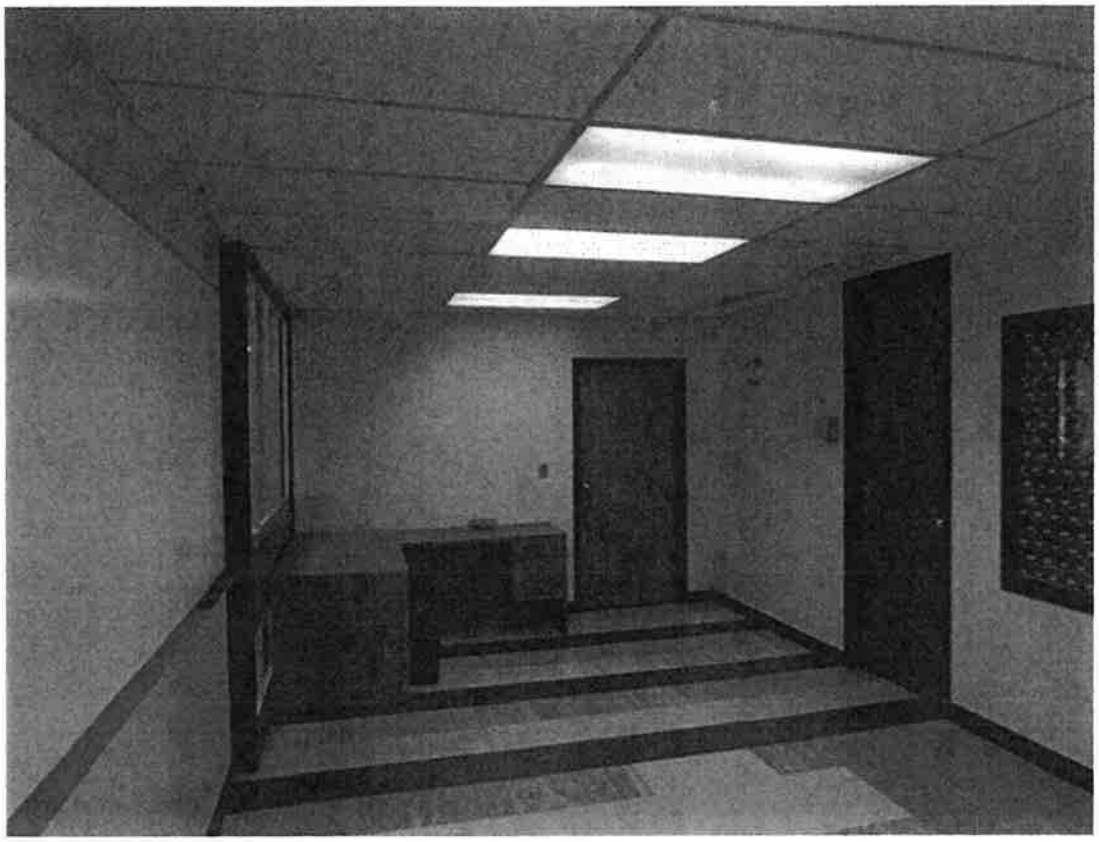


Photo 7 – Typical doors

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

Photo 8 – Stage and gymnasium

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

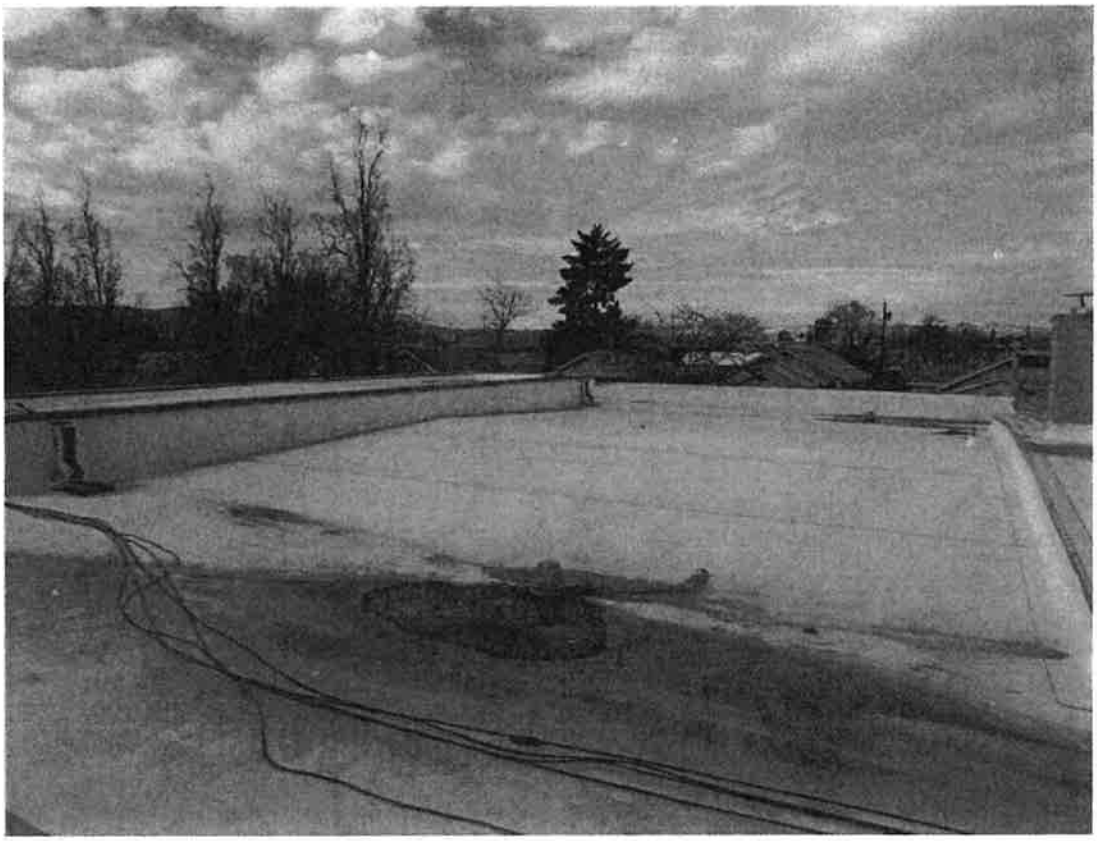


Photo 9 – South portion of building roof looking west

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

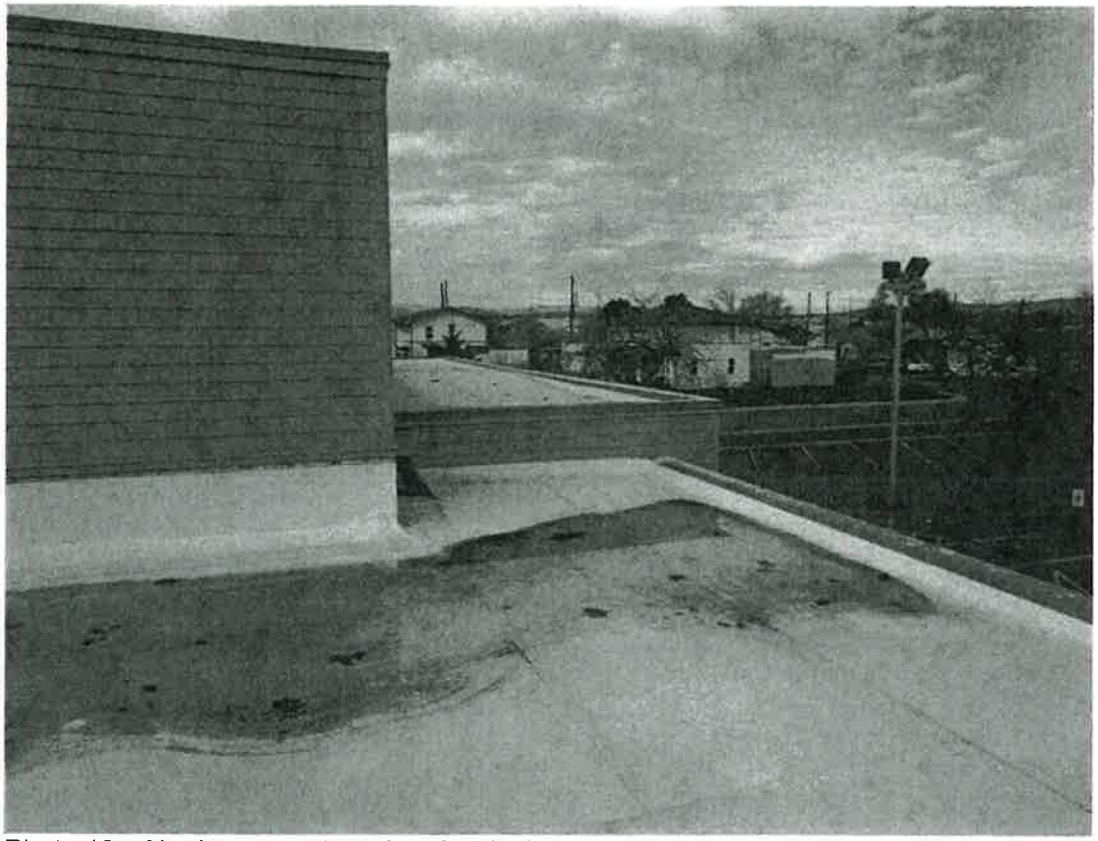
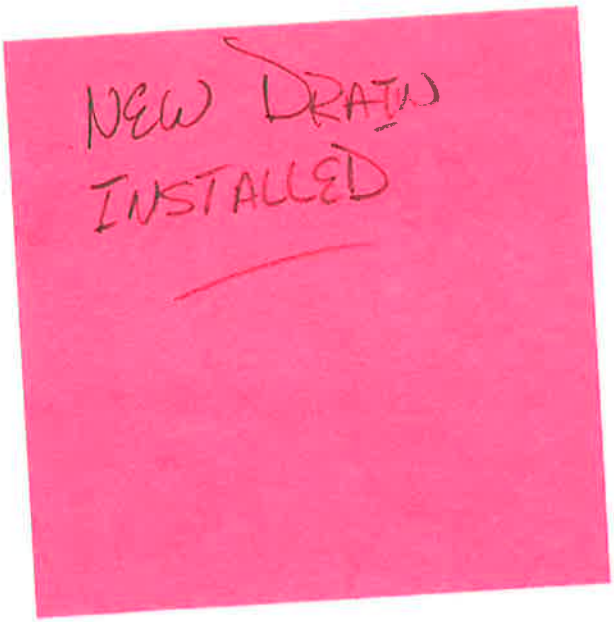


Photo 10 – Northeast portion of roofing looking west



Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

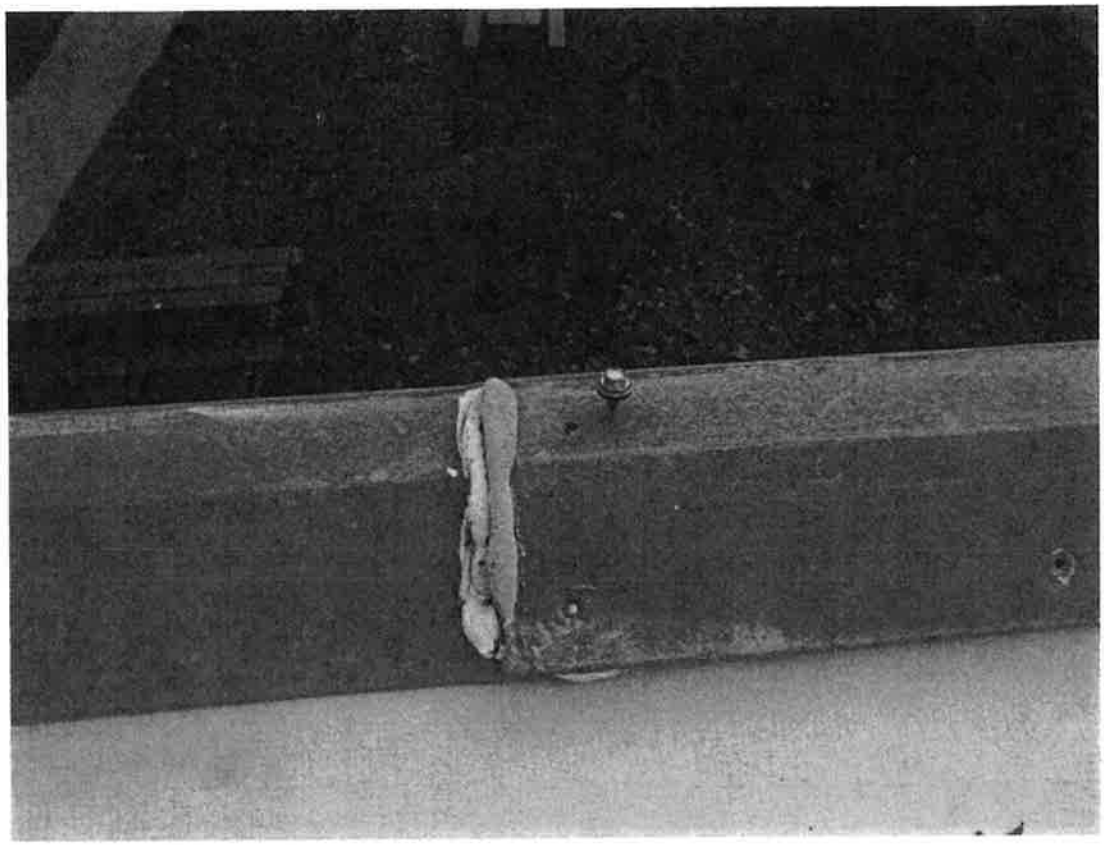


Photo 11 – Typical coping

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

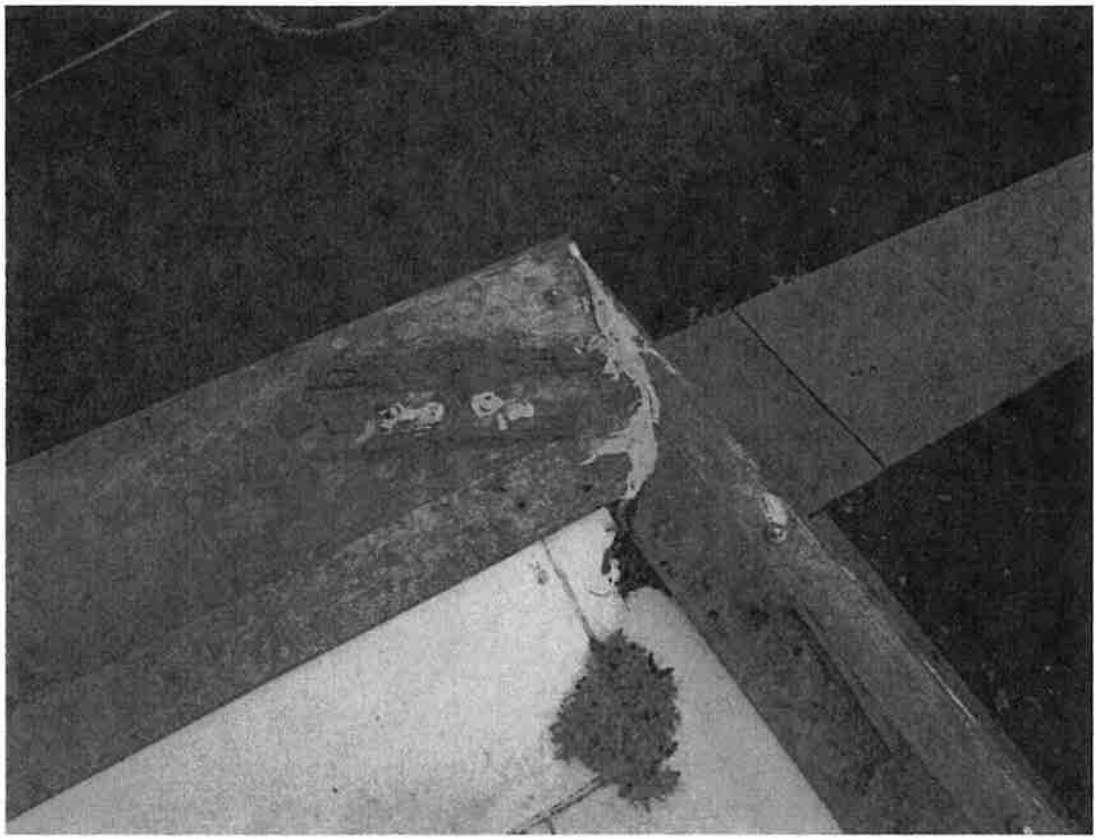


Photo 12 – Coping corner

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

Photo 13 – Roof downspout

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

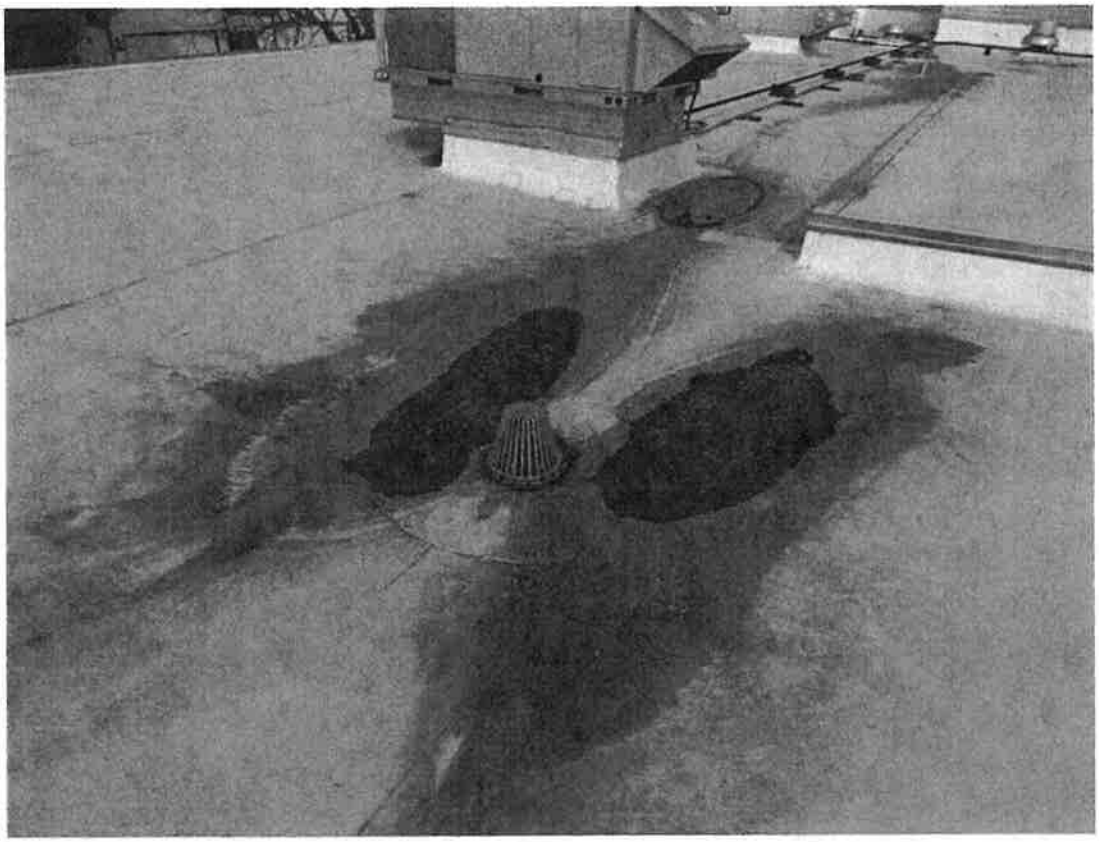


Photo 14 – Typical roof drain

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

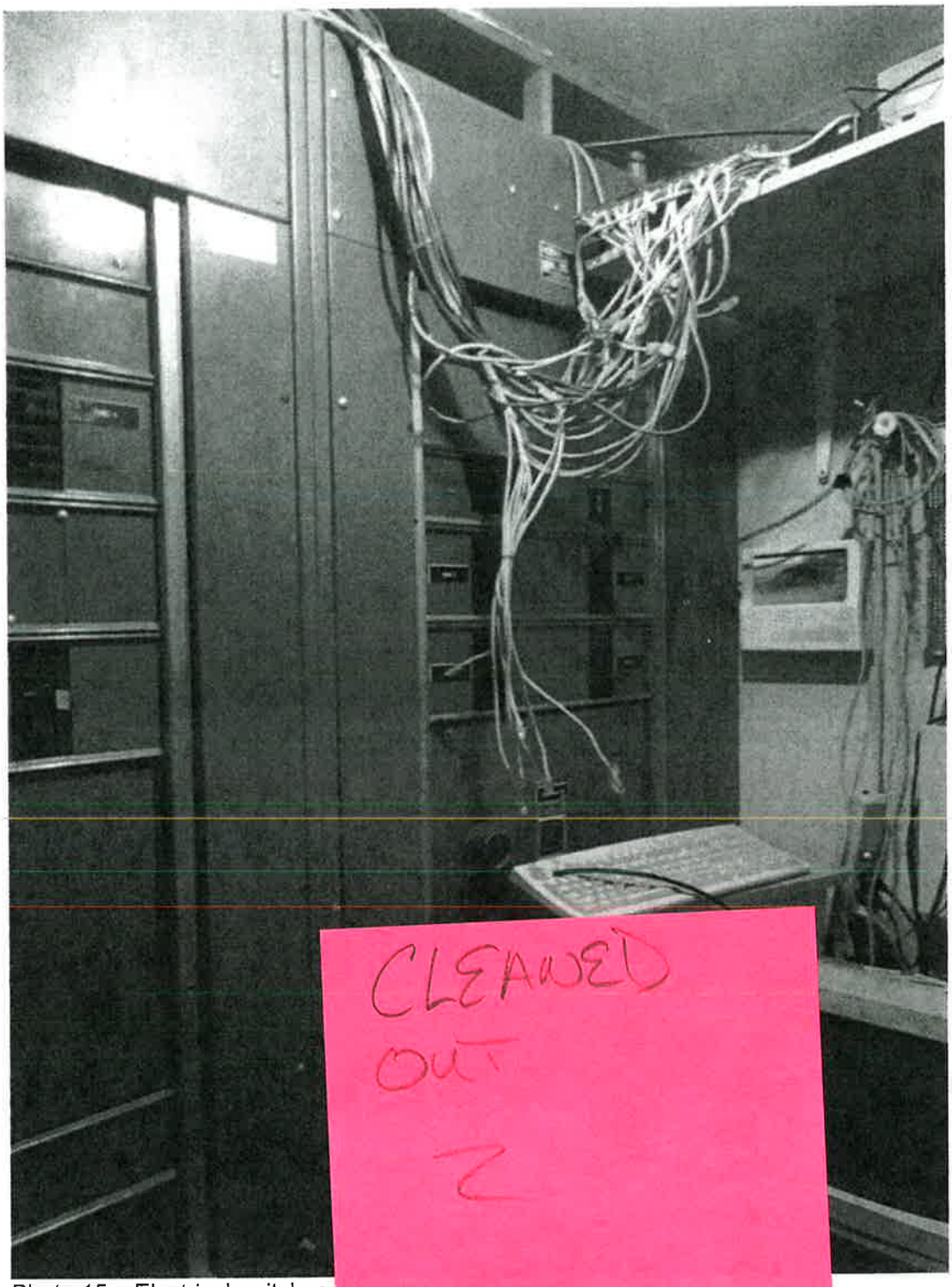


Photo 15 – Electrical switchgea

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

Photo 16 – Domestic water point of entry

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

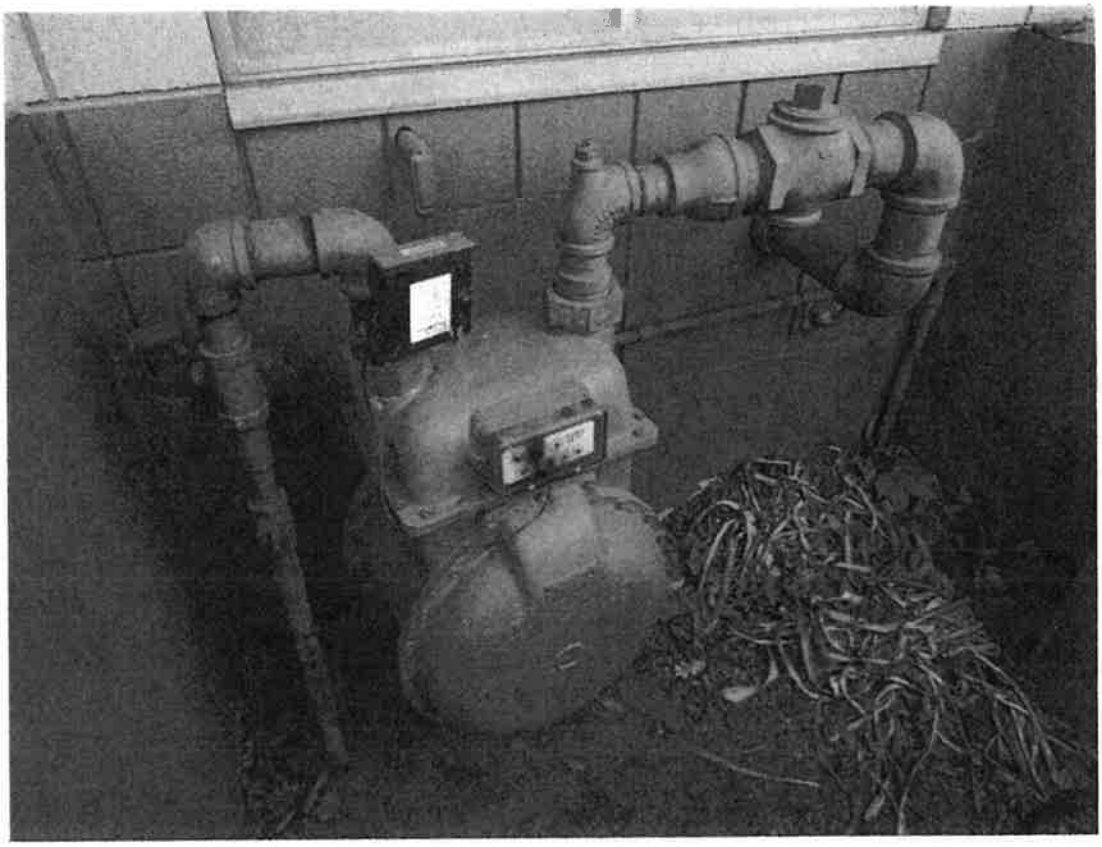


Photo 17 – Water meter

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

REVIEW SUMMARY

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

GENERAL SUMMARY

The building is a one-story, freestanding structure constructed of concrete masonry units, aluminum storefront windows and doors, metal-web wood joists and wood roof decking with overhands clad in wood siding. It is generally well-maintained with minimal signs of wear. Its aesthetics and finishes are generally consistent with its era of construction.

Access to the building from parking lot to front doors does not meet accessibility standards. It was noted that the building is used by a large number of mobility-challenged individuals. In addition, the existing reception/business desk and many doors do not meet current accessibility standards.

Based on the type of construction, evidence of minimal wear and adequacy of electrical, gas, and water systems, the building appears to have at least 20 years life expectancy with proper maintenance. However, HVAC units will require replacement prior to that life span.

The following items were found to be either non-conforming with standards or Codes or are items that require additional information or action.

A.3: In general, accessible parking does not meet Code requirements and is not a safe arrangement. Code requires that all accessible spaces be located in a way that travel from the parking space to the front sidewalk requires that pedestrians walk across driving lanes. With the current arrangement of accessible parking, pedestrians must cross as many as two drive aisles. Considering some mobility challenges, this presents a safety risk. However, due to the parking lot arrangement, redesigning the parking lot to eliminate pedestrian/driver conflict will be costly and, to some degree, impractical.

A.11.4: The main sidewalk curb ramp should be upgraded to include a detectable warning strip.

A.32: Access to the main doors requires use of a ramp. The ramp does not meet Code requirements as it does not include handrails and a top landing.

A.34: To improve safety in the parking lot, add a marked crosswalk for pedestrians.

A.34: Provide tactile signage.

B.14: Several HVAC units are at the end of their lifespan and should be replaced prior to failure.

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com

B.6: Building has extremely limited fire alarm system. Based on the building occupancy size, and considering its use, a fire alarm is required. This is strongly recommended.

B.11: Provide a seismic shut-off valve at gas entrance meter.

B.20: Although the building's roof was recently replaced, several items requiring remediation were observed. First, there are areas of significant ponding due to lack of proper cricketing and drain height. This will contribute to a shortened roof life span. In addition, flashings appear to have been reused and, based on their condition, are essential ineffective. As a result, the only line of resistance to water intrusion is likely to be the roofing lapped over the parapet. This is a good short-term solution, but having new, properly installed copings and flashings will provide a much longer lifespan for the roofing. Remediation of these conditions will require a complete roof replacement. Considering the age of the existing roofing, we recommend delaying roof replacement for several years but monitoring its condition on a yearly basis.

C.6: Although we did not observe all restrooms, based on the building's age and the recently significant changes to the Washington State accessibility codes, it is likely that some level of upgrades for the restrooms is required.

C.7: The existing reception desk should be modified to allow for an accessible transaction surface.

C.8: Door hardware should be replaced building-wide to meet accessibility standards.

C.9: If the stage is still used, providing an accessibility ramp will make it code compliant.

Eric Lanciault, Architect
3200 SE 164th Avenue, Suite 302
Vancouver, Washington 98683
v. 360.798.3801 eric@elaooa.com