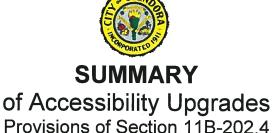


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The provisions of Section 11B-202.4 Exception 8 apply to existing buildings or facilities used as public buildings, public accommodations, commercial buildings or public housing. When these buildings or facilities undergo alterations, structural repairs, or additions, an accessible path of travel must be provided to the specific area of construction.

When the adjusted construction cost<sup>1</sup> of **alterations, structural repairs, or additions to existing buildings and facilities** within three years of the original alteration does not exceed a valuation threshold of **\$156,162.00**, the cost of compliance with Section 11B-202.4 of the 2016 California Building Code shall be limited to 20% of the adjusted construction cost of alterations, structural repairs or additions.

In choosing which accessible elements to provide, priority should be given to those elements that will provide the greatest access in the following order:

- 1. An accessible entrance
- 2. An accessible route to the area of alteration, structural repair, or addition (see definition of accessible route Section 202 & 11B-206 for more information on accessible routes and site arrival points)
- 3. At least one accessible restroom for each sex or a single accessible unisex restroom
- 4. Accessible telephones, if provided, serving the area of alteration, structural repair or addition
- 5. Accessible drinking fountains, if provided, serving the area of alteration, structural repair or addition
- 6. When possible, additional accessible elements such as additional parking, storage, signs and alarms

The second page of this Information Bulletin provides an example showing a Summary of Accessibility Upgrades.

<sup>&</sup>lt;sup>1</sup> Adjusted cost of construction does not include the cost of alterations to path of travel elements required to be upgraded outside the area of alteration, structural repair, or addition.



## City of Glendora BUILDING & SAFETY DIVISION

123 HOPE ST

**Project Address:** 

## **Application for:**

## Unreasonable Hardship to Disabled Access Requirements Form "A"

B17-9999

Plan Check #

(For Existing Buildings Where Cost of Construction does not exceed \$156,162.00 (2015) Sec. 11B-202.4 Exc. 8)

Project Description/Location: TENANT IMPROVEMENT: MEDICAL OFFICE	Permit Valuation: \$\$217,000
Type: Alteration Structural Repair Addition	*Adjusted Cost of Proposed Construction: \$
PATH OF TRAVEL REQUIREMENTS FOR AREA OF ALTERATION, STRUCTURAL REPAIR OR ADDITION	
Does existing feature Will this feature be remeet accessibility standards or altered to meet Chromodology  Accessible Features of Chp 11B of the CBC? the current CBC?	
1. Accessible entrance	\$_\$18,200
Accessible route to the altered space	\$\$2,600
Accessible restroom for each sex     or a unisex restroom	\$_\$22,600
4. Accessible telephones	\$
5. Accessible drinking fountains	\$
6. Other (Any of the below)	\$
a. Accessible parking spaces b. Signs c. Alarms d. Other	\$
Total cost of access features provided (A)(Summary of costs of Accessible Features Nos 1-	6 provided) \$_\$43,400
Total valuation of construction (B)(Construction cost for all proposed work except Accessible Nos. 1-6 provided above)	
(A divided by B) x 100% (20% minimum expenditure is required)	\$25%
Description of Access Features Provided Regrade slope at entrance to provide <2% slope & handicap stall;	
Reframe doorway to meet accessible requirements; modify bathroom to meet unisex requirements	
<u> </u>	
Applicant Certification	
I certify that the above noted information is true and correct	
Signature	Date: 07 / 01 / 2017
Name (print) John Smith	
	ohn Smith Designs. AIA
Address: 1234 Brand Ave City Glenda	State CA ZIP 91203
FOR DEPARTMENT USE ONLY	
Approved byTitle	Date
*If an area has been altered without providing an accessible path of travel to that area, and subsequent alterations of that area or a different area on the same path of travel are undertaken with three years of the original alteration, the total cost of alterations to the areas on that path of travel during the preceding three	

year period shall be considered in determining whether the cost of making that path of travel accessible is disproportionate.