

Development Services

From Concept to Construction

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APPEAL SUMMARY

Status: Hold for Additional Information

Appeal ID: 22227	Project Address: 7200 NE Airport Way
Hearing Date: 12/18/19	Appellant Name: Tom Jaleski
Case No.: B-002	Appellant Phone: 9712385266
Appeal Type: Building	Plans Examiner/Inspector: David Bartley
Project Type:	Stories: 2 Occupancy: A-3, B, M, S-1 Construction Type: I-A
Building/Business Name: PDX	Fire Sprinklers: Yes - throughout
Appeal Involves: Erection of a new structure	LUR or Permit Application No.:
Plan Submitted Option: pdf [File 1]	Proposed use: Airport

APPEAL INFORMATION SHEET

Appeal item 1

Code Section 10124.4

Requires Exit passageways on the level of exit discharge shall terminate at an exit discharge. Exit passageways on other levels shall terminate at an exit.

Proposed Design PDX TCORE project will provide an addition to the existing main terminal area, add a new mezzanine, and reconfigure the existing terminal building on the departure level. Egress from the new mechanical penthouse, new mezzanine, and new terminal addition will by interior exit stairways down to the level of exit discharge and through exit passageways to the exit discharge on the airside of the terminal.

The proposed design for the PDX TCORE project will provide designated open-air exit passageways that meet the requirements for the 2019 OSSC 1023.3.1 Extension in that an Exit Passageway is provided from the interior exit stairway. The exit passageway from the interior exit stairway will meet all the requirements of an exit passageway per 2019 OSSC 1024, except the termination will not be through doors at the building face. The short path between exterior doors of the exit passageway and the building face will meet the requirements for no more than 50% of egress through areas on the level of exit discharge per 2019 OSSC 1028.1, exception 1 and provide the following equivalent protection measures:

- The 50'-10" feet from the exit doors of the exit passageway and the face of the building above will be provided with fire rated separation of 2 hours from other occupied spaces.
- The width and egress capacity will be continuous from exit passageway doors to face of building.
- The egress path will be fully sprinklered.
- The egress path is straight, direct, and unobstructed.
- The fire rated protection of the egress path ceiling will be 2 hours, as required for Type IA construction.

- The egress path is striped and will be maintained unobstructed by Port of Portland personnel.
- Doors for the north-south corridor will be on magnetic hold opens and will close automatically with the activation of the fire alarm. The doors will be 90 minute rated as required, the area near the doors will be striped and labeled to keep clear at all times, and this area will be maintained by Port of Portland safety personnel.

Reason for alternative The renovated PDX Airport will have a terminal expansion and renovate parts of the concourse areas on each end of the main terminal area.

Egress from the western expansion portion of the main terminal will be provided by interior exit stairways that will proceed down to the level of exit discharge at the deplaning level and proceed to the airside of the terminal to a safe dispersal area per 2019 OSSC 1028.5. The stairways will connect at the level of exit discharge to exit passageways that will terminate at doors 50'-10" feet short of the face of the building above. Doors from the north-south circulation path in each direction will provide egress from the deplaning areas into the exit passageway while providing quick and easy access for personnel to access different parts of the 'Back of House' area. The doors will be on magnetic hold opens and will close automatically with the activation of the fire alarm. The doors will be 90 minute rated as required, serve as a means of egress from a corridor, the area near the doors will be striped and labeled to keep clear at all times, and this area will be maintained by Port of Portland safety personnel.

The exit passageways at the level of exit discharge do not extend to the building face to accommodate sightlines for baggage tug traffic and stopping distances for safety concerns with that traffic. The outdoor extensions of the exit passageways will be fully lit, sprinklered, open to the outside with 14'-8" high ceiling over the area and secure. The outside extensions will be tall enough to maintain tenability levels over the extension, with at least one full side open to the outside to prevent buildup of heat and smoke.

The proposed design for the termination of the exit passageways is similar to approved appeal #1298, item 2, dated 11.10.04 for the airport. The direct path of egress continuity, the control maintained by the Port of Portland and continuity of protection from occupied areas from the exit passageways provides equivalent protection for occupants egressing from the levels above the level of exit discharge and the level of exit discharge.

APPEAL DECISION

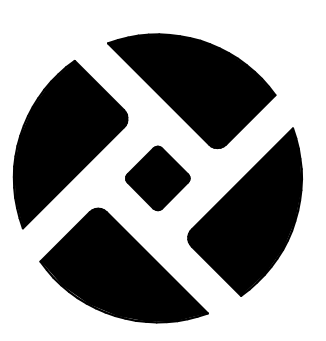
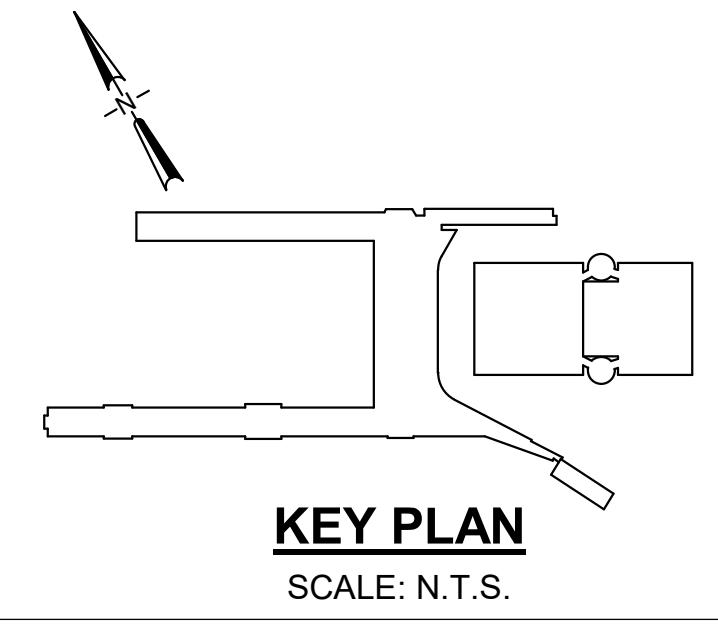
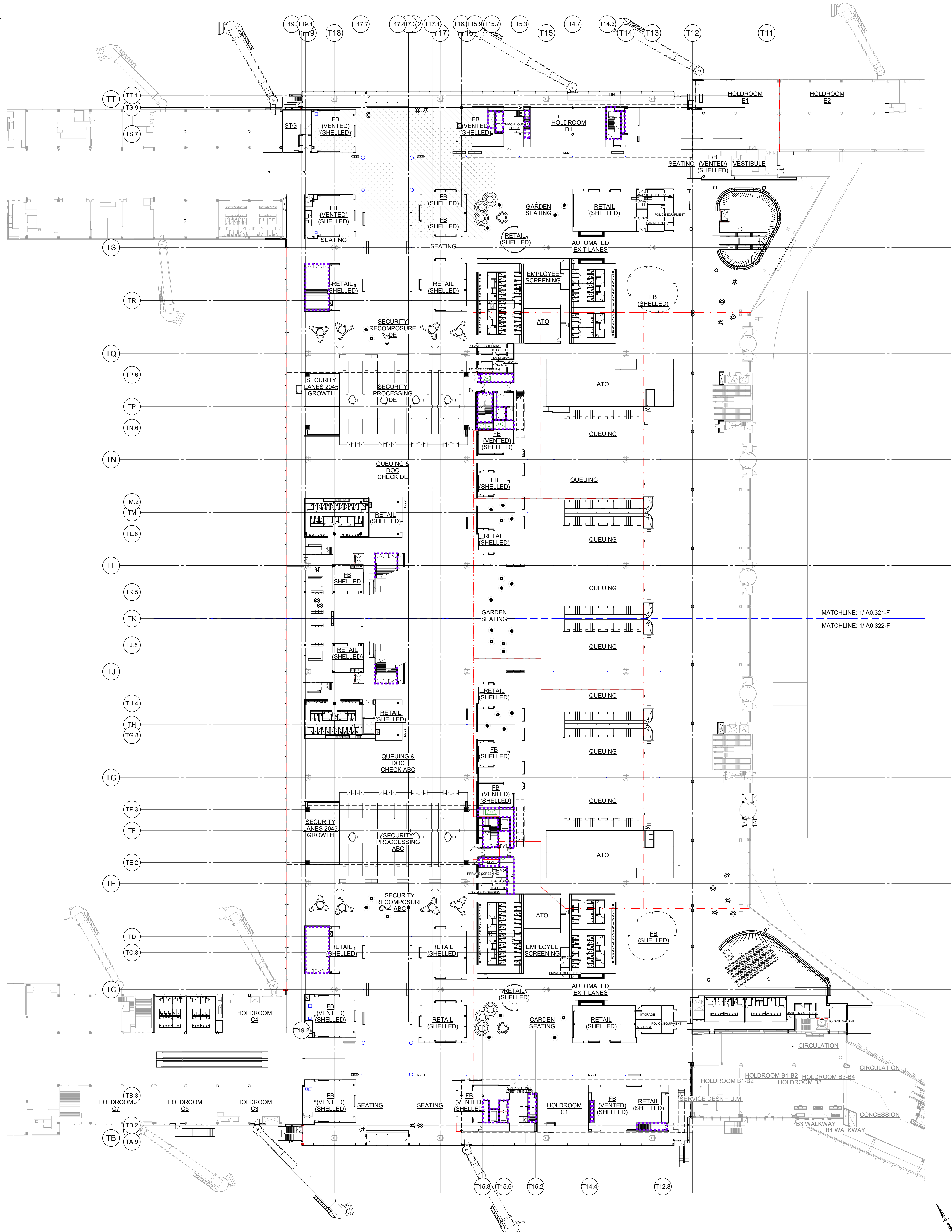
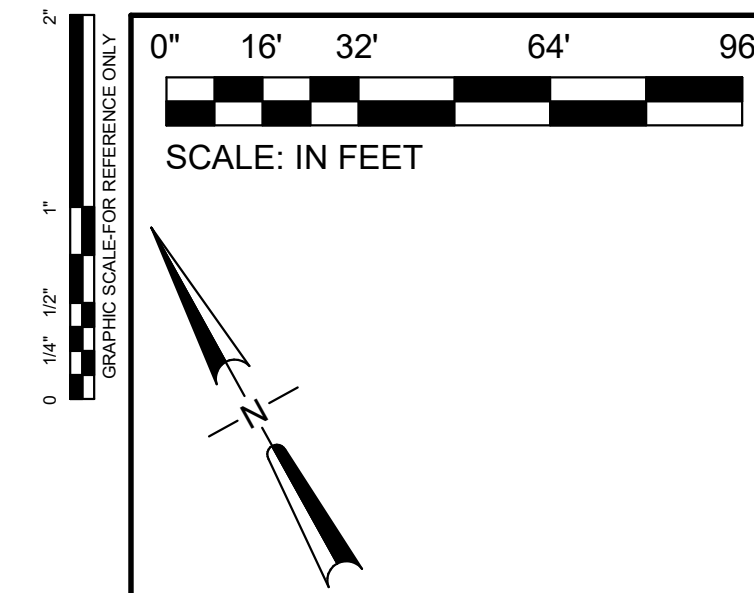
Exit passageway discharge within building: Hold for additional information.

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

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.

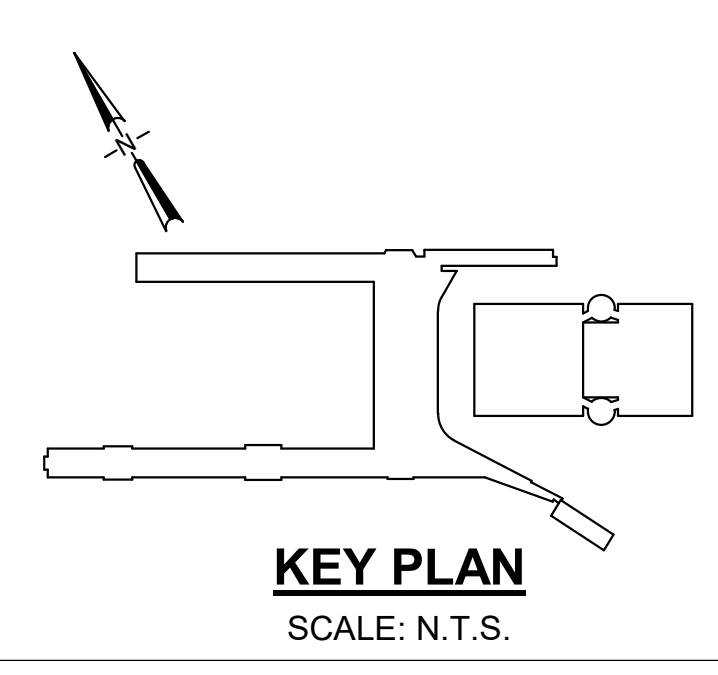
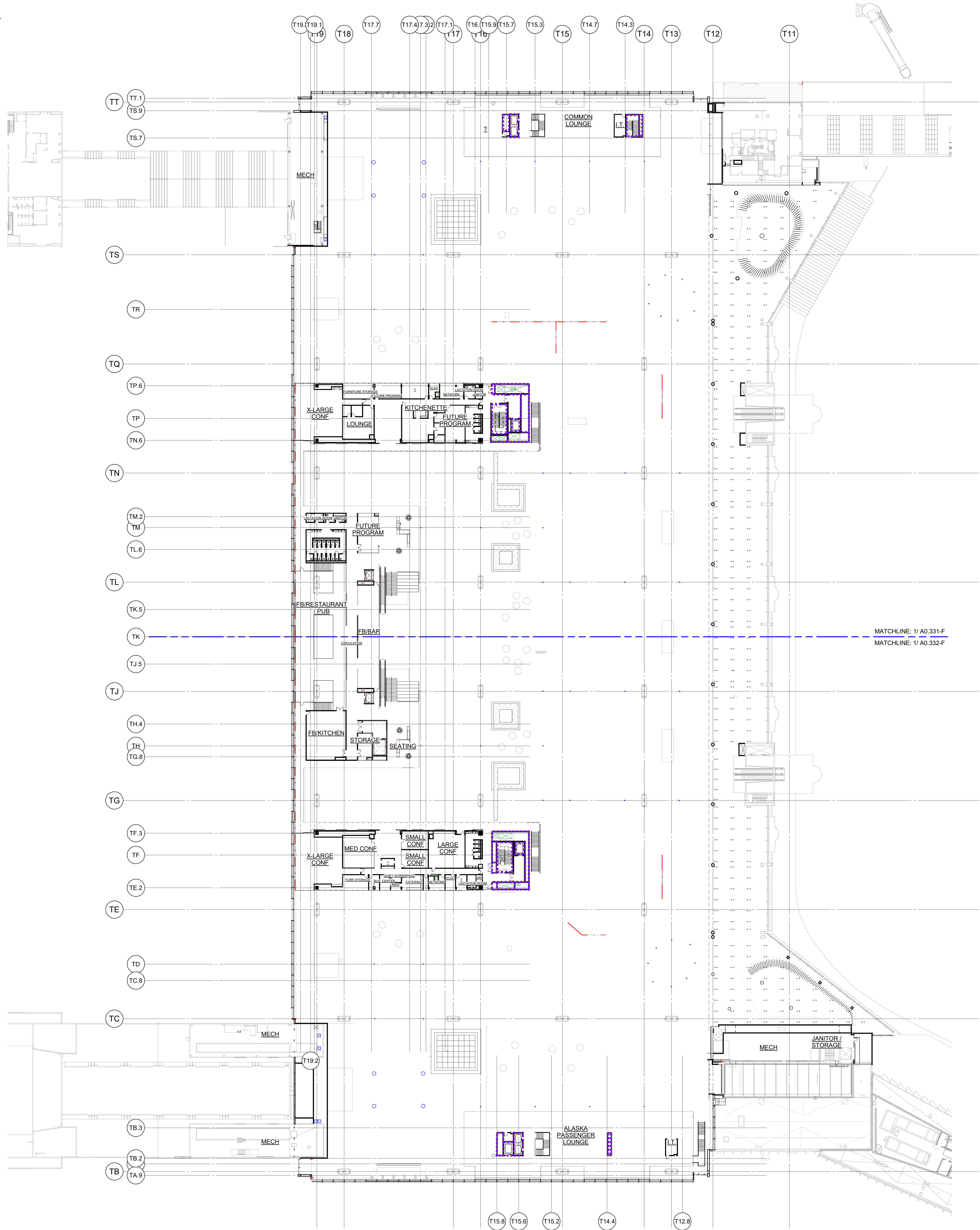
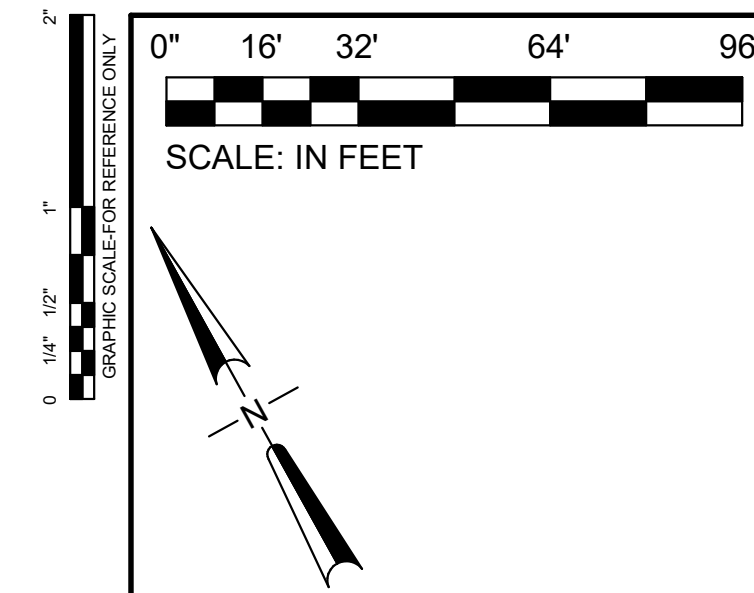
Include the original attachments and appeal language. Provide new text with only that information that is specific to the reconsideration in a separate paragraph(s) clearly identified as "Reconsideration Text" with any new attachments also referenced. No additional fee is required.

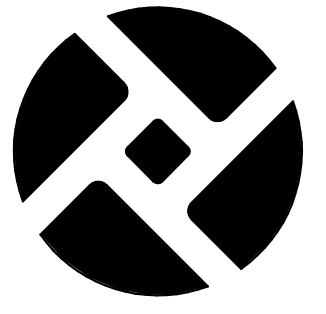


DATE 6/19/2019
SCALE 1/32" = 1'-0"

- STRIPED EGRESS PATH
- NON-RATED CIRCULATION PATH
- EXIT DISCHARGE
- 2 HOUR RATED ENCLOSURE
- 2 HOUR RATED EXIT PASSAGEWAY

PORTLAND INTERNATIONAL AIRPORT
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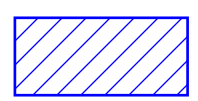



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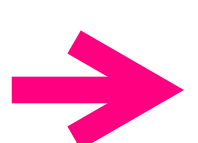
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PROJECT NUMBER: 102191


SCALE: 1/32" = 1'-0"

 STRIPED EGRESS PATH

 NON-RATED CIRCULATION PATH

 EXIT DISCHARGE

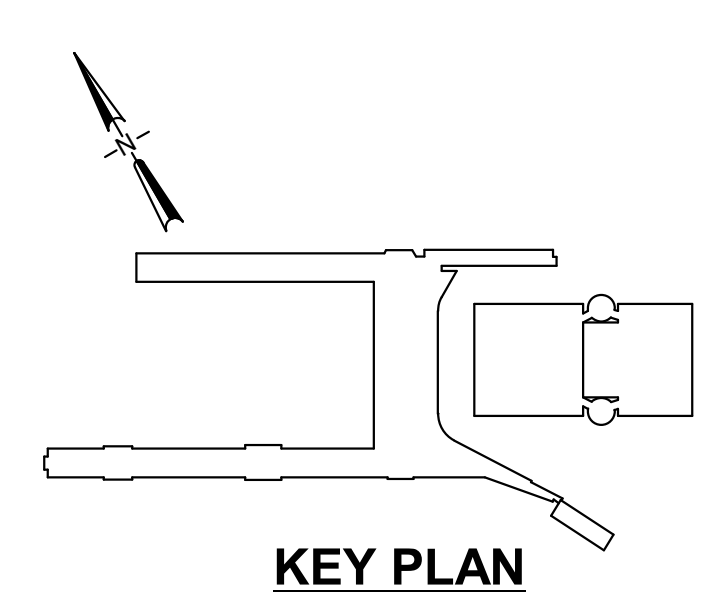
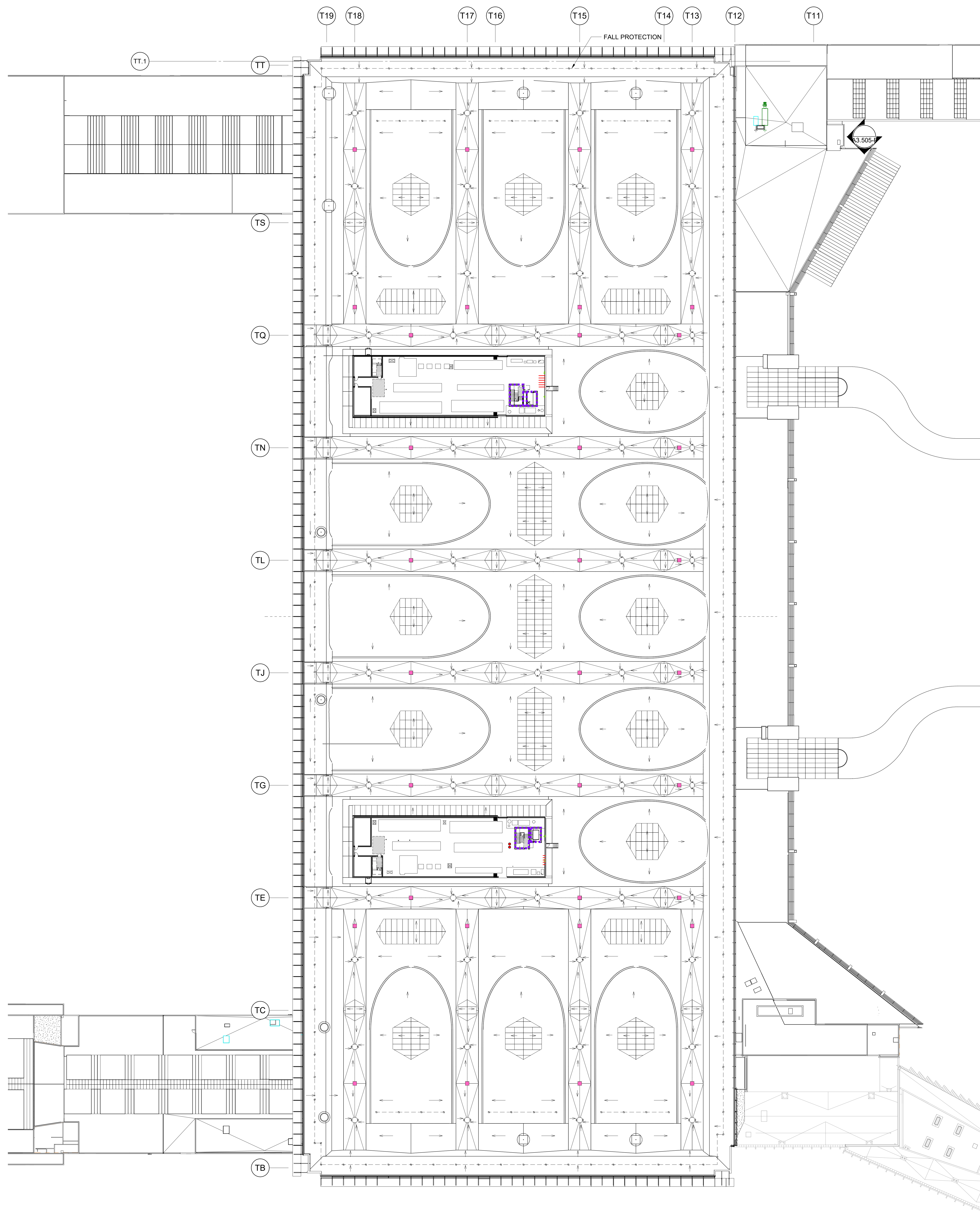
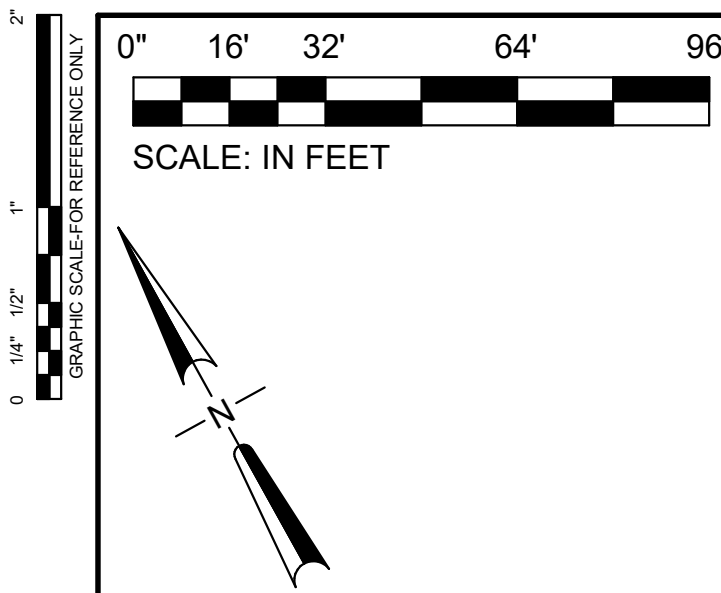
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 2 HOUR RATED EXIT PASSAGEWAY

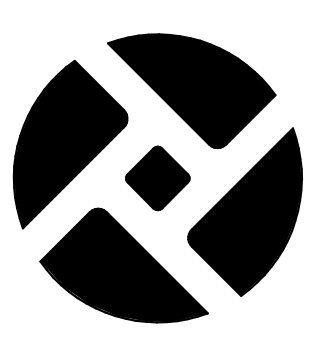
PORTLAND INTERNATIONAL AIRPORT

PDXNEXT TCORE
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DISC. SHT. NO. CA.003

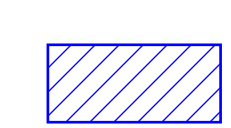


KEY PLAN
SCALE: N.T.S.



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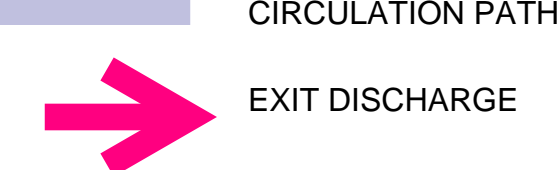
DATE 6/19/2019
PROJECT NUMBER 102191
SCALE 1/32" = 1'-0"



STRIPED EGRESS PATH



NON-RATED CIRCULATION PATH



EXIT DISCHARGE



2 HOUR RATED ENCLOSURE



2 HOUR RATED EXIT PASSAGEWAY

PORTLAND INTERNATIONAL AIRPORT

PDXNEXT TCORE
ROOF - COORDINATION PLAN

DISC. SHT. NO.
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