Development Services

From Concept to Construction

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APPEAL SUMMARY

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

Appeal ID: 24401	**Project Address:** 7000 NE Airport Way
Hearing Date: 11/25/20	**Appellant Name:** Tom Jaleski
Case No.: B-010	**Appellant Phone:** 5038607501
Appeal Type: Building	**Plans Examiner/Inspector:** David Bartley
Project Type: commercial	**Stories:** 2 **Occupancy:** A-2. A-3, B, M, S-1, F-1 **Construction Type:**
Building/Business Name: PDX main terminal	**Fire Sprinklers:** Yes - Throughout
Appeal Involves: Addition to an existing structure	**LUR or Permit Application No.:**
Plan Submitted Option: pdf [File 1] [File 2] [File 3] [File 4]	**Proposed use:** Airport

APPEAL INFORMATION SHEET

Appeal item 1

Code Section	1017.2
Requires	Exit access travel distance: Exit access travel distance shall not exceed the values given in Table 1017.2.
Code Modification or Alternate Requested	This appeal is for allowing an exit access travel distance exceeding 250 feet for A-3 occupancy at one location on the enplaning level of PDX.
Proposed Design	The PDX airport is a fully sprinklered Type IA building. The proposed design for the existing and addition to the main terminal area of the airport meets the code requirements on the enplaning level for exit access travel distance except at one location, where the occupants cross through the main secured exit lanes from the B and C concourses to the main public part of the terminal, see attached. The proposed design for the secured exit lanes, circled in red on attached plan GI.522, is roughly in the same location as the current location at PDX. The proposed location requires an exit access travel distance of 334 feet to the existing exterior doors at the vehicle roadway, which is a shorter exit access travel distance than was approved by appeal 5044, see attached. Appeal 5044 was for the previous location of the exit lanes adjacent to the security lanes for Concourse B and C. Equivalent protection for the increased exit access travel distance is provided with the following additional protection measures: • High ceiling and large expanse allows smoke to gather in a large reservoir above head height. • Trained emergency staff on site to direct and assist occupants. • Smoke detection provided on the deplaning level and in the concourses of the building ensuring early detection and occupant notification of any fire/smoke event. • Second exit access route from area is straight ahead and down to deplaning level, providing additional protection from an event on the enplaning level.

Reason for alternative

The PDX Airport is proposing to locate secured exit lanes, circled in red on sheet GI.522, from B and C concourses in a location similar to the present location of the exit lanes. The current exit to the Tri-Met train platform from the enplaning level is being removed and replaced by a stair to the deplaning level for egress to the Tri-Met train platform.

Approved appeal 5044 allowed a maximum of 360 feet from the previous exit lanes beside the security lanes, to the exterior doors that lead to the vehicle access area. The proposed design is for an exit access travel distance of 334 feet from the secure exit lane doors to the existing exterior doors that open to the vehicle way on the enplaning level. A shorter exit access travel distance is provided down the stairs straight ahead of the exit lane doors and down through the deplaning level.

Approved appeal 5044, item 4, noted 24 hour monitoring, on-site fire department, wide concourse area, and voice/alarm system being installed as equivalent protection measures. All these same provisions apply currently to the building. Additional protection will be provided by the proposed building with increased ceiling heights and volume for a smoke reservoir and a partial smoke detection system on the deplaning level for early detection/notification.

The secure exit lanes allow egress in only one direction to ensure non-security people do not access the secure area of the airport. The exit lanes have 2 means of egress, one straight ahead and down stairs to the deplaning level and the exit doors to the Tri-Met train platform, and the more familiar route to the enplaning level exterior doors that access the vehicle way. Access to the south from the exit lanes is prohibited as this area is a TSA secured area for authorized personnel only. Exit discharge to the vehicle way through new doors installed in the existing sloped glass wall would require re-engineering of the existing façade and would be financially prohibitive. The existing exit to the Tri-Met train platform is being removed and consolidated as a single means of egress on the deplaning level because the new design for the new Concourse B required the existing enplaning level doors be eliminated for code required services for Concourse B.

The enplaning and deplaning levels of the airport terminal has additional protection measures than is typical in buildings where the exit access travel distance would need to be more limited to ensure that occupants are not impeded by smoke and toxic gases. Additional protection measures include high, expansive ceilings, constant monitoring and occupation by trained security personnel, a partial smoke detection system, and an exit access path to a lower level. The high ceilings and large expanse of high ceiling area allows for considerable smoke accumulation well above the level required by OSSC 909 to not impede occupant egress. 24 hour monitoring of the space and constant occupation of trained security personnel to assist all occupants. Smoke detection/notification system on the deplaning level and in the concourses will provide early warning to occupants of an event so they can start towards the egress doors. A wide and open egress way to the exit doors allows for a large occupant load to egress simultaneously along the egress route on the enplaning level. Access to a lower level exit is also available to further distance the occupants from any fire/smoke event on the enplaning level.

The 334’ exit access travel distance is the distance for exiting on the same level. A shorter exit access travel distance path is down the stairs straight ahead of the exit lanes, down to the deplaning level and out to the Tri-Met train platform. This shorter route is less than 334’ long and has the additional protection of being able to egress from a level different than the one on the same level, further ensuring that a path to an exit will always remain available.

The north end of the terminal area, sheet GI.521, also has exit access travel distances in excess of 250’, but these are compliant as these exit access travel routes are from airline ticket offices where the people are familiar with the space and have the protection measures of a B occupancy space. These spaces have exit access travel distances of a maximum of 290’, within the code allowed travel distance of 300’ for office use.

The extended exit access travel distance through the existing portion of the airport main terminal has additional protection measures that allows occupants to react and move faster to the exits, ensure that smoke does not impede their egress and has trained security personnel in the building to assist any occupants to the exits in an efficient manner.

Appeal item 2

Code Section	1017.2
Requires	Exit access travel distance: Exit access travel distance shall not exceed the values given in Table 1017.2.
Code Modification or Alternate Requested	This appeal is for allowing an exit access travel distance exceeding 250 feet for S-1/F-1 occupancy locations on the deplaning level of PDX.
Proposed Design	The PDX airport is a fully sprinklered Type IA building. The proposed design for the existing and addition to the main terminal area of the airport meets the code requirements on the deplaning level for exit access travel distance except at a few locations, where the spaces are only accessed for service and maintenance, see colored areas on attached. The proposed design for the mechanical areas in the baggage handling area on the deplaning level are existing and new areas. The areas closest to the public baggage pick-up area is an existing condition with an exit access travel distance over 250 feet and approved by appeal 5044 item 3, see attached. The western expansion of the area increases the travel distance for some other existing areas, but all proposed travel distances are less than approved by appeal 5044, item 3, for 415 foot travel distance. The existing and proposed locations of mechanical areas requires an exit access travel distance not to exceed 390 feet, see locations circled in red on attached sheets GI.511 and GI.512, to existing exterior doors and proposed exit passageways, which is a shorter exit access travel distance than was approved by appeal 5044. Equivalent protection for the increased exit access travel distance is provided with the following additional protection measures: • Access to area is secured, requiring monitored access for authorized personnel only. • All occupants in area are trained in emergency procedures for all areas they may inhabit. • Trained emergency staff on site to direct and assist occupants. • Smoke detection provided on the deplaning level and in the concourses of the building ensuring early detection and occupant notification of any fire/smoke event. • Multiple exit routes are provided from all areas, allowing access to more than one exit if one is blocked. • Large area that prevents smoke from impeding egress.
Reason for alternative	The PDX Airport is proposing to revise existing egress routes and add new routes for the terminal expansion on the deplaning level. Currently the approved appeal exit is through the public baggage pick-up area. This route will not be available and the new terminal expansion will not allow the other routes to an exit to be within a compliant distance. Public areas on the deplaning level will meet the code requirements for exit access travel distance. Approved appeal 5044, item 3, allowed a maximum of 415 feet from the existing mechanical area to the exterior doors that lead to the vehicle access area. The proposed design is for an exit access travel distance of 370 feet from that location and 390 feet from a room location in the same block of mechanical rooms. Approved appeal 5044, item 3, noted restricted access, low fuel load, 24-hour monitoring, and on-site fire department as equivalent protection measures. All these same provisions apply to the building area. Additional protection will be provided by the proposed building with a partial smoke detection system for early detection/notification. The locations circled in red on attached sheets GI.511 and GI.512, shows the exit access routes from mechanical and electrical rooms where the exit access travel distance from the most remote part of the rooms exceeds 250 feet. Exit discharge from these areas to existing exits onto the plane apron or to proposed exit passageways are fully within the restricted access area and are familiar to the occupants of this space. The occupants are required to be security screened before entering the area, all personnel are thoroughly trained in emergency procedures and the space has 24-hour monitoring with security personnel in the building. The existing exit from the area near

the baggage claim will be provided a shorter exit access travel distance route without having to go through public areas. The TSA security line between the public baggage area and the baggage handling area is not desired to be breached.
The deplaning level of the airport terminal will be extended and is proposed to include exit passageways into the existing area of the building to provide shorter exit access routes for the occupants. Space required for baggage handling systems and existing construction precludes the exit passageways from extending further into the building. The space has additional protection measures than is typical in buildings where the exit access travel distance would need to be more limited to ensure that occupants are not impeded by smoke and toxic gases. Additional protection measures include restricted access required by TSA due to security of functions in the area, expansive area for smoke dissipation, constant monitoring and occupation of trained security personnel, a smoke detection system on the deplaning level and in the concourses, and training for all personnel on emergency procedures. The area has restricted access per TSA regulations for all personnel. The large expanse of ceiling area allows for smoke dissipation to keep smoke layer above level required by OSSC 909 to not impede occupant egress. 24 hour monitoring of the space and constant occupation of trained security personnel to assist all occupants. Smoke detection/notification system on the deplaning level and in the concourses will provide early warning to occupants of an event so they can start towards the egress doors. Training of all staff in the area is required and maintained to ensure everyone understands what is required of them in multiple situations, including terrorism and other incidents that may initiate a fire/smoke event.
The extended exit access travel distance for the existing and new portions of the airport baggage handling areas has additional protection measures that allows occupants to react and move faster to the exits, ensure that smoke does not impede their egress, restricted access occupants are trained, and has trained security personnel in the building to assist any occupants to the exits in an efficient manner.

APPEAL DECISION

1. Increase in maximum allowable exit access travel distance from 250 feet to 334 feet: Granted as proposed.

2. Increase in maximum allowable exit access travel distance from Mechanical rooms to exit discharge: Hold for additional information.
Appellant may contact John Butler (503 865-6427) or e-mail at John.Butler@portlandoregon.gov with questions.

For item 1: The Administrative Appeal Board finds that the information submitted by the appellant demonstrates that the approved modifications or alternate methods are consistent with the intent of the code; do not lessen health, safety, accessibility, life, fire safety or structural requirements; and that special conditions unique to this project make strict application of those code sections impractical.

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

For item 2: 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.

0' 10' 20' 40' 60'

SCALE: IN FEET

EXIT ACCESS TRAVEL DISTANCE FROM ENPLANING - REFERENCE GI.521

LINE OF BUILDING OVERHANG ABOVE

LIMIT OF WORK

LINE OF FLOOR OPENING ABOVE

LINE OF ROADWAY STRUCTURE ABOVE

LINE OF BUILDING OVERHANG ABOVE

MATCHLINE - GI.512-M

TRAVEL DISTANCE PLAN LEGEND:

FIRE SEPARATION

- 1 HR FIRE BARRIER OR PARTITION
- 2 HR FIRE BARRIER OR PARTITION
- EXIT ACCESS TRAVEL DISTANCE
- COMMON PATH OF TRAVEL DISTANCE
- DEAD END PATH
- HV — HOSE VALVE CABINET
- FE — FIRE EXTINGUISHER
- FEC — FIRE EXTINGUISHER CABINET
- SP — STANDPIPE
- HOSE VALVE & EXTINGUISHER CABINET

LIMIT OF WORK

- LIMIT OF WORK BOUNDARY LINE

OSSC 2019 FUNCTION OF SPACE:

- A2 - FOOD SERVICE/ ASSEMBLY
- A2 - KITCHEN
- A3 - AIRPORT WAITING
- A3 - AIRPORT CONCOURSE
- A3 - AIRPORT BAGGAGE CLAIM
- A3 - LOCKERS
- B - BUSINESS
- M - MERCANTILE
- S1 - BAGGAGE HANDLING/STORAGE MODERATE HAZARD & MECHANICAL/ ELECTRICAL AREAS
- EXIT PASSAGEWAY

NOTE(S):

1. FOR OCCUPANT LOADS REFERENCE GI.4XX SERIES SHEETS
2. SEE EXISTING APPEAL 5044 #3 AND #4 FOR TRAVEL DISTANCES IN EXCESS OF 250'

KEY PLAN

SCALE: N.T.S.

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.

NO.	DATE	BY	REVISIONS	APP'VD	CK'D
1	11/11/20		Sheet ADDED by CC #24.1		

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2016D006 (DESIGN NUMBER) | 102191 (PROJECT NUMBER)

DESIGNED BY	E. SANDOVAL
DRAWN BY	G. JUSTICE
CHECKED BY	N. SLAYTON
DATE	NOVEMBER 2020
SCALE	As indicated

PORTLAND INTERNATIONAL AIRPORT

TCORE - DEMOLITION, UNDERSLAB MEP AND REFEED EXISTING MEP

DEPLANING - TERMINAL CORE NORTH - TRAVEL DISTANCE

SUBMITTED BY	TYPE	DRAWING NO.	SHEET NO.	DISC. SHT. NO.
STEVE JANNSEN, PROJECT ENGINEER	CD	PDX 2020-515		GI.511-M

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SCALE: IN FEET

MATCHLINE - GI.511-M

LINE OF BUILDING OVERHANG ABOVE

LINE OF ROADWAY STRUCTURE ABOVE

LINE OF FLOOR OPENING ABOVE

EXIT ACCESS TRAVEL DISTANCE FROM ENPLANING. REFERENCE GI.522

LIMIT OF WORK

LIMIT OF WORK

EXIT ACCESS TRAVEL DISTANCE FROM ENPLANING - REFERENCE GI.522

LINE OF BUILDING OVERHANG ABOVE

TRAVEL DISTANCE PLAN LEGEND:

FIRE SEPARATION

- 1 HR FIRE BARRIER OR PARTITION
- 2 HR FIRE BARRIER OR PARTITION
- EXIT ACCESS TRAVEL DISTANCE
- COMMON PATH OF TRAVEL DISTANCE
- DEAD END PATH
- HV — HOSE VALVE CABINET
- FE — FIRE EXTINGUISHER
- FEC — FIRE EXTINGUISHER CABINET
- SP — STANDPIPE
- HOSE VALVE & EXTINGUISHER CABINET

LIMIT OF WORK

- LIMIT OF WORK BOUNDARY LINE

OSSC 2019 FUNCTION OF SPACE:

- A2 - FOOD SERVICE/ ASSEMBLY
- A2 - KITCHEN
- A3 - AIRPORT WAITING
- A3 - AIRPORT CONCOURSE
- A3 - AIRPORT BAGGAGE CLAIM
- A3 - LOCKERS
- B - BUSINESS
- M - MERCANTILE
- S1 - BAGGAGE HANDLING/STORAGE MODERATE HAZARD & MECHANICAL/ ELECTRICAL AREAS
- EXIT PASSAGEWAY

NOTE(S):

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KEY PLAN

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PORTLAND INTERNATIONAL AIRPORT

TCORE - DEMOLITION, UNDERSLAB MEP AND REFEED EXISTING MEP
DEPLANING - TERMINAL CORE SOUTH - TRAVEL DISTANCE

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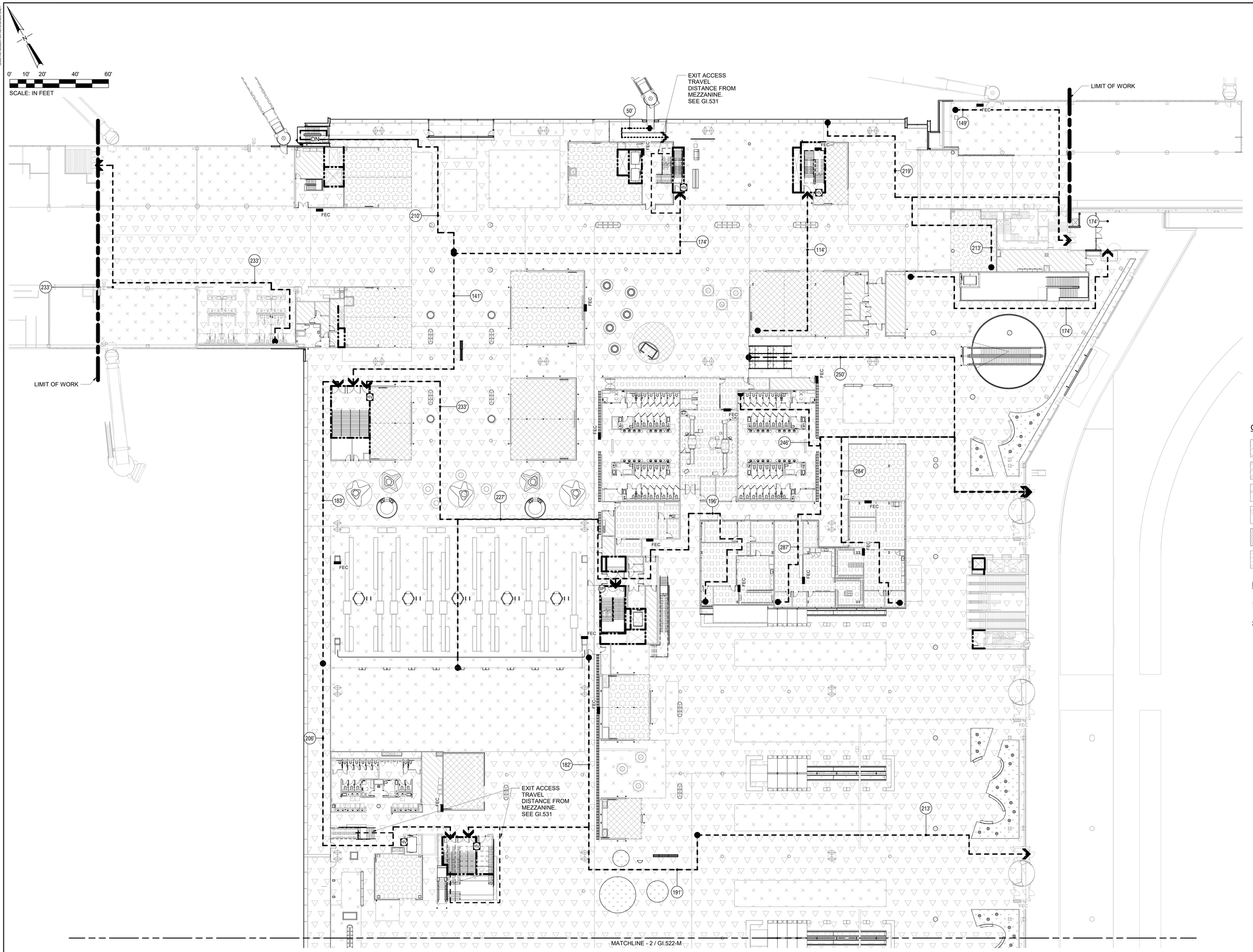


TRAVEL DISTANCE PLAN LEGEND:

FIRE SEPARATION

- 1 HR FIRE BARRIER OR PARTITION
- 2 HR FIRE BARRIER OR PARTITION
- EXIT ACCESS TRAVEL DISTANCE (85')
- COMMON PATH OF TRAVEL DISTANCE (85')
- DEAD END PATH (85')
- HV — HOSE VALVE CABINET
- FE — FIRE EXTINGUISHER
- FEC — FIRE EXTINGUISHER CABINET
- SP — STANDPIPE
- HOSE VALVE & EXTINGUISHER CABINET

LIMIT OF WORK

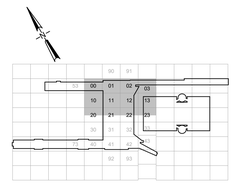
- LIMIT OF WORK BOUNDARY LINE

OSSC 2019 FUNCTION OF SPACE:

- A2 - FOOD SERVICE/ ASSEMBLY
- A2 - KITCHEN
- A3 - AIRPORT WAITING
- A3 - AIRPORT CONCOURSE
- A3 - AIRPORT BAGGAGE CLAIM
- A3 - LOCKERS
- B - BUSINESS
- M - MERCANTILE
- S1 - BAGGAGE HANDLING/STORAGE MODERATE HAZARD & MECHANICAL/ ELECTRICAL AREAS
- EXIT PASSAGEWAY

NOTE(S):

1. FOR OCCUPANT LOADS REFERENCE GI.4XX SERIES SHEETS
2. SEE EXISTING APPEAL 5044 #3 AND #4 FOR TRAVEL DISTANCES IN EXCESS OF 250'



KEY PLAN

SCALE: N.T.S.

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.

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PORTLAND INTERNATIONAL AIRPORT

TCORE - DEMOLITION, UNDERSLAB MEP AND REFEED EXISTING MEP
ENPLANING - TERMINAL CORE NORTH - TRAVEL DISTANCE

SUBMITTED BY	TYPE	DRAWING NO.	SHEET NO.	DISC. SHT. NO.
STEVE JANNSEN (PROJECT ENGINEER)	CD	PDX 2020-515		GI.521-M

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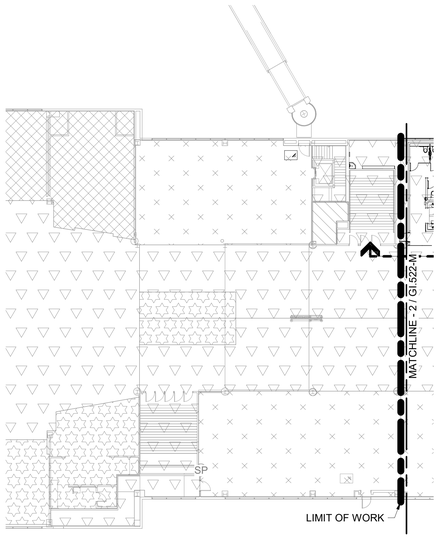
0' 10' 20' 40' 60'

SCALE: IN FEET

MATCHLINE - GI.521-M



1 PLAN, ENPLANING - COUNCOURSE C STAIR - TRAVEL DISTANCE
SCALE: 1" = 20'

EXIT ACCESS TRAVEL DISTANCE FROM MEZZANINE, SEE GI.532

EXIT ACCESS TRAVEL DISTANCE FROM MEZZANINE. SEE GI.532

EXIT ACCESS TRAVEL DISTANCE FROM MEZZANINE. SEE GI.532

OPEN STAIR

MATCHLINE - 1 / GI.522-M

LIMIT OF WORK

LIMIT OF WORK

2 PLAN, ENPLANING SOUTH - TRAVEL DISTANCE
SCALE: 1" = 20'

TRAVEL DISTANCE PLAN LEGEND:

FIRE SEPARATION

- 1 HR FIRE BARRIER OR PARTITION
- 2 HR FIRE BARRIER OR PARTITION
- (85') EXIT ACCESS TRAVEL DISTANCE
- (85') COMMON PATH OF TRAVEL DISTANCE
- (85') DEAD END PATH
- HV — HOSE VALVE CABINET
- FE — FIRE EXTINGUISHER
- FEC — FIRE EXTINGUISHER CABINET
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- HOSE VALVE & EXTINGUISHER CABINET

LIMIT OF WORK

- LIMIT OF WORK BOUNDARY LINE

OSSC 2019 FUNCTION OF SPACE:

- A2 - FOOD SERVICE/ ASSEMBLY
- A2 - KITCHEN
- A3 - AIRPORT WAITING
- A3 - AIRPORT CONCOURSE
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- S1 - BAGGAGE HANDLING/STORAGE MODERATE HAZARD & MECHANICAL/ ELECTRICAL AREAS
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NOTE(S):

1. FOR OCCUPANT LOADS REFERENCE GI.4XX SERIES SHEETS
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KEY PLAN
SCALE: N.T.S.

CAN YOU SEE THE ARROWS? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.

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