

# Development Services

## From Concept to Construction

Phone: 503-823-7300 Email: [bds@portlandoregon.gov](mailto:bds@portlandoregon.gov) 1900 SW 4th Ave, Portland, OR 97201

More Contact Info (<http://www.portlandoregon.gov/bds/article/519984>)



### APPEAL SUMMARY

**Status:** Decision Rendered

|                                                     |                                                                                               |
|-----------------------------------------------------|-----------------------------------------------------------------------------------------------|
| <b>Appeal ID:</b> 26348                             | <b>Project Address:</b> 7000 NE Airport Way                                                   |
| <b>Hearing Date:</b> 12/8/21                        | <b>Appellant Name:</b> Tom Jaleski                                                            |
| <b>Case No.:</b> B-013                              | <b>Appellant Phone:</b> 5038607501                                                            |
| <b>Appeal Type:</b> Building                        | <b>Plans Examiner/Inspector:</b> David Bartley                                                |
| <b>Project Type:</b> commercial                     | <b>Stories:</b> 3 <b>Occupancy:</b> A-2, A-3, B, M, S-1, F-1<br><b>Construction Type:</b> I-A |
| <b>Building/Business Name:</b> PDX main terminal    | <b>Fire Sprinklers:</b> Yes - Throughout                                                      |
| <b>Appeal Involves:</b> Erection of a new structure | <b>LUR or Permit Application No.:</b>                                                         |
| <b>Plan Submitted Option:</b> pdf [File 1] [File 2] | <b>Proposed use:</b> Airport                                                                  |

### APPEAL INFORMATION SHEET

#### Appeal item 1

**Code Section** 1006.2.1

|                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Requires</b> | <p>Two exits or exit access doorways from any space shall be provided where the design occupant load or the common path of egress travel distance exceeds the values listed in Table 1006.2.1 The cumulative occupant load from adjacent rooms, areas, or spaces shall be determined in accordance with Section 1004.2</p> <p>Per Table 1006.2.1, Group S occupancy with a maximum occupant load of 29, allows for 100 ft of maximum common path of egress in a sprinklered building.</p> |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                                 |                                                                                                                                                                                                                                                         |
|-------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Code Modification or Alternate Requested</b> | This appeal requests an increase in common path of egress travel distance up to 125 ft for the storage mezzanine based on the area having low occupancy with restricted access and to be used by personnel who are trained and familiar with the space. |
|-------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Proposed Design</b> | <p>The PDX TCORE renovation includes renovation of Concourse B and associated areas, including removal of most of the existing mezzanine office areas. The area under consideration for this appeal currently houses offices for the Port police force. The proposed design is for a portion of the area to be renovated and used just for secure and restricted storage, disconnecting the area from other areas to be demolished. Disconnecting the area from other areas cuts off the current second means of egress from the area.</p> <p>The proposed design includes a mezzanine (exclusively to be used for secure storage by certain tenants) that complies with OSSC 505.2.3 exception #1 for an enclosed mezzanine with less than 10 occupants. The area has a single exit with direct access to a 2-hour exit stair continuing through a 2-hour exit passageway to the building exterior. This mezzanine is compliant with a single means of egress except the means of egress exceeds the common path of travel allowance per Table 1006.2.1. Additional protection for exceeding the common path of egress travel distance</p> |
|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



includes the following:

- Low number of occupants, the space is only 2,291 sf, which calculates to 8 occupants.
- Restricted access to trained personnel. The space is locked to the public, with access restricted by security badge to staff of specific tenants and limited Port personnel who are trained for egress procedures and are familiar with the space.
- 2 hour rated stair enclosure with 2 hour rated exit passageway to exit discharge at 125' travel distance, less than the 250' exit access travel distance allowance for S-1 occupancy.
- Facility is provided with voice alarm annunciation.

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**Reason for alternative** PDX TCORE is a Type IA, fully sprinklered building. The proposed project area is in the Concourse B (CCB) area and has an existing fully sprinklered mezzanine that currently serves for the airport police offices. These offices are being moved out of the space and a portion of the space is proposed to be converted to secure storage area. The existing condition had a second exit from the mezzanine through other office areas, which is being replaced by a new wall with the other office areas being demolished. This creates an enclosed storage mezzanine with access to only a single exit.

The project area meets the requirements of an enclosed mezzanine per OSSC 505.2.3, exception 1, with an occupant load of 8. As a mezzanine is part of the story below, OSSC 1006.3.3(2) is not applicable and an exit access travel distance of 250' is applicable per OSSC 1017.2.

OSSC 1006.2.1 allows a max of 100 ft common path from the most remote point in Group S-1 occupancy for a maximum occupant load of 29. The new 2,291 sf enclosed storage space, with 125 ft travel distance is more than the code allowance. The occupant load of the space is 8 occupants, which is much fewer than the 29-occupant code max. The new storage area will be locked to the public and will only be accessible by staff of specific tenants and limited Port personnel with a badge entry. The personnel accessing the space will be trained in safety procedures and will be familiar with the area and the egress path in case of a fire/smoke event.

The prescriptive common path of travel requirements does not require a rated enclosure at the point where two exits are required. The proposed design will have access to a 2-hour exit which directly leads to exterior through a continuous protected enclosure. The additional protection of the exit access travel distance path beyond the common path of egress travel point reduces their potential exposure to a hazardous environment compared to code allowed storage areas.

Therefore, based on the low occupancy of the enclosed storage mezzanine and restricted access to Port personnel, we request you grant this appeal for 125 ft common path of travel.

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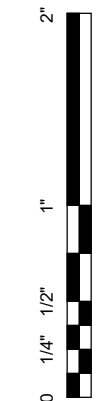
## APPEAL DECISION

**Increase in maximum common path of travel distance from 100 feet to 125 feet for storage mezzanine:  
Granted as proposed.**

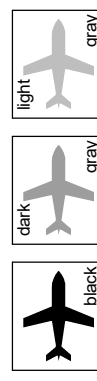
The Administrative Appeal Board finds that the information submitted by the appellant demonstrates that the approved modifications or alternate methods are consistent with the intent of the code; do not lessen health, safety, accessibility, life, fire safety or structural requirements; and that special 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](http://www.portlandoregon.gov/bds/appealsinfo), call (503) 823-7300 or come in to the Development Services Center.

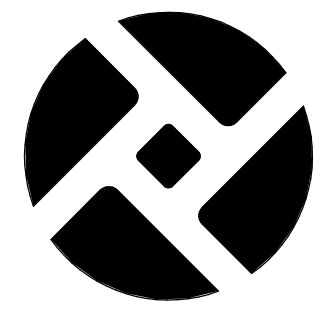




CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.



|     |         |    |                            |   |        |      |         |      |                           |           |   |        |      |
|-----|---------|----|----------------------------|---|--------|------|---------|------|---------------------------|-----------|---|--------|------|
|     |         |    |                            |   |        | 7    | 7/10/20 | RA   | Sheet REVISED by RFI #255 |           |   |        |      |
|     |         |    |                            |   |        | 6    | 6/08/20 | RA   | Sheet REVISED by RFI #161 |           |   |        |      |
|     |         |    |                            |   |        | 5    | 5/8/20  | KE   | Sheet REVISED by RFI #205 |           |   |        |      |
|     |         |    |                            |   |        | 4    | 4/6/20  | RA   | Sheet REVISED by RFI #81  |           |   |        |      |
|     |         |    |                            |   |        | 3    | 2/7/20  | RA   | Sheet REVISED by RFI #29  |           |   |        |      |
|     |         |    |                            |   |        | 2    | 8/28/19 | RA   | Sheet REVISED by RFI #4   |           |   |        |      |
|     |         |    |                            |   |        | 1    | 5/31/19 | RA   | SET ADDED BY CC #6        |           |   |        |      |
| NO. | DATE    | BY | REVISIONS                  | # | APP'VD | CK'D | NO.     | DATE | BY                        | REVISIONS | # | APP'VD | CK'D |
| 9   | 6/15/21 | KE | Sheet REVISED by RFI #1320 |   |        |      |         |      |                           |           |   |        |      |
| 8   | 8/3/20  | KE | Sheet REVISED by RFI #350  |   |        |      |         |      |                           |           |   |        |      |



PORT OF PORTLAND  
PORTLAND, OREGON

ZGF  
ZIMMER GANDEL FRASCA ARCHITECTS LLP  
1223 SW Washington Street, Suite 200  
Portland, OR 97205  
T 503 224 3860 • F 503 224 2482

2016D006  
DESIGN NUMBER

102629  
PROJECT NUMBER

|             |             |
|-------------|-------------|
| DESIGNED BY | E. SANDOVAL |
| DRAWN BY    | K. EAYRS    |
| CHECKED BY  | K. EAYRS    |
| DATE        | MAY 2019    |
| SCALE       | AS SHOWN    |

PORTLAND INTERNATIONAL AIRPORT

TCORE - CONCOURSE B EXTENSION  
CONCOURSE B - DEPLANING - LIFE SAFETY PLAN

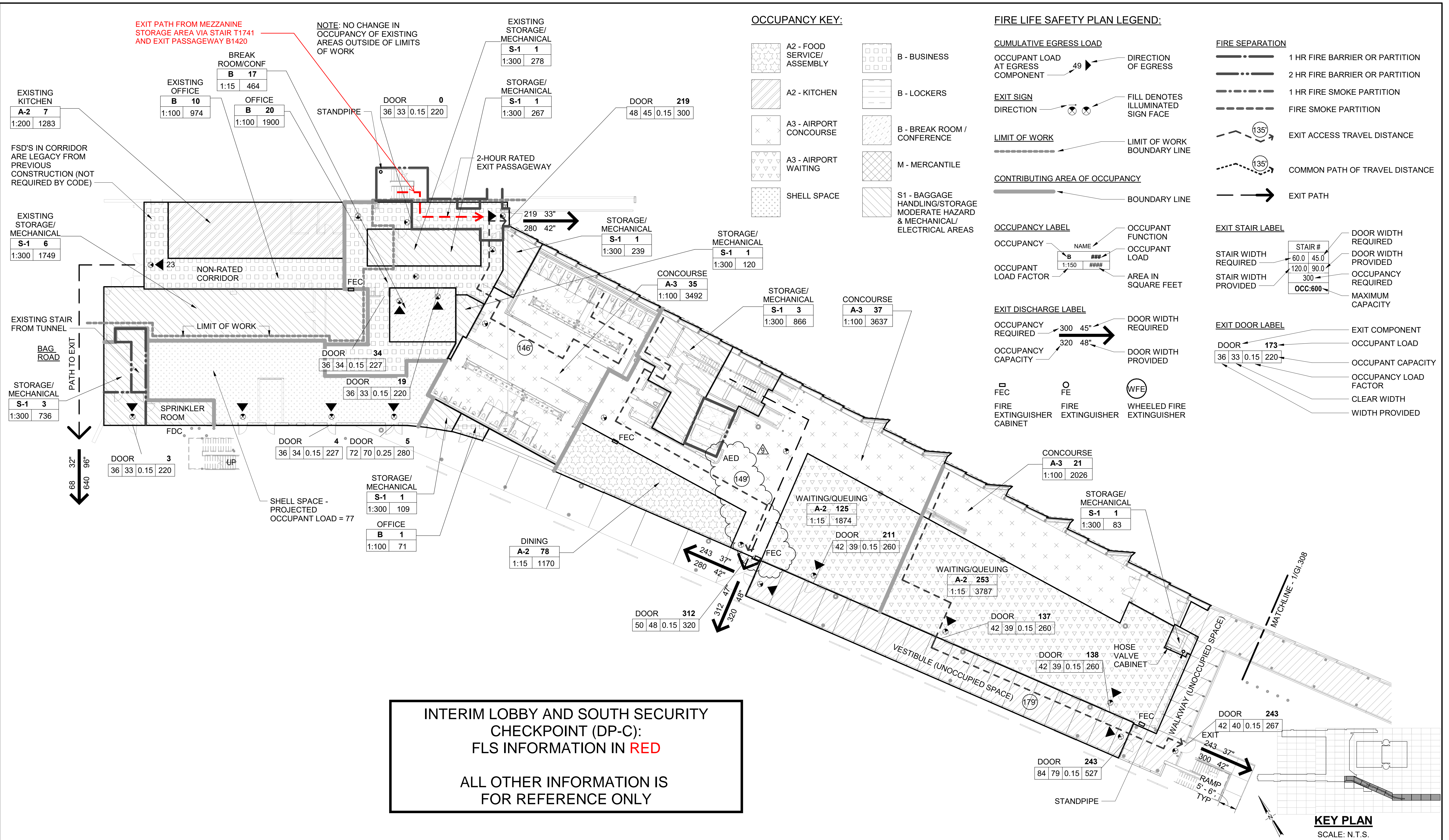
SUBMITTED BY  
JAY OSTLUND  
PROJECT ENGINEER

TYPE  
CD

DRAWING NO.  
PDX 2019-502

SHEET NO.  
27 / 901

DISC. SHT. NO.  
GI.307



OCCUPANCY KEY:

- A2 - FOOD SERVICE/ ASSEMBLY
- A2 - KITCHEN
- A3 - AIRPORT CONCOURSE
- A3 - AIRPORT WAITING
- SHELL SPACE
- B - BUSINESS
- B - LOCKERS
- B - BREAK ROOM / CONFERENCE
- M - MERCANTILE
- S1 - BAGGAGE HANDLING/STORAGE MODERATE HAZARD & MECHANICAL/ELECTRICAL AREAS

FIRE LIFE SAFETY PLAN LEGEND:

- CUMULATIVE EGRESS LOAD
- OCCUPANT LOAD AT EGRESS COMPONENT
- EXIT SIGN DIRECTION
- LIMIT OF WORK
- CONTRIBUTING AREA OF OCCUPANCY
- OCCUPANCY LABEL
- OCCUPANT FUNCTION
- OCCUPANT LOAD
- OCCUPANT LOAD FACTOR
- EXIT DISCHARGE LABEL
- OCCUPANCY REQUIRED
- OCCUPANCY CAPACITY
- FEC
- FIRE EXTINGUISHER CABINET
- FE
- FIRE EXTINGUISHER
- WFE
- WHEELED FIRE EXTINGUISHER
- FIRE SEPARATION
- 1 HR FIRE BARRIER OR PARTITION
- 2 HR FIRE BARRIER OR PARTITION
- 1 HR FIRE SMOKE PARTITION
- FIRE SMOKE PARTITION
- EXIT ACCESS TRAVEL DISTANCE
- COMMON PATH OF TRAVEL DISTANCE
- EXIT PATH
- EXIT STAIR LABEL
- STAIR WIDTH REQUIRED
- STAIR WIDTH PROVIDED
- STAIR #
- DOOR WIDTH REQUIRED
- DOOR WIDTH PROVIDED
- OCCUPANCY REQUIRED
- MAXIMUM CAPACITY
- EXIT DOOR LABEL
- EXIT COMPONENT
- OCCUPANT LOAD
- OCCUPANT CAPACITY
- OCCUPANCY LOAD FACTOR
- CLEAR WIDTH
- WIDTH PROVIDED



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