



THE PDX FIRE AND LIFE SAFETY SUMMARY REPRESENTS STANDARDS OF CONSTRUCTION THAT HAVE BEEN FOUND BY THE CITY OF PORTLAND BUREAU OF DEVELOPMENT SERVICES AND THE FIRE BUREAU TO PROVIDE SAFETY EQUIVALENCY TO THE REQUIREMENTS OF NFPA AND THE 2025 OREGON STRUCTURAL SPECIALTY CODE.

1. THE PORTLAND INTERNATIONAL AIRPORT IS MIXED USE AND OCCUPANCY BUILDING WITH NO SEPARATION REQUIRED BETWEEN OCCUPANCIES.
2. NO SEPARATION SHALL BE REQUIRED BETWEEN OCCUPANCIES PROVIDED. THE BUILDING MEETS THE STANDARDS OF CONSTRUCTION SET FORTH IN THE SUMMARY.

AN AUTOMATIC FIRE DETECTION AND EMERGENCY VOICE/ALARM COMMUNICATION SYSTEM, WHICH ALSO SERVES AS A PUBLIC ADDRESS SYSTEM, IS INSTALLED THROUGHOUT THE PDX TERMINAL BUILDING AND CONCOURSES, UTILITY TUNNELS, AND PEDESTRIAN TUNNELS. THE ENTIRE SYSTEM CONFORMS TO THE MOST RESTRICTIVE APPLICABLE PROVISIONS OF CHAPTER 9 OF THE 2007 OREGON STRUCTURAL SPECIALTY CODE FOR GROUP A OCCUPANCIES WITH AN OCCUPANT LOAD OF 1000 OR MORE AND WAS INSTALLED IN ACCORDANCE WITH NFPA 72.

THE TERMINAL BUILDING, PEDESTRIAN TUNNELS AND CONCOURSES ARE CONSIDERED A SINGLE BUILDING AND ARE OF TYPE IA CONSTRUCTION.

EXISTING OCCUPANCY GROUPS:

ENPLANING LEVEL:

A3	ASSEMBLY	A3	ASSEMBLY
M	MERCANTILE	M	MERCANTILE
B	BUSINESS	B	BUSINESS

THE EXISTING BUILDING IS SPRINKLERED.

PROJECT DATA:

ZONING DATA:

- ZONE: GENERAL INDUSTRIAL 2 (IG2)
· PLAN DISTRICT: PORTLAND INTERNATIONAL AIRPORT PLAN DISTRICT

PROJECT SCOPE:

- INSTALLATION OF 4 NEW MOVING WALKWAYS IN SOUTH PEDESTRIAN TUNNEL, INCLUDING ASSOCIATED STRUCTURAL, ELECTRICAL, AND SIGNAGE WORK.

APPLICABLE CODES:

- 2025 OREGON STRUCTURAL SPECIALTY CODE (OSSC)
2025 OREGON ENERGY EFFICIENCY SPECIALTY CODE (OEESC)
2025 OREGON MECHANICAL SPECIALTY CODE (OMSC)
2023 OREGON ELECTRICAL SPECIALTY CODE (OESC)
2023 OREGON PLUMBING SPECIALTY CODE (OPSC)
2025 OREGON FIRE CODE (OFC)
2023 PORTLAND FIRE CODE
2024 OREGON ELEVATOR SPECIALTY CODE
PORTLAND INTERNATIONAL AIRPORT FIRE LIFE SAFETY MASTER PLAN
PORTLAND CITY CODE AND ADMINISTRATIVE RULES
TITLE 24 BUILDING REGULATIONS
TITLE 31 FIRE REGULATOR
2010 ADA STANDARDS FOR ACCESSIBLE DESIGN

(FROM 2025 OSSC TABLE 601)

BUILDING ELEMENT:

TYPE 1A:

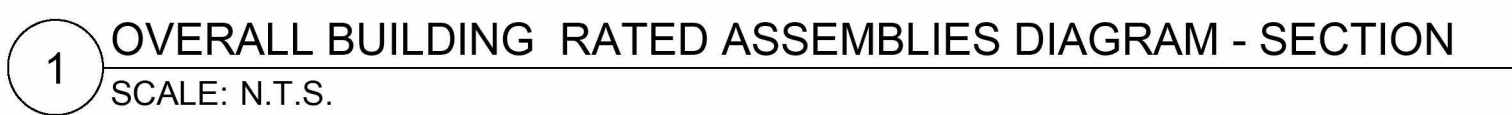
STRUCTURAL FRAME	3 HOUR
BEARING WALLS	3 HOUR
EXTERIOR NON-BEARING WALLS	NON-RATED, BASED ON FIRE SEPARATION OF 30' OR MORE
INTERIOR NON-BEARING WALLS	NON-RATED
FLOOR CONSTRUCTION	2 HOUR
ROOF CONSTRUCTION	1 1/2 HOUR
SHAFTS (FROM 2019 OSSC 713.4)	2 HOUR

STRUCTURAL FIREPROOFING REQUIREMENTS:

STEEL COLUMNS: 3 HOURS, UL DESIGN X 722
STEEL DECK ROOF ASSEMBLY: 1 1/2 HOURS, UL DESIGN P 711
PRIMARY ROOF BEAMS: 3 HOURS, UL DESIGN S 715
SECONDARY ROOF BEAMS AND BAR JOISTS: 1 1/2 HOURS, UL DESIGN P 711
PRIMARY FLOOR BEAMS: 3 HOURS, UL DESIGN N 706
FLOOR DECK: 2 HOURS TYP., UL DESIGN D 779

FIRESTOPPING REQUIREMENTS:

2-HR RATED FLOOR/CEILING ASSEMBLY, SHAFT AND STAIR ENCLOSURES:
ALL PENETRATIONS THROUGH RATED ELEMENTS OR ASSEMBLIES SHALL BE
PART OF AN APPROVED UL LISTED ASSEMBLY OR ENGINEERING
JUDGEMENT. SEE STRUCTURAL FIREPROOFING REQUIREMENTS ABOVE FOR
EXISTING RATED ASSEMBLIES.



										Port of Portland																				PORTLAND INTERNATIONAL AIRPORT										SUBMITTED BY JAY OSTLUND											
										dbc architecture																				TERMINAL AND CONCOURSES WAYFINDING SIGNAGE										DESIGNED BY D. CALEM											
										2005 se 11th ave #320 portland, or 97202										503.504.1130 dbcarchitecture.com																				CODE INFORMATION										DRAWN BY A. LASKEY	
																																								CHECKED BY D. CALEM											
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