**15-112-B**

**1. State Building Code to be Amended:**

International Building Code  State Energy Code

ICC ANSI A117.1 Accessibility Code  International Mechanical Code

International Existing Building Code  International Fuel Gas Code

International Residential Code  NFPA 54 National Fuel Gas Code

International Fire Code  NFPA 58 Liquefied Petroleum Gas Code

Uniform Plumbing Code  Wildland Urban Interface Code

**Section(s): New ~~1509.8.6~~  412.8.3 Means of egress**

**Title: ~~Other rooftop structures~~ Heliports and helistops**

**2. Proponent Name**

**Proponent: Washington State Department of Health**

**Title: Plan reviewer/Inspector**

**Date: February 24th, 2015**

**3. Designated Contact Person:**

**Name: Steve Pennington**

**Title: Plan reviewer/Inspector**

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**4. Proposed Code Amendment**.

**Code(s)** 2012 International Building Code **Section(s)** **412.8.3 ~~1509.8.6~~**

**412.8.3 Means of egress.** The *means of egress* from *heliports* and *helistops* shall comply with the provisions of Chapter 10. Landing areas located on buildings or structures shall have two or more *means of egress*.  Exit enclosures extending above the roof and which serve as a required means of egress for a Group I-2 hospital rooftop landing area shall also be enclosed by a *fire barrier* and opening protection as required for the *interior exit stairway* or *interior exit ramp* to which it is connected. For landing areas less than 60 feet (18 288 mm) in length or less than 2,000 square feet (186 m2) in area, the second *means of egress* is permitted to be a fire escape, *alternating tread device* or ladder leading to the floor below.

**~~Rooftop structures on Group I-2 occupancies with helistops.~~** ~~On Group I-2 roofs with helistops or helipads, rooftop structures enclosing exit stair enclosures or elevator shafts shall be enclosed with fire barriers and opening protectives that match the rating of their respective shaft enclosures below.~~

1. **Briefly explain your proposed amendment, including the purpose, benefits and problems addressed.**
2. The roof area use of ~~an I-2 occupancy with~~ a heliport or helistop poses a specific risk for fire and response. Requiring a fire restive rating of the ~~penthouse walls facing the roof~~ exit enclosure extending above the roof provides a defendable place for fire fighters to attack the fire. It also provides shelter for staff and patients as they exit the roof during a fire event as they traverse downward. For this specific condition, current code already recognizes the fire risk requiring two exits, special foam fire extinguishers, inherent hazards of helicopter fuel and potential accidents during take-off or landing. This language addition will complete functional protection allowances that do not exist in current code today, but would be critical during an actual fire event.

This modified proposal is the result of concerns expressed with the original proposed language.

1. **Specify what criteria this proposal meets.** You may select more than one.

The amendment is needed to address a critical life/safety need.

The amendment is needed to address a specific state policy or statute.

The amendment is needed for consistency with state or federal regulations.

The amendment is needed to address a unique character of the state.

The amendment corrects errors and omissions.

1. **Is there an economic impact:**  Yes      No

Explain:

Many architects currently will rate these penthouses, continuing the shaft rating all the way upward. It would have minor costs for upgrading the wall and door assembly.

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| --- | --- | --- | --- | --- | --- | --- |
| Building Type | Construction[[1]](#footnote-1) | | Enforcement[[2]](#footnote-2) | | Operations & Maintenance[[3]](#footnote-3) | |
| Costs | Benefits[[4]](#footnote-4) | Costs | Benefits4 | Costs | Benefits4 |
| Residential | None | None | None | None | None | None |
| Single family | None | None | None | None | None | None |
| Multi-family | None | None | None | None | None | None |
| Commercial/Retail | See note A | See note B | See note C | None | See note C | Safety |
| Industrial | None | None | None | None | None | None |
| Institutional | See note A | See note B | See note C | None | See note C | Safety |

**Note A –** Estimated first cost per enclosure of $1,800.00

**Note B** – There are recent helicopter incidents related to crashes demonstrating risk at KOMO 4 head quarters and St Peters hospital in Olympia demonstrating the high risk that these locations pose. Enhancement of these enclosures will provide a level of protection that does not exist today and could prevent loss of life or sever injury to staff, patients or fire fighting personnel.

**Note C** – There will be minimal time for enforcement to review and inspect in which they would have already spent time already. Estimate that checking the door rating and assemblies could involve an extra 10 minutes of time. Maintenance would be no more than 10 minutes also to verify that closers are adjusted correctly and door seals are intact.

Please send your completed proposal to: [sbcc@ga.wa.gov](mailto:sbcc@ga.wa.gov)

All questions must be answered to be considered complete. Incomplete proposals will not be accepted.

1. $ / square foot of floor area or other cost. Attach data. **Construction** costs are costs prior to occupancy, and include both design and direct construction costs

   that impact the total cost of the construction to the owner/consumer. [↑](#footnote-ref-1)
2. Cost per project plan. Attach data. **Enforcement** costs include governmental review of plans, field inspection, and other action required for enforcement. [↑](#footnote-ref-2)
3. Cost to building owner/tenants over the life of the project. [↑](#footnote-ref-3)
4. Measurable benefit. [↑](#footnote-ref-4)