



## DEPARTMENT OF PLANNING AND ZONING

*Sent via E-mail*

June 27, 2013

Kenneth Wire  
McGuire Woods  
1750 Tysons Blvd., Suite 1800  
Mc Lean, VA 22102

### **Re: Southern Towers (DSUP2013-0006) Completeness Comments**

Dear Mr. Wire

City staff has completed review of the materials submitted for the referenced Completeness Plan and has deemed the plan set incomplete. Furthermore, Condition #29, the submission of a revision to the design guidelines was to be satisfied 30 days after the April 13th approval by City Council. This condition needs to be satisfied prior to your next submission. The attached comments are based upon the submitted plan set dated June 6, 2013. Please respond to each of the attached comments in writing and revise the plans as necessary as part of the Preliminary Plan Verification of Completeness submission.

The Design Advisory Committee will be chosen by City Council in their September hearing and it is anticipated that you and your team will present your project soon afterwards. Once confirmed, we will advise you of the date and time.

Please do not hesitate to contact me via telephone at 703.746.3812 or via email at [Patricia.Escher@Alexandriava.gov](mailto:Patricia.Escher@Alexandriava.gov) if you have any questions or concerns. There are some substantive transit comments provided below, staff recommends that you set up a meeting to discuss these comments, in addition to any clarification you may require on the other comments provided. Please contact Dirk Geratz at 703.746.3815 or via email at [Dirk.Geratz@Alexandriava.gov](mailto:Dirk.Geratz@Alexandriava.gov) to arrange for this meeting.

Regards,

Patricia Escher, AICP  
Principal Planner, P&Z

cc: Dirk Geratz, Acting Chief, P&Z  
Garry Meus Urban Planner, P&Z  
Shanna Austin, Site Plan Coordinator, T&ES

Please respond in writing to the following comments:

**PLANNING AND ZONING**

*General*

1. The proposed four foot wide sidewalk doesn't meet the City's minimum six foot width requirements. The Small Area Plan indicates that this will be a major pedestrian connection with the creation of the transit center. Anything being constructed at this time shouldn't preclude a redesign of this amenity.
2. List any modifications that you are requesting.
3. The 2,900 sq. ft. of open space includes an area not eight feet wide.
4. The proposed creation of parking spaces in an area that was a tennis court will affect the site's overall open space. Please revise your open space calculations accordingly.
5. The proposed subdivision of land may not increase the non-complying nature of the newly created parcels, either with the parking calculations, FAR, setbacks, crown coverage or open space.
6. Some of the proposed subdivided of parcels don't appear to access to a public street.
7. Indicate all loading spaces and provide dimensions for those spaces.
8. The proposed parking configuration and street width in the front of the building appears to be problematic. This newly created street is only 20 feet wide and as this is to be a transit route, the proposed width appears to be inadequate. Additionally, the parallel and perpendicular parking configuration may lead to vehicular conflict given the two very different turning movements required to access the parking spaces.

A later phase of development will be creating a streetscape with on street parallel parking spaces where the proposed perpendicular spaces are depicted; staff would recommend building that portion of the streetscape at this time. This reconfiguration would allow for a wider street and provide for better vehicular circulation.

9. Per Previous Comment: Provide final cross section for retail side of the street. Sheets P-0402 and P-0404 are plan views.
10. Show all ground and rooftop HVAC units and note the proposed method of screening from view.
11. Per Previous Comment: this project is subject to the City's Public art Policy. Provide detailed information with your next submission about the proposal's public art.

12. Per Previous Comment: Provide AFG. Sheet C-1101 is showing only FF elevations.

*Technical*

13. Sheet P-0101: Provide the parking tabulation for the proposed retail within the zoning tabulations.

14. Sheet P-0407:

- a. All compact spaces must be noted. Plan shows new spaces as standard size spaces.
- b. Indicate parking for each individual building and show any surface parking.
- c. Indicate any compact spaces and the percentage of those spaces.
- d. Revise the parking count for parking bay of 38 Standard spaces fronting the Berkeley building. Parking count depicts 29 spaces with 2 handicap spaces.
- e. Rearrange the parking bay depicting 35 Standard spaces in front of the Berkeley building. Some spaces are below the standard dimension for a standard parking space.
- f. Revise the parking count for parking bay of 51 Compact spaces fronting the Sherwood building. Parking count depicts 61 spaces.
- g. Revise the parking count for the existing paved area recently striped 49 parking spaces. Parking count depicts 51 spaces. In addition, please identify if these additional spaces are standard or compact spaces, and revise the drive aisles width to be consistent with to be 22FT.
- h. Clarify if there are any overall impacts to the open space total calculations from the additional parking spaces located in the existing paved area that was recently striped.

15. Sheet P-1401: Realign North Beauregard Street text.

16. Sheet A-2: Clarify programmatically the rooftop open space and the features for that area.

17. Sheet A-7:

- a. Explore utilizing the metal trim element atop the retail building and applying it to cornice of the Berkeley building.
- b. Explore echoing the metal panel canopy of the main entrance to the Berkeley building to the metal sunshade of the proposed retail buildings.

18. Sheet A-9:

- a. Provide additional architectural connectivity details for the façade panel system and metal trim and the stone base.
- b. Clarify the discrepancy in material dimension. It appears the panel dimensioning and pattern appears to be much larger than the system depicted in the Typical Enlarged Retail Base Elevation.

19. Sheet L1.01: Clarify the difference between the interim location for art/signage and the potential art on Sheet L5.01.
20. Sheet L2.10: Coordinate site furnishing details with the site furnishings depicted on Sheet A-3 Perspective View – Main Entry and Retail.
21. Sheet L3.01:
  - a. Provide additional details for the mixed planting beds and their connection to the hardscape materials.
  - b. Ensure that tree wells for proposed street tree plantings along the private street are to hold a minimum volume of 300 cubic feet of arable soil as depicted within the Landscape Guidelines for the City of Alexandria.
  - c. Clarify the areas next to the mixed planting beds and define the materials.
  - d. Clarify the area beside the proposed layby area for loading and trash collection. The intent of this area is unclear.
22. Sheet L4.01: Revise the placement of the Typical Pole Light A location. It is currently identifying a tree well.
23. Sheet L5.01:
  - a. Open Space Master Plan doesn't comply with the Small Area Plan.
  - b. Clarify the difference envisioned with the Open space Master Plan and Sheet P-0403 for the Preliminary Open Space Plan.

## **TRANSPORTATION & ENVIRONMENTAL SERVICES**

### **The plan is deemed INCOMPLETE due to the following:**

#### *Recommendations (Completeness items that must be addressed with the next submission):*

24. Sustainability plan for the Southern Towers neighborhood shall be submitted with the preliminary DSUP. (CDD#2012-00003, #56) The verbiage provided is insufficient. A definitive, quantitative plan for the entire area shall be provided. (OEQ)
25. Stormwater Master Plan for the Southern Towers neighborhood shall be submitted with the preliminary DSUP. (CDD#2012-00003, #50) The commitment and detail provided is insufficient. A definitive, quantitative plan for the entire area shall be provided. The information is to include a commitment level/percentage for the BMP's provided on sheet P-1401. Potential additional BMP's and their locations shall be provided for the entire CDD area. The master plan shall provide a plan (even if subject to revision) for bringing the entire CDD area into compliance at the conclusion of redevelopment. (OEQ)
26. The "approximate location(s)" for the proposed bus stops on sheet P-0402 are not feasible for transit operations due to the following reasons:

- a. Safety – having a bus stop on a curve creates blind-spots for bus operators, passenger vehicles, and pedestrians. Due to the fact that the Bus Rapid Transit Service will allow for all-door boarding, if the bus is stopped on the curb, the bus doors may not be able to mesh directly against the curb area to allow for safe and fast boarding and alighting. Rear doors should be within 12 inches of the curb along a curved stop/roadway.
- b. Operations - Also having a bus stop directly in front of a curb ramp and crosswalk is not desirable for bus operations. Having the bus stop directly in front of the crosswalk/ramp is a safety concern on the part of bus operators and can hold up bus operations if many individuals are crossing or if there is a person using a three-or-more wheeled mobility device accessing the crosswalk. The operator must wait until everyone crosses which can impact the schedule.
- c. ADA/Space Requirements – demonstrate that ADA compliant passenger loading areas can accommodate front and rear boarding and alighting for 35', 40', 42' and 60' articulated buses.

Continue to work with City staff on a feasible location for both the Bus Rapid Transit and local bus stops at/adjacent to the site. (Transit/Transportation Planning)

27. The turning movements on sheet P-0406 and roadway widths are not feasible for transit operations. The turning movements and roadway will need to account for an 8.5' wide bus with an additional 1' on each side to accommodate for bus mirrors. The total bus width should be 10'5". Use a 45' bus to demonstrate bus turning movements, as a 45' bus provides less maneuverability than a 60' articulated bus. Using the 45' bus, demonstrate that a bus is able to pass another bus traveling in the same direction. (Transit/Transportation Planning)
28. Sheet P-0407 – The hatched area which will presumably become the drive aisle to access the proposed 49 parking spaces on the old tennis courts is only approximately 16' wide. The required access aisle width if these spaces are to be standard spaces is 22'. Update to demonstrate required drive aisle width can be provided. (Transportation)
29. Sheet P-0407 – The 38 standard parking spaces shown opposite the retail and hatched as proposed retail parking spaces require a 22' wide drive aisle. Demonstrate that the required drive aisle width can be provided. (Transportation)
30. Sheet P-0407 – Note \*\*\* states that additional parking spaces will be lost to create ADA spaces. Provide additional information on the number of spaces expected to be lost due to the creation of ADA spaces. Overall parking information must be correct with the Preliminary submission. (Transportation)
31. Sheet P-0401 or other appropriate sheet – Provide more information on the proposed pedestrian path between Seminary Road and the site. The plans should make clear if the existing vehicular curb cuts crossing the proposed pedestrian path are proposed to

be closed or will remain open. The plans should make clear if the proposed pedestrian path is raised six inches with either curb and gutter or header curb, or if the pedestrian path is proposed to be flush with the parking area. Additional comments (or potentially conditions) on the pedestrian path are likely once the additional design detail requested above is provided. (Transportation)

*Findings:*

32. Draft agreement for interim transitway route is under review by City staff. Comments on the agreement will be provided under separate cover. (Transportation Planning)

*Recommendations (Non-completeness items that should be addressed with the next submission):*

33. Sheet P-0201: In continuation of response to previous Comment #53, provide preliminary analysis of municipal wastewater generation from the proposed development and make a statement on the availability of sanitary sewer adequate outfall with the Preliminary Plan. Provide the layout of sanitary sewer in the site plan per the requirements of Memorandum to Industry 02-07, New Sanitary Sewer Connection and Adequate Outfall Analysis referenced in the 'Sanitary Sewer Outfall Narrative'. (Engineering)
34. Clarify if the shown "Prop. Bus Stop" locations are for the Bus Rapid Transit Service, for the local bus service, or for both. (Transit/Transportation Planning)
35. Sheet P-0407 - Staff counted 51 spaces striped in the old tennis court area. Confirm the number of spaces proposed in this area. (Transportation)
36. Sheet P-0404 – Confirm the call out dimensions, as several call outs appear to call out incorrect dimensions. For example, there is a call out stating "Prop. 9 Spaces @ 8'x22' " that should have dimensions of 9' x 19.5". There are also two call outs stating "Ex. 44 Spaces @ 9' x 18' " where the parking stall dimensions measure 8' in width. (Transportation)
37. Sheet P-0404 – In the area of the proposed modified parking (the parking aisles that are being modified to add planting areas every 10 spaces), for the parking stalls closest to Seminary Road and closest to I-395, there are 7 proposed spaces, but the space closest to I-395 has insufficient width (7' width) to be counted as a parking space. (Transportation)
38. Sheet P-0407 – The existing east/west pedestrian path though the parking area and parking islands leading to the proposed main entrance is proposed to be eliminated for the two westernmost rows. Provide more information on why this pedestrian path is proposed to be eliminated and clarify alternate pedestrian access being proposed. (Transportation)

39. Sheet L4.01 – Correct the “Pole Light A (Typ.)” call out that is floating and currently pointing in a planter box. (Transportation)
40. Sheet L0.01 – Clarify what is proposed in the boxed area on the west side of the drive aisle just north of the retail area (in the area of the proposed bus stop and crosswalk). It is unclear, as the box does not line up with the proposed bus stop location noted on the civil sheets. (Transportation)

*Future Conditions:*

41. Install crosswalk and upgrade curb ramps at the intersection with N. Beauregard St. (Transportation Planning)
42. If, at any point in the future, relocation of the proposed BMP is required, it will be the responsibility of the applicant to provide a revised BMP design to the City for review and approval, and to pay for relocation of the facility. The area being treated by the BMP must have continuous treatment, without interruption. (OEQ)
43. A TMP for this development will be required in compliance with Conditions #71-76 of CDD #21. (Transportation Planning)
44. Ensure that the raised pedestrian table will be able to handle bus weights / heavy bus traffic. (Transit/Transportation Planning)
45. Make the eastbound (south side of Private Street) and westbound (north side of Private Street) bus stops adjacent to the site and across the Private roadway from the site ADA compliant. For the eastbound bus stop, the preferred eastbound bus stop location is immediately west of proposed crosswalk location. (Transit)
46. Install unobstructed 35 foot wide, parallel to the roadway, by 8 foot wide, perpendicular to the curb, bus stop passenger loading pads to accommodate for front and rear alighting from buses for both the eastbound and westbound bus stops on both sides of the drive aisle. The loading pads shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The loading pad cross-slopes shall be less than 2%. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. The loading pad for the eastbound bus stop must connect to a sidewalk, which must connect to curb ramp, and cross walk to meet ADA. (Transit)
47. As part of the onsite transit facilities, fare collection equipment may be installed by the City. Conduit to support the equipment shall be installed by the applicant, and if additional space for the equipment is needed, additional length (beyond the 35' noted herein) may be required. Staff will work with the applicant to determine final dimensions for the transit stops during the Concept and Preliminary reviews. (Transit)

48. Install an 120 foot “No Parking, Bus Stop Zone” if the bus stops are located along the curb and if parking is located along such curb. If the bus stops are located on a bulb out / extension into the roadway, the 120 foot “No Parking, Bus Stop Zone” shall not be required. Bulb outs can maximize the amount of parking around bus stops while minimizing needed curb clearance. Under this configuration, buses will remain in the travel lane while serving the stop and thus traffic will queue behind the bus particularly on single lane roadways. (Transit)
49. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:
- a. Located to avoid conflict with vehicles, specifically:
    - i. Trees shall be excluded from a 40 ft. zone which represents the length of the bus as it is serving the stop.
    - ii. Trees within both the 10 ft. departure zone and the 20 ft. approach zone (on either side of the 40 ft. zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.
  - b. Subject to the character of the adjacent area and relevant design guidelines for spacing, distance from the curb and species selection. In general, trees shall be of the same species along the entire block face.
  - c. selected from upright branching species in areas where relevant design guidelines do not otherwise specify
  - d. Installed with a minimum six feet of clear stem and gradually pruned to reduce conflict with vehicles, under consultation from a certified arborist. Pruning of street trees is part of the regular maintenance required of applicants under the City’s bond for public improvements.
  - e. Set back from the curb edge where the width of sidewalk and adjacent conditions allow. (Transit)

**AlexRenew Comments: (Comment carried forward from Concept submission; AlexRenew does not receive Completeness submissions)**

50. AlexRenew has no comments.

**VAWC Comments: (Comment carried forward from Concept submission; VAWC does not receive Completeness submissions)**

51. The existing water lines located inside the property are private. So, the proposed water line and fire hydrant will be private too. Please revise the annotations to indicate they are private.
52. Do not use 3" or 10" pipe. The standard size shall be copper (Type L/K, 3/4", 1", 1.5", and 2") or DICL (ductile iron cement lining, 4", 6", 8", 12", 16" etc.).

53. Please see attached water map for reference.

## **ARCHAEOLOGY**

### *Findings*

54. The Southern Towers parcel once was part of a Northern Neck land grant of 982 acres obtained in 1741 by William H. Terrett. Terrett was a prominent member of Virginia society and served as the Fairfax County Justice of the Peace from 1742 until his death in 1758. The large Terrett plantation would have first concentrated on tobacco cultivation, but about 1800 shifted to wheat and other grains. In the nineteenth century the Terrett homestead was situated a mere 250 ft. to the north of the limits of the development site. The Jackson household, which included an orchard, was only 400 ft. to the north and west from the limits of the development site in 1865. In the late nineteenth century a dwelling (probably associated with the Terrett farm), was located within 300 ft. from the limits of disturbance for this project.
55. The famed Civil War “Iron Brigade” may have encamped at this location in 1865. The Iron Brigade was so named for its “iron will” under fire; the brigade suffered the highest casualty rate, by proportion, of any brigade in the Civil War.
56. Given the proximity of potentially significant historic activities and households near the 2.09 acre area of disturbance caused by the project, the potential for the project to impact significant archaeological is moderately good. However, impacts originally caused by the construction of Southern Towers probably have compromised if not destroyed most of the archaeological evidence. Therefore, we will require the applicant to adhere to the three Archaeology Conditions listed below.
57. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

*Applicant has acknowledged all the above comments*

### *Recommendations*

58. Call Alexandria Archaeology (703/746-4399) two weeks before the starting date of any ground disturbance so that an inspection or monitoring schedule for city archaeologists can be arranged. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
59. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery

until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

60. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

*The applicant has placed the three conditions above on the General Notes, Sheet P-0201.*

*Code Requirements*

61. All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

*Acknowledged by applicant*

**FIRE**

*Findings*

62. The following comments are for completeness review only. Additional comments may be forthcoming once the applicant provides supplemental information for review. Please direct any questions to Maurice Jones at 703-746-4256 or [maurice.jones@alexandriava.gov](mailto:maurice.jones@alexandriava.gov).

**Acknowledged by applicant.**

63. Plans should show location of all fire hydrants in and around site and fire department connections so that a determination can be made regarding the impact of construction and the ability of the fire department to provide a water supply.

**Acknowledged by applicant.**

*Code Requirements*

64. The applicant shall provide a separate Fire Service Plan which illustrates **where applicable**: a) emergency ingress/egress routes to the site; b) two sufficiently remote fire department connections (FDC) to the building; c) all existing and proposed fire hydrants where fire hydrants are located between forty (40) and one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a width of twenty-two (22) feet; f) the location and size of the separate fire line for the building fire service connection and fire hydrants.

**Applicant has provided requested information.**

65. The applicant shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan.

**Acknowledged by applicant.**

66. The applicant shall provide three wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to Alexandria Fire Department, Fire Prevention, C/O A. Maurice Jones, Jr. 900 Second Street, Alexandria, Va. 22314, not to the Site Plan Coordinator of Code Administration.

**Acknowledged by applicant.**

67. A fire prevention code permit may be required for the proposed use and occupancy condition.

**Acknowledged by applicant.**

68. A Knox Box building key access system shall be installed to facilitate building entry by fire department personnel during an emergency.

**Acknowledged by applicant.**

69. The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:
- a. The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
  - b. The building or structure design shall support minimal signal transmission strength of -95 dBm within 90 percent of each floor area.
  - c. The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
  - d. The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio

Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager.

**Acknowledged by applicant.**

70. The final site plans shall show placement of emergency vehicle easement signs. See APPENDIX for sign detail and placement requirements.

**Acknowledged by applicant.**

71. Provide Stairway Identification. A sign shall be provided at each floor landing in interior vertical exit enclosures connecting more than three stories designating the floor level, the terminus of the top and bottom of the stair enclosure and the identification of the stair. The signage shall also state the story of, and the direction to the exit discharge and the availability of roof access from the stairway for the fire Department, in accordance with USBC 1020.1.6.

**Acknowledged by applicant.**

**APPENDIX**

**Emergency Vehicle Easements.** Emergency vehicle easements shall be a minimum of 22 feet across the travel lane. The emergency vehicle easement shall provide access to strategic areas of the building and fire protection systems. Curbing and street components shall conform to the standards established by Transportation and Environmental Services and this document for emergency vehicle easements.

**Sign Specifications.** Emergency vehicle easement signs shall be metal construction, 12-inches wide and 18 inches in height. Provide red letters on reflective white background with a 3/8-inch red trim strip around the entire outer edge of the sign. The lettering shall say "NO PARKING," "EMERGENCY VEHICLE EASEMENT," "EM. VEH. EAS," and "City of Alex.," Lettering size shall be as follows: "NO PARKING" - 2 inches, "EMERGENCY VEHICLE EASEMENT" - 2½ inches. EM. VEH. EAS. - 1 inch, CITY OF ALEX. - ½ inch. Directional Arrows - 1 inch by 6 inches solid shaft with solid head - 1½ inches wide and 2 inches deep (For examples, see Figures D102.1, D102.2, and D102.3). Signs shall be mounted with the bottom of the sign 7 feet above the roadway, and shall be properly attached to a signpost or other approved structure such as designated by the fire official. Posts for signs, when required, shall be metal and securely mounted. Signs shall be parallel to the direction of vehicle travel and posted so the directional arrows clearly show the boundaries and limits of the Emergency Vehicle Easement. In areas where emergency vehicle easements involve two-way traffic, double mounted signs shall be provided. The maximum distance between signs shall be 100 feet. Other special signs or modifications to emergency vehicle easement signs shall be approved by the fire official.

**Fire Dept. Access Lanes/Mountable Curbs.** Where curbing is a component of the emergency vehicle easement, the curbing construction shall conform to weight and grade requirements for vehicular traffic. In no circumstances shall a raised curb be located in the path of travel in an emergency vehicle easement. Where a mountable curb is provided as part of an emergency vehicle easement, emergency vehicle easement signs shall be posted at the point nearest the edge of the emergency vehicle easement, but in no case within the clear width of the emergency vehicle easement.



Image 1: Example of Fire Lane Sign Left Arrow    Image 2: Example of Fire Lane Sign Right Arrow

Stairway identification signs. Stairway identification signs shall be provided at each landing in all interior exit stairways connecting more than three stories. Stairways shall be identified by letter designation starting next to the main entrance with "A" and continuing in a clockwise or left to right pattern using consecutive letters of the alphabet for each additional stairway. Two copies of the stairway signs shall be submitted to the fire official for approval within 30 days of completion of construction or receipt of notification.

Sign requirements. Stairway signs shall designate the stairway letter, state the floor level, the level of exit discharge, and if there is access or no access to the roof regardless if the access door or roof hatch locks. The bottom of the sign shall be located five (5) feet above the floor landing in a position that is readily visible when the stairwell door is opened or closed. The signs must have lettering that is a minimum of 2 inches but no greater than 4 inches in height. This information may be stenciled directly onto the wall but all lettering must be of a color contrasting with the background stairway wall color. (See Figure 1020.1.6.1)

Footprint requirements. In buildings greater than three stories where there is no graphic representation of the building footprint, a simplified building schematic must be display in the lobby. The simplified building footprint shall be an overhead view of the buildings exterior and the general layout of the lobby of the first floor. Stairways shall be denoted by letter as stated in section 1020.1.6. (See Figure 1020.1.6.2)

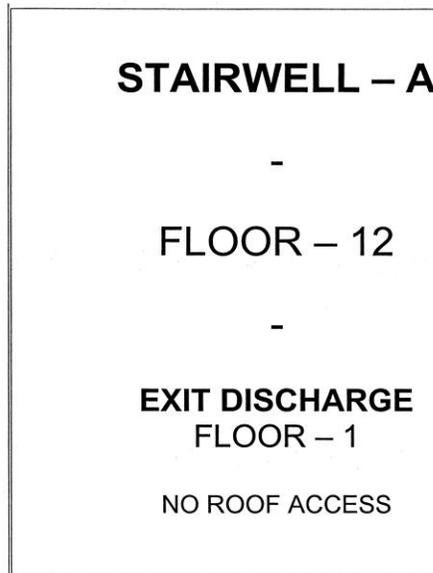


Image 3: Example Stairway Identification Sign

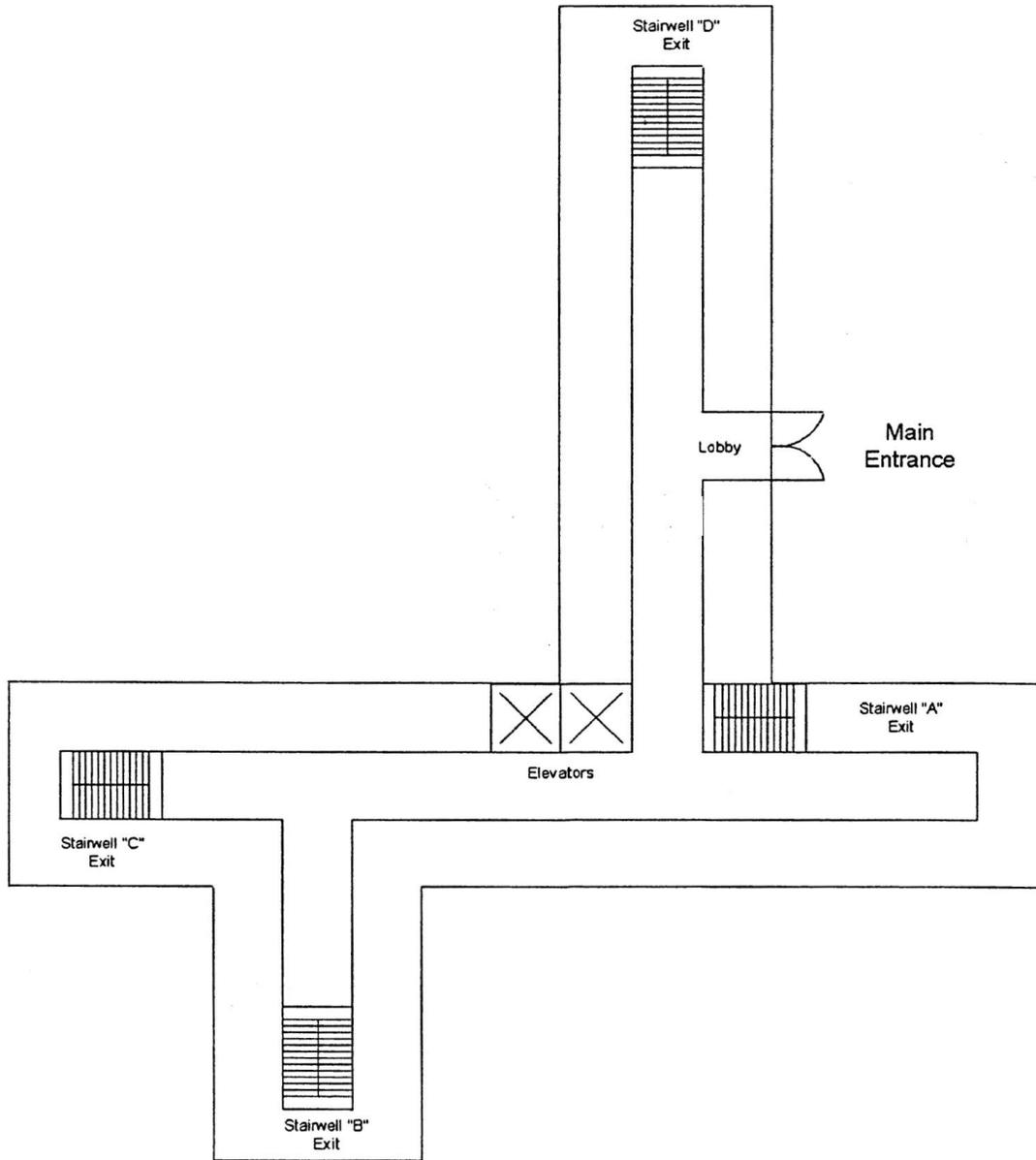


Image 4: Figure 1020.1.6.2 - Example of Building Footprint Sign

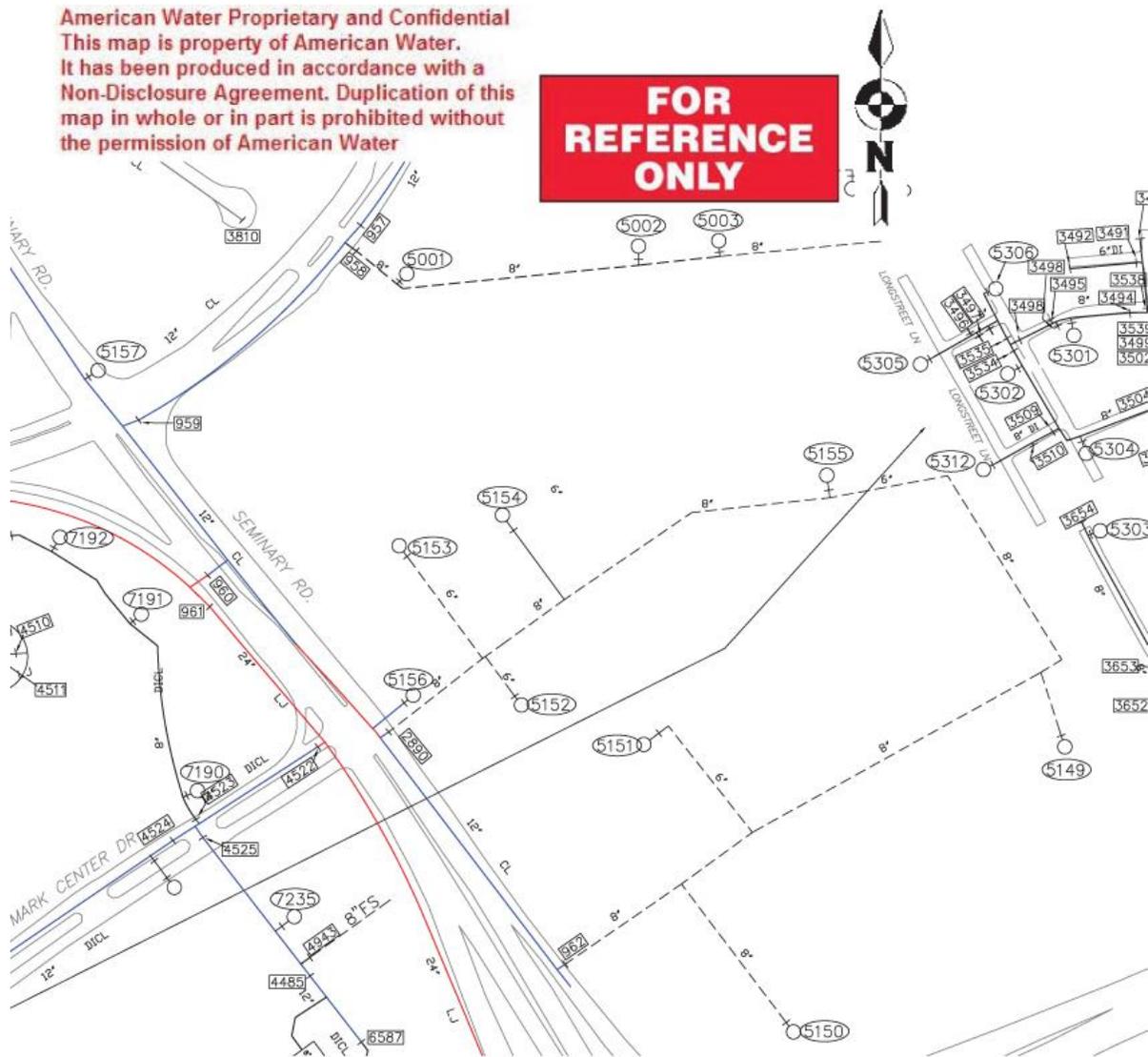


Image 5: VAWC Water map depicting existing conditions of the project area for reference only.