

# READING FIRE DEPARTMENT STANDARD OPERATING PROCEDURE

DATE:	EFFECTIVE DATE:
DRAFTED BY:	APPROVED BY:
PROCEDURE FOR:	

## I. PURPOSE

The purpose of this SOP involving the use of elevators is to:

- Describe the types of elevators and basic elevator terms.
- Standardize department operations for safe use of elevators at fire emergencies.
- Standardize department operations for safe use of elevators at medical emergencies.
- Standardize department operations at elevator rescue situations.
- Illustrate tools and equipment carried by the department.
- Reference operation information on specific elevator systems in response area.

## II. SAFETY

The following are concerns whenever using elevators:

- Open shafts that allow spread of heat, smoke and fire.
- Open shafts with fall dangers to dept. personnel and civilians.
- Electrical power supply (120-480 Volts)
- Fast falling counterweights (“silent death”) & movement of adjacent cars in shaft.
- Turnout gear not advisable as loose coats and bunkers can get caught in moving machinery during rescues.

## III. ELEVATOR SYSTEMS/ OPERATING COMPONENTS

### A. BASIC ELEVATOR SYSTEMS

1. Cable operated system
  - Electric powered motor activates pulley drum and cables which raises/lowers elevator car with assist from a counterweight.
2. Hydraulic operated system
  - Hydraulic operated piston raises/lowers elevator car, usually 5-story maximum.
3. Passenger Elevator
  - Usually constructed to carry people in enclosed car.
  - Usually conforms to fire and mechanical codes.
4. Freight Elevator
  - Open car used for moving cargo and freight.
  - Usually not governed by codes.
  - Manual controls, pull ropes, start and stop levers.

## B. BASIC ELEVATOR COMPONENTS

### 1. Elevator shaft

- A four-sided shaft of masonry/block construction running the height of the building.
- Freight elevators may be open shafts with wire grate cars.

### 2. Hoistway

- Rail assembly inside the shaft that the elevator car rides on.

### 3. Floor Landings

- Location in building where car stops at floor level.
- Usually site of car door openings and elevator controls.
- Lobby landing usually has location for Fire Service Controls.
- **Blind Shafts** – a shaft where there is no landing at certain floors, for example express elevators that service upper floors without stopping at lower floors.
- **Landing Zone** is defined as the car being within (above or below) 18” of the normal floor level landing. Cars in the landing zone should not door restrictors engaged.

### 4. Elevator Car

- A four-sided sheet metal box suspended on rails in hoistway.
- Control panel located on interior wall of car which should contain:
  - a. Floor selection button.
  - b. Door open/close button.
  - c. Emergency stop button.
  - d. Fire Dept. key panel (PHASE II).
  - e. Emergency phone/ alarm button or switch.
  - f. Car lighting and fan controls
- **Car-top Inspection Controls** for maintenance/emergency use:
  - a. Emergency operation control—switch from normal operation to inspection.
  - b. **Continuous pressure switch**—held in for car operation.
  - c. Up/Down control buttons for use with emergency operation control—used while holding power button in.
  - d. Red off button to shut off operating power to car—lights and fan still operate.
  - e. Switch for external light at control & 120 volt outlet.

### 5. Machine Room

- Master power control for elevator operation.
- Separate power control for car lights and fan.
- Electric cable system
  - a. Usually at top of shaft or above highest landing.
- Hydraulic system
  - a. Usually aside of or under shaft on ground floor.
  - b. Location of bleed off valve.
- Floor indicator.

### 6. Elevator Car Doors

- Two sets of car doors.
  - a. Interior car doors.
  - b. Exterior shaft/landing doors.

- Door motor operated by electric power
- Open simultaneously, inner door first.
- Interior door controlled by electric lock.
- Older cars may have hinged swing doors
- Freight elevators may have horizontally split doors.

#### 7. Access Panels

- All cars should have a top panel operated by an external release.
- Some multi-car shafts have side panels on cars.
  - a. Last resort for emergency use.

### IV. EMERGENCY OPERATIONS OF ELEVATORS

#### 1. Fire Service Features

- Allow fire dept./EMS to recall elevator to lobby.
- Allow fire dept./EMS full control of elevator during fire/medical emergencies.

#### 2. Fire Service Operation Features

As fire codes, mechanical codes and elevator standards improve, the exact functions and procedures of the Fire Service Operations may vary from the following.

##### A. PHASE I

1. Fire alarm system or fire dept. key activates PHASE I which:
  - a. Returns all cars to lobby and opens doors while canceling any car requests from other floors. Fire alarm from lobby sends car to alternate floor (basement or floor above).

##### B. PHASE II

1. Fire dept./EMS uses fire service key to operate lobby control panel (see SOP for Rdg. Housing Authority).
2. Lobby control panel turned to ON position, giving power to interior car control panel.
3. Fire dept./ EMS uses fire service key on interior car control panel.
4. Fire fighter in car controls all panel functions:
  - a. Door open/close requires button held in until door movement is complete or door will close.
  - b. Floor selection made as normally done.

#### 3. Tactical Use of Fire Service Elevator Operation

##### A. PHASE I

1. On arrival, if Automatic Phase I elevator recall to lobby has not occurred, use fire service key to initiate Phase I elevator recall to lobby area.
2. Where automatic Phase I is not in service, use lobby controls to call elevator to lobby and initiate stop button to ground elevators.

##### B. FIRE ALARM INVESTIGATION--PHASE II

NOTE: THE READING FIRE DEPT ALLOWS THE USE OF PHASE II FOR INVESTIGATING FIRE ALARMS AT HIGH RISE BUILDINGS ONLY WHEN THE FOLLOWING THREE CONDITIONS ARE MET:

1. There is no fire or smoke evident from the exterior.
2. There are no verbal reports of fire and smoke from occupants.
3. There are no more than two devices activated.

#### C. PHASE II

Otherwise, the use of PHASE II requires the authorization of a command officer.

1. There shall be an elevator sector command.
2. The elevator shall not be used if there is smoke, heat or fire in the shaft.
3. The elevator shall not be used if the mechanical room is involved in smoke, heat or fire.
4. A specific firefighter shall be designated as elevator operator and shall remain with the elevator at all times under PHASE II control.
  - This firefighter shall have radio or phone communications and forcible entry tools in case elevator fails to operate.
5. PHASE II control of elevator floor landing control shall be checked prior to arriving at selected floor.
6. PHASE II control of door opening/closing feature shall be tested prior to using elevator.
7. Elevator shall never be taken directly to the fire floor. Personnel and material shall be transported to or away from landing two floors below fire floor.
8. If a firefighter cannot be in control of the elevator at all times, remember to turn PHASE II off in the car and leave the key in to return the elevator to the lobby for further use by firefighters.

#### D. EMERGENCY MEDICAL TRANSPORTATION—PHASE II.

Where required for rapid transportation of a medical emergency, EMS may use PHASE II service to control elevator use for transport. For this purpose, elevator may be taken to required floor.

- E. While Phase II is in use in one elevator car, all others remain in Phase I and require the use of an elevator key and properly trained personnel to operate the car. (This could apply to other responding agencies – Police, EMS, mutual aid)

# ELEVATOR RESCUE

## 1. DISPATCH

On receipt of report for persons trapped in an elevator, the Comm. Center shall dispatch the REMERG assignment for 1-Eng., 1-Aerial, Rescue and EMS to the designated location. Incident Commander may upgrade the assignment for multiple victims, severe entrapment etc.

## 2. SAFETY

A. The following concerns should be recognized and addressed during elevator rescue operations:

1. Electrical power supply (120-480 Volts)
2. Fast falling counterweights. (“silent death”)
3. Open shafts with fall dangers to rescuers and occupants.
4. Unplanned movement of car during rescue & movement of other cars.
5. Loose clothing like turnout coats and bunker pants may get caught on moving machinery. Helmet, gloves and sturdy shoes/work boots recommended.

## 3. PRIMARY ACTION PLANS

A. Personnel arriving at the scene of a reported elevator rescue shall:

1. Bring in elevator kit, hand tools and flashlights.

Also consider collapsible ladder, harness, lifeline.

2. Locate the elevator car, floor level and shaft.
3. Determine the number and status of occupants.
4. Ensure that bldg. maintenance and/or elevator technicians are responding.

Bldg. Maintenance may/OR may not be knowledgeable about elevator system.

5. Send firefighter to elevator control room to find power supply.
6. Gain control of adjacent elevator cars with call button or Phase I key.

B. Personnel shall establish contact with occupants:

1. Attempt to establish communications to calm down occupants.
2. Instruct occupants to check that inner door is closed.
3. Instruct occupants to push door open button.
4. Instruct occupants to check car shut-off/stop switch position for accidental activation.
5. Instruct occupants to shut off alarm bell.

C. Firefighter in control room shall find power supply:

1. Report arrival/status to incident commander.
2. Await orders from incident commander.

**D. Alternate sources of shutting down power if control room is not an option.**

1. Pit Emergency Stop – located in elevator shaft at lowest landing, within arms reach of the hoistway door.
2. Car-top Inspection Controls
  - i. Run/Stop switch will shut down car power when toggled to ‘stop’.
  - ii. Inspect mode: inspection mode requires a “constant push” button to be held in to move car, so this can be used as a secondary power shutoff.
3. Opening any hoistway door in the same shaft should stop the car from moving.

#### E. Elevator Machine Room - Power Supply Controls

1. Determine power supply for the car involved.
2. At command of IC, shut off power.
3. Keep power off for 15 seconds.
4. Restore power to car.
5. Have occupants push desired floor button.  
NOTE: Newer cars use computer controls that often return to proper operation after they are re-booted.
6. Use Phase I key to attempt to bring car to lobby.
7. If car does not operate shut off power and use lockout device and lock.
8. Keep car lights on if possible to limit increased panic by occupants.

#### 4. SECONDARY ACTION PLANS

When it is determined that occupants need to be removed immediately and there is no elevator technician available or arriving shortly, the following actions shall be taken.

##### A. Power supply controls

1. Determine that power supply to elevator car is shut off.
2. Ensure that power supply is locked out.

##### B. Open elevator doors.

1. Use hoistway key to open outer hoist door.
2. Forcible entry tools (halligan & axe, rabbit tool, hydra-ram) can be used on hoistway doors if there is no drop key hole and poling is not an option. Force should be applied at the top of the door and forcing the leading edge. On center opening doors, force should be applied in the top center portion of the doors.
3. If no hoistway keyhole is available, poling is an option. All should have at least a drop keyhole on the bottom and top floors.
  - a. Poling can be accomplished with a poling tool or thin pike pole from an adjacent elevator, floor above, or floor below.
  - b. The member attempting to pole should be secured to ensure not falling into shaft.
  - c. When poling, the hoistway door rollers must be manipulated with the pole and doors secured open.

- d. Leapfrogging can accomplish the task when working from the top floor down and needing to move many floors.
4. Open car door by activating latch mechanism
  - a. Some cars may have car door restrictors that will only allow a door to open a few inches if the car is not in the landing zone. If this is encountered, members must observe door actions and manipulate the interlock mechanism.
  - b. Older cars require release of door release rollers located above and aside of car on side door opens from.
  - c. If access is available to top of car, door can be opened by manually moving the belt or chain closest to motor.
3. Use hand tools in door tracks to keep doors from closing
4. Block off void space under car if occupant is to be removed from the bottom of the car.
5. Firefighters working near or in open shafts or on top of car should wear harness and lifeline, but should be off lifeline when inside car.

#### C. Remove occupants

WHENEVER POSSIBLE THE OCCUPANTS SHOULD BE REMOVED UP AND OUT TO AVOID FALLING INTO AN OPEN SHAFT BELOW. **UTILIZE FALL PROTECTION (ROPE, HARNESS, ETC) ON VICTIMS AND RESCUERS OR ENSURE FALL PROTECTION BARRIER IS IN PLACE IN FRONT OF THE OPEN SHAFT.**

1. Put firefighter in car to direct movement of occupants.
  - a. Enter car by using ladder
  - b. Firefighter in car shall direct occupants onto ladder.
2. Occupant removed from car and taken from shaft area.
  - a. EMS shall evaluate and treat patient.

#### D. Terminate Incident

1. Generally turn incident over to building maintenance.
2. Retrieve all tools and equipment.
3. Keep power locked out or turned over physically to maintenance.  
Use metal lockout tag and padlock
4. Ensure that shaft and car can't be accessed.

## 5. SEVERE EMERGENCY ACTION PLAN

There are several incidents that should be considered severe elevator emergencies. These emergencies are best handled by trained elevator technicians whenever possible. **Examples include wheelchair bound, obese, pregnant, or panicked occupants. Ensure an elevator technician is en route.**

**Any time a victim is removed from the top hatch or side to side, they shall be tied off with fall protection and a belay line.**

- A. Car located between floors and not accessible from lobby areas.
  1. Power to stranded car off and locked out and adjacent car secured.
  2. Requires entry from top of car or side to side from adjacent shaft.
  3. **If car is stranded in a blind shaft without access from adjacent elevator car or top rappel, determining location closest to car and destructive entry into the shaft through a wall into the shaft should be considered a last resort.**
  4. **Consider utilizing car-top inspection controls to move car to closest landing zone and allowing occupants to walk out once door restrictors are unlocked.**
5. Top to Lobby (Up and Out)
  - a. Open shaft door above car.
  - b. Firefighter on harness/lifeline climbs ladder down to car top.
  - c. Firefighter opens top hatch.
  - d. Firefighter puts another ladder down into car.
  - e. Firefighter into car to direct occupants.
  - f. Second firefighter climbs down to top of car to direct exiting occupants out of car and up ladder to lobby above.
6. Side to Side (Typical car top controls in Figure # 1)
  - a. Firefighters ride inside adjacent rescue elevator car.
  - b. Rescue elevator taken to lobby above stuck car height.
  - c. Firefighters open hoist shaft above rescue elevator.
  - d. Firefighter on harness and lifeline climbs onto rescue elevator.
  - e. Firefighter on top of car switches top controls from OPERATE to INSPECT.
  - f. Firefighter on top of car holds down POWER button while operating switch marked UP/DOWN to move car to desired location.
  - g. Rescue elevator brought adjacent to stuck car.
  - h. Firefighter on top of car engages red STOP button.
  - i. Firefighters open side door of rescue car to access stuck car side door.
  - j. Firefighters use stable platform such as a plank to cross over.
  - k. Unless necessary, firefighters should keep occupants in car and await elevator technician.
  - l. Removal of occupants across shaft requires firefighters on each side to guide occupants.
  - m. Firefighter on top of rescue car takes elevator and occupants to closest lobby.
7. Top to Top (Up and Out)

This is a variation of side to side and is used when there are no side panel doors.

  - a. Rescue car operated as with side to side operations.

- b. Occupants removed out of top hatch and transferred to top of rescue car.
- c. Rescue car transports victims to closest lobby.
- d. Minimum of occupants on top of rescue car.

Multiple occupants or travel heights over 3 stories may require transfer of occupants into rescue car or use of ladders to upper landings.

#### B. Manual lowering of hydraulic elevator.

1. This is an emergency procedure which will override EVERY safety control.
2. **Ensure occupants are completely inside car and fire personnel are clear of the hoistway.**
3. Locate hydraulic pump and oil reservoir in elevator machine room.
4. Near the output piping for the hydraulic oil, there will be some sort of manual lowering valve (red button, t-handle) that should be clearly labeled as “Manual Lowering Valve” or “MLV”.
5. Under direction of firefighter at next lowest landing, operate valve until car is resting in the landing zone (18” above or below floor level).
6. Close valve upon direction from supervising firefighter and ensure lockout/tagout procedures for machine room are in use.
7. Follow normal door opening procedures.

#### C. Victim on top of car. (Up and Out)

1. Use top to lobby procedure.

#### D. Victim at bottom of shaft. (Up and Out)

1. Elevator in affected shaft may need to be moved up.
2. Power off to affected elevator.
3. **Monitor atmosphere with 3 gas meter.**
4. Use top to lobby procedure to reach victim at base of shaft with ladder from closest lobby.

#### E. Victim pinned by elevator.

1. Victim pinned by car between car and landing.
2. Victim pinned between car and shaft.

These are extreme emergencies that will require stabilization and disassembly of the elevator car and possibly the track mechanism as the cars can only be moved approx.  $\frac{3}{4}$ ". This action will require the direction of a certified elevator technician or mechanical engineer and the use of hydraulic and power tools.

## VI. Elevator Rescue Kit and Tools

Rescue 1 and Ladder 3 carry a toolbox marked “ELEVATOR—LOCK-OUT/TAG-OUT” which carries a variety of tools that should be considered for use at elevator rescue operations:

### 1. LOCK-OUT/TAG-OUT

These tools are listed in the LOCK-OUT/TAG-OUT SOP and are also listed in the SOP carried in the box. They can be used to lock out breakers or the lock out cards and padlocks can be used to secure power switches.

### 2. ELEVATOR TOOLS: Rescue #1 carries all equipment listed below in section A-B-C. Ladder #3 carries shaft door keys A through I.

#### A. SHAFT DOOR KEYS

PHOTOS # 1-11 show shaft door keys as follows:

KEY A---OTIS 2 SECTION	KEY J---UNKNOWN
KEY B---OTIS 3 SECTION	KEY K---WESTINGHOUSE
KEY C---OTIS 2 SECTION	KEY L---GAL
KEY D---GAL TYPE “M”	KEY M---WESTINGHOUSE
KEY E---OTIS “L” LOCK	KEY N---WESTINGHOUSE LUNAR
KEY F---OTIS LUNAR	KEY O---SIDE ESCAPE HATCH
KEY G---WESTINGHOUSE “T”	KEY P---GAL VANDAL
KEY H---SCHINDLER LUNAR	KEY R---GAL SINGLE DROP
KEY I---GAL/GDK	KEY S---GAL SWING KEY

OTIS shaft keys can be used in GAL elevators.

GAL keys can not be used in OTIS elevators.

Keys D-P-S are for swinging type doors.

#### B. ASSORTED TOOLS

PHOTOS # 12-16 show assorted tools and keys which can be utilized for various purposes in opening & chocking hoistway doors, as well as defeating interlock devices. The “hockey stick” used for poling up, down, or across hoistways.

#### C. ELEVATOR CAR KEYS

PHOTO # 17 show elevator car keys that are marked as follows:

DOVER H-2395---Independent service.  
DOVER H-2389---Fireman’ Service  
OTIS UTF---Fireman’s Service  
ADAMS WDO1---Fireman’s Service  
GAL 16FSS---Fireman’s Service  
GAL G1617X---Fireman’s Service  
Freight elevator keys & Misc Fireman’s Service keys

## VII. ELEVATOR SYSTEMS

The following appendix is a partial list of elevator systems in use within the City, with known information.

### READING HOUSING AUTHORITY

The type and operations of these elevators are reviewed in the RHA SOP.

### READING PARKING AUTHORITY:

The type and operations of these elevators are reviewed in the RPA SOP.

### READING ELDERLY HOUSING—100 N. FRONT ST

Electric cable type. Phase I & II.

### HUGH CARCELLA APTS---505 N. 10<sup>TH</sup> ST

Electric cable type. No Fireman's Service

Smoke detector at elevator lobby at each floor grounds car to lobby.

### B'NAI B'RITH---1026 FRANKLIN ST

Electric cable type. Phase I & II.

### **BERKSHIRE** TOWERS---777 COURT ST

Electric Cable Type. Phase I & II

### EPISCOPAL HOUSE---50 N. 9<sup>TH</sup> ST

Electric Cable Type. Phase I & II

### WASHINGTON TOWERS---50 N. 4<sup>TH</sup> ST

Electric Cable Type. No Fireman's Service

Smoke detector at elevator lobby on each floor grounds car to lobby.

### CITY HALL---815 WASHINGTON ST

Piston Type. Phase I & II.

### BERKS COUNTY COURTHOUSE---633 COURT/33N. 6<sup>TH</sup> ST

Electric Cable Type. Phase I & II

### BERKS COUNTY SERVICES CENTER---33 REED ST.

Electric Cable Type. Phase I & II

Prisoner elevator is in a blind shaft with Phase I & II service

Hydraulic elevator serves sub level garages to first floor with Phase I & II

### LINCOLN PLAZA HOTEL & CONFERENCE CENTER---100 N. 5<sup>TH</sup> ST

Two elevator banks, the center and south bank serving the lobby, mezzanine and floors 10-15. From floors 2-9 these two are blind shafts with no openings on floors 2-9.

Electric Cable Type. Phase I & II.

LINCOLN RESIDENCE---435 WASHINGTON ST

One elevator bank, the north bank serving the lower lobby and floors 2-9 only.

Electric Cable Type. Phase I & II.

LINCOLN PLAZA GARAGE---110 N. 5<sup>TH</sup> ST.

Actually owned by the RPA and covered in RPA SOP.

Piston Type. Phase I & II.

YMCA---631 WASHINGTON ST.

Electric Cable Type. Phase I only.

ST. JOSEPH COMMUNITY CAMPUS---145 N. 6<sup>TH</sup> ST

Electric Cable Type. Phase I & Phase II with key for selected cars with key panel.

NOTE: IN ORDER TO MOVE BEDRIDDEN PATIENTS, THE ELEVATORS IN HOSPITALS DO NOT HAVE AUTOMATIC PHASE I RECALL.

MADISON BLDG.---402-412 WASHINGTON ST

Electric Cable Type. Phase I & II.

**BERKSHIRE BUILDING**---101 N. 5<sup>TH</sup> ST

Electric Cable Type. Phase I & II.

SOVEREIGN CENTER---700 PENN ST

Electric Cable Type. Phase I & II.

ALLFIRST BANK BLDG.---50 N. 5<sup>TH</sup> ST

Electric Cable Type. Phase I from lobby detector on each floor.

SOVEREIGN PERFORMING ART CENTER---136 N. 6<sup>TH</sup> ST

Hydraulic Type. Phase I & II.

COMMONWEALTH BANK/CALLOWHILL---10 N. 5<sup>TH</sup> ST

Electric Cable Type. Phase I & II.

PENN SQUARE CENTER---601 PENN ST.

Electric Cable Type. Phase I & II.

EXIDE/SHUMAN BLDG.---645 PENN ST.

Electric Cable Type. Phase I & II.

WYOMISSING CLUB/PHOEBE BERKS---501 WALNUT ST

Electric Cable Type. Phase I & II.

CALLOWHILL APTS. ---502 WALNUT ST.  
Electric Cable Type. Phase I & II.

BAKERY APTS.---120 S. 3<sup>RD</sup> ST  
Electric Cable Type. Phase I & II.

CENTURY ARTS BLDG/MEDICAL ARTS---230 N. 5<sup>TH</sup> ST  
Electric Cable Type. NO Firemen's Service.

VERIZON---401-409 WASHINGTON ST.  
Electric Cable Type. NO Firemen's Service.

READING SCHOOL DISTRICT ADMINISTRATION---800 WASHINGTON ST  
Electric Cable Type. NO fireman's Service.

READING SCHOOL DISTRICT---ALL LOCATIONS  
Elevator type varies as does presence of Firemen's service.

RIVERLOFT/HAT FACTORY---550 PEARL ST/517 S.5<sup>TH</sup> ST  
Hydraulic Type. Phase I & II.

RIVERLOFT/HARDWARE BLDG.---555 PEARL ST/531 WILLOW ST  
Hydraulic Type. Phase I & II.

WYOMISSING PARK APTS---1401 PERSHING BLVD. (ALDEN/SHERWOOD)  
Hydraulic Type.. NO Phase I or II.

PROVIDENCE HOUSE---800 COURT ST  
Hydraulic Type. Phase I & II

MARKET SQUARE APTS.---801 PENN ST  
Hydraulic Type. Phase I & II.

MANOR AT MARKET SQUARE---803 PENN ST.  
Hydraulic Type. Phase I & II.

HUMMINGBIRD HILLS---1375 PERSHING BLVD.  
Electric Cable Type. Landing detector activates Phase I.

STABON MANOR APTS.---1555 HAAK ST  
Electric Cable Type. NO Phase I or II. Hinged doors.

SAYLOR APTS.---1 N. 9<sup>TH</sup> ST

Electric cable type with hinged doors. NO Phase I or II.

BLOOM APTS.---20 N. 4<sup>TH</sup> ST

Electric Cable Type. NO Phase I or II.

CENTURY HALL APTS. ---831-833 WALNUT ST.

Electric Cable Type. Phase I & II.

OAKSHIRE SENIOR APTS.---350 LACKAWANNA ST

Hydraulic Type. Phase I & II.

CITADEL INTERMEDIATE SCHOOL –

GOGGLEWORKS APARTMENTS –

ALVERNIA UNIVERSITY– Piston driven hydraulic elevators.

Anthony Hall

Bernadine Hall

Clare Hall

Francis Hall

Franco Library

Judge Hall

Nursing Resource Center

O’Pake Science Center

Pacelli Hall

Physical Education Center

Student Center

Upland Center

Veronica Hall

Zygmunta Hall

Double Tree Hotel

Double Tree Parking Garage

918 N 4<sup>th</sup> St – Metropolitan Apartments

Cable type with hinged doors.