Space Numbering

a. General Space Numbering: Spaces, unless a special condition exists, shall be numbered in the following order: Building Number, Floor Level, Space number. For terminal and boarding area spaces, the building number or name will be replaced by the building name. All other Airport structures will use building number.

Examples:

a. Terminal 1, Level 2, Room 106 = T1.2.106
b. Boarding Area D, Level 1, Room 320 = D.1.320
c. Building 575, 2nd floor Mezzanine, Room 202 = 575.2M.202

b. Methodology:

1. Terminals and Boarding Areas: (The methods in this section shall only be used within the terminal and boarding spaces). In terminals and boarding areas, the space numbers will ascend as spaces move away in a perpendicular fashion, from the curb at the International Upper and Lower Loop Roads and Domestic Upper and Lower Loop Roads.

2. Ascending Numbers and Zones:

a. Spaces numbers 000 – 99 are reserved for parking structures spaces only.
b. Spaces numbered 100 – 199 are reserved for terminal spaces only.
c. Space numbers greater than 200 shall be used in the boarding area spaces.

2. Non-Terminal and Non-Boarding Area Buildings:

    a. Numbering Logic: Space numbers should flow from one end of a building to another in an ascending fashion. In single corridor buildings, this can be achieved with relative ease.

    b. Even/Odd Space Numbering Configuration: As within the terminal and boarding areas, Airport buildings should all attempt to use the even and odd numbering concept when practical. Space numbers shall be coordinated such that even numbers are on one side of a corridor and odd numbers on the other. This format may be abandoned if consecutive numbering results in a more logical scheme due to building complexity or configuration.

    c. Zones and ascending numbering formats: Do not apply for non-terminal and non-boarding area buildings.

b. Interval Spacing of Numbers: All Airport buildings will feature an interval space numbering scheme. The interval between space numbers is determined by making a space count and then dividing 100 by that number. Suites will be counted as one space. A skip interval of at least two is required; therefore a zone must be comprised of at least 50 spaces. Example: When 50 rooms are counted within a zone, the spacing interval will be 100/50 = 2. In this example, adjacent space numbers in Terminal 3, Level 1 would be assigned as T3.1.1, T3.1.5, T3.1.7, and so on). Space numbering at this phase must remain flexible and thus the use of interval spacing. Spaces assigned in an interval pattern can allow for future infill numbers, changes during construction and changes over the building life cycle.

    1. Subdivision of spaces: For any Airport building, each subdivided space will assume the primary space number, which will be suffixed by an alpha designator starting with 'A', 'B', and so on. If possible, the alpha designations should follow a counter-clockwise route around the primary space, which will help keep spaces in a contiguous alphabetic order. For sub-divided spaces that feature a lobby, this space will assume the primary space number with adjoining spaces to which the lobby serves as an entry named as 'A', 'B', 'C', etc. accordingly. A space subdivision suffix can be appended to the space ID without the use of a separator or ".". Kiosks and pop-up type spaces within the terminals can assume the space number of the circulation space which it occupies. If the alphabet is exhausted, the convention can then move to a double alpha format such as 'AA', 'BB", and so on. All spaces at the Airport, regardless of location or type will be assigned one number or name. Even when a larger space is sub-divided, the new interior rooms will feature a unique ID by use of an alphabetic suffix. All accessible spaces will be numbered. Spaces that a person can access and move about or store items

shall be considered. A space number shall be assigned regardless of physical marking and/or door placards. All spaces will be numbered and stored within the appropriate Airport's databases, among other data.

c. Alternative Numbering Sequence: If a building or space layout is arranged in an unconventional manner or in a design that does not suit the methodology put forth in this document then an alternative numbering sequence can be applied. In an alternative sequence the numbering convention still must be applied but the spatial methodology may be abandoned. In such cases, space numbering should be adjusted to support the function, configuration and/or general human traffic patterns of the space or building. The methodology then must be applied consistently for the remainder of the building. There should not be more than one methodology per building. SFO will, by committee, review any alternative numbering sequence requests.