

SAN DIEGO
COUNTY
REGIONAL
AIRPORT
AUTHORITY

Gates 

 Gates

Terminal 1 Directory

May 30, 2023

San Diego International Airport
San Diego, California

NEW TERMINAL 1: CONCESSIONS DESIGN MANUAL (CDM)

DRAFT

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- 1.7 Terminal Location Plan

1.1 Forward

The San Diego County Regional Airport Authority (Authority) welcomes you as a partner to the San Diego International Airport (SAN). Our mutual path to project success is outlined within these pages, so it is important that the Concessions team be familiar with the contents in this Concessions Design Manual (CDM). Communication is the lubricant that will keep the engine of our collective efforts running well, so ask for clarifications and point out any discrepancies should they arise.

This CDM is specifically crafted to address Concessions program elements which includes the Retail program and Club spaces. There is also a Non-Concessions Design Manual (NCDM) to address all other tenant spaces at the Airport. Each manual provides the user with a clear and concise understanding of the requirements that serve as the foundation to the Authority's Mission Statement.

AUTHORITY MISSION STATEMENT AND PROVISIONS

"We will plan for and provide air transportation services to the region with safe, effective facilities that exceed our customer expectations. We are committed to operating San Diego's air transportation gateways in a manner that promotes the region's prosperity and protects its quality of life."

Concessionaires play a key role in enhancing the customer travel experience by delivering quality

products with excellent customer service. And it is the delightful places and spaces within the terminal experience that imbue design excellence and quality construction that invite customers to the retail experience awaiting them. It is from constraint that design opportunity flourishes, and this is the spirit in which this comprehensive set of guidelines is provided.

It includes the planning, design and construction standards required to ensure that Concessionaire plans are prepared to be compliant with Authority standards and, if in an operating terminal, that projects are constructed with minimal impact to SAN operations.

This manual outlines the Authority's requirements and Concessionaire's obligations to design and construct within the terminal facilities. All Authority design and construction requirements, rules, restrictions, regulations, and boundaries placed on Concessionaire are provided herein or by way of reference. As such, Concessionaire is responsible for ensuring that all design and construction team members are conversant in and working under the most current version of the Concessions Design Manual (CDM) and its referenced documents. In the event of any conflict between the CDM and the Lease with the Authority, the Lease shall prevail.

Refer to [Chapter 13 Additional Authority Resources](#), for a list of the Authority's interface requirements regarding all building components and systems which

the Authority maintains. Concessionaire must be knowledgeable of, and perform work in compliance with, Authority standards and requirements. Any work by Concessionaire involving tying into Base Building infrastructure requires Authority approval in advance to ensure appropriate measures are taken and the necessary parties engaged. Field verification of all existing conditions and the location of all built elements, utilities, and building systems is required.

The Authority is not responsible for existing conditions. When designing prior to shell construction completion, Concessionaire is to thoroughly review all pertinent construction documents. In addition, as there are ongoing construction improvements at SAN, it is Concessionaire's responsibility to coordinate and inform the Authority of any perceived impacts to performing work on its Premises.

The Authority encourages a collaborative working relationship between Authority staff and Concessionaire's design and construction team. The Concessions Development Program Manager (CDP) will assign an Authority Tenant Improvement Program (TIP) Coordinator to serve as Concessionaire liaison and primary point of contact for day-to-day Concessionaire needs. The TIP Manager's responsibility is to assist Concessionaire throughout the design review, construction, and project closeout phases.

Concessionaire's proposed improvements are to be submitted to the Authority for review and approval in writing as outlined in [Chapter 10, Design Review and Submittal Process](#), prior to construction or installation and shall comply with all applicable local, state, and federal codes, rules, and regulations. The Authority reserves the right to reject any Concessionaire proposed concept. The Authority may provide recommendations for correcting design deficiencies including possible alternative design solutions at Concessionaire's sole cost and expense.

This CDM is specific to Concessions and the following program elements: Retail (retail, food and beverage) and club lounges only. All other tenant categories shall be addressed in a separate manual called the Non-Concessions Design Manual (NCDM). Please refer to that manual if not in the retail or club lounge category of service at SAN.

The CDM shall be strictly adhered to as it establishes the minimum standards for the design, construction, and performance requirements for premises improvements. All pertinent information contained within the CDM shall be fully explained and noted within Concessionaire's contract documents. Atypical construction and installation of specialty equipment that may require exceptions to SAN standards for Concession buildouts shall be submitted by Concessionaire in writing for review by the Authority on a case-by- case basis. Refer to [Chapter 10 Design Review and Submittal Process](#).

1.2 Navigating this Document

This manual has been designed in the Portable Document Format (PDF) and is optimized to be viewed digitally. All chapters and sections of the manual have corresponding PDF bookmarks that can be navigated using any standard PDF viewing software. In addition, this manual contains hyperlinks that can be clicked to take the reader to specific pages within this document. Hyperlinks are indicated with aqua colored text that describes the hyperlink destination. An example of a hyperlink is included below. Clicking on the aqua colored text will bring the reader back the Table of Contents.

[Return to the Table of Contents](#)

If printing and viewing this manual is preferred, the document sheets have been sized to print on standard letter-sized (8 1/2" x 11") paper in landscape format.

1.3 Airport Authority Contacts

The following Authority contacts are provided to assist Concessionaire and their team in making timely contact with the appropriate Authority staff. All Concessionaire improvement activities with the Authority, including project design, submittal review and construction, shall be coordinated through your designated CDP Manager and TIP Manager. All matters relating to Concessionaire's Lease with the Authority and all issues relating to Concessionaire's operations are to be reviewed and reconciled through the CDP Manager.

CONCESSIONS DEVELOPMENT PROGRAM

San Diego County Regional Airport Authority (SDCRAA)

P.O. Box 82776

San Diego, CA 92138-2776

For overnight deliveries:

3032-A North Harbor Drive

San Diego, CA 92101

CONCESSIONS DEVELOPMENT PROGRAM

TIP@san.org

1.4 Project Roles

The Authority is responsible for managing all work at SAN. As a Concessionaire, your project will require an onsite Project Manager who is empowered and responsible to deliver all work within agreed upon budget and schedule to the Authority. Concessionaire's PM will interface with an designated Authority Business Manager and Concessions Development Program Manager (CDP Manager) and Tenant Improvement Project Manager (TIP Manager) to help us meet our mutual design and construction, schedule and quality goals. All Concession Capital Improvement Projects (CIPs) at SAN, shall acquire the necessary formal written approvals in writing by the Authority prior to commencement of any work. All projects must be on a specific schedule and tracked from project kickoff and initial Conceptual Design review through the traditional milestone phases of: Schematic Design - 30% Review, Design Development - 60% Review, Construction Documents - 90% Review, Construction Documents - 100% Permit Submittal, and Permit Conformed Set. The Authority's TIP Manager will issue a Notice to Proceed (NTP) checklist in the run-up date to the anticipated permit issuance. Concessionaire will confirm having met all NTP checklist requirements in advance to ensure a successful Pre-Construction (Pre-Con) conference and no delay to the Authority's issuance of NTP.

AUTHORITIES HAVING JURISDICTION (AHJ):

- a. Concessionaire is responsible to meet the AHJs requirements for all work. This includes, but is not limited to, the following:
 - i. Construction documents (drawings, specifications, contracting requirements, responsibility matrix, etc.)
 - ii. Construction through commissioning (test and balance), and close out
 - iii. The latest edition of the California Building Code as adopted by the City of San Diego Planning and Development Services Department is applicable; the Authority's reviews are not a substitute for Concessionaire's responsibilities to satisfy applicable AHJ requirements (federal, state, and local codes, rules, regulations, and requirements governing work at SAN).
- b. Disclaimer: Concessionaire is solely responsible to satisfy all AHJ requirements. Should a discrepancy arise between an Authority requirement, and an AHJ requirement then the latter shall govern unless the Authority standard is higher and does not conflict. Concessionaire is required to inform the Authority immediately in writing within five Days of identifying any such condition.

AUTHORITY FORMS, EXHIBITS AND GUIDELINES:

Authority Forms, Exhibits, and Guidelines are listed in [Chapter 13, Additional Authority Resources](#).

1.5 Authority Responsibilities

The following is an overview of responsibilities assumed by the Authority for construction and improvements in support of the Concession program:

- a. Construction and fit out of common building areas
- b. Construction of shell spaces per base building plans or as approved by the Authority
- c. All Airport Terminal program areas not designated for use by a Concessionaire or other tenant/operator residing in the building.
- d. Inspection and coordination for compliance with the Authority's design guidelines, rules, and regulations.

The responsibility of the Authority shall be dictated by Concessionaire's Lease with the Authority.

All previously occupied Premises will be available in their "where-is" condition, unless otherwise agreed upon by the Authority in writing.

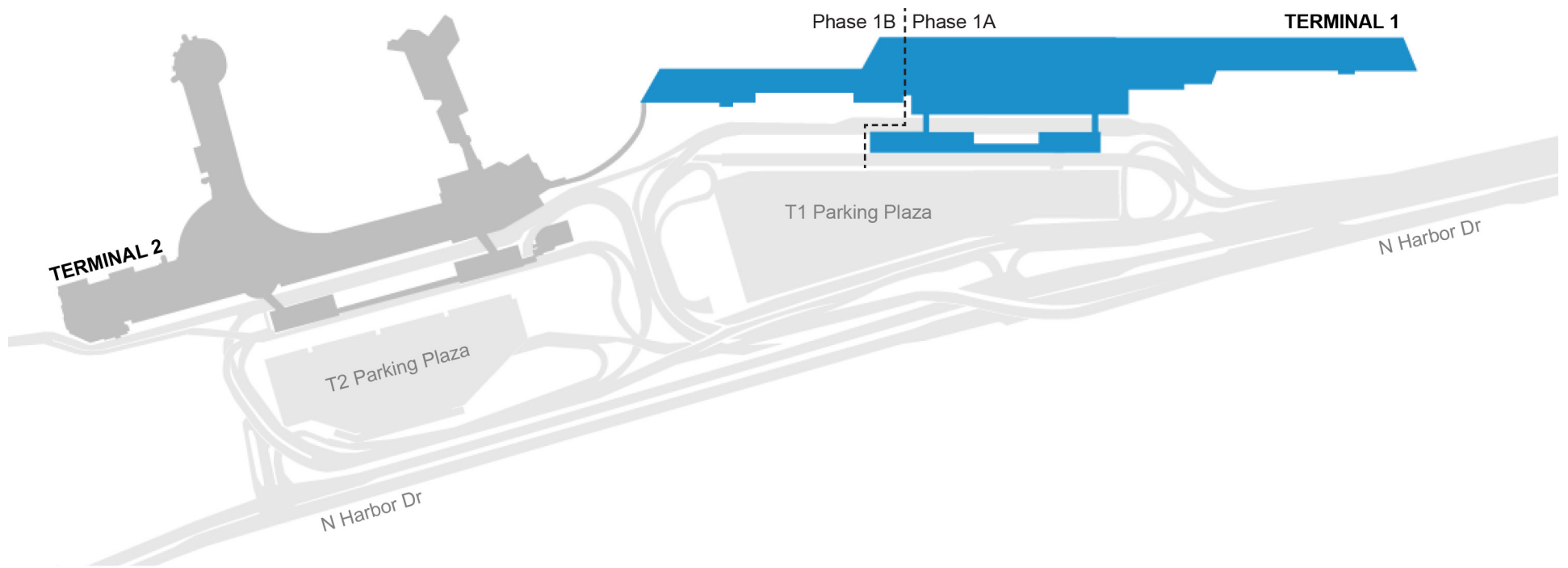
1.6 Data and Material Furnished by the Authority

Concessionaire shall receive a package of base building drawings pertaining to its unit(s). The Authority will make every effort to provide Concessionaire with the documents it needs to understand the base building design. Should the package provided not include certain information, Concessionaire may request additional information through its TIP Manager. Regardless, Concessionaire is responsible to field verify all site conditions leading up to or at the time of site acceptance. Concessionaire is required to conduct a site survey/ audit in preparation for its site acceptance.

SAN does not warrant the accuracy, and expressly waives any responsibility for the accuracy, of any supplied drawings or other documentation. Any discrepancies, inadequacies, or inaccuracies discovered during the review of drawings (or other information supplied by the Authority) shall be reported by the Concessionaire to the CDP and TIP Manager in writing within seven calendar days.

Any electronic files provided; it is understood that they are provided by the Authority as reference information only. Conversions of the information and data from the format supplied, to an alternate system or format that can result in files being altered, whether inadvertently or otherwise, may also result in the introduction of inexactitudes, anomalies, and errors which the Authority can neither predict nor control.

1.7 Terminal Location Plan





2.0 Concessions Design Vision and Goals at New T1

[2.1 Concessions Design Vision – Cultural Districts](#)

[2.2 Urban Cultural District](#)

[2.3 Heritage Cultural District](#)

[2.4 Seaside Cultural District](#)

[2.5 New T1 Terminal Design Overview](#)

[2.6 Concessions Plans](#)

2.1 Concessions Design Vision – Cultural Districts

The Concessions program at New T1 is designed to introduce passengers to the greater San Diego region and all its exciting possibilities. It will provide passengers with a wide variety of authentic shopping and dining experiences that reflect the region’s mix of unique cultures and communities. This variety will allow passengers to choose the experience that best suits them and will make each visit to the San Diego International Airport memorable and distinct.

To create these diverse passenger experiences, the Terminal Concessions program is divided into three Cultural Districts, the Urban District, the Heritage District, and the Seaside District. Each Cultural District represents a unique cultural perspective of the San Diego region with its own look and ambiance. Concessionaires are expected to design their Premises to be complementary with the design of the Cultural District where they are located. To determine which Cultural District a Premises is within, refer to the Cultural

Districts-Terminal Plan below. A Concessionaire’s adherence to the design intent of their Premises’ Cultural District will be part of the Airport’s design review, refer to [Chapter 10 Design Review and Submittal Process](#). To assist Concessionaire’s understanding of their Cultural District’s design intent, the following sections describe each district in depth with written narratives, reference images, and conceptual renderings.

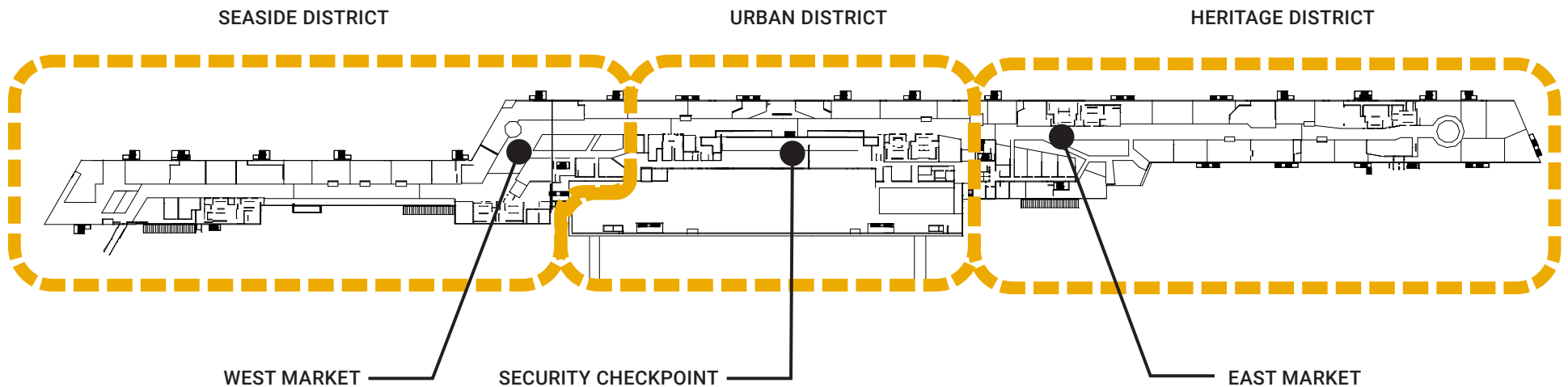


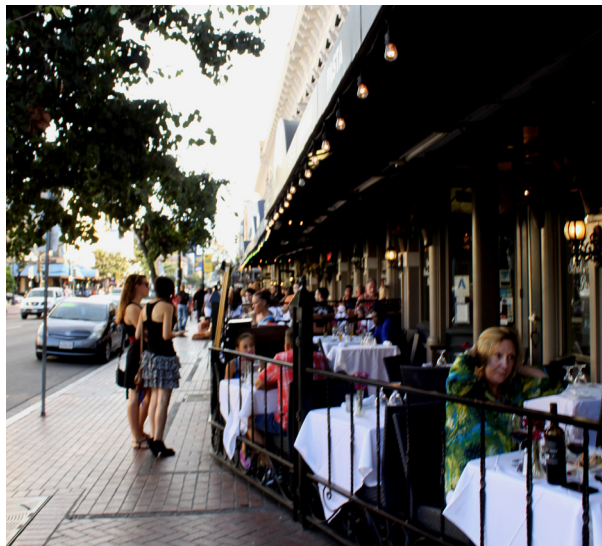
fig 2.1.1 Cultural Districts - Terminal Plan

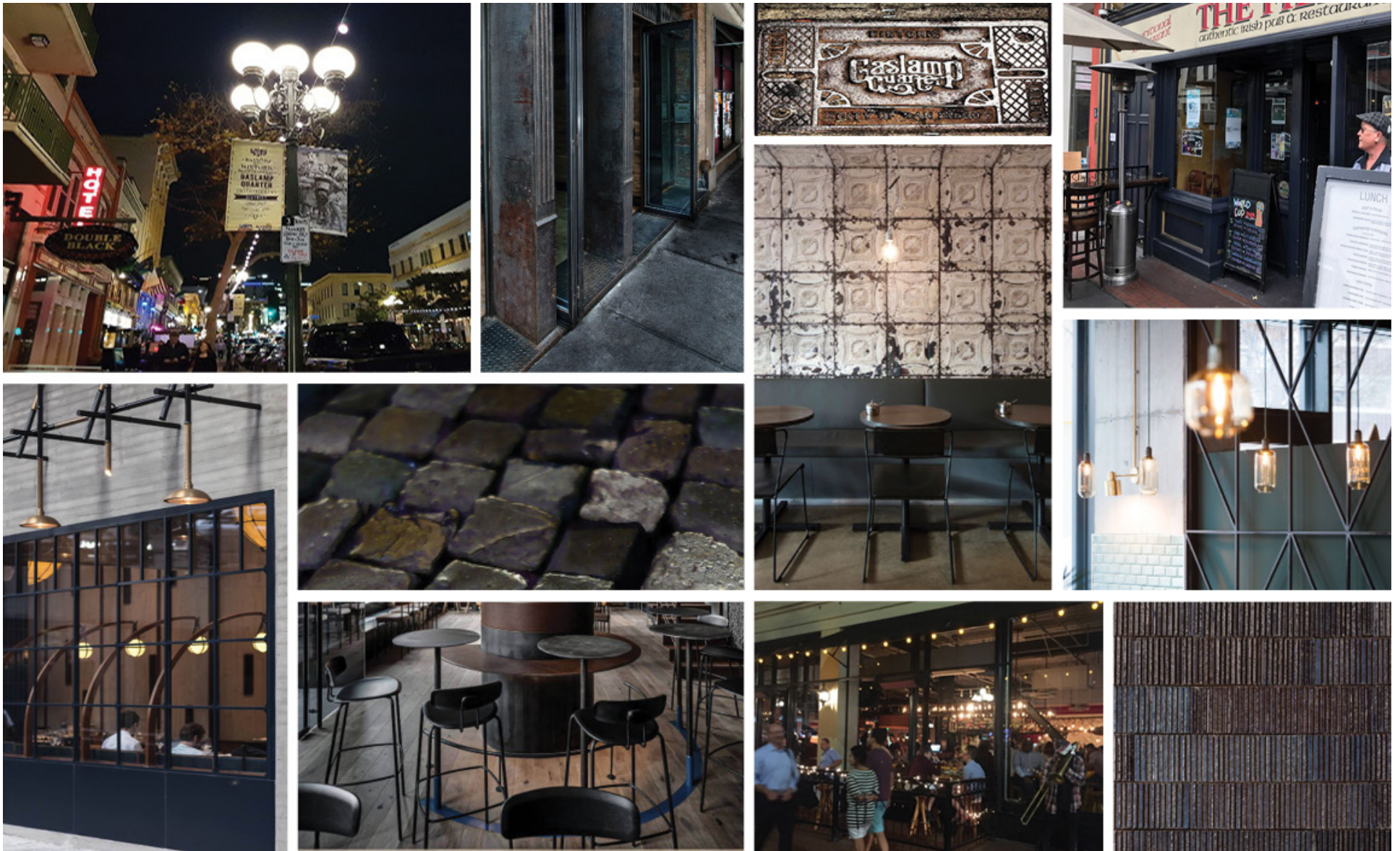
2.2 Urban Cultural District

The Urban District is located at the center of the terminal, near the security checkpoint. This is an area with a high concentration of quick moving passengers after they are screened by security and orient themselves toward their gate. This dense and dynamic environment is perfect for expressing the energy of downtown San Diego.

Much of the inspiration for the Urban District comes specifically from San Diego's Gaslamp Quarter. This is a neighborhood with a gritty, lively feel. Ornate streetlamps abound. Al fresco dining areas, defined by a perimeter of wrought iron fencing and storefront awnings above, are a common sight. The colors of the area are muted, dark, and warm. The textures juxtapose between finely ornate, and rough & worn. Concessionaires in this Cultural District shall design their Premises with a similar mood and energy to capture the attention of passengers as they exit the security checkpoint and begin their journey through the concourse.

Concessionaires shall design their spaces to reflect the mood, colors, and textures shown on the palette board below.



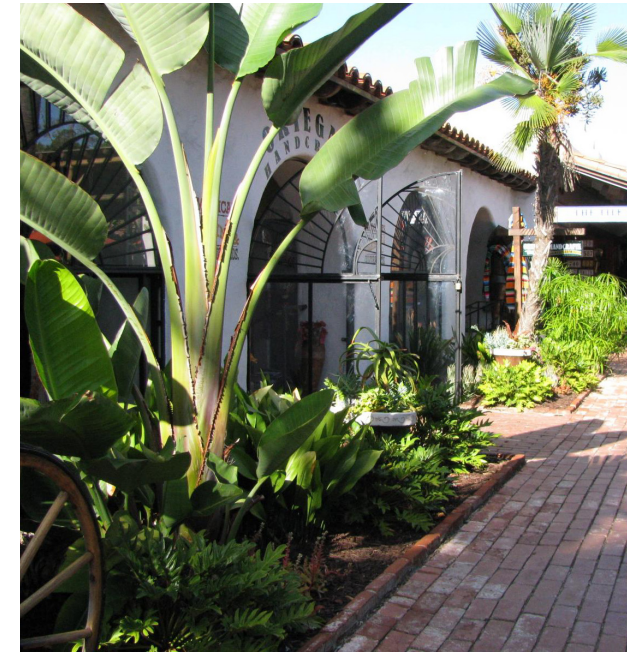


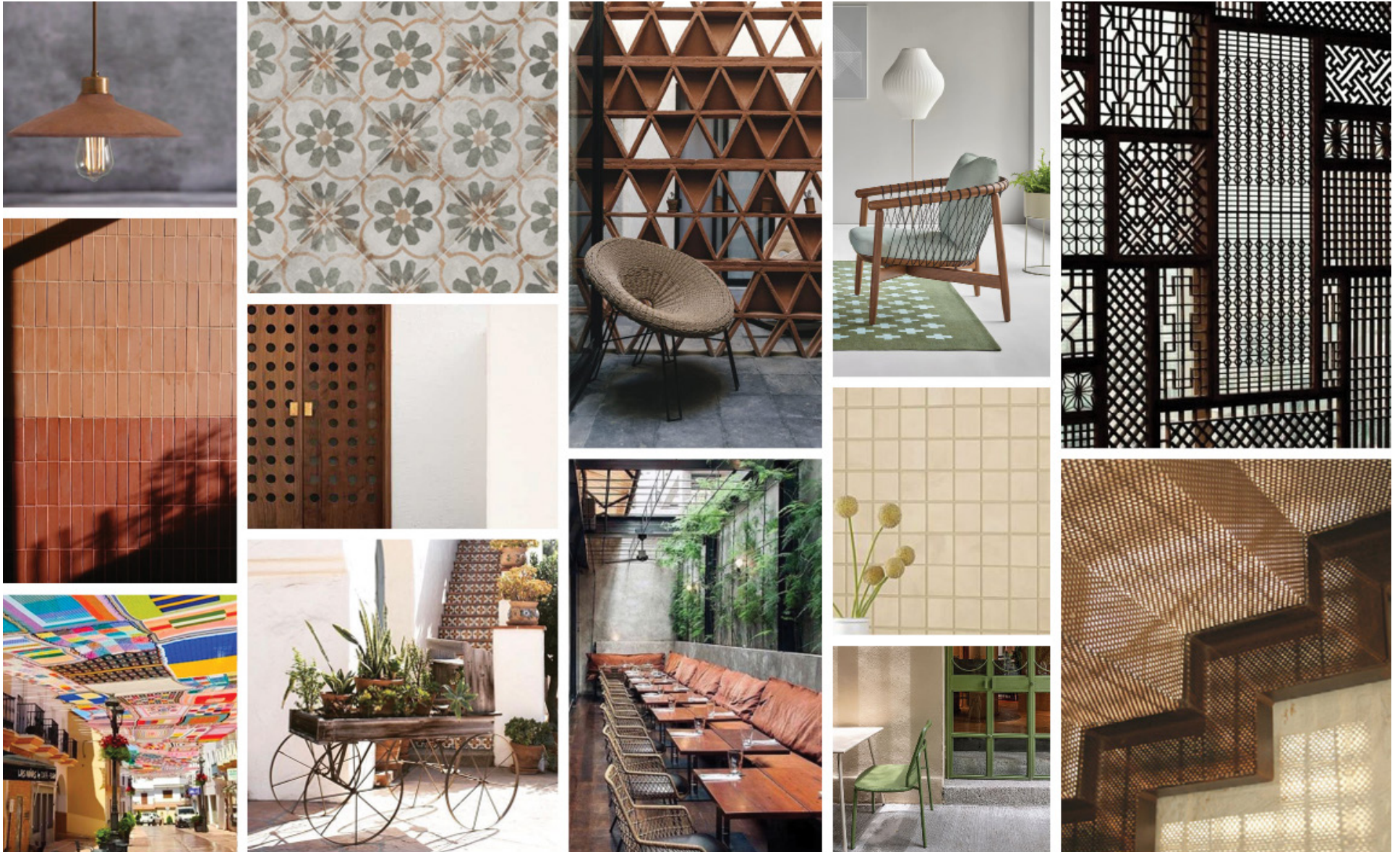
2.3 Heritage Cultural District

The Heritage District is located at the eastern wing of New T1. As passengers make their way through this district to their gate, they first encounter a large public market. The market includes a concentration of retail and restaurant venues, a variety of public dining spaces, a performance stage, and an outdoor dining and lounge terrace. Further down the concourse are additional Concession spaces among the gate areas, terminating at a centerpiece standalone bar.

The Heritage District celebrates San Diego's historic roots as a mission settlement and its continued relevance to the present. It evokes the vibrant atmosphere of Old Town, with its colorful bunting lining the sidewalks and intricately patterned wood window shutters. It also recalls the striking architectural features of San Diego's historic missions, including its stark white adobe surfaces, bold forms, and the play between light and shadow. The palette of the Heritage District includes the warm tones of terracotta and aged timber, with a sparing use of vivid color accents. Concessionaires in this district shall design their Premises to harmonize with this palette to create warm and inviting spaces to dine and shop.

The Heritage District has subtle pops of color that comes together with white adobe in a harmonious way. Concessionaires shall design their Premises to reflect the mood, colors, and textures shown on the palette boards and conceptual imagery below.













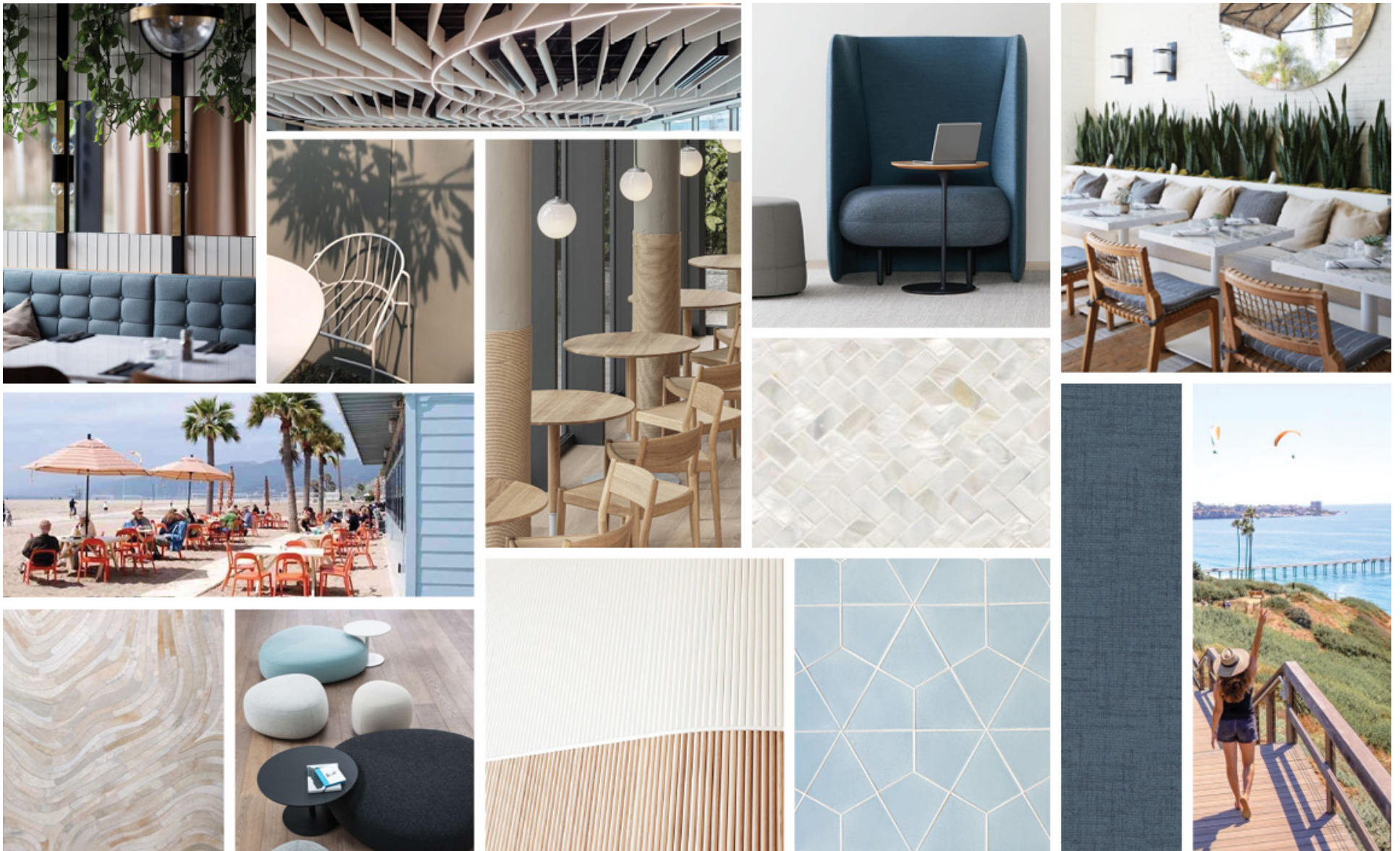
2.4 Seaside Cultural District

The Seaside District is located at the western wing of New T1. As with the eastern side of the terminal, passengers first encounter a large market consisting of shops, restaurants, public dining spaces, and a performance stage. As passengers make their way down the concourse, shops are sprinkled between the gate areas culminating with a centerpiece standalone bar at the end of the terminal.

The Seaside District takes passengers on a figurative tour of the region's coastal communities. The understated cool tones of turquoise and aquamarine evoke the laid-back surfing vibes at Cardiff State Beach. A material palette of cream-colored linen and sun-bleached wood recalls the experience of outdoor patio dining overlooking the cove at La Jolla. Concessionaires in this Cultural District shall design their Premises to have a similar relaxing and hospitable ambiance.

The Seaside District has a cool palette of blues from the ocean and the sense of being open and airy. Concessionaires shall design their spaces to reflect the mood, colors, and textures shown on the palette board and conceptual imagery below.











2.5 New T1 Terminal Design Overview

This section provides the reader with an overview of New Terminal 1's (New T1) overall design inspiration which serves as the backdrop supporting the Concessions program. It is meant to provide the Concessionaire, who will be operating in New T1, with a holistic understanding of the terminal as the base building.

OVERALL TERMINAL DESIGN

New T1 is the most significant update to the SAN campus due to its size and scope. Each terminal serves its critical role as the public's gateway for a "welcome" or a "farewell" for the global travel community. The building serves as a reflection of the values and culture of the famed San Diego region. Its natural beauty includes its weather, nature, and geology as well as flora and fauna. The building is designed to inspire the public's experience with the essence of San Diego's unique sunlit qualities specific to its location by the water's edge, the changing colors, the shade and shadows, the play of light reflection and refraction, transparency, and translucency. Inspired by imagery of San Diego's sunlight through moving water and clouds, the facade is designed around the central idea of allowing views and peeks into the building throughout the day despite its southern exposure, while reflecting the colors of the sky and changing light colors from morning to dusk.



Fig. 2.5.1 Exterior View of New Terminal 1

The New T1 has a complex program and a myriad of performance criteria to satisfy. A strategy to balance the aesthetic goals with the conditions of satisfaction are applied in two ways. First, the terminal headhouse is designed from the outside-in, while responding to the performance for comfort and freedom from glare

to those working inside. Second, the facade scheme is inspired by the phenomenon of light moving through water. The curved geometry creates reflective and refractive surfaces treated with ceramic frit to diffuse the most objectionable glare throughout the day.

TICKETING LOBBY

The departure level ticket lobby is inspired by striations of the rock forms found on the cliffs of San Diego. Stepping ceiling planes mark the entry into the “trailhead”, and the start of the passenger experience. Above the “trailhead”, on the wall that spans the lobby, is an abstract pattern of the mountain vistas visible throughout the San Diego region.



fig. 2.5.2 View of Ticketing Lobby at New Terminal 1

SECURITY CHECKPOINT AND POST SECURITY CONCOURSE

Past the security checkpoint, passengers recompose in this elevated area with a grand view out to the double height concourse. The view is punctuated by a large picture window viewing north to the airfield.



fig. 2.5.3 View from Post Security at New Terminal 1

CONCOURSES AND DEPARTURE LOUNGES

A departing passenger's destination lies at the departure lounges in both the east and west concourses. Both concourse wings were designed with a similar canyon design language and include high ceilings with light-filled clerestories by day and a warm glow at night.



fig. 2.5.4 View of Concourse at New Terminal 1

BAGGAGE CLAIM

For arriving passengers, the baggage hall experience is another destination welcoming them to sunny San Diego. Each carousel features a canyon-like form that highlights a flowing, blue-filled sky. Adjacent to the exterior wall is a continuous glowing ceiling meant to simulate sunny San Diego before welcoming passengers on their journey to the outside.

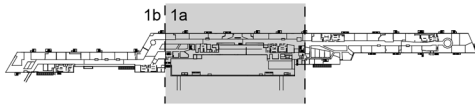


fig. 2.5.5 View of Baggage Claim at New Terminal 1

CONCESSIONS PLAN

LEVEL 1: APRON PARTIAL PLAN

KEY PLAN



NOTE:

SEE CHAPTER 4 STOREFRONT DESIGN STANDARDS FOR MORE INFORMATION ABOUT STOREFRONT TYPES

T1.2.M.397
(524 SF)
R

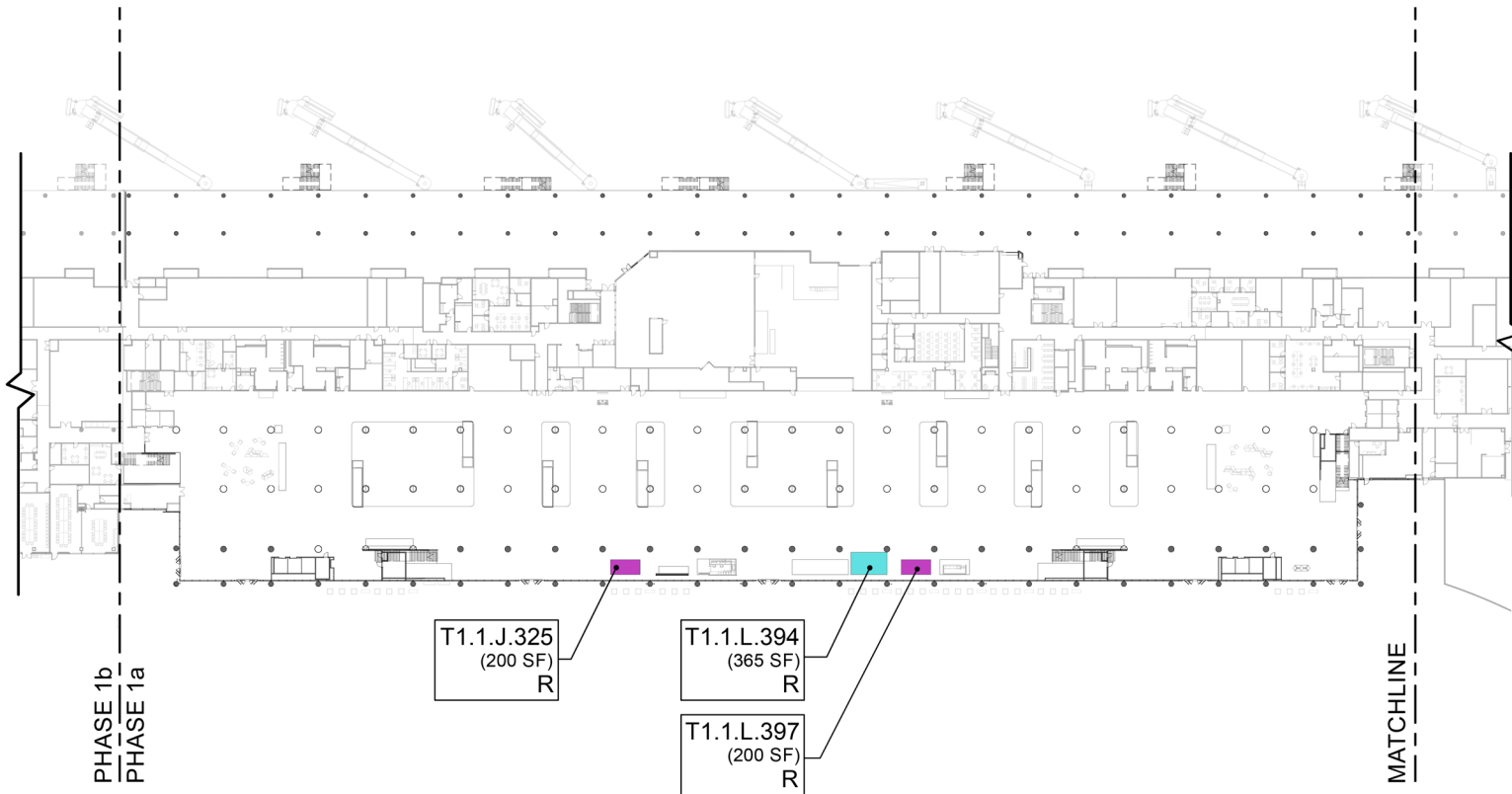
CONCESSIONAIRE SPACE #
ESTIMATED AREA OF SPACE (SEE LOD)
STOREFRONT TYPE

LEGEND:

- RETAIL
- FOOD & BEVERAGE

STOREFRONT TYPES:

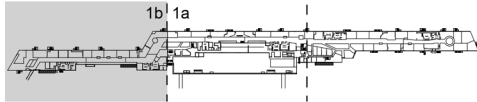
- IN IN-LINE
- IS ISLAND
- E EAST QSR
- W WEST QSR
- R RMU
- C CLUBS



CONCESSIONS PLAN

LEVEL 2: CONCOURSE PARTIAL PLAN

KEY PLAN

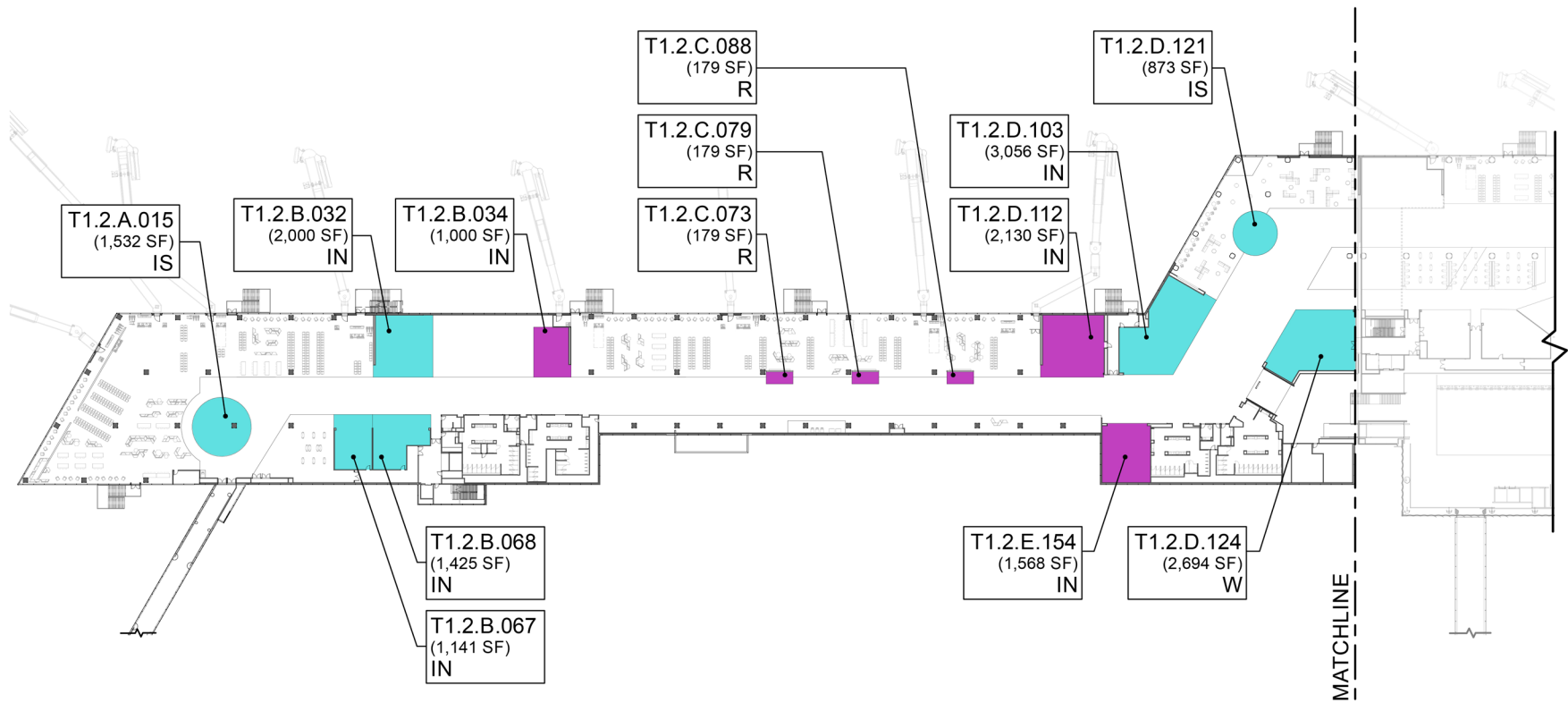


NOTE:
SEE CHAPTER 4 STOREFRONT
DESIGN STANDARDS FOR
MORE INFORMATION ABOUT
STOREFRONT TYPES

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(524 SF)
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CONCESSIONAIRE SPACE #
ESTIMATED AREA OF SPACE (SEE LOD)
STOREFRONT TYPE

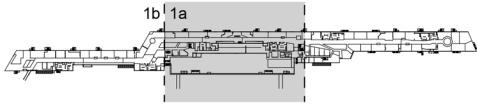
LEGEND:
RETAIL
FOOD & BEVERAGE

STOREFRONT TYPES:
IN IN-LINE
IS ISLAND
E EAST QSR
W WEST QSR
R RMU
C CLUBS



CONCESSIONS PLAN
LEVEL 2: CONCOURSE PARTIAL PLAN

KEY PLAN



NOTE:
 SEE CHAPTER 4 STOREFRONT
 DESIGN STANDARDS FOR
 MORE INFORMATION ABOUT
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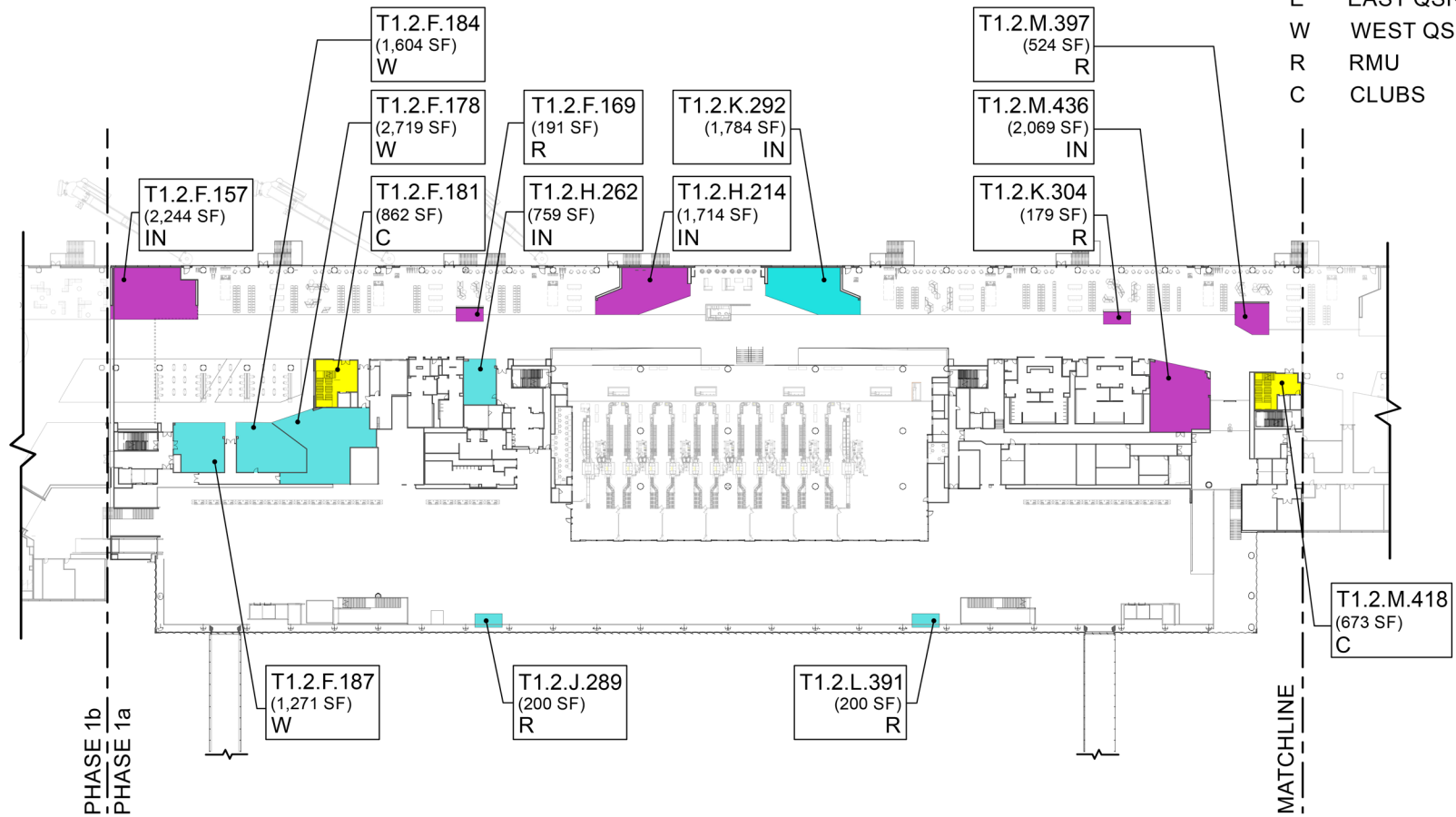
T1.2.M.397
 (524 SF)
 R
CONCESSIONAIRE SPACE #
ESTIMATED AREA OF SPACE (SEE LOD)
STOREFRONT TYPE

LEGEND:

- RETAIL
- FOOD & BEVERAGE
- CLUB

STOREFRONT TYPES:

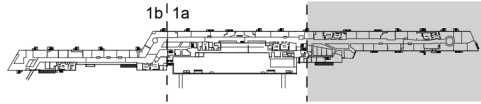
- IN IN-LINE
- IS ISLAND
- E EAST QSR
- W WEST QSR
- R RMU
- C CLUBS



CONCESSIONS PLAN

LEVEL 2: CONCOURSE PARTIAL PLAN

KEY PLAN



NOTE:

SEE CHAPTER 4 STOREFRONT DESIGN STANDARDS FOR MORE INFORMATION ABOUT STOREFRONT TYPES

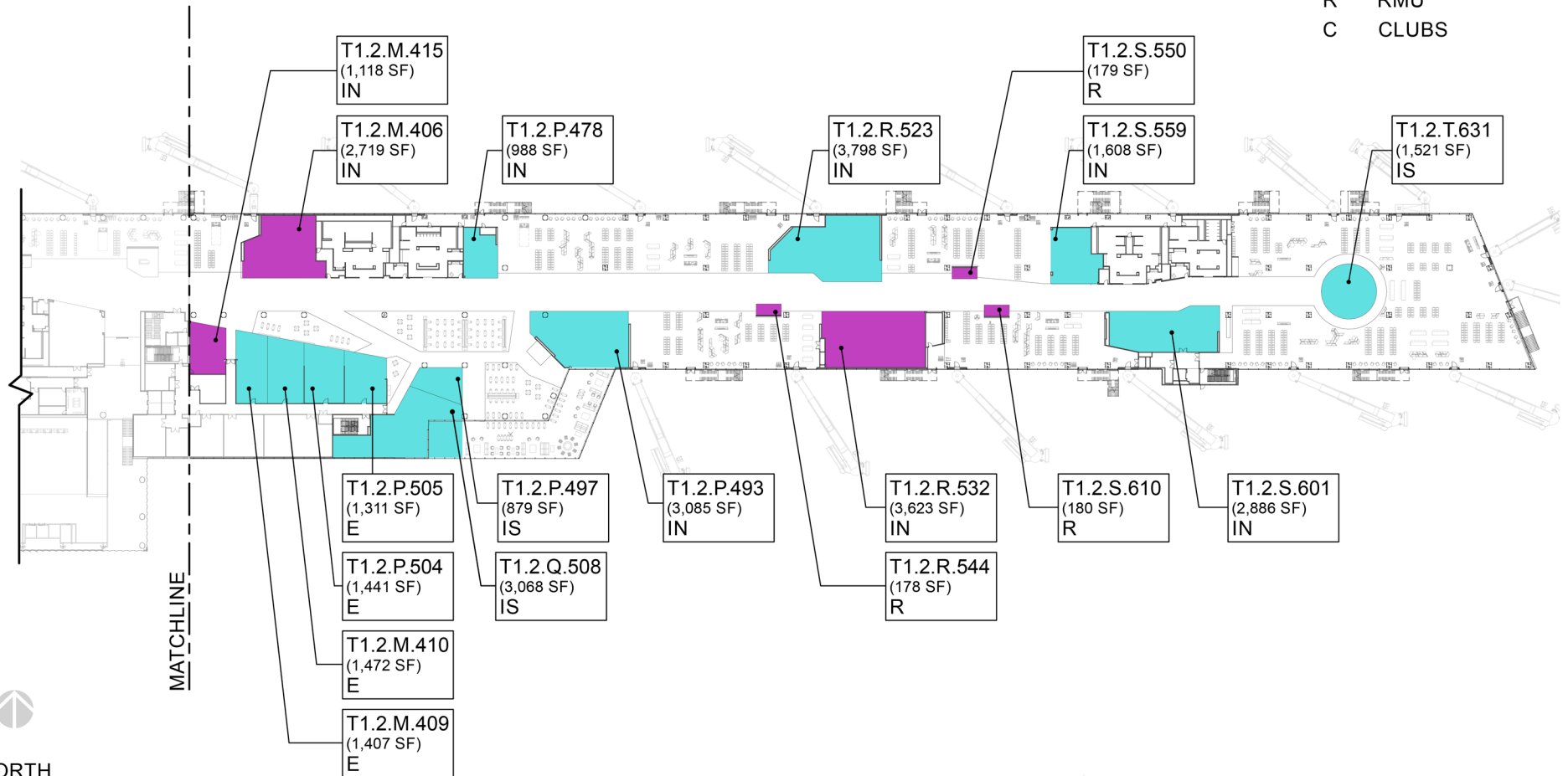
T1.2.M.397 (524 SF) R
CONCESSIONAIRE SPACE # ESTIMATED AREA OF SPACE (SEE LOD) STOREFRONT TYPE

LEGEND:

- RETAIL
- FOOD & BEVERAGE

STOREFRONT TYPES:

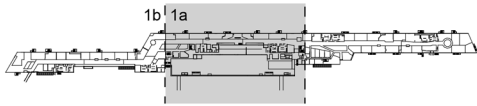
- IN IN-LINE
- IS ISLAND
- E EAST QSR
- W WEST QSR
- R RMU
- C CLUBS



NORTH

CONCESSIONS PLAN
LEVEL 3: CLUB PARTIAL PLAN

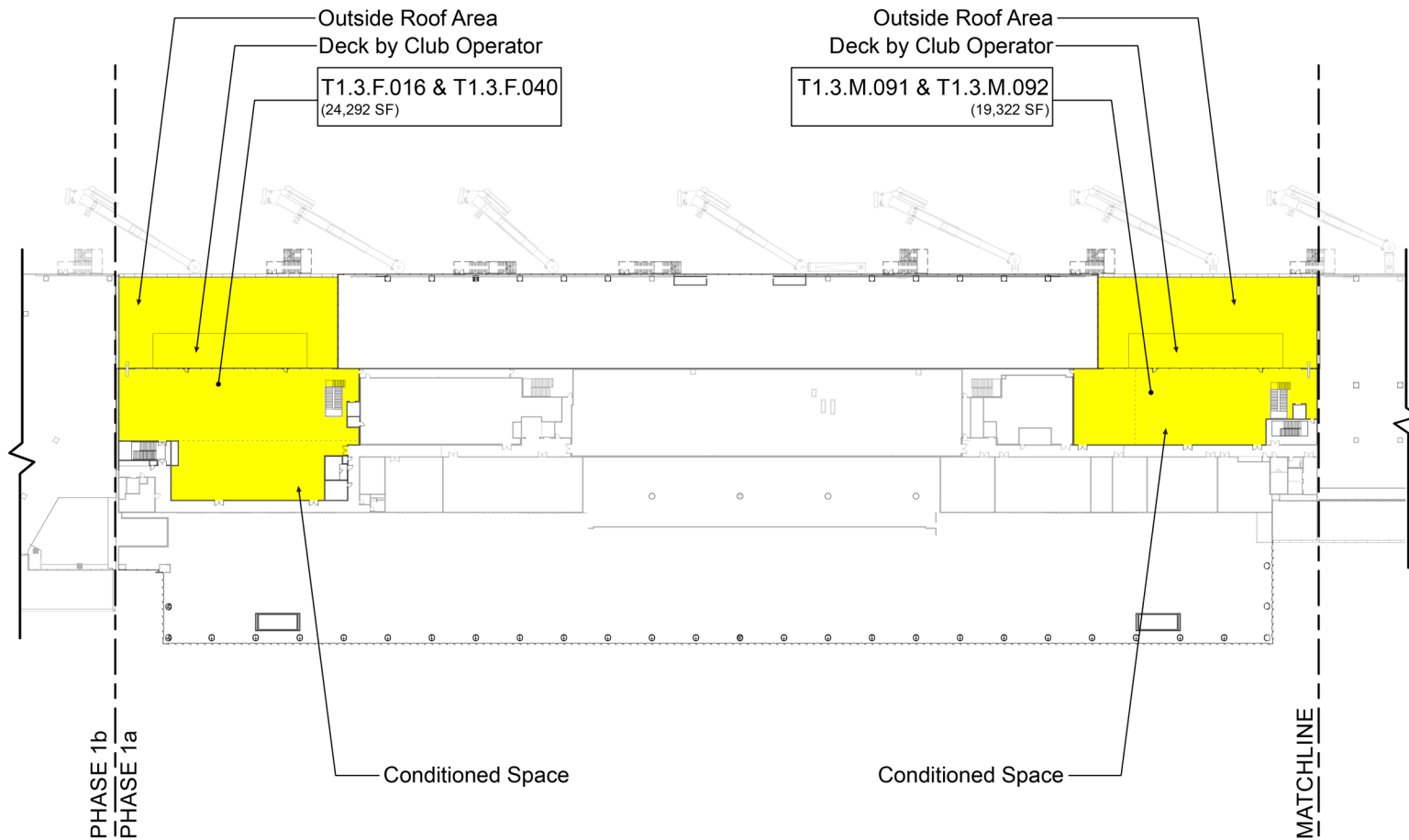
KEY PLAN



NOTE:
 SEE CHAPTER 4 STOREFRONT
 DESIGN STANDARDS FOR
 MORE INFORMATION ABOUT
 STOREFRONT TYPES

T1.2.M.397 CONCESSIONAIRE SPACE #
 (524 SF) ESTIMATED AREA OF SPACE (SEE LOD)

LEGEND:
 CLUB





3.0 Architectural / Engineering Design Standards

3.1 General

3.2 Qualified Professional Architect and Engineer

3.3 Base Building Improvements

3.4 Base Building Conditions

3.5 Request to Modify Base Building Conditions

3.6 Concessionaire Improvements

3.7 Pest Control Measures

3.1 General

This manual in conjunction with the Architectural/Engineering Design Standards, along with other noted supplemental references including all manner of AHJ requisites, provide the minimum requirements for the planning, layout, design, and execution of the Premises. These standards are intended to assist Concessionaire in understanding the distinct architectural and engineering conditions within the various terminals of SAN to maximize efficacious aesthetic and engineering system results.

Concessionaire is required to provide and implement all work per the Authority's standards and all applicable codes, and to install them per the manufacturer's recommendations, best industry practices, and in a manner to satisfy all warranty conditions. If Base Building conditions conflict with any provisions within the CDM, Concessionaire must notify the Authority in writing. All Concession areas visible to the public, including the tops of ceilings, which may be exposed to public view, shall be finished by Concessionaire.

Refer to [Chapter 13 Additional Authority Resources](#), for additional information pertaining to the Authority's standards for building components, base building systems and operational requirements.

3.2 Qualified Professional Architect and Engineer

Concessionaire shall contract the services of a

qualified architect and engineer (structural, mechanical, plumbing, electrical and fire life safety) to perform all work as required to obtain permits from the City and County of San Diego. Knowledgeable designers, preferably with Airport terminal experience, licensed to practice in the State of California are required to prepare all drawings, specifications, and provide Construction Administration services in support of Concessionaire's Construction Project Manager. Where the term architect and engineer are referred to without qualification, it shall mean a qualified professional as described in this paragraph.

3.3 Base Building Improvement

BASE BUILDING SHELL AND ISLANDS

The Authority provides a shell space demised per the Lease Outline Diagram (LOD) which is attached to the Lease as Exhibit A. Shell space floors above the first level (L02+) are bare structural concrete composite deck; exposed metal stud partitions; and a specified clear height to the underside of the structural deck or roof overhead. No ceilings are provided. Shell walls demising between adjacent concession units will be open – exposed metal studs up to the designated clear height. All other walls not immediately adjacent to another concession will be finished on the outer side with open – exposed metal studs on the inside of the concession space. Island spaces have no shell and are designated by defined floor area. Islands serve as retail and/or F&B kiosks, bars, pop-ups and standalone

concepts on the terminal floor with 360° presentations to the public. Island floors will be either bare structural concrete in a composite deck or base building terrazzo. For concession spaces at grade the designated floor area will be concrete structural slab either bare or with existing terrazzo finish.

Please refer to Utility Matrix and base building drawings to confirm types of utilities and utility-enabling conditions. Utilities in the building include:

- a. HVAC supply/return air ductwork brought to the lease line just below clear height.
- b. Grease exhaust and make up air equipment pads on roof with duct ROW sizing.
- c. Empty electrical conduit to distribution panel (conductors by Concessionaire).
- d. Hydronic hot and cold (air handling systems only).
- e. Hot and Cold domestic water.
- f. Sanitary sewer POC (under deck as a gravity line).
- g. Grease interceptor POC (under deck as a gravity line).
- h. Gas (for full cooking operations and for hot water where venting is available).
- i. Fire sprinklers as required (turned up – Concessionaire to turn down).
- j. Empty communication conduits to telecom closet.
- k. Fire – Life Safety panel tie in points to base building.
- l. Empty conduit for tel-com and BMS services to rack room.
- m. Metering for Power, Hot and Cold Water (domestic), and Gas.



COMMON VENTILATION SHAFTS

Ventilation/exhaust ducts to the roof may be partially provided as part of the Base Building improvements and will vary depending upon the type and location of Premises. See the Utility Matrix and base building mechanical drawings to understand what is being provided.

BASE BUILDING LIMITS OF WORK

Premises provided to Tenant “as-is” unless noted otherwise in lease agreement. Tenant shall include all necessary upgrades not part of base building as part of the tenants scope of work. Information regarding existing building conditions and Authority provided improvements must be fully investigated by the team prior to the start of design and confirmed in writing to the Authority’s Project TIP Manager. Refer to [Section 11.8 Acceptance of Premises](#), [Section 3.4 Base Building Conditions](#), and the Utility Matrix.

05/30/2023

3.4 Base Building Conditions

Concessionaire shall work with its TIP Manager to access all available documentation the Authority may have to offer; however, it is incumbent upon Concessionaire to perform due diligence in confirming any and all conditions represented by any documents provided as the Authority cannot assure accuracy or completeness of any such plans and/or documentation.

If Base Building conditions conflict with any provisions within the CDM, Concessionaire must notify the Authority in writing. All Concessionaire areas visible to the public, including the tops of ceilings, shall be completely finished whether or not captured in the approved plans.

FLOORS:

- a. Unless noted otherwise, all Premises shall be bare structural concrete deck. Concessionaire is responsible for providing the necessary approved treatments to protect and maintain the base building materials. Premises flooring will be provided a one inch (1”) thickness to work with and will be achieved by the base buildings flooring material rising up to provide a one inch high edge around the perimeter of the unit. Concessionaire shall refer to architectural exhibits [14.2.1](#), [14.2.2](#), and the Base Building construction documents for transition details and locations. Concessionaire is responsible to bring the floor finish to meet Base Building flooring in a flush condition, and to certify that all flooring meets code requirements.

WALLS:

- a. Exposed metal studs will be provided to demise the Premises. Gypsum board will be provided only where required by base building to meet code regarding shell spaces. This typically will be those walls facing egress corridors, shaft enclosures or other such condition immediately adjacent to base building uses. Concessionaire is responsible to finish all wall surfaces. Walls are not designed to be load bearing.

CEILING:

- a. No ceiling (i.e. overhead structure) will be provided in any concession space unless it is a unique condition as noted in the drawings or as a field condition. The building drawings (sections) will indicate the overhead clear space reserved for Concessionaire’s use. Depending on the shell location, the overhead could be fully dedicated for Concessionaire use or partially in a two (2) zone condition, with the uppermost area reserved to accommodate base building infrastructure passing over and through that vertical clearance above Concessionaire’s designated clear space. The structural steel is fireproofed and disturbance or removal of the fireproofing during construction shall be replaced immediately following its disturbance or removal, and shall match preexisting conditions of the surrounding fireproofing thickness. Failure to properly replace existing fireproofing in a timely manner may result in the Authority replacing

the fireproofing at Concessionaire's sole cost and expense. The base building will provide turned-up fire sprinkler heads in the space and Concessionaire will be responsible for turning those heads down wherever a ceiling is installed. Ceiling support points will require review by base building engineers for peer review.

SKYSPARK:

- a. The San Diego International Airport has various campus wide internal management systems that monitor equipment/infrastructure systems. As part of this management system, utility meters for power, gas and hot and cold domestic water are required and provided by Concessionaire for each Premises.

BUILDING MANAGEMENT SYSTEM:

- a. Concessionaire HVAC systems shall be controlled and monitored, and compatible with the existing building management system in the terminal.

MECHANICAL SYSTEMS:

Supply and return ducts will be stubbed into or adjacent to each Premises. No make-up air or exhaust ducts are provided for food and beverage spaces but "right-of-way routes" are provided to the roof. These routes must be coordinated with the Authority in advance of any construction. In some locations the routes for exhaust and make-up air may reduce Concessionaire ceiling heights especially in kitchen areas to as low as 8'-0" A.F.F. to work around Base Building ductwork. If required for tempered air, supply and return hydronic chilled and hot water lines for Concessionaire VAV units will be stubbed into, or adjacent to, Premises.

- a. Central Utility Plant:
 - i. Thermostats for the control of Concessionaire VAV or fan coil units shall be provided by Concessionaire. Concessionaire is required to coordinate with the Base Building Mechanical/HVAC System-Controls proprietary systems maintenance contractor for systems specifications regarding compatibility and controls programming. The Base Building Mechanical/HVAC Controls are maintained by a proprietary systems maintenance contractor shall provide connectivity from each VAV unit to the nearest Point of Connection (POC), often daisy chained, off the Authority's HVAC controls system at Concessionaire's sole cost and expense. Concessionaire shall install a conduit from each VAV unit to the POC. Contact

- the TIP Manager for information regarding coordination with the Mechanical/HVAC Controls proprietary systems maintenance contractor representative. Refer to [Section 9.8 Mechanical](#), and [Section 11.4 Authority Proprietary System Maintenance Contractors](#) for further information.
- ii. For roof mounted equipment, Concessionaire shall analyze and provide the load calculations and detailing of any proposed roof mounted equipment. Equipment support curbs for roof mounted equipment shall be provided by the base building when and where noted in the plans. Review and approval by the Authority is required for all roof mounted equipment.

PLUMBING:

- a. All Concessionaire installed gravity lines shall be three (3") inch minimum diameter pipe. No exceptions. The 3" inch pipe is required for allowing proper and effective pipe jetting maintenance. Level (L02) Two departures and Level (L03) Club are elevated decks where all gravity line POC's will be provided under the deck of the Premises per plan. Level (L01) storage spaces will have gravity line stub ups or floor sinks located per plan. All slab and/or deck coring will be designed and engineered by Concessionaire followed by structural peer review. No coring work is allowed until a pre-meeting is held to review all required procedures.
- b. Concessionaire shall confirm the plumbing pipe sizes are adequate to meet its needs. Any additional plumbing requirements in excess of what is provided will be the responsibility of Concessionaire. Concessionaire shall provide all branch plumbing lines complete with plumbing fixtures required based upon Concessionaire's design.
- c. Per the Utility Matrix, Hot and Cold domestic water lines are brought to a location within or below Premises. 125-degree hot water is provided by the Base Building. Any higher temperature water is the responsibility of Concessionaire. Water heating equipment must be located within Premises or on the roof when allowed by the Authority. Concessionaire shall furnish, install, and maintain (commission and calibrate) water meters for both

hot and cold domestic water via the Authority's BACnet protocol SkySpark system. Refer to [Section 11.4 Authority Proprietary Systems Maintenance Contractors](#) for further information.

Concessionaire shall complete the final connection to the Base Building domestic water system and conduct final test(s) and sanitization (BAC-T) prior to commissioning and inspection of Premises.

- d. During Premises Space Acceptance, Concessionaire shall review point of connection (POC) locations to understand conditions underneath Premises with respect to coring and run/slope coordination strategies and requirements. For example, codes related to dedicated spaces, foreign systems protection requirements and clearances. In addition, for work over rooms or spaces containing electrical and/or IT components, Concessionaire shall also be mindful of under deck work conditions anywhere over dry storage (see local Health Code), baggage systems, tenant spaces, or vehicular spaces or other areas not easily accessible or of a special use. All these conditions require pre-planning and review with Authority proposed work plan.
- e. Trenching for below grade utilities shall be of a width to minimize the spoils generated and appropriate for the lines to be installed. Trench in-fill concrete pours, backfill/compaction, rebar/dowelling shall be designed and engineered for the specific site conditions by Concessionaire's Structural Engineer.

AUTOMATIC FIRE SPRINKLER SYSTEMS:

Concessionaire is responsible for modifying sprinklers for the buildout of their space and to meet fire sprinkler code requirements for the occupancy they are constructing. Additionally, Concessionaire is solely responsible for the exhaust hood fire suppression system and any special fire suppression systems required based upon Concessionaire's design.

Concessionaire shall complete the final connection to the Base Building Automatic Fire Sprinkler System and conduct final test(s) prior to commissioning of the Premises.

GREASE WASTE:

Upon approval of the Food Establishment Wastewater Discharge (FEWD) permit program Plan Checklist from the Public Utilities Department, Concessionaire shall include the checklist items in the plumbing design submittal to the City of San Diego Planning and Development Services Department as part of their plan check review. Contact City of San Diego Public Utilities, Metropolitan Wastewater Branch.

Grease interceptors are provided by the Authority external to the Airport Terminal buildings and all food and beverage facilities will be required to connect to a grease interceptor. A dedicated grease waste line point of connection is provided under or adjacent to those Premises identified in the Utility Matrix. Concessionaire is not allowed to use grease traps (aka Big Dipper, Little Dipper, or other) on Premises. Concessionaire will be required to meet City of San Diego Public Utilities, Metropolitan Wastewater Branch, (FEWD) permit program plan check review submittal requirements. Concessionaire's documentation shall identify all systems requiring grease interceptor connectivity, including:

- a. Fixture and Equipment list
- b. Facility Floor Plan (shall correspond with Fixture/ Equipment List)
- c. Floor sinks and drains

GAS:

A natural gas line is stubbed within or adjacent to only those proposed food and beverage spaces identified in the Utility Matrix to support a "cooking kitchen". For gas pressure and pipe size refer to the Utility Matrix and the base building plumbing drawings. Concession Support Spaces do not provide natural gas except for those identified in the Utility Matrix on Level 02 in New T1 and are fitted out to support full cooking infrastructure, including gas service to serve as remote or ghost kitchens as may be needed to meet future demand. Concessionaire shall provide and maintain (commission and calibrate) a gas meter to allow the Authority to monitor gas consumption over its BACnet protocol SkySpark system per Authority requirements. All gas systems shall be engineered and operated in accordance with all code and regulatory requirements. If through roof penetrations are required, Concessionaire shall coordinate with the Base Building roofing proprietary systems maintenance contractor for repair regarding any penetration of the roof and subsequent reapplication of the roofing membrane that is integrated with any new curb and/or roof flashing at Concessionaire's sole cost and expense. Contact the TIP Manager for contact information regarding the individual roofing contractor's representative. Refer to [Section 11.4 Authority Proprietary Systems Maintenance Contractors](#) for further information.

ELECTRICAL:

One conduit, depending on location, is brought within or adjacent to each Premises from the nearest Base Building Concession distribution panel. A designated Concession distribution panel will be provided for Concessionaire to provide its properly sized breakers and conductors to supply power to its unit.

Concessionaire shall provide and maintain a power meter to allow the Authority to monitor power consumption over its BACnet protocol SkySpark system per Authority requirements.

In general, the Authority provides 120/208 volt, 3-phase, 4-wire electrical service. However, in some locations the electrical service to Premises is 480 volt, 3-phase, 4-wire. Concessionaire is responsible to confirm the size and type of service provided and shall provide a transformer located within their Premises to modify the service as needed.

AUTOMATIC FIRE SPRINKLER ALARM SYSTEM:

The Authority has provided a raceway containing the fire alarm systems network from the local Base Building Fire Alarm Control Panel to a junction box located within or adjacent to Premises. The Base Building Fire Alarm Control Panel will have adequate fire alarm points to provide three strobes and one audio alarm for each Premises. Any Concessionaire requiring additional fire alarm points within the system based upon the requirements of Premises design shall coordinate the specific system requirements with the Authority during their design development process. Refer to [Section 11.4 Authority Proprietary Systems Maintenance Contractors](#) for further information. Concessionaire shall contract with the Base Building Fire Alarm Systems proprietary contractor to provide and complete the system connection to the Base Building Fire Alarm System. Concessionaire shall conduct the final test(s) prior to commissioning of Premises.

All fire alarm (smoke and heat detection) systems and all security (access control, cameras, sensors, etc.) systems shall be coordinated and contracted with the Base Building proprietary systems maintenance contractors relative to each discipline as required for integration into the existing systems.

TELECOMMUNICATIONS:

One two-inch diameter conduit will be stubbed into or adjacent to each Premises from a Base Building TR/IDF room. Third party providers can provide; internet connection, telephone connection and CATV connection to the Premises at Concessionaire's sole cost and expense. Refer to [Sections 9.12 Telecommunications](#) and [11.4 Authority Proprietary Systems Maintenance Contractors](#) for further information.

UTILITIES:

All gas, water, sewer, electrical and data piping or conduit installed in support of a Premises within the infrastructure of an Authority facility or exposed to the exterior elements shall have a permanent label, prominently visible, indicating the type of service and Premises identification, using sans serif, bold minimum font sized accordingly to the size of the utility line. TIP Manager to provide Authority standards for utility labels, line signs, markers, and flags.

3.5 Request to Modify Base Building Conditions

If Concessionaire deems it necessary to modify the Base Building structural system to make any changes to Base Building conditions (walls, ducts, utility POC's, and/or capacities, etc.), to accommodate their design requirements, Concessionaire shall submit a completed Base Building Modification Request (BBMR) Form (refer to [Chapter 13 Additional Authority Resources](#)) defining in enough detail and clarity the extent of the modification requested to the Authority for review. Concessionaire will be responsible for retaining the services of a qualified professional Architect and Engineer to produce the work inclusive of required City permits and approvals.

The Authority will review requests and will render, at its sole discretion, decisions in writing to Concessionaire. Should the Authority authorize Concessionaire's request Concessionaire shall proceed with the work at Concessionaire's sole cost and expense under Authority oversight and supervision.

The Authority reserves the right to require modifications to the Base Building or Base Building systems to be performed by a Base Building contractor at Concessionaire's sole cost and expense. If the Authority incurs direct or indirect costs associated with Concessionaire request for a change to the Base Building, Concessionaire shall compensate the Authority.

BASE BUILDING INFORMATION:

Concessionaire shall submit any requests for information or clarification regarding Base Building construction and systems to the Authority's TIP Manager. The Authority will respond to such requests for explanation or clarification in writing. Concessionaire shall attempt to answer requests for information from its subcontractors and suppliers prior to submitting requests to the Authority.

3.6 Concessionaire Improvements

In non-operational areas, barricades are required for any work in operational terminals. In any other condition, the Authority shall determine barricade requirements. When barricades are required, Concessionaire shall provide a dust-tight, secure construction separation wall between any public space and Concessionaire's Premises per Authority standards. Refer to [Section 12.20 Temporary Construction Barricades](#). Concessionaire shall be financially responsible for providing a graphic which covers the entire barricade. The graphic will need to be approved by the Authority prior to installation of the graphic.

Concessionaire shall be responsible for all improvements required for a complete build out of their space, including but not limited to:

- a. All walls, floors, ceilings, signage, casework, and millwork. Work to include proper protection to prevent damage from building systems and equipment that may drip, leak, or break, and cause damage to adjacent spaces and those below.
- b. All finishes, furniture, fixtures, and equipment.
- c. All HVAC supply/return ductwork, equipment and controls required for fully functioning system.
- d. All power wiring, branch circuiting, lighting fixtures, accessories, panels, and metering.
- e. All data and communications devices, wiring and equipment.
- f. All fire alarm wiring, devices, and connections to Base Building fire alarm system.
- g. All fire sprinkler piping and connections.
- h. Where required for Concessionaire's operation all connections to water, sewer, grease, and gas services including metering.
- i. All required kitchen equipment, fixtures, and systems including all necessary building modifications to meet system requirements and requirements of all agencies having jurisdiction.
- j. All deviations from Authority previously approved design(s) shall require a Design Variance Request (DVR) form submitted by Concessionaire with enough information to allow a reasonable review by the Authority to determine acceptability.
- k. All requests to affect the Authority's terminal Base Building structural system(s) shall require a BBMR Form submitted by Concessionaire with enough information to allow a reasonable review by the Authority to determine acceptability.
- l. Proper protection to prevent damage from building systems and equipment that may drip, leak, or break, and cause damage to adjacent and below spaces.

3.7 Pest Control Measures

INTEGRATED PEST MANAGEMENT

In accordance with Authority's Integrated Pest Management program, the food Concession must be designed and constructed so that the availability of food, water, harborage, or path of travel for pests can be prevented during operation and maintenance of the space. The ease of which the design allows for proper regular cleaning of all surfaces is of utmost importance.

To control the interior environment, the following construction details shall be installed at Premises:

- a. Rubber or vinyl bottom sweeps on all doors.
- b. All casework/millwork (banquettes, displays, etc.) shall be sealed and caulked to eliminate vermin nesting areas.
- c. Interior walls extending to the underside of the overhead structure of Premises to prohibit cross infestation.
- d. All through wall, floor, or ceiling conduit penetration shall be properly sealed.
- e. All exposed roof drains shall be screened at the roof and ground levels.
- f. All back-of-house equipment, appliances and systems shall be installed to allow full cleaning access and not provide vermin nesting areas. For example: water heaters, storage areas, beverage lines (sealed at conduit entry and exit points).



4.0 Storefront Design Standards

- 4.1 General
- 4.2 Definition of Types
- 4.3 Entries
- 4.4 Finish Materials
- 4.5 Wall Base
- 4.6 Glazing
- 4.7 Design Control Zone (DCZ)
- 4.8 Neutral Frame
- 4.9 Closures
- 4.10 Recessed Storefront

4.1 General

EXISTING CONDITIONS

This section of the CDM will assist Concessionaire in understanding the terminal and storefront conditions throughout SAN. Concessionaire will encounter a variety of architectural settings each requiring a different approach to their storefront design.

Concessionaire must respond to the specific contextual environment in developing their design.

DESIGN VISION

Refer to [Chapter 2: Concessions Design Vision and Goals for New T1](#) for Concessions spaces for additional parameters.

MINIMUM STANDARDS

The following storefront criteria shall serve as the minimum standard for design and materials. Storefronts shall be designed and constructed using commercial grade materials in a style complementary to the specific terminal. Concessionaire shall create distinctive and creative storefront design solutions that enhance Concessionaire's identity, brand recognition and the overall passenger experience. The storefront shall be three-dimensional and fully integrate brand and identity elements with signage and merchandise displays. Refer to [Section 9.7 Structural](#).

4.2 Definition of Types

TERMINAL CONDITIONS

The following storefront types have been designated to categorize the various terminal conditions encountered at SAN. Refer to [Section 2.6 Concession Plans](#) for storefront locations within SAN.

- a. In-Line Storefronts
 - i. In-Line storefronts have a solid rear wall that engages with the base building exterior wall. They may have 1, 2, or 3 public-fronting open faces with the primary face being the widest and running parallel with the concourse.
 - ii. In-Line storefronts are contained within a Base Building Neutral Frame consisting of Base Building walls or Concessionaire demising walls, Base Building bulkheads above, and Base Building terrazzo flooring at Concessionaire Lease line. Concessionaire is not allowed to finish the Base Building Neutral Frame. Refer to [Section 14.2 Architectural Exhibits](#) for typical Concessionaire to Base Building transition details.
 - iii. In-Line storefronts are divided into 2 zones. The Lower Storefront Zone begins at the floor and ends 9'-0" AFF. This zone is designed for high transparency. Opaque walls or other elements can occupy up to 25% of this zone. The Upper Storefront Zone begins at 9'-0" AFF and ends at the Base Building Neutral Frame. Opaque walls

or other elements may occupy up to 75% of this zone.

- b. Island Concessions Spaces
 - i. Island Concessions Spaces do not engage with base building walls and have public-faces on all sides. Because of their high visibility, all areas in public view are subject to DCZ standards and care must be taken to fully design and finish all sides. Island Concessions Spaces cannot obstruct base building wayfinding and must maintain high transparency at passenger eye level.
 - ii. Island Concessions Spaces cannot engage with any adjacent Base Building wall surfaces. Concessionaires must provide their own floor finish within their Premises. Concessionaires may suspend elements from the ceiling structure above provided these elements comply with the structural requirements in [Section 9.7 Structural](#).
 - iii. Island Concessions Spaces are divided into two zones. The Lower Storefront Zone begins at the floor and ends 13'-0" AFF. This zone is designed for high transparency. Passengers must be able to see through the Concession space to wayfinding and gate signage beyond. Opaque walls or other elements can occupy up to 10% of this zone. The Upper Storefront Zone begins at 13'-0" AFF and ends at the Base Building Neutral Ceiling. Opaque elements may occupy up to

- 50% of this zone.
- iv. Check with local codes to see if a perimeter rail is required at alcohol serving establishments.
- c. East Quick Serve Storefronts
 - i. The East Quick Serve Storefronts are located at the East Terminal Market. They form a continuous row of Quick Serve Concessions under a Base Building provided awning. Concessionaire is provided a Base Building signage lid for consistency. Concessionaire may not finish this lid but must provide primary signage at its vertical face.
 - ii. East Quick Serve Storefronts are contained within a Base Building Neutral Frame consisting of Base Building walls or Concessionaire demising walls, Base Building bulkheads above, and Base Building terrazzo flooring at the Concession Lease line. Concessionaire is not allowed to finish the Base Building Neutral Frame. Refer to [Section 14.2 Architectural Exhibits](#) for typical Concessionaire to Base Building transition details.
- d. West Quick Serve Storefronts
 - i. The West Quick Serve Storefronts are located at the West Terminal Market. They form a continuous row of Quick Serve Concessions under a lower ceiling passenger dining area.
 - ii. West Quick Serve Storefronts are contained within a Base Building Neutral Frame consisting

- of Base Building walls or Concessionaire demising walls, Base Building bulkheads above, and Base Building terrazzo flooring at the Concession Lease line. Concessionaire is not allowed to finish the Base Building Neutral Frame. Refer to [Section 14.2 Architectural Exhibits](#) for typical Concessionaire to Base Building transition details.
- e. Club Lounge access and entry points
 - i. The base building design provides an entry point to the Club Lounges immediately adjacent to the Level 02 departures floor concourse. A blade sign, double doors and wall area are designated at each of the club entry points. The East is a Common Use Club and the West an Airline Club. Concessionaire is required to provide an entry design within the given dimensions provided. vertically from the floor slab at the Lease line up to the sign band and horizontally between the Base Building finishes at the neutral piers or edge material transitions
 - ii. Base building will provide a stainless steel corner guard as the neutral transition between base building material and Concessionaire materials. Refer to [Chapter 07](#) for specific information regarding Clubs.
- f. RETAIL MERCHANDISING UNIT (RMU)
 - i. Freestanding RMU with low partition.
 - ii. Free-floating RMU with low millwork and no low

- partition.
- iii. Bars with adjacent bar seating to be separated from base building circulation with a railing/ barrier.

INDEPENDENT SUPPORT

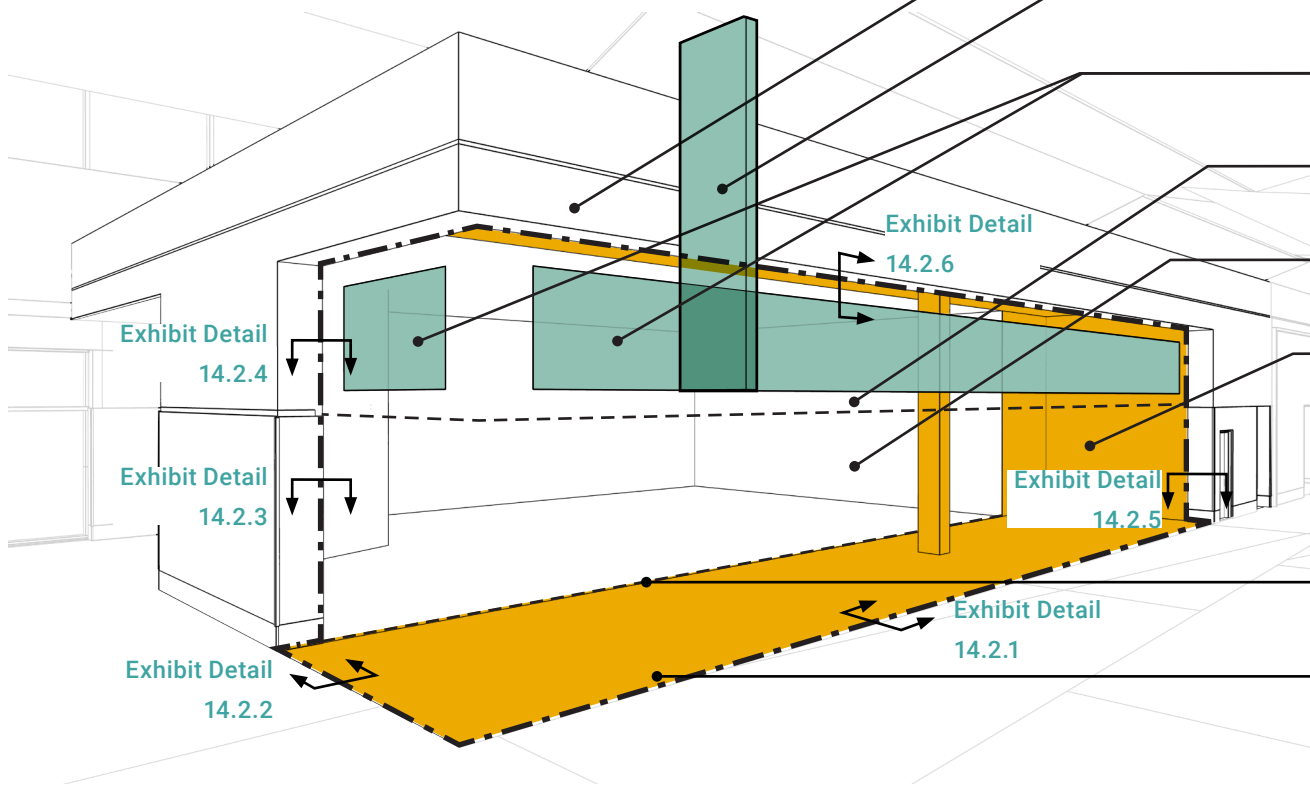
All Concessionaire improvements, including walls and ceilings, are to be independently supported and are not to attach to Base Building structure or curtain wall. Walls and display fixtures at the curtain wall are to be designed to take advantage of their location and the opportunity to bring daylight into the space. Any fixtures placed against the exterior glass are to be shielded by Concessionaire. Refer to [Section 5.10 Window Film](#). Concessionaire film applied to installed glass where proposed as a method of screening is to be confirmed with TIP Manager. Concessionaire's storefront designs at alcove shops shall provide a dynamic three-dimensional storefront integrated with striking vertical elements to maximize the Concession's visibility within the ticketing lobby.

CEILING TREATMENT

The entire Concession ceiling must be treated per the requirements of the Design Control Zone (DCZ) in a hard surface material or open structure. Acoustical lay-in ceilings will only be permitted in back of house areas.

IN-LINE STOREFRONTS

In-Line storefronts have a solid rear wall that engages with the base building exterior wall. They may have 1, 2, or 3 public-facing open faces with the primary face being the widest and running parallel with the concourse.



TYPICAL COMPONENTS

- Base Building Neutral Frame.** Includes Base Building walls, demising walls, bulkhead, and flooring. Concessionaire may not finish these surfaces. See [Section 14.2 Architectural Exhibits](#) for finish transition details.
- Marquee Signage (optional).** See [Chapter 8 Signage Design Standards](#) for more information.
- Primary Signage.** See [Chapter 8 Signage Design Standards](#) for more information.
- Upper Storefront Zone.** Maximum Opacity of this zone is 75%. Bottom of zone starts at 9'-0" AFF.
- Lower Storefront Zone.** Maximum Opacity of this zone is 25%. Zone starts at floor and goes to 9'-0"
- Design Control Zone (DCZ).** See [Section 4.7](#) and Refer to Lease - Exhibit A- LOD Premises for more information. DCZ and Concessionaire floor finish may extend beyond Lease Line.
- Storefront Enclosure Line.** See [Section 4.9](#) for more information.
- Lease Outline.** Refer to Lease - Exhibit A- LOD Premises.

ISLAND CONCESSIONS SPACES

Island Storefronts do not engage with base building walls and have public-faces on all sides. Because of their high visibility, all areas in public view are subject to DCZ standards and care must be taken to fully design and finish all sides. Island storefronts cannot obstruct base building wayfinding and must maintain high transparency at passenger eye level. Bars allowed to have back-of-house areas per se that are separately walled-off areas. All support functions must be from another space. Sight lines must be maintained to all gates.

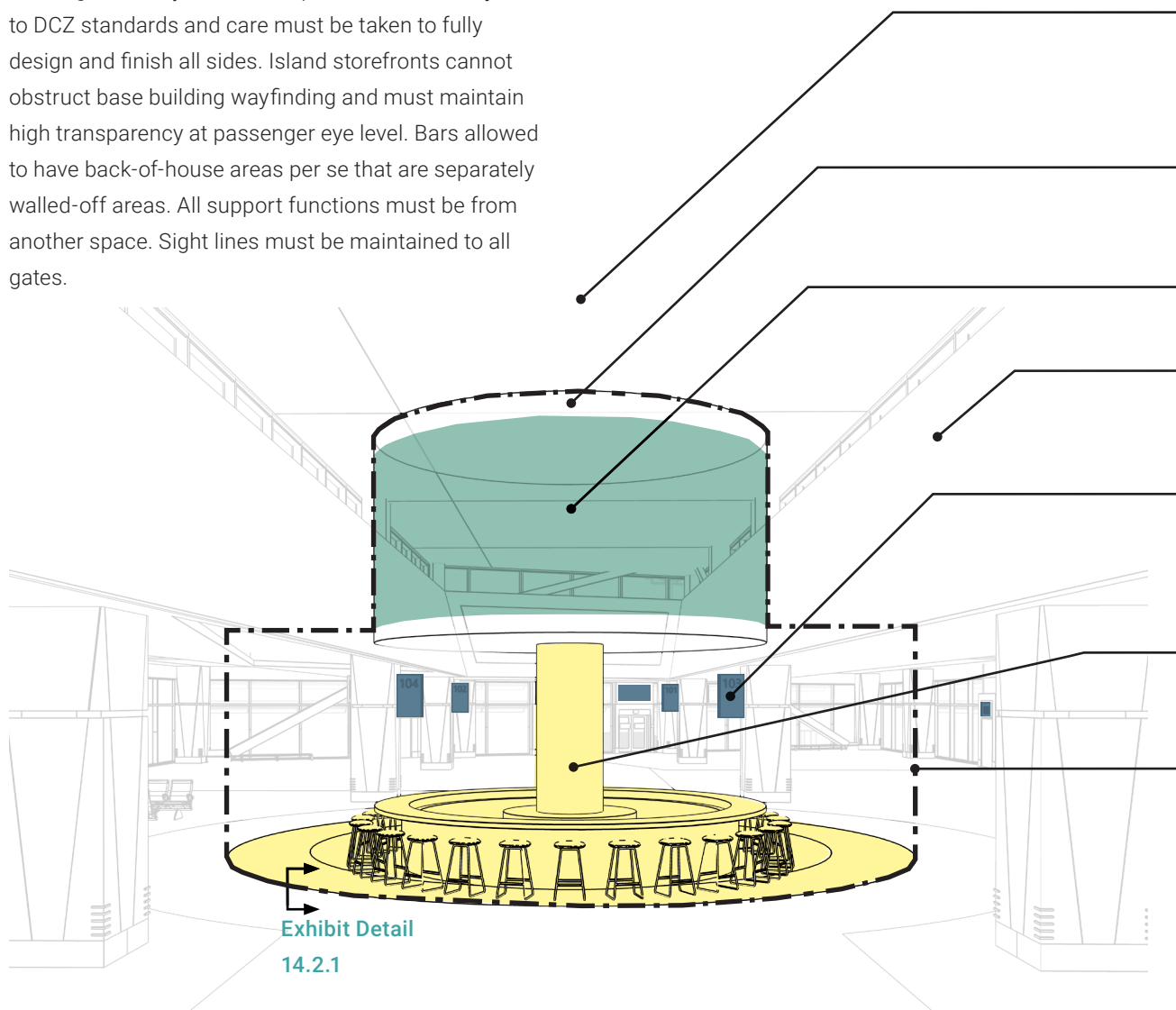


Exhibit Detail
14.2.1

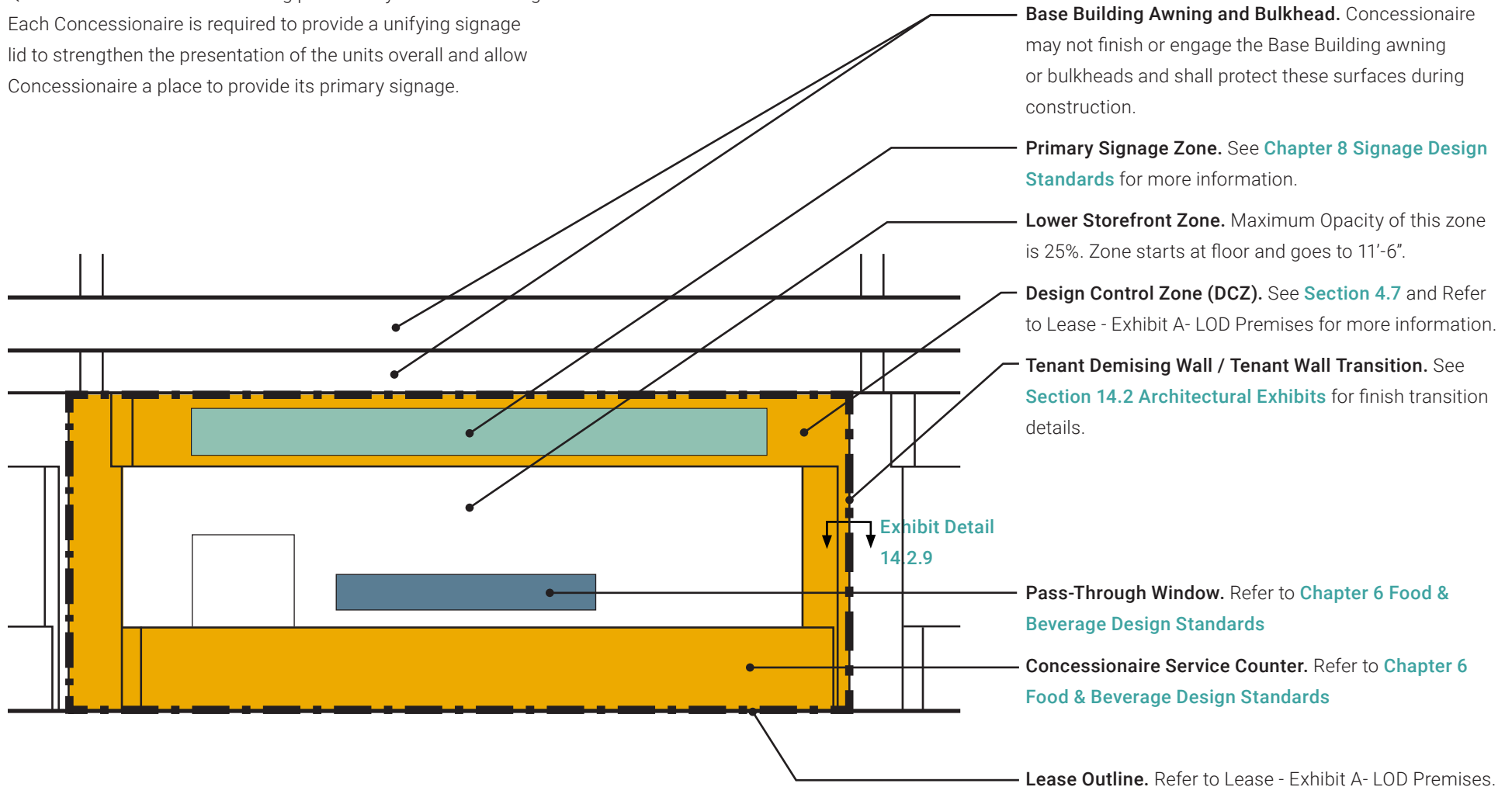
TYPICAL COMPONENTS

- Base Building neutral ceilings.** Concessionaire may not finish these surfaces. Concessionaire may suspend elements from structure above provided they comply with requirements in [Section 9.7 Structural](#)
- Upper Storefront.** Maximum Opacity of this zone is 50%. Bottom of zone starts at 13'-0" AFF. See [Chapter 8 Signage Design Standards](#) for more information.
- Primary Signage Zone.** See [Chapter 8 Signage Design Standards](#) for more information.
- Adjacent Base Building Neutral Surfaces.** Concessionaire may not finish or attach to these surfaces.
- Base Building Wayfinding and Gate Signage.** Concessionaire must not block passenger view of Base Building wayfinding and gate signage beyond Concessions space.
- Lower Storefront Zone.** Maximum Opacity of this zone is 10%. Zone starts at the top of the counter / bar top and goes to 13'-0"
- Lease Outline.** Refer to Lease - Exhibit A- LOD Premises. Check with local codes to see if a perimeter rail is required at alcohol serving establishments. Island fit outs require island venting. Please refer to plumbing plans for which columns are designated for home run venting requirements.

EAST QUICK SERVE RESTAURANT (QSR) STOREFRONTS

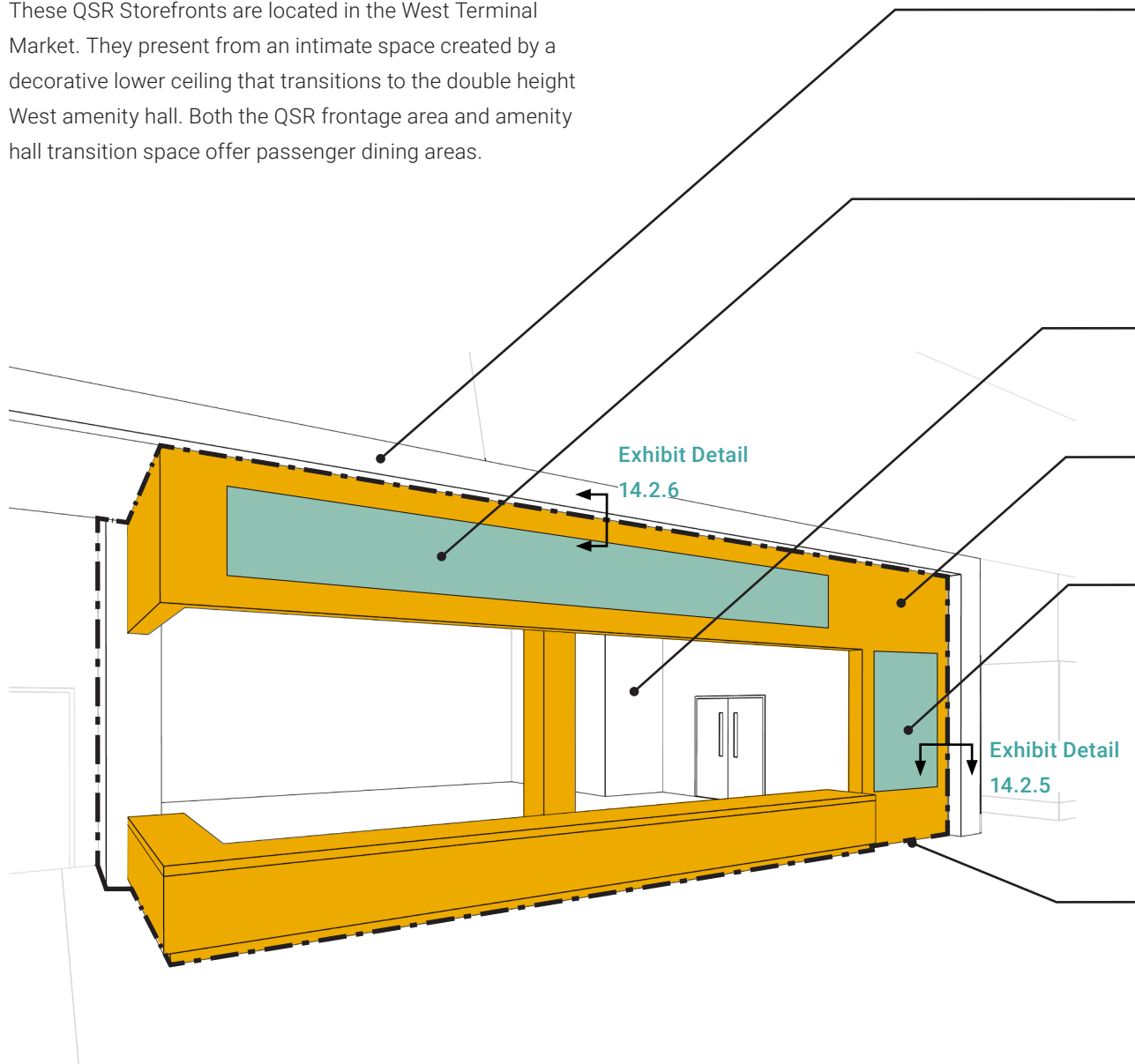
The East QSR Storefronts are located in the East Terminal Marketplace. They exist in the double height space where the QSR's are tucked under an awning provided by the base building. Each Concessionaire is required to provide a unifying signage lid to strengthen the presentation of the units overall and allow Concessionaire a place to provide its primary signage.

TYPICAL COMPONENTS



WEST QUICK SERVE RESTAURANT (QSR) STOREFRONTS

These QSR Storefronts are located in the West Terminal Market. They present from an intimate space created by a decorative lower ceiling that transitions to the double height West amenity hall. Both the QSR frontage area and amenity hall transition space offer passenger dining areas.



TYPICAL COMPONENTS

- Base Building Neutral Frame.** Includes Base Building walls, demising walls, bulkhead, and flooring. Concessionaire may not finish these surfaces. See [Section 14.2 Architectural Exhibits](#) for finish transition details.
- Primary Signage Zone.** See [Chapter 8 Signage Design Standards](#) for more information.
- Lower Storefront Zone.** Maximum Opacity of this zone is 25%. Zone starts at floor and goes to 9'-0".
- Design Control Zone (DCZ).** See [Section 4.7](#) and Refer to Lease - Exhibit A- LOD Premises for more information.
- Secondary Signage Zone.** Concessionaire may provide additional signage at opaque storefront walls. Bottom edge of signage must be 29" AFF and top edge shall not extend beyond adjacent Premises storefront bulkhead. See [Chapter 8 Signage Design Standards](#) for more information.
- Lease Outline.** Refer to Lease - Exhibit A- LOD Premises.

4.3 Entries

CLEAR OPENING

Open storefronts encourage customer interaction by maximizing Concession's exposure. A minimum of 60% of the storefront shall be vision glass or have unobstructed open access, however, a minimum 8'-0" A.F.F. opening is required unless noted otherwise in the Base Building plans. The storefront may be 100% open depending upon its location. The storefront configuration need not emphasize the position and shape of the Lease line and locations on a corner may be permitted two open entries.

UPPER STOREFRONT

Upper storefront design elements and signage components may be allowed to extend beyond the Lease line and above the designated sign area without attaching to Base Building finishes with the Authority's review and acceptance. Canopies, awnings, etc., are subject to the Authority's review and acceptance.

STOREFRONT DOORS

When storefront doors are provided by Concessionaire, they must be out-swinging and recessed. Doors must not swing beyond the Lease line or infringe in the public circulation when fully opened and they must comply with ADA Regulations. Allowable doors include:

- a. Multi-pane glass
- b. Fully glazed
- c. Frameless Glass Doors on pivots

END CAP

At all Concessionaire-to-Concessionaire demising walls, a brushed stainless steel corner guard will be provided by the Authority which will delineate the end of base building finish and the beginning of the Concession finish. Refer to [Section 14.2 Architectural Exhibits](#).

4.4 Finish Materials

DESIGN CONSISTENCY

Concessionaire shall incorporate distinctive materials and designs that enhance identity and brand recognition yet are compatible with the surrounding terminal design and consistent with the Authority's design vision and sustainability goals.

REVEALS

Concessionaire's storefront finish materials, that transition to Base Building finishes in the same plane, must terminate in a flush condition and shall include a reveal to separate Concessionaire finishes from Base Building finishes. Refer to [Section 14.2 Architectural Exhibits](#).

DURABILITY

Storefronts shall be constructed of materials of the highest quality, detailing, and workmanship. Materials are subjected to damage from heavy passenger traffic, luggage, and carts as well as soiling from public area maintenance; therefore, must be able to withstand such exposure and be maintainable. Recycled and reclaimed

(green) materials are preferable when repurposed under industry accepted processes, guidelines, and procedures. The Authority shall review and approve all such materials.

MATERIALS

Acceptable Storefront Materials include, but are not limited to:

- a. Stone: Natural or engineered composite stone in slab or large-scale tile.
- b. Exposed aggregate/terrazzo: Stone or glass aggregate set in nonporous epoxy or sealed concrete matrix in precast forms or large-scale tile with ground smooth finish.
- c. Metal: Steel, brass, copper, or zinc in heavy gauge (minimum 16 gauge) sheet or brake form.
- d. Glass: Clear or decorative in sheet or large-scale tile.
- e. Porcelain: Solid color or patterned or large-scale tile with a polished smooth or matte finish.
- f. Plaster: Heavy duty material such as Armourcast with a polished smooth finish.
- g. Wood: High grade mill quality Forest Stewardship Certified (FSC) natural wood veneers on fire treated Medium-Density Fiberboard (MDF) substrate or solid wood with finished and protected edges.
- h. Medium/high density fiberboard: Flat or textured panels such as Modular Arts or Interlam products with finished protected edges in natural stain or factory applied color with protective coating.

- i. Reclaimed agricultural fiberboard: Solid panels with finished protected edges in natural or stained color with protective coating.
- j. Bamboo: Veneer on durable substrates or solid laminated bamboo with finished and protected edges in natural or stained colors finished with a protective coating.
- k. Resin: Translucent, colored, back painted or laminated panels in smooth or textured pattern.
- l. Rear illuminated assemblies: Translucent glass, resin panels, or perforated panels in durable commercial grade materials in a finish per specific materials noted above.
- j. Slatwall or pegboard
- k. Metal: Mill finish, or field painted
- l. Cork
- m. Polymethyl methacrylate (PMMA) transparent thermoplastic (e.g., Plexiglas), acrylic transparent panel
- n. Fiberglass
- o. Carpet
- p. Fabric or fabric-wrapped panels
- d. All joints including grout joints, seams, and transitions between materials shall be of the minimum dimension recommended by the manufacturer for materials to provide a tight and flush installation. All fasteners must be concealed unless detailed in a manner which features hardware as an integral part of the design.
- e. Substrate and protective finish surfaces are to be properly prepared to receive any finish products per the manufacturer's recommendations.

INSTALLATION

The following Storefront Materials are discouraged, but may be submitted by Concessionaire for the Authority's review and acceptance on a case-by-case basis. These materials include, but are not limited to:

- a. Materials designed to imitate natural materials such as wood, stone or brick
- b. Plastic laminate
- c. Metal laminate with exposed edges
- d. Gypsum board: Painted or wallpapered
- e. Wood: Unfinished, construction grade plywood, including rough cut, diagonal siding, rotary cut or with busy grain patterns
- f. Brick or brick veneer
- g. Ceramic tiles: Generic sizes such as 4" x 4" glazed
- h. Glass: Sandblasted (prone to fingerprints), clear reflective mirror or small-scale mirror tile
- i. Stucco
- a. Materials shall be installed and finished or sealed to maximize their resistance to damage and promote ease of maintenance. Finishes sensitive to impact such as smaller module tiles, wood, reclaimed agricultural fiberboard or bamboo shall be used at a minimum of 4'-0" A.F.F. and only in locations not susceptible to impact, marring, or scratching.
- b. All field tile modules must be a minimum of 8" x 8" and grouted with an epoxy-based grout. Grout color is to be specified to minimize discoloration and prevent staining.
- c. Outside corners must have mitered, eased, bead and quirk, bullnose, or chamfered edge treatments and devoid of sharp conditions. All exposed edges of materials must be finished. Full height stainless steel corner guards on outside corners and column surrounds in high traffic areas are required. Refer to [Section 14.2 Architectural Exhibits](#) for detail of corner guard conditions and Concessionaire storefront transitions to Base Building finishes.

4.5 Wall Base

INTERIOR WALL BASE

Concessionaire shall provide a continuous wall base, a minimum of 6" high, made of an appropriately durable and cleanable material throughout the entire visible interior. All exposed faces of base must be finished to match the face. Vinyl or rubber base are not permitted in areas visible to the public.

All food service and consumable product storage areas including, but not limited to, kitchens, food prep areas, and storage rooms, must be finished with materials conform to the requirements of [Chapter 6 Food & Beverage Design Standards](#).

ALIGN BASES

Concessionaire shall align their storefront wall base with the adjacent Base Building wall base height. The Base Building wall base may vary. Concessionaire wall base materials shall be durable and cleanable such as granite or stainless steel. All exposed surfaces must be finished to match face. If storefront material is suitable to withstand abuse and soiling, it may extend to the floor to serve as the base.

4.6 Glazing

STOREFRONT

Where storefront glazing is provided or installed by Concessionaire, it shall be tempered or laminated in conformance with ANSI Z97.1. Butt glazing shall have 1/8" gaps without the use of silicone and with a beveled edge detail at corners. Overlapping conditions are not permitted and joint edges are to be ground and polished. If glazing clips are required, they shall be metal. Acrylic clips are not permitted.

TRANSPARENCY

Glass other than transparent applications (e.g., laminated with color, pattern, or film) will be reviewed on a case-by-case basis. Refer to [Section 5.10 Window Film](#). Concessionaire is to keep storefront glazing as transparent as possible. Cabinetry placed alongside glass is discouraged and shall be subject to review and approval by the Authority.

GLAZING

All storefront glazing, if applicable to the Concession design, will be provided by Concessionaire. The Authority provides what is shown on the base building drawings.

4.7 Design Control Zone (DCZ)

VISION PLAN REQUIREMENTS

Guiding the terminal design philosophy will be the Vision Plan which identifies the districts within the terminal areas. Storefront materials and effects are guided by the Vision Plan and the composition of elements consisting of displays, lighting, and signage; these must harmonize to draw the customer into the space. To reinforce visual quality and ensure a high standard of presentation by each Concessionaire, the Authority has established a Design Control Zone (DCZ) within the Premises that shall be given special attention in design and merchandising. The DCZ is a three-dimensional zone that defines a Storefront starting at the Lease line or extent of Concessionaire provided floor finish back to within the first ten feet (10'); or to the security grille, whichever is greater. The DCZ runs the entire width of the storefront and is so noted in the Lease Outline Diagram (LOD). Concessionaire shall emphasize this zone with high quality finishes, lighting, ceiling changes, and creative professional merchandise displays. The displays must be of merchandise, presented on or in thoughtfully crafted displays having substance. No spinners or other spindly devices of expediency are allowed. No non-merchandizing devices are allowed, such as placards, posters, or other advertising media. The Authority will closely monitor all fixtures and

displays within the DCZ and reserves the right to reject any retail fixture or merchandise display, which in its sole opinion are not professional, or is of low or substandard quality. Additionally, the Authority may control aspects of Concessionaire design within the DCZ. All security equipment within the DCZ is to be concealed from public view and fully integrated into the design.

At select Premises, Concessionaire DCZ floor finish extends beyond the LOD line. Refer to the Lease - Exhibit A- LOD Premises to see applicable Premises. This provides Concessionaire greater visibility and frontage into the concourse. At these spaces, Concessionaire must provide a terrazzo floor finish throughout the entire DCZ. The color and aggregate mix of the terrazzo floor finish must be selected from a pre-determined list of terrazzo finishes provided by the Authority.

COMPONENTS

Hard surface flooring and ceiling (such as gypsum board) material shall be used within the DCZ.

Freestanding millwork or display fixtures are not to exceed a height of 5'-6" A.F.F. and must be limited to a maximum of 30% of the width of the storefront. Point of Sale counters are not permitted within the DCZ.

LIGHTING

Lighting must be shielded so as not to produce glare through the use of recessed downlights, indirect cove lights or track lights concealed in pockets. Direct lighting shall focus on storefront fixtures and highlight merchandise.

DUCTWORK

Verify that ductwork meets the requirements stated in [Section 9.8 Mechanical](#). Exposed ductwork in the DCZ is discouraged and shall be subject to review and approval by the Authority.

PROHIBITED

Prohibited Items include but are not limited to:

- a. Mass merchandising displays
- b. Sales racks
- c. Slatwall or pegboard
- d. Credit card decals
- e. Flashing lights or animation
- f. Advertising
- g. Point of Sale
- h. Product pick-up or delivery
- i. Spinner and/or spindly racks
- j. Standard issue walk-off mats
- k. Handwritten signs

DISPLAY AREAS

All requirements noted in (DCZ) shall also apply to Display Areas. All fixtures shall be professional and industry standard for Display Areas. All Display Areas generating an excessive amount of heat shall be adequately ventilated.

The area shall be illuminated with low voltage track lights, recessed incandescent lighting, or approved specialty lighting and shall be on a dimmer control. See also [Section 5.8 Lighting](#), for further information. The following elements are not allowed:

- a. Signs taped or fastened to the Display Area windows or hung from the soffit
- b. Checkout counters, temporary sale racks or mass merchandising systems (slat wall)
- c. Pegboard or metal shelving of any kind
- d. Wall mounted surface displays on the Authority's side of the storefront
- e. Glare visible to the public concourse or common area
- f. Fluorescent lighting or acoustical ceiling tile



4.8 Neutral Frame

PREMISES DEMARCATION

The neutral frame is typically defined by the neutral piers on either side of the storefront and the bulkhead above, which serve as the enclosure to Premises. Base Building finishes provided at the neutral frame are meant to serve as a demarcation for Premises. Concessionaire shall provide a reveal (refer to Chapter [14.2 Architectural Exhibits](#)) as a separation between Concessionaire and Base.

ENTRY FLOORING

Refer to [Section 5.4 Floor Construction and Materials](#), Flooring Transitions at Entries and Lease Lines.

TRANSITIONS

Concessionaire's design shall include a section or detail for all transitions from the Concessions to the Base Building's finishes. Should the Authority find transitions are not adequately addressed, the Authority reserves the right to require design or field changes to create the desired effect.

RE-DEMISED

Depending on location, vertical neutral piers may separate Concessionaire's storefront construction. If an existing Premises is re-demised, it shall be Concessionaire's responsibility to construct a new neutral pier; to match construction and finish of adjacent piers or per the Authority's direction.

HORIZONTAL ELEMENTS

Horizontal elements along the storefront shall align with the spacing of the adjacent neutral pier reveals or at mid points between reveals.

4.9 Closures

Sliding security grilles are acceptable closures; however, Concessionaire may propose an alternate type of closure. Security grilles shall be perforated, anodized, clear finished aluminum, or stainless steel with bottom and top locking devices using ceiling and floor pins. Security grilles that have a staggered brick pattern are preferred over configurations with straight, vertical rods. Dust-proof strikes are required at floor bolt drops. Floor tracks or thresholds are not permitted. Security grilles must be independently supported from the floor; the Base Building structure may be used for lateral support only. Structural supports must be incorporated into the overall storefront design with all tracks and operating hardware concealed from public view. Security grilles must be fully enclosed within pockets integrated into the storefront design and concealed from public view. Sliding grille pocket doors shall open to the inside of Premises. For all security closures, an access panel shall be installed to allow future maintenance and repairs to the motor and other mechanical components.

OPEN OPERATIONS

Open operations such as RMUs must address enclosures and incorporate lockable hardware as required for security. Note: Due to the highly visible

nature of RMUs, the closure system must be designed with aesthetics in mind for Concessionaire's after hours secured condition. High-quality, premanufactured covers are allowed but are subject to review and approval by the Authority.

4.10 Recessed Storefront

EXPOSED CONSTRUCTION

Any Authority soffit or neutral pier returns exposed by Concessionaire recessing the Storefront shall be finished to match the approved surround construction and finished by Concessionaire at Concessionaire's sole cost and expense.





5.0 Retail Design Standards

5.1 General

5.2 Store Layouts

5.3 Demising Partitions

5.4 Floor Construction and Materials

5.5 Wall Construction and Materials

5.6 Ceiling Construction and Materials

5.7 Control Joints

5.8 Lighting

5.9 Door Closures / Exit Doors

5.10 Window Film

5.1 General

MINIMUM CRITERIA

The Store Interior Design Standards provide the guidelines and minimum criteria to be followed in the layout and design of the interior of Premises. Each space has design and control elements to be understood and adhered to by Concessionaire. Store interiors must be creatively designed to enhance Concessionaire's brand and integrate with the overall design of the storefront, DCZ, graphics, and displays.

5.2 Store Layouts

CIRCULATION

The interior layout of all Premises must reflect an open circulation path around store fixtures and merchandise displays for ease of navigation and clearance for luggage and wheelchairs. A minimum aisle width of 48" is required unless otherwise approved by Authority. All display fixtures must maintain adequate clear floor space and interior path of travel requirement as required by federal, state, and local accessibility requirements. A clearly defined point of sales location and visual sight

lines shall be maintained. Customer queuing is not permitted to extend beyond the Lease line.

MERCHANDISE DISPLAYS

Merchandise displays must be integrated into the overall interior design concept featuring varying levels and types of presentation. All display fixtures and stands are to be contained within the Premises and are not to encroach into the public space. Floor and counter fixtures used within the store interiors must be clearly identified within the plans. Modifications to fixture layouts including the addition of fixtures must be reviewed by the Authority prior to installation.

FIXTURES, FURNISHINGS AND EQUIPMENT (FF&E)

Fixtures, furnishings, and equipment must be new, of high-quality construction and materials, and coordinated with overall design concept. Point-of-sale counters must be of suitable height with adequate knee space for those using wheelchairs and sufficient depth for personal bags.

INTERIOR COLUMNS

Columns within the Premises shall be fully integrated with the overall interior design and where appropriate, may be merchandised to create a focal point within the space.





STORAGE AREAS

All Concession operations shall have adequate storage integrated into the overall design and fully concealed from public view. Storage areas must be adequately fitted with shelving and shall not block any required access or clearances required for equipment. All storage areas must meet the local fire codes, which require a minimum of 18" clearance level plane, between the top of the product on the top shelf and the ceiling or sprinkler head, whichever is closest to the product.

Local health codes require all non-food products to be a minimum of four inches off the floor and food products be a minimum of six inches off the floor.

SHIELD UNSIGHTLY ELEMENTS

If a construction expansion joint occurs within Concessionaire's Premises, it shall be Concessionaire's responsibility to maintain the integrity of this joint and install/interface the adjacent finish material(s) to this joint in a professional manner.

BACK OF HOUSE

All waste is to be managed in a timely manner using the terminal designated waste disposal zones which provide designated bins for each type of trash. Staging of trash in the Premises shall use the SAN waste bin protocols: landfill (black or gray bins), recycling (blue bins), and composting (green bins). Cardboard shall be broken down for space efficiency. The Airport janitorial services provider will pick up and remove waste on a regular basis.

5.3 Demising Partitions

LEASE SPACE WALLS / INTERIOR PARTITIONS

Demising walls between separate Concessions are centered on the Lease line dividing the Premises as shown on the Lease Outline Drawings (LODs) included as part of Concessionaire's Lease with the Authority. Demising wall framing provided by the Authority consists of 6", 18-gauge metal studs at 16" on center. Concessionaire shall provide Type-X gypsum wallboard, 5/8" in thickness from the floor to the underside of overhead deck or per code. Concessionaire demising walls are non-load bearing partitions. Concessionaire is responsible for all additional wall reinforcement



and independent support required for demising wall partitions used to support shelf standards, heavy kitchen equipment, millwork or other attachments. Refer to [Chapter 14 Exhibits](#).

Exposed metal stud framing will be provided to demark Premises demising walls. Gypsum board will be provided only on exterior face of Premises demising walls; gypsum board will not be provided on Premises interior face of demising walls or on demising walls separating Concessionaires.

Walls are not designed to be load bearing.

Concessionaire is responsible for engaging a structural engineer to assess the reinforcement required to address structural loads.

Metal stud framing will be a minimum of 6"x 18 gauge, at 16" on center. Concessionaire is responsible for engaging a structural engineer to assess the reinforcement required to address structural loads.

SOUND TRANSMISSION DESIGN CRITERIA

If Concessionaire's business increases ambient noise levels in the adjacent spaces, beyond the allowable level of local state or federal codes or regulations or to a degree found unacceptable by the Authority, Concessionaire shall employ sound abatement measures, in addition to the requirements of [Section 9.6 Sound Transmission Criteria](#), to decrease sound transmission through the demising wall assembly to a level acceptable to the Authority.

5.4 Floor Construction and Materials

CRITERIA

Flooring materials shall be of a high quality, commercial grade rated for heavy traffic use. All flooring materials must be durable, stain resistant, cleanable, slip resistant, and compatible with flooring used throughout SAN. Floor treatments shall be designed to reinforce the character of the design concept and image of Premises. Concessionaire is encouraged to be creative in the use of patterns, borders, and variations to define areas within the space.

TRANSITION INTERFACE

Concessionaire finished floor shall be flush with the Base Building finished floor level. Floor transition conditions vary depending on the terminal. Concessionaire is responsible to verify the specific conditions to ensure a flush transition, refer to [Section 4.8 Neutral Frame](#).

MATERIALS

- Stone: Natural stone in slab or large-scale tile in smooth, filled, non-porous texture.
- Exposed Aggregate/Terrazzo: Stone or glass ground and set in nonporous epoxy or sealed concrete matrix poured in place or precast large-scale tile.
- Concrete: Precast large-scale tile in a smooth finish.
- Metal: Inset flush as accent, 1" maximum width.
- Porcelain: Solid through-color or patterned through-color. (Note: Patterns that simulate natural stone are discouraged and may be rejected.) Slab or

- large-scale tile in a smooth finish.
- f. Wood: Acrylic impregnated, highly compressed, or engineered construction suitable for heavy duty commercial traffic.
 - g. Optional flooring materials include but are not limited to: (Note these materials are discouraged but may be submitted by Concessionaire for Authority review and acceptance on a case-by-case basis).
 - i. Materials designed to simulate natural materials such as wood, stone or brick
 - ii. Vinyl composite tile
 - iii. Carpet (if carpeting is approved by the Authority, Concessionaire is encouraged to use patterns and borders to define areas of the store. Carpeting must be of superior quality. Direct glue-down installation is recommended. It is important that flush transitions to other materials be provided to minimize visual distractions and walking hazards. Reducer strips of any kind are not acceptable)
 - iv. Sheet vinyl
 - v. Rubber: Sheet or tile
 - vi. Clay or shale extrusion: Quarry tiles (except in back-of-house areas, support Premises not exposed to public view)
 - vii. Wood
 - viii. Walk off mats: Standard issue styles not integral to Concessionaire's design (except in back-of-house areas, support Premises not exposed to public view)

FLOORING TRANSITIONS AT ENTRIES AND LEASE LINES

- a. Base Building flooring throughout SAN consists of terrazzo or carpeting and may include other surfaces per base building drawings. Concessionaire must provide a hard surface flooring material consistent with their design within entries adjacent to Base Building flooring, recessed entry areas, and any areas set back from the Lease line.
- b. Concessionaire's flooring shall not extend outside the established LOD unless otherwise approved by an Authority's BBMR Form.
- c. Careful consideration shall be given to the transition zone between the Base Building floor finish and patterns, or color variations proposed within the Premises to avoid harsh contrast with conflicting designs.
- d. The level of the finished floor at the Lease line must be flush with the Base Building finished floor elevation. Transition strips are to be detailed and installed in a secure flush manner with a minimum 1/8" terrazzo compatible metal "Schluter" strip (zinc, brass, or aluminum) that is secured flush per code and industry standards, such as The National Terrazzo & Mosaic Association, Inc. (NTMA). Concessionaire's entry flooring must withstand maintenance procedures, as required for Base Building materials, including grinding and polishing of Base Building terrazzo. Flooring transitions between material changes within Premises must be

flush and integrate a 1/8" stainless steel transition strip.

- e. Floor tracks for sliding doors or raised thresholds are not permitted.

FLOORING INSTALLATION CRITERIA

Flooring materials shall be installed per manufacturer's recommendations and fully compliant with manufacturer's warranty conditions. Flooring shall be finished or sealed to maximize resistance to damage and to promote ease of maintenance. Field tile modules must be a minimum of 8" x 8" with all grout joints, seams and transitions between materials to install in a tight and flush manner with a minimum joint dimension as recommended by the manufacturer. Epoxy based grout in a color to mask soiling and stains shall be specified.

FLOOR SLAB PREPARATION

Concessionaire is required to prepare the interior slab to provide a smooth, sound, dry substrate suitable to receive finishes per the manufacturer's recommendations. An underlayment of an anti-fracture and waterproof membrane must be installed under flooring in any wet or wet-adjacent space. Refer to [Section 6.7 Floor Construction and Materials](#) for further information.

WATERPROOF MEMBRANE

Refer to [Section 6.7 Floor Construction and Materials](#) for retail Concessions offering beverages, or which have a sink, or which have refrigerated or freezer storage.

MATERIAL TRANSITION

All flooring transitions within the Premises must be flush without the use of vinyl, rubber, or metal reducer strips. A flush 1/8" Schluter strip (terrazzo compatible) shall be used for flooring material transitions within the interiors of the Premises. Transition strips are not required at changes of color, texture, or pattern within the same material.

5.5 Wall Construction and Materials**BRANDING**

Interior wall treatments and finishes shall align with the character of the overall design concept and image of Concessionaire's brand.

DURABILITY

All wall materials shall be constructed of durable materials which are subjected to heavy traffic and impact damage, such as by luggage and carts. Exposed corners are extremely vulnerable and shall be detailed to resist impact using mechanically fastened full height stainless steel corner guards for protection. Alternatively proposed durable material matching adjacent surfaces may be permitted for review by the Authority. PVC or clear acrylic corner guards are not permitted.

CONFORMANCE

All food service and consumable product storage areas including, but not limited to kitchens, food prep areas, and storage rooms, must be finished with materials that conform to the requirements of [Chapter 6 Food & Beverage Design Standards](#).

- a. All wall materials, including gypsum board and wall tiles must conform to the requirements the hazardous material requirements. Refer to [Chapter 12: Construction Standards](#), for definitions of hazardous materials.

SLATWALL CRITERIA

Slatwall must have heavy duty metal inserts and may only be used in limited quantity within the interior of

the store. Exposed slatwall (non-merchandised) is not allowed. Additionally, interiors with slatwall as the only method of wall display, are not permitted.

MATERIALS

Acceptable interior partition finish materials include but are not limited to:

- a. All materials listed under [Section 4.4 Finish Materials](#), Acceptable Storefront Materials. Gypsum board: Painted or covered with commercial grade wall covering. All wall materials, including gypsum board and wall tiles, must conform to requirements of [Chapter 12: Construction Standards](#).
- b. Concessionaire shall provide a continuous wall base, a minimum of 6" high, made of an appropriately durable and cleanable material throughout the entire visible interior. All exposed faces of base must be finished to match the face. Vinyl or rubber base are not permitted in areas visible to the public.
- c. Unacceptable interior partition finish materials include, but are not limited to:
 - i. All materials listed under [Section 4.4 Finish Materials](#), Unacceptable Storefront materials with the exception of gypsum wallboard.

INSTALLATION

Installation of all wall finish materials shall follow guidelines established in [Section 4.4 Finish Materials](#). Concessionaire is required to prepare walls to provide a smooth, sound, dry substrate suitable to receive finishes per the manufacturer's recommendations. All gypsum

board installations shall have a Level 4 minimum finish.

Painted surfaces shall have primer coat plus a minimum of two coats of quality latex paint. Only paints with a zero VOC shall be allowed for use in the terminals for all in situ applications with chemical component limits meeting Green Seal's Standard GS-11 requirement.

Concessionaire shall install finished wall material at building expansion joints. The finished wall surface is to be flush with the expansion joint detail and is not permitted to be installed over the expansion joint unless approved in writing by the Agency Having Jurisdiction and by the Authority and shall not impede or limit expansion joint function.

Concessionaire is required to maintain expansion joints per architectural drawings and specifications and to field verify locations for actual dimensions and conditions to ensure proper material interface detailing.

5.6 Ceiling Construction and Materials

Ceilings within Premises shall be handled creatively with varying ceiling heights and soffit conditions. Ceilings are one of the most visible design elements within Concession interior; therefore, single plane, single material ceiling systems are discouraged.

- a. General Concession ceiling heights will vary and must be field verified for clearance of HVAC and other overhead conditions. Maximum ceiling heights are encouraged within Premises. A minimum ceiling height of 8' is to be maintained. Ceilings must be offset at a minimum of 6" in height at transitions between ceiling materials. Concessionaires are encouraged to emphasize features within their space by varying ceiling heights, materials, and lighting for visual interest. Ceiling design can define perimeters, checkout areas, or displays to create focal points within the space.

OPEN CEILING

Utilization of the Base Building overhead structure as an open ceiling design is not encouraged; however, where permitted by the Authority, Concessionaire must paint all exposed ceiling components of building systems, such as electrical conduit, except for surfaces that are required to have identification of conduit labeling, mechanical ducts and equipment, and fire protection piping, except for surfaces that are required to have identification of conduit labeling. All metal is to be painted in a semi-gloss finish. All ceilings or underside

of exposed deck above must be painted in a flat finish. Neutral colors shall be used when applied over a large area.

HARD LID

Hard lid ceilings shall be supported by construction carried on walls or partitions and not suspended from existing structures. Diagonal bracing details and layout required for stability and seismic restraint shall be submitted for review by the Authority. All exposed faces of ceilings must be finished to match or complement ceiling materials.

ACCESS PANELS

Concessionaires are to provide flush mounted, concealed access panels framed into the ceiling as required for servicing Base Building and Concessionaire systems. Concealed access panels are to be Amera Products or equal. Access panels shall be painted to match the adjacent ceiling color.

CEILING MATERIAL

Concession ceilings beyond the DCZ within view of the public shall be raised a minimum of 6" and may match the material of the DCZ or change to an alternate material. Acoustical ceilings are acceptable within the interior of Concessionaire's Premises but must incorporate a regular edge or concealed spline condition. Any exposed grid shall have a 9/16" slot grid installed in a 2' x 2' configuration.

5.7 Control Joints

EXPANSION/CONTROL JOINTS

Floor penetrations must be limited in quantity and properly sealed to prevent leaks. At expansion joints the finished floor material is to be level with the expansion joint and is only permitted to be installed over the expansion joint in a manner acceptable to the Authority Having Jurisdiction. The function of Base Building control joints within the Concession area shall be maintained by Concessionaire.

- a. Joints, seams, and transitions shall be detailed in a manner to promote ease of maintenance. Joints shall be installed to provide the minimum dimension recommended by the manufacturer to install materials in a tight, flush condition.

CEILINGS

Ceiling control joints shall not exceed fifty feet in any direction. Ceiling control joints are required at all changes in framing direction.

PARTITIONS

Control joints in partition walls shall not exceed thirty feet (30'-0").

DOOR JAMBS

Control joints are required at door jambs extending from door head to ceiling.

THROUGH-WALL

Provide detail of "through-wall" control joints at fire-rated assemblies.

BASE BUILDING

Control joints shall be installed where building control joints occur.

5.8 Lighting

CRITERIA

The Lighting Design Criteria provides the guidelines necessary to ensure a lighting strategy that provides a technically sound solution with state-of-the-art technology for an energy efficient and high-quality visual environment. Concession storefronts shall provide illumination in contrast to the Base Building lighting creating an inviting entry setting the tone for the interior environment. Lighting shall be fully integrated into the overall design of the interiors.

The lighting system, including fixtures, shall be carefully designed to mitigate glare and shield lamps from public view through the use of baffles and louvers or concealing fixtures within architectural coves. Concessionaire fixtures are not permitted to provide any glare into the public area.

Light sources shall have a Correlated Color Temperature (CCT) between 2700 degrees and 3500 degrees Kelvin and a Color Rendering Index (CRI) greater than or equal to 82 CRI within all areas exposed to public view.

Recommended Light Levels:

- a. Lighting systems are most effectively designed based on the light levels or illuminance required by the tasks performed within each building space.

The accepted authority for appropriate illuminance values is the Illuminating Engineering Society of North America (IESNA). The IESNA publishes a comprehensive Handbook along with supplemental Recommended Practice Guides that provide tables of appropriate illuminance data.

- b. A recommendation of 100-foot candles (fc) for general interior illumination is suggested with accent lighting at levels recommended by the California Building Energy Efficiency Standards (current edition) as governed by Title 24.
- c. Key features and merchandise displays, including the DCZ, must have a high contrast ratio in relation to the surrounding areas of 2.5:1 - 5:1 depending upon the type of display.
- d. A variety of lighting fixtures and levels of illumination shall be utilized to create visual interest and to suit various functions. The lighting design shall integrate energy efficient LED lighting for general illumination reserving higher output sources for visual impact and merchandise displays.

Indirect Lighting:

- a. Indirect lighting within ceiling coves used in combination with direct lighting may be an effective way to achieve a pleasant ambient light while creating contrast for displays. Ensure that minimum footcandle (fc) levels are maintained when utilizing indirect lighting.
- b. LED lamps recessed within coves are acceptable, providing the light source is concealed and not

visible to the public.

Direct Lighting:

- a. Higher intensity downlighting, recessed within the storefront entry soffit, shall be used to create an inviting entry way drawing passengers towards the entrance of the store. Adjustable downlights and track fixtures are recommended for accent and merchandise display lighting. Fixtures must be recessed or concealed within light coves. Care must be taken to ensure spotlights do not raise temperatures above a comfortable level.
- b. Pendant mounted decorative fixtures may be used to highlight areas or special features within the interiors. Proper mounting heights and placement of such fixtures are to be given careful consideration to avoid glare, susceptibility to damage, or accessibility by the public.
- c. If fluorescent lighting is used within the general sales area lamps must be shielded from public view. Acrylic lens, egg crates or bare fluorescent lamps are not permitted. Fixtures within the general sales area or public view shall be 2' x 2' or low-profile fixture. 2' x 4' fixtures will only be permitted in back of house areas (support Premises) outside of public view.
- d. Concessionaire design is to comply with Title 24.
- e. Where a lighting system occurs within an open, exposed grid ceiling condition, the light fixtures must be fully coordinated with and integrated into the overall design. Fixtures shall be compatible

with the interior of the space and match the ceiling grid coloration. Exposed transformers, wires, and conduits must be concealed from public view.

Transformers shall be remotely mounted and accessible.

- f. The use of colored light sources to achieve a special effect is subject to review and approval by the Authority.
- g. Display cases must be adequately illuminated with light sources concealed from view and properly ventilated.
- h. Interior emergency lighting and exit lighting shall be designed as integral parts of the overall lighting design plan with emergency battery back-up units integrated within light fixtures. Surface mounted emergency light fixtures are not permitted.
- i. All fixtures, including emergency lights are to be of high standard quality. Exposed raceways, crossovers, conduits, conductors, transformers, and other equipment are permitted when approved by the Authority during the Construction Document Review phase.

CONTROL SYSTEMS

Concessionaires must provide switched lighting controls for all areas including display and storefront signage. All support Premises shall utilize occupancy sensor automatic lighting controls to turn lights off when not occupied. Lighting controls are to be located out of public view.

A seven-day electronic timer is required to be installed

by Concessionaire to control storefront, display window lighting, and signage during required hours, as determined by the Authority. To meet Title 24 requirements while maximizing lighting opportunities, the Concessionaire shall use high efficiency light fixtures and examine the method by which the lighting is organized, controlled and circuited, including the use of dimmers and automated lighting controls. Acceptable Light Sources include but are not limited to:

- a. Energy efficient lighting including warm temperature LED, low voltage, compact fluorescents, or ceramic metal halide. Energy Star or equivalent
- b. Recessed incandescent or halogen downlights
- c. Concealed track lighting
- d. Decorative exposed fixtures including pendants or wall mounted fixtures
- e. Lighting effects used to highlight merchandise displays

Optional Light Sources include, but are not limited to: (Note these sources are discouraged, but may be submitted by Concessionaire for Authority review and acceptance on a case-by-case basis.)

- a. Exposed lamps visible to the public.
- b. Exposed/surface mounted emergency fixtures which do not match Concessionaire's general lighting.
- c. Sodium or mercury vapor lamps (no exception).

5.9 Door Closures / Exit Doors

Concessionaire shall furnish and install all door, frames and hardware, meeting Authority standards, where required by Concessionaire's design, including, but not limited to, connections to service corridors if not provided within the Base Building. Door finishes located on the Concession side of the Premises shall complement Concessionaire's adjacent wall color. Door finishes on the Authority side shall be dictated by the Authority but finished at Concessionaire's sole cost and expense. Laminate is not an acceptable material. Heavy use doors shall include a 36" high stainless steel kick plate extending the full width of the door.

When storefront doors are provided by Concessionaire, they must be out-swinging and recessed. Doors must not swing beyond the Lease line or infringe into the public circulation when fully opened and comply with ADA regulations. Allowable doors include:

- a. Multi-pane glass
- b. Fully glazed
- c. Frameless glass doors on pivots

Concessionaire shall coordinate with the Authority and comply with the latest hardware and keying standards. All doors in the terminals or other applicable facilities, except for exit doors out to the Airport Operations Area (AOA), and which separate a Concessionaire's space from an Authority space shall have proprietary Schlage locks; these shall be ND Series cylindrical type locks or L-Series full mortise type locks. All key cylinders shall be large format IC core, 6-pin "FG" keyway. The Authority

will provide all keys to initiate Concession start-up only, after start-up all additional keys must be ordered through the Authority.

Locks provided on security side pull gates or roll-up type security gates for Concessionaire's closed hours shall be installed with Schlage lock cylinders, large format IC core FG keyway. Electrical roll-up gates with key operating door controls shall have the same as above locks installed in spring loaded key control switches. All locks shall be pinned by the Authority's Facilities Management Department.

Concessionaire shall provide Authority personnel access to all spaces within Premises that contain Authority infrastructure utilities through use of a master key maintained by the Authority (such access shall be for emergencies and preventative maintenance only).

Closures: Refer to [Section 4.9 Closures](#).

DEMISING WALL EXIT DOORWAYS

Concessionaire shall furnish and install all door, frames, and hardware, meeting the Authority's standards where required by Concessionaire's design, including but not limited to connections to service corridors if not provided within the Base Building.

ENCROACHMENT

Doors to exit corridors shall not project into the corridor when open.

FIRE-RATED

Interior doors and frames in a required fire separation shall be rated, labeled and equipped with hardware

determined by the Agency Having Jurisdiction.

LOCKS/KEYING

Concessionaire shall coordinate with the Authority and comply with the latest hardware and keying standards. All doors in the terminals or other applicable facilities, except for exit doors out to the AOA, and which separate a Concessionaire space from an Authority space shall have proprietary Schlage locks; these shall be ND Series cylindrical-type locks or L-Series full mortise type locks. All key cylinders shall be large format IC core, 6-pin "FG" keyway. Authority will provide all keys to initiate Concession. Locks provided on security side- pull gates or roll-up type security gates for Concessionaire's closed hours, shall be installed with Schlage lock cylinders, large format IC core FG keyway. Electrical roll-up gates with key operating door controls shall have the same as above locks installed in spring loaded key control switches. All locks shall be pinned by the Authority's Facilities Management Department.

ACCESS

Concessionaire shall provide Authority personnel access to all spaces within Premises that contain the Authority's infrastructure utilities through use of a master key maintained by the Authority (such access shall be for emergencies and preventative maintenance only).

EXIT DOORS WITH ACS FUNCTIONALITY

Where unavoidable emergency exterior exit doors, allowing access to the AOA, are required by regulatory

code(s), they shall be provided with panic (crash bar) hardware and integrated into the Authority's Access Control System (ACS) per Standard Installation of Door Finish Hardware Associated with the ACS at Emergency Exit Doors. Refer to [Section 14.2 Architectural Exhibits](#). If a Concessionaire needs to install an ACS door, they will need to contract with Authority proprietary contractor to procure and install. All work to be performed in coordination with the Authority.

- a. Doors in back hallways and delivery doors need to have a sign with name of operator and LOD#. Both visual and tactile characters are required, either one sign with both visual and tactile characters or two separate signs, one with visual, and one with tactile characters, shall be provided. All signage must conform to local, state, and federal accessibility requirements.

5.10 Window Film

Use of window films shall be only those approved by the Authority. Use of any unapproved window film is prohibited as it may void glass warranties and possibly cause breakage.

Provide blackout (obscure) window film and end wall caps where interior partitions abut, but are not attached to, Base Building interior/exterior storefront glazing or exterior curtain wall systems. Window film shall be installed on Concessionaire side of the glazing and in accordance with the manufacturer's recommendations. All Concessionaire's FF&E casework which abuts or is in close proximity adjacent to glazing systems shall have their end and backside surfaces finished with a white material or provide a white colored surface backing to the cavity (i.e. gypsum board on studs); cavity perimeter shall be lighttight (caulked or sealed all around to prevent ambient light into the cavity). Window film shall also be installed to shield Concessionaire supplies stored within Premises that may be viewed by the public. Refer to [Section 14.2 Architectural Exhibits](#).



6.0 Food and Beverage Design Standards

- 6.1 General
- 6.2 Quick Serve
- 6.3 Open Concept
- 6.4 Food Prep Areas
- 6.5 Seating Areas
- 6.6 Interiors
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- 6.15 Menu Boards
- 6.16 Food Service Equipment
- 6.17 Special Conditions
- 6.18 Exhaust Systems and Grease Hoods
- 6.19 Storage

6.1 General

FOOD AND BEVERAGE FACILITIES

In addition to the requirements previously stated in the manual, this section provides supplemental guidelines specific to food and beverage facilities. Concessionaire shall prepare plans appropriately addressing the unique operational and maintenance issues associated with food and beverage facilities at SAN. Food and beverage spaces must be designed with fixtures, displays, and seating layouts taking into account that passengers will have luggage in tow as they shop and dine. Store layout, passenger queuing, and seating designs must all accommodate these criteria along with ADA guidelines for barrier free design.

INNOVATIVE DESIGN SOLUTIONS

The Authority is looking for innovative design solutions for food and beverage Concession spaces that reinforce the identity of the Concession while providing a regional ambience. Concessionaire's creative yet functional design solutions shall provide passengers with convenience, as well as a memorable experience consistent with SAN.

FOOD COURTS

The Authority has created strategically located dining areas which have been branded Food Courts in keeping with the Authority's Sun, Sand, Sea, or Aviation theme.



The Food Courts offer an opportunity to create a unified Concession area within the terminal, with architectural features that provide a framework for the overall design concept of the space. Working within these architectural features, Concessionaires are encouraged to develop

dynamic and individual identities. Concessionaire's food and beverage storefront composition shall consider the placement of entries and signage in relation to the public space seating where these exist in the food courts.

6.2 Quick Serve

QUICK SERVE COVERING REQUIREMENTS

The typical food and beverage Concession at SAN provides a quick serve style of venue with an in-line or full facade storefront. All requirements within [Chapter 6 Food & Beverage Design Standards](#) are applicable to Quick Serve Concessionaires.

QUICK SERVE VISUAL ORGANIZATION

Particular attention shall be given to the visual organization of the rear and side walls of the service and preparation area. Walls shall be fully finished in stone, tile, or other durable, cleanable material. The interior finish materials must complement the overall design of Premises. Rear stock storage rooms are not to be visible to the public and any open storage of paper goods, packaging, supplies, and product is unacceptable.

FOOD PREPARATION AREA

No food preparation areas or display cases are permitted within 24" from the edge of each neutral pier or demising wall and within 18" of the finished floor.

CONCESSIONS QUEUE LINES

Including the queuing space allocated per Concessionaire's LOD, a minimum of 8'-0" of clear space is to be maintained in front of all counters, unless indicated otherwise elsewhere. Concessionaires are responsible for controlling individual queues within or immediately adjacent to their Premises so that customer queues do not interfere with public circulation. Magnetically anchored stanchions are required. No

other stanchion types will be allowed unless prior approval is given by the Authority on a case-by-case basis.

COUNTERS

- a. An open cafe style configuration is encouraged where space allows. If Concessionaire's design calls for a front service counter, particular attention is to be paid to the Lease line, transition to neutral piers, and transition to base building flooring.
- b. At counter fronts located along the Lease line, Concessionaire base material must meet the SAN common area flooring in a manner so as to conceal the change in flooring materials. Base material must coordinate with the counter design. Counter fronts and counter tops may be allowed to extend slightly beyond the Lease line but are not to attach to Authority finishes.
- c. Service counters must fully meet all ADA requirements. Depending on function, service counters shall in general be a height of 34" to 36" A.F.F.
- d. Displays, advertising, cash registers and other types of similar equipment must be built into the counter and countertop to provide a clean and uncluttered appearance. Loose equipment and displays are unacceptable.
- e. A personnel access door in the front counter line is permissible only where no rear entry is available. Access doors must be concealed by matching the height and material of the adjacent counter front

and countertop. Hinges and hardware must be concealed and of heavy-duty commercial grade quality. Countertop aprons and base details must be of extremely durable materials and construction.

- f. Counters must have dedicated space for self-serve condiments and utensils. These are to appear neat and tidy.

WALL BASE

If a recessed toe kick is used, it shall be recessed by minimum of 4". If a toe kick is adjacent to the Base Building base material, it shall align in height. The toe kick face shall be covered in a durable material to coordinate with the counter design. Refer to [Section 6.7 Floor Construction and Materials](#) for additional wall base requirements within Premises.

CLOSURES

Concessionaire must provide self-locking counters, or secure sliding, or roll down grilles or shutters, to secure the quick serve Concession facilities during the times they are not in operation. Security grilles, if utilized, must be fully concealed during business hours.

CEILINGS

Due to the highly visible nature of ceilings in a congested area, ceiling treatments are to be designed to be dramatic and engaging. Ceilings within the "Design Control Zone" are to be constructed utilizing a hard lid surface material. Hard surface Acoustical lay-in type ceiling is not permitted in the "Design Control Zone" area.

MISCELLANEOUS

Storage units or prefabricated display cases installed at the back counter area shall adhere to these counter or display case requirements. Storage counter doors must be polished stainless steel or detailed to match the adjacent casework.

Wires, conduit, and wire mold must be concealed from public view. Exposed wires from equipment, telephones, etc., are unacceptable.

6.3 Open Concept

OPEN CONCEPT FORM AND DESIGN

The Authority has placed some Concessions within open areas of the terminals. Typically, these are architecturally prominent locations that offer Concessionaire an opportunity to design a concept with a significant presence. Open concept Concessions shall be self-contained three-dimensional elements that utilize sculptural forms and contemporary architectural design treatments.

OPEN CONCEPT CONFIGURATION

The layout and overall configuration of open concept spaces shall adhere to the identified Lease lines. However, tall vertical elements integrated with Concessionaire's signage and overall design concept are encouraged to provide a strong identity. These elements are to be a maximum of 15'-0" A.F.F. and are to minimize opaque elements that may impact visibility to SAN signage, gates, or exterior views in a negative way.



OPEN CONCEPT GUARDRAIL ENCLOSURE

Concessions serving alcohol will require an enclosure consisting of a guardrail, food court Concessions excluded. Concessionaire is to use the Authority's designed guardrail constructed at Concessionaire expense. Refer to [Chapter 14 Architectural Exhibits](#).

OPEN CONCEPT SECURITY ENCLOSURE

Types of security enclosures may vary depending on the design and layout of the open concept Concession. All enclosures and security are to be fully integrated within the design of the space and concealed during operating hours.

OPEN CONCEPT AFTER-HOURS AESTHETICS

Note, due to the highly visible nature of open concept Concessions, the closure system must be designed with aesthetics in mind in the after-hours secured condition.

6.4 Food Prep Areas

VISIBLE SERVICE AREA SEPARATIONS

If the food preparation area is an integral part of the visible service area, it must meet all criteria per [Chapter 4 Storefront Design Standards](#) and [Chapter 5 Retail Design Standards](#). If the food preparation area is not intended to be part of the visible service area, acoustical and visual separation is required.

6.5 Seating Areas

EXTERIOR SEATING GLASS RAILING

If Concessionaire is responsible for creating a seating area outside its storefront, the Authority designed glass railing detail shall be used. Specifications and details can be found in [Chapter 14 Exhibits](#). Railings are to be provided and installed by Concessionaire at Concessionaire's sole cost and expense unless noted otherwise on the Base Building construction documents.

EXTERIOR SEATING FLOORING

Concessionaire is to confirm flooring requirements against the LOD and Base Building construction drawings. Concessionaire design and layout of seating areas shall ensure adequate clearance for passengers with luggage and meeting ADA guidelines.

6.6 Interiors

FOOD AND BEVERAGE INTERIOR LAYOUT

The interior design and layout of the food and beverage facilities shall adhere to all applicable requirements of [Chapter 5 Retail Design Standards](#), and within customer accessible areas must reflect an open circulation path around furniture, fixtures, and displays for ease of navigation and clearance for luggage, carts, and wheelchairs. Point-of-sale areas are to be located so as to be easily identified within the space. Customer queuing is not permitted to extend beyond the Lease line except as permitted by LOD.

MAXIMIZATION OF VIEWS

Views to the exterior and Base Building curtain wall glazing shall be maximized in areas accessible by the public and where they can be properly integrated into



Concessionaire's design. Glazing is to be shielded in all back of house and support Premises.

SOUND MINIMIZATION

Food and beverage Premises shall be designed to minimize sound transmission per requirements of [Section 9.6 Sound Transmission Design Criteria](#).

Special attention shall be placed on isolating noise from back of house food preparation, kitchen areas, and plumbing chases within walls adjoining other SAN or Premises. The design of finish materials, fixtures, and furnishings shall be considered for noise reduction.

SEPARATION OF USAGE AREAS

Concessionaire must provide visual and acoustical separation between its sales area and the kitchen, service and support Premises areas to shield unsightly views and noise from the public. Walls within public areas shall have minimum wainscot of 4'-0" A.F.F. of a durable and cleanable material such as stone, wood or other alternate hard surface material which integrates with Concessionaire's design.

FIBERGLASS REINFORCED PANELS (FRP)

All food and beverage Concessionaires shall provide cementitious backer board and mold/water resistant high-impact Fiberglass Reinforced Plastics (FRP) panels throughout all support Premises, food preparation and kitchen areas, including behind walk-in boxes. FRP panels laminated to fire-rated cementitious gypsum wall board may be acceptable. All FRP corners are to be protected with a minimum 1-1/4" stainless steel corner guard. FRP panels shall be sealed with a

manufacturer approved sealant with particular attention paid to the seal at the floor. Panels are to be installed per the manufacturer's instructions and must meet all requirements of the U.S. Department of Agriculture Food Safety Inspection Service USDA/FSIS. FRP panels are not permitted in areas exposed to public view.

6.7 Floor Construction and Materials

Refer to [Section 5.5 Floor Construction and Materials](#) for list of acceptable materials, criteria, installation, and other requirements.

Kitchen floors and other separated and/or adjoining kitchen and food preparation areas shall have an epoxy and/or resinous finish floor which continues a minimum of 6" up walls, this may include terrazzo. Floor tiles are not allowed in any back-of-house areas.

Provide proper protection to prevent damage from building systems and equipment that may drip, leak, or break and cause damage to adjacent spaces and those below.

WATERPROOF MEMBRANE

In order to provide effective drainage, floors must be sloped to a drain at a 1% to 2% grade away from Authority common spaces and building expansion joints. In all water prone areas including bar, food prep, food service, kitchens, and toilet areas, flooring shall be installed over a membrane waterproofing system that will result in a fully waterproofed surface, including a 6" minimum high cove base backed with waterproofing

membrane. Installation shall be in accordance with the manufacturer's written instructions. Overlap of adjacent sheets shall be 4" minimum. Water must be able to freely enter drains so as to not cause puddling. In addition, Concessionaire is to design an integral slip-resistant surface. Standard issue walk-off mats are prohibited except in back-of-house areas, not exposed to public view.

FLOORING SUBSTRATE

All floors including kitchen, bar, food preparation, seating, storage, back counter and beverage service areas must be installed over a membrane waterproofing system that will result in a fully waterproof surface. In addition, a 6" minimum height cove base backed with a waterproofing membrane is to be installed throughout Premises. NobleSeal TS thin-set anti-fracture and waterproofing membrane is to be used per manufacturer's recommendation.

6.8 Wall Construction and Materials

GENERAL

Refer to [Section 5.4 Floor Construction and Materials](#) for list of acceptable materials, criteria, installation, and other requirements.

Concessionaire must provide a full height partition wall separating the sales area from the kitchen, service, and storage area for security, and to shield views into the service area. Where open display kitchen concepts are desired by Concessionaire, the area of the kitchen where final cooking occurs is the only portion of the back of house to be visible from the seating area and Common Area. Storage and food preparation areas cannot be visible from the seating area and Common Area.

Wall openings between the sales area and the service area must be kept to a minimum. Pass-through openings shall be designed to block view into the service area. Openings between these spaces shall be able to be closed off and secured when the unit is not in operation.

The finish on all walls in the area behind the counter shall be ceramic tile or equal.

6.9 Ceiling Construction and Materials

CEILING APPLICATIONS

Ceilings within food and beverage Premises shall comply with the following requirements and all applicable requirements of [Section 5.7 Control Joints](#).

CEILING HEIGHTS

The minimum ceiling height in all support Premises and kitchen areas is to be 9'-0" A.F.F. Ceilings in these areas shall include high-impact, durable and cleanable ceiling panels in a lay-in suspended ceiling, where frequent plenum access may be required. If the kitchen is visible to the public, a smooth, acoustically treated, non-absorbent, hard surface ceiling shall be used.

ACCESS TO ABOVE CEILING BASE BUILDING INFRASTRUCTURE

Concessionaires are required to provide unobstructed access to all Base Building equipment, valves, controls, etc. mounted above the ceiling and must provide the Authority's required identification for such systems and devices.

CEILINGS IN FOOD PREPARATION/STORAGE AREAS

Acoustical T-bar ceiling grid and tiles are not permitted except in areas outside of public view.

- a. All ceiling materials must conform to the requirements of [Chapter 12: Construction Standards](#), regarding lead and asbestos.
- b. Metal and wood paneled ceilings are acceptable and shall have continuous acoustical backing. The

finish must not be reflective or mirrored.

- c. For food preparation and storage areas, PVC or other approved plastic type ceiling grid system, and vent bezel grille trim shall be installed as a deterrent to rust formation.
- d. In a high moisture environment such as kitchens, Concessionaire shall use roll-formed aluminum grid system. Where ceilings may be exposed to high moisture levels and corrosive vapors, Concessionaire shall use a stainless-steel system.

6.10 Lighting

Refer to [Section 5.8 Lighting](#).

Light fixtures, lamps, and footcandle light levels are required to meet AHJ/Health Department requirements.

6.11 Door Closures / Pass-Through Areas / Exits

SERVICE DOORS IN CUSTOMER VIEW

Service doors to kitchen or support Premises visible to customer view, are to be finished in stainless steel or painted metal with a stainless steel kickplate and equipped with automatic closures.

DOORS INTERFACING WITH AUTHORITY SPACES

Doors interfacing with Authority spaces, including frames and hardware shall meet the requirements of [Chapter 13 Additional Authority Resources](#). Doors must have a minimum dimension of 36"x 84".

6.12 Furniture, Fixtures, and Equipment Standards

All proposed furniture, fixtures, and equipment (FF&E) shall be new and of commercial grade for applications subjected to high traffic, high-capacity demands. No FF&E items shall be installed unless clearly identified within the approved Contract Documents.

- a. Tabletops are to be made of a durable and cleanable surface, such as solid surface, natural stone, stainless steel or wood protected with a commercial grade finish. Stainless steel surfaces must have corner details that are beveled, rounded, or chamfered to eliminate the possibility of sharp edges that could catch clothing or bags. Table bases shall be self-leveling and of a suitable scale and construction to provide stability and durability.
- b. Concessionaire is to pay particular attention to the construction of the chairs to ensure they do not create an unacceptable noise condition when sliding over the floor surface. Upholstery, where used, shall be limited to easily maintained commercial grade vinyl for bar stools and commercial grade fabric or vinyl for banquette or bench style seating. Furnishings shall be provided to meet ADA requirements.

WATER SYSTEMS

Domestic cold water lines are provided by the Authority capped in the vicinity of each food and beverage location. Hot water (140 degree) is not provided by the Authority and is the responsibility of Concessionaire.

Hot water tanks or instantaneous hot water heaters are acceptable and shall be sized to suit the application and comply with all health and safety regulations. Suspended water heaters shall not be located above electrical panels or other equipment which would be adversely affected due to exposure to water. Water filtration and treatment is the responsibility of Concessionaire and shall be provided for all food and beverage locations including remote food prep areas.

REFRIGERATION & DISPLAY CASES

Concessionaire shall supply refrigerated display units with heated evaporator pans. Please note the AHJ does not allow heated evaporation pans for walk-in refrigeration units. Design for condensate drain lines and floor sinks. Display cases shall not be taller than 4'-8" above the finished floor and must be illuminated and vented. All refrigerated display units must be recessed or otherwise fully integrated into the architectural design. Only the open display or merchandise area shall be exposed.

No food preparation or display cases are allowed within 24" of the neutral pier and within 18" of the finished floor. Prefabricated display cases on countertops are not allowed.

BEVERAGE DISPENSING STATIONS

Beverage stations must be incorporated behind the Concession counter or screened from public view at the front counter, with exception of beer dispensers at bar locations. Beverage dispensing units with remote equipment must have all connections between any

remote equipment and the beverage station run in conduit. The locations of all remote equipment including controls are to be clearly identified on the contract drawings. Location of floor penetrations if required to access remote beverage equipment must be reviewed and approved by the Authority in advance and properly sealed to prevent leaks. Refer to [Section 9.14 Base Building Penetrations](#).

TRASH, RECYCLING, AND ORGANICS

Concessionaire is to provide an appropriate number of trash receptacles to maintain a clean and sanitary environment. Free standing trash bins are not allowed in public view. All integrated trash bins shall have openings sized to conceal trash within. Trash and recycling receptacles for customer use will be provided by the Authority in the terminal dining coves.

MOP SINK

Concessionaire is to provide a mop sink within their Premises to maintain a clean and sanitary environment. Mop sinks are not allowed in public view. Mop sink installation shall be in accordance with [Chapter 14 Exhibits](#). Multiple sites can have a common mop sink if they are under the responsibility of the same operator.

LOCKERS

Concessionaire is to provide adequate space for employee storage lockers. Concessionaire must provide on its letterhead, a letter for County Health Plan Check stating: All employees shall arrive to work in uniform.

6.13 Window Film

Refer to [Section 5.10 Window Film](#)

6.14 Sales / Service Counters

CLEAR COUNTER SPACE

Counters must present a clean, uncluttered appearance. Food service and other types of equipment located on counters must be concealed from view unless equipment is a design element to support Concessionaire's overall design concept.

CLEAR SPACE FOR SALES/SERVICE COUNTERS

A minimum of 8'-0" clear space must be maintained in front of service counters unless a barrier is utilized to contain passenger queuing. Note, special queuing zones outside of Concessionaire's Premises may be considered within the 8'-0" clearance, if indicated on Concessionaire's LOD.

SNEEZE GUARDS

Frameless sneeze guards shall be used at counters as required where food presentation is accessible. Sneeze guards shall be set back a minimum of 6" from the face of the counter and be a maximum of 5'-0" A.F.F. or as required by Health Department Code.

GLAZING ON COUNTER TOPS

Glazing must be tempered or safety glass. All horizontal joints are to be butt glazed for maximum visibility. Acrylic glazing is not permitted. Tray slides, where required, must be stainless steel and designed as an integral part of the counter.

FOOD PRODUCT DISPLAY CASE

Display cases presenting food products must be fully integrated into the overall design and finish materials palette. Product displays must be between 18" and a maximum of 5'-0" A.F.F. Display cases may not extend beyond the face of the countertop. Display cases shall incorporate an integrated and continuous base with the counter.

EQUIPMENT ON COUNTER TOPS

Equipment located on counters shall be set back a minimum of 6" from the front counter edge and recessed into the countertop so no portion exceeds 5'-0" A.F.F. Cash registers must be recessed below the counter or placed behind a decorative screen or shroud. The screen or shroud must cover the exposed back and sides of all countertop equipment. The counter space in the immediate area where service or sales transactions take place must be in compliance with all governing accessibility codes. Condiments, utensils, napkins, straw containers, and cup holders must be recessed into the countertop and located a minimum of 6" from the front counter edge. Counter space containing condiments, utensils, napkins, straw containers and cup holders must comply with all approach clearances, clear floor space, and reach requirements as set forth by all governing accessibility codes. If counter space is limited, equivalent facilitation in compliance with all governing accessibility requirements must be provided in the immediate area.

TRASH, RECYCLING, AND ORGANICS INTEGRATION

The backside of the sales counter shall be designed to conceal trash, outlets, etc. Open storage areas are not permitted unless they are in areas of the Premises that are not visible to the public. Trash receptacles, recycling, and composting bins shall be integrated into Concessionaire's overall design. Freestanding receptacles are not permitted in areas visible to the public. Verify with Authority trash and recycle container design standards and operational requirements for disposal of trash and recycled materials.

COUNTER MATERIALS

All materials must be durable, cleanable, and resistant to impact from heavy abuse. Counters are to be durable materials with special consideration given to providing a non-scratch and impermeable countertop surface.

Acceptable Front Counter Materials (within public view) include, but are not limited to:

- a. All materials listed under "Acceptable Materials for Storefronts" with the understanding that sales and service counters may be subject to even greater abuse than storefronts and therefore must be designed accordingly.

Unacceptable front counter materials (within public view) include but are not limited to:

- a. All materials listed under "Unacceptable Materials for Storefronts."

6.15 Menu Boards

The menu board is a key component of food and beverage Concession design and shall be professionally designed to integrate with the overall architectural, graphic, and merchandising design. A minimum of one menu board, mounted on the rear wall of the sales area, or on a suspended fascia, is required for quick serve units. Menu boards shall be of a proper size, color, and illumination level to be easily visible and readable from the common area, with a minimum letter height of 1-1/4". The storefront fascia shall not block views to the menu board based upon a viewing height of 5'-0" above finished floor level and 5'-0" distance from the face of the counter. Menu boards are to be illuminated. If adjustable track lighting is used, it must be concealed from view. Backlit transparencies are not permitted. Where digital menu boards are used, permanent information must be painted, silk-screened, etched, or applied to:

- a. Neutral, painted, or anodized metal
- b. Natural or painted wood
- c. Clear, translucent, or back-painted glass

Provisions shall be made for changing prices or products in an undetectable manner. Changeable information may be displayed using vinyl, die-cut numerals or letters, or other alternatives reviewed by the Authority. White boards are prohibited, but professionally maintained chalkboards may be considered. Graphic style and method for maintaining must be reviewed and approved by Authority.

6.16 Food Service Equipment

Equipment exposed to public view shall be compact and recessed or encased in cabinetry. Exposed exhaust hoods shall be stainless steel, copper, or an alternate approved material. The Authority will closely monitor the selection and placement of all equipment exposed to public view to ensure equipment is fully integrated within the overall design of the space. Equipment design and installation shall include provisions to protect against water (fluid) leaks. Installation of an Authority approved leak detection system is preferred. Drip pans shall be installed at a minimum under equipment where leaks may occur.

All penetrations to the outside of Premises require review and approval by the Authority. Each condition has specific requirements to be met from design through construction. Refer to [Section 9.14 Base Building Penetrations](#).

All cutlery storage and use must meet Transportation Security Administration (TSA) and SAN security requirements and shall be clearly identified on the plans.

No used equipment, simulated wood finishes, trademark or supplier logos, or other advertising will be permitted on equipment within public view. Clutter or unsightly equipment shall be concealed from public view including screening of equipment cords.

DISHWASHER REQUIREMENTS

All dishwashers shall be ventless. The ventless dishwasher is a highly efficient appliance that eliminates: hot water (and the heating associated), Type II hood and associated ducting to the roof, has a short payback period. They prevent introducing unwanted moisture into the space(s) by containing and eliminating all steam. Ventless dishwashers are robust and “green” as they save on both energy and water utility costs over their lifecycle.

6.17 Special Conditions

SUN GLARE

It is possible that Concessionaire may encounter glare from sun shining into their space and are responsible for managing all such conditions. Concessionaire shall review their respective spaces and study how year round sun exposure may affect customer experience. Concessionaire shall consider the use of non-reflective counter finishes or other alternative solutions and pay particular attention to the design and layout of the back wall, including menu boards, to manage the impacts of direct sunlight.

GLASS AWNINGS

Where noted as occurring, glass awnings are provided to reduce afternoon sun glare for Concessions in dining areas.

6.18 Exhaust Systems and Grease Hoods

A manufacturer certified designer and installer of kitchen ventilation systems is the key to operational success. The Authority requires manufacturer requirements be adhered to in addition to: NFPA 96 Standards for Ventilation Control and Fire Protection of Commercial Cooking Operations. This includes, but is not limited to, Type I grease and Type II non-grease filtration and extraction hood exhaust systems.

When designing hood systems, be sure to consider the changing airflow in the buildings, with jet bridge doors opening and closing and consider if the hood is mounted to a solid wall or a pass-through area.

Type I grease hoods shall be UV wet-type technology (e.g., Gaylord CG3) where grease is generated in the cooking process. These hoods shall be provided over all cooking appliances that generate grease, grease vapors, smoke or any combination of these effluents; the hoods shall be selected based on the cooking appliances they are anticipated to serve; and categorized according to the following usage or duty:

- a. Light
- b. Medium to Extra-Heavy

All Type I grease hoods shall incorporate high-efficiency extraction filters within the hood.

High-efficiency extraction filters shall trap and remove all grease droplets from the airstream (90% of particles 8-microns and larger).

Type I grease hoods selected for medium to extra-heavy usage shall also incorporate Ultra-Violet-C filtration or UV-filtration.

- a. The UV-lamp module shall be built into the plenum of the hood and shall be accessible for service, cleaning, and lamp replacement.
- b. The UV filtration system, in conjunction with the high-efficiency extraction filters, will serve to disintegrate any remaining grease vapors that pass through the high-efficiency extraction filters into a fine dust that is exhausted out of the duct work.
- c. An automatic hood wash system is required. Design consideration must be made regarding the location of the hood control panel. Ensure clear access is provided to keep soap supply full at all times.
- d. UV hoods are not required for high heat systems such as wood fired or brick ovens (pizza ovens).
- e. Note: If the exhaust duct length is less than twenty feet and in a straight vertical path to the roof (no angles or bends between the exhaust hood and exhaust fan) a UV Filtration system is not required.

A Pollution Control Module (PCM) located downstream of a medium to extra-heavy-duty hood and prior to discharging exhaust air to the atmosphere may be required by the County Department of Health. If required:

- a. The PCM shall function to reduce smoke and odors that are discharged into the atmosphere.
- b. Smoke particles shall be removed by utilizing an electrostatic precipitator or triple-pass filtration

module.

- c. Odor shall be neutralized by utilizing either a media filtration system comprised of a 50/50 potassium permanganate and carbon blend with a double-pass media bed, or by a spray odor control system (activated charcoal media systems are not allowed).

Type II oven hoods, i.e., condensate exhaust hoods, are designed to remove heat, moisture, and odors only. These are not rated for use over grease producing (oils and/or fats based on animal protein) cooking appliances.

Concessionaire shall furnish and install a complete kitchen exhaust and mechanical make up air system, including a complete a Fire Suppression System for extraction hoods and cooking equipment. The fire suppression system shall tie into the Base Building fire life safety systems and Premises shall have its own internal gas system shutoff. Type I and Type II exhaust systems shall be U.L. rated and listed. Concessionaire is required to provide an additional downstream induct grease exhaust treatment to mitigate discharge to the surrounding environment. Combining Type I and Type II exhaust systems is not permitted, and each Type I hood must have a dedicated fan. Makeup air for kitchen exhaust hoods must be balanced and provide adequate ventilation in all occupied areas. Careful consideration shall be given to the location of the supply and exhaust units within the kitchen to ensure ventilation is supplied equally throughout the occupied areas. A combination of high efficiency hoods with a low velocity displacement ventilation system shall be considered to

provide an efficient low energy system. The exhaust air from kitchen hoods shall be free from grease vapor and smoke.

In the Food Courts, multiple food and beverage Concessionaire will be required to use common “right-of-way-routes” provided to the roof as part of the Base Building for all Type I and Type II hood exhaust systems. The routes for these exhaust ducts shall be closely coordinated with the Authority prior to installation.

Hood duct routing shall be designed to minimize turns. Centrifugal side mounted fans are not permitted. Centrifugal up blast fans are to be used, and all rooftop equipment must be labeled with a permanent label identifying the equipment and LOD number.

HOODS

Concessionaire shall provide all required exhaust systems and equipment including kitchen hoods, exhaust ductwork, exhaust fans, controls, and power connections including, but not limited to:

- a. Controls to interface with the Base Building automation system to permit monitoring of Concessionaire’s exhaust fan status.
- b. Grease hoods shall be equipped with Liquid Chemical Fire Suppression systems that comply with U.L. 300, NFPA 96 and NFPA 17A. Recognized systems are ANSUL or equal.
- c. Depending on menu and smoke production a UV wet (light and auto wash) technology will be required.
- d. Food Concessionaires must maintain negative

pressure in relation to circulation area by method of exhaust.

- e. All roof mounted Concessionaire equipment shall be curb mounted on a minimum 8” high curb with stainless steel flashing. Kitchen hood exhaust fan discharge shall extend a minimum 3’ above the roof fan discharge. Bird screens are not allowed on the vent discharge opening.
- f. The exhaust fans installed by Concessionaire on the roof, and the fan assembly shall be hinged above the roof-flashing curb to allow for easy access for grease duct cleaning. Penetrations through the roof structure and the Base Building roofing may be required to be performed by the Base Building contractor at Concessionaire’s sole cost and expense, as well as construction of roof curbs and flashing to curbs.
- g. The ductwork system shall be constructed of 18-gauge stainless steel or black iron and provide adequate access for cleaning and be grease (and liquid) tight via external welds or brazes. Where at all possible, grease exhaust ducts shall be routed vertically to the roof with minimal offsets and turns to minimize pressure losses.
- h. All energy sources, including natural gas, that are supplied to the grease producing equipment under the Type I exhaust hood shall be shut off in the event of a fire suppression system discharge in the hood.

6.19 Storage

Concessionaire supplies shall be stored on appropriate racks or in cabinets within Concessionaire's Premises. All paper goods and supplies are to be stored in areas not visible to the public. Concessionaire is required to provide for interim, used cooking oil storage within Premises. Concessionaire will coordinate with the Authority logistics provider to schedule regular pick-up of its used cooking oils from its premises.



7.0 Special Conditions Design Standards

7.1 Club Lounges

7.2 Retail Merchandise Units (RMU)

7.3 Temporary Units

7.1 Club Lounges

INTRODUCTION

The New T1 Club Lounges offer club members a premium pre-flight experience. In the West Concourse, Delta Airlines will offer its customers access to its lounge; or in the East Concourse, a Common Use Club will offer all other customers access to a lounge. [Refer to 2.6 Concessions Plans](#). The Club Lounges present themselves on the concourse-level where a blade sign identifies the vestibule that one enters and has the choice of taking either a stair or elevator up to the lounge proper on level three (L03). Each lounge space offers sufficient program area for operators to provide a full range of amenities in their respective suites. Each space will support a full cooking kitchen. In addition, each space offers the opportunity for the Club Operator to build an outdoor deck with stunning views of the North airfield and beyond.

The Authority expects innovative design solutions by the Club Operator, creating memorable San Diego ambiance. Creative yet functional design solutions shall provide passengers with a memorable experience consistent with SAN.

All proposed design solutions are required to meet applicable codes and Federal Aviation Administration (FAA) requirements. Any work done on the outside deck or outside of the Premises must be performed by qualified contractors who are licensed and certified

in maintaining base building products and assembly warranties such as FM Global. Concessionaire is responsible for verifying existing building conditions, including the capacity of the existing structure and utilities using base building construction documents. Reference Base Building drawings and LOD's for further detail including premise square footages.

The Club Lounges consist of the following areas, each with their own design criteria that is described in this section of the CDM:

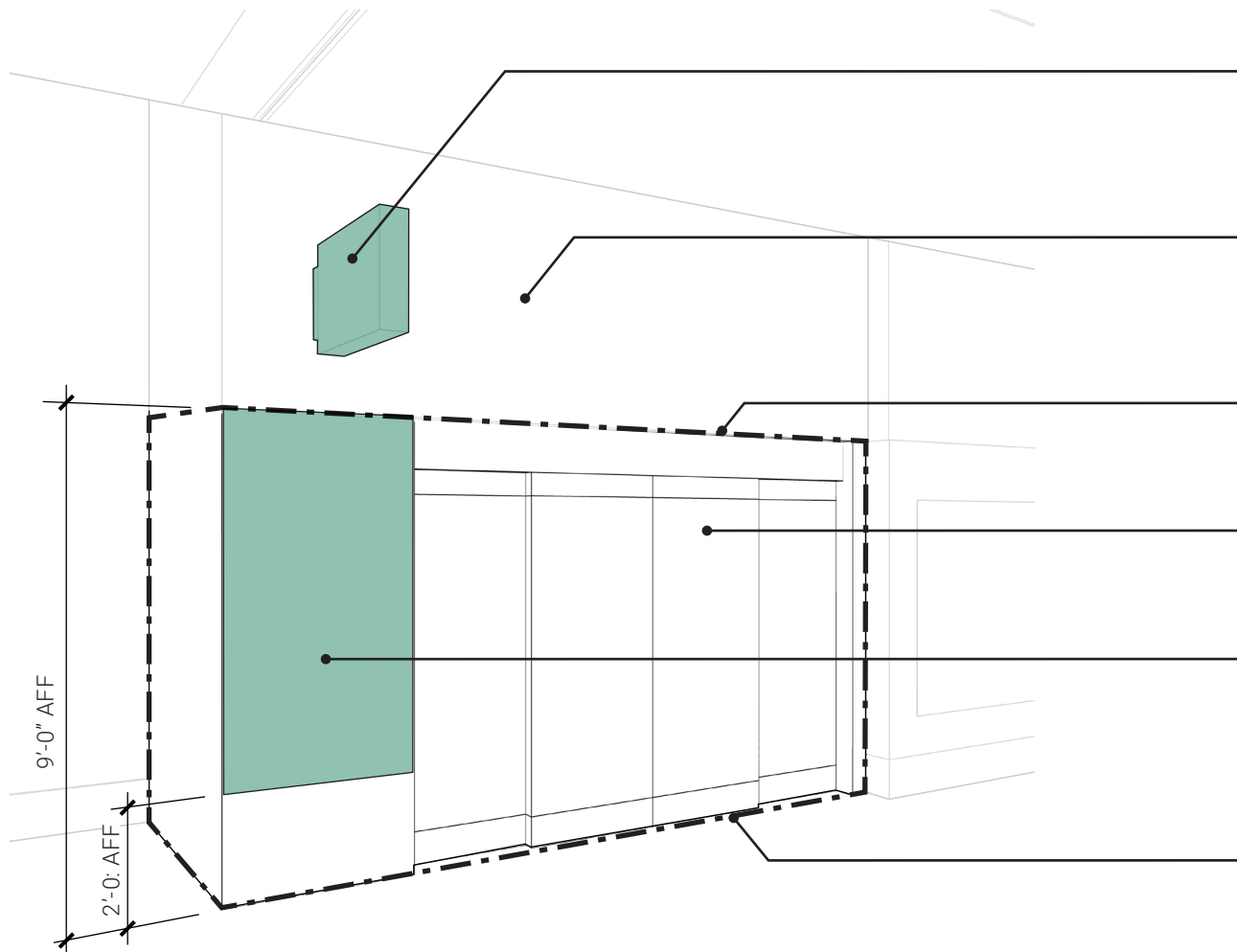
- a. Entry Frontage
- b. Entry Vestibule
- c. Primary Interior Space
- d. Outdoor Deck

CLUB LOUNGE ENTRY CRITERIA

The Club Lounge presentation from the concourse offers a limited wall area for branded wall finishes, an entry door, wall signage, interactive display, and a blade sign. Club Lounges must follow the general criteria described in [Chapter 4.0 Storefront Design Standards](#). Additionally, the Club Lounge concourse entry must be designed with high-quality materials that clearly announce the club's brand identity. The following Club Storefront Diagram describes the storefront design criteria specific to the Club Lounges.

CLUB STOREFRONTS

Club storefronts are the primary entrances to the Clubs. These are airport provided walls with opportunities for concessionaire provided branded wall finishes, an entry door, wall signage, interactive display, and a blade sign.



TYPICAL COMPONENTS

- Blade Sign.** Blade sign provided by base building. Concessionaire has the opportunity to provide blade sign graphic at this location. See [Chapter 8 Signage Design Standards](#) for more information.
- Base Building Neutral Surfaces.** Includes adjacent airport wall, ceiling, and floor finishes. Concessionaire may not finish these surfaces. See [Section 14.2 Architectural Exhibits](#) for finish transition details.
- Concessionaire Branded Surfaces.** Concessionaire to finish walls within the LOD up to 9'-0" AFF with branded finishes which comply with the criteria within this CDM.
- Primary Passenger Entrance.** Concessionaire provided entry door. Door shall comply with the criteria in this CDM.
- Primary Signage and Digital Information Display.** Concessionaire has the opportunity to provide wall signage and a surface applied digital information display at this location. See [Chapter 8 Signage Design Standards](#) for more information.
- Lease Outline.** Refer to Lease - Exhibit A- LOD Premises.

ENTRY VESTIBULE CRITERIA

The design of the club member-only areas is largely up to Concessionaire. However, the general criteria for the following items must be followed, and can be found in

Chapter 5.0 Retail Design Standards in the CDM:

- a. Demising Partitions
- b. Floor Construction and Materials
- c. Wall Construction and Materials
- d. Ceiling Construction and Materials
- e. Control Joints
- f. Lighting
- g. Door Closures / Exit Doors
- h. Window Film

Reference Base Building drawings for fire-rated wall locations and assemblies.

The Club Lounge Entry Vestibule provides an unfinished structural frame (stringers with metal pan steps) only. It offers the Concessionaire the opportunity to complete its design statement. The stair is the primary means of access to the Club Lounge. Once on level three (L03) there will be access to the outdoor rooftop where a deck may be created with limited occupancy. The stair is a showcase element for club members and its design, detailing, and finishing should reflect this and is subject to the Authority design review. The design of the stair shall be completed by a registered Architect and Engineer and shall comply with all applicable codes and seismic requirements.

A dedicated elevator will also be provided by the base building in the vestibule across from the open

stair. Concessionaire may elect to keep the elevators aesthetic as provided or may modify the architectural fit and finish if it chooses, with Authority review and approval, as part of its space improvement program. Any change to cab finishes must be coordinated with the elevator manufacturer's warranty and technical standards and shall comply with applicable codes and regulations. Any damage that may occur to the existing elevator cab or voiding any of its warranties will be at the sole cost and expense of the Concessionaire.

PRIMARY INTERIOR SPACE CRITERIA

The design of the club member-only areas is largely up to Concessionaire. However, the general criteria for the following items must be followed, and can be found in **Chapter 5.0 Retail Design Standards** in the CDM:

- a. Demising Partitions
- b. Floor Construction and Materials
- c. Wall Construction and Materials
- d. Ceiling Construction and Materials
- e. Control Joints
- f. Lighting
- g. Door Closures / Exit Doors
- h. Window Film

OUTDOOR DECK CRITERIA

The Club Lounge premises include the entire roof area adjacent to the primary interior space. **Refer to 2.6 Concessions Plans** and Authority provided LODs. Any roof area proposed to be used as a deck is subject to Authority design review, must comply with all applicable codes, must not damage existing building elements, or

invalidate any existing warranties.

Each club space will provide two (2) doors out to its dedicated roof top area. Should Concessionaire wish to occupy portions of the roof area by providing a deck improvement, the architect must design the occupied area based on available egress which is back into the building and down the building exit stairways. Besides exiting and occupancy load analysis, the roof area is subject to both roof top fire access per the City and security requirements per the TSA and the Authority. This will require City approval for design including paths of travel, egress widths and door/hardware types; and require a ten (10') foot high glass screen wall to keep occupants from accessing over the parapet. The current analysis indicates that no more than approximately ~2,300 sf of the ~10,000 sf roof area may be occupied. Refer to Base Building drawings for design criteria including fire-life-safety, structural, and utility capacities that accommodate roof area use and development. Given the various ways this area may be addressed, the Authority recommends early conceptual reviews before submitting the design for review process as described in the CDM.

Concessionaire must design and install finish solutions for both the occupiable and non-occupiable areas of the overall deck. Code compliant physical barriers may be used to separate areas of the deck to meet code. For the dwell and circulate areas the only option is:

a. Roof Paver and Pedestal Systems

Use of elements that physically prohibit a person from accessing to dwell or circulate may be reviewed on a case-by-case basis. Whether using objects or voids, any proposed solution must honor the base building systems and codes. For those roof areas outside of the deck area that may be visible to club members, acceptable deck finishes over the roof include:

- a. An unfinished roof surface is acceptable only if it is not visible to club members. This may be achieved using Screens and Walls. Any proposed window treatments, or films must be per Authority specifications per the CDM.
- b. Horizontal metal screens. Screens must allow for drainage, must be kept clean of debris, and be sufficiently anchored to roof structure to prevent uplift.
- c. Poured-in-Place Rubber surfacing. This surfacing must not interfere with the existing roof membrane or void its warranty.

Should Concessionaire wish to bring utilities out to its proposed deck area to support outdoor functions, the proposed design concept must be reviewed and evaluated by the Authority and its base building engineers.

Certain outdoor deck design elements are subject to additional code, FAA, TSA and Authority constraints and regulations. Concessionaire's design team shall work closely with the Authority to ensure that all needs

are satisfactorily met. In all cases the Authority is the final arbiter for reviewing and accepting any proposed designs. All designs must be performed by licensed professionals in the State of California whose work is subject to all applicable codes. Below is a non-exhaustive list of these design items.

- a. Roof Loads. The design of the roof deck must include a registered structural engineer. Any Concessionaire proposed and provided elements must be compatible with the existing roof structural capacity along with its membrane performance limitations relative to water, soil, attachments and how loads are placed and supported.
- b. Water Features. Water features may be proposed by Concessionaire. The design must comply with existing roof structural capacity and must provide adequate irrigation and drainage. Designs that are deemed by the Authority to potentially harbor pests, including insects, rodents, or birds, will not be accepted.
- c. Outdoor Bars. Outdoor Bars may be proposed by Concessionaire. Adequate utilities such as electricity, water, and sanitary drainage to be provided at Concessionaire sole cost and expense. Design must comply with all local health code requirements.
- d. Lighting. Tall light fixtures, which may interfere with airfield operations and are non-compliant with FAA requirements, are not allowed.
- e. Unsecured Elements. Lightweight or unsecured

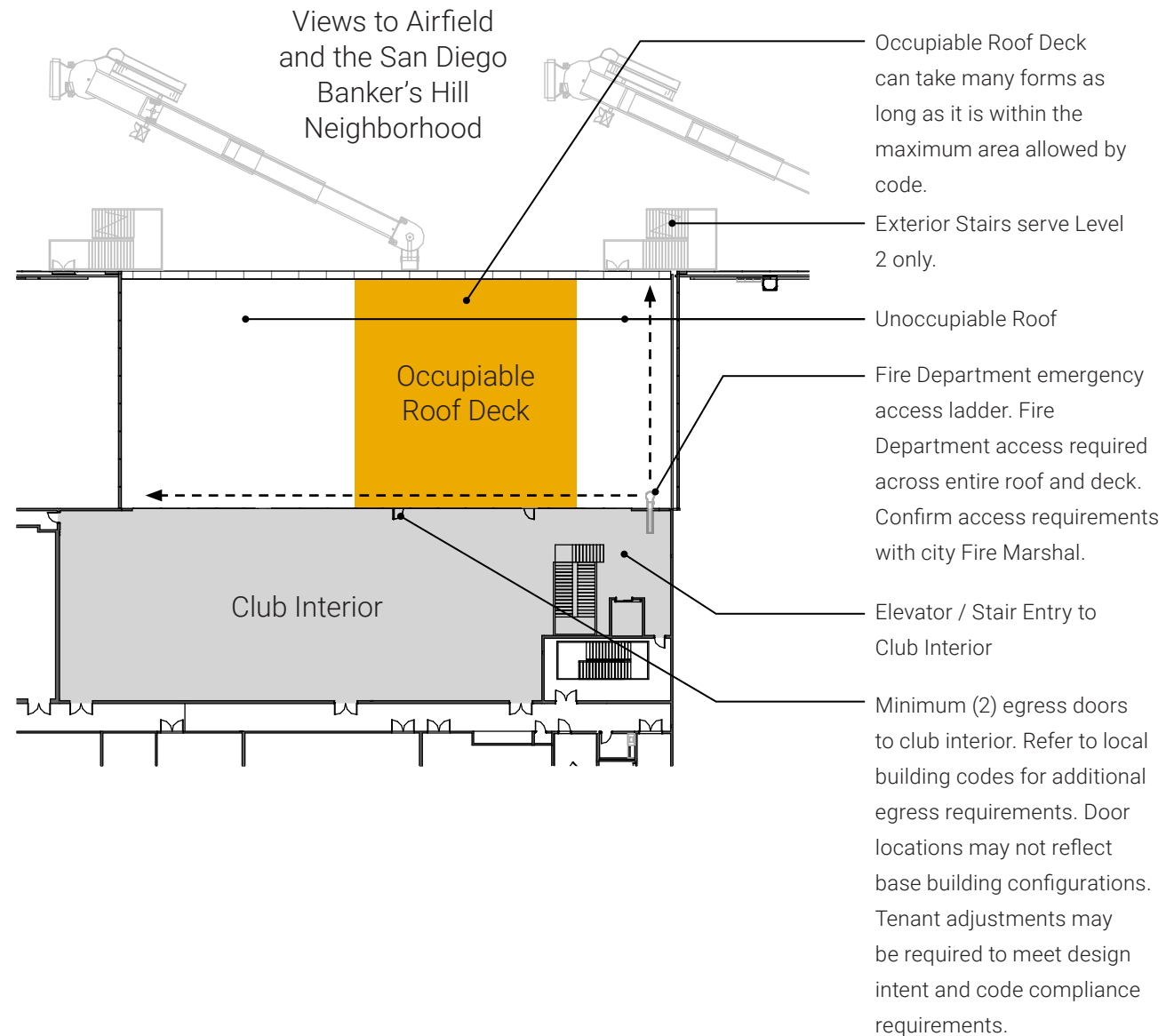
items prone to being picked up or moved by wind are not allowed and must be secured to the deck and/or the roof.

- f. Landscape / Planting. Landscaping and plants in planters are allowed if properly maintained. Designs must not exceed Base Building structural loads. Adequate irrigation and drainage for these elements must be provided. Designs that are deemed by the Authority to potentially harbor pests, including insects, rodents, or birds, will not be accepted.
- g. Artificial Landscape / Planting is allowed and must be properly maintained. Artificial plants are subject to Authority design review.
- h. Access to Fire Department Roof Ladder. Access to an existing fire department ladder from all occupied and unoccupied roof areas must be maintained and not be obstructed at any time in case of an emergency event.
- i. Exterior Commercial Grade FFE. Finishes, Fixtures, and equipment at the roof deck must be rated for exterior commercial use to prevent rusting, fading, or degradation over time due to exposure to the elements.
- j. Overhead Elements. Overhead screen elements or pergolas to provide shade are encouraged. However, they must be designed by a registered engineer to withstand lateral and uplifting wind forces.

OUTDOOR ROOF DECK DESIGN CONCEPTS

The opportunity to capture breathtaking views and bask in the special sunlight that graces San Diego exists at the Club level where there is a roof just outside the Clubs storefronts with a north exposure. The roof deck concepts provided herein are to guide the Club Concessionaire on both the opportunities and constraints should the Concessionaire wish to create an outdoor deck experience. The goal of providing these conceptual design options is to illustrate what is possible within the CDM guidelines. However, these concepts are schematic in nature and any final proposal by the concessionaire will need to be vetted by the AHJ. These concepts set the bar for a minimum level of design and are aspirational in nature. They are meant to explore the opportunities within the allowable area and show the space's full potential. The location on the roof available for a deck to be constructed is fixed as shown. Due to code egress requirements, only a portion of the available outdoor roof is available to be occupied as a deck. The outdoor deck design concepts in this section address this constraint by exploring the following layout options of occupiable roof space:

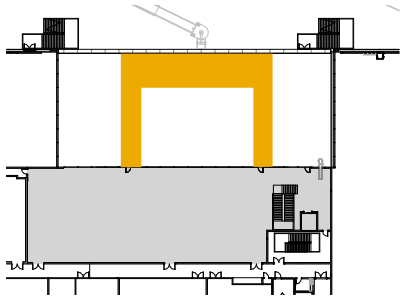
- a. Courtyard layout option
- b. Linear layout option
- c. Garden layout option



CLUB DECK - FLOOR PLAN AND PLANNING CONSIDERATIONS

Not to Scale

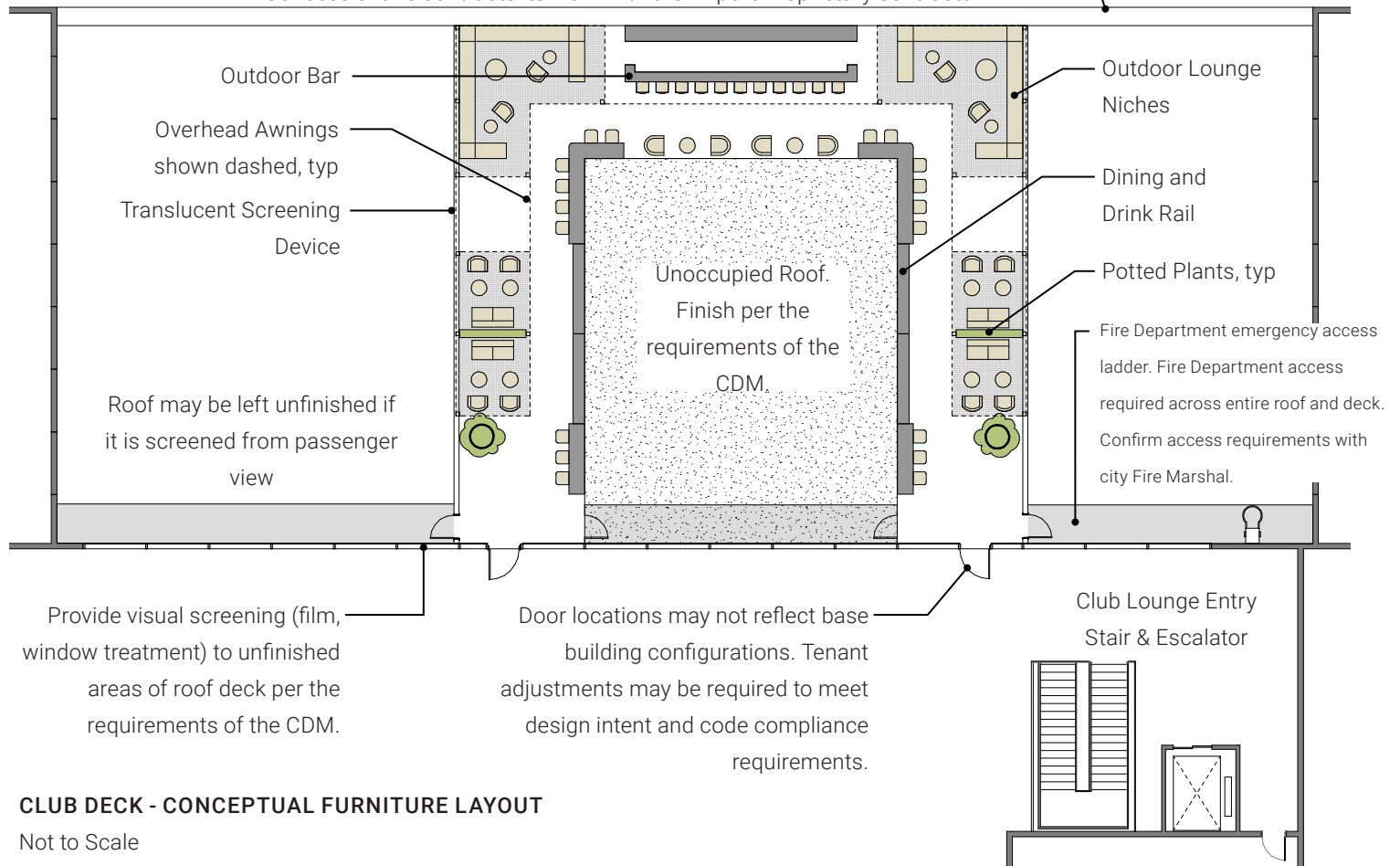
**OUTDOOR DECK DESIGN CONCEPTS
COURTYARD LAYOUT OPTION**



This option pushes the occupied space to the edge of the roof and creates an unoccupied courtyard along the lounge glazing.

Translucent screening devices that block unfinished roof views shall be used to curate the views to the North from inside the club space. This can be done by establishing a screen line that allows views of the sky and hills of San Diego while blocking out the views to the roof itself.

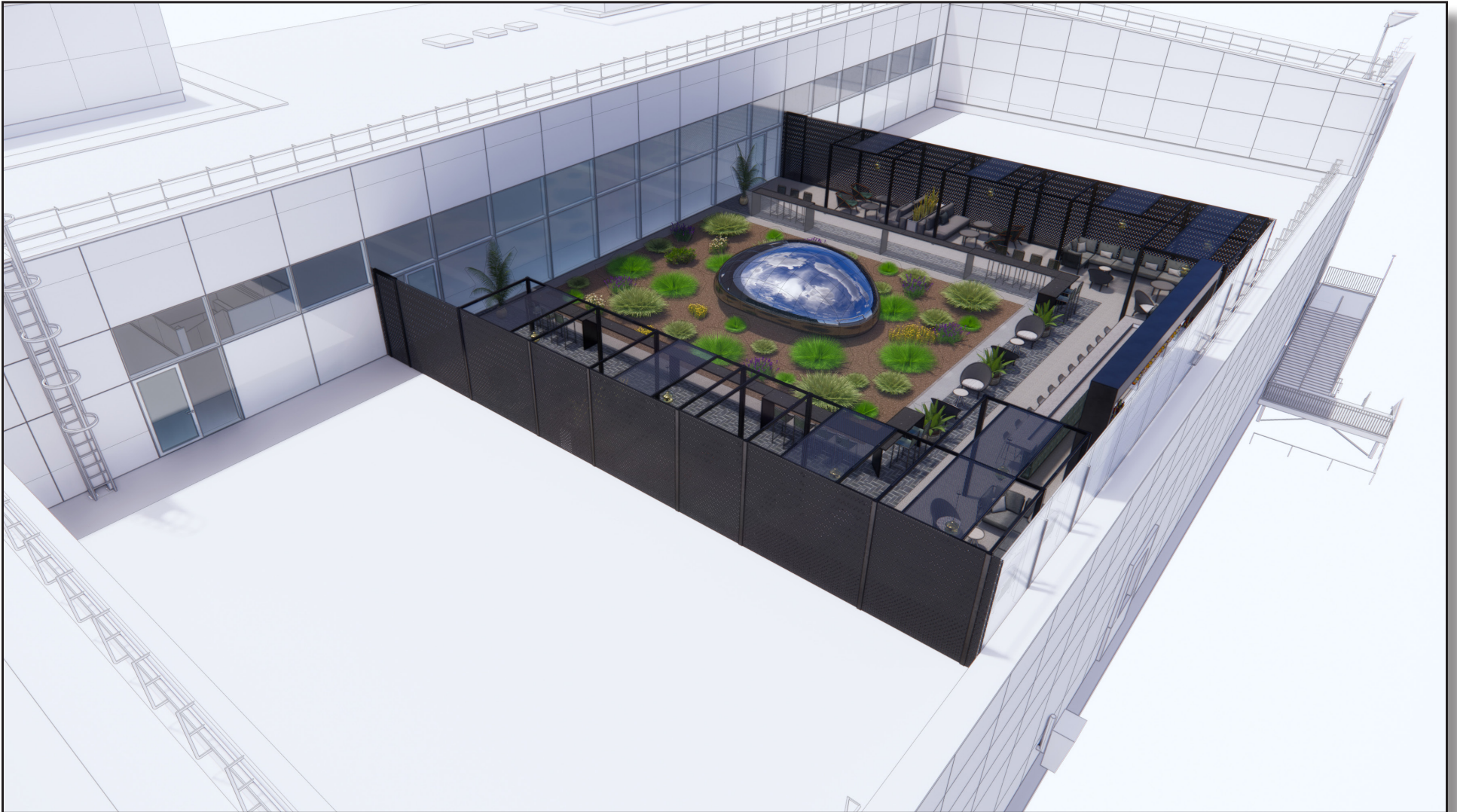
TSA requires a ten (10'-0") foot high screen to be used anywhere on the roof where club patrons occupy to prevent them from accessing the roof area. At the parapet edge the screen material is to be glass. Concessionaire required to coordinate with the TIP Manager to ensure that the Concessionaire contracts its work with the Airport Proprietary contractor.



CLUB DECK - CONCEPTUAL FURNITURE LAYOUT

Not to Scale

OUTDOOR DECK DESIGN CONCEPTS
COURTYARD LAYOUT OPTION



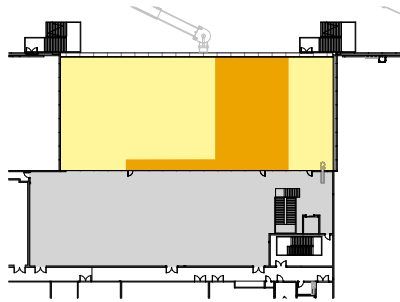
CLUB DECK - CONCEPTUAL RENDERING

OUTDOOR DECK DESIGN CONCEPTS
COURTYARD LAYOUT OPTION



CLUB DECK - CONCEPTUAL RENDERING

OUTDOOR DECK DESIGN CONCEPTS
LINEAR LAYOUT OPTION



This option consolidates the occupiable space and accesses the roof edge.

Translucent screening devices that block unfinished roof views shall be used to curate the views to the North from inside the club space. This can be done by establishing a screen line that allows views of the sky and hills of San Diego while blocking out the views to the roof itself.

TSA requires a ten (10'-0") foot high screen to be used anywhere on the roof where club patrons occupy to prevent them from accessing the roof area. At the parapet edge the screen material is to be glass. Concessionaire required to coordinate with the TIP Manager to ensure that the Concessionaire contracts its work with the Airport Proprietary contractor.



CLUB DECK - CONCEPTUAL FURNITURE LAYOUT

Not to Scale

OUTDOOR DECK DESIGN CONCEPTS

LINEAR LAYOUT OPTION



CLUB DECK - CONCEPTUAL RENDERING

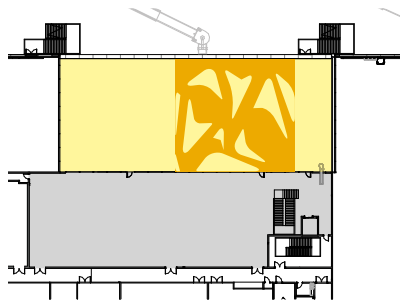
OUTDOOR DECK DESIGN CONCEPTS

LINEAR LAYOUT OPTION



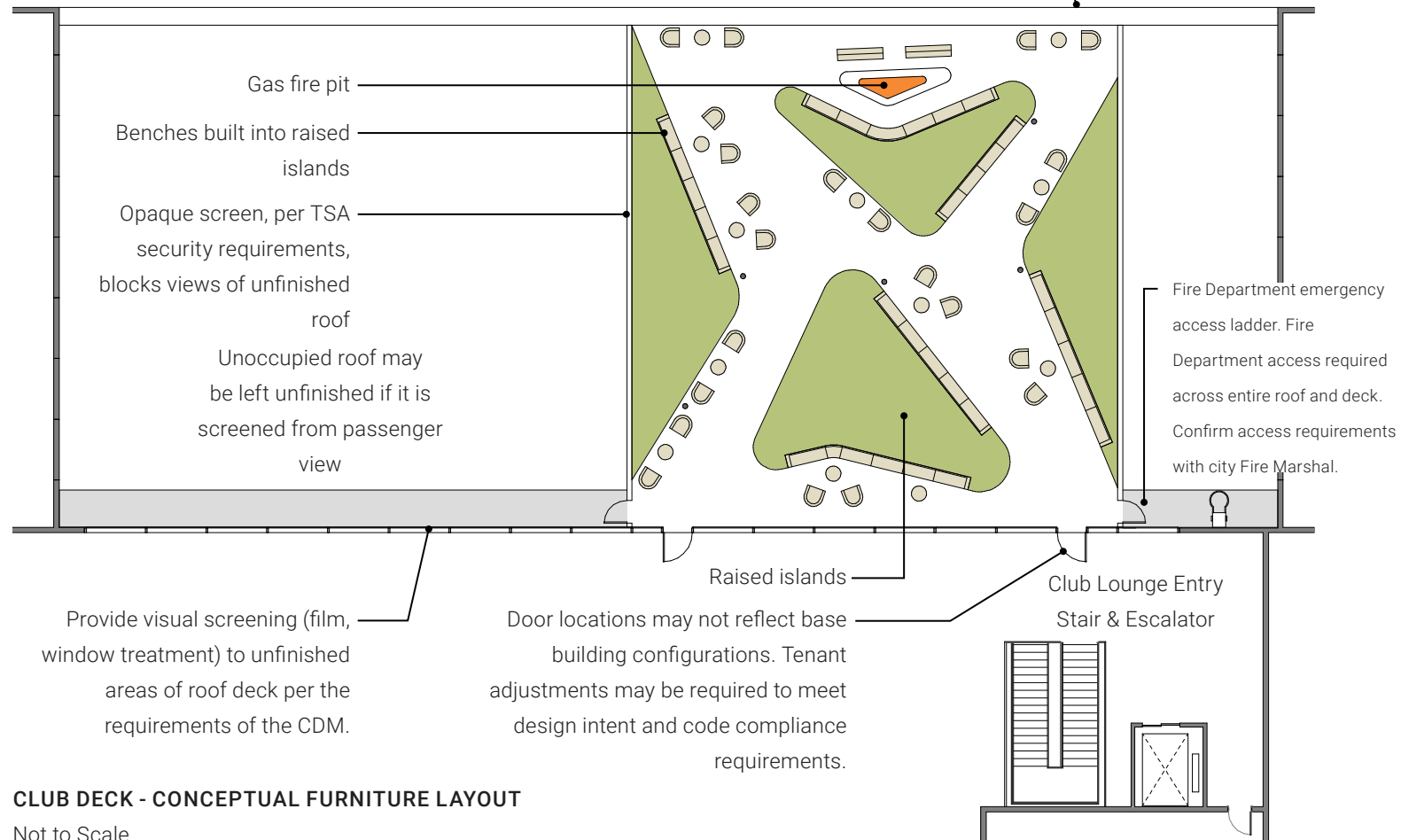
CLUB DECK - CONCEPTUAL RENDERING

OUTDOOR DECK DESIGN CONCEPTS
GARDEN LAYOUT OPTION



This option creates islands of unoccupied landscape to maximize the size of the designed roofscape.

Translucent screening devices that block unfinished roof views shall be used to curate the views to the North from inside the club space. This can be done by establishing a screen line that allows views of the sky and hills of San Diego while blocking out the views to the roof itself. TSA requires a ten (10'-0") foot high screen to be used anywhere on the roof where club patrons occupy to prevent them from accessing the roof area. At the parapet edge the screen material is to be glass. Concessionaire required to coordinate with the TIP Manager to ensure that the Concessionaire contracts its work with the Airport Proprietary contractor.



CLUB DECK - CONCEPTUAL FURNITURE LAYOUT

Not to Scale

OUTDOOR DECK DESIGN CONCEPTS
GARDEN LAYOUT OPTION



CLUB DECK - CONCEPTUAL RENDERING

OUTDOOR DECK DESIGN CONCEPTS
GARDEN LAYOUT OPTION



CLUB DECK - CONCEPTUAL RENDERING

7.2 Retail Merchandise Units (RMU)

Retail Merchandise Units (RMU) are small boutique shops located throughout areas of the Terminals. This type of Concessionaire and their products are visually accessible from multiple sides and shall be designed and maintained with that in mind. The materials, signage, graphics, and displays shall work together to create an attractive gem within the Terminal.

EXISTING CONDITIONS

Concessionaire is provided a partial height pony wall at the rear of the premises by the Base Building. The pony wall provides Concessionaire utility connections. The pony wall may be finished by Concessionaire or absorbed by Concessionaire millwork.

MATERIALS

Refer to [Chapter 4 Storefront Design Standards](#) for acceptable materials. RMUs serving food or beverage should refer to [Chapter 6 Food and Beverage Design Standards](#) for list of acceptable materials, sales and service counter criteria, and menu board requirements.

MERCHANDISE DISPLAY

The interior displays, point of sale, and millwork are integral components of an RMU. All interior surfaces shall be finished. There should not be any exposed backs, open millwork, or cash wraps visible through the enclosure. Interior millwork and displays are encouraged to be transparent 42" above the floor. Merchandise and design details are to be lit with complimentary light fixtures and lamping. Movable displays or signs are not permitted beyond the lease line.

CLOSURE SYSTEMS

Refer to [Section 4.9 Closures](#).

CANOPIES

Canopies above RMUs shall have a balanced appearance and serve as a visually unifying element. The use of a canopy may also serve as an element to locate signage and menu boards. It must have a clean and finished appearance with no visible conduit or structural fasteners. The topside must be kept free of any dust, grease, and refuse that may accumulate. RMU canopies and any lighting must be self-supporting and not suspended from or attached to the base building ceiling.

PROHIBITED

The following are not allowed:

- a. Low overhead conditions created by hanging plants or products
- b. Music, sounds, or scents to attract customers require specific case-by-case review for approval since they may impact adjacent tenant and public spaces
- c. Stacked displays that could fall over
- d. Displays or products or signage outside of the designated lease area
- e. Flags or banners
- f. Strobe lights and chase lights

7.3 Temporary Units

NOTE: Content in development



8.0 Signage Design Standards

Imagery and diagrams within this Chapter are for reference only, and are in the process of being updated.

[8.1 General](#)

[8.2 Sign Types](#)

[8.3 Interior Signage](#)

[8.4 Informational Displays](#)

8.1 General

DESIGN CONCEPT AND IDENTITY

The Signage & Graphics Design Standards are intended to ensure storefront identity signage and graphics are integrated elements of Concession storefront design. Refer to storefront diagrams in [Section 4.2 Definition of Types](#). Concessionaire shall provide a creative and innovative signage design solution that strengthens their overall design concept and identity. Concessionaire is encouraged to use their logo for brand recognition and provide three-dimensional unique signage solutions. Signs shall be limited to Concessionaire's trade name (DBA) and logo only, as identified in Concessionaire's Lease with the Authority.

At New T1, signage must also respond to the Cultural District that the premises is located within. New T1 has been divided into different Cultural Districts that represent the San Diego region. The district affects the colors, materials, and expression of Concessions storefronts, including signage. Refer to [Chapter 2 Concessions Design Vision and Goals at New T1](#) for additional information.

SIGN MATERIALS AND CONSTRUCTION

All signage must be of high-quality construction, materials, details, and finishes. All primary signage is required to have illumination. All equipment, transformers, raceways, ballasts, crossovers, and conduits must be concealed. If back of signage is exposed to view, that portion must be covered. Illuminated signage is to be on Concessionaire's

electrical circuit controlled by a timer set in accordance with the Authority's established hours of operation.

Electrical service to all Concession signs is to be provided at Concessionaire's electrical panel.

Concessionaire may utilize a wide variety of signage design and construction styles. The type selected shall portray Concessionaire's overall marketing image and enhance the architectural design.

Acceptable Sign Types include but are not limited to:

- a. Reverse channel "halo" letters: Individually mounted metal letters with halo illumination. Letter faces and returns may be painted or brushed or polished metal with the rear face of each letter no more than 2" away from the background plane.



- b. Channel letters with acrylic faces and internal illumination: The attachment of the acrylic faces must be clean and flush, and the acrylic material shall be of a matte finish. Internal illumination shall be provided with the use of LED.
- c. Dimensional opaque letters: Appropriate materials include metal, acrylic, or cast resin with surface illumination completely concealed within the fascia panel.
- d. Metal faced letters with side illumination: Construction to consist of a thin metal or other opaque face material with frosted acrylic side illumination.
- e. Edge-lit glass or acrylic panel with letters deeply carved or etched into the panel surface: Letter forms are to be illuminated sufficiently for visibility.
- f. Frosted vinyl material to simulate etched glass: Signature window signage and small-scale secondary signage may be permitted. Colored lettering or images may be considered on a case-by-case basis.

Unacceptable Sign Types include but are not limited to:

- a. Exposed neon
- b. Open channel with neon
- c. Flashing lights or animated components
- d. Vacuum-formed plastic letters or plastic materials of any kind
- e. Cabinet signs or boxed signs
- f. Sand-blasted wood signs

SIGN VISIBILITY

Concessionaire shall consider the variations in storefront conditions to provide for effective placement of signage and to maximize visibility to the flow of traffic. However, Concessionaire signage may not block or outcompete the visibility of SAN wayfinding signage from passengers' point of view.

Signage must be appropriately scaled to complement the design of the storefront and its location within the terminal. Storefront sign letters are limited to a 16" maximum capital, 12" standard letter. Dimensional or pinned letters are to have a minimum depth of 1". A 3 1/2" maximum depth is required for internally illuminated types.



8.2 Sign Types

Concessionaires are required to provide one primary storefront sign consisting of dimensional letter forms and may use branded icon elements and graphics. Concessionaires have the option of providing one additional sign. This may be a second storefront sign where the storefront wraps the corner, a blade sign where permitted, or a marquee sign where the concourse ceiling height allows.

The Authority will consider allowing storefront soffits, ceiling treatments, or other elements integrated with the signage design to protrude beyond the Lease line allowing better visibility on a case-by-case basis.

STOREFRONT SIGNS

Storefront Signs are located above storefront entries, along the extents of the premises' LOD. Concessionaire is required to provide one primary storefront sign. The primary storefront sign is located on the premises edge that faces the primary concourse circulation. Where the storefront wraps the corner, Concessionaire may opt for an additional storefront sign at this storefront face.

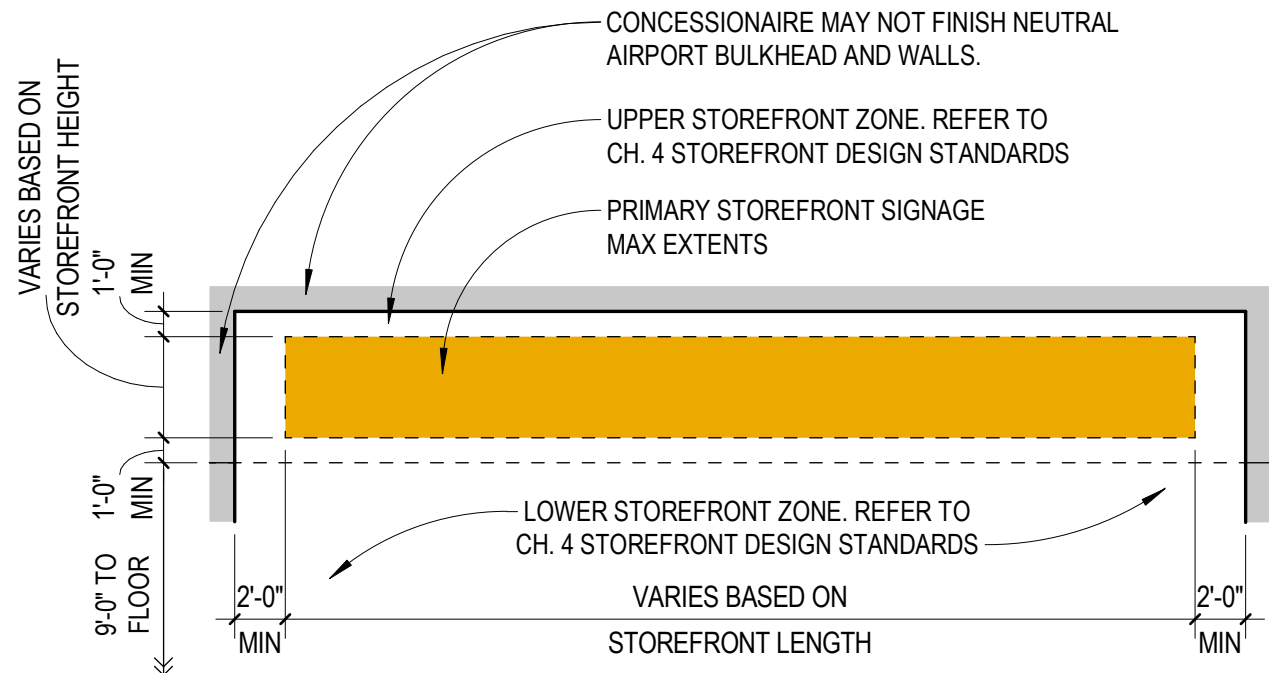


fig. 8.2.1 Storefront Sign Diagram

BLADE SIGNS

Blade signs are small, internally illuminated Concessionaire signs that attach to and cantilever from the Base Building neutral pier adjacent to the Concessionaire storefront. They face the travel direction of passenger traffic, making them highly visible to passengers. Only certain Concession spaces have neutral piers that support blade signs. Refer to Authority provided LODs. If applicable, Concessionaire may opt for their additional sign to be a blade sign.

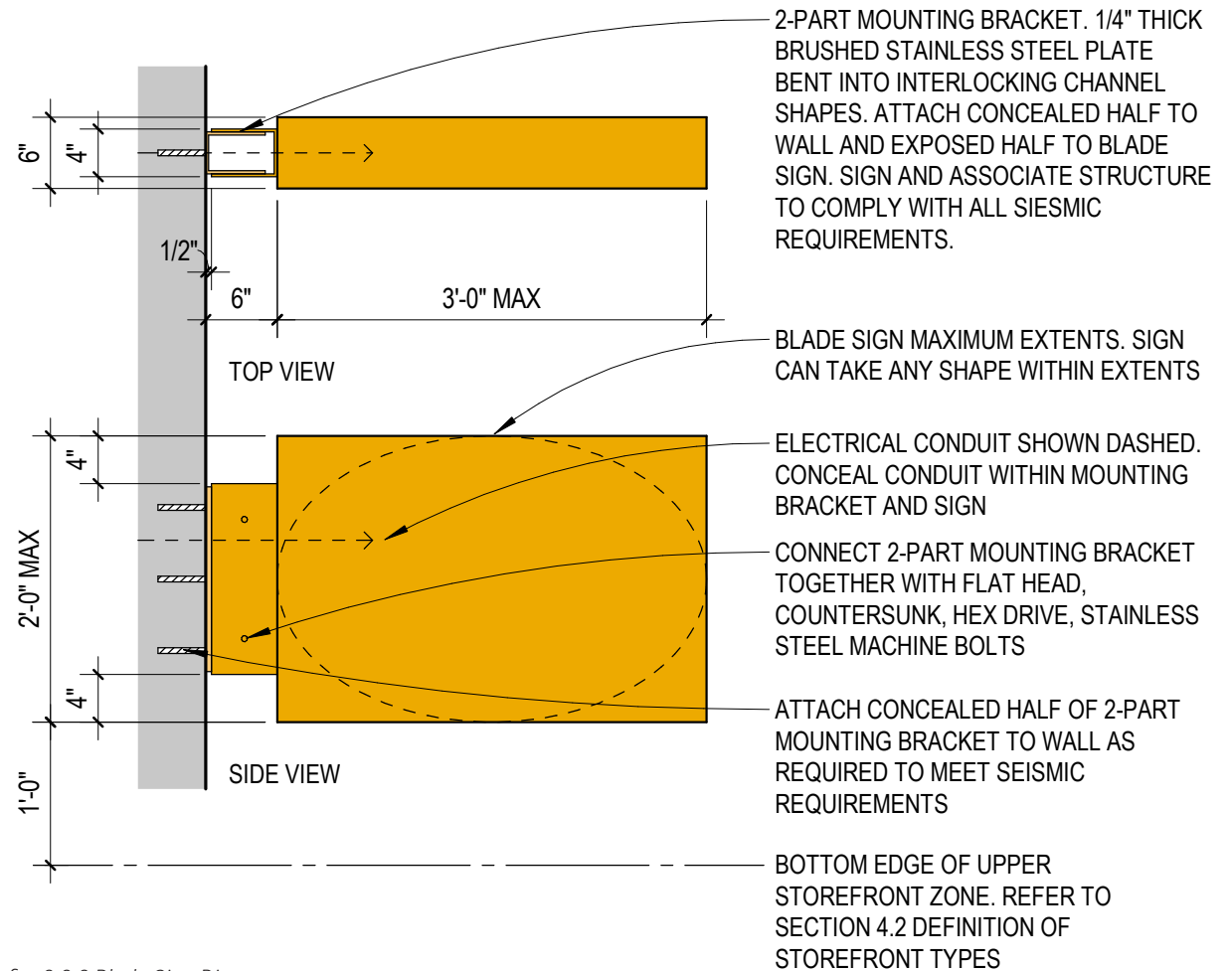


fig. 8.2.2 Blade Sign Diagram

MARQUEE SIGNS

Marquee signs are vertically oriented Concessionaire signs that extend outward from the primary storefront and above the Base Building neutral bulkhead. Similar to blade signs, marquee signs face the travel direction of passenger traffic and are highly visible. Their height, which may extend past the Base Building neutral bulkhead above the storefront, also makes the sign highly visible. Only certain Concession spaces support marquee signs. These are spaces adjacent to tall concourse ceilings. Refer to Authority provided LODs. If applicable, Concessionaire may opt for their additional sign to be a marquee sign.

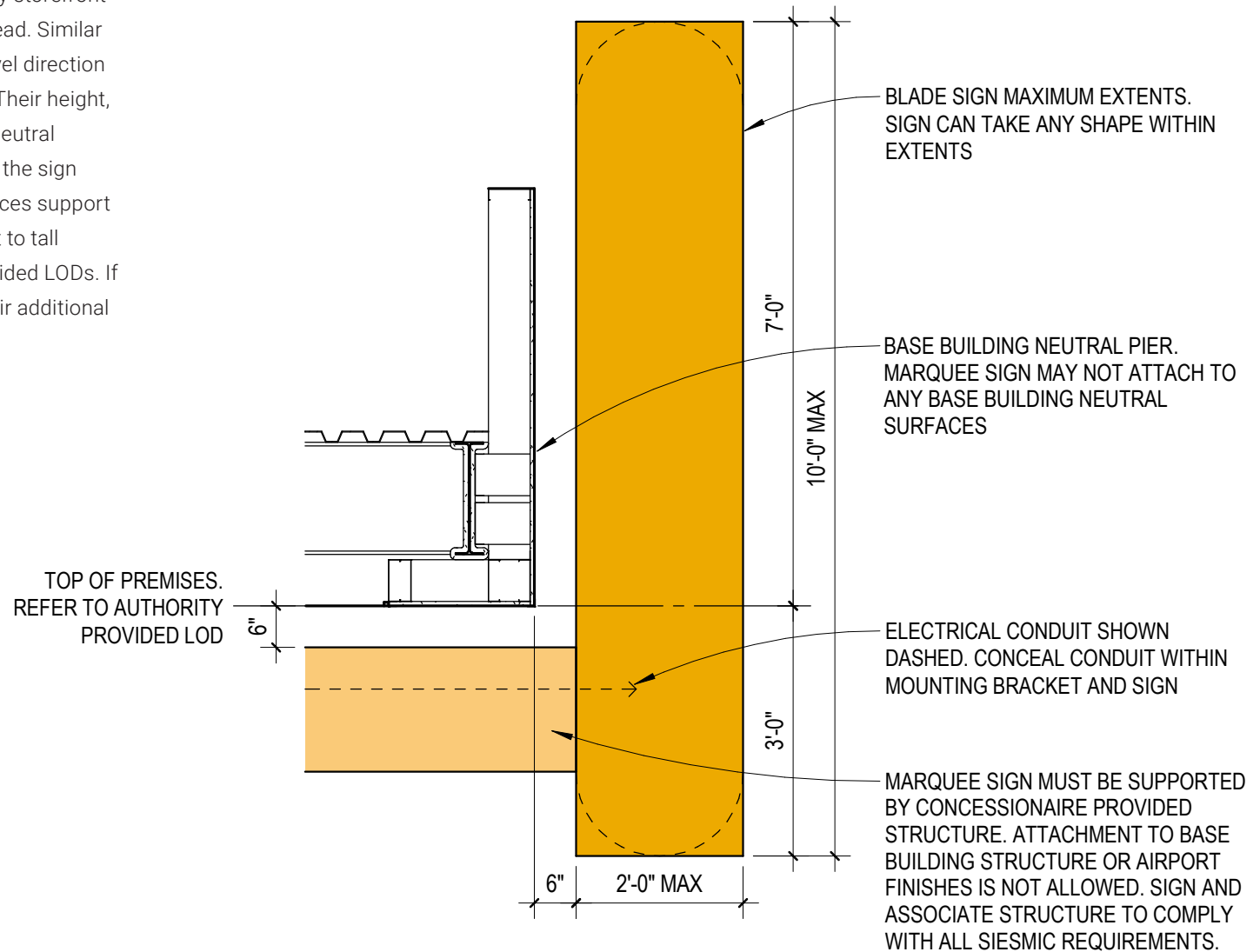


fig. 8.2.3 Marquee Sign Diagram

8.3 Interior Signage

A comprehensive and consistent graphics program must be established throughout the interiors of all retail, service, and food and beverage Concessions. Graphics must be fabricated of high-quality materials that are able to withstand abuse if accessible by the public. Environmental graphics are encouraged where appropriate. Images shall not be used as advertising and all content is to be reviewed by the Authority.

If environmental digital graphics are used, they must be of highest quality resolution and are to be printed on a cleanable vinyl, installed in a seamless manner or applied behind glazing.

Advertising is not permitted. Credit card decals, placards, banners, pennants, names, insignia, trademarks, or other descriptive or promotional material may not be affixed or maintained on storefront windows, glass fixtures, or equipment.

Permanent appliances, vendor equipment, or fixtures may not display advertising, sponsorship text, or branding of merchandise if in public view.

8.4 Information Displays

Information, advertising, or other posted graphics are not allowed unless given prior approval. These require permission from the Airport Authority for content review prior to usage.

Any graphical or audio content proposed for display or projection within Premises, whether static or dynamic, require content review and approval by the Authority – no exceptions.



9.0 Technical Design Standards

9.1 General

9.2 Codes and Regulations

9.3 Seismic Design Criteria

9.4 Accessibility

9.5 Sustainability

9.6 Sound Transmission Criteria

9.7 Structural

9.8 Mechanical

9.9 Plumbing, Gas, and Fire Protection

9.10 Electrical

9.11 Fire Alarm

9.12 Telecommunications

9.13 Public Address System

9.14 Base Building Penetrations

9.1 General

Concessionaire is required to provide all construction work per SAN standards and all applicable codes, and to install them per the manufacturer's recommendations, best industry practices, and in a manner to satisfy all conditions of warranty. Substrate and protective finish surfaces are to be properly prepared to receive any finish products per the manufacturer's recommendations. If Base Building conditions within the terminals conflict with any provisions within the CDM, Concessionaire must notify the Authority in writing within five business days. All Concessionaire areas visible to the public, exposed to public view, shall be finished by Concessionaire. This may include ceiling tops, construction behind glass walls or windows or other conditions that were not obvious in the plans but are revealed during construction.

INITIAL REVIEW PROCESS

The Technical Design Standards are general in nature and do not address every type of condition or detail Concessionaire will encounter. Concessionaire shall develop an on-going review process during the early design stages with the Authority to determine specific design criteria and conditions which are acceptable to SAN. Reference [Chapter 13 Additional Authority Resources](#) for building component and system standards. Inferior design or poor construction are unacceptable and will be required to be corrected at Concessionaire's sole cost and expense.

Concessionaire shall study and become knowledgeable

of all base building construction documentation (plans, specifications, utility matrices) as it applies to any given space and/or conditions required to support Concessionaire's space(s) including the roof or other support area(s) such as storage/support spaces. Utility points of connection are intended to be within Concessionaire's Premises and must be confirmed by Concessionaire upon site acceptance or at the first available site visit.

SAN PROJECT REQUIREMENTS

Concessionaire is required to incorporate all SAN's documentation (manuals, directives, guidelines, and standards) into its construction documentation and field processes. Any proposed deviations require advanced written approval from SAN. Should deviations occur without permission, Concessionaire will be responsible for any necessary remediation at their sole cost and expense. In addition to meeting all code requirements per the AHJ, Concessionaire shall complete all construction per SAN requirements. Product installations shall be per manufacturer's guidelines to maintain warranties. Use of best practices and meeting industry standards is required.

9.2 Codes and Regulations

All work covered by the drawings and field of drawing notes and specifications shall conform to the latest edition of the California Code of Regulations as adopted by the City of San Diego Planning and Development Services Department and the California Health Code as adopted by the Department of Environmental Health and Quality (DEHQ). Each of these entities serve as the primary Authority's Having Jurisdiction (AHJ's).

All Concessionaires selling consumables whether prepared onsite or pre-packaged must obtain a permit for plans and facilities, including support spaces, per DEHQ.

Disclaimer: All SAN review comments and/or requirements and standards are accumulative in relation to the AHJ's requirements. Concessionaire is not relieved of its responsibility to satisfy all applicable local, state, and federal codes, rules and regulations based on SAN input. Constructability and compliance with governing codes and regulations to the satisfaction of the AHJ remains solely the responsibility of the Concessionaire. Where a discrepancy arises between SAN requirements and local, state, national, and federal codes and regulations, the latter shall govern unless the SAN standard is higher and does not conflict. Concessionaire shall notify the Authority in writing within five (5) business days identifying any such conflicts and/or conditions.

APPLICABLE CODES AND STANDARDS

Title 24 of the California Code of Regulations contains the design and construction regulations for buildings and consist of the following applicable parts (use current editions at time of submitting for permit):

- a. Part 1 - California Administrative Code
- b. Part 2 - California Building Code
- c. Part 3 - California Electrical Code
- d. Part 4 - California Mechanical Code
- e. Part 5 - California Plumbing Code
- f. Part 6 - California Energy Code
- g. Part 9 - California Fire Code
- h. Part 11 - California Green Building Standards Code (CALGreen)
- i. Part 12 - California Reference Standard Code

National Fire Protection Association (NFPA) Standards as referenced by Title 24 including:

- a. NFPA 10, Standard for Portable Fire Extinguishers
- b. NFPA 13, Standard for the Installation of Sprinkler Systems
- c. NFPA 72, National Fire Alarm Code

Other applicable regulations include:

- a. Applicable Safety Orders of the State of California
- b. California OSHA
- c. California Environmental Quality Act (CEQA)
- d. San Diego County Department of Environmental Health and Quality (DEHQ)
- e. Accessibility Regulations Established by the American with Disabilities Accessibility Guidelines

- f. City of San Diego Technical Bulletins

Mechanical, Electrical, and Plumbing standards:

- a. ASHRAE Guide
- b. SMACNA/ANSI HVAC Duct Construction Standards
- c. SMACNA Seismic Restraint Manual- Guidelines for Mechanical Systems
- d. NEMA National Electrical Manufacturers Association
- e. UL Underwriters Laboratories, Inc.
- f. FAA Federal Aviation Administration
- g. LEED
- h. ANSI American National Standards Institute
- i. ASTM American Society of Testing and Materials
- j. ASME American Society of Mechanical Engineers
- k. ASSE American Society of Sanitary Engineers
- l. ASPE American Society of Plumbing Engineers
- m. NESC National Electrical Safety Code
- n. SDIA Design and Construction Standards

9.3 Seismic Design Criteria

The San Diego region is in an active seismic zone and as such, Concessionaire is responsible for contacting local authorities to determine current seismic design requirements specific to this region, including the Rose Canyon fault. Furthermore, Concessionaire shall design their facilities with the following amplification: SAN, a Special Occupancy Group, is to be designed as a building that represents a substantial hazard to human life in the event of a failure, for seismic design only. The intent is to limit potential damage and disruption to SAN due to a seismic event by designing to the more stringent category requirement. As a minimum, the seismic design calculations for terminals shall be designed as Risk Category III with an "Importance Factor (Ie)" of 1.25 as designated by the California Code of Regulations. Refer to [Section 9.7 Structural](#), for additional information including Seismic Connections and Expansion Joints.

9.4 Accessibility

The Concessionaire is responsible for compliance with all applicable codes and regulations where the concessionaire provides goods and services that are considered a place of public accommodation. Concessionaire shall have their ADA / Title 24 consultant review and provide written certification that the completed improvements comply with all applicable accessibility regulations no later than thirty (30) days after substantial completion notification is issued to Concessionaire. An acceptable option to a written certification would be a reaffirmation by signature and current date that the ADA Conformance Statement on the record drawings remains true and accurate. Should there be any issues with ADA compliance, those shall be remedied within thirty (30) days of notice of non-compliance. The Authority shall be advised of the situation and kept updated on the progress towards conformance.



9.5 Sustainability

SAN's mission statement is: "We will plan for and provide air transportation services to the region with safe, effective facilities that exceed our customer expectations. We are committed to operating SAN Diego's air transportation gateways in a manner that promotes the region's prosperity and protects its quality of life."

Refer to SAN's Sustainability Policy,

https://san.org/Portals/0/Documents/Environmental/SD-Airport-Authority-Board_Sustainability-Policy_Rev-2019.pdf

In the spirit of SAN's ongoing quest to operate as a sustainable environment, the Authority asks that Concessionaires go beyond code required CALGreen when and where possible. The base building will be LEED (Leadership in Energy and Environmental Design) certified.

Concessionaires are encouraged to consider LEED certification as well for retail within existing buildings. Please review the USGBC website:

<https://www.usgbc.org/leed/rating-systems/retail>

There you will find the information for pursuing obtaining a LEED certified project. SAN requires that any space over 10,000 SF to formally pursue LEED certification.

The following are SAN minimum performance design requirements:

- o. Equipment and appliances to be energy efficient as qualified by the EPA's Energy Star program.
- p. Lighting systems to be energy efficient with lighting controls and LED task lighting to manage energy use and make use of day-lighting opportunities where they exist. Energy Star or equivalent.
- q. Power, water, and gas meters are required per Premises.
- r. Maintain a comfortable thermal environment for employees and customers, with energy efficient systems properly installed, calibrated, and commissioned.
- s. Use Triple Bottom Line Cost Benefit Analysis (TBL-CBA) to optimize materials selection for major materials (e.g., structure and enclosure).
- t. Achieve 90% C&D debris diversion from landfill.
- u. Reuse, recycle and salvage non-hazardous construction and demolition debris. Disposal of debris in accordance with City of San Diego Recycling Ordinance (refer to [Chapter 13 Additional Authority Resources](#), for further Information). Ensure that any materials or waste generated during remodeling or construction projects, meet or exceed SAN thresholds for zero waste goals, practices, and reporting.
- v. Use zero VOC (Volatile Organic Compounds) emitting materials in furniture, adhesives and sealants, paints and coatings, composite wood and agriculture fiber products. Furniture is defined as any retail display fixture, casework, and built-in millwork such as wall shelving display units, display tables and fixtures, cash wrap, storage units, and cabinets.
- w. Use material containing no urea formaldehyde.
- x. Purchase durable products that reduce the overall amount of material discarded, maximize recyclability, and recycled content, reduce toxicity, and conserve natural resources, raw materials, and energy (e.g., minimize or eliminate use of single-use plastics products).
- y. Wood products are to be wood certified in accordance with the Forest Stewardship Council's principles and criteria.

9.6 Sound Transmission Criteria

Concessionaire is required to attenuate the transmission of sound from their Premises to all surrounding public and adjacent areas. Concessionaire shall meet the following minimum requirements for Sound Transmission Class (STC) and Noise Criterion (NC).

- a. NC values for all equipment, including but not limited to the HVAC systems, shall comply with the generally accepted practice by the American Society of the Heating Refrigeration and Air Conditioning Engineers (ASHRAE), noise and vibration design guidelines. The NC Level within the Premises as a result of any equipment or system shall be limited to NC 40. All equipment, including but not limited to the HVAC systems, shall be vibration isolated from the terminal structure.
- b. The minimum acceptable demising partition STC value between Premises for non-critical noise intrusion is STC 41. The minimum acceptable demising partition STC value for critical noise adjacencies such as, but not limited to: Food and beverage, bar and dining areas, including food preparation, cleaning, and dish washing areas that are adjacent to other Concessionaire and SAN spaces shall be STC 47, with additional consideration for plumbing noise vibration isolation. SAN has the opportunity to review Concessionaire acoustical provisions on a site-specific basis and may require higher STC values based on the use of the space and other adjacencies.

9.7 Structural

STRUCTURAL DESIGN CRITERIA

The Structural Design Criteria provides the technical criteria required to ensure structural loads imposed on a temporary or permanent basis do not exceed the structural capacity of the building. Any modifications to the Base Building structure must be reviewed and approved by the SAN.

Concessionaire shall retain the services of a professional structural engineer to analyze loads imposed on the Base Building structural system.

The following design live loads are for reference only. Concessionaire is responsible for confirming Base Building structural capacity.

- a. Structural Floor 100 lbs./sq. ft.
- b. Slab on Grade 125 lbs./sq. ft.
- c. Roof 20 lbs./sq ft.

STOREFRONTS

Each design requires complete engineering plans and specifications clearly defining the details required for proper installation and performance. This includes, but is not limited to, head, jamb, sill, and corner conditions showing all typical attachments to the Base Building structure. Storefronts shall be self-supporting between their structural supports and shall be capable of accepting all live loads, dead loads, wind loads, and seismic loads imposed, and transfer all loads into the Base Building structure. Storefronts shall hang from ceiling structure above. The storefront may be braced

by the existing Base Building structure, however, no penetrations which would degrade the Base Building structural integrity are allowed and all structural connections must be developed by a professional structural engineer.

HEAVY EQUIPMENT AND OVERHEAD SUPPORTS

Installation of heavy equipment of any kind is not permitted without prior consultation with a professional structural engineer and subsequent SAN review. All overhead equipment or systems to be supported from above shall be designed by a structural engineer licensed in the State of California.

Concessionaire is not allowed to use Base Building structural system without SAN approval of a BBMR Form submitted by Concessionaire. Any proposed attachments to the underside of the concrete slab or deck shall be provided with an engineer's structural calculations discerning the capability of the slab or deck to support the anticipated load. For concrete structural systems the engineer shall design supports as required for SAN review. Concessionaire is responsible to coordinate-the transporting of heavy equipment through SAN spaces and to provide a travel path and plan. Concessionaire shall verify and confirm transport through SAN terminals and concourses to the final destination including weight of equipment and materials, as well as confirm existing structural capacities are adequate to carry such loads. Refer to [Sections 12.9 Concessionaire Cooperation & Coordination](#), and [12.10 Authority Contractor](#)

Cooperation & Coordination.

CORE DRILLING, CUTTING, AND PENETRATIONS

Refer to [Section 9.14 Building Penetrations](#).

See Terminal structural plans as it pertains to all coring allowances and requirements. Core hole/opening through concrete slab on metal deck shall be per the respective terminal structural plans showing coring standard details serving as a baseline, minimum requirement.

Proposed coring plans shall be reviewed by either the base building structural engineer or an Authority sanctioned third party structural engineer to satisfy peer review requirements.

A pre-construction meeting will be required for all coring. Concessionaire shall provide a plan showing all cores, the GPR reports, confirmation of drop zones and confirmation of means and methods to manage the process along with a schedule. All cores shall be properly plugged with a waterproof device until actual use. All abandoned cores shall be properly filled and sealed.

ROOF MOUNTED EQUIPMENT

Concessionaire's structural engineer shall analyze the load imposed by any required additional roof mounted equipment on the existing Base Building structural system and provide structural calculations to support the proposed design/details. Concessionaire shall provide roof structural reinforcement, roof opening framing, and support curbs as may be required; for all

new roof mounted equipment not supported by Base Building. Review and approval by SAN are required for all roof mounted equipment.

ROOFING SYSTEM AND ACCESS

Concessionaire may access roof mounted equipment via existing roof walkway pads from SAN provided roof access points. Concessionaires must provide roof walkway pad extensions from existing Base Building roof walkway pads to all Concessionaire provided roof top equipment. All roof modifications must be in compliance with the Base Building roof system. To maintain existing roof warranties Concessionaire is required use the Authority's roofing contractor or as an option a roofing contractor certified by the manufacturer of the roofing system and provide an equal warranty period for that portion of the affected roof replacement/repair to modify any portion of the roofing system at Concessionaire's sole cost and expense (refer to Section [11.4 Authority Proprietary Systems Maintenance Systems](#) for further information). Contact the CDP and TIP Manager for contact information regarding the individual roofing contractor's representative.

SEISMIC CONNECTIONS AND EXPANSION JOINTS

Concessionaire is to ensure that all work is designed to accommodate and protect for seismic events. Requirements include but are not limited to the seismic detailing for ceilings, walls, floors, utilities (joints, connections, auto and manual shutoffs), plumbing, casework and other components in the project specifically required by code to accommodate the

seismic activity inherent in the region. See [Section 9.3 Seismic Design Criteria](#) for further information.

9.8 Mechanical

The objective of the Mechanical Design Criteria is to provide Concessionaire with the technical criteria required to ensure the installation of Heating Ventilation and Air Cooling (HVAC) equipment, plumbing, gas, sanitary, fire protection systems, and all mechanical systems including any miscellaneous heat producing appliances within the Premises or other Leased support spaces conform to the requirements as specified herein.

All work in this section shall meet all SAN Standards whether contained as sections within this manual or as additional resources listed in [Chapter 13 Additional Authority Resources](#) and all latest adopted governing local, state and federal codes, ordinances and regulations.

All mechanical design data such as ultimate heating and cooling, water, gas and power demand shall be indicated on plans submitted for review, including all appropriate and completed calculations and data required for determination of compliance with the California Code of Regulations Title 24.

While all Premises are 'as-is' 'where-is' condition, SAN recognizes that documented conditions are expected to be provided as detailed. A key activity during the Space Acceptance walk (or earlier if possible) by Concessionaire is to field verify that all utilities are



present as called out in the Utility Matrix and the corresponding MEP drawings. Concessionaire to identify in its Space Acceptance letter to SAN any condition that is not deemed correct or is missing for SAN to respond.

SAN has provided a central HVAC distribution system utilizing multiple indoor air handlers and will provide information and data regarding the Base Building HVAC system. Concessionaire shall confirm the Base Building HVAC capacity provided for each Premises. Any additional HVAC requirements beyond the capacity provided by SAN shall be provided by Concessionaire at its sole cost and expense. The Base Building HVAC systems have generally been designed to the following criteria:

- a. Heating: Winter inside comfort design temperature 68-70°F
- b. Cooling: Summer inside comfort design temperature 72 +/- 2°F
- c. Outside Air: Per ASHRAE Handbook of Fundamentals, Title 24 and California Mechanical Code.
- d. Chilled Water Differential: Coils shall be designed for 16°F temperature.
- e. Concessionaire mechanical system shall be sized per Concessionaire based on space function, kitchen size and seating area. The base building system is providing minimum outside air per Title 24 and chilled water and heating hot water is provided to accommodate 170 sf/ton. Refer to

Utility Matrix for specific data. Concessionaire shall provide all make-up air and exhaust for the kitchen, as well as comfort cooling to accommodate their space needs. Provisions for Concessionaire equipment location is made on the roof. Refer to architectural drawings for specific locations.

- f. Retail Supply Air Maximum supply air to conditioned areas 300 sf/ton.

In some areas of the terminal, Base Building HVAC ductwork will be above the plenum space of Premises as indicated on base building architectural and mechanical drawings. Concessionaire ductwork shall be installed below the Base Building ductwork and within their respective ceiling space.

SAN has installed a Building Management and Control System (BMCS) SAN and will provide a point of connection (POC) to this system within or adjacent to Concessionaire's space. Concessionaire shall install all sensor input and output devices as required for the mechanical system design and per SAN's proprietary specification for HVAC Controls System.

Concessionaire is required to use the Base Building Mechanical/HVAC System-Controls proprietary systems maintenance contractor for programming and final connections for the system at Concessionaire's sole cost and expense. Refer to **Section 3.4 Base Building Conditions**, HVAC Controls and **Section 11.4 Authority Proprietary Systems Maintenance Contractors**.

SAN maintains the Mechanical/HVAC system. Any time Concessionaire connects to the Base Building

system for the supply and control of conditioned air within their space they must communicate in advance with its SAN Project Manager to determine whether a SAN Contractor is required to perform the work. Concessionaire is required to install and maintain HVAC equipment that is compatible with SAN's HVAC proprietary system specifications. Concessionaire is responsible to maintain all its MEP systems up to the point of connection to the base building. This includes but is not limited to all mechanical system components or other specific stand-alone systems such as hood exhaust, makeup air and refrigeration systems. At no time shall Concessionaire touch SAN systems without advanced approval in writing from SAN. And should access be granted; it will be to perform work using the services of an SAN Proprietary Contractor.

Concessionaire shall engineer the Mechanical/HVAC system to serve Concessionaire's space complete with air terminal devices, mechanical piping, ducted conditioned outdoor air, ducted supply, and ducted return air. It is essential Concessionaire's Mechanical Engineer be completely familiar with the central Mechanical/HVAC system within the terminal Base Building and all operational requirements pertaining to the system. FMD does not maintain Concessionaire internal mechanical system components or other specific stand-alone systems such as hood exhaust, makeup air, and Concessionaire's refrigeration systems.

All construction documents and specifications shall be developed by Concessionaire and reflect a complete

and fully engineered system. Concessionaire may perform certain engineering design functions, such as the fire alarm and fire sprinkler protection systems, but Concessionaire is responsible for the total overall design.

If Concessionaire requires modification or extension of any Base Building Mechanical/HVAC system a BBMR Form must be submitted to and approved by SAN. All approved modifications shall be completed in accordance with requirements as outlined herein. Mechanical/HVAC system modifications requiring shutdown of other portions of the mechanical systems or work within SAN's mechanical rooms shall be coordinated in advance with SAN's Tenant Improvement (T.I.) Construction Inspector and performed under SAN staff supervision.

The HVAC system shall include all HVAC equipment (Make-up air units, fan-coils, VAV's, etc.), ducts, diffusers, insulation, controls, smoke and fire system components, final electrical connections, and appurtenances as required for complete installation and the operation of the system.

The HVAC system and its component parts shall operate without objectionable noise or vibration within occupied spaces. Noise levels shall not be above the minimum acceptable Noise Criterion (NC) as identified in [Section 9.6 Sound Transmission](#) Design Criteria.

The HVAC system shall include fire alarm system components compatible with SAN's Base Building

fire alarm system. The SAN fire alarm proprietary system maintenance contractor is required to provide programming and make all connections for this system at Concessionaire's sole cost and expense (refer to [Section 11.4 Authority Proprietary Systems Maintenance Contractors](#) for fire alarm coordination information). Contact the TIP Manager for contact information regarding the Base Building Fire Alarm proprietary system maintenance contractor representative.

The HVAC system shall include automatic temperature control components compatible with the existing SAN Mechanical/HVAC control system. The SAN Mechanical/HVAC control system contractor is required to provide programming and make all connections for this system at Concessionaire's sole cost and expense (refer to for HVAC Controls Contractor information). Contact the TIP Manager for contact information regarding the Base Building Mechanical/HVAC Controls proprietary system maintenance contractor representative.

The HVAC air distribution system shall consist of Variable Air Volume (VAV) terminal units with heating and cooling capability, or Fan Coil (FCU) terminal units connected with chilled water and heating hot water coils where necessary. The terminal units shall be furnished with an electronic digital system interface and thermostat for connection to medium pressure supply ducts. Concessionaire installed ducting shall be rigid with the exception of a 5'-0" maximum length flex duct

which will be allowed at air supply diffuser connections. Details shall be provided for VAV/FCU unit and controls, associated access panels, ductwork mounting and installation including suspension system from the terminal's overhead structure including seismic bracing. At a minimum the following requirements apply:

- a. Double expansion anchor-type fasteners or other fasteners that minimize hammering (specify type) are required to protect the structure.
- b. Hammer drilling will not be allowed.

All mechanical systems shall be designed to maintain adequate access and clearance to existing equipment, new equipment devices requiring maintenance and shall not create interference with the operations of existing equipment.

No openings for fans, outside air intakes, vents, louvers, grilles, or other devices will be installed in any demising partitions, exterior walls or roof without SAN's review and approval. All penetrations through exterior walls and roof structure must strictly comply with the requirements as outlined herein to maintain roof warranty.

Any existing mechanical equipment to be abandoned shall be removed and recycled in accordance with City of San Diego Planning and Development Services Department "Recycling Requirements" and the roof patched as required by a contractor approved by the roof warrantor.

All interior piping and ductwork shall be supported independently from structure. Support of piping and ductwork from other piping or ductwork is not permitted.

Roof mounted Concession equipment shall be located in mechanical designated areas on roof. Refer to architectural drawings for location. All equipment shall be mounted on curbs.

All Concessionaire installed roof top equipment shall have a permanent label, prominently visible, indicating Premises LOD identification using sans-serif, bold-minimum three inches high font permanently affixed to each piece of equipment.

If the ceiling is used as a return air plenum, all equipment, pipe, conduit, conductors, and other building materials shall be plenum rated. Food and beverage facilities shall use ducted returns.

Negative air pressure must be maintained in kitchens to prevent odors from leaving the space. Objectionable odors will be exhausted in such manner as to prevent their release in the terminal or short circuiting into any fresh air vents.

Elevations must be submitted showing any exterior devices including louvers to be installed for exhaust and make-up air units, including exhaust fans.

All mechanical equipment shall be U.L. listed and rated. Air handling equipment shall be certified for performance by a nationally recognized testing Agency.

No fiberglass ductwork shall be permitted. All ductwork shall be steel, aluminum, stainless steel, or metallic alloys suitable for intended use.

Flexible ductwork shall be wire type with factory installed collars. Minimum and maximum lengths shall be as per code. Field altered (in a manner that adversely affects the air flow design capacity) flexible ducts are prohibited. Installation shall be free of tight bends or kinks supported with one-and-a-half inch (1-1/2") minimum hanger strap and shall be used for connection to diffusers and registers or for terminal boxes when rated for appropriate duct pressure classification.

Ductwork drops to ceiling diffusers or registers when greater than 6'-0" in length shall have independent hanger supports to structure above and elbows shall be strapped for continuity. Lateral bracing for drops greater than 6'-0" shall be required.

Ductwork hangers shall be galvanized metal strap or minimum 3/8" diameter steel rod trapeze arrangement per "SMACNA" standards. Ductwork may not be hung or braced with wire. All ductwork shall be seismically braced, regardless of size, for lateral, longitudinal, and uplift movement. The minimum bracing material shall be 2"x 2" x 16-gauge galvanized steel angle, deburred to remove sharp edges from shearing. Subsequent bracing requirements shall be per "SMACNA Seismic Restraint Guidelines" latest version.

The use of aircraft cables for seismic restraint of ductwork is prohibited. For equipment that requires noise and vibration isolation, refer to SMACNA or other nationally recognized standard that achieves SAN noise and attenuation requirements.

Roof mounted kitchen exhaust fans shall not be located within 15 feet of a make-up air unit or 25 feet from base building fresh air intake. For exhaust fans, make-up air units, refrigeration condensers, and other equipment located on the roof Concessionaire shall coordinate with SAN relative to all anticipated and/or existing adjacent Concessionaire roof mounted equipment and shall provide engineered drawings and calculations plus all structural reinforcement design documents to support their roof top equipment loads. The calculations may be reviewed by SAN and the Base Building structural engineer. All proposed new roof-mounted mechanical equipment shall be installed independently of the existing roof membrane material unless regulatory code(s) require structural attachment/restraint considerations. Reuse existing roof curbs to the extent possible.

Concessionaire shall develop construction documents, so all work is furnished and installed in logical sequence and performed in an expeditious manner for efficient flow of work. Particular attention is to be given to the positioning of large equipment items and tie-ins to existing systems that will require system shutdowns. Requests for system shutdowns shall be submitted in writing using a utility interruption form ([Chapter 13](#)

Additional Authority Resources for SAN's Contractor Interface with Airport Systems Notification form) 72 hours in advance of any planned utility shut-off. Progress of mechanical work shall be coordinated by Concessionaire with all other trades, SAN's Base Building Contractor where required and all concurrent construction.

Concessionaire must verify all site conditions and dimensions by field measurements, and review of Base Building contract documents for work in progress. Chases, slots, openings, and SAN designated "Right of Way Routes" shall be verified, and the mechanical system designed to allow for installation. When mounting heights are not specifically detailed or dimensioned, systems, materials, and equipment are to be installed so as to provide the maximum headroom possible with minimum headroom of 9'-0" typical or 8'-6" at kitchen and back of house areas.

All systems that require periodic servicing or equipment replacement shall be readily accessible from Concessionaire's space. Mechanical equipment installations shall be designed and located to facilitate servicing, maintenance, and repair or replacement of equipment and components. Concessionaire is to coordinate the connection of mechanical systems with Base Building systems including exterior underground and utility services.

Mechanical systems, materials, and equipment installation must conform to SAN approved construction documents, and submittal data. Where

coordination requirements conflict with individual system requirements, conflicts are to be resolved by Concessionaire in coordination with SAN. Systems, materials, and equipment are to be designed to be level and plumb, parallel, and perpendicular to building coordinates, systems, and components.

Equipment shall be designed and installed for ease of disconnection, with minimum interference with other installations. Grease fittings are to be extended to an accessible location. Access panel or doors are required where units are concealed behind finished surfaces. Systems, materials, and equipment are to be installed to provide right-of-way priority to piping systems, which are required to be installed at a specific slope and those that are most costly to install.

Concessionaire is required to provide exhaust and make up air as required for the proper operation of the mechanical systems. All roof top equipment installed by Concessionaire shall meet all requirements as outlined herein. Required roof penetrations shall be as described in **Section 9.14 Base Building Penetrations** as required to maintain roof system warranty and at Concessionaire's sole cost and expense. Contact the TIP Manager for further specific Base Building Roofing maintenance contractor representative information Refer to listing of specific terminal systems.

Concession temperature control system shall be integrated into the Base Building Mechanical/HVAC Controls Proprietary System and be in proper working order. All Concession refrigeration systems and

equipment is to be running and in proper working order. All instruments shall be properly and accurately field calibrated.

Concessionaire shall coordinate with SAN during its commissioning (Cx) process and will be required to submit its results at closeout. Concessionaire shall retain the services of a third party to perform the Cx and include those who are thoroughly familiar with the project and operation of the various systems to be present during the testing and observation stages to demonstrate proper operation of the equipment and controls. SAN operational personnel, from its Facilities Management Department, shall also be included in all Cx activities.

Cx shall include test and air balance the space and provide a certified Testing and Balance (TAB) report to SAN. Substantial Completion will not be issued until the TAB reports are completed to the satisfaction of SAN. The air system balance shall be performed by contractors that are certified by the American Air Balance Council (AABC) or the National Environmental Balancing Bureau (NEBB). Air distribution systems shall be balanced for specific design flow rates and system static pressure.

Concessionaire shall submit to SAN a signed copy of the City of San Diego Planning and Development Services Certificate of Occupancy required for project closeout Refer to **Section 12.29 Project Closeout**.

9.9 Plumbing, Gas, and Fire Protection

The Plumbing, Gas, and Fire Protection criteria provides the technical criteria required to ensure the design and installation of all plumbing including hot and cold domestic water, sanitary sewer, waste and vent, grease waste, and natural gas within Premises or other Leased support spaces conform to SAN Standards whether contained as Sections within this manual or as listed in [Chapter 13 Additional Authority Resources](#). Work shall meet all requirements of SAN and AHJs.

Base building will provide valved and capped domestic water, gas, and sanitary sewer connections with vent and grease waste connections for all food and beverage units as noted in the Utility Matrix. These lines will be brought to a location within or adjacent to Premises. The exact locations of these stub outs are to be confirmed by Concessionaire. Base building will provide upturned fire sprinkler heads within Premises. Concessionaire must learn the location of the isolation valve(s) serving its space(s) for any fire sprinkler related work and keep onsite at all times a fire sprinkler head clamp in case of any accidental sprinkler head breaks or activations to minimize water flow. Concessionaire will be liable for any such damages and the water damage.

The design and construction of Concessionaire's plumbing, gas, and fire protection systems shall include but is not limited to the following:

- a. Concessionaire shall furnish and install all piping, fittings, valves, and associated components to

accommodate Concessionaire's design. Plumbing system modifications requiring "wet taps" shall be coordinated in advance in writing ([Chapter 13 Additional Authority Resources](#) for SAN's Contractor Interface with Base Building Systems Notification Form) with SAN T.I. Construction Inspector and SAN Base Building contractor where appropriate. Work must be performed during the hours approved for such work and under the direct supervision of the SAN T.I. Construction Inspector.

- b. Concessionaire shall include within the Contract Documents a plumbing schedule with fixture connections sizes and fixture unit demands.
- c. Concessionaire is required to provide power, gas and domestic water (hot and cold supply, domestic hot water return, and natural gas) submeters unless otherwise noted. Hydronic or air system BTU submeters are not required at SAN. Concessionaire shall coordinate with CDP Project Manager to confirm that Concessionaire performs all testing, calibration, and commissioning. All submeters shall be placed on the primary supply line immediately upon the line entering the space. Meters shall be mounted in an accessible location, maximum 5'-6" A.F.F. Concessionaire must provide a letter to SAN certifying the water meter monitoring device is properly installed and functioning prior to substantial completion. For further information regarding utility monitoring devices refer to [Section 3.4 Base Building Conditions](#).
- d. Concessionaire is required to provide a back flow

preventer on the beverage dispensing system.

- e. Toilet rooms are not permitted in Concession spaces, unless specifically required by the Agency Having Jurisdiction.
- f. Concessionaire is not allowed to route wet utility piping above any main electrical system room. Should such a condition exist, Concessionaire to notify SAN in writing within seven calendar days providing plans and what the condition is to be resolved.
- g. No plastic pipe is allowed except for waste lines below grade. Acid resistant piping shall be utilized for all waste drain lines serving soda and beer dispensers for a minimum of 25 feet or to the nearest connection with a main line. Food and beverage plumbing waste from grease producing fixtures and equipment shall use dedicated grease waste lines. No grease effluent will be allowed into the Base Building plumbing systems.
- h. Concessionaire shall connect sanitary drainage piping to the provided stub out. Sanitary sewer lines which may experience condensation are to be fully wrapped with insulation (except at slab on grade locations) to prevent pipe condensation from dripping on other Premises. The routing of piping shall not occur over any electrical equipment of any kind.
- i. All sanitary sewer system clean outs (whether floor or wall) shall be readily accessible without moving any of Concessionaire's furniture,

- fixtures, or equipment (FF&E).
- ii. Wall surfaces adjacent to or in a close proximity to, a mop basin/sink shall be designed to provide maximum water protection. Refer to [Section 14 Architectural Exhibits](#).
 - i. Domestic hot water, if provided by SAN, is provided at approximately 125 degrees. Concessionaire is responsible for providing equipment necessary to increase the water temperature as required for the food prep, kitchen, and other support space. Water heaters shall be electric and shall not be mounted above ceilings. Concessionaire is encouraged to install water heaters above mop sinks where practical. There is allotted space on the roof for supplemental equipment.
 - j. Gas piping within Concessionaire's space shall be threaded, pressure seal, or welded joints, labeled, and tested.
 - k. Concessionaire will route grease waste from the kitchen pot sinks and other fixtures and equipment with waste effluent containing suspended grease particles to the grease waste stub out provided.
 - l. SAN will provide and service a grease interceptor. Grease traps located within Concessionaire's space are not allowed. The horizontal waste lines shall be sloped at 1/4" per foot and a 4" minimum diameter shall be required unless otherwise approved by the UPC.
 - m. Any beverage lines Concessionaire proposes to run outside its Premises are to be reviewed and approved by SAN in advance of any work. All lines running outside Premises shall be contained in a beverage line conduit system and will meet plumbing code minimums for slope and run.
 - n. Modifications to the Base Building infrastructure (utilities) required for Concessionaire's refrigeration equipment including refrigerant and drain lines, plumbing, and floor drains, will be at Concessionaire expense. Remote condenser units shall be located as approved by SAN, outside of the building in an area designated by SAN.
 - o. Cutting and patching to be performed as required to return finishes to their original condition. Welding or torch-cutting must be under the direct supervision of SAN's T.I. Construction Inspector. Concessionaire must notify SAN's T.I. Construction Inspector and obtain a written approved, by SAN "Hot Work Permit" 24 hours prior to welding or torch cutting operation.
 - p. Where required, Concessionaire shall install a complete fire sprinkler system designed by a fire protection engineer licensed in the State of California.
 - q. The fire sprinkler system shall be fully engineered and substantiated by hydraulic calculations prior to submitting to the City of San Diego Planning and Development Services Department for plan check review approval. The fire sprinkler contract documents shall include complete calculations along with the location of all valves, piping, and sprinkler heads.
 - r. The fire protection engineer is required to obtain flow test data, satisfactory to the Agencies Having Jurisdiction. The drawings and hydraulic calculations must include the site of the flow test, and the date and time the test was conducted. The calculations must be taken to the point of the actual water flow test.
 - s. Concessionaire is required to certify that the exact sprinkler head as indicated on the contract documents and hydraulic calculations is the sprinkler head installed on the job site. There are numerous sprinklers available, each with a unique set of design criteria, flow pressure requirements, spacing requirements, and specific obstruction rules. Installing the wrong sprinkler invalidates the hydraulic calculations and could put the building at risk.
 - t. Concessionaire shall coordinate with the SAN T.I. Construction Inspector and SAN Base Building maintenance contractor where appropriate to isolate the effected sprinkler system zone valve so the piping may be drained prior to the installation of new fire sprinkler system. Contact the CDP Tenant Improvement Project Coordinator for contact information. Refer to [Section 11.4 Authority Proprietary Systems Maintenance Contractors](#).



FINAL OBSERVATION, INSPECTION & COMMISSIONING

Prior to final observation by SAN, all work under the contract shall be completed and all systems shall be in proper working order and placed in operation. The plumbing system shall be properly balanced with quantities indicated on the record drawings.

9.10 Electrical

The Electrical Design Criteria provides the technical criteria required ensuring the design and installation of the electrical, fire alarm, and telecommunication systems and equipment within Premises or other Leased support spaces conform to Airport Authority Standards whether contained as sections within this manual or as listed in [Chapter 13 Additional Authority Resources](#).

All work shall meet the requirements of the current version of the National Electrical Code and all governing local and state codes, ordinances, and regulations.

All electrical design data such as ultimate power and lighting loads shall be indicated on construction documents submitted for SAN review, including calculations and data required for determination of compliance with the California Code of Regulations Title 24.

SAN will provide a Concessions Electrical Distribution (CED) Switchboard to meet electrical service requirements with space provisions to mount Concessionaire's feeder breaker with a raceway aka conduit to the shell space for Concessionaire to pull its feeders aka conductors. The CED Switchboard is also provided with an electrical meter for Concessionaire's branch circuit. Concessionaire shall confirm the amount and extent of electrical capacity provided is adequate. Should Concessionaire require additional power requirements beyond the capacity provided by SAN, Concessionaire shall submit its request in writing to SAN. Should SAN grant approval then all upgrades shall be provided at Concessionaire's sole cost and expense.

SAN will provide Concessionaire such information and data as it has available regarding the Base Building electrical systems. Concessionaire is required to provide and install submeters per SAN's specifications, and monitor the power consumption. Concessionaire is required to perform all testing, calibration, and Cx reports to confirm that meter is performing per specifications and shall submit all documentation confirming that meter meets testing and commissioning requirements for Substantial Completion and again

for closeout. Part of Cx will confirm that the submeter is successfully communicating on the SAN SkySpark network and has SAN assigned IP address properly programmed. Contact the CDP TIP Manager for contact information regarding the meter representative's contact information.

Base Building electrical systems in general have been designed for the following maximum demand loads and electrical service voltages. Refer to the Airport's Utility Matrix for details.

LOCAL CONDITIONS

Concessionaire must field verify the site location and availability of existing electrical systems and the building structure. Prior to the initiation of the design, Concessionaire shall examine site space and utilities to become familiar with existing local conditions affecting work, such as obstructions, level changes, necessary cutting, and possible interferences inhibiting the installation of the electrical systems or the routing of services for the system. In addition, Concessionaire must review Base Building contract documents for work in progress which may affect Concessionaire's design.

CONCESSIONAIRE RESPONSIBILITIES

Concessionaire shall provide a fully engineered and complete electrical system to meet the requirements of Concessionaire's design. It is essential that the electrical engineer be completely familiar with SAN's electrical distribution system and all requirements pertaining to that system. If Concessionaire's operations

require modifications or extensions of any Base Building electrical equipment or system components a BBMR Form must be submitted and approved by SAN and the modifications shall be completed in accordance with requirements as outlined herein and at Concessionaire's sole cost and expense. Electrical system modifications requiring shutdown of other portions of the building's electrical systems or work within SAN's electrical rooms shall be coordinated in advance with SAN's T.I. Construction Inspector and performed under SAN supervision.

Concessionaire shall furnish and install all electrical work required for and within the Premises, including all connections at the CED Switch Board, including the necessary feeder breaker and related Dent Instruments meter sensors, feeder conductors to Concessionaire's electrical panel and associated branch circuit wiring, devices, equipment connections and lighting. For further information regarding Dent Instruments devices refer to [Section 3.4 Base Building Conditions](#), Subsection Skyspark.

The design and construction of the electrical system shall include but may not necessarily be limited to:

- a. Provide the required feeder breaker with Dent meter sensors in the CED switchboard space and wiring in conduit provided by base building. The distance to the nearest CED switchboard varies and Concessionaire is responsible to confirm location and coordinate all access and connections for permanent power with the SAN T.I. Construction

Inspector and SAN Base Building contractor where required.

- b. Furnish and install all required 480/277V and 208/120V electrical distribution equipment within Premises including step-down transformer. Transformer is to be pad mounted on the floor within Premises with proper seismic anchoring and vibration isolation. The Airport Authority may consider allowing Concessionaire to suspended transformers from structure on a case-by-case basis. Transformers to be sized per Concessionaire electrical load and shall have copper windings, aluminum windings are not allowed. Refer to San Diego International Airport's Design Construction Standards.
- c. Concessionaire must conduct a demand load analysis and a short circuit study on the electrical system, and furnish and install properly sized breakers certified by the manufacturer. Concessionaire must provide a balanced electrical load in all three phases of the distribution system to within 5%.
- d. Concessionaire must confirm the Dent Instruments electric meter is configured per SAN's requirements, has been connected to the provided sensors and communications network and has the Airport Authority assigned IP address programmed.
- e. Each electrical service main sub panel within Concessionaire's space shall include the following information which shall be typed on a 1/16" thick plastic engraved acrylic plate and permanently

- attached at the top of the sub-panel's front panel:
- i. The room identification number of the location of the supply circuit.
 - ii. The panel identification of the supply circuit.
 - iii. The breaker number of the supply circuit.
 - iv. Other electrical service sub-panels within Concessionaire's space shall include the following information which shall be typed on a 1/16" thick plastic engraved acrylic plate and permanently attached at the top of the sub panel's front panel:
 - The panel identification of the main sub-panel supply circuit
 - The breaker number of the main sub-panel supply circuit
- f. Electrical system modifications that require a shutdown of other portions of the electrical system shall be done after hours and must be coordinated with and submitted in writing, using a utility interruption form (Refer to [Chapter 13 Additional Authority Resources](#), SAN Contractor Interface with Airport Systems Notification Form) 72 hours in advance of any planned utility shut-off, to the T.I. Construction Inspector.
- g. All existing conduits, cables, wiring, raceways, support structure/attachments, and/or other associated electrical equipment/devices which are to be abandoned as a result of this Premises build-out shall be removed by Concessionaire at Concessionaire's sole cost and expense.
- h. All new conduits shall be installed using steel compression-type fittings. The use of set screw and zinc die-cast compression-type fittings are prohibited.
- i. Any work proposed by Concessionaire on the ramp level under slab shall be proposed in advance in writing for review and approval by the Authority in writing. Whether it be electrical, plumbing or other. This includes proposed beverage lines from a given storage area to Premises.
 - j. Concessionaire shall ensure all wiring for lighting, power, fire alarm, telephone, data, television, and low-voltage systems within walls and ceiling plenum are installed in metal conduit, metal raceways, or cable trays. Exposed wiring is not allowed and the minimum acceptable by code shall be used. MC cable #12 AWG and above is allowable to daisy chain light fixtures. MC shall not be used for home runs or switch legs. Under no circumstances shall Concessionaire use any type of tie wire to secure, fasten, or support any feeder or branch circuit, feeder, system, or communication/data conduit. See [Section 9.12](#) for Telecommunication requirements.
 - k. Concessionaire shall be responsible for all labor, materials, equipment, and related services necessary to furnish, install, and connect temporary lighting and power.
 - l. Concessionaire shall provide all emergency egress lighting required by the AHJ. Base Building emergency power is not available for Concessionaire use. Battery powered emergency egress lighting shall be integral to the lighting fixture. Surface mounted emergency fixtures are not allowed. Where emergency lighting is required in a public space, the architectural lights shall work with a battery back-up inverter.
 - m. Concessionaire is required to provide acceptable cable management solutions. No extension cords, exposed cords, or cables will be allowed unless given prior approval.

9.11 Fire Alarm

The Fire Alarm Design Criteria provides the technical standards required ensuring the design and installation of the fire alarm system and equipment within Premises or other Leased support spaces conform to SAN Standards whether contained as Sections within this manual or as listed in [Chapter 13 Additional Authority Resources](#). The design and construction of the fire alarm system shall include but may not necessarily be limited to the following:

- a. Concessionaire is required to provide a fully engineered fire alarm system including plans and specifications. Fire alarm plans must indicate location and mounting for all pull stations, horns, strobes, smoke detectors, and connections for kitchen equipment, HVAC duct detectors, and smoke dampers where required.
 - i. Food & Beverage Concessionaire spaces shall have their kitchens and break rooms cross zoned with heat/smoke detectors.
- b. The fire alarm system shall be included in the plans submitted to SAN as part of the required design review process. Deferred submittals for the fire alarm system and equipment is allowed so long as the fire alarm system and associated components are noted and accounted for in the construction documents submitted to SAN for review and approval prior to construction. Prior to submitting plans that indicate a deferred submittal

for fire alarm system and associated components, Concessionaire will verify with SAN the latest requirements for fire system submittals.

- c. Concessionaire is required to use the Base Building Fire Alarm proprietary systems maintenance contractor for connections to the system and programming at the fire alarm panel. All devices are required to meet SAN Base Building fire alarm system specifications and standards (refer to [11.4 Authority Priority Systems Maintenance Contractors](#) for requirements). Any required connection to the existing fire alarm system shall be fully tested for functionality and certified in compliance by SAN's Fire Alarm proprietary systems maintenance contractor prior to acceptance of Concessionaire's improvements. Final connection of Concessionaire's fire alarm system to the SAN's Fire Alarm proprietary system network shall be made by the Base Building Fire Alarm proprietary system maintenance contractor at Concessionaire's sole cost and expense.

9.12 Telecommunications

The Data-Telecommunications Design Criteria provides the technical criteria required ensuring the design and installation of the data-telecommunications systems and equipment within Concessionaire's Premises or other Leased support spaces conform to SAN Standards whether contained as Sections within this manual or as additional resources listed in [Chapter 13 Additional Authority Resources](#).

- a. Each Concessionaire will have access to; telephone, IPTV, and internet services from a local telecommunications closet available from the Airport's STS (Shared Tenant Services) provider if desired. The Rack Rooms within each terminal will be connected with a fiber optic backbone managed and maintained by SAN's Shared Tenant Service Provider.
- b. Concessionaire is required to provide a fully designed data-telecommunications system including plans and specifications. The data-telecommunications plans shall indicate location and mounting for all telephone, data, internet, TV, devices, and equipment within the space.
- c. No roof mounted satellite dishes will be allowed. Concessionaire shall coordinate service requirements and connections with SAN early in the design process.
- d. All auxiliary systems shall be labeled to indicate function, termination, and ownership at the following locations:

- i. Origination
 - ii. Termination
 - iii. Wall/floor/ceiling penetrations
 - iv. System Type
- e. A conduit will be provided from each of Premises to the nearest Rack Room (RR) located within the same terminal. Conduits going to rack rooms shall land in the space allocated for Concessionaire within the Rack Room. This is not a reserved space to house network gear or servers and is intended to only obtain connectivity from STS services or LEC services. Refer to the Utility Matrix for sizes and capacities.
- f. Concessionaire shall be required to coordinate the connection at the terminal Rack Room cabinet in the presence of: Concessionaire, SAN's IT representative, and the third-party contractor, that is, POS between two locations where separation precludes wireless, high-speed internet, telephone, IPTV, or other service provider under contract with Concessionaire.
- i. SAN's Shared Tenant Services Provider can provide data-telecommunications services as an option for Concessionaire; however, the Shared Tenant Services Provider will provide the final connection of Concessionaire's telecommunications at the Rack Room equipment room at Concessionaire's cost.
 - ii. If Concessionaire elects to contract for data-telecommunications services with other than SAN's Shared Tenant Services Provider, Concessionaire's data-telecommunications provider shall be responsible to provide backbone cabling and cable management to the Rack Room per the specifications as required by SAN's Shared Tenant Services Provider. This entry shall be in the next generation of Concessionaire's Leasehold Agreements and deleted herewith.
 - iii. If Concessionaire desires to install Wireless Access Point (WAP) to build a "Wi-Fi Network" within the Concession space, for the use by Concessionaire and its employees, Concessionaire shall seek SAN approval and coordinate with SAN's Shared Tenant Services Provider. Coordinate with Airport IT Department to ensure there isn't signal clashing, and that assignments are accounted for accurately. An intermodulation study is to be done every time a wireless device is modified.
 - iv. In the instance where a Base Building radio system antenna may be located within a Concession space, Concessionaire shall be responsible for antenna relocation as needed within Concessionaire space to maintain the approved coverage level within the Concession space.
 - v. Relocating antennas shall be avoided. If required, a study must be performed to determine if an antenna can be relocated or not. Antennas are intended for public safety radio communications and are placed strategically to ensure the coverage required by code. Concessionaire shall notify SAN in writing regarding any concerns. Should SAN agree to any modifications, such work must be performed by SAN's proprietary contractor(s) at Concessionaire's sole cost and expense.
- g. Concessionaire's Electrical Contractor shall provide the minimum allowed by code for any other connectivity required within the Premises.
- h. Concessionaire shall adhere to the requirements of the San Diego International Airport's "Information Technology (IT) Infrastructure Standards Construction Manual." <https://www.san.org/Business-Opportunities/Concessionaire-and-Tenant/Concessionaire-and-Tenant-NT1>
- i. Music, video, and television entertainment systems are permitted, however, the volume of sound must be strictly controlled to limit the levels to Premises and not intrude into adjacent spaces or public areas. The Terminal Paging System and Emergency Messaging System must be clearly heard without interference from Concessionaire sound systems. The noise from any Premises to the exterior shall not exceed 6 dBA above the ambient level. The ambient level is anticipated to be 50 dBA; therefore, the maximum level for the Premises is not to exceed 56 dBA.

9.13 Public Address System

Based on the size and space configuration of a food and beverage Premises (restaurant with internal seating service), it may necessitate inclusion of SAN's Public Address (PA) system within the Premises for patrons to hear announcements over the PA system regarding flight information, standard security advisories, emergency notifications, or other passenger paging information. Location, quantity, type of speakers and integration/connection to the existing PA system shall be coordinated with the Base Building Public Address System proprietary system maintenance contractor. All such installations shall also conform to [Section 9.6 Sound Transmission Design Criteria](#). Contact the CDP Tenant Improvement Project Coordinator for further information/assistance regarding coordination with the Base Building Public Address proprietary system maintenance contractor. Refer to [Section 11.4 Authority Proprietary Systems Maintenance](#) Contractors for further information.

9.14 Base Building Penetrations

Concessionaire shall obtain written permission from SAN in advance of any core drilling or cutting of floors, walls, and roof structures. SAN written permission and a site pre-meeting is required for any penetrations that go outside of Premises and includes but not limited to: drilling or cutting of conduit, pipe sleeves, chases, or duct equipment openings in the floor, columns, walls, or roofs of the structure. Concessionaire shall submit plans showing locations, sizes, and details of finished conditions to SAN in advance which will be part of the SAN's written permission to perform such work. If any utility or service is damaged, Concessionaire shall notify SAN immediately. All damaged items must be repaired immediately at Concessionaire's sole cost and expense.

All penetrations shall be kept to a minimum, and if a roof penetration, shall be performed by a contractor acceptable to SAN's Base Building Proprietary Maintenance Contractor to maintain existing warranties.

At the time Concessionaire's concept drawings are reviewed, SAN will advise Concessionaire of any hazardous materials (typically, asbestos and lead-based paint) known by SAN to exist within the confines of the proposed Premises, so that Concessionaire can evaluate design changes that might avoid the hazardous materials. The Authority will provide a hazardous material report per Terminal or other building. Any continuing need to disturb any hazardous materials will be further addressed prior to, or during, the pre-construction conference. The need to disturb

any hazardous materials will necessitate that EAD personnel, along with SAN's HAZMAT remediation/abatement contractor, visit the site to determine the extent of the area to be cordoned-off and to advise contractor as to the estimated period of time it will take the Authority's HAZMAT contractor to remediate/abate the hazardous materials. If during the project execution, Concessionaire and/or Concessionaire's contractor suspect that any surface to be altered/penetrated may contain asbestos or lead-based paint or other hazardous materials, it shall be reported to Concessionaire Improvement Project Coordinator for direction to be followed. Concessionaire shall be responsible to meet all federal, state, and local statutes and regulations related to construction involving hazardous materials. SAN will provide the identification/analysis service at no cost to Concessionaire. However, the cost to remediate/abate the hazardous material shall be borne by Concessionaire.

Floor and wall penetrations through a fire-rated assembly or a waterproof membrane affecting the rating and function thereof, are not allowed. All floor penetrations shall be sealed at the floor during the rough-in stage. Penetrations through concrete must be scanned in advance using ground penetrating radar operated by a certified GPR Contractor and the results of the scanning indicating proposed hole location(s) shall be submitted to SAN for approval prior to any penetration of the concrete. Floor sinks and floor drains shall be sealed directly to the floor without a sleeve;

these penetrations shall be of precise size, as to allow the body of the fixture to be sealed at the penetration. All concrete or masonry cutting, or coring shall be made only with diamond tipped cutting tools. Penetrations through concrete or masonry larger than 1" diameter shall be cored. All existing concrete floor penetrations abandoned as a result of a Concessionaire's project design shall be filled with a SAN approved structural patch. In spaces with plumbing fixtures, such as kitchens and dish washing areas, Concessionaire shall install a waterproof membrane as outlined in [Section 6.7 Floor Construction and Materials](#).

Important Note:

All floor penetrations, except for concrete slab on grade conditions, shall be provided with a welded seam or seamless, stainless or galvanized steel sleeve extending to a height of three inches above the finished floor level and flush with underside of floor deck. The sleeve shall be precisely sized to fit the opening in the concrete. In addition, all sleeved openings shall be sealed with an epoxy-type, non-shrink, waterproofing adhesive sealant and where required, fire-safing, fire-safe joint covers and/or fire-rated escutcheons shall be provided to re-establish fire-rated assemblies protection of the affected floor. If applicable, any damage to an existing floor slab waterproof membrane shall be repaired like-in-kind to provide a continuous waterproof membrane in and around the floor penetration. Concessionaire side of the Premises shall complement the Concession's adjacent wall color. Door finishes on the Authority side shall be dictated by the Authority but finished at Concessionaire's sole cost and expense. Laminate is not an acceptable material. Heavy use doors shall include a 36" high stainless steel kick plate extending the full width of the door.



10.0 Design Review and Submittal Process

- 10.1 General
- 10.2 Conceptual Design
- 10.3 Schematic Design – 30% Review
- 10.4 Design Development – 60% Review
- 10.5 Construction Documents – 90% Review
- 10.6 Construction Documents – 100% Permit Submittal
- 10.7 Permit Conformed Set – Issued For Construction
- 10.8 Design Submission Format Requirements
- 10.9 Drawing Revisions Documentation
- 10.10 As-Built And Record Drawings
- 10.11 Work Site Documents And Samples
- 10.12 Shop Drawings, Product Data, And Samples
- 10.13 Substitutions Or Alternates

10.1 General

DESIGN TECHNICAL AND CONSTRUCTION REQUIREMENTS STANDARDS

The Authority requires all Concession Development Program projects to be submitted for design review and approval followed by satisfactorily completing the Pre-Con checklist requirements confirmed at the Pre-Con Conference.

The Authority has established a standardized, multi-phase, design review submittal process to ensure Concessionaire's designs comply with all Authority standards. These phases are briefly outlined below and further described in the Concession Development Process Diagram (see [Section 13 Additional Authority Resources](#)).

AUTHORITY ADDRESSES

All Concessionaire Improvement Project submittals shall be submitted to CDP Manager at:

TIP@SAN.ORG

San Diego County Regional Authority

P.O. Box 82776

San Diego, CA 92138-2776

For overnight deliveries:

San Diego County Regional Authority

3032-A North Harbor Drive

San Diego CA, 92010

TIMELY SUBMITTALS

Concessionaire must submit all drawings, specifications, renderings, material boards, and other documents as required, within the time frame specified in the Lease agreement, and as further detailed at PKO. [Chapter 10](#) addresses the quantity and type of deliverables for each submission. Submissions shall be digital PDF documents except for material boards which shall present the sample of the key materials approved for design and construction. The material board shall be posted at the jobsite for reference during construction.

BASE BUILDING DOCUMENTS AND DRAWING SHEET STANDARDS

Concessionaire shall receive a Base Building drawing package. An RFI shall be submitted to the TIP Manager for any additional information. Concessionaire shall adhere to the Authority's Drawing Submission Format Requirements noted within this chapter. Refer to [Section 1.6 Data & Material Furnished by the Authority](#) for additional information.



10.2 Conceptual Design

CONCESSIONAIRE DESIGN TEAM ENGAGEMENT

The PKO (Project Kick-Off) meeting will include submittal of the Tenant Improvement Application and review of Concessionaire's proposed conceptual design. At this time Concessionaire and the Authority will discuss the proposed project relative to district context, use of materials, colors and brand identity, plan and equipment layout, seating, and operational functionality. The objective is to solidify the concept design for Concept Approval by the DRC (Design Review Committee). Proposed specialty equipment shall be noted by Concessionaire at this time as the Concept shall represent the entirety of the Concessionaire's design intent.

Any condition the Concessionaire wishes to present that is outside of Authority standards shall be explicitly identified for review at this time for consideration on a case-by-case basis. This meeting must be in-person with the key decision makers present, such as the CDP and TIP Managers. While all design meetings are ideal in person, follow up virtual meetings may be allowed as determined by the Authority's CDP Manager.

RESOLVE OPEN ISSUES

The Design review process objective is to flesh out any possible noncompliance issues prior to proceeding with the development of the construction documents (working drawings).

The proposed design must meet the functional and aesthetic criteria set forth in the CDM. This includes

the Design Control Zone (DCZ), flooring, walls, ceiling, casework/millwork, and signage requirements. Concessionaire plans shall meet current ADA, state regulatory building and health codes, and Authority sustainability guidelines.

REVIEW CRITIQUE

Following the Conceptual Design review, the Authority will provide Concessionaire with comments for the Concessionaire to respond either prior to the DRC or for Schematic Design Review Phase (30%) plan development.

DESIGN REVIEW COMMITTEE (DRC) MEETING

As a requirement for completing the Conceptual Design Phase the CDP Manager will schedule a meeting with the Authority's Design Review Committee (DRC) to finalize acceptance of the Concept. Concessionaire is required to provide an oral and graphic overview presentation of the Concept Design submittal. The DRC will ensure compliance with the Authority's design standards as outlined within this manual and provide discussion points. Upon review and acceptance by the Authority of the Concept Design documents, Designated Authority Business Manager will issue a Conceptual Approval Letter concluding this phase of review. Concessionaire shall progress forward to Schematic Design Review Phase (30%) drawings.

When the physical premises are available for review, Concessionaire shall schedule a visit to confirm the condition of the premises prior to submitting final concept design.

SUBMITTAL REQUIREMENTS

- a. Location plan indicating project Lease lines (per LOD).
- b. Colored presentation drawings of floor plan, equipment plan, reflected ceiling plan, front elevation including context of adjacent surroundings.
- c. Colored presentation drawings of interior buildout.
- d. Description and key dimensional relationships of all elements within the DCZ including flooring, walls, ceiling, lighting, wall treatments, signage, branding, and FF&E millwork/casework.
- e. Description of all elements within interior buildout including finishes, lighting, and FF&E.
- f. Description of barrier wall design, developed in coordination with the Construction Work Plan.
- g. Preliminary cost estimate.
- h. Detailed Project Design Schedule per PKO up to NTP with a milestone construction section of the schedule.

10.3 Schematic Design – 30% Review

Designated Authority Business Manager will transition project management to Concessionaire Tenant Improvement team during this phase. The TIP Manager will become the primary point of contact.

Following Design Review Committee (DRC) approval and any direction thereto, Concessionaire to proceed in developing schematic design in keeping with all Authority guidelines and requirements.

Concessionaire prepares a Schematic Design Review Phase (30%) design submittal consisting of drawings, renderings, material boards, and other documentation as required to accurately illustrate the scale and relationships of project components, including all furnishings, space planning, fixtures and displays, signage and graphics, equipment, and systems. Preliminary studies for lighting must also be included. Concessionaire shall demonstrate an understanding of Design Control Zone requirements versus the remaining interior of the space. Mechanical, Plumbing and Electrical systems shall be represented in single line diagrams. See sheet requirements checklist.

Depending on the size and type (RMU or retail versus F&B) of concession project, the Authority at its sole discretion may determine that the project may skip either the Schematic Design Review Phase (30%) and/or the Design Development Review Phase (60%) and move directly to the Design Development Review Phase (60%) or the Construction Documents Review Phase (90%).

The Authority will provide Concessionaire with a waiver in writing if such is the case. Waivers to be listed in the Conceptual Approval Letter.

Concessionaire shall incorporate all previous written review comments received from the Authority into the schematic design prior to submittal or provide documentation addressing reason for non-inclusion.

The Authority, at its sole discretion, may require Concessionaire to re-submit for presentation/review to the DRC regarding any design changes that may have had a significant impact on the overall design. If Concessionaire wishes to propose any concepts outside of the CDM or other Authority guidelines it must submit a Design Deviation Request (DVR) form to its TIP Manager for Authority review and consideration.

Design documents required to be submitted to complete this phase:

SUBMITTAL REQUIREMENTS

- a. Completed T.I. Application Form
- b. Colored Presentation Drawings
- c. Full size Schematic Design Drawings
- d. Finish material boards
- e. Signage and Graphics Drawings
- f. Transition/Temporary Operations Plan
- g. Furniture, Fixture and Equipment Plan with cut sheets keyed to plans
- h. Preliminary cost estimate
- i. Design to permit schedule with milestone construction schedule

10.4 Design Development – 60% Review

Design Development Review Phase (60%) drawings are required for F&B units only. Retail units will be allowed to proceed to Construction Documents Review Phase (90%) development unless there remain Schematic Design Review Phase (30%) design issues.

Design Development Review Phase (60%) drawings include the preparation of more detailed construction drawings, specifications, and other product and systems data relating to the more intense needs support cooking and food preparation operations. Premises appearance and function including but not limited to: equipment plans, utility plans, millwork, entrances, security grilles, furnishings, mechanical systems, exhaust hoods, electrical systems, plumbing fixtures and distribution, food service preparation equipment, telecommunications systems, intercom systems, fire alarm system extensions, fire protection system extensions, construction materials and finishes, and other essential project components. Concessionaire to demonstrate understanding of Design Control Zone requirements versus the remaining interior of the space. See sheet requirements checklist.

PROJECT DELIVERY

Concessionaire shall update the project cost estimate, temporary operations plan, the project design and construction milestone schedule, and further refine the project delivery planning by considering accommodation for long lead procurement and outsourced fabricated items.

ALTERNATE MATERIALS

Additionally, Concessionaire shall submit an updated finish material board and renderings if changed from schematic design delineating those materials which are being submitted for review as alternates to the previously approved materials.

SUBMITTAL REQUIREMENTS

- a. Updated colored presentation drawings
- b. Full size Design Development drawings
- c. Updated as required: Finish material boards
- d. Updated as required: Signage and graphics drawings
- e. Transition/Temporary Operations Plan where applicable
- f. Site Logistics and Project Coordination Plan
- g. Furniture, Fixture, and Equipment Plan with cut sheets keyed to plans and specifications
- h. Updated cost estimate
- i. Updated detailed design schedule and construction milestone schedule

10.5 Construction Documents – 90% Review

The Contract Document Review includes the preparation of construction drawings, contract documents and technical specifications describing in detail the construction contract scope of work to be performed. These contract documents shall include all Authority design, safety, security, and construction requirements.

CONTRACT DOCUMENTS

The contract documents, including, but not limited to, construction drawings, reports, calculations, and specifications required for the proposed construction must strictly adhere to and include requirements contained within the CDM and all previous design review comments received from the Authority.

CLOSURE OF DOCUMENTS

The Construction Documents Review Phase (90%) submission is, in essence, Concessionaire's submittal in preparation for the Construction Documents (100%) Permit submittal. This includes closure of all previous comments from all preceding phases. Should any additional comments be left open or new findings discovered in the 90% plans requiring attention, these will be submitted back to Concessionaire for final disposition. Any submittal that is determined not to be fully complete will be returned to Concessionaire without review.

PLAN CHECK REVIEW SUBMITTAL

The Construction Documents Review Phase (90%) submittal shall contain the complete package ready for approval by the Authority for submission by Concessionaire to the City of San Diego Development Services Department for Plan Check review.

SUBMITTAL PROCESS

Refer to the City of San Diego Development Services Department for permit submittal requirements. Express Plan Check may be required at Concessionaire sole cost and expense to meet project schedule.

COORDINATION

Concessionaire shall coordinate these requirements with the TIP Manager prior to the submission of the contract documents for Authority review.

SUBMITTAL REQUIREMENTS

- a. Updated as required: colored presentation drawings.
- b. Full-size Construction Documents required to acquire permits.
- c. Other documents required to acquire permits.
- d. Specifications, calculations required for construction work. Include furniture, fixture, and equipment cut sheets keyed to plans.
- e. Updated as required: Finish material boards.
- f. Updated as required: Signage and Graphics Drawings.
- g. Transition/Temporary Operations Plan where applicable.
- h. Site Logistics and Project Coordination Plan.

- i. Updated cost estimate.
- j. Updated milestone schedule.
- k. See sheet requirements checklist.

10.6 Construction Documents – 100% Permit Submittal

The Construction Documents (100%) Permit submittal contains the complete package ready for submission to the City for issuance of a building permit.

- a. Refer to the City of San Diego Development Services Department for permit submittal requirements. Express Plan Check may be required at Concessionaire sole cost and expense to meet project schedule.

Concessionaire shall submit plans that are final in every respect. Any submittal that is determined not to be 100% complete will be returned to Concessionaire without review. The 100% construction documents must be red ink stamped: “Approved for submittal to City of San Diego Planning and Development Services only for plan check review” by the Authority and signed by the Airport Design and Construction Concessionaire Improvement Project Manager.

After City plan check review has been concluded and Concessionaire has incorporated and satisfied all City comments, Concessionaire shall submit the City stamped plans containing all the applicable agencies’ approvals along with the copies of the regulatory agency comment sheets to the Authority for issuance

of the City permit. The Authority will re-stamp these plans allowing Concessionaire to proceed in acquiring its permit.

SUBMITTAL REQUIREMENTS

- a. Updated as required: colored presentation drawings.
- b. Full-size Construction Documents required to acquire permits.
- c. Other documents required to acquire permits.
- d. Specifications, calculations required for construction work. Include furniture, fixture, and equipment cut sheets keyed to plans.
- e. Updated as required: Finish material boards.
- f. Updated as required: Signage and Graphics Drawings.
- g. Transition/Temporary Operations Plan where applicable.
- h. Site Logistics and Project Coordination Plan.
- i. Updated Cost Estimate.
- j. Updated Milestone Schedule.

10.7 Permit Conformed Set – Issue for Construction

REQUIRED CONFORMED SETS

Upon issuance of a City building permit (perforated bond prints) Concessionaire’s contractor shall provide the Authority with copy of the “permitted” set of working drawings which will be considered the ‘CONFORMED’ set. This conformed set has satisfied all regulatory agencies review requirements and Authority approvals. The set will be the basis of the Notice to Proceed.

- a. The conformed set of working drawings shall further be updated by Concessionaire’s design team during construction to include all contractor field changes as they occur. Refer to [Section 10.9 Drawing Revisions Documentation](#).

SUBMITTAL REQUIREMENTS

- a. Full-size plans signed and sealed of the permitted set.
- b. CAD drawing submittal of the permitted set, all files.
- c. Other documents required to acquire permits.
- d. Specifications, calculations and/or documents required for construction work. Include Furniture, fixture and equipment cut sheets keyed to plans.
- e. Colored presentation drawings.
- f. Finish material boards.
- g. Signage and Graphics Drawings.
- h. Transition/Temporary Operations Plan where applicable.
- i. Site Logistics and Project Coordination Plan.
- j. Updated Cost Estimate.

- k. Updated Milestone Schedule.

10.8 Design Submission Format Requirements

ALL DRAWING AND PRODUCT DATA SUBMISSIONS ARE DIGITAL UNLESS INDICATED OTHERWISE

SUBMISSION FORMATS

- a. Construction Document Format: Construction Drawings in a 24" x 36" full size format at the designated scales.
- b. Product Data Binder: An 8 ½" x 11" product data binder.
 - i. Cost estimate and schedule
 - ii. Specifications and calculations
- c. Finish material, signage and graphics sample submissions shall consist of material samples sized appropriately to represent the full scale of the pattern and in a quantity sufficient to represent the full color spectrum and variation of the material to be used.
 - i. "11x17" finish material board shall contain physical samples sized 4" x 4" minimum, including manufacturer identification and pertinent details describing the product.
 - ii. Concessionaire shall submit two sets of physical material samples in finished state.

MINIMUM REQUIREMENTS FOR THE DESIGN

DELIVERABLES:

- a. Key/Location Plan (minimum 1/32" = 1'-0").
 - i. Indicate location of Premises within each terminal.
 - ii. Plans shall include dimensional reference(s) to existing structural gridline indicators.
- b. Construction Access and Site Logistics Plan (minimum 1/32" = 1'-0"). Reference to [Section 11.9 Coordination and Site Logistics Plan](#) regarding requirements for Site Logistics Plan.
- c. Architectural floor plans (minimum 1/4" = 1'-0"), sections and details, which shall include:
 - i. Location and details for all architectural elements including partitions, blocking support, doors, windows, entry configuration, and security closure.
 - ii. Key and cross reference notation to all architectural elevations, sections, and details to the plans.
 - iii. Door and window schedule to indicate style type, manufacturer, specification, dimensions, frame style, finish, and hardware specification.
- d. Reflected ceiling plan (minimum 1/4" = 1'-0"), sections and details, which shall include:
 - i. Ceiling types, finish materials and heights.
 - ii. Call outs of all ceiling elements, such as, light fixtures, sprinkler heads, HVAC supply/return grilles, access panels, exit signs, and ceiling mounted fire/life safety system devices.
 - iii. Details of all transitions in ceiling heights and materials.
- e. Light fixture schedule shall include:
 - i. Provide key and cross references of fixture to Reflected Ceiling Plan.
 - ii. Indicate light fixture type and specification to include manufacturer's name, catalog number, lamp type/wattage/color temperature, mounting (recessed, surface, pendant), etc.
 - iii. Include a Product Data Binder with manufacturer product data sheets for all light fixtures keyed and cross referenced to schedule and Reflected Ceiling Plan or Lighting Plan.
- f. Entry Elevation (minimum 1/2" = 1'-0") Sections and Details, which shall:
 - i. Include all finish material, fixture, and signage locations.
 - ii. Indicate material patterns, transitions, edge, and corner conditions.
- g. Interior Elevations and Sections (minimum 1/4" = 1'-0") which shall:
 - i. Include all wall mounted control device, finish material, fixture, and signage locations.
 - ii. Provide device location and dimensions in relation to Base Building elements and interior fixtures for all areas visible to the public.
 - iii. Indicate material patterns, transitions, edge, and corner conditions.
- h. Material Finish Plan (minimum 1/4" = 1'-0") Sections and Details, which shall:

- i. Include locations for all finish materials.
 - ii. Indicate pattern layouts and details for all material applications, transitions, and edge conditions.
- i. Material Finish Schedule shall include:
 - i. Key and cross reference all finishes to Material Finish Plan, Reflected Ceiling Plan, entry, and interior elevations.
 - ii. Indicate product specification to include: manufacturer, style, pattern, and color.
- j. Product Data Binder (finishes) which shall contain:
 - i. Manufacturer product data.
 - ii. Material and Safety Data Sheets (MSDS).
 - iii. Material submissions for all specified materials.
- k. Signage and Graphics Plan (minimum 1/2" = 1'-0"), Elevations, Sections and Details, which shall:
 - i. Indicate locations for all signage and graphics. Include mounting and connection details.
 - ii. Indicate letter type, style, size, all colors and materials, methods of illumination, and voltage requirements.
 - iii. Include, as applicable, actual proposed graphic images and material of proposed media.
- l. Millwork, Fixture and Furnishing Plan (minimum 1/4" = 1'-0"), Sections and Details, which shall:
 - i. Include locations for all fixed and moveable millwork, point of sale and display fixtures and furnishings.
 - ii. Provide details to illustrate mounting and integration of equipment into casework.
- m. Millwork, Fixture and Furnishing Schedule which shall:
 - i. Key and cross reference all components to Millwork, Fixture and Furnishing plan.
 - ii. Indicate specification, or detail reference for custom fixtures, manufacturer, material, finish, and color selection.
 - iii. Provide three-dimensional color renderings of custom fabrications, and finish material specifications.
- n. The Product Data Binder (millwork, fixture, furnishings), which shall contain:
 - i. Manufacturer product data.
 - ii. Material and Safety Data Sheets (MSDS).
 - iii. Installation instructions.
- o. Mechanical Plan (minimum 1/4" = 1'-0") and Details, which shall:
 - i. Include HVAC, plumbing, gas, and fire sprinkler plans.
 - ii. Indicate in drawings placement of: All MEP equipment, connected electrical loads, weights of heavy equipment, controls, connections to Building Management System, etc.
 - iii. Include detailed riser diagrams and schedules.
 - iv. Provide load analysis and energy calculations.
 - v. Key and cross reference equipment in plans and schedules to Product Data Binder, which shall contain: Manufacturer product data sheets, photographs (including methods of shielding)
- vi. Detail and annotate all equipment mounting including penetration details.
- p. Electrical Plan (minimum 1/4" = 1'-0") and Calculations, which shall:
 - i. Include locations power, lighting, telephone, fire alarm, and controls.
 - ii. Indicate placement and mounting heights for all: Receptacles and switches, circuiting and connections to all equipment, lighting fixtures keyed to architectural reflected ceiling plan, all fire alarm devices, fire alarm connections to systems, and equipment.
 - iii. Annotate loads, short circuit analysis, and energy calculations in schedule.
 - iv. Key and cross reference equipment in plans and schedule to Product Data Binder.
 - v. Concessionaire Improvement Project designs shall show electrical plans match architectural floor and reflected ceiling plans.
- q. Product Data Binder (Electrical):
 - i. Manufacturer product data sheets.
 - ii. Photographs (including methods of shielding) for all equipment exposed to public view.
- r. Electrical single line diagram indicating the point of service to all panel locations.
- s. Structural Plan (minimum 1/4" = 1'-0"), Details and Calculations, which shall:
 - i. Indicate structural support details and calculations for: The mounting of all heavy

- equipment, any load bearing elements in the design, any point loads placed on the building structure.
- ii. Provide dimensioned layouts and details for all roof penetrations required for any Concessionaire roof mounted equipment.
- t. Temporary construction barrier partition plan (minimum 1/4" = 1'-0"), Elevation, Sections, and Details, which shall provide design including:
 - i. Graphics, if applicable.
 - ii. Material finishes.
 - iii. Structural design and mounting details.
 - iv. Fire life safety design requirements including exiting.
 - v. Dust and sound control measures.
- u. Other special facilities, systems, or installations in respect to Concessionaire's work or that may affect the Base Building conditions or systems, or SAN facilities, provide full and comprehensive details in the Contract Documents.

10.9 Drawing Revisions Documentation

Guideline for implementing and tracking revisions to Concessionaire's project construction documents.

The conformed set of working drawings shall further be updated by Concessionaire's design team during construction to include all Contractor field changes as they occur:

- a. On the field of the drawing where a revised note or graphic and/or a deleted note or graphic has been made, the element(s) affected shall be clouded in its entirety.
- b. The clouded note and/or graphic shall include a "delta" (triangle) symbol with a number (numbering shall be sequential) inscribed, adjacent to the cloud.
- c. In the revisions block on the working drawing sheet an entry with the same delta (triangle) symbol and number shall note the cause of the revision, i.e., the Authority or other entity along with a brief description.
- d. In the lower right-hand corner of the working drawing sheet in the REV block (if applicable) the latest revision number shall be inserted.
- e. If the change affects more than one sheet, the delta number of the change shall be the same on all sheets.
 - i. The above implementation and tracking of all required changes to the Record Drawing set will then be submitted to the Authority as part of the project closeout process, refer to [Section 12.29 Project Closeout](#).

10.10 As-Built and Record Drawings

'Record Drawings' are created from As-Built drawings. Both are required by the Authority since one requires the other to be produced. Concessionaire shall submit an electronic version of the record set as part of close out. Record Drawings is one of the requirements to be satisfied for Concessionaire's construction deposit to be released.

PROCESS: During construction Concessionaire shall maintain the stamped permit set of plans onsite at all times for review by City, County, or Authority's inspectors and staff. These plans shall also be used to create the As-Built set and Concessionaire shall demonstrate its progress in noting all field conditions in the plans for the duration of the project. The As-Built drawings are notes that correct the IFC drawings, so they capture what was built in the field. These are notes by Concessionaire capturing all deviations from the IFC plans including, but not limited to: dimensions, materiality changes or additions (ASI's or field bulletins), corrections, and/or deletions which occurred during construction. At the end of construction, the Authority's inspectors and PM are required to "sign-off" on the As-Built Drawing set. The As-Built set shall be scanned as a PDF and sent to the Authority as Concessionaire creates the Record Drawings by updating IFC CAD documents. The following guidelines shall apply in creating the Record Drawings:

- a. Transfer all "Field Change" revisions to the IFC drawings with revision symbols (deltas). Refer to

Section 10.9 Drawing Revisions Documentation.

All drawings shall be tied into the correct CAD coordinate system that has been established for each Authority building allowing the project to be integrated into the Authority's current GIS. This includes sections of a building which shall not only be tied to the building grid but also tied to the Airport-wide campus coordinate system.

- b. Remove clouds, if any, from previous revisions to the original drawings, but not the revision delta (triangle) symbols. Work deleted by Change Order shall be enclosed in boxes marked: N.I.C.
- c. In the revision block use "Record Drawing" if there are no revisions and "Delta Record Drawing Revisions" for any revisions.
- d. The Record Drawing set submitted to the Authority shall have each sheet signed and dated in the drawing block per Authority standards. Record drawings shall be submitted as PDFs and electronic CAD files along with As-Built PDF drawings. All files to be submitted to the TIP Manager. The Manager shall forward the Record Drawings CAD file to the Airport Design and Construction Department; attention: Technical Services Manager for technical review and input into the Authority's GIS database.
- e. Upon approval of the "Record Drawings" by the Authority, Concessionaire's construction deposit (withheld regarding the record drawings) will be released.

10.11 Work Site Documents and Samples**WORK SITE DOCUMENTATION REQUIREMENTS****PLAN STATION:**

Location within shell space where: Perforated set w/ Permit. One each: Project rendering and material board(s) shall be posted. Jobsite key contacts and emergency information, PPE and safety requirements and other key site information are to be prominently displayed.

Concessionaire shall maintain at the work site, in good order, a record of all changes made during construction on a current basis. Include the following record documentation:

- a. One Record Drawing stamped bond copy set of the contract documents (working drawings).
- b. Change Order log with record drawing changes and directives.
- c. Copies of shop drawings.
- d. Copies of product data and samples.
- e. Perforated set of City issued permit set of drawings including Authority approval stamp with signature.
- f. Copies of all required outside agency approved permits (local, state, federal).
- g. All submitted Request For Information (RFI), and approved; BBMR Forms, Design Variances Requests (DVR) Forms, Change Orders and Substitutions.

10.12 Shop Drawings, Product Data, and Samples

Concessionaire shall:

- a. Provide a submittal register (list of all submittals) for Authority review prior to pre-construction meeting and the commencing of work.
- b. Prepare reviews, certify, and submit to the Authority with reasonable promptness, in such sequence to cause no delay in the project, any requested shop drawings, product data, and samples.
- c. Not be relieved of responsibility for any material deviation from the requirements of the approved contract documents by the Authority's review of shop drawings, product data, or samples unless Concessionaire has informed the Authority in writing of such deviation at the time of submission and the Authority has given written acceptance to the specific deviation.



10.13 Substitutions or Alternates

For proposed Substitutions, Concessionaire shall: Refer to [Chapter 13, Additional Authority Resources](#).

Submit a Design Variance Request (DVR) for review and approval by the Authority when requesting a deviation from any specified material, equipment or furnishings post DRC approval as follows:

- a. Request a substitution for specified material, equipment or furnishings with equal or greater value only under the following circumstances:
 - i. Provide credible evidence to the Authority that establishes specified material, equipment, or furnishings are no longer manufactured and/or there are no other sources available.

For Proposed Alternates Concessionaire shall:

- a. Request an alternate to specified material, equipment, or furnishings with equal or greater value only under the following circumstances:
 - i. Provide credible evidence that establishes the specified item will have an unreasonable delivery time due to no fault of Concessionaire.
 - ii. The Special Conditions of the Contract Documents allow the use of equal or equivalent products. It is Concessionaire's responsibility to provide credible evidence that the product is equal (equivalent) or better than the product being replaced.



11.0 Pre-Construction

- 11.1 Objectives
- 11.2 Concessionaire’s Contractor Agreement (Made in California)
- 11.3 Authority Contractor Acceptance
- 11.4 Authority Proprietary Systems Maintenance Contractors
- 11.5 Prevailing Wages
- 11.6 Concessionaire Payment and Performance Bond
- 11.7 Insurance Requirements
- 11.8 Acceptance of Premises
- 11.9 Coordination and Site Logistics Plan
- 11.10 Safety Programs
- 11.11 Permits and Licenses
- 11.12 Contract Documents
- 11.13 Notice to Proceed
- 11.14 Construction Deposit
- 11.15 Pre-Construction Conference

Important Note:

For Concession projects within the boundaries and control of a third party performing base building construction on behalf of the Authority, Concessionaire will be required to work under that contractor's Construction Rules and Regulations.

Refer to [Chapter 13 Additional Authority](#)

Resources: Construction Rules and Regulations for Concessionaires and Tenants.

Many items in this section are for operating terminals only. A requirement of the NTP checklist will be for Concessionaire to submit a project specific coordination and site logistics plan that meets the requirements of the entity responsible for the base building.

11.1 Objectives

Pre-Construction (Pre-Con) activities begin in design. As the project design evolves, Concessionaire shall engage a contractor in reviewing as early as the Conceptual Design but not later than the Design Development Review Phase (60%). This is to check for constructability, utility shutdown requests and procedures, material availability, FF&E procurements, and who will be responsible for procuring and installing kitchen equipment for F&B operations. All systems are to be identified and noted in the plans that will require coordination with the Authority's Proprietary Systems Maintenance Contractors.

Key to a successful construction project start and outcome requires Concessionaire to be well prepared in advance of the Pre-Con Conference by having satisfied all NTP Checklist requirements and to be well versed in the Authority's "Construction Safety Manual for Airport Design and Construction." Personal attendance is mandatory to confirm that all requirements on the NTP Checklist have been satisfied and to identify the key players responsible for managing the work, both Concessionaire and the Authority. This includes review and confirmation that the of the Project Construction Schedule, Construction Work Plan, and Rules & Regulations are understood, adhered to and monitored by qualified personnel as defined by the Authority. Key attendees must be in person as call-in or electronic attendance will not be acceptable. The Pre-Con Conference is the pivot point to determine whether

Concessionaire is in fact prepared to be issued an NTP. Concessionaire is required to be working on satisfying all NTP checklist requirements well in advance of the Pre-con Conference. The Conference is a perfunctory final confirmation process. It is not intended to be a review and vetting process. If the conference is used to review and vet this will take more time and may result in a failure to receive an NTP should any document be deemed to be incomplete or unacceptable. Failure to complete all NTP Checklist requirements will result in Concessionaire having delayed its ability to start work and possibly incurring damages per the Lease agreement. Any economic impacts due to a failure to meet NTP Checklist requirements will be Concessionaire's sole cost and expense.

Safety and security are paramount in the process of constructing design excellence at SAN. Concessionaire's work will be held to the highest standards in adhering to all safety and security requirements. Concessionaire shall have a minimum of one competent person in a Senior Supervisory role who speaks English and is OSHA 30 certified. This individual shall be named and be responsible to communicate and maintain with substantial compliance all levels of safety including producing (or overseeing) administration and instruction as needed of the IIPP (Injury and Illness Prevention Program) which includes Site-Specific Safety Program, JHA's (Job Hazard Analysis), Tool inventory as may be required, and all relevant "J" forms as identified in the Appendix of the "Construction Safety Manual for

Airport Design and Construction latest version.”

All security requirements are clearly outlined in the Authority’s documents and shall be strictly adhered to at all times. Failure to observe either the safety or security protocols may result in Concessionaire personnel having their badges pulled.

Airports are potentially high hazard environments, and all work must be carefully planned and executed with no disruption to SAN operations and / or other concurrent construction being executed by SAN contracted entities performing work on its property. Concessionaire is responsible to obtain and be informed regarding the most recent and comprehensive federal, state, local, and Authority’s operational, safety and security requirements and regulations. The CDM is supplemental to all other requirements and regulations, however, in no case shall any section or part be considered waived or modified unless specifically authorized in writing by the Authority.

Refer to [Chapter 13 Additional Authority Resources](#).

Concessionaire can have its badging revoked and lose its privilege to access the Airport property if found in violation of any of these requirements.

11.2 Concessionaire Contractor Agreement (Made in California)

Concessionaire agreements for all services including but not limited to design, engineering and construction services shall be with licensed professionals recognized by the State of California; wherein all legal matters shall be governed, interpreted, and construed in accordance with the laws of the State of California. Concessionaire shall at all times comply with the provisions of the ordinances, and applicable rules and regulations of the City and County of San Diego; laws, rules, and regulations of the State of California, and applicable federal laws and federal rules and regulations which in any manner limit, control, or apply to the actions or operations of Concessionaire.

Concessionaire shall ensure all its Agreements have been modified to directly bind its contractors to all provisions, policies, procedures, and requirements as outlined herein, and within Concessionaire’s Lease with the Authority. Concessionaire shall submit its Contractor Agreement to the TIP Manager for review prior to the execution of said agreement. The TIP Manager will provide written comment to Concessionaire within seven (7) business days.

11.3 Authority Contractor Acceptance

Concessionaire shall only award construction contracts to qualified general contractors and sub-contractors licensed in the State of California that have been accepted in writing by the TIP Manager for work at SAN. Concessionaire’s proposed contractor must have proven experience with retail and restaurant construction and the ability to execute the contract documents in a timely and professional manner in accordance with the CDM and all Authority rules and regulations. The Authority reserves the right to reject Concessionaire’s proposed contractor or contractor’s personnel proposed by Concessionaire to undertake work at SAN. Reasons may include, but are not limited to:

- a. An EMR of less than or equal to 1.00 or 100 from BID to project completion.
- b. Previous failure to safely, timely or otherwise satisfactorily complete construction work at SAN or other Airports.
- c. Default on a contract within the last three years.
- d. Default on a contract, which required that a surety complete the contract under payment.
- e. Significant or repeated violations of Federal Safety Regulations (OSHA).
- f. Failure to have the required State of California licenses to perform the work described in the contract.
- g. Failure to demonstrate adequate retail, restaurant construction experience, resources, or personnel to successfully complete the work.

Concessionaire must submit the qualifications of its proposed general contractor including relevant projects completed, resumes of all key personnel including project manager, site superintendents, and designated safety manager with current references, and a complete list of all current projects.

11.4 Authority Proprietary Systems Maintenance Contractors

Concessionaire is required to identify in advance all systems, where it is expected to require interfacing with an Authority maintenance contractor and identify in its work schedule where and when the Authority's contractors will be required. Concessionaire will be held responsible in maintaining compatibility, continuity, and functionality to all systems to be integrated with existing Base Building systems, components, networks and manufacturer's requirements for any connections improvements or modifications to the systems list below. Concessionaire shall verify with the TIP Manager prior to initiating any work or contacting these entities. Examples of Authority Proprietary Systems providers include:

- a. Mechanical/HVAC Controls System – Siemens. Contact: Jonathan Bradley, 858.583.9264, jonathan.bradley@siemens.com
- b. Fire Alarm System – Sygnal Systems. Contact: Joe Tansil, 619.905.9145, joe@sygnalsystems.com
- c. Roofing Systems – Letner Roofing. Contact: Kevin Fleming, 714.633.0030, kfleming@letner.com
- d. Fire Sprinkler System – Sygnal Systems. Contact: Joe Tancil, 619.905.914, joe@sygnalsystems.com
- e. Security Access Control System – NSEI. Contact: Lee Martin, 619.298.7392, lee@nsei.net
- f. Public Address System – DirectAV. Contact: Don Chapman, 213.923.2500, dchapman@directavla.com

- g. Infrastructure Monitoring & Management Systems – Skyspark, maintained by Altura. Contact: Matt Schwartz, mschwartz@alturaassociates.com

11.5 Prevailing Wages

California prevailing wages are enforced for all labor under direct contract to the Authority. Tenants in direct contracts with labor on construction utilizing private funding shall not be required to pay prevailing wages. However, all work for which the Tenant's contractor utilizes Authority contractors (paid for with public funding), the Tenant shall pay prevailing wage at the rates published in the California State Prevailing Wage Act. Tenant is solely responsible to determine if state prevailing wage rates apply and, if applicable, pay such rates in accordance with all laws, ordinances, rules, and regulations.

11.6 Concessionaire Payment and Performance Bond

Prior to the issuance of a Notice to Proceed and the commencement of any construction, Concessionaire shall secure and furnish to the TIP Manager a construction Performance Bond and a Labor and Material Payment Bond each in a payable sum not less than 100% of the construction contract amount as provided by Concessionaire and based on its total costs as documented by its designated contractors. Bonds must be issued by a surety company licensed to transact business in the State of California and accepted by the Authority, in a form accepted by the Authority. Bonds must be at the sole cost of Concessionaire and maintained in effect throughout the period of construction.

The Payment and Performance Bonds shall guarantee prompt and faithful performance by Concessionaire with full and prompt payment to all persons supplying labor, materials, sustenance, provisions, supplies, machinery, tools, and equipment used directly or indirectly by any of its agents including but not limited to contractor, subcontractor or supplier in the prosecution of the work, and shall protect and hold harmless the Authority from any liability, losses, or damages.

11.7 Insurance Requirements

Concessionaire is responsible for procuring and maintaining through the duration of the construction insurance against claims for injuries to persons or damage to property which may arise from or in connection with its construction. The CDP and TIP Managers shall require verification in the form of certificates of insurance, showing evidence of coverage of the following required insurance prior to the issuance of the Notice to Proceed. Coverage amounts to be per the Lease Agreement:

- a. Worker's Compensation
- b. Comprehensive General Liability
- c. Comprehensive Automobile Liability

All insurance policies shall include the Authority, its agents, and any other parties designated by the Authority as additionally insured. Actual limits shall be per Authority stated amounts, and additional provisions shall apply to all policies including but not limited to: Acceptability of Insurers and Maintenance of Coverage. The Authority retains the right to review the coverage, form, and amount of the insurance and may require Concessionaire to obtain additional coverage if deemed insufficient at Concessionaire's sole cost and expense.

11.8 Acceptance of Premises

In preparation of space acceptance, Concessionaire is required to field verify and audit its Premises at the earliest available time authorized by the Authority. Authority representatives will walk the Premises prior to issuance of an NTP with Concessionaire. Concessionaire shall verify that its LOD is consistent with field conditions and that all POCs per the Utility Matrix and Lease agreement are consistent with the Base Building construction documents. Concessionaire to document the Premises condition with a photo survey that will be provided to the Authority. Concessionaire shall notify the Authority in writing within ten days regarding any discrepancies that may be discovered. Should such conditions exist at the time of space Acceptance, Concessionaire's acceptance letter may identify any conditions it takes exception for Authority review and disposition. Failure to properly identify defective or nonconforming work will constitute an acceptance of the Premises.

11.9 Coordination and Site Logistics Plan

Concessionaire shall coordinate all access and onsite activities with the Authority's T.I. Construction Inspector based on approved work plans. For Concession projects within the boundaries and control of a third party performing Base Building construction on behalf of the Authority, Concessionaire will be required to work under the Construction Rules and Regulations for Concessionaires and Tenants. Concessionaire's NTP Checklist requires submittal of a project specific Coordination and Site Logistics Plan that meets the requirements of the entity responsible for the base building.

11.10 Safety Programs

Concessionaire shall respect and adhere to all Authority safety and security regulations as outlined in this manual and SAN's Operational Safety & Security requirements (refer to [Chapter 13 Additional Authority Resources](#)). In addition, if Concessionaire's project is within the boundaries of active Base Building construction by another contractor as noted in 11.9, Concessionaire must abide by that contractor's health, safety and security requirements per the Construction Rules and Regulations for Concessionaires and Tenants.

Concessionaire shall be responsible for all damage or injury to person or property during the prosecution of the work, resulting from any act,

omission, neglect or misconduct in the manner or method of executing the work or at any time due to defective work or materials. It is Concessionaire's responsibility to know the current safety and security rules and regulations and to monitor the performance of all personnel on site for strict compliance.

Concessionaire shall designate a safety representative who will be on site whenever work is being performed and shall have the responsibility and Authority to ensure the safety of employees and property. The safety representative shall at a minimum have completed an OSHA 30-hour Hazard Recognition Course. Concessionaire shall submit to the Authority's T.I. Construction Inspector no later than the pre-construction conference. Concessionaire shall ensure that all its personnel working or visiting its work site(s) are all briefed on and have read the safety plan. The name and resume of the designated safety representative, and documentation of OSHA course completion along with a written safety plan and a statement signed by Concessionaire and its safety enforcers. The Authority will monitor contractor safety performance.

11.11 Permits and Licenses

Concessionaire shall obtain and pay for all required licenses, certificates, permits, required by the City and County of San Diego, the State of California, and the federal government, including but not limited to, liquor licenses, Department of Environmental Health permits, and building permits. Concessionaire is responsible for submitting the construction drawings and specifications to the proper Agencies Having Jurisdiction for plan check review and for receiving approval thereon sufficient to obtain the necessary permits. All costs for licenses, permits, and agreements required by the Agencies having jurisdiction are solely at Concessionaires sole cost and expense.

11.12 Contract Documents

Concessionaire shall not start any construction until issued an NTP. Any work prior to the Authority's approval will constitute a breach of contract. Concessionaire will be required at its Pre-Con Conference to bring its Permit Conformed Set inclusive of construction drawings and specifications stamped "approved for submittal to the City for issuance of a Building Permit" by the Authority and the City and County of San Diego. The construction drawings and specifications shall become the Contract Documents once they are stamped "approved for submittal to the City for issuance of a Building Permit" by the Authority

and the Agencies Having Jurisdiction. Concessionaire's work shall be performed in strict accordance with the Contract Documents only. Any material modifications, change orders, field sketches, addenda or change directives, which modify the Contract Documents must be reviewed and accepted in writing by the Authority.

A plan station shall be on-site for access by AHJ's at all times. The Job Site Set (City issued perforated set) shall be kept with the Permit Cards. This includes Authority Approvals, approved amendments, field bulletins, revisions, or any other changes to the contract documents as the project evolves. The plan station shall also have posted a color rendering of the project along

with the material board. Any work performed or material used outside of the permitted / approved working documents will be subject to fines, delays, and re-work at Concessionaire's sole cost and expense. Refer to [Section 10.11 Work Site Documents and Samples](#).



11.13 Notice to Proceed

CDP and TIP Managers will issue a written Notice to Proceed (NTP) once the Pre-Con checklist is satisfied. A Pre-Construction Conference date will be set based on the Project Schedule in Concessionaire's Lease agreement. Upon Authority issuance of NTP, time is of the essence as Concessionaire is to complete construction and make it ready to open on time.

The following documents must be received by the CDP and TIP Managers prior to the issuance of the NTP and must remain current as Concessionaire's work proceeds:

- a. Contractor's Construction Safety Plan/IIPP: Approval by ADC Safety Manager
- b. Executed Agreement between Tenant and Contractor (including Addenda)
- c. Construction Deposit
- d. Certificate of Liability Insurance Listing Authority as additionally insured
- e. Project Schedule
- f. Tenant Coordination, Site Logistics, and Site Access Plans
- g. Certified Initial Capital Investment or Mid-Term Refurbishment Form (estimate)
- h. Payment and Performance Bonds
- i. San Diego County Environmental Health Department Permit (when applicable)
- j. City of San Diego Planning & Development Services Permit & Permit Documents. City of San Diego Permit exemption statement if permit requirement

is waived by City.

- k. Environmental and Hazardous Materials Drawings & Permits
- l. Tenant Signed Acceptance of Premises Form
- m. Project rendering and material samples mounted on rigid polystyrene (Gator) board (24" x 36")
- n. Jobsite Information Form

11.14 Construction Deposit

Concessionaire is required to submit a construction deposit for each project prior to the start of construction. The construction deposit will compensate the Authority for costs incurred due to negligence of Concessionaire and to ensure the timely submission of documentation required to close out the project with the Authority. Upon submission and acceptance of all closeout documentation, the Authority will refund the full balance of the construction deposit, less any incurred costs.

- a. \$15,000 per unit if only one unit are under construction
- b. \$10,000 per unit when two or more units are under construction
- c. RMU's - TBD

11.15 Pre-Construction Conference

A minimum of one week in advance of the start of construction as per the Lease, Concessionaire shall attend the Pre-Con conference bringing at minimum the following representatives:

- a. Concessionaire's Project Manager
- b. The Contractor's Project manager, onsite superintendent, and safety manager

The Authority and its representatives will include CDP Manager, TIP Managers, and TI inspectors. If the project involves another entity controlling the building Premises, then they will also be present.

For Concession projects within boundaries and control of a third party performing base building construction on behalf of the Authority, Concessionaire must document acceptance of third parties' Construction Rules and Regulations; including (but not limited



to) logistics, safety, barriers, protection of property, environmental, work hours, and parking.

The agenda for the pre-construction conference will include but is not limited to:

- a. Introductions
- b. Review Project Scope
- c. Review Concessionaire Coordination and Site Logistics Plan
- d. Escorting, AOA Access, and Vehicle ID
- e. Parking locations for contractor vehicles
- f. Security requirements
- g. Safety program and enforcement. Third party contractor safety personnel and driver orientation meetings
- h. Communication procedures
- i. Contractor, subcontractor NTP and Job Contacts / Emergency contacts and Plan Station
- j. Authority's T.I. Construction Inspector and Base Building Superintendent if applicable
- k. Construction inspection procedures
- l. Prior Notice - hot work, utility shutdowns, utility connection
- m. Submittal of concrete mix designs
- n. Review Temporary Construction Barricade plan
- o. Construction Duration Schedule and Two Week "Look Ahead" Construction Schedules
- p. Environmental notification
- q. Use of construction warning tags
- r. Certificate of Insurance
- s. Special provisions

- t. Submittals
- u. Record drawing requirements
- v. Review Notice to Proceed Checklist and confirm all documents accounted for
- w. Notice of Work
- x. Commissioning upon construction completion of space
- y. Plan station: Ref [Chapter 10](#)
- z. Disposal of Construction and Demolition Waste procedures
- aa. Certificate of Substantial Completion/Punchlist items
- ab. Closeout of Project

The Authority's T.I. Construction Inspector must formally acknowledge and confirm (in writing) receipt of the following documents at the pre-construction conference:

- a. All required documents to issue a Notice to Proceed (NTP) per noted items in 11.13.2.1 through 11.13.2.24
- b. Signed Environmental and ACM Forms, when applicable
- c. Confirmation of security badges and airfield driving privileges
- d. Tool cards
- e. Emergency contacts
- f. Environmental permits and plans, when required
- g. Site Safety Plan and designated safety representative documentation
- h. Construction schedule (start date to be a minimum

of 48 hours in advance of construction)

- i. Two (2) Week "Look Ahead" Construction Schedule
- j. NTP and Plan Station Jobsite Materials required to be posted externally and internally



12.0 Construction Standards

- 12.1 Objectives
- 12.2 Laws And Codes
- 12.3 Line Of Authority
- 12.4 Concessionaire Superintendent
- 12.5 Inspections
- 12.6 Project Control
- 12.7 Site Conditions
- 12.8 Requests For Base Building Information
- 12.9 Concessionaire Cooperation And Coordination
- 12.10 Authority Contractor Cooperation and Coordination
- 12.11 Concurrent Construction
- 12.12 Damage During Construction
- 12.13 Interruption of Existing Facilities
- 12.14 Quiet Enjoyment, Interruption, and Contamination
- 12.15 Work in Public Areas
- 12.16 Protection Of Property
- 12.17 Freight Elevators
- 12.18 Trash Removal and Portable Toilets
- 12.19 Clean-Up During Construction
- 12.20 Temporary Construction Barricades
- 12.21 Staging
- 12.22 Work Site Access
- 12.23 Working Hours
- 12.24 Security
- 12.25 Equipment / Tools
- 12.26 TSA Inspections
- 12.27 Parking
- 12.28 Substantial Completion / Certificate Of Occupancy
- 12.29 Project Close-Out

Important Note:

For Concession projects within the boundaries and control of a third party performing base building construction on behalf of the Authority, Concessionaire will be required to work under the Construction Rules and regulations for Concessionaires and Tenants. Many items in this section are for operating terminals only. A requirement of the NTP checklist will be for Concessionaire to submit a project specific coordination and site logistics plan that meets the requirements of the entity responsible for the Base Building.

12.1 Objectives

This section outlines construction procedures and requirements for all Concessionaire work at the SAN. Concessionaire must confirm with the Authority whether in an operating terminal or brownfield site condition. Concessionaire shall assume complete responsibility for ensuring all work proceeds with maximum safety and minimum disruption to SAN operations and other concurrent construction and for the quality of the work. Concessionaire and the Authority shall work cooperatively within their respective responsibilities to ensure a quality project that meets or exceeds the requirements of the Contract Documents.

Construction may commence once the Pre-Construction Conference is complete and the Notice to Proceed (NTP) letter has been given to Concessionaire.

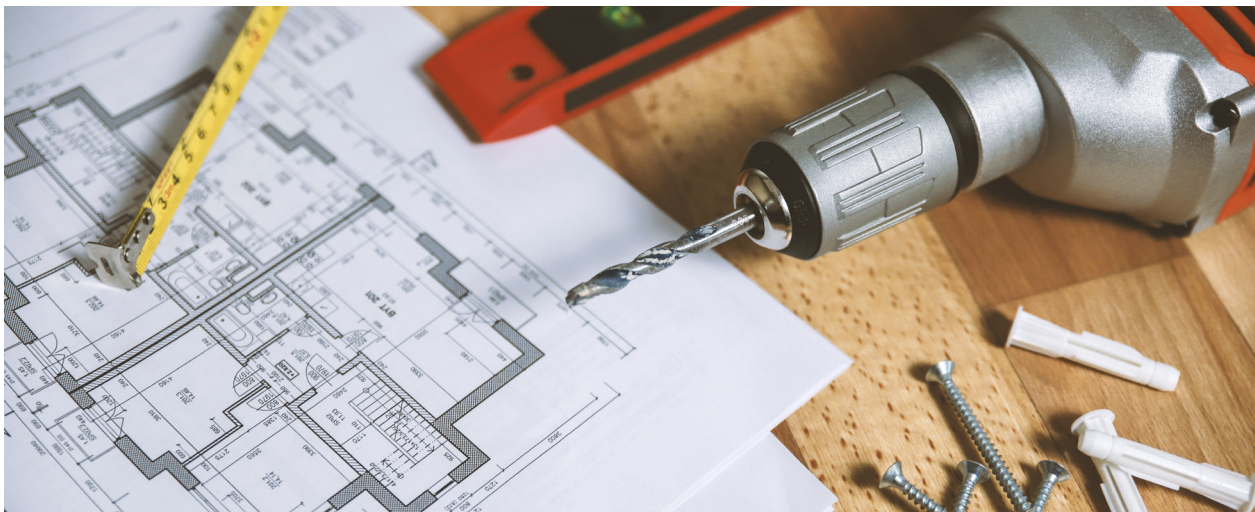
12.2 Laws and Codes

If Concessionaire knows or reasonably shall have known by virtue of common knowledge in the construction industry that any of the Contract Documents are at variance with applicable laws, statutes, building codes, regulations, or ordinances, in any respect, Concessionaire shall promptly notify the TIP Manager & Coordinator in writing, and make any necessary changes as directed by the Authority.

Asbestos and lead paint in new construction finishes: Concessionaire shall be prohibited from purchasing, constructing, or otherwise putting to use, any building components that contain detectable concentrations (>0.1% asbestos) at the SAN. Compliance shall be demonstrated by providing an approved Safety Data Sheet that states that the material is “asbestos free” (no asbestos > 0.1% asbestos). In the event that the MSDS does not contain such language, Concessionaire may provide supportive analytical data from an NIST certified and NVLAP accredited analytical laboratory. Supportive data shall include:

- a. Sample log and chain of custody (name, material identification, and sample date).
- b. Analytical report (method EPA Method 600/R-93/116 or 600/M4-82-020).
- c. A minimum of two bulk samples shall be collected, analyzed, and reported for each material.

Concessionaire shall be prohibited from purchasing, constructing, or otherwise putting to use, any building components that contain concentrations of lead at



or above the current lead limit as established by the Consumer Product Safety Commission (CPSC) at the SAN. Compliance shall be demonstrated by providing an approved Material Safety Data Sheet that states that the material does not contain lead above the current CPSC threshold (currently 0.009% lead). In the event that the MSDS does not contain such language, Concessionaire may provide supportive analytical data from an NIST certified and California Department of Public Health accredited analytical laboratory. Supportive data shall include:

- a. Sample log and chain of custody (name, material identification, and sample date).
- b. Analytical report (EPA methods 6010, 7400/7420 Flame Atomic Absorption Spectroscopy).
- c. A minimum of two bulk samples shall be collected, analyzed and reported for each material.

Refer to California Health and Safety Code sections 25915 through 25919 for further information regarding requirements for HAZMAT; disclosure, containment, health risks, monitoring, abatement, mitigation, or other issues pertaining to control.

12.3 Line of Authority

The TIP Manager will transmit all written responses or other communications to Concessionaire. Concessionaire shall designate (by name) their superintendent plus an alternate superintendent to receive oral and written field communications through Concessionaire whenever the superintendent is away from the work site, and to act as the superintendent's designated representative. During such time the alternate superintendent shall be fully authorized to act immediately on orders or instructions issued by the Authority.

12.4 Concessionaire Superintendent

Concessionaire shall employ a competent project Manager and superintendent whose qualifications have been reviewed and accepted by the TIP Manager. The project manager and superintendent shall both serve on a full-time basis at the work site and shall be authorized to act on behalf of Concessionaire in all fields including financial, engineering and other matters related to the work. Either project manager or superintendent shall have the power and authority to immediately stop or modify the work program and shall attend all job coordination meetings, which shall occur at a weekly minimum. Concessionaire agrees the same persons shall continue in their respective capacities until the work has been completed, unless Concessionaire or Authority requests that either the project manager or superintendent be replaced or one or the other ceases to be employed by Concessionaire or either become sick or disabled. At minimum a superintendent must be on site at all times when work is performed, the Authority has the right to shut down a project at Concessionaire's sole cost and expense if work is being performed without the superintendent's supervision.

The Authority reserves the right to review and limit the number of projects Concessionaire's superintendent may be responsible to manage.



12.5 Inspections

During construction, a minimum of two types of construction inspection services are required. First, inspection services are to be provided by the agencies issuing permits, (i.e., City of San Diego Development Services Department's Inspection Services Offices, The Department of Environmental Health and Quality (DEHQ), and other governmental Agencies inspection departments). Second, inspection services are provided by the Authority's Design and Construction Department (ADC). A third type may be necessary if the permitted construction documents specify special inspections. Visit the City of San Diego Development Services Department website and/or County of San Diego Department of Environmental Health Services website for further information.

Concessionaire shall call and set up appointments for all City, County, State, and/or Federal inspections as required by the issued permits from these Agencies as well as, if applicable, contract with City approved testing and special inspection service agencies. For obtaining inspections from the City, including after-hours inspection appointments, refer to City of San Diego Planning and Development Building Services current Information Bulletin 120: Project Inspections. For the County of San Diego Department of Environmental Health (DEH) Services, Planning and Development Services Department, call (858) 505-6660 for information regarding inspections. Typically, DEH inspections are conducted at the midpoint and

at the end of construction. For the Authority, the ADC Construction Inspection Group will inspect all on-going Concession construction projects on a daily basis for full compliance with the construction documents and Authority standards. Refer to [Chapter 13 Additional Authority Resources](#).

The TIP Manager working with the Authority's T.I. Construction Inspector will observe Concession construction to determine if designs, materials, equipment, furnishings, fixtures, systems, and finishes installed satisfy the requirements of the contract documents. Additionally, they will work directly with Concessionaire to facilitate and coordinate resolution of all Concessionaire design and construction issues. The TIP Manager and/or the T. I. Construction Inspector have the authority to stop work where; security breaches present a threat to Airport operations; safety issues present risks to life and limb; noncompliance with codes/regulations presents a liability; and/or infractions to infrastructure cause a detrimental effect to Airport property. Any such rejection will be communicated by the TIP Manager in writing to Concessionaire.

The CDP and TIP team representatives will periodically review all Concessionaire construction sites and may determine any work to be defective that is not in compliance with the contract documents or is not in compliance with Authority standards. Additionally, should the appearance and performance of any element of the work, in the opinion of the Authority fails to conform to the standards of the trade for such work,

that work may be declared defective.

Any such rejection will be communicated by the CDP and TIP Managers in writing to Concessionaire. The CDP and TIP Managers maintain authority to stop all construction until a resolution satisfactory to the Authority is reached.

Concessionaire shall pay all costs associated with correcting defective work to the Authority's satisfaction. If any portion of the work is covered and inaccessible for inspection contrary to the request of the Authority or contrary to requirements of the contract documents, such covering or finishes must be uncovered for observation, and replaced, without charge to the Authority.

The Authority's T.I. Construction inspectors will work directly with Concessionaire to facilitate and coordinate construction logistics and inspect construction sites for compliance with Authority standards. The Authority's T.I. Construction inspector maintains authority to stop construction activities if it is determined that Authority safety and security requirements are not being followed or observes an unsafe working condition.

Concessionaire shall allow the Authority access and provide the means of access to Concessionaire construction. Concessionaire shall respond to any reasonable request to further the Authority's ability to complete construction site observations, inspections, and testing. Such inspections shall not relieve Concessionaire of any of its obligations under the

Concessions Concessionaire/Contractor Agreement.

Standard ADC Construction Inspectors workdays are as follows:

- a. Day time: Monday through Friday except for Authority recognized holidays.
- b. Nighttime: Sunday evening through Friday morning except for Authority recognized holidays.
- c. Refer to Section [12.23 Working Hours](#) for further information.

12.6 Project Control

If conflicts between Concessionaire and other Concessionaire's or Authority contractors arise which they cannot resolve and which could delay the work, CDP and TIP team representatives will recommend the contractors follow a course of action to mitigate or eliminate the delay and which best serves the interests of the Authority and Concessionaire.

For all Authority construction projects, the Authority contractor shall be solely responsible for and have control over all portions of the Base Building project work site. The Authority contractor's superintendent will work with the CDP and TIP team representatives to assist in coordinating, facilitating, and expediting the work of Concessionaire and provide all reasonable effort to ensure Concessionaire can execute their work.

12.7 Site Conditions

Conditions and requirements affecting Concessionaire's construction will vary by location. By executing Concessionaire/Contractor Agreement, Concessionaire represents that it has visited the site, familiarized itself with the site-specific requirements under which its work must be performed, and correlated its observations with the requirements of the Contract Documents and all Authority construction, safety, and security standards.

12.8 Requests for Base Building Information

Concessionaire shall submit any requests for information or clarification regarding Base Building construction and systems to the TIP Manager. The Authority will respond to such requests for explanation or clarification in writing. Concessionaire shall attempt to answer requests for information from its subcontractors and suppliers prior to submitting requests to the Authority.

12.9 Concessionaire Cooperation and Coordination

All Concessionaires are expected and required to work harmoniously. Project construction will require planning and coordination for all aspects of the work. For all Concessionaire construction occurring within the boundaries of an Authority project, there will be at a minimum, other SAN contractors, subcontractors, special systems contractors, airline systems contractors, and other Concessionaires working within or adjacent to Concessionaire's construction site during the performance of Concessionaire's work. Concessionaires must anticipate in their scheduling, procurement, and cost estimating that their work will be interfered with or delayed from time to time by the acts or omissions of other contractors.

Concessionaire must be prepared to cooperate with the Authority, its contractors, subcontractors, and any other entity involved in completing the Authority's work, and to the maximum extent possible to mitigate any delay or obstruction of each other's work. Concessionaire is required, at a minimum, to have a company representative on site weekly that is fully authorized to make design, construction, and financial decisions on behalf of the company or JV partnership. Concessionaire's representative and contractors are required to be present on site at a weekly meeting with the CDP and TIP team representatives and to attend all weekly construction meetings for projects where Concessionaire has a project in construction.

Concessionaires may also be required to attend Authority and third-party contractor meetings and safety meetings (including personnel and driver) orientation. Depending on the number and complexity of Concessionaire projects, the CDP and TIP Managers reserve the right to require Concessionaire to have full time project management support on site.

Equipment and material hoisting options to be verified by the Authority as they may or may not be performed by a third party. Material deliveries shall be “just-in-time”, as no onsite storage or staging areas will be provided.

LOCK-OUT/TAG-OUT (LOTO) PROCEDURES

Concessionaire shall provide a written industry standard LOTO manual that is to be promulgated and enforced during the project. LOTO procedures are mandatory to protect life by ensuring safe management of any energized device or system.

Examples of stored energy systems where LOTO protocols are required:

- a. Electrical
- b. Mechanical
- c. Thermal, Steam
- d. Chemical, Acids, and Caustics.
- e. Explosives, Natural Gas
- f. Hydraulic
- g. Pneumatic
- h. Gravity
- i. Baggage Conveyor or similar systems

It is the responsibility of Concessionaire to ensure that

all applicable construction employees are instructed in the safety significance of the lock-out/tag-out procedure. Each new, or transferred employee, and other employees whose work operations are or may be in the area, shall be instructed in the purpose and use of the lock-out or tag-out procedure. In preparation for lock-out or tag-out, Concessionaire shall conduct a survey to locate and identify all isolating devices to be certain which switch(es), valve(s), or other energy isolating devices apply to the equipment to be locked or tagged out. More than one energy source (electrical, mechanical, or others) may be involved. Each of these shall be listed for each isolation point and a copy forwarded to the Authority. If more than one individual is required to lock-out or tag-out equipment a multiple lock-out or tag-out device (hasp) shall be used.

The basic rules for using the lock-out or tag-out system are that all equipment shall be locked out or tagged out to protect against accidental or inadvertent operations when such operation could cause injury to personnel. Do not attempt to operate any switch, valve, or other energy isolating device where it is locked or tagged out. A lock-out/tag-out will be required whenever performing the following work on machines or equipment:

- a. Required Lock-out/Tag-out:
 - i. Maintenance or service work is defined as constructing, installing, setting up, adjusting, inspecting, modifying, and maintaining, and/or servicing machines or equipment.

- ii. Before removal or bypassing any guard or other safety device.
- iii. When an employee is required to place any part of the body into a point of operation or other danger zone that exists during a machine operation cycle.
- b. Exceptions to Lock-out/Tag-out:
 - i. Normal production activities in which lock-out cannot feasibly be conducted because of the nature of the operation provided that the work is performed using alternative measures which provide effective protection.
 - ii. Hot tap operations.

LOCK-OUT OR TAG-OUT SYSTEM PROCEDURES

- a. Owner Notification: Notify the Authority’s T.I. Construction Inspector that a lock-out or tag-out system is going to be utilized and the reasons why. The T.I. Construction Inspector will notify the appropriate Authority FMD personnel regarding those areas affected by the lock-out/tag-out request and forward a copy of the notification to Concessionaire.
- b. Preparation: Locate all energy sources that need to be isolated.
- c. Equipment Shutdown: If the equipment is operating, Concessionaire shall receive prior Authority approval and shut it down by the normal stopping procedure.

- d. Affixing Lock-out or Tag-out: Verify whether there is a specific lock-out/tag-out procedure developed for the work to be performed with the Authority's T.I. Construction Inspector. Lock-out and/or tag-out the energy isolating devices with Concessionaire's individual lock(s) and tag(s). Tag-outs are only acceptable in secured equipment rooms requiring special security key for access and the completion of restricted access form or with a person standing by energy isolating device that has been tagged. Lock-out will be acceptable in non-secure areas.
- e. Restoring Locked Equipment to Normal Operation: After the servicing and/or maintenance is complete, check the machines or equipment to ensure that no one is exposed prior to energizing the system.

In the case of a discrepancy between Concessionaire's lock-out/tag-out procedures and the Authority's procedures, the Authority's procedure will prevail. If Concessionaire has any questions, they shall refer to the comprehensive SAN Lock-out/Tag-out Procedures. In any event, Concessionaire shall be responsible for complying with all applicable laws and regulations at all times.

If Concessionaire requires access to a restricted mechanical/electrical room, such access shall be addressed to the Authority's T.I. Construction Inspector.

Concessionaire represents and warrants that it will comply with all applicable lock-out/tag-out procedures at all times as set forth in Federal Regulation 29 C.F.R., 1910.147 and other applicable laws. Concessionaire

agrees to indemnify the Authority and hold the Authority harmless from any damages occurring on connection with any failure by Concessionaire or its agents to observe any applicable lock-out/tag-out procedures and for any breach of the above warranty, including all damages, costs, expenses, and attorney fees.

WELDING AND CUTTING

All welding or cutting shall be reported to the T.I. Construction Inspector prior to the start of the work and upon completion of the work, on a daily basis, or as required by the hot-work permit.

A fire watch shall be provided by Concessionaire. A 516 dry chemical fire extinguisher(s) shall be on hand within 20' of the work being performed and accessible at all times.

Welding or cutting shall cease 1/2 hour before closing the job site for the day and inspected prior to the employees leaving the site for the day. All resultant smoke or fumes shall be exhausted to the exterior by Concessionaire's equipment.

CONFINED SPACE ENTRY REGULATION

Concessionaire shall comply with applicable portions of Federal Regulation 29 C.F.R. 1910.146 regarding Concessionaire's employee entrance into confined spaces on this project.

Under no circumstance shall any Concessionaire access any Authority Utility Room/equipment space without the knowledge of the T. I. Construction Inspector and accompanied by an Authority employee.

12.10 Authority Contractor Cooperation and Coordination

The Authority and its representatives shall, throughout the duration of Concessionaire's project, cooperate with Concessionaire in the performance of its work, and shall, to the fullest extent possible, afford Concessionaire a reasonable opportunity to complete their work as and when required by Concessionaire's Lease agreement with the Authority. For all Authority projects, the Authority contractor shall be solely responsible for, and shall have control over, all aspects of the project site until a Certificate of Occupancy is granted by the City of San Diego Planning and Development Services Department and by the Authority. To assist Concessionaire in completing its construction in an expeditious manner, a Concessionaire Improvement Construction Inspector dedicated exclusively to Concessionaire's coordination shall be assigned to coordinate work performed by Concessionaire with work performed by the Base Building Contractor(s) working in the same area. Concessionaire Improvement Construction Inspector will develop and enforce a Concessionaire Coordination and Site Access Plan developed by Concessionaire in coordination with the Base Building Contractor, to assist Concessionaire with site access, ingress/egress, temp power, utility tie ins, and all other site logistics required to facilitate Concessionaire's work. Concessionaire Coordination and Site Access Plan shall include rules that will govern:

- a. Weekly construction coordination meetings
- b. Coordination of Two Week “Look Ahead” Construction Schedules
- c. Equipment/Material lay down and staging areas
- d. Deliveries
- e. Loading dock and elevator access
- f. Parking for Concessionaire’s site superintendent
- g. Work hours
- h. Construction safety
- i. Access to all Concessionaire required utility connections
- j. Utility shutdowns
- k. Temporary power
- l. Protection of work by others
- m. Construction barricades
- n. Remediation of hazardous material(s)
- o. Hot Work Permit
- p. “Lock out-Tag out” Procedure

12.11 Concurrent Construction

Concessionaire shall afford the Authority and its contractor’s reasonable and safe access to and across their work site and reasonable opportunity for the introduction and storage of their materials and equipment for the execution of their work within or adjacent to Concessionaire’s work site. The Authority may require certain facilities and areas be used concurrently by Concessionaire. If any part of Concessionaire’s work depends on the proper execution or results upon the work of the Authority, Concessionaire is solely responsible to monitor and stay fully informed on the progress and details of such work. Concessionaire shall promptly report in writing to the CDP and TIP Managers any apparent discrepancies or defects in such work that render it unavailable, defective or unsuitable for Concessionaire to properly execute its work. Failure to notify so promptly will constitute an acceptance of the other work as fit, proper, and ready for integration with Concessionaire’s work except for latent defects.

12.12 Damage During Construction

Concessionaire assumes sole responsibility for all damages to the existing or new facilities, including but not limited to the Premises occupied by others, arising from the work of Concessionaire and shall take immediate steps to replace or repair such damages. Damages not corrected immediately by Concessionaire will be corrected by the Authority with costs deducted from Concessionaire’s construction deposit.

Confine storage of equipment or material to the demised Premises or other locations specifically designated by the Authority or the Authority base building contractor. Stored materials shall not exceed the loading capacity of the floor. Storage in service corridors, truck docks, vacant Premises, or other areas is not permitted at any time. Failure to comply will result in the removal of all materials with Concessionaire bearing responsibility for the costs incurred.

If Concessionaire, through its acts or omission, causes loss, damage, or delay to the work or property of any separate contractor, Concessionaire shall, upon written notice from CDP and TIP team representatives, promptly attempt to remedy and settle such loss, damage, or delay with the other contractor by agreement or

otherwise. If another contractor or subcontractor shall assert any claim, bring any action against the Authority, or institute a dispute resolution proceeding on account of any delay or damage alleged to have been sustained as a result of the acts or omissions by Concessionaire, the CDP or TIP Manager shall notify Concessionaire in writing and Concessionaire shall indemnify and hold harmless the Authority from any liability, losses, or damages.

12.13 Interruption of Existing Facilities

All construction activities must be accomplished in such a manner as to permit normal operations within the existing buildings, facilities, and structures of SAN during the performance of Concessionaire's work. Existing building systems including but not limited to fire alarm, security, heating, ventilation, air conditioning, electrical, lighting, and plumbing shall not be interrupted in occupied areas, except as required for making connections to existing systems as specified within this manual. Concessionaire may not perform any work causing interruptions to building systems or the normal operations of SAN without written authorization from the Authority. Authorized work by the contractor shall be performed in strict compliance with all rules and regulations and directives of the Authority.

Concessionaire shall coordinate and schedule its work to minimize required interruptions and shall notify the Authority's T.I. Construction Inspector in writing at least 72 hours prior to each requested interruption. SAN

operations and all affected Concessionaires must be notified at least 72 hours in advance of commencing any work, which may block access, or otherwise cause undue difficulty to occupants or users of the property affected and any planned utility shutoff. Concessionaire is to make arrangements for temporary utility connections as directed by the Authority's T.I. Construction Inspector and as coordinated with the Base Building site superintendent where required. Concessionaire shall request from Authority's T.I. Construction Inspector access to any Authority space to conduct; observations, work within the space and/or complete a utility shutdown and accompanied by applicable Facilities Management Department personnel and/or Authority's T.I. Construction Inspector. Concessionaire shall be responsible to pay the cost of the connections and removal and all utility charges incurred as a result.

12.14 Quiet Enjoyment, Interruption, and Contamination

Concessionaire may not interfere with the rights of Quiet Enjoyment by other Concessionaire and/or Tenant at any time. The Authority requires that certain work activities be relegated and controlled such as malodorous activities, high-decibel activities (approaching 85 dB or based on complaints), vibrational activities that send energy through the building or air quality is compromised (dust or smoke). Basically, activity that may contribute to the general public feeling uncomfortable, unsafe or in any way ill at ease.

Those activities include, but are not limited to:

- a. Jack hammering, roto-hammering, core drilling and use of powder actuated fasteners are not permitted during Airport operating hours unless an approval in advance of the work for use during Airport operating hours is granted by the Authority.
- b. Any activities, such as painting, that could produce offensive fumes that cannot be safely vented away from public spaces and employee work areas.
- c. All dust producing activities, such as demolition, where the dust cannot be safely vented away from public spaces and employee work areas.
- d. Work requiring public entrances to be blocked.
- e. Deliveries made curb side, or any deliveries that require use of public areas.
- f. Any work that would prevent continuous operation of the building.
- g. Hauling trash or demolished materials.

- h. Setting up and removal of construction barricades.
- i. Authority approved shutdown of building systems.
- j. Any work in or around public areas that may create dust, noise or other nuisance or hazard.
- k. Any work requiring an obstruction to an existing required emergency exit unless an Authority acceptable alternative means of exiting is provided.

12.15 Work in Public Areas

The Authority will allow Concessionaire's construction activity in public areas that has been properly coordinated by the Authority's T.I. Construction Inspector. This work may include, but is not limited to, temporary scaffolding or man lift for the installation of storefronts and signs as necessary. Only scaffolding or man lifts with non-marking rubber tires are permitted. All other construction work must take place within the Premises. No material shall be delivered to, or transported through, any public area without the Authority's approval. Any material transported through public areas, public elevators, or stairways, shall be moved on rubber tire trucks, using adequate padding, protective cloths, to safeguard existing finishes. Any damage resulting from movement of materials shall be repaired or replaced by Concessionaire, to the satisfaction of the Authority.

Do not track dust and/or debris onto the common area floor beyond the temporary barricades or Lease line(s). Concessionaire must provide a means of cleaning dust from employee's footwear prior to entering any public or

service area.

All Terminals have a smoke-free designation and as such smoking is not permitted anywhere in the building, including areas under construction. Smoking areas have been designated outside of Terminal Buildings by the Authority.

12.16 Protection of Property

Concessionaire shall take all reasonable precautions for the safety of, and shall, provide all reasonable protection to prevent damage, injury, or loss to:

- a. Prevent spreading or tracking of dirt through public areas of the SAN and to prevent soiling of any SAN finishes.
- b. Other property at the work site or adjacent thereto, including but without limitation, lawns, walks, pavements, roadways, structures, finishes, and utilities not designated for removal, relocation, or replacement during construction.
- c. All floor finishes for transporting materials from point of building entry to designated work areas.
- d. Construction workers and building occupants against air quality problems by developing and implementing a Construction Indoor Air Quality Management Plan.
- e. Any Authority or other Concessionaire improvements damaged as a result of Concessionaire's construction activities shall be repaired or replaced to match the existing to the satisfaction of the Authority at Concessionaire's sole cost and expense. If Concessionaire fails to rectify the damage in a timely manner the Authority will undertake the work and back-charge Concessionaire deducting the costs from Concessionaire's construction deposit.
- f. Concessionaire shall take all necessary safety precautions to protect workers, the general public,

and private and public property and comply with all requirements of the Occupation Safety and Health Act (OSHA) and Cal/OSHA.

12.17 Freight Elevators

Concessionaire shall coordinate with the Authority's T.I. Construction Inspector for the use of freight elevators. Freight elevator maximum capacity is 12,000 lbs. with inside clear dimensions of: 10'-0" W x 12'-9" D x 10'-0" H. Passenger elevators and escalators are not to be used for transporting materials. Suitable and durable floor and wall covering protection must be provided by Concessionaire in the freight elevator cab during each use to protect the cab finishes against damage. All damage to the cab shall be repaired by Concessionaire in a timely manner at no charge to the Authority.

Concessionaire shall schedule all deliveries of materials, furnishings, fixtures, and equipment including any hoisting requirements, in advance, with the Authority's T.I. Construction Inspector.

12.18 Trash Removal and Portable Toilets

Concessionaire is responsible for ensuring construction wastes and recyclables are disposed of at an appropriately permitted off-site facility. Disposal of solid waste on Authority property is expressly prohibited. Removal of the waste material, trash, and debris to a suitable licensed landfill must be done on at least a daily schedule or whenever the waste material interferes with any contractor's work. The Contractor shall dispose of all generated construction and demolition waste off site and outside of Tidelands and shall comply with the San Diego International Airport Construction and Demolition Waste Management Reporting Plan & Forms and City of San Diego Recycling Ordinance as applicable. For further information, see [Chapter 13 Additional Authority Resources](#). At a minimum, accommodate for the recycling of paper, corrugated cardboard, glass, plastic and metals.

In areas where multiple projects are being constructed concurrently, the Authority may designate a central location in each terminal where Concessionaire's construction wastes and recyclables can be collected and as well, for portable toilets for use by Concessionaire during construction. A proportionate part of the full cost to transport and dispose of the construction waste and recyclables and servicing the temporary portable toilets will be charged to Concessionaire based upon a breakdown determined by the CDP or TIP Manager.

12.19 Clean-Up During Construction

Concessionaire's construction site and all areas used by Concessionaire must be kept free of accumulated construction wastes, dirt, and surplus material at all times. No materials are allowed to be stored outside of Concessionaire's Premises. If Concessionaire construction site is not maintained in a clean, orderly, and safe condition or shall it be necessary for the Authority to remove Concessionaire's construction waste or debris because of inaction by Concessionaire, the Authority, after issuing a written notice to Concessionaire to remove waste and/or debris within eight hours will within twenty-four hours of issuing said notice, will have others clean up the area and/or remove the waste and debris and charge the full cost thereof to Concessionaire.

12.20 Temporary Construction Barricades

Prior to demolition/start of construction Concessionaire is required to construct temporary construction walls (barricades) to secure the work site and install Authority "Concession Development Program" signage. Barricades are required on all projects to prevent damage to adjacent Premises, the public areas, and to ensure required security of Concessionaire's work site. Concessionaire will obtain a permit as needed from the City to ensure that any given barricade meets structural and egress requirements. The Authority shall approve all Barricade Plans at the Pre-Construction Conference, but

in no case later than the issuance of the Job Start Form by the Authority's T.I. Construction Inspector. Barricades are to be placed so they do not inhibit storefront construction or public circulation and may need to be realigned/relocated during construction.

In all public areas, barricades are required. The design and implementation of all barricades shall be reviewed in advance with the TIP Manager to confirm barricade material type, coverage, signage and any other requirements specific to the use and/or condition. Unless otherwise indicated, the default barricade shall be constructed of 1/2" minimum thickness gypsum board on public side, applied to minimum 3 1/2" by 20 gauge (or greater width and/or gauge if required by code relative to overall height of barricade wall) metal studs at 16" o.c. with R13 batt insulation (sound barrier) full height for the full height and width of the Concession opening with 8-mil polyethylene for dust barrier. For Concession construction in non-public areas fully taped, spackled, and painted gypsum board with 8-mil polyethylene for dust barrier may be used. Barricades may be wall supported, provided that existing Base Building wall surface finishes are not damaged, braced by steel studs to the Premises structure and shall have a minimum 12" wide by 3/4" thick continuous plywood base over a 1/4" minimum resilient cushion backing or other durable backing material, to protect all Base Building floor finishes.

Barricades are to be continuous to prevent dust and control excessive noise and must remain rigid,

square, and plumb throughout Premises construction. Barricades must include an 8" black rubber core baseboard, trim at ceiling and corners, and painted metal doors and frames, complete with the Authority's standard construction lock set. Concessionaire shall verify all code requirements (entrance/exit routes, fire protection, etc.) before barricades are installed. The Contacts Information Form shall be prominently displayed on the exterior of the barricades. The Plan Station shall be inside the workspace—see Plan Station.

Upon acceptance of the Premises, Concessionaire will be completely responsible for the security of all Premises and the construction work site and must meet all requirements of the Authority, TSA, and FAA for security. Additionally, the Authority will not assume any responsibility for damages including theft to Concessionaire's materials, fixtures, or equipment.

Concessionaire is responsible for maintaining and cleaning the area surrounding the barricades. If dirt, dust, or debris from the construction site is found in areas around the barricades, Concessionaire will be charged a "clean-up" fee by the Authority. All barricade doors must remain closed and locked at all times during construction. Repair or replacement of any Base Building finishes due to damage, including discoloration of surfaces, caused by the demolition or construction of the barricades will be the sole responsibility of Concessionaire.

Relocation or removal of the barricades must be reviewed by the CDP and TIP Manager and must be

scheduled at least 48 hours in advance or 2 working days. Temporary construction barricades shall not be removed before the construction work is completed, unless only minor items noted on the "punch-list" remain and approved by the Authority.

12.21 Staging

There are no dedicated staging areas for Concession work outside its Premises. Concessionaire is responsible for coordinating all logistical needs with its TIP Manager, in advance, based on a scheduled 'Just-In-Time' delivery process. Concessionaire to plan on using off-site staging and storage as needed to support its project needs. Designated temporary staging areas for scheduled deliveries must be kept clean and free of debris. All shipments must be properly and clearly labeled.

12.22 Work Site Access

The Authority must have access to all of Concessionaire's construction sites. Access doors are to be solid core hardboard or hollow metal doors mounted to metal frames. A master keyed cylinder lock set (refer to [Sections 5.9 Door Closures / Exit Doors](#)) shall be installed on the access door to allow the Authority and emergency personnel access to the site.

12.23 Working Hours

Terminal operations and Authority construction will result in Concessionaires being subjected to restrictions, which may be imposed by the Authority regarding the hours of work and schedule for deliveries. Concessionaire shall submit a work and major delivery schedule for review by the Authority's T.I. Construction Inspector for review at the Pre-Construction Conference.

Within all operating portions of the terminal's Concessionaire will be required to work off-peak hours for any activity or delivery that will cause excessive noise, dust, debris, or in any way interferes with the traveling public or SAN Operations. Off-peak hours are 11 p.m. until 5 a.m. Sunday through Thursday. These hours and the requirement for Concessionaire to work off-peak hours may change or be modified as requested by Concessionaire and approved by the Authority's T. I. Construction Inspector.

Concessionaire's working hours within Authority construction projects must be coordinated with the assigned Base Building superintendent and the Authority.

12.24 Security

Concessionaire must comply with the requirements of the Authority's SAN Operational Safety & Security Requirements, SAN Airport Security Program and all TSA and FAA advisories and regulations governing operational safety at SAN during construction Refer to [Chapter 13 Additional Authority Resources](#) for further information.

These security requirements will be strictly enforced and shall include but are not limited to:

- a. SAN Operational Safety and Security Programs
- b. SAN SIDA/NON-SIDA access & escorting policies
- c. Policy regarding introduction/possession of prohibited items in sterile areas of the SAN
- d. Keys and lock control

Concessionaire understands that violations of the SAN Operational Safety and Security Program can result in the issuance of citations and fines, suspension or revocation and confiscation of the SIDA issued security ID badge or vehicle permit, removal of the violating person or vehicle from the AOA, suspension of construction activities. Concessionaire also understands they will be solely responsible for paying any security related fines assessed upon the Authority by the Transportation Safety Administration or other related governmental Agency due to the actions of Concessionaire.

Concessionaire shall become knowledgeable of all applicable safety and security rules, and regulations,

and shall be monitored for performance to ensure compliance. The SAN may require that there be no vehicles parked within three hundred feet of an active terminal, unless such vehicles are inspected by an Authority authorized person whose sole responsibility is to search vehicles entering within the three hundred feet perimeter.

12.25 Equipment / Tools

The Rules and Regulations regarding transit and tracking of equipment and tools will depend on whether Concessionaire's project is in a live terminal or other location. For all live terminals, tools are never brought through a screening checkpoint. All tools and equipment that can safely fit inside an SAN service elevator must be transported to the sterile area using the specified elevator or as instructed by the Authority's T.I. Construction Inspector prior to the start of construction.

Standard construction power will be provided at 120 volts. Any power that is required above this amount (i.e., welding) will need to be provided by Concessionaire. Concessionaire must notify the Authority for approval prior to bringing any temporary generators on site. Concessionaire or Tenant shall ensure that all electrical cords will be protected from damage through doors, windows, and floors.

Concessionaires with AOA driving privileges may, at the discretion of the Authority's T.I. Construction Inspector, be authorized to access the sterile area through ramp (SIDA) locations. Concessionaire must keep equipment

in its presence at all times anywhere within the terminal. Prior to entering a sterile area with equipment and / or tools, a "Tool Inventory Card" must be completed by the Authority's T. I. Construction Inspector along with the applicable contractor personnel, listing each and every piece of equipment and/or tool to be taken into the sterile area. Upon departing from the sterile area, the contractor personnel must account for each, and every piece of equipment/tool listed on his Tool Inventory Card to be audited by the Authority's T.I. Construction Inspector before being released from the job site. Security is a fulltime job while at the SAN. Unattended equipment or tools found in the sterile area are considered "prohibited items" and may result in a heavy fine from TSA and could significantly delay the completion of the project. Restroom or lunch breaks are inexcusable reasons to leave tools and equipment unattended in the terminal, especially in the sterile area. Plan to use relief workers as necessary to positively control tools and equipment.

12.26 TSA Inspections

Any item, large or small, that will become a permanent fixture in the sterile area must be inspected by TSA screening staff. This is prearranged with the Authority's T.I. Construction Inspector and TSA and achieved at specified screening checkpoint, typically the gate access to the AOA. Screening checkpoints within the terminal are not opened after hours by SAN staff to facilitate movement of Concessionaire employees, tools, equipment, or fixtures.

In order to facilitate TSA screening and inspection of fixtures and equipment to be brought into the sterile area of the Terminal, all fixtures and equipment must be out of their boxes and crating material and available for inspection. For fixtures and equipment that are required to be transported through the terminal, wheels must be duct taped prior to bringing them into the terminal to prevent carpeted areas from becoming marked by rubber tires.

12.27 Parking

Remote parking of vehicles by Concessionaire will be confined to those specific areas set aside for them by the CDP or TIP Managers and located in the designated areas only. Designated parking may not be within close proximity to Concessionaire's work site. Standard per day rates for the assigned parking lot will apply and be paid by Concessionaire. Provisions may be made on Authority construction sites for onsite vehicles for Concessionaires requiring site access on the AOA to facilitate material, labor, or badged escorts for non-badged personnel being brought to the site from airside. This parking may be restricted or eliminated during certain phases of Authority construction. The location and availability of parking must be coordinated with the Authority's T.I. Construction Inspector. Parking in non-authorized areas /spaces will result in the removal of the vehicle at the owner's expense. Concessionaire trailers, if permitted by the Authority, may only be parked in designated areas as arranged by the CDP or TIP Manager. Concessionaire must submit a plan, indicating the number of remote parking spaces required.

12.28 Substantial Completion / Certificate of Occupancy

Concessionaire shall notify the CDP and TIP Manager's in writing once it has reached substantial completion. The TIP will arrange for Authority compliance review and prepare for a Punch List walk. Concessionaire will have one (1) week to correct all Punch list items unless agreed to otherwise.

Upon passing its county health inspection, as may be required, and subsequent receipt of its Certificate of Occupancy from the City, Concessionaire to notify its TIP Manager to make ready for opening to the public. This requires coordination with security to perform a sweep of the area, permission to remove the barricade, barricade removal and clean-up. The CDP or TIP Manager will prepare a final Certificate of Substantial Completion to allow Concessionaire to open for business.

12.29 Project Close-Out

Upon Authority's issuance of the Certificate of Substantial Completion, Concessionaire shall have 90 days to submit it project closeout documentation per Concessionaire's agreement:

- a. Certificate of Occupancy/Inspection Card with final sign-off inspector's signature "approved to occupy".

- b. Final audited costs-Certified Initial Capital Investment Form.
- c. Concessionaire's lien releases for all work.
- d. Architect's Certification of Compliance with Authority standards.
- e. Architect's Certificate of Substantial Completion.
- f. As-Built and Record Drawings: Refer to [Section 10.10 As-Built and record Drawings](#) for submittal requirements.
- g. Final Summary of Deputy or Special Inspections/ Test Reports.
- h. Mechanical System Test and Balance (TAB) Report prepared by Concessionaire to be provided to the Authority in time for the commissioning activity of the space by the Authority and/or the Authority Base Building Contractor.
- i. Any item listed on the Certificate of Substantial Completion issued to Concessionaire's Contractor by the Authority which has to do with security, safety, structural or ADA issues shall be addressed immediately and completed within five (5) working days of the date of the Certificate of Substantial Completion.
- j. Warranty Documentation and Maintenance Manuals



13.0 Additional Authority Resources

[13.1 San Diego International Airport \(SAN\) Resources](#)

[13.2 Federal Aviation Administration \(FAA\) Resources](#)

13.1 San Diego International Airport Resources (SAN)

Links to Concessionaire Improvement Forms, Exhibits and Guidelines can be found on the San Diego International Airport Concessions website:

<https://www.san.org/Business-Opportunities/Concessionaire and Other Concessionaire Resources>

FORMS:

- a. Application for Tenant Improvement Project Approval Form
- b. Notice To Proceed Checklist (Construction Requirements)
- c. Job Site Information Form
- d. Base Building Modification Form (BBMR)
- e. Design Variance Request Form (DVR)
- f. Contractor Interface with Airport Systems Notification Form
- g. Architect's Certification Template
- h. ADA Certification Form
- i. Certified Initial Capital Investment and Mid-term Refurbishment Forms
- j. Certified Initial Capital Investment and Mid-term Refurbishment Audit Review Template
- k. San Diego International Airport Construction and Demolition Waste Management Reporting Plan & Forms

EXHIBITS:

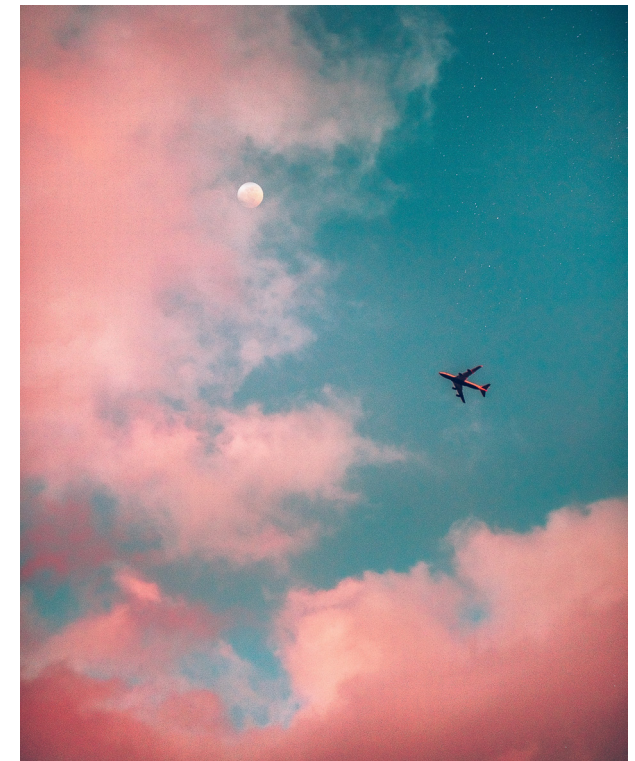
- a. Tenant Improvement Program Design Review Process

GUIDELINES:

- a. New Terminal 1 Concession Design Manual
- b. New Terminal 1 Non-Concession Design Manual
- c. San Diego International Airport Design & Construction Standards
- d. San Diego International Airport Performance Specifications
- e. San Diego International Airport, Informational Technology Infrastructure Standards Construction Manual
- f. San Diego International Airport, Airport Operational Safety & Security Requirements
- g. San Diego International Airport Construction Safety Manual
- h. San Diego International Airport, Airport Security Program
- i. ARRIVE Construction Rules and Regulations for Concessionaires

13.2 Federal Aviation Administration Resources (FAA)

<https://www.san.org/Business-Opportunities/Concessionaire and Other Concessionaire Resources>





14.0 Exhibits, Appendices

Imagery and diagrams within this Chapter are for reference only, and are in the process of being updated.

[14.1 Definitions, Acronyms, and Abbreviations](#)

[14.2 Architectural Exhibits](#)

[14.3 Appendices](#)

14.1 Definitions, Acronyms, and Abbreviations

The following definitions are used throughout the SAN Concessions Design Manual and shall be interpreted as follows:

A/E: Architect /Engineer.

Accessibility: Refers to all codes pertaining to a persons' ability to use building components, including but not limited to the Americans with Disabilities Act (ADA), the California Building Code. Additionally, the California Disabled Accessibility Guidebook (CalDAG) may be referenced.

ACM: Asbestos Containing Materials.

ADA: Americans with Disabilities Act.

ADC: Airport Design and Construction.

ADP NEW T1: Airport Development Program, New T1: The entity established within the Authority tasked to prosecute the design, construction, and activation of the new 30 gate, Terminal 1.

A.F.F.: Above Finished Floor.

AHJ: Authority (Agency) Having Jurisdiction: the organization, office, or individual responsible for enforcing the requirements of a code or standard, or for approving equipment, materials, an installation, or a procedure. There are multiple AHJs involved at SAN, typically, the City, County, State and Federal all have code enforcement responsibilities at an airport.

Air Operations Area (AOA): That part of the Airport, behind a security perimeter and requiring special Authority permission to access, used by aircraft for landing, taking off, surface maneuvering, loading and unloading, refueling, parking, or maintenance, where aircraft support vehicles and facilities exist, and which is not for public use or public vehicular traffic.

Airport Design and Construction (ADC) Department: Provides construction inspection support during build-out of Concessionaire Premises.

ANSI: The American National Standards Institute is a private, non-profit organization that administers and coordinates the ongoing development of standards, including safety standards for the construction and demolition industry.

Architect / Engineer of Record: The design professionals in good standing, licensed to practice in the State of California and the City and County of San Diego, who stamp and sign their Contract Documents and are responsible to perform their contracted obligations with a standard of care, and performing due diligence, all within and for its clients' requirements and that of the Agencies Having Jurisdiction (AHJs).

As-Built: (see also Record Drawings) The permitted/perforated plan set maintained by Concessionaire's contractor on site during construction and continuously marked-up using a red ink pen to reflect the field as-built conditions. Included and attached to the plans are all addenda and change orders for the project.

This information is to be scanned and submitted electronically as an OCR high resolution PDF and submitted to the Authority's project manager at the completion of the project. This information is used by Concessionaire to create its Record Drawings.

ASHRAE: American Society of Heating, Refrigeration and Air-Conditioning Engineers.

Authority: San Diego County Regional Airport Authority (SDCRAA).

Authority Standards: Pertains to the requirements delineated in this manual and includes the requirements contained in the resources listed in [Section 13 Additional Authority Resources](#).

Base Building: The existing terminal buildings including new T1, T2 East and West, and shell space provided for Concessions.

BBMR: Base Building Modification Request (Form).

BCMS: Building Control Management System.

BOH: Back-of-House spaces that support a given unit that are beyond public view and interaction. In any condition where the design allows views into BOH areas, aesthetic design requirements will prevail to ensure an acceptable view. Example: Kitchen BOH wall opening pass-thru. All equipment and architecture visible through the opening shall be of higher quality.

CBC: California Building Code, latest applicable version, Refer to CCR.

CCR: California Code of Regulations, Title 24.

CD: Contract Documents, includes all Authority, City and County of San Diego approved construction drawings, specifications, calculations, and reports, including all addendum and change orders.

CDM: Concessions Design Manual, provides standards and guidelines for the design and construction of all Concession projects.

CDP: Concessions Development Program.

CED: Concessions Electrical Distribution.

CEQA: California Environmental Quality Act.

CIP: Capital Improvement Project.

Closure: An operable device used to secure and close openings within and/or on the perimeter of a Premises such as a door or grille.

Common Area: Public space outside of Concessionaire's Premises designated by the Authority for general passenger use and designed and maintained by the Authority. This includes the Dining Hall identified in each terminal where tables and chairs have been provided by the Authority for general passenger use.

Concessions Development Program (CDP): The Authority's CDP is responsible for the management of all Concessionaire initiated improvements at SAN.

Concessions Development Program Manager (CDP Manager): Primary point of contact and liaison between Concessionaire's Team and the Authority from the start of Concessionaire's project design through construction and project closeout.

Concessionaire: An economic operator which has been awarded the right to occupy an area of space (Premises) at SAN for a specific duration under specified terms and conditions. The term Concessionaire defines that entity representing and responsible for any and all activities and work performed by and for Concessionaire on its behalf for its benefit on Airport property at its Premises. This includes but is not limited to all contractors and sub-contractors of all tiers.

Concourse: That portion of a terminal consisting of gate hold rooms, boarding areas, and passenger circulation zones and amenities directly adjacent to and supporting these functions.

CPSC: Consumer Product Safety Commission.

DEH: Department of Health.

Demising Wall: Typically, a wall at the perimeter of a Concessionaire Leased Premises establishing the Lease Outline Drawing (LOD) and further designated as a wall between:

- a. Two independent Concessionaire's Leased Premises, or
- b. Leased Premises and the Public Concourse (Storefront), or
- c. Leased Premises and a Common Area, or
- d. Leased Premises and a Service Area, or
- e. Leased Premises and the exterior of the building.

Design Control Zone (DCZ): The three-dimensional zone that defines a Storefront starting at the Lease line, or extent of Concessionaire provided floor finish, back

to within the first ten (10'-0") feet, or to the security grille whichever is greater. The DCZ runs the entire width of the storefront and is noted in the Lease Outline Diagram (LOD). All architectural finishes, merchandising, and display fixtures within the Design Control Zone are reviewed by the Authority and are strictly monitored for compliance with the Concession Development Manual and the highest level of professional merchandising and display standards. No merchandise or displays may extend out of the DCZ and into the public space, Dining Hall, or Dining Terrace.

DRC: Design Review Committee. The group of designated individuals who review and approve Concessionaire's proposed Concession design.

DSD: City of San Diego's Development Services Department.

DVR: Design Variance Request.

EMR: Experience Modification Rate.

EPA: Environmental Protection Agency.

Escort: An individual, meeting security requirements, taking responsibility for another individual not meeting security requirements while on the AOA or within a sterile area of the SAN.

FAA: Federal Aviation Administration.

FOH: Front of House: Any and all conditions where the public has access physically and/or visually. These areas are treated with the highest design standards.

HAZMAT: Hazardous Materials.

HVAC: Heating, Ventilation, and Air Conditioning.

IFC: Issued for Construction. The 100% plan set that is submitted to the City for issuance of permit. Once the City approves the IFC set of plans they will perforate the set as evidence of its official approval (payments made and permit issued). Concessionaire shall always keep the perforated set onsite at the Plan Station.

Inspector: Authority's T.I. Construction Inspector responsible for inspecting Concessionaire's construction projects for compliance with construction documents and the Authority's construction standards. Additionally, the inspector will coordinate Concessionaire's construction site access, logistics, and utility shutdowns.

JV: Joint Venture. Multiple companies forming one legal entity for the purpose of contracting work with the Authority.

Kiosks: Individual, freestanding, self-contained Concession unit.

Landlord: San Diego County Regional Airport Authority (SDCRAA), "The Authority".

Lease Lines: As defined in the LOD using the definition provided. Lease lines serve as the boundary or perimeter that defines the area of a Concessionaire's Leased Premises. The only 'visible' Lease lines are the physically placed zinc metal strips that are provided in the flooring of the storefronts. All remaining will be 'invisible' as defined by LOD.

Lease Outline Diagram (LOD): The exhibit provided by the Authority defining Concessionaire's Lease area and the lines used to define the Premises.

LOTO: Lock-Out, Tag-Out.

Material and Safety Data Sheets (MSDS): Documents that contain information on the potential hazards (health, fire, reactivity, and environmental) and how to work safely with a chemical product.

NC: Noise Criterion.

NEC: National Electrical Code.

Neutral Band: The horizontal bulkhead portion of the neutral frame clad with Authority provided standard terminal finishes above Concessionaire's storefront finishes.

Neutral Frame: Consists of a neutral pier on both sides and neutral band above Concessionaire's storefront that is clad in Authority provided (Base Building) standard terminal finishes.

Neutral Pier: The end cap or face of a demising wall between two Concessionaire spaces. It is that vertical portion of the wall to serve as a neutral zone clad with Authority provided Base Building standard terminal finishes and allows for a common demarcation between each Concessionaire's Premises and their building materials.

NFPA: National Fire Protection Association.

Non-Secure Area/Landside: Area prior to the passenger and employee screening checkpoints.

NVLAP: National Voluntary Laboratory Accreditation Program.

OSHA: Occupational Safety and Health Administration.

PKO: Project Kick-Off.

POC: Point of connection. The location where a given utility is terminated by the base building and is ready for Concessionaire or tenant contractor to attach. POC's can be under deck, in a wall, or overhead.

Plan Station: The designated area within the Concession workspace where the following materials are stored and presented: 1. Perforated/Permitted plan set; 2. Project rendering on gator board. 3. Project design materials on Gator board. Each board shall be a minimum size of 24" x 36". Required jobsite postings including the job contacts, emergency information, safety requirements, and key jobsite related information.

Premises: Space occupied by Concession. Term also defines Concession Premises or Unit Location.

Record Drawings: (See As-Built) Created by the Architect of Record and its consultants for its client by taking the information from the As-Built drawings and updating the IFC Drawings that were used to obtain the permit. Concessionaire is required to provide Record Drawings of its project at closeout. Failure to do so will result in forfeiting its construction deposit.

RFI: a Request for Information (RFI) seeks the clarification of plans, drawings, specifications, and agreements. It is a formal written process in which parties, such as the contractor and designer, clarify information gaps in construction documents.

RMU (Retail Merchandising Unit): A retail kiosk or portable fixture assigned to a specific floor space located adjacent to or within a public/pedestrian thoroughfare. These units may be either:

- a. Permanent free standing fixed in place, or
- b. Temporary (short term), utilized during ongoing construction.

SDCRAA: San Diego County Regional Airport Authority. This term refers to that entity designated and empowered by the State of California to provide day-to-day administrative oversight and management of the Airport and as fiduciary to its Board of Directors. This is often shortened to the word “Authority” and represents the Airport Director, Senior Management, and all the staff that serve the Airport.

SAN: San Diego International Airport. This term is used interchangeably to represent both the Airport as an operational entity in the physical realm as well as the entity granted the Authority with the responsibility to manage all aspects of the Airports day-to-day functioning.

Secure Area / Airside: Areas beyond the passenger security checkpoint where all passengers, Concessionaire employees, and Concessionaire’s products must be screened, and employees must have an Authority issued security badge.

Security Identification Display Area (SIDA): Any area identified in the SAN security program requires each person to continuously display an SDCRAA-issued identification badge unless the person is under escort. Access levels vary and must be verified through the SAN Badging Office.

Sign Band: A designated area above Storefront(s) allowed for the mounting of Concessionaire’s signage. Depending on the terminal, the limited Sign Band area may be:

- a. Integral with the Neutral Band finish surface, or
- b. Applied to a standoff structure provided by the Authority.

SMACNA: Sheet Metal and Air-Conditioning Contractors National Association.

STC: Sound Transmission Class is an integer rating of how well a building partition attenuates airborne sound.

Storefronts: Shall be defined as the architectural facades of any Premises adjacent to public circulation areas of the terminals, including doorways. The Storefront will be physically defined by Base Building elements that surround and frame each Storefront; those elements include side piers, the upper fascia, bulkhead, and the floor surface at the Lease line.

Substantial Completion: When the project is fit for its intended use. For Concessions there will not be an acceptable ‘partial completion’ per the industry standard definition. Upon Concessionaire’s notification to the Authority regarding its substantial completion, and the Authority’s written permission to activate, Concessionaire may occupy and use its Premises and pay its contractor the last portion of the monies owed for that project or portion of the project less retention monies for Punch-List.

Support Premises: Storage and office locations described and delineated on “Exhibit A-1” and includes any improvements or modifications to be made thereon.

T2W, T2E, New T1: Abbreviations for the various terminals within SAN respectively, Terminal 2 West, Terminal 2 East, and New Terminal 1.

TBD: To Be Determined.

TDP: Terminal Development Program aka The Green Build. That entity established within the SDCRAA organization tasked to prosecute the design, construction, and activation of the new 10 gate, \$1B dollar expansion to the existing Terminal 2 West.

Temporary Unit: A temporary retail installation set up outside of the base building program to allow services to be provided to the travelling public while the Concession is under construction. These units are short term and are promptly removed just prior to the opening of the permanent Premises.

Terminal: That portion of the SAN complex consisting primarily of check-in areas, baggage claim facilities, gate hold rooms, boarding areas, passenger circulation zones, and amenities supporting these functions. Terminals at SAN include: Newly Renovated Terminal (New T1), Terminal 2 East (T2E), and Terminal 2 West (T2W).

(TIP Manager) Tenant Improvement Project

Manager: Primary point of contact and liaison between Concessionaire's Team and the Airport Development and Construction (ADC) Team from the start of Concessionaire's project design through construction and project closeout.

TI Project Coordinator: The CDP and TIP Managers will assign an Authority TI Project (TIP) Coordinator to serve as Concessionaire's liaison and primary point of contact for day-to-day Concessionaire needs. The Coordinator's responsibility is to assist Concessionaire through the design review, construction, and project closeout phases.

Title 24: A collection of energy standards required to be met for buildings in California to receive permitting.

Tool Inventory Card: Tool Inventory Cards are issued to Concessionaires working in a secure area of a SAN operational terminal. The Tool Card is an auditing device to allow the Authority and the TSA to keep track of all tools coming and going from a secure area.

TR/IDF: Telephone Room/Intermediate Data Feed.

Transportation Security Administration (TSA): A division of the Department of Homeland Security charged with protecting the country's transportation systems.

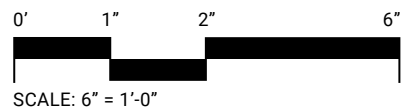
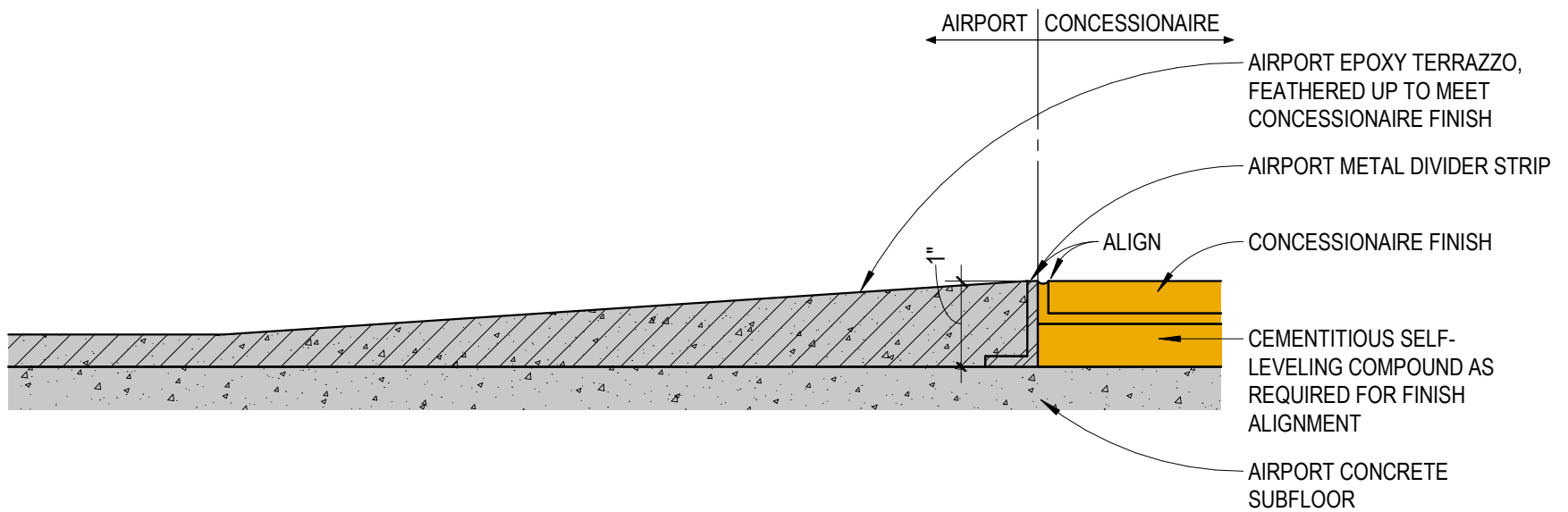
VAV: Variable Air Volume. An air control box placed on a base building supplied air duct used to vary airflow at a constant temperature to heat and cool a space. This is the opposite of a CAV (or Constant Air Volume) system, which supplies consistent air flow at varying temperatures to heat or cool a space.

Work: Refers to all aspects of Concessionaire's responsibilities per its Lease agreement to provide design and construction services necessary for it to fulfil its obligations as detailed within the Contract Documents.

14.2 Architectural Exhibits

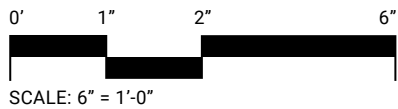
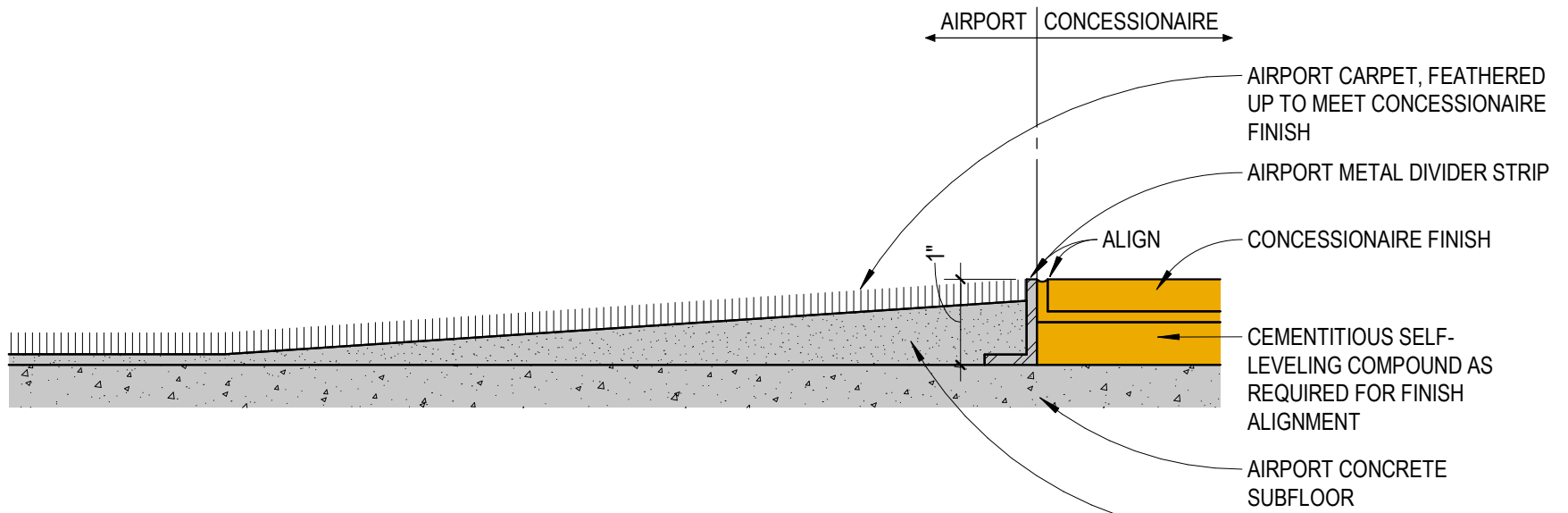
- 14.2.1 Flooring Transition Detail
 - Concessionaire to Airport Terrazzo
- 14.2.2 Flooring Transition Detail
 - Concessionaire to Airport Carpet
- 14.2.3 Outside Corner Transition Detail
 - Concessionaire to Airport Wall Tile
- 14.2.4 Outside Corner Transition Detail
 - Concessionaire to Airport Gypsum Wall Board
- 14.2.5 Recessed Concessionaire Transition
 - Plan Detail
- 14.2.6 Concessionaire Soffit Transition
 - Section Detail
- 14.2.7 Curtainwall Transition Detail
 - at Vertical Mullion
- 14.2.8 Curtainwall Transition Detail
 - at Glazing
- 14.2.9 Tenant Transition Detail at the East Market
 - Concessions

14.2.1
Flooring Transition Detail
Concessionaire to Airport Terrazzo
Flooring Section



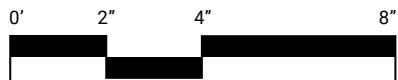
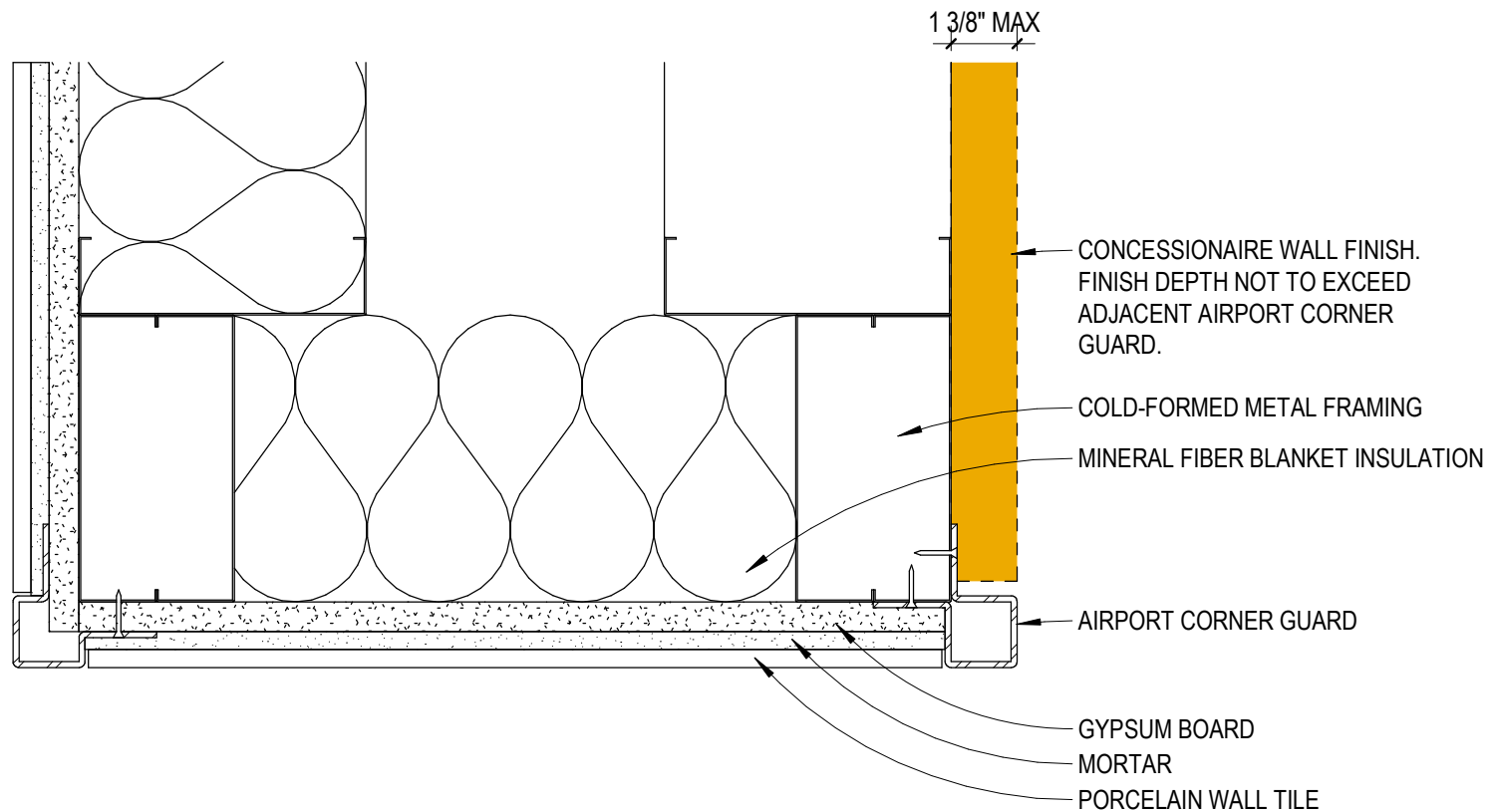
[Return to Chapter 5 Storefront Diagrams reference](#)

14.2.2
Flooring Transition Detail
Concessionaire to Airport Carpet
Flooring Section



[Return to Chapter 5 Storefront Diagrams reference](#)

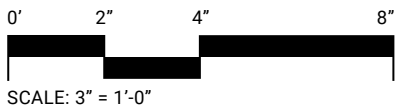
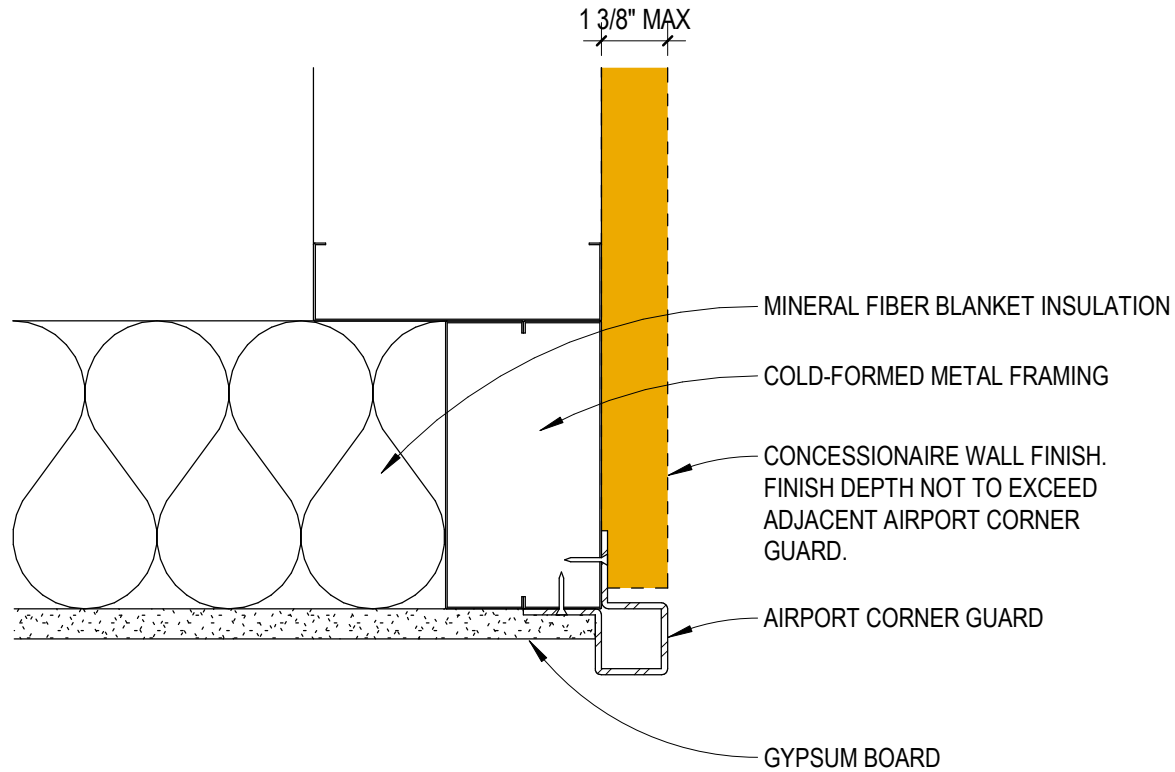
14.2.3
 Outside Corner Transition Detail
 Concessionaire to Airport Wall Tile
 Plan Detail



SCALE: 3" = 1'-0"

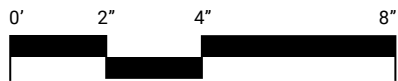
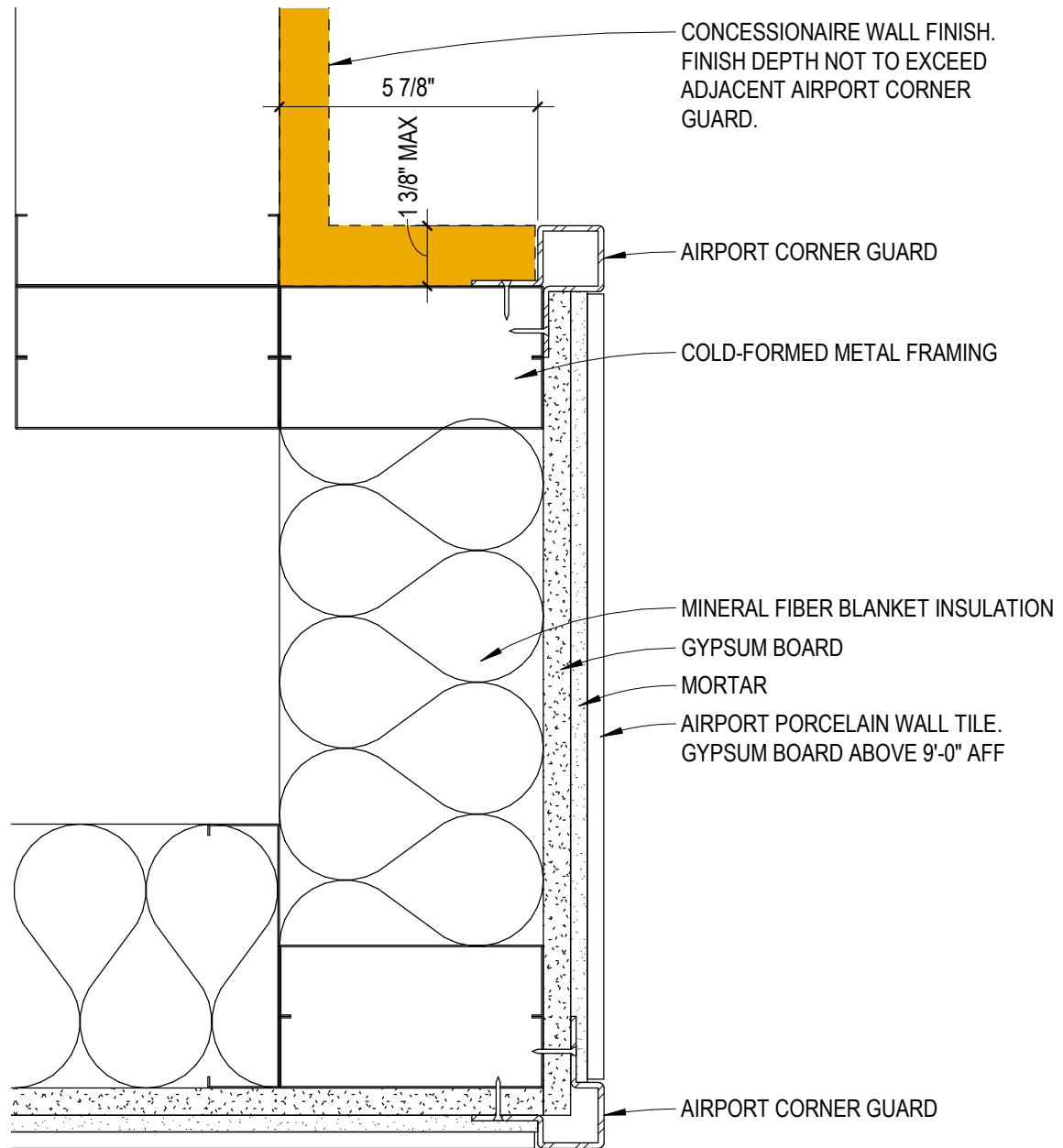
[Return to Chapter 5 Storefront Diagrams reference](#)

14.2.4
Outside Corner Transition Detail
Concessionaire to Airport Gypsum Wall Board
Plan Detail



[Return to Chapter 5 Storefront Diagrams reference](#)

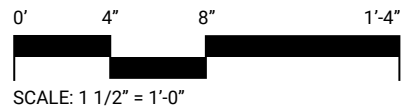
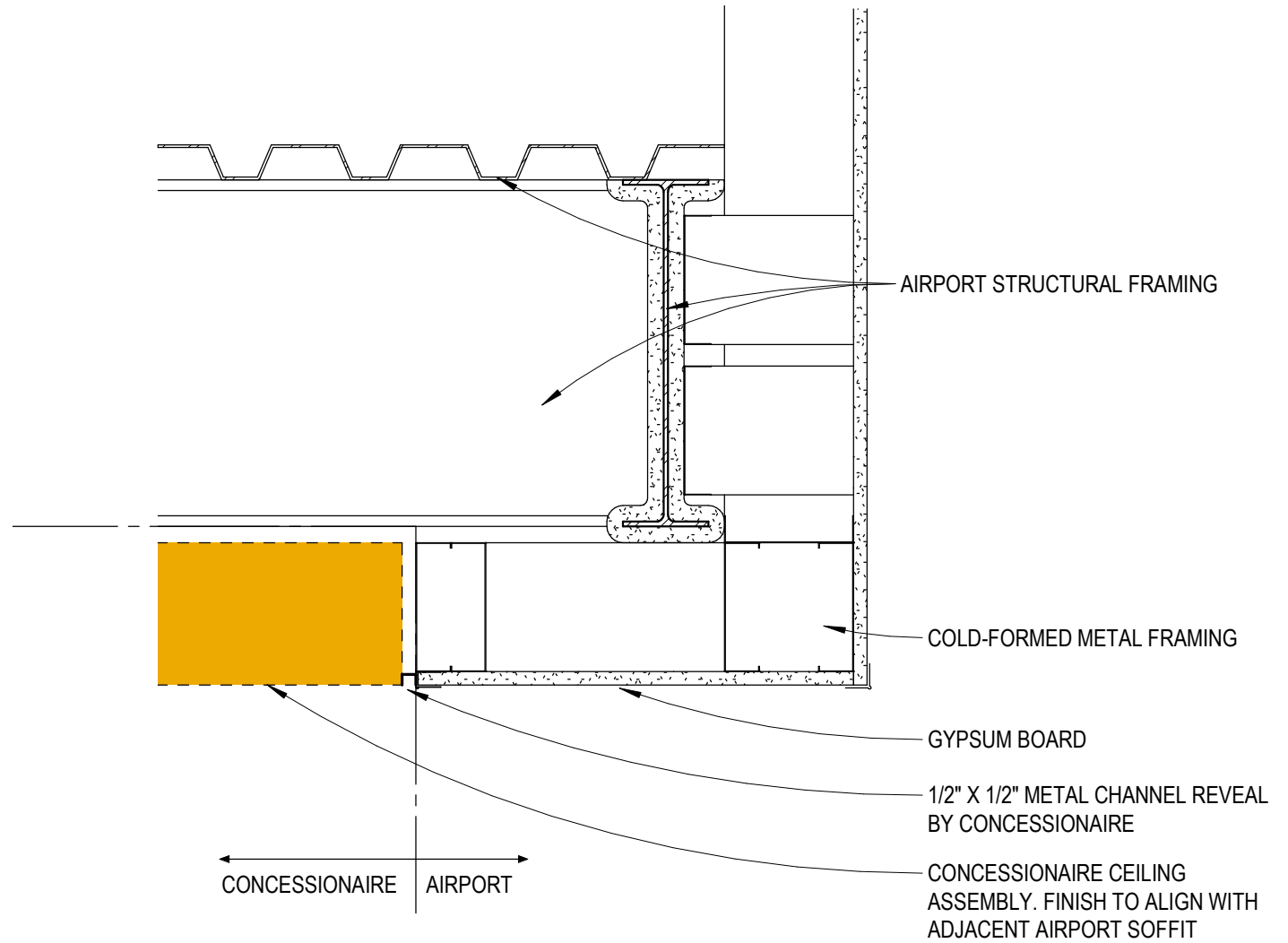
14.2.5
 Recessed Concessionaire Transition
 Plan Detail



SCALE: 3" = 1'-0"

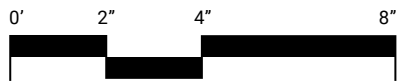
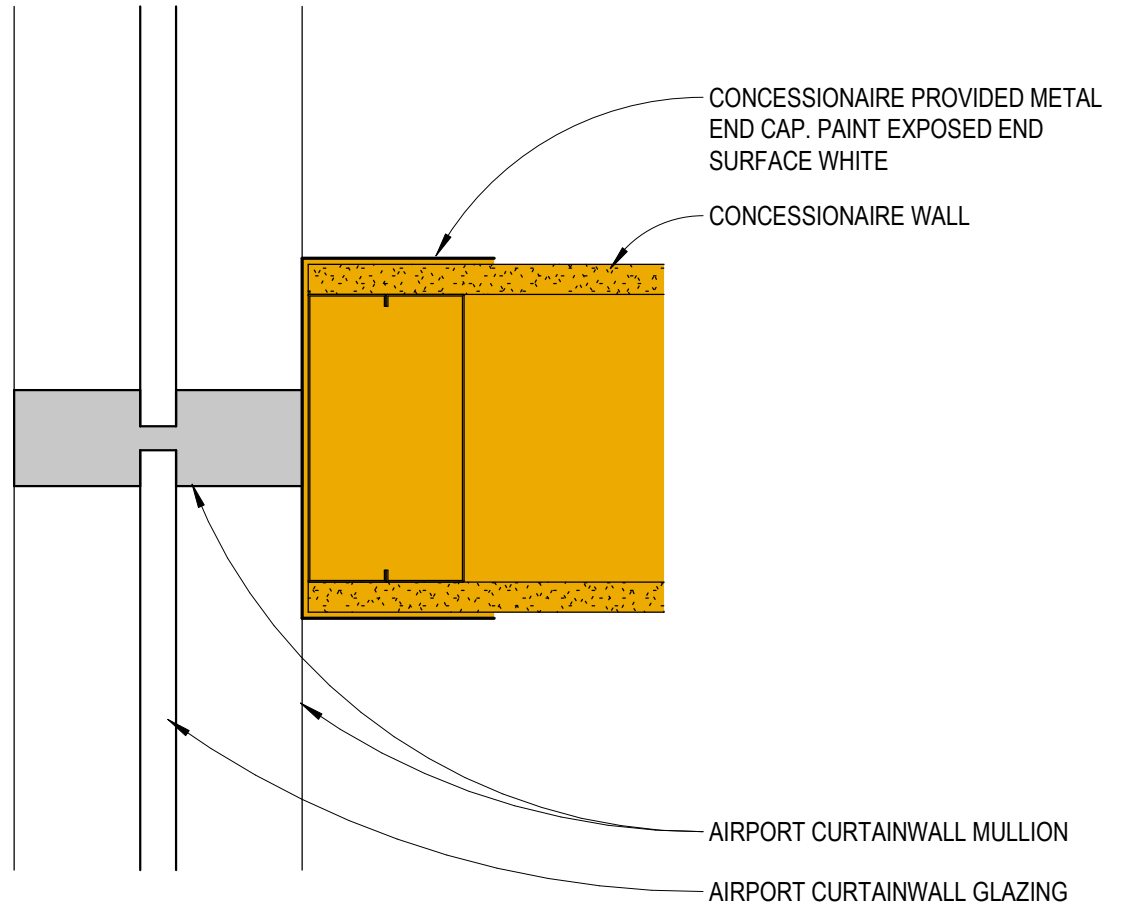
[Return to Chapter 5 Storefront Diagrams reference](#)

14.2.6
Concessionaire Soffit Transition
Section Detail



[Return to Chapter 5 Storefront Diagrams reference](#)

14.2.7
Curtainwall Transition Detail
at Vertical Mullion
Plan Detail



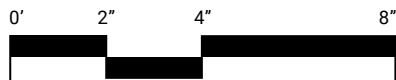
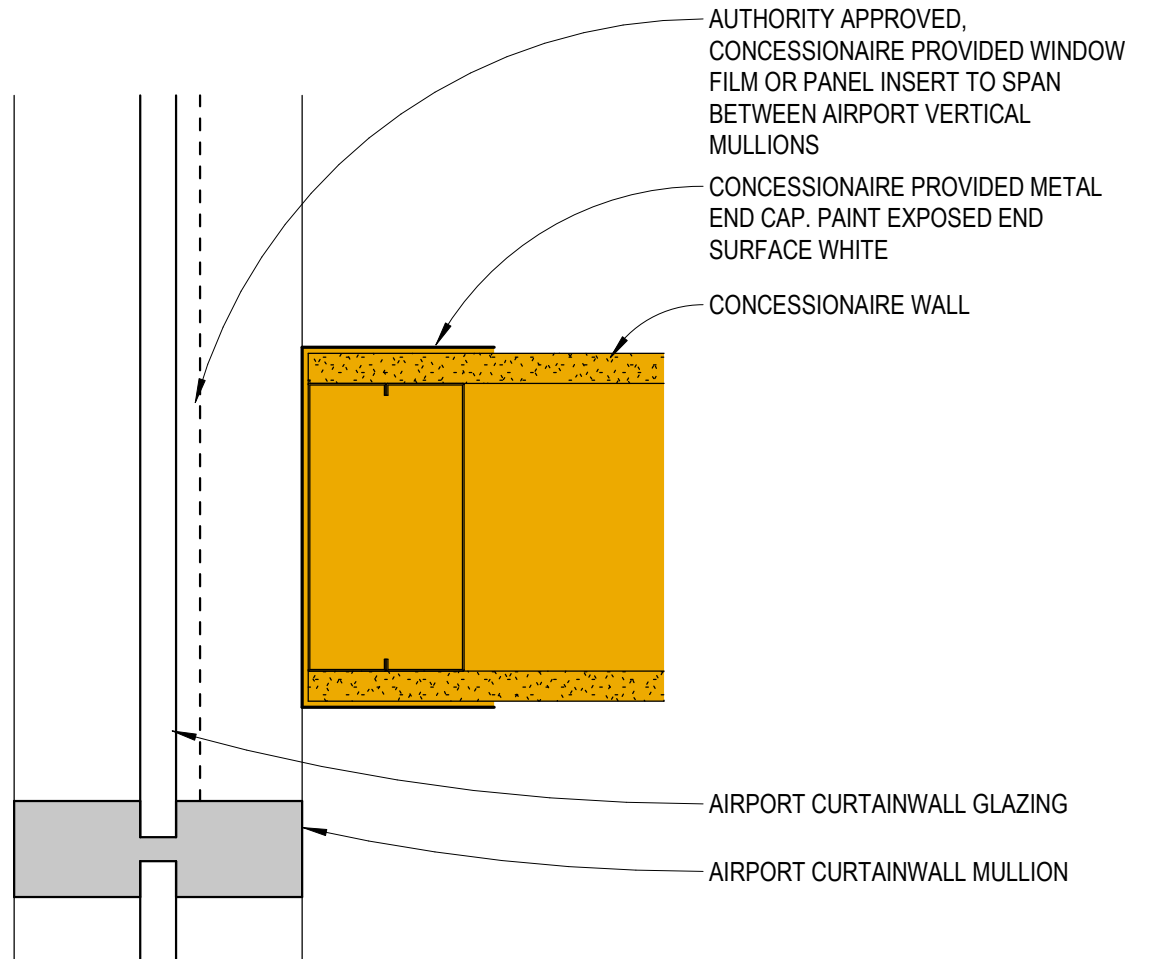
SCALE: 3" = 1'-0"

[Return to Chapter 5 Storefront Diagrams reference](#)

14.2.8
 Curtainwall Transition Detail
 at Glazing
 Plan Detail

NOTES:

- a. Use of window film(s) shall be a standard specification provided by AA to assure compatibility with any given glass application. and does not void any warranties and/or cause related damage.
- b. In addition to metal end cap, if other F.F.E is exposed (end surface or backside condition), provide an opaque vinyl window film or panel insert to mask construction.



SCALE: 3" = 1'-0"

[Return to Chapter 5 Storefront Diagrams reference](#)

14.2.9

Tenant Transition at the East Market Concessions

Plan Detail

DETAIL IN DEVELOPMENT



SCALE: 3" = 1'-0"

[Return to Chapter 5 Storefront Diagrams reference](#)

14.3 Appendices

Currently in development.