



Tenant Design Standards

Oakland International Airport, Oakland, California, USA

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ABOUT OAK

Oakland International Airport is operated by the Port of Oakland under the Public Trust. The Port of Oakland, which also oversees the Oakland seaport and twenty miles of waterfront, serves as a trustee of these lands under authority granted by the California State Lands Commission.

Oakland International Airport is the second busiest passenger and busiest cargo airport in the San Francisco Bay Area. The airport proudly serves all of 101 San Francisco Bay Area cities, towns, and villages. Oakland International is the airport closest to home for most of the Bay Area's resident population. It is also the airport closest to most Bay Area businesses and offers superb access to all of the region's top tourism and entertainment venues by roadway and rail. Amidst polish and continual improvement, it is the vision of the airport to offer a world-class travel experience and become the top choice for leisure and business travelers to and from the Bay area.

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TABLE OF CONTENTS

01 INTRODUCTION	1	03 FOOD SERVICE DESIGN STANDARDS	11
1.1 Forward	1	3.1 General Standards	11
1.2 Purpose of This Document	1	3.2 Sales Counter	11
1.3 Use of Tenant Design Standards Manual	2	3.3 Menu Boards	12
1.4 Tenant Design Intent	2	3.4 Food Service & Preparation Requirements	12
1.5 Tenant Design Standard Definitions	2	3.5 Licenses and Certificates	12
1.6 Port Work / Tenant Work	3	04 RETAIL DESIGN STANDARDS	13
02 GENERAL DESIGN STANDARDS	5	4.1 General Standards	13
2.1 General Design Approach	5	4.2 Entrances and Storefronts	13
2.2 Public Corridors	5	4.3 Finishes Inside Retail Tenant Space	15
2.3 Demising and Partition Walls	5	4.4 Retail Merchandise Units (RMUs), Kiosks, and Vending	15
2.4 Wall Finishes	6	05 SIGNAGE & GRAPHICS	19
2.5 Floor Finishes	7	5.1 Signage General	19
2.6 Ceiling Finishes	7	5.2 Signage Fronting Common Area	21
2.7 Layout, Displays, and Millwork	8	5.3 Sign Restrictions Inside Tenant Space	22
2.8 Lighting	8	5.4 Blade Signs	22
		06 LOCATION PLANS	25
		6.1 Location Plan – Food & Beverage – Level One	26
		6.2 Location Plan – Food & Beverage – Level Two	27
		6.3 Location Plan – Retail – Level One	28
		6.4 Location Plan – Retail – Level Two	29
		07 PRE-SECURITY EXHIBITS	31
		7.1 Introduction	31
		7.2 Space T1-FB-1	32
		7.3 Space T2-FB-1	35
		7.4 Space T1-R-1	38
		7.5 Space T2-R-1	40

08 POST-SECURITY EXHIBITS	43	09 TECHNICAL CRITERIA	103	APPENDIX A: INFRASTRUCTURE SURVEY SUMMARY	127
8.1 Introduction	43	9.1 General Building	103	A.1: Mechanical, Plumbing, and Fire Protection Infrastructure Summary	
8.2 Space T1-FB-G4	44	9.2 Mechanical Systems	104	— Food and Beverage	128
8.3 Space T1-FB-G8	48	9.3 Plumbing Systems	105	A.2: Electrical Infrastructure Summary	
8.4 Space T1-FB-G8A	50	9.4 Fire Suppression System	106	— Food and Beverage	130
8.5 Space T1-FB-G9	52	9.5 Electrical & Communication Systems	107	A.3: Mechanical, Plumbing, and Fire Protection Infrastructure Summary — Retail	134
8.6 Space T1-FB-G9A	54			A.4 Electrical Infrastructure Summary — Retail	136
8.7 Space T2-FB-G22	56	10 PORT PERMIT PROCESS	111		
8.8 Space T2-FB-G23	58	10.1 Port Permit Process Introduction	111	APPENDIX B: CONCEPTUAL DESIGN – FOOD & BEVERAGE	139
8.9 Space T2-FB-G24	60	10.2 Submittal Process	112	B.1 Space T1-FB-1 Fast Casual Bistro	140
8.10 Space T2-FB-G25	62	10.3 Review Process	114	B.2 Space T1-FB-G4 Cafe / Coffeehouse	144
8.11 Space T2-FB-G25A	66	10.4 Building Code and Permit Approvals	115	B.3 Space T2-FB-G25 Food Hall	148
8.12 Space T2-FB-G27	68	10.5 Final Approval	115	B.4 Space T2-FB-G25 Full Service Restaurant	152
8.13 Space T2-FB-G28	70			B.5 Space T2-FB-1 Coffee Shop	156
8.14 Space T2-FB-G29	72	11 CONSTRUCTION REQUIREMENTS	117	B.6 Space T1-FB-C1-1 & T1-FB-C1-1A Coffee Unit & Soft Seating	160
8.15 Space T2-FB-G30	74	11.1 General Procedures	117	B.7 Space T2-FB-C2 T2 Connector	164
8.16 Space T1-FB-C1-1	76	11.2 Airport Security	118		
8.17 Space T1-R-G1	78	11.3 Project Coordination	119	APPENDIX C: CONCEPTUAL DESIGN – RETAIL	169
8.18 Space T1-R-G5	80	11.4 Construction Procedures	119	C.1 Space T1-R-G3 Apparel Shop at Ramp	170
8.19 Space T1-R-G7	82	11.5 Project Completion	122	C.2 Space T1-R-C1-2 Soft Seating & Children's Play Area	174
8.20 Space T1-R-G15	84			C.3 Space T2-R-G22 Apparel Shop	178
8.21 Space T2-R-G22	86	12 SUSTAINABILITY REQUIREMENTS	123	C.4 Space T2-R-C2-1 News and Gifts	182
8.22 Space T2-R-G24	88	12.1 LEED Requirement	123	C.5 Space T2-R-C2-2 Retail Market	186
8.23 Space T2-R-G27	90	12.2 Energy Performance	123		
8.24 Space T2-R-G29	92	12.3 C&D Waste Management	123		
8.25 Space T1-R-C1-1	94	12.4 Indoor Air Quality	123		
8.26 Space T2-R-C2-1	96	12.5 HVAC Equipment	123		
8.27 Space T2-R-C2-2	98	12.6 Lighting	123		
8.28 Space T2-R-C2-3	100	12.7 Appliances	123		
		12.8 Water Performance	123		
		12.9 Resource Use	124		
		12.10 Materials	124		



01

INTRODUCTION

1.1	FORWARD
1.2	PURPOSE OF THIS DOCUMENT
1.3	USE OF TENANT DESIGN STANDARDS MANUAL
1.4	TENANT DESIGN INTENT
1.5	TENANT DESIGN STANDARD DEFINITIONS
1.6	PORT WORK / TENANT WORK

1.1 FORWARD

The Tenant Design Standards (TDS) contains both minimum design standards and aspirational examples to assist the Tenant, their architect, and their contractor with the development of design and construction of one or more food and beverage or retail Concession Units at Oakland International Airport (“OAK” or the “Airport”). Building within an airport environment comes with many challenges – heightened security environment, extended operational periods, etc. The cost to build in Northern California can also be pricey. The intent of this document is to acknowledge these challenges and set expectations in advance to minimize surprises and streamline the process of designing and building at OAK.

The design of each Tenant space at OAK is critical to the overall food, beverage, retail and duty-free concession program (“Program”) at the Airport. As such, Tenants are encouraged to be innovative and creative in developing design concepts that accentuate the dominant theme of their Concession Unit and support the overall quality of the Airport’s Program. These design concepts should be reflected in the signage, merchandising displays, and lighting systems as well. The design concept and high-quality execution in combination with the Airport’s architecture must work together to bring a level of cohesion to the Program and create a sophisticated, contemporary and regionally relevant experience that places the Airport’s reputation at the forefront of the airport concession industry.

Although the Tenant Design Standards are prescriptive in some regards, creativity is encouraged. If a design concept proposal diverges from the letter of the TDS

but can be persuasively demonstrated to the Port to meaningfully advance its overarching goals of passenger service and excellence; the Tenant is encouraged to request consideration (the Port is not obligated to approve exceptions to the TDS).

1.2 PURPOSE OF THIS DOCUMENT

The TDS are intended to ensure quality, operability and compliance in an aesthetically coordinated approach to Concession Unit and sign design in keeping with the design objectives of the Port, and to ensure that standards for storefronts, interior finishes and signage requirements are understood by Tenant, its contractors and designers.

The TDS is just one part of the Tenant Package, which govern the design, construction and operation of Concession Units under the OAK Program. Other components of the Tenant Package are the Space/Use Permit (“SUP”) and SUP Drawing documentation required by the Port. The SUP sets forth operational standards by which each Tenant must abide. Tenant is strongly encouraged to become familiar with the intent and details of these documents prior to the commencement of work, and to become aware of the special characteristics of the concession areas of the Airport, including terminal and the concourse areas with an eye towards how its architectural elements, finishes, and materials will affect individual concession design solutions. Tenant must comply with the requirements and conditions set forth in the Tenant Package. Should there be any discrepancies between the TDS and the SUP, the latter shall govern.

1.3 USE OF TENANT DESIGN STANDARDS MANUAL

Each Tenant must be familiar with the intent, scope and detailed requirements of the Tenant Package before the design process begins. It is the Tenant's responsibility to visit the site and verify existing conditions. Plans, elevations and renderings included in the TDS are for reference only. Each Tenant's design must be approved and permitted by the Port before any construction begins. Submittal and approval procedures are outlined in Section 10 of this manual.

1.4 TENANT DESIGN INTENT

The redevelopment of the Airport's food and beverage portion of the Program is intended to further the connection of the Airport to the surrounding neighborhoods in the San Francisco Bay Area, specifically the East Bay, through high quality design and innovation.

Design solutions should encourage restaurant identity and product recognition through the emphasis of an open concept floorplan that allows for visibility between Assigned Space and Common Area, creative concession identity graphics, vibrant displays and strong overall brand identity. At the same time, individual graphics and accompanying displays should suggest the independent character of each concessionaire and the quality of service they provide. Tenants must enhance the customer experience through a commitment to an entrepreneurial pride of ownership, excellence in customer service, and the creation of a very special food service environment.

1.5 TENANT DESIGN STANDARD DEFINITIONS

The following definitions are used throughout the TDS and shall be interpreted as follows:

ACM stands for asbestos-containing materials.

ADA stands for the Americans with Disabilities Act.

Airport is the Oakland International Airport, owned and operated by the Port of Oakland.

Assigned Space is the Tenant-occupied concession space covered by a Space/Use Permit (SUP) between the Port and the Tenant.

BOH stands for Back of House. See also FOH.

Common Area is the space used by the general public that is designed and maintained by the Port.

Concession Unit is a physical space or spaces ("Unit" or "Units") located throughout the Terminal Complex that are leased to third-party operators of food, beverage, retail and duty-free outlets serving all passengers, tenants, employees and visitors at the Oakland International Airport ("OAK" or the "Airport").

CFM stands for cubic feet per minute.

CSSP stands for Construction and Safety Security Plan.

Demising Walls are common walls that mark the Lease Lines between independent Concession Tenant Assigned

Space or other separately designed spaces, including public spaces, service corridors, etc. It extends back from the public corridor.

Environment Graphics are large visual custom wall graphics, typically printed on vinyl wallcovering.

AHJ is the Authority Having Jurisdiction – an organization, office, or individual responsible for enforcing the requirements of a code or standard, or for approving equipment, materials, an installation, or a procedure.

FOH stands for Front of House. See also BOH.

Fire Alarm System at the Airport, is installed, operated and maintained by the Port.

Fire Suppression System includes Ansul, extinguishers, Fire Alarm Detection and Annunciation System, fire alarm system booster panels, fire control panels, fire suppression system control boxes, sprinklers, sprinkler control valves, strobes, etc.

GPR stands for ground penetrating radar.

HVAC stands for heating, ventilation and air conditioning.

Hot Work Permit is a Port-issued permit required prior to any welding, torch cutting, grinding or any other work that may potentially create sparks.

Lease Lines are as shown in plan exhibits in Chapters 7 and 8. Final determination of lease lines shall be coordinated between the Tenant and the Port and as defined in the SUP.

LEED stands for Leadership in Energy and Environmental Design. It is a rating system devised by the United States Green Building Council (USGBC) to evaluate the environmental performance of a building and encourage market transformation towards sustainable design.

LOD stands for Lease Outline Drawings that graphically illustrate the extent of the Tenant-Leased Premises.

MEP stands for Mechanical Electrical and Plumbing.

OAK stands for Oakland International Airport, owned and operated by the Port of Oakland.

Partition Wall is a non-load-bearing wall that divides any interior space; as used in this TDS, a Partition Wall subdivides the Assigned Space.

Port of Oakland, is the owner of the Airport, and the Landlord of the Assigned Space and any of its representatives and is the entity with right of review and approval of Tenant Improvements. Code Review, Enforcement, and some permitting is administered through the Port.

Port is the Port of Oakland.

Program is the food, beverage, retail and duty-free concession program at the Airport.

Public Corridors are the public circulation zones that lead to all airlines gates and other areas of the Airport.

RETI stands for the Port's Resident Engineer for Tenant Improvements.

Sign Zone is an area on the Demising Wall for the Concession Units sign(s) that faces the Public Corridor.

Sterile Area refers to the areas of the Airport that are post-security. Also referred to as "secure" or "airside".

SUP is Space/Use Permit, a Port-issued permit for use of a space by a Tenant.

TDS refers to this Manual, the Tenant Design Standard.

Tenant is the permittee and party to the SUP, including all food and retail concessionaires in the Airport.

UL stands for Underwriters Laboratories and is a global safety consulting and certification company.

Tenant Improvement as used in this TDS is a change made to the Assigned Space to customize it for the particular needs of the Tenant. In this context, Tenant Improvement includes, but not limited to, demolition/removal of existing walls or other improvements and infrastructure; construction of new Demising Walls or Partition Walls; installation of flooring such as carpet, tile, hardwood; surface paint; utilities within or connecting to the Assigned Space including electrical, telecommunication and plumbing; HVAC; dropped or exposed ceiling; and, disability access improvements.

VAV stands for Variable Air Volume and is a type of heating, ventilating, and/or air-conditioning (HVAC) system.

Window Wall is the Airport's exterior glass curtain wall.

1.6 PORT WORK / TENANT WORK

The following is an overview of responsibilities assumed by the Port for construction and improvements to the Assigned Space. Specific Tenant work is described, as it applies to the Assigned Space, in the various sections of the TDS. If required and needed for Tenant's operation of the Assigned Space, the Port will be responsible for the construction of indicated Common Areas, as defined below, and all pedestrian circulation areas. Tenant's materials will be at the sole discretion of the Port, and will be subject to change in accordance with the Port's determination.

- a. **Common Areas.** The Port will maintain and may construct Common Area walkways, including illumination, ceiling air conditioning, heating, sprinkler protection; flooring and walls, as designed by the Port's architect and approved by the Port.
- b. **Assigned Space Interiors.** All previously occupied Concession Units will be available in their "as is" condition. It shall be Tenant's responsibility to submit demolition drawings and obtain permits for approval and to remove any existing Tenant Improvements within the Assigned Space to facilitate new construction.
- c. **Space T2-FB-G25** is an exception to Port Work / Tenant Work. It is the Ports expectation that the Tenant of this Assigned space makes modifications to the space parallel to what is represented in the exhibits in Appendix B.3.

02

GENERAL DESIGN STANDARDS

2.1	GENERAL DESIGN APPROACH
2.2	PUBLIC CORRIDORS
2.3	DEMISING AND PARTITION WALLS
2.4	WALL FINISHES
2.5	FLOOR FINISHES
2.6	CEILING FINISHES
2.7	LAYOUT, DISPLAYS, AND MILLWORK
2.8	LIGHTING

2.1 GENERAL DESIGN APPROACH

- a. The interior design of each Concession Unit, as viewed from the Common Area, must convey the unique character and sense of identity for each Tenant. Tenant should creatively employ visible walls, ceilings and floors to act as a dramatic backdrop in its merchandising efforts. The use of special features, tasteful props and displays is encouraged to project Tenant's concept image through the storefront and attract customers into the Assigned Space.
- b. Most locations covered by this TDS were previous concessions spaces. Tenant is responsible for receiving the Assigned Space "as-is" and providing all demolition and restoration of surfaces sufficient to allow for Tenant's build-out. All previous Tenant Improvements within the Assigned Space are to be demolished with the exception of kitchen equipment for venting. All existing plumbing waste lines must be demolished. Electrical and gas infrastructure may remain as determined by the Port on a case-by-case basis. Tenant shall attempt to use all existing venting infrastructure in the Back-of-House (BOH) areas. Refer to Chapter 9 for further information on MEP requirements.
- c. Tenant will be expected to take a fresh and innovative look at how its Concession Unit can best be designed to present world-class sophistication in a casual yet stylish manner.
- d. Creative adaptations of standard restaurant and retail store designs are strongly encouraged within the requirements of the TDS.

- e. A total concept coordinates Common Area frontage with the interior design of the Concession Unit. Tenant must consider creative adaptations to its interior design and planning to achieve a space that is compatible yet different from the Common Area theme.

2.2 PUBLIC CORRIDORS

Paramount to the success of the Program is the incorporation of new Tenant interiors and sign identification as outlined in this TDS, which will generate excitement and creativity within the Airport.

All tenants, including those with established regional or national Design Standards will be expected to follow this TDS to assure compatibility with neighboring tenants and the overall image of the Airport.

Tenants should be creative and original in their design efforts, incorporating quality materials and fixtures with creative signage to project its image to the Common Area.

Where unit abuts holdroom or other common space, Tenant is to provide mural, etc. unless otherwise agreed to by Port.

2.3 DEMISING AND PARTITION WALLS

- a. Demising Walls between tenants or Common Areas shall be centered on the Lease Line dividing the Assigned Space from adjacent Common Area or other tenant-occupied space, and extend to the structure above to building code requirement; exceptions will be made for freestanding units as reviewed and approved by the Port. Partition Walls are to be constructed of

- metal studs with 5/8" gypsum board on each side. Lower portions of walls, up to 3'-0", to be of a durable material to avoid marring and the appearance of wear and tear. Tenant shall provide sufficient above ceiling openings for HVAC ducting.
- b. Tenant must seal around all structural shapes, ducts, pipes and other penetrations through the Demising Walls in an airtight manner.
- c. Partition Walls that extend to the underside of the slab above shall have a head track designed to accommodate deflection.
- d. Additional wall reinforcement or independent support is required by the Tenant for Demising Walls that will be used to support shelf standards or other heavy attachments.
- e. In some locations, the Assigned Space has an exterior glass curtain wall ("Window Wall"). Tenant is encouraged to take advantage of this and incorporate the Window Wall into the design of the sales area or public space within the Assigned Space. Locating storerooms, offices and similar spaces in front of a Window Wall is subject to Port approval and is discouraged. No stacking of goods against a Window Wall is permitted.
- f. At a minimum, Tenant shall try to preserve two-thirds of the Window Wall in the Assigned Space. If, however, Tenant requires part of the Window Wall for display, a Partition Wall may be built in front of the Window Wall after receiving approval from the Port. This Partition Wall shall be a minimum of 6" from the Window Wall with access provided to the space behind the Partition Wall for maintenance. Air vents shall be provided at the base and the top of the Partition Wall to allow for air circulation.
- g. Pressure sensitive adhesive translucent film shall be applied to the inside surface of any existing Window Wall that is covered over with Tenant's Partition Wall, storerooms, offices and similar spaces. Product shall be 3M™ Scotchcal™ Graphic Film Series 50, Color 50-100. Deviation from this product and color must be approved by the Port.
- h. Demising Walls adjacent to one-hour or higher rated fire exits or service corridors are required to maintain the one-hour or higher rating and the gypsum board must extend from finish floor to underside of the structure above and sealed airtight. Tenant shall identify the one-hour or higher walls on construction documents.
- i. Partition Walls must be constructed of non-combustible materials. All Partition Walls and exposed surfaces in the public areas of the Assigned Space must be covered with a permanent wall finish.
- ii. The Port may require Tenant with equipment with excessive noise output to provide sound insulation on the ceiling and/or Demising Walls to protect neighboring tenants or the Common Area from unacceptable noise levels.
- i. Full height walls abutting gate hold areas shall be incorporated into tenants' designs. Public art on these walls is the Port's preference. A plaque noting the artist and explanation of the piece is required.

- j. Tenant to provide a durable 10"x10" plaque depicting the owner and operator on the storefront of the unit. Plaque to be designed to complement the unit's design aesthetic.



2.4 WALL FINISHES

- a. All wall surfaces within the Assigned Space visible to the public must be finished in an acceptable manner. Finishes considered to be suitable are painted gypsum board or plaster, commercial grade wall coverings, wood moldings or panel treatments, decorative metal, or natural stone. Lower portions of walls, up to 3'-0", to be of a durable material to avoid the appearance of wear and tear.
- b. The use of the following materials will not be allowed as a wall material in areas of the Assigned Space visible to the public:
- i. Extensive use of mirrors
- ii. Wood grained or simulated pattern plastic laminates

- iii. Pegboard or corkboard
- iv. Plywood
- v. Carpeting on walls
- vi. Any other material as determined by the Port. The Port reserves the right to approve all materials and finishes used within the Assigned Space, including display fixtures.
- c. Wall treatments should be finished at the floor with a durable base. Durable base materials may be of the following materials:
 - i. Wood
 - ii. Stone
 - iii. Ceramic tile
 - iv. Stainless steel
 - v. Vinyl or rubber base will not be permitted in areas of the Assigned Space visible to the public.
- d. Surface mounted shelf standards will not be accepted.

2.5 FLOOR FINISHES

- a. A suitable floor finish must be provided by Tenant at all public areas of the Assigned Space. The elevation of the finish floor must match the adjacent Common Area floor and optional sliding glass panel track. Bull-nosed tile, reducer strips of any kind, or carpet edge guards will not be permitted.

- b. Flooring transitions shall have no elevation changes.
- c. Floor treatments should be designed to reinforce the character of the Concession Unit concept and image.
- d. Floor finish materials that are not permitted in areas of the Assigned Space visible by the public include quarry tile, rubber/vinyl flooring or vinyl composition tile.
- e. Tenant shall prepare the interior slab as required to provide a smooth, sound substrate to receive tenant finishes.
- f. If an expansion joint occurs within the Assigned Space, it shall be Tenant's responsibility to install the finish floor material to meet this joint in a flush alignment. The Port will not be responsible for any damage caused to the finished floor material installed over expansion joints.
- g. BOH flooring material must be watertight. Tenant must install waterproof membrane beneath tile floor in all kitchen, food prep, dish washing, restroom and bar locations.
- h. The Port's preferred flooring for BOH spaces is a continuous epoxy floor system.

2.6 CEILING FINISHES

- a. The minimum clear height for ceilings in the Assigned Spaces is 8'-0" in Terminal 1 and 9'-0" in Terminal 2. Tenants should inspect spaces to determine opportunities for higher ceiling areas and potential conflicts with existing obstructions.

- b. Tenant is required to provide a ceiling throughout the concession unit. Exposed structure visible through non-opaque ceiling systems shall be painted. Tenant must provide expansion joints consistent with industry standards.
- c. Approved ceiling systems for any area visible to the public include the following:
 - i. Painted gypsum board or plaster
 - ii. Commercial quality acoustical ceiling systems
 - iii. Special or custom designed ceiling trellis, panels or open grids.
 - iv. Painted Exposed Structural/HVAC — In seating areas only. Food preparation areas must have a hard lid and easily cleanable surface above.
- d. Ceiling suspension systems may not be fastened to the underside of the piping or ductwork above. All fastening devices must be secured to the structure above.
- e. Combustible materials of any type are not permitted above the finished ceiling.
- f. The ceiling in certain locations within the Assigned Space need to be accessible to allow the Port to access existing equipment valves, controls, public announcement system equipment, Wi-Fi, DAS and Fire Suppression System, etc. Tenant must provide access panels or access panels shall be installed at Tenant's expense.

- g. All Ceilings constructed below equipment systems such as air handler units, VAV boxes and isolation valves must allow access to that equipment to complete routine maintenance and repairs such as filter change outs, coil removal and repair, condensate drain clearing, belt replacement, etc. The space under these access points must be easily cleared to allow Port to use ladders or lifts to access this equipment.
- h. Acoustical tile shall only be permitted on horizontal surfaces. Any vertical, beveled or other type of fascia shall be drywall or plaster.
- i. Ceilings must be either acoustical T-bar with 24" x 24" or 24" x 48" tile having 3/8" revealed edge, drywall or plaster construction. Acoustical T-bar ceilings with standard modules are allowed with perforated corrugated metal. All ceiling materials must be non-combustible and have a Class III, 76-200 flame spread rating. Acoustical tile is only permitted on horizontal surfaces. Any vertical, beveled, or other type fascia shall be drywall, cement plaster, or material subject to the Port's approval.
- j. Tenant shall attach ceiling wires to structural members only. Attachment to the deck or other infrastructure is prohibited.

2.7 LAYOUT, DISPLAYS, AND MILLWORK

- a. Tenants shall give careful consideration to the use of colors and materials on all floor, wall, and ceiling surfaces, complementing the aesthetic and quality established in the Common Area.

- b. Displays should be attractive, but must not interfere with the egress or access to the Assigned Space.
- c. Aisle widths must meet all ADA requirements and shall be adequate for passengers with baggage or luggage carts.
- d. Counter surfaces must be durable and not mar or scratch under normal use. Glass is not acceptable as a transaction surface.

2.8 LIGHTING

- a. Tenant is responsible to provide the associated design calculations, design documents, etc. to indicate compliance to the applicable portions of the code.
- b. Any light visible from the exterior of the Airport is subject to removal or adjustment if it interferes with Airport operations.
- c. Interior General Lighting
 - i. General lighting fixtures for the interior of the Assigned Space shall be of a glare-free type.
 - ii. Display Area lighting fixtures shall utilize LED or compact fluorescent lamps.
 - iii. Spotlights may be recessed LED or compact fluorescent lamps in adjustable angle fixtures or track-mounted adjustable spotlights.
 - iv. Incandescent lights are not allowed.

- v. No lighting source shall be visible at or below the ceiling line or from the Common Area. Lighting fixtures may be exposed or shielded, pendant, or surface-mounted on walls or ceilings.
- vi. If compact fluorescent lighting is used, it shall be of a low-brightness type. Shielding shall be either metal parabolic or acrylic paracube or parawedge-type louvers. Acceptable alternative lighting fixtures which utilize direct/indirect distribution will also be considered. No acrylic lens, "egg crates" or bare fluorescent lamps shall be used for general lighting in the Assigned Spaces visible to the public.
- vii. General lighting fixtures should provide a minimum of an 82 Color Rendering Index (CRI) for all lamps.
- viii. Surface or pendant-mounted track and track lighting fixtures installed for accent lighting may be used.
- ix. The track and fixtures shall be painted to match the ceiling color of Assigned Space.
- x. Lighting that provides focus on merchandise displays and general "sparkle" to the space is encouraged.

- xi. Decorative type lighting, i.e., LED or fluorescent pendant units, chandeliers, or wall brackets, may be used only if Tenant has established an identity based on this design theme, and must be approved in advance of build-out by the Port. No strobe, spinner or chase-type lighting shall be used. Luminous ceilings shall be uniformly lit, accessible, and maintained so as not to allow dirt or debris to be visible.
- xii. No Tenant lighting system components shall be installed in the Common Area ceiling.
- xiii. All self-illuminated showcases and display cases must be adequately illuminated and ventilated.
- xiv. Night lighting shall be provided in the Assigned Space to allow safe travel to and from switch locations to egress doors.



03

FOOD SERVICE DESIGN STANDARDS

3.1	GENERAL STANDARDS
3.2	SALES COUNTER
3.3	MENU BOARDS
3.4	FOOD SERVICE & PREPARATION REQUIREMENTS
3.5	LICENSES AND CERTIFICATES

3.1 GENERAL STANDARDS

- a. Tenant is encouraged to design its Assigned Space so that it can be closed without the use of shutters, grilles, or other closures at the lease line that present an unwelcome appearance when the Concession Unit is not in operation.
- b. Closures when used, such as grilles and/or shutters, shall be concealed within the design of the Assigned Space. Grilles and shutters will be allowable on a case-by-case basis as reviewed and approved by the Port. The Port's preferred closure for units is a glass storefront and doors.
- c. 100% of the Common Area frontage may be open (without enclosure).
- d. Tenant 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 Tenant, the kitchen (where food is to be cooked, not prepared), is the only portion of the BOH to be visible from the seating area and Common Area.
- e. 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.
- f. The finish on all walls in the sales area behind the counter shall be ceramic tile or equal.

- g. Tenant to provide a durable 10"x10" plaque depicting the owner and operator on the storefront of the unit. Plaque to be designed to compliment the unit's design aesthetic.

3.2 SALES COUNTER

- a. The main serving counter will be constructed by Tenant a minimum of 10'-0" behind the Lease Line, where achievable, to allow for queuing and service to occur within the Assigned Space, unless queuing space is otherwise provided within Concession Unit.
- b. The front counter must present a clean, uncluttered appearance. Food service equipment, beverage dispensers, point-of-sale (POS), and other equipment must be concealed from view as much as possible.
- c. Open storage or paper goods, packaging, and supplies visible to the public is not permitted.
- d. Tenant's goods, packages, supplies or waste may not be staged in a way that's visible to the public during Airport operating hours.
- e. Access through the front counter for Tenant or Tenant's employees is not permitted unless no rear service door is possible.
- f. Napkins, condiments, utensils, straws, and trays must be integrally designed into the front counter or recessed into the countertop. Separate countertop stations in seating areas may be provided.
- g. Sneeze guards and/or tray slides, when required, must

be custom designed as an integral part of the front counter and be constructed of glass and stainless steel or brass.

- h. The countertop shall be designed to meet ADA requirements.
- i. The countertop and face of the counter (vertical surface) may be of the following materials:
 - i. Non-porous stone
 - ii. Slab stone
 - iii. Quartzite surfacing
 - iv. Ceramic tile
 - v. Solid polymer (Corian or equivalent)
 - vi. Hardwood, stained or painted (face only)
 - vii. Metal (stainless steel or brass)
 - viii. Other durable, non-porous material approved by the Port.
 - ix. Plastic laminate is an unacceptable material for any portion of the counter design.
- j. Tenant must provide a minimum 0'-6" high tile base along the entire length of the counter. The base shall be recessed to create a toe space.
- k. Glass display cases constructed of clear glass and

stainless steel, brass or bronze, will be permitted to a maximum height of 4'-8" and maximum width of 25% of the storefront width. Display cases may not extend past the face of the countertop.

3.3 MENU BOARDS

- a. All menu boards shall be digital monitors.
- b. Menu boards should be integrated into the overall design and kept current at all times.
- c. Tenant is required to provide a minimum of one menu board, mounted on the rear wall of the sales area or on a suspended fascia, dependent on concession concept. Menu boards are not permitted on the wall fronting the Common Area. This requirement is for quick serve and fast casual concepts. Full Service restaurants may be exempt from this requirement upon approval from the Port.
- d. The menu board shall be of proper size, color and illumination level to be readily visible from the Common Area.
- e. All menu boards and photos of menu items should be professionally designed, fabricated and be integrated within the Tenant's graphics and merchandising design.

3.4 FOOD SERVICE & PREPARATION REQUIREMENTS

- a. Any activities that involve the final preparation of food from raw or partially prepared ingredients shall be

concealed from public view.

- b. The Tenant is responsible for maintaining pest control within the Assigned Space.
- c. Exhaust systems for food preparation shall be fabricated entirely from stainless steel and incorporate an integral fire suppression system and comply with regulations of the AHJ.

3.5 LICENSES AND CERTIFICATES

- a. All licensees and certificates that are required to be displayed in public spaces shall be printed and framed in the same manner. Paper certificates taped to walls are not acceptable. Frames shall be curated in a similar manner for all licenses and certificates visible to the public.

04

RETAIL DESIGN STANDARDS

- 4.1 GENERAL STANDARDS
- 4.2 ENTRANCES AND STOREFRONTS
- 4.3 FINISHES INSIDE RETAIL TENANT SPACE
- 4.4 RETAIL MERCHANDISING UNITS (RMUS), KIOSKS, AND VENDING

4.1 GENERAL STANDARDS

- a. The Retail Design Standards of the TDS establish minimum acceptable standards of design and visual merchandising for all Tenants and provide a standard by which proposals can be evaluated for prospective Tenants.
- b. The store interior design as viewed through the storefront must convey the identity of each Tenant. Tenants should creatively employ visible walls, ceilings and floors to act as a dramatic backdrop for their merchandising efforts.
- c. All Tenants will be expected to design their spaces to present world-class sophistication.
- d. A total store image coordinates storefront and interior design with the store's merchandising plan. Tenants must consider creative adaptations to their interior design and planning to achieve a store that is compatible yet different from the common area theme of the retail level.
- e. The Tenant is responsible for receiving the space as is. Tenant shall demolition all existing conditions back to base conditions.
- f. Refer to the Exhibits in Appendix C for design concepts showing the expected level of design.

4.2 ENTRANCES AND STOREFRONTS

Storefronts shall provide transitions to the store interior at the floor, wall and ceiling areas that are compatible with adjacent elements of the Terminal Building common areas. Storefront design shall also be in concert with the store interior. Openness and transparency are strongly encouraged to allow presentation of, and entry to, the store interior.

Where unit abuts holdroom or other common space, Tenant is to provide mural, etc. unless otherwise agreed to by Port.

GENERAL STOREFRONT CONSIDERATIONS

- a. Storefront construction shall extend from floor to ceiling and shall abut the vertical demising systems at both sides of the demised space.
- b. Any soffit or neutral pier returns exposed by further recessing the storefronts shall be finished to match the Airport's neutral surround construction and finishes by the Tenant at Tenant's cost.
- c. No element of the storefront may extend beyond the lease line, except for signage, as outlined in Section 5 of this document.
- d. All storefronts, except entry doors, shall have a minimum six inch (0'-6") high base of durable and

maintainable material integrated with the storefront design. Acceptable materials include stainless steel, aluminum, natural stone, and hardwood.

- e. High transparency in the storefront design is required. The Tenant's overall storefront area shall have a minimum of 75% visual transparency/openness. Tenant shall wrap corner of unit with glazing to continue sightlines from the circulation spaces.
- f. Storefront designs should create a three-dimensional treatment by recessing the closure line or other portions of the storefront.
- g. No part of any door swing shall extend beyond the storefront construction line into the Airport's public corridors.
- h. Any flooring between the lease line and the Tenant storefront or closure line is the responsibility of the Tenant and must match either the Tenant floor finish or the adjacent common area flooring.
- i. Electronic surveillance or other shoplifting detection devices and security systems shall be integrated with the Tenant's storefront design, freestanding posts or columns. Suspended boxes, suspended rails, raised floor mats, or other exposed equipment or decals are not allowed.

STOREFRONT CLOSURES

- a. The following optional storefront closure systems are allowed:

- i. Recessed, hinged, out-swinging doors with multipaned glass, fully glazed, or frameless glass doors on pivots; provided that doors must not swing beyond the lease line when fully opened.
- ii. Sliding glass doors that slide behind one another and stay open; these doors must be pocketed within the storefront enclosure.
- iii. Rolling vertical or horizontal coiling grilles will be allowed on a case-by-case basis as a last resort. Tenant to review proposal with Port prior to proceeding with the use of grilles as closures in their designs. Should the Port approve such use the following criteria shall be met:
 - 1. All portions of the frame or track are recessed in the storefront.
 - 2. No floor tracks are allowed.
 - 3. Dust proof strikes required at floor bolt drops.
 - 4. Grilles must be independently supported.
 - 5. The base building structure may be used for lateral support only.
 - 6. The structural support for the rolling grille must be incorporated into the Tenant's storefront design and should not be visible from the circulation areas.
 - 7. Sliding scissor type gates are not allowed.

DESIGN CONTROL NOTES

- a. The Design Control Zone is the area immediately adjacent to the storefront and extends five feet (5'-0") into the Tenant's space. This zone should be used to create storefront displays. Innovative merchandising, quality materials and appropriate lighting should be employed to convey the Tenant's merchandise identity. This zone is also used to generate activity and excitement.
- b. Floor finishes in the Design Control Zone area shall be limited to durable materials such as stone, ceramic tile and wood. Carpeting is not allowed in this area.
- c. All show windows shall be adequately lit and ventilated. The area shall be illuminated with low voltage track lights, recessed lighting or specialty lighting approved by the Port.
- d. The following items are not allowed in the design control zone:
 - i. Acoustical tile ceilings;
 - ii. Pegboard or metal shelving;
 - iii. Checkout counters;
 - iv. Temporary sales racks; and
 - v. Mass merchandising systems.

STOREFRONT FINISH MATERIALS

- a. All storefronts shall be constructed of the highest quality, durable, and easily maintained materials. Tenants are encouraged to use materials in a creative manner. All materials and their finished installation are subject to Port review and approval.
- b. Acceptable Materials:
 - i. Marble, granite, limestone and other natural stone products;
 - ii. Wood, if top-grade mill-quality, natural or stained finish hardwood;
 - iii. Ceramic tile;
 - iv. Decorative finished metals such as stainless steel, anodized aluminum or factory-painted steel, this material may not comprise more than 10% of the storefront;
 - v. Frameless clear glazing of tempered or laminated safety glass with polished exposed edges;
 - vi. Framed clear glazing with wood or metal glazing mullions; and
 - v. Ornamental glass, such as tinted, etched, sandblasted, stained, beveled or leaded.
- c. Unacceptable Materials:
 - i. Simulated materials of brick, stone or wood;

- ii. Painted gypsum board (as a base material);
- iii. Wallpaper or wallcovering;
- iv. Rustic materials such as rough wood, “distressed” wood, diagonal wood siding or used brick;
- v. Plywood paneling;
- vi. Hardboard or high-density particle board;
- vii. Pegboard in any form;
- viii. Mill finish aluminum or field-painted metal;
- ix. Cork or cork tile;
- x. Carpet or fabric;
- xi. Plastic laminates;
- xii. Plexiglas, fiberglass sheeting or mirror;
- xiii. Other materials that are, in the Port’s sole judgment, poor quality, inappropriate finish or incompatible with adjacent Tenant or Airport finish material.

4.3 FINISHES INSIDE RETAIL TENANT SPACE

Tenant shall follow all finish guidelines outlined in Chapter 2 of this document when designing retail spaces at the Airport.

4.4 RETAIL MERCHANDISE UNITS (RMUS), KIOSKS, AND VENDING

- a. RMUs and Kiosks shall only be placed in designated areas as determined by the Port. Units shall be refreshed as outlined in the lease agreements. Units may not exceed lease lines.
- b. The following requirements apply to all mobile units. RMUs and kiosks shall be:
- c. Designed, fabricated, installed and maintained by the Tenant at the Tenant’s expense, and be of a quality approved by the Port;
- d. Durable and constructed for high traffic usage; and
- e. Firmly placed on the floor or wall-mounted and are considered display fixtures;
- f. The following are required:
 - i. Accent lighting built-in to the kiosk fixture(s);
 - ii. Simple and uncluttered display areas;
 - iii. Compatibility to other kiosks in design and architecture;
 - iv. Compliance with current ADA requirements;
 - v. Review and approval by the Port prior to installation.
- g. RMUs and kiosks shall not:

- i. Be on rollers or other devices that could make the fixture unstable or unsafe;
- ii. Have unprotected projections less than seven feet off the floor level;
- iii. Have low overhead conditions created by hanging plants or products;
- iv. Have music, sounds, or scents to attract customers;
- v. Have stacked displays that could fall over;
- vi. Display products or signage outside of the designated lease area;
- vii. Have fluorescent or bright colors;
- viii. Have flags and banners; and
- ix. Be overcrowded or overstocked with merchandise.

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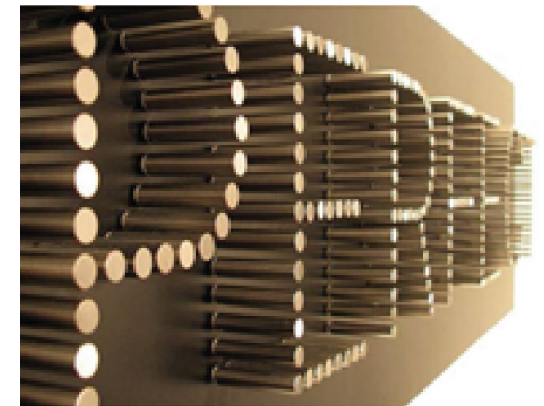
SIGNAGE & GRAPHICS

5.1	SIGNAGE GENERAL
5.2	SIGNAGE FRONTING COMMON AREA
5.3	SIGN RESTRICTIONS INSIDE TENANT SPACE
5.4	BLADE SIGNS

5.1 SIGNAGE GENERAL

- The Port encourages signage that is three dimensional and expressive of the Concession Unit's brand image, merchandise or service while contrasting with adjacent Tenant's signs to provide differentiation.
- The maximum length of the sign shall not exceed 70% of the total Common Area frontage.
- The maximum height of sign letters shall not exceed 1'-0" (12").
- Tenant is required to design, fabricate, install and maintain signs, fronting the Common Area, that exhibit imagination, high fabrication quality, and draw attention to the concession and brand without negatively impacting the overall environment (glare, lighting with color that creates an interference with Common Area finishes). Signage verbiage shall be limited to trade name and logo only.
- Although this TDS includes minimum requirements and restrictions, equally important is the Airport's intent for creative signage that exceeds traditional expectations. Signage should be treated with as much design creativity and focus by the Tenant as the rest of the design concept and represent industry-leading, state-of-the-art creativity and impact. Signage and Graphics proposals that, in the Port's judgment, do not accomplish these goals will be rejected.
- Reference Signage Examples: To provide design inspiration and assist Tenants with visualizing the range of creative signage the Port deems as meeting

its goals, several examples from both airport and non-airport environments are included in this section. As the examples are from different types of facilities, not all of them meet the specific technical requirements of this TDS, but they represent the creativity, level of expression, and general quality the Port expects. These examples are provided for reference only and are not to be directly copied or emulated.

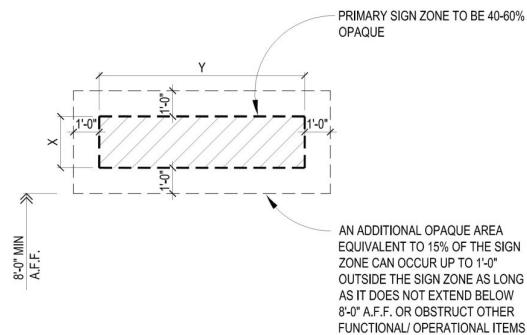




5.2 SIGNAGE FRONTING COMMON AREA

- a. All signage must be installed to allow clear access to all light fixtures in the Common Area.
- b. All signage installed by Tenant should not block current security cameras in the Common Area.
- c. Dimensional signs that are internally illuminated are encouraged. Installation and power for internal or integrated illumination is the responsibility of Tenant. Power to illuminate signs should run to Tenant's panel within the Assigned Space. Tenant must submit drawings detailing method of power supply and installation for approval.
- d. Environmental graphics and signage submitted by Tenant for consideration by the Port must be exceptional in both overall aesthetics and contribution to the effectiveness of the Concession Unit, as well as professional in design and execution. As the Port wishes for signs to be creatively integrated with the Airport's architectural elements to form a successful composition, a specific vertical sign band has not been provided. No Airport vertical surface is available to mount sign elements except where specifically indicated by the TDS.
- e. All primary Concession Unit identity signs shall be dimensional with sculptural objects and fabricated of multiple spaced layers of materials to create a three-dimensional appearance. It is desired that the multiple layers are sufficiently offset to create shadow-lines when externally illuminated.
- f. Letters or Text shall be fabricated as dimensional forms, individually cut or formed.
- g. All text shall have sufficient contrast and visibility to be legible from 50'-0" by either providing its own background behind text or other illumination or color strategy. Signage submittals must describe this legibility strategy and include photographic exhibits illustrating successful previous use of the proposed technique.
- h. Sign Zones - Backgrounds, text and other opaque graphic sign components shall occupy a minimum of 40% and a maximum of 60% of the indicated relevant sign zone. If transparent or semi-transparent materials are used for graphic sign components (colored glass, mesh, or perforated metal for example) consideration may, at the Port's discretion, be given for exceeding the indicated 60% maximum, however signs that simply fill in the allowable sign area will not be approved. The profile of backgrounds should be creative and distinctive in shape to express the character of the concession. The width of Sign Zones shall not exceed 70% of the Common Area frontage at locations within the Airport, unless otherwise indicated.
- i. An additional area equivalent to 15% of the primary sign zone may contain backgrounds, text and other opaque graphic sign components can occur up to 1'-0" outside the primary sign zone as long as it does not extend below 8'-0" above the finished floor or obstruct other functional/operational items.
- j. Acceptable materials include metal, acrylic, wood, glass or other approved materials with painted, specially treated or exposed finishes.
- k. No formed plastic or injection molded signs, or vacuum formed letter signs are permitted.
- l. Signs shall be either externally illuminated from ceiling mounted directional fixtures or internally illuminated signs including neon may be permitted dependent upon special approval. Submittals for approval must illustrate the quality level of fabrication including photographic exhibits illustrating successful previous use of the proposed technique.
- m. Tenant signs may employ small accent light sources as a design feature or employ concealed supplemental lighting, however, installation and power for the light sources are the responsibility of Tenant. Port power may not be used for any Tenant signage.
- n. Tenant may suggest other types of signs for Port consideration.
 - i. Tenant should refer to the Exhibits in Sections 6 and 7 for applicable sign locations, sizes and limitations. In general, the following applies:

Aside from the size and location identified as



the Sign Zone, there is no specific position for Concession Unit signs unless specified in the TDS.

- ii. Tenant will be allowed to install one sign at the Concession Unit as a primary business identity; this sign will be limited to trade name and logo only.
- iii. In the case of a space with two sides of exposure, additional identification signs are permitted for frontages in excess of 20'-0" in length.
- iv. All Tenant sign lighting shall be illuminated during hours of operation.
- o. Signs fronting the Common Area should reflect the following:
 - i. Signs should incorporate graphic symbolism of Concession Unit name or merchandise rather than written advertising.
 - ii. Signs should be imaginative or creative self-expression.
 - iii. Variety and individuality should be emphasized.
 - iv. No sign advertisement, notice or lettering other than store names or approved logos shall be exhibited, inscribed, painted or affixed on any portion of any Concession Unit or have major visibility from the Common Area.

- v. No corporate brand names, product names or phrases may be used on Concession Unit signs or in any area visible from the Common Area unless reviewed and approved by the Port.

- vi. Raceways/conduit, ballasts, transformers, sign company names, underwriter labels, clips, brackets, or any other form of extraneous advertising, attachment and/or lighting devices shall be fully concealed from public view.

5.3 SIGN RESTRICTIONS INSIDE TENANT SPACE

The following guidelines and restrictions apply to the fabrication and installation of signage within the Concession Unit.

- a. Tenant is prohibited from affixing permanent or temporary signing, decals, credit card signs or symbols, artwork, or other signage indicating product line.
- b. Permanent or temporary interior signage specifying products and prices must be designed, constructed and executed with quality and professional standards of fabrication.
- c. Commercially produced graphics for nationally produced and merchandised products are generally unacceptable. Listing of merchandise shall not be permitted within the first 5'-0" measured inward from the Common Area Lease Line.

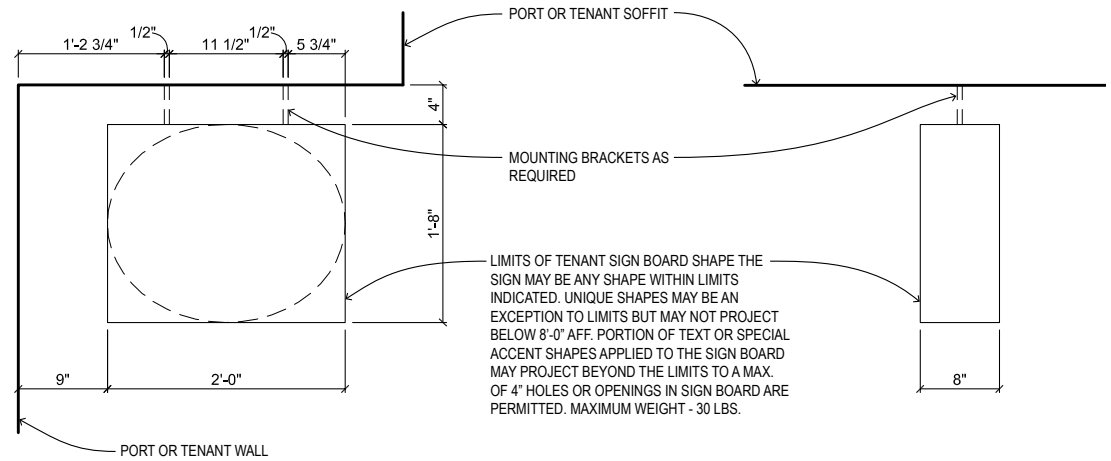
- d. Animated component signs and signs employing moving or flashing lights are not permitted under any circumstances.
- e. Surface-mounted box or cabinet-type signs are not permitted.
- f. Formed plastic or injection molded signs, or vacuum-formed letter signs are not permitted.
- g. Signs fabricated from simulated materials such as wall coverings, stone or wood-grained plastic laminates are not permitted.
- h. Freestanding floor signs within the first 5'-0" of the Concession Unit and outside the Lease Line are not permitted. The only signs allowed outside of the Lease Line are the primary sign for Concession Unit and Blade Sign projection.
- i. Signs may not employ exposed raceways, ballast boxes, transformers, crossovers, or conduits.

5.4 BLADE SIGNS

- a. Tenants will be entitled to have one two-sided blade sign typically located on one side of the Assigned Space frontage. There are two types of blade sign armatures, wall mounted or ceiling mounted depending on specific locations.
- b. The blade sign support armature, light fixtures, power, sign panel and connections to armature shall be designed, furnished and installed by Tenant. The blade sign light fixtures shall be maintained (cleaned

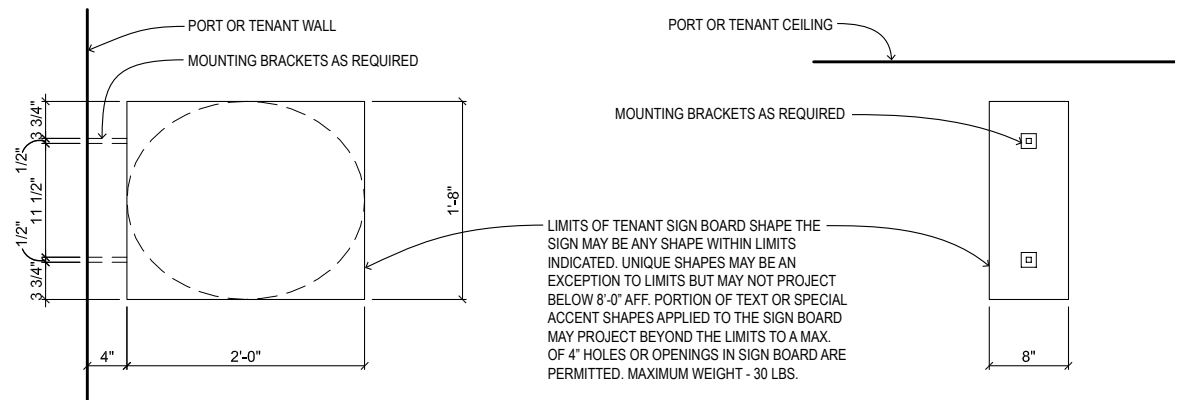
and relamped) by Tenant.

- c. The sign face graphics must be consistent with the graphics of the concession and may feature a corporate logo as well as the store name. Three-dimensional treatment as described for the primary store identity sign under Section 4.2.d. is required.
- d. The maximum blade sign weight is 30 lbs.
- e. Refer to Blade Sign Exhibit on this page for dimensions and appearance. The sign panel may be of any shape, but must not exceed the dimensions shown on the blade sign exhibits.



SOFFIT MOUNTED BLADE SIGN - FRONT VIEW

SOFFIT MOUNTED BLADE SIGN - SIDE VIEW



WALL MOUNTED BLADE SIGN - FRONT VIEW

WALL MOUNTED BLADE SIGN - SIDE VIEW



OAKLANDISH
coffee collective



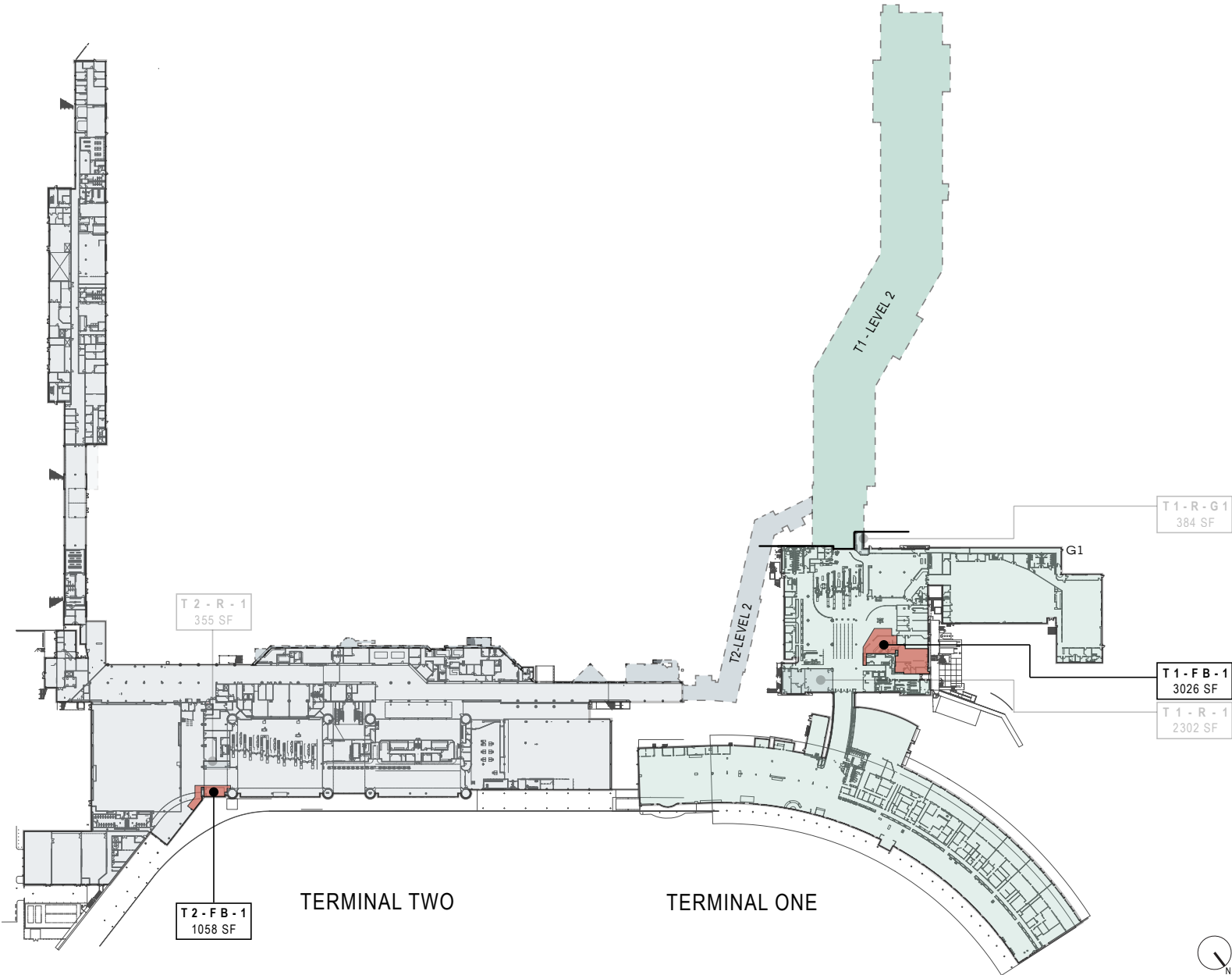
OAKLANDISH
coffee collective

06

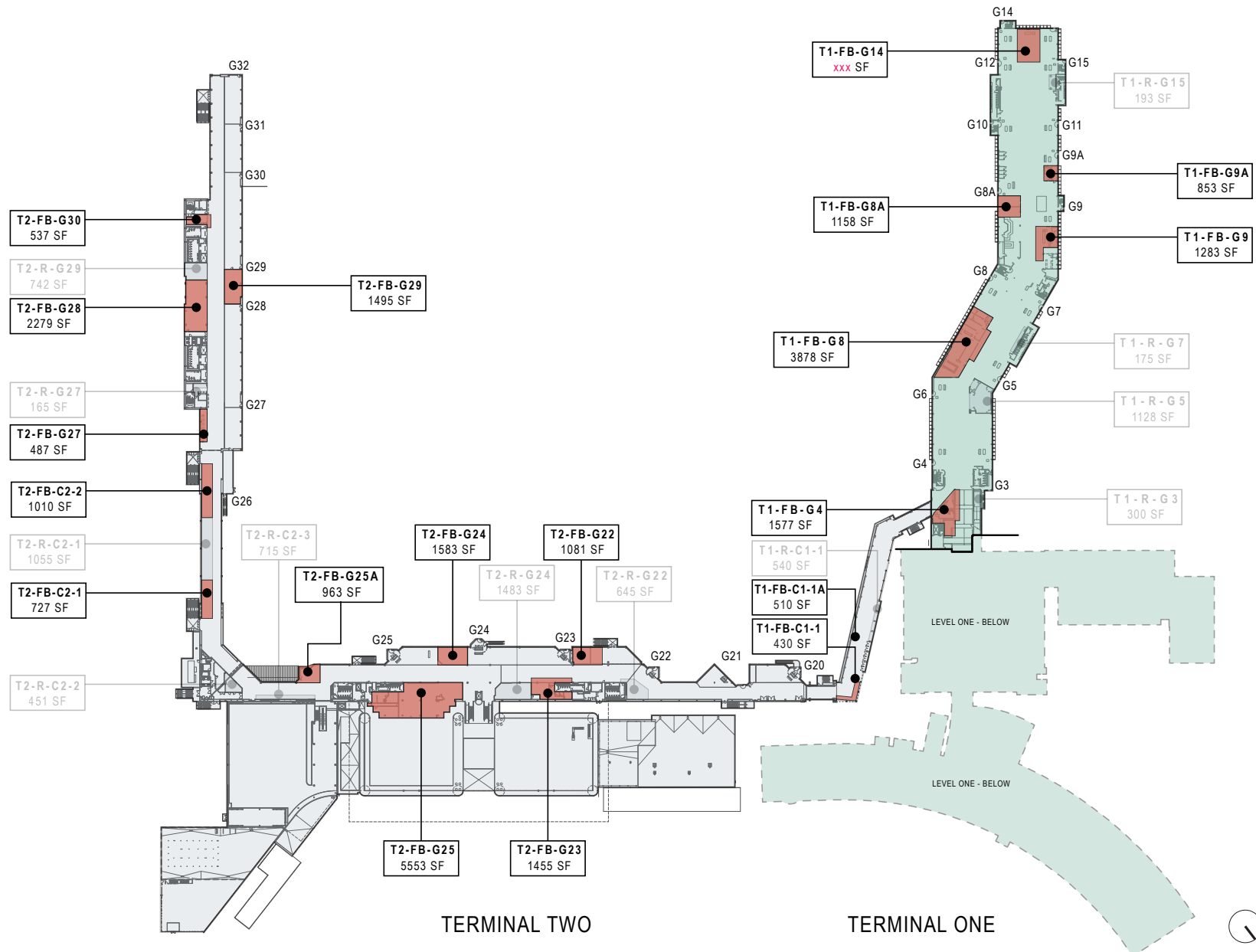
LOCATION PLANS

- 6.1 LOCATION PLAN — FOOD AND
BEVERAGE — LEVEL ONE
- 6.2 LOCATION PLAN — FOOD AND
BEVERAGE — LEVEL TWO
- 6.3 LOCATION PLAN — RETAIL — LEVEL ONE
- 6.4 LOCATION PLAN — RETAIL — LEVEL TWO

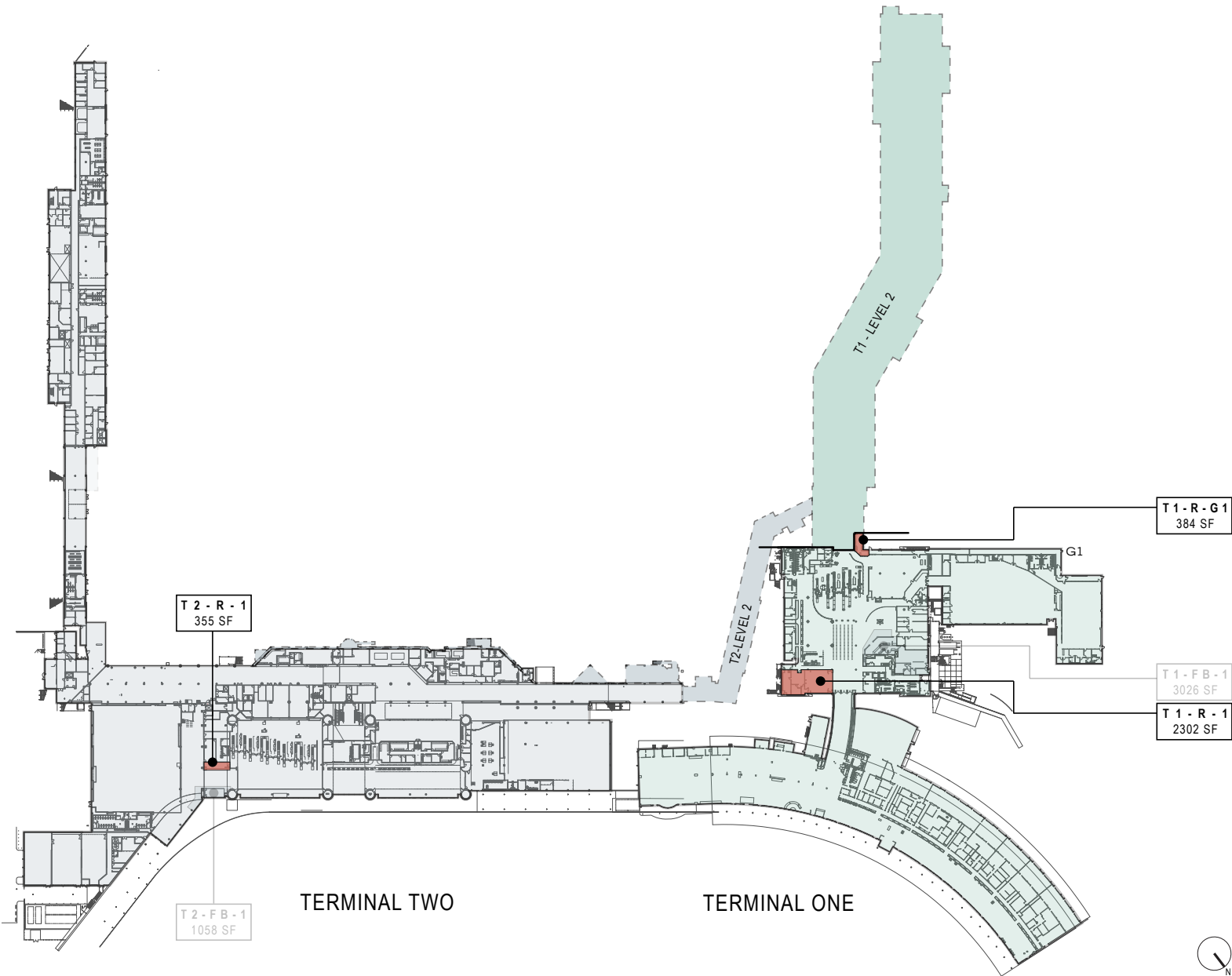
6.1 LOCATION PLAN - FOOD & BEVERAGE - LEVEL ONE



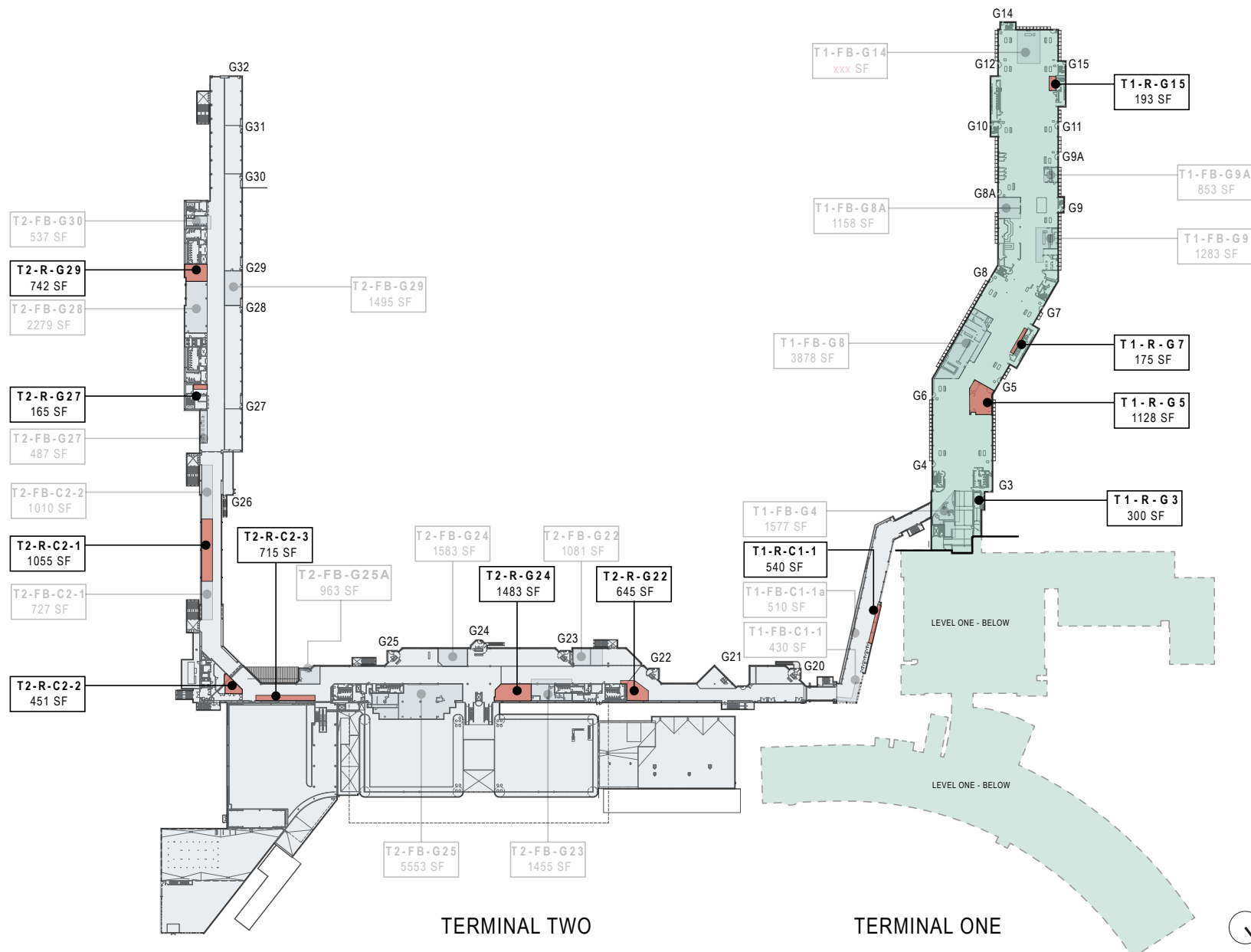
6.2 LOCATION PLAN - FOOD & BEVERAGE - LEVEL TWO



6.3 LOCATION PLAN - RETAIL - LEVEL ONE



6.4 LOCATION PLAN - RETAIL - LEVEL TWO





07

PRE-SECURITY EXHIBITS

7.1	INTRODUCTION
7.2	SPACE T1-FB-1
7.3	SPACE T2-FB-1
7.4	SPACE T1-R-1
7.5	SPACE T2-R-1

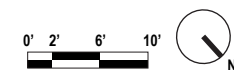
7.1 INTRODUCTION

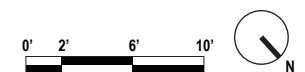
Chapter 7 focuses on the four Pre-Security spaces. One space of each type (F&B and retail) is located in each of the two terminals: in Terminal 1 near the security checkpoint and in Terminal 2 near baggage claim. The following pages show these four spaces in plan and elevation. The elevations represent the elevation at the lease line bordering the public corridor. The plan and elevation are to be used in conjunction to design the tenant spaces.

Plans, elevations, and renderings included in the TDS are for reference only. It is the Tenant's responsibility to visit the site and verify existing conditions.

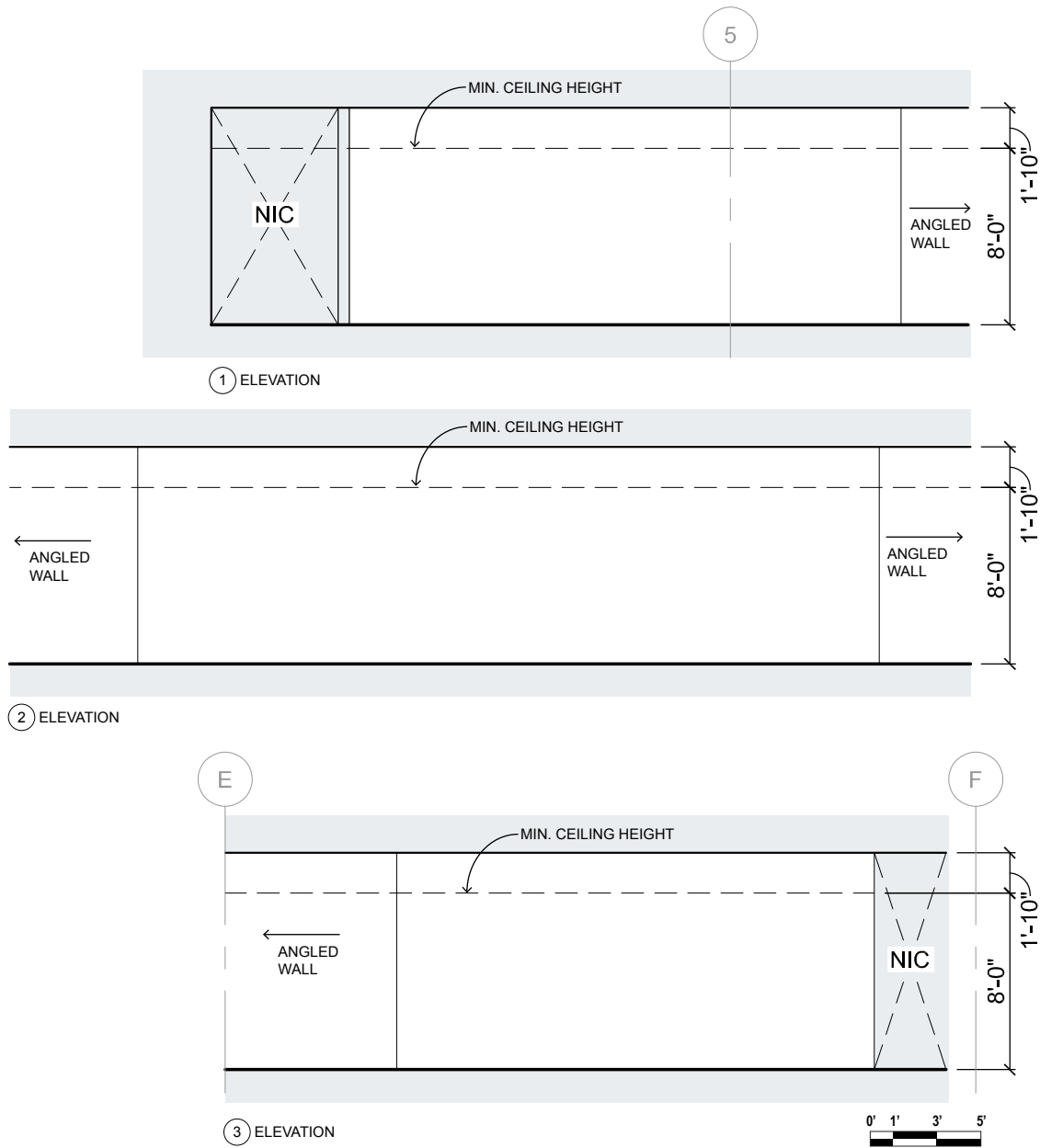
Refer to Appendices B & C for conceptual design expectations for these four spaces.

7.2 SPACE T1-FB-1

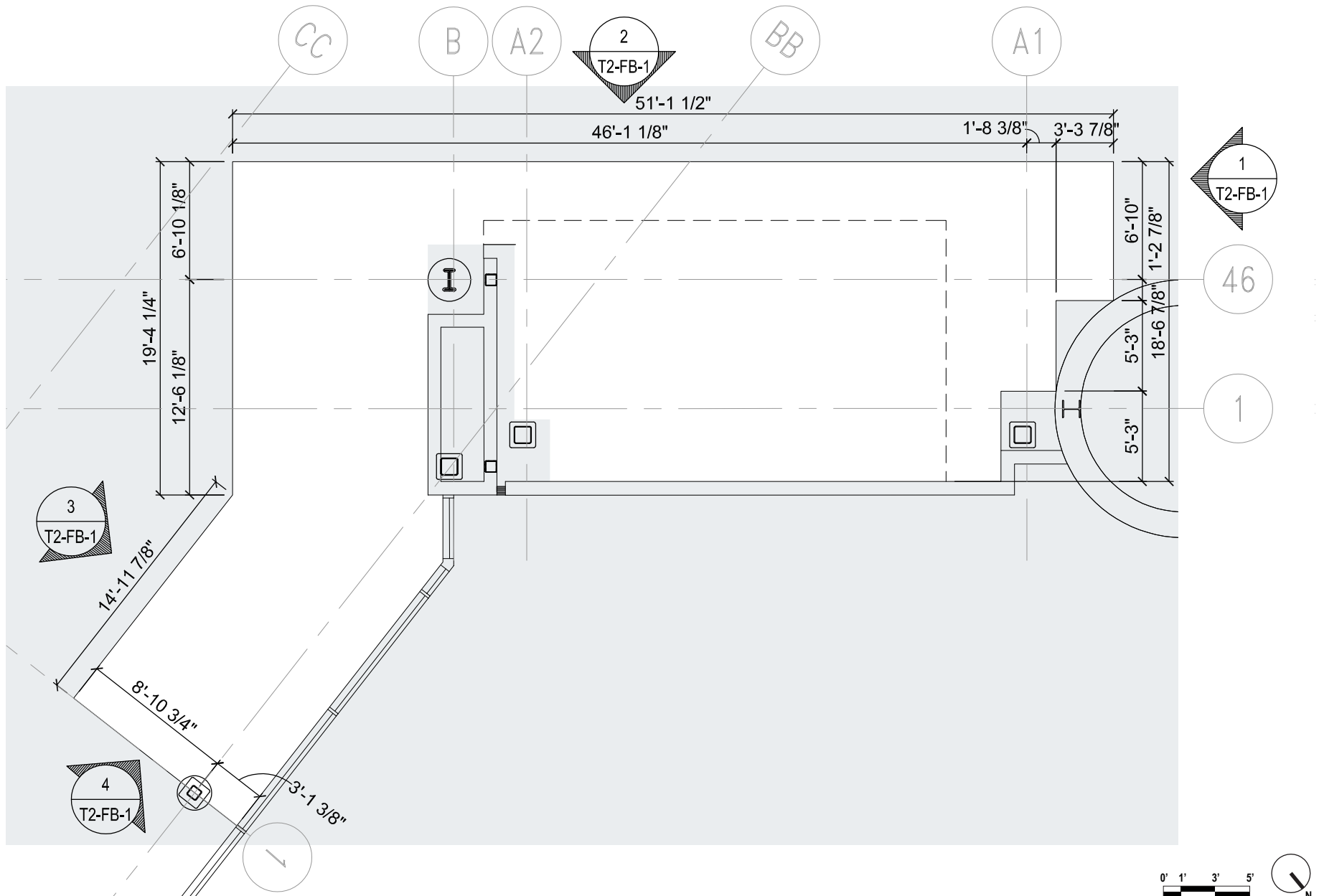




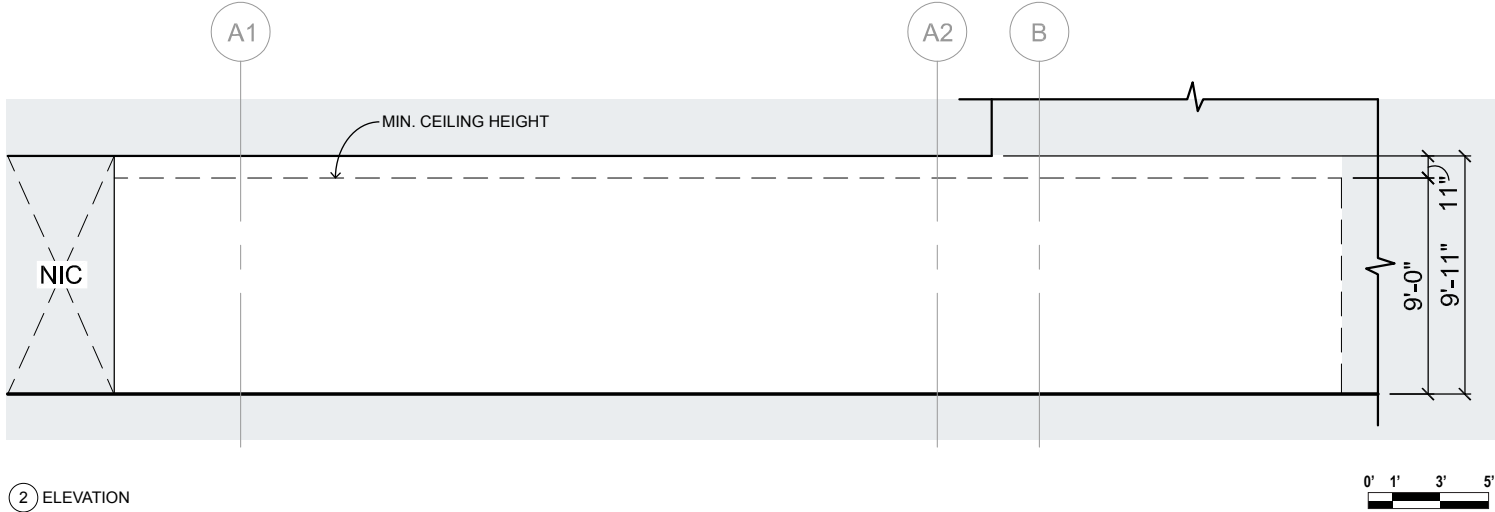
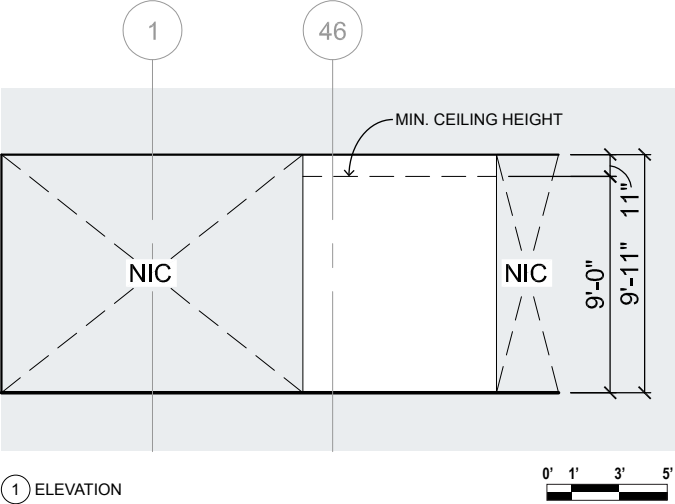
7.2 SPACE T1-FB-1
ELEVATIONS



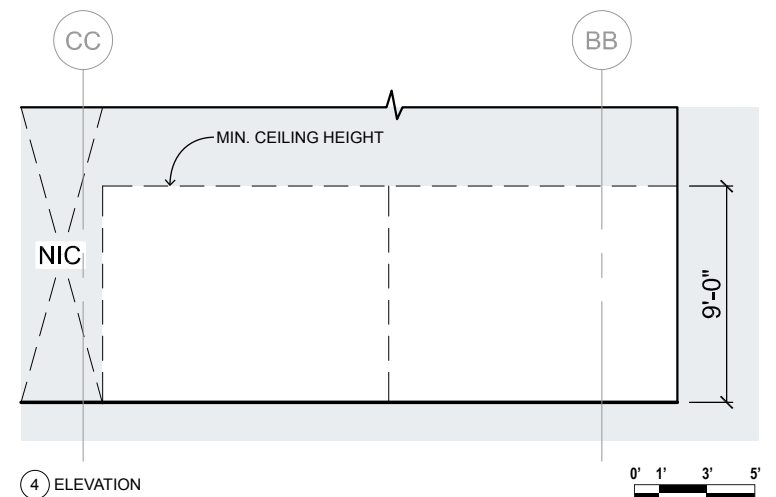
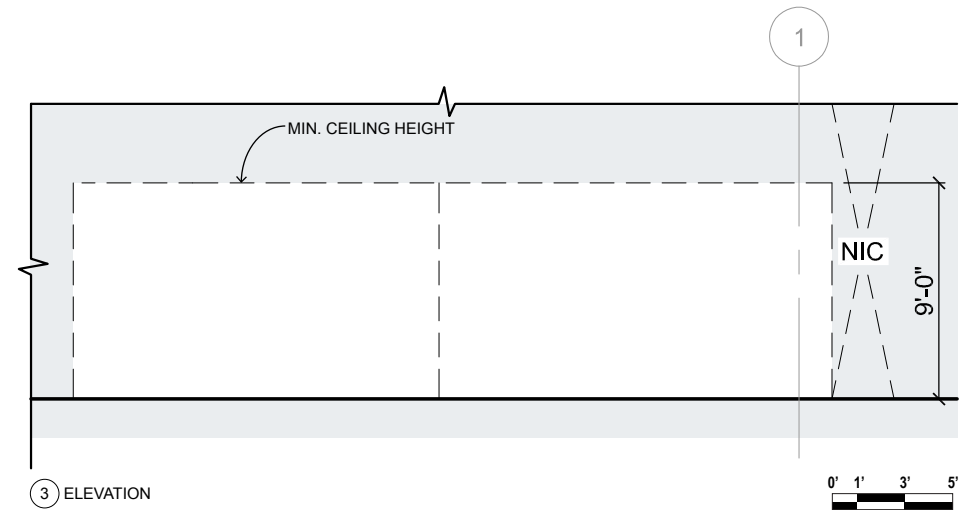
7.3 SPACE T2-FB-1
ENLARGED PLAN | AREA = 1058 SF



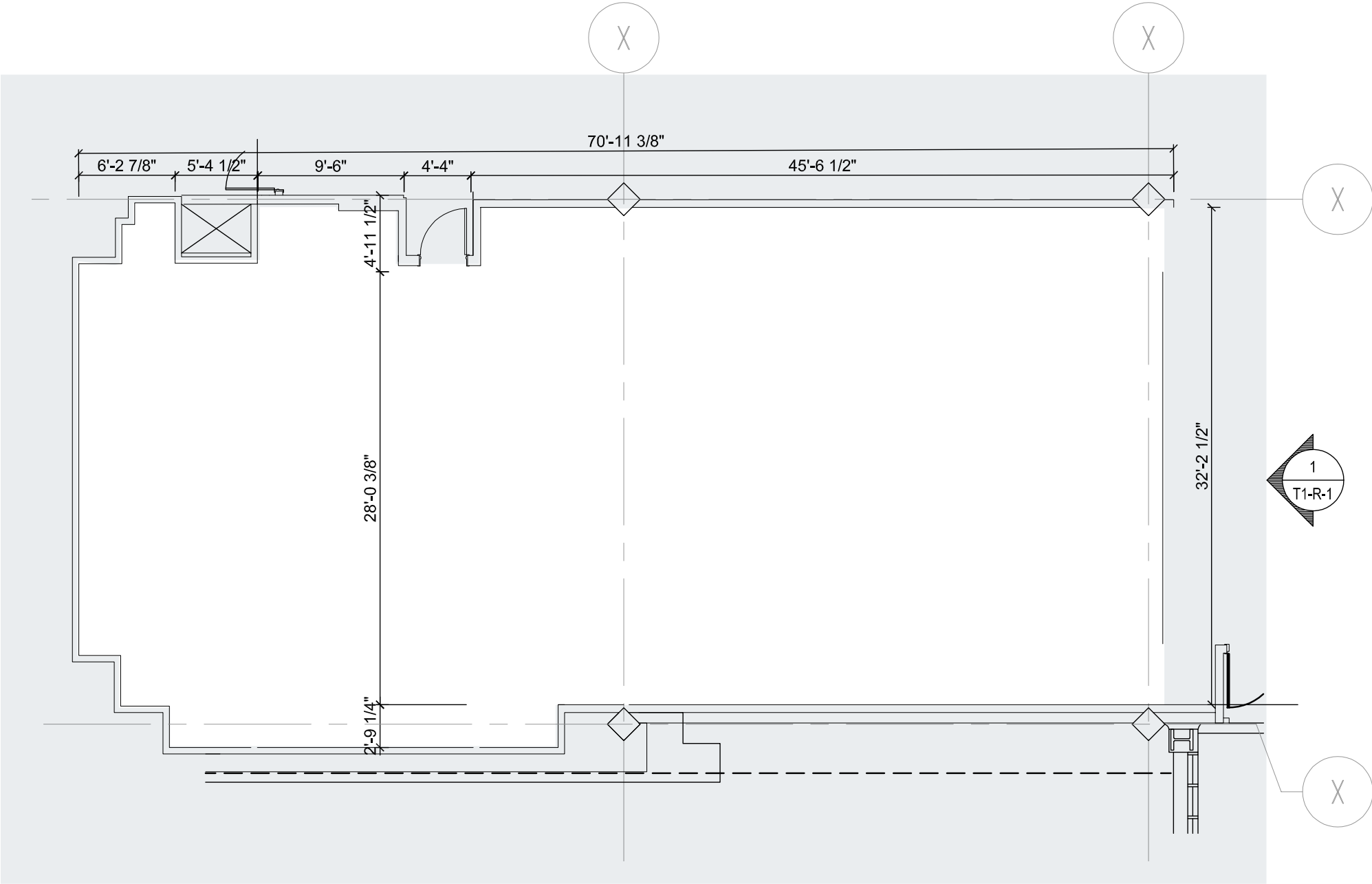
7.3 SPACE T2-FB-1
ELEVATIONS



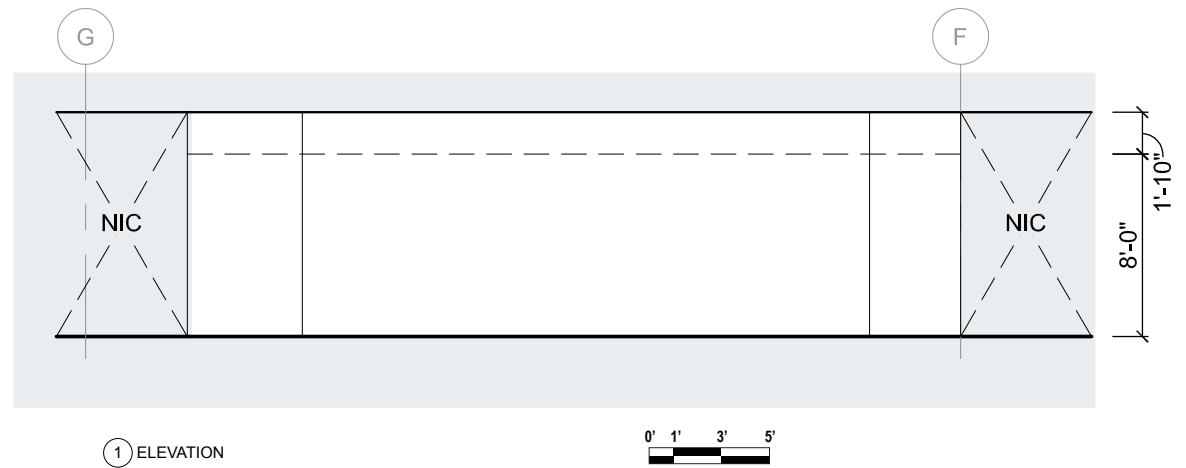
7.3 SPACE T2-FB-1
ELEVATIONS



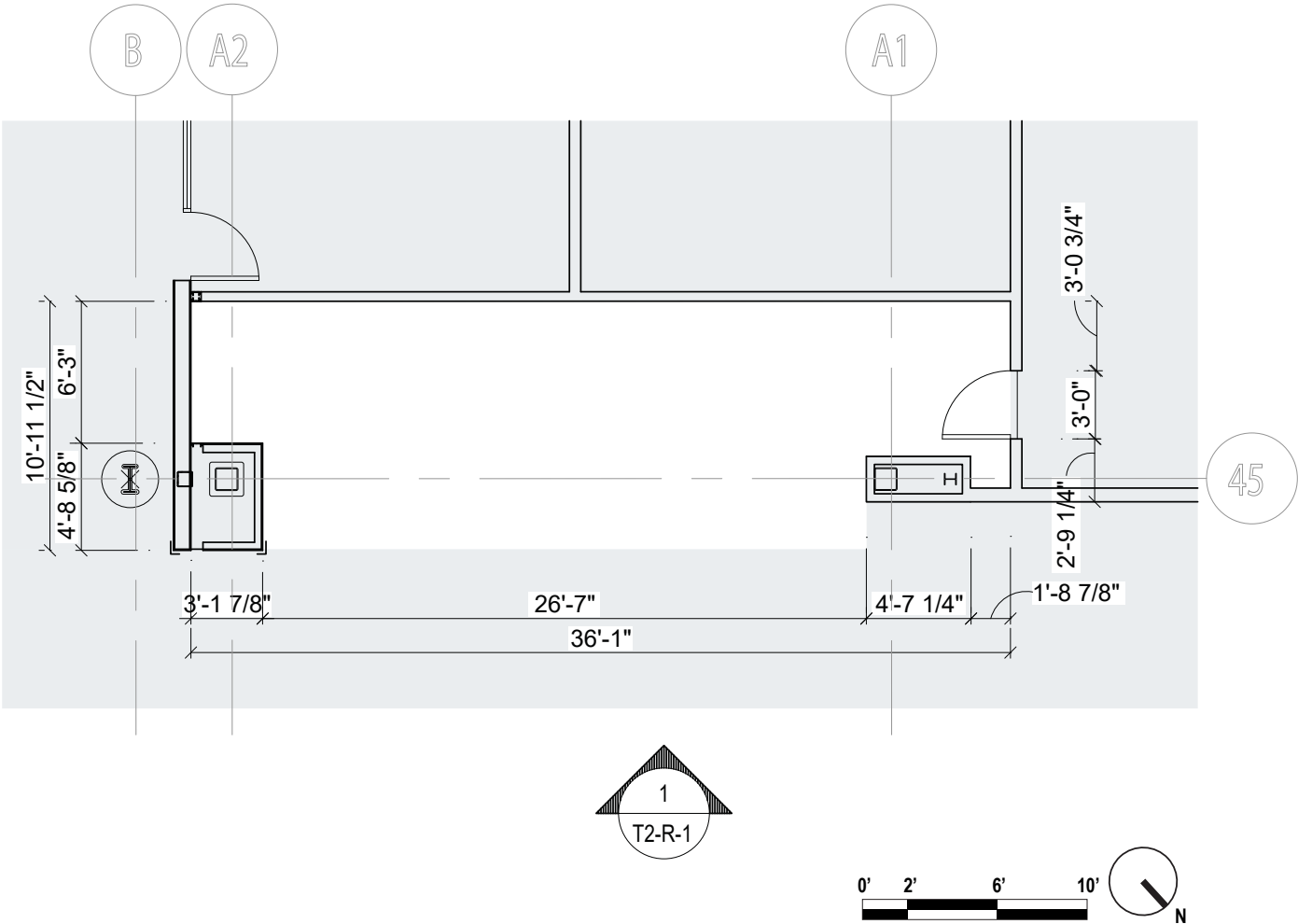
7.4 SPACE T1-R-1
ENLARGED PLAN | AREA = 2302 SF



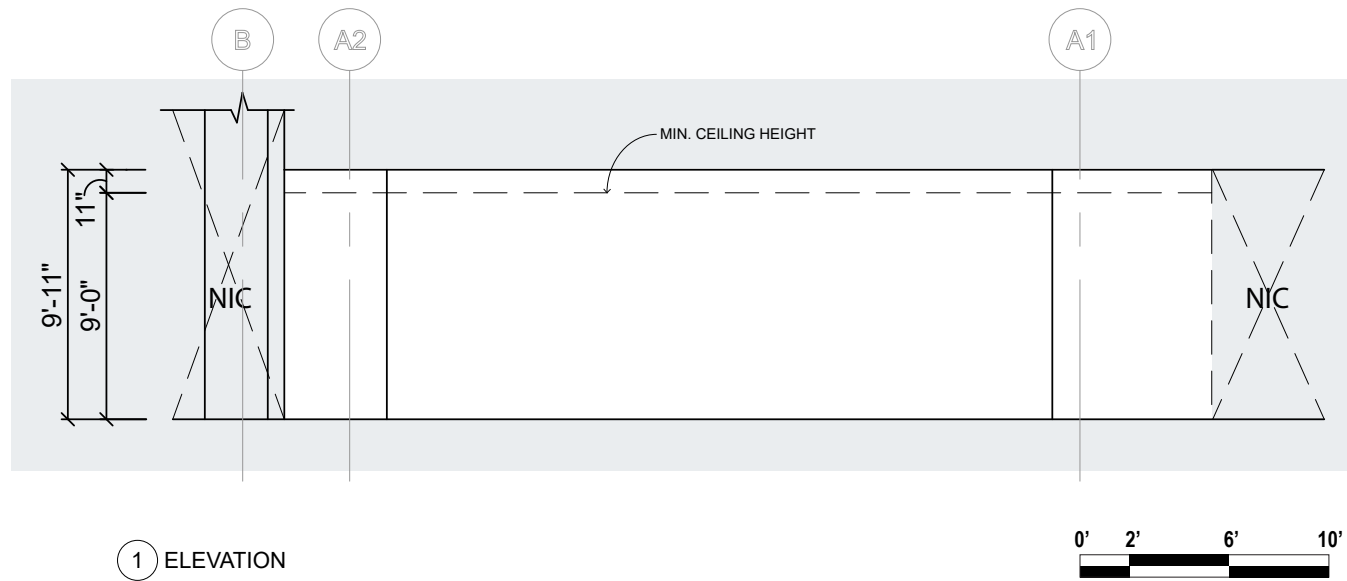
7.4 SPACE T1-R-1
ELEVATION



7.5 SPACE T2-R-1
ENLARGED PLAN | AREA = 355 SF



7.5 SPACE T2-R-1
ELEVATION





08

POST-SECURITY EXHIBITS

8.1	INTRODUCTION
8.2	SPACE T1-FB-G4
8.3	SPACE T1-FB-G8
8.4	SPACE T1-FB-G8A
8.5	SPACE T1-FB-G9
8.6	SPACE T1-FB-G9A
8.7	SPACE T2-FB-G22
8.8	SPACE T2-FB-G23
8.9	SPACE T2-FB-G24
8.10	SPACE T2-FB-G25
8.11	SPACE T2-FB-G25A
8.12	SPACE T2-FB-G27
8.13	SPACE T2-FB-G28
8.14	SPACE T2-FB-G29
8.15	SPACE T2-FB-G30
8.16	SPACE T1-FB-C1-1
8.17	SPACE T1-R-G1
8.18	SPACE T1-R-G5
8.19	SPACE T1-R-G7
8.20	SPACE T1-R-G15
8.21	SPACE T2-R-G22
8.22	SPACE T2-R-G24
8.23	SPACE T2-R-G27
8.24	SPACE T2-R-G29
8.25	SPACE T1-R-C1-1
8.26	SPACE T2-R-C2-1
8.27	SPACE T2-R-C2-2
8.28	SPACE T2-R-C2-3

8.1 INTRODUCTION

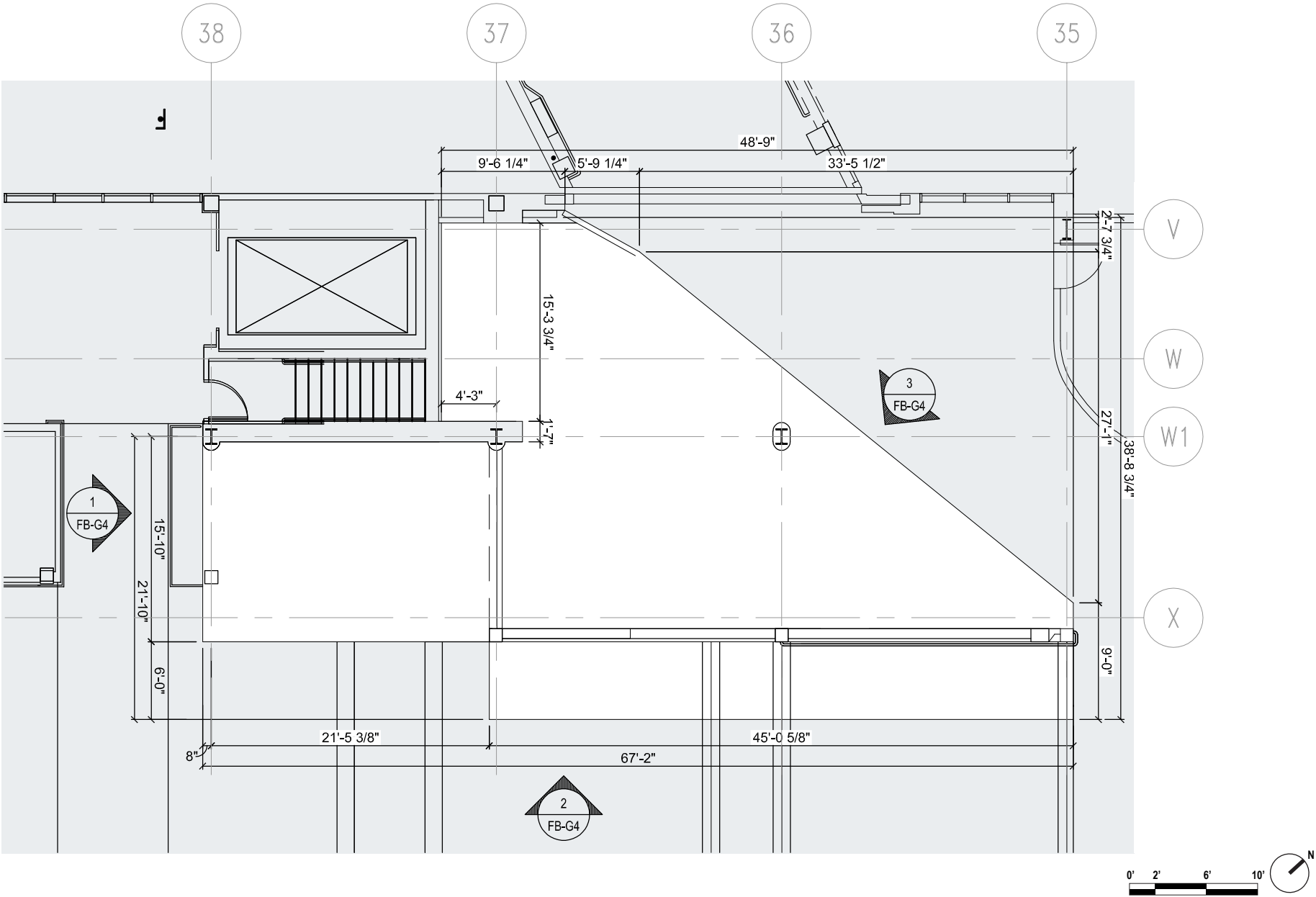
Chapter 8 focuses on the Post-Security spaces. Eleven tenant spaces are located in Terminal 1 and sixteen tenant spaces are located in Terminal 2. The following pages show these spaces in plan and elevation. The elevations represent the elevation at the lease line bordering the public corridor. The plan and elevations are to be used in conjunction to design the tenant spaces.

Plans, elevations and renderings included in the TDS are for reference only. It is the Tenant's responsibility to visit the site and verify existing conditions.

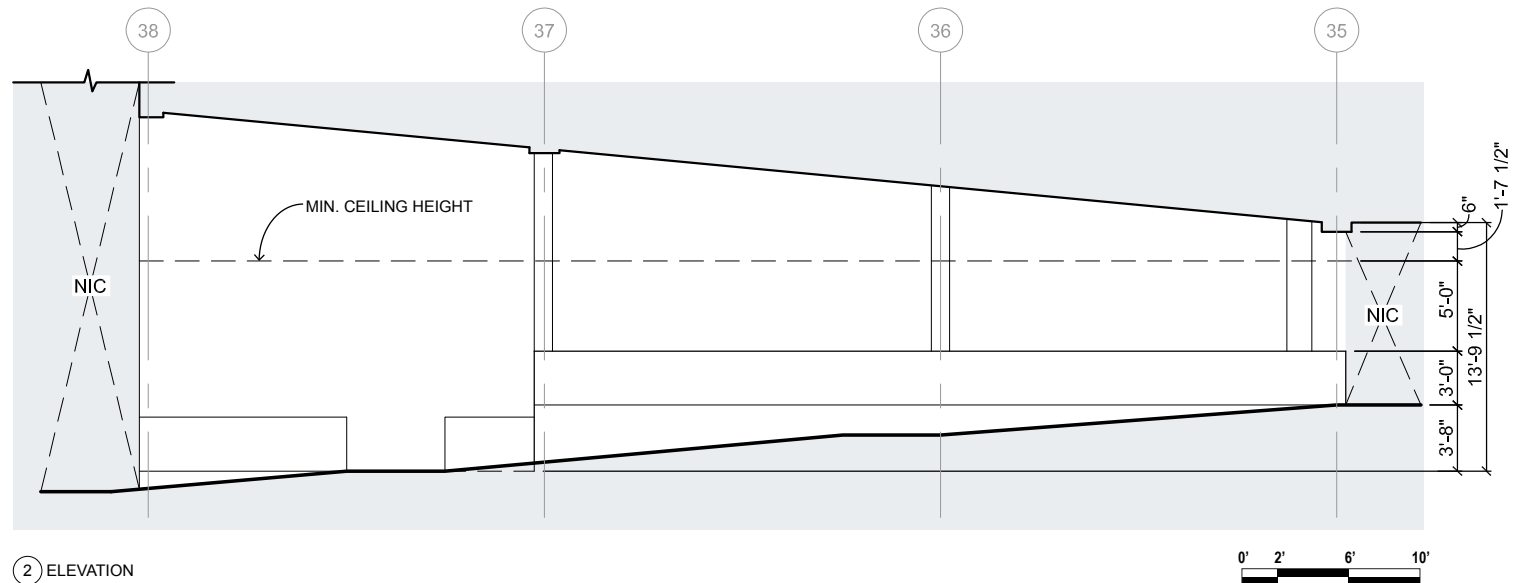
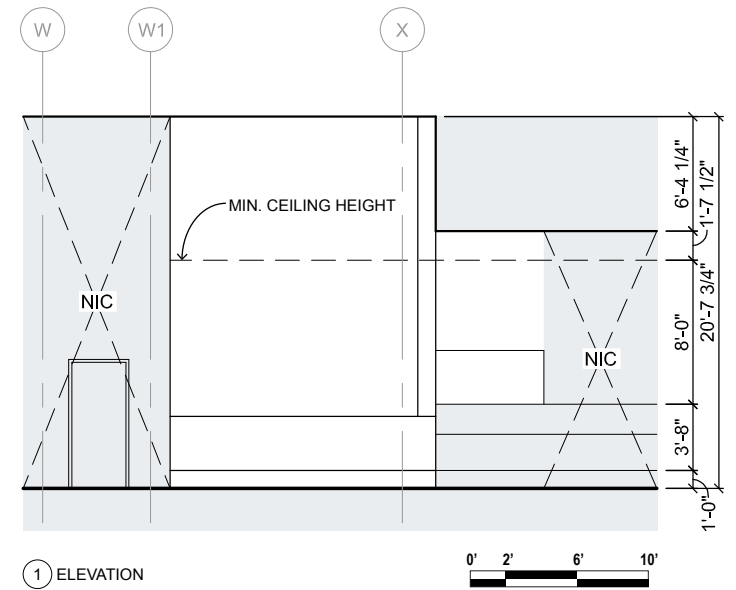
Refer to Appendix B for conceptual design expectations for spaces T1-FB-1, T1-FB-G4, T2-FB-G25, T2-FB-1, T1-FB-C1-1, T1-FB-C1-1A, and T2-FB-C2.

Refer to Appendix C for conceptual design expectations for spaces T2-R-G22, T2-R-C2-1, and T2-R-C2-2.

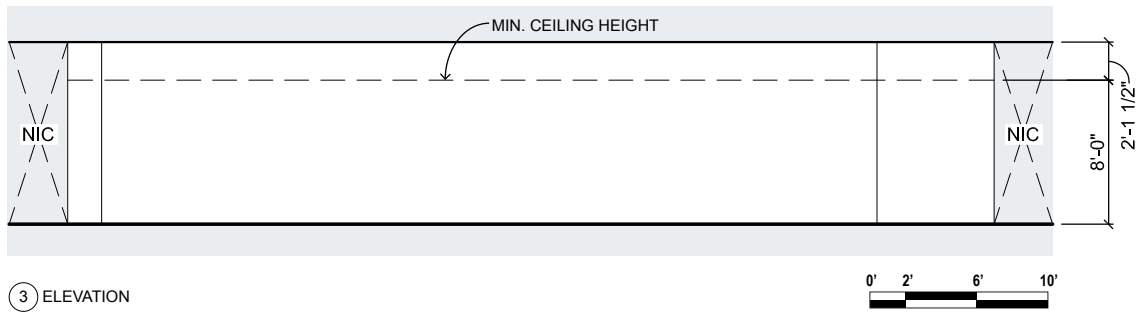
8.2 SPACE T1-FB-G4
ENLARGED PLAN | AREA = 1577 SF



8.2 SPACE T1-FB-G4
ELEVATIONS



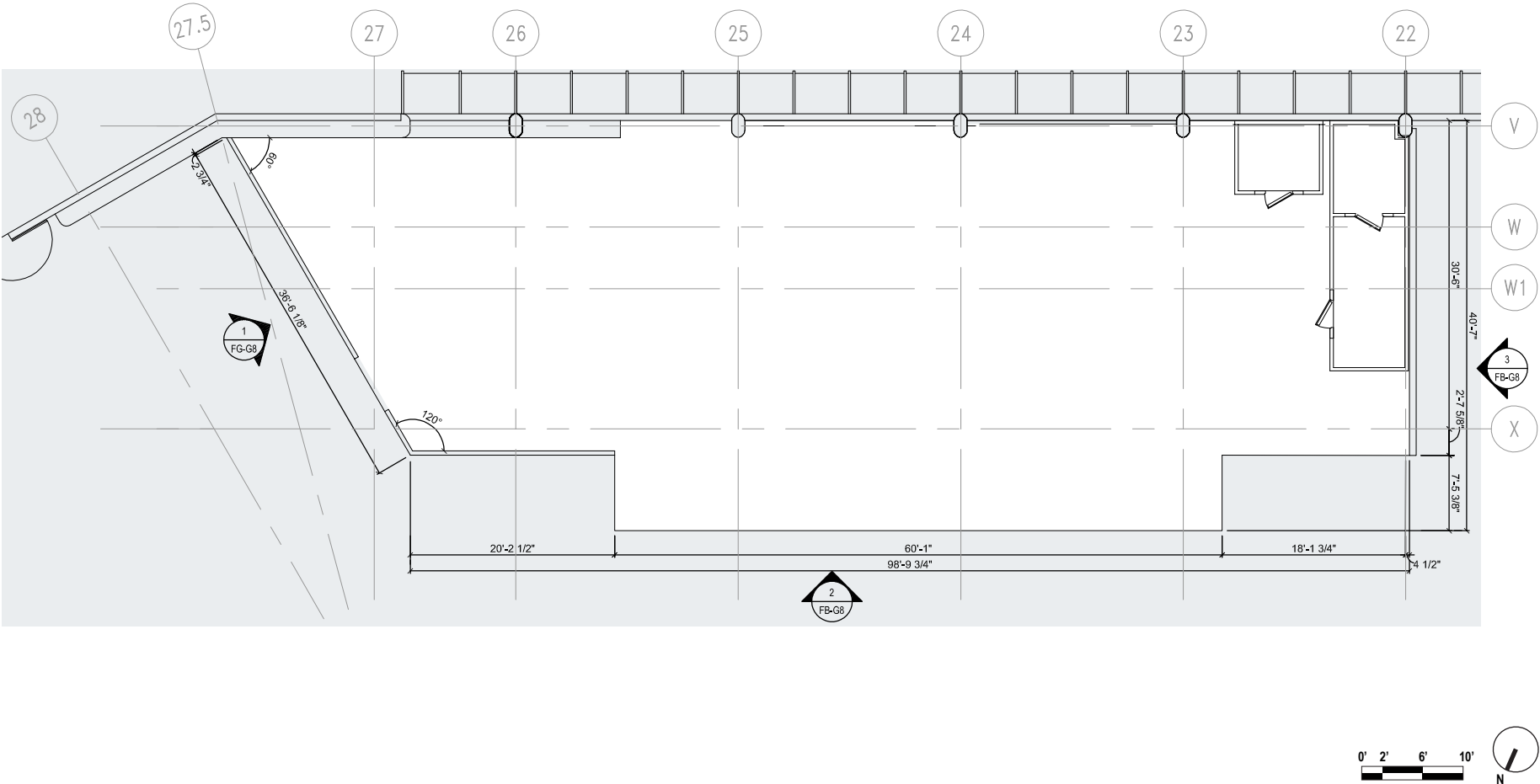
8.2 SPACE T1-FB-G4
ELEVATION



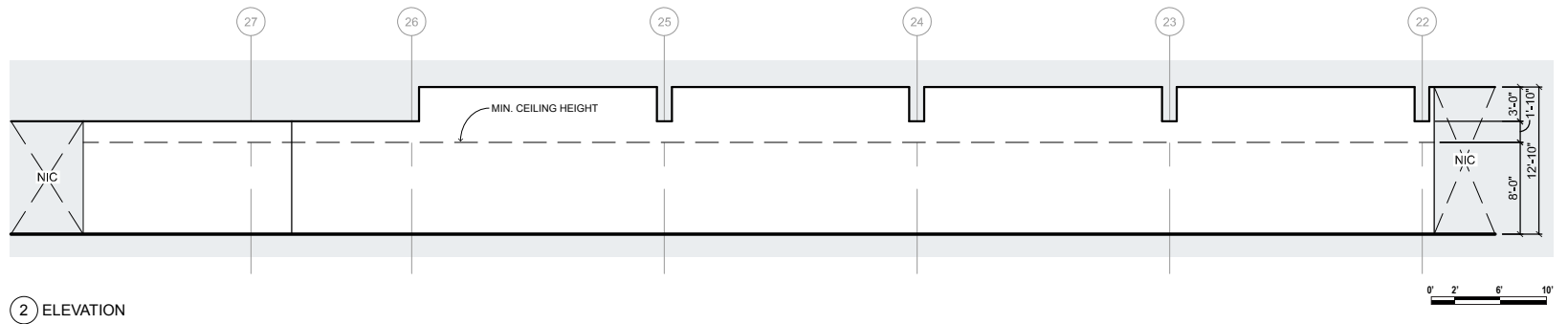
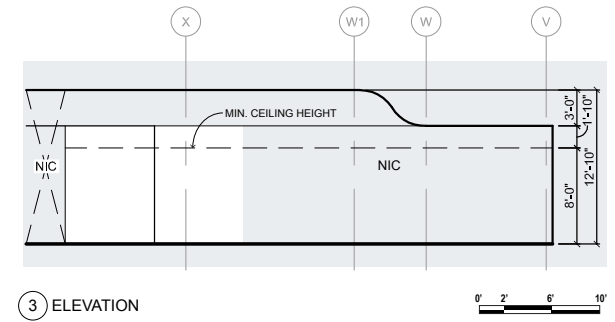
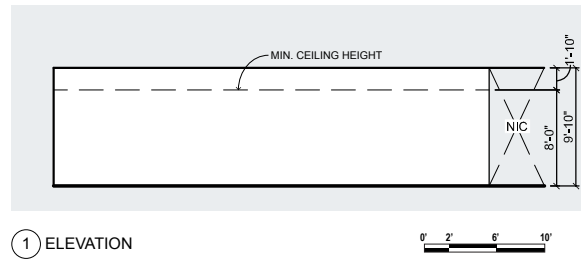
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08 POST-SECURITY EXHIBITS

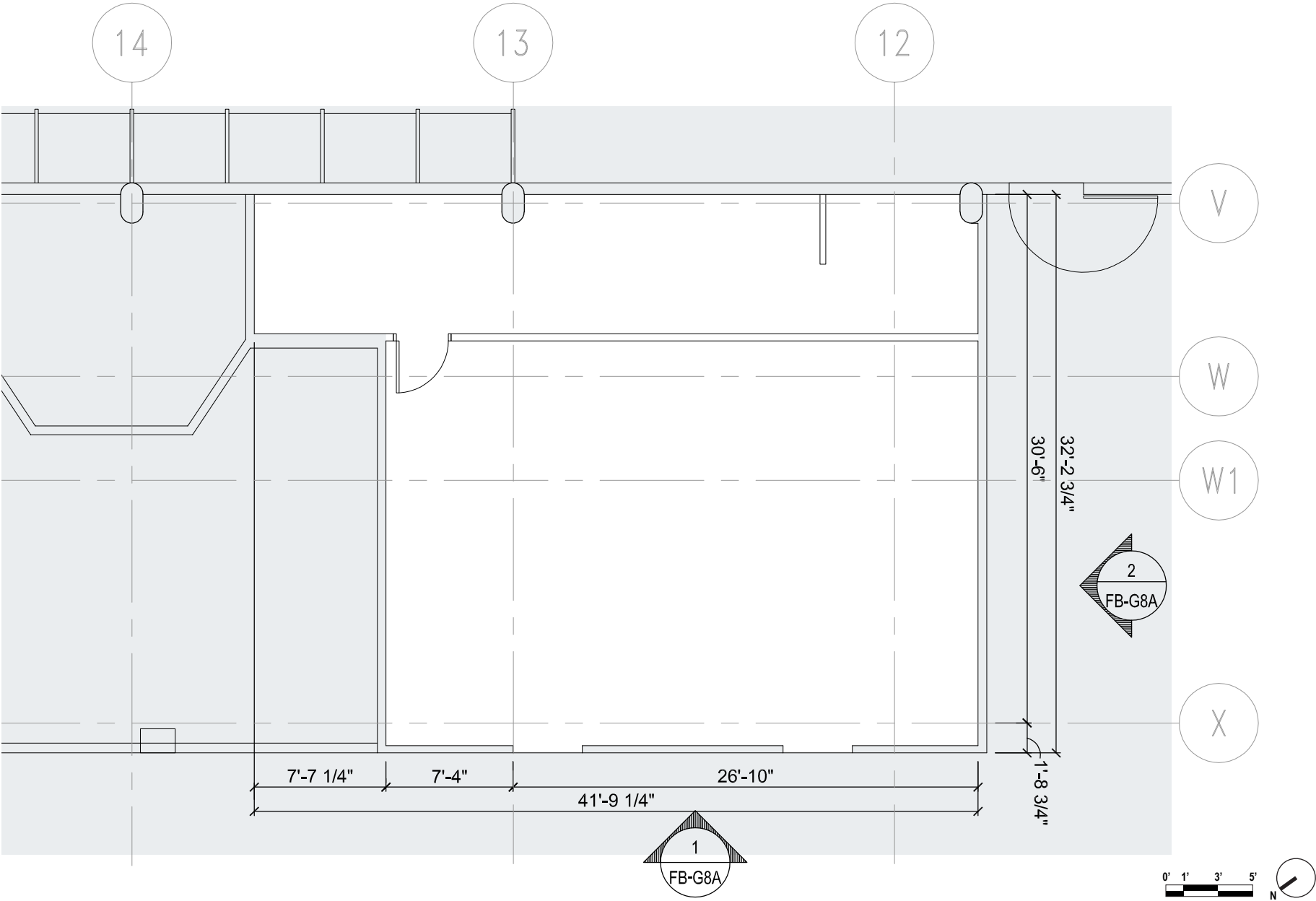
8.3 SPACE T1-FB-G8
ENLARGED PLAN | AREA = 3878 SF



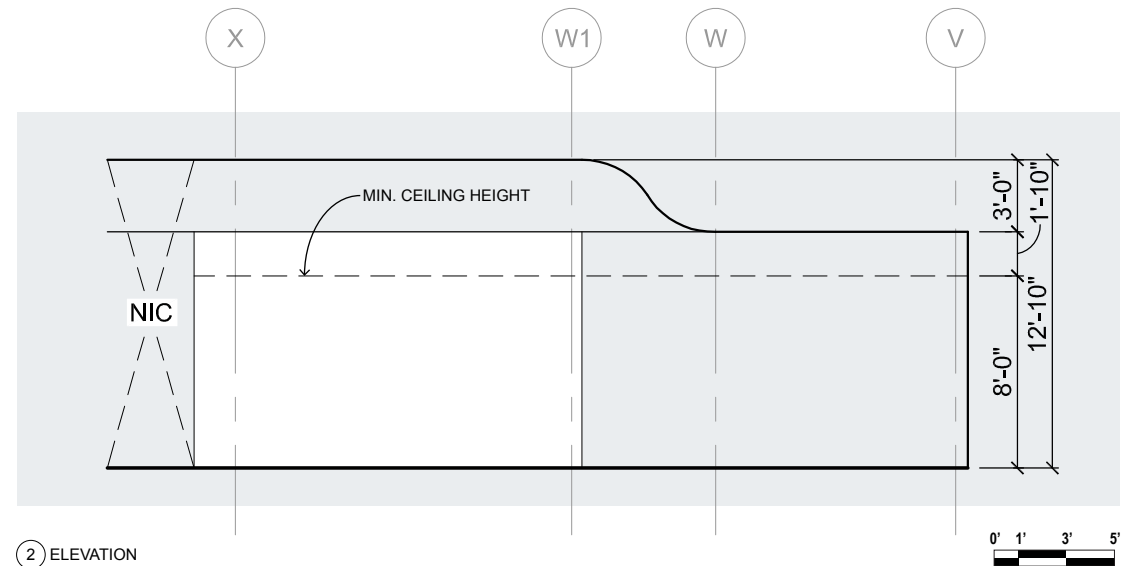
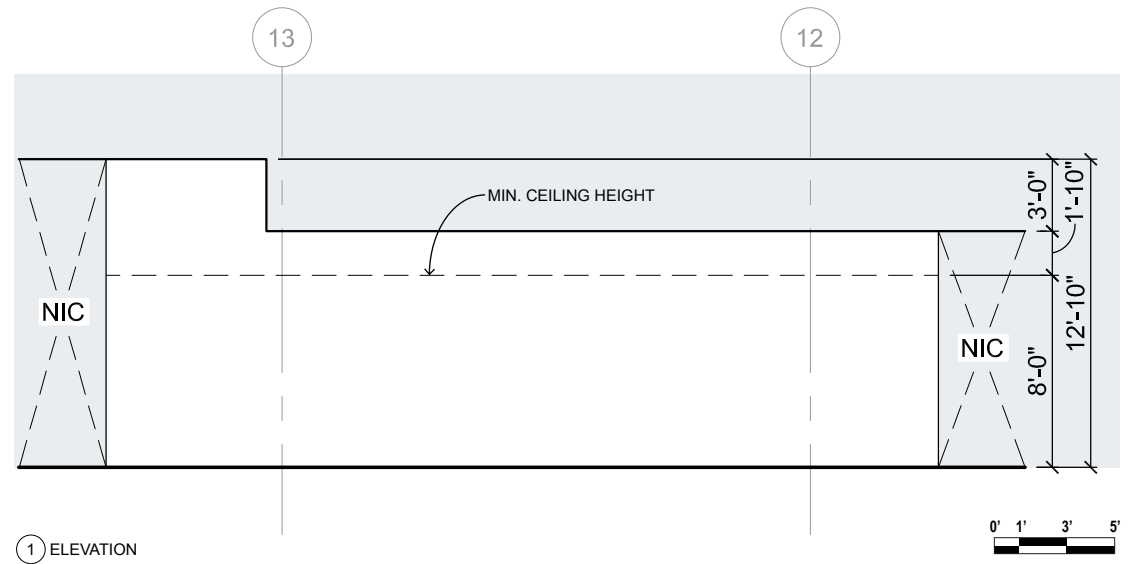
8.3 SPACE T1-FB-G8
ELEVATIONS



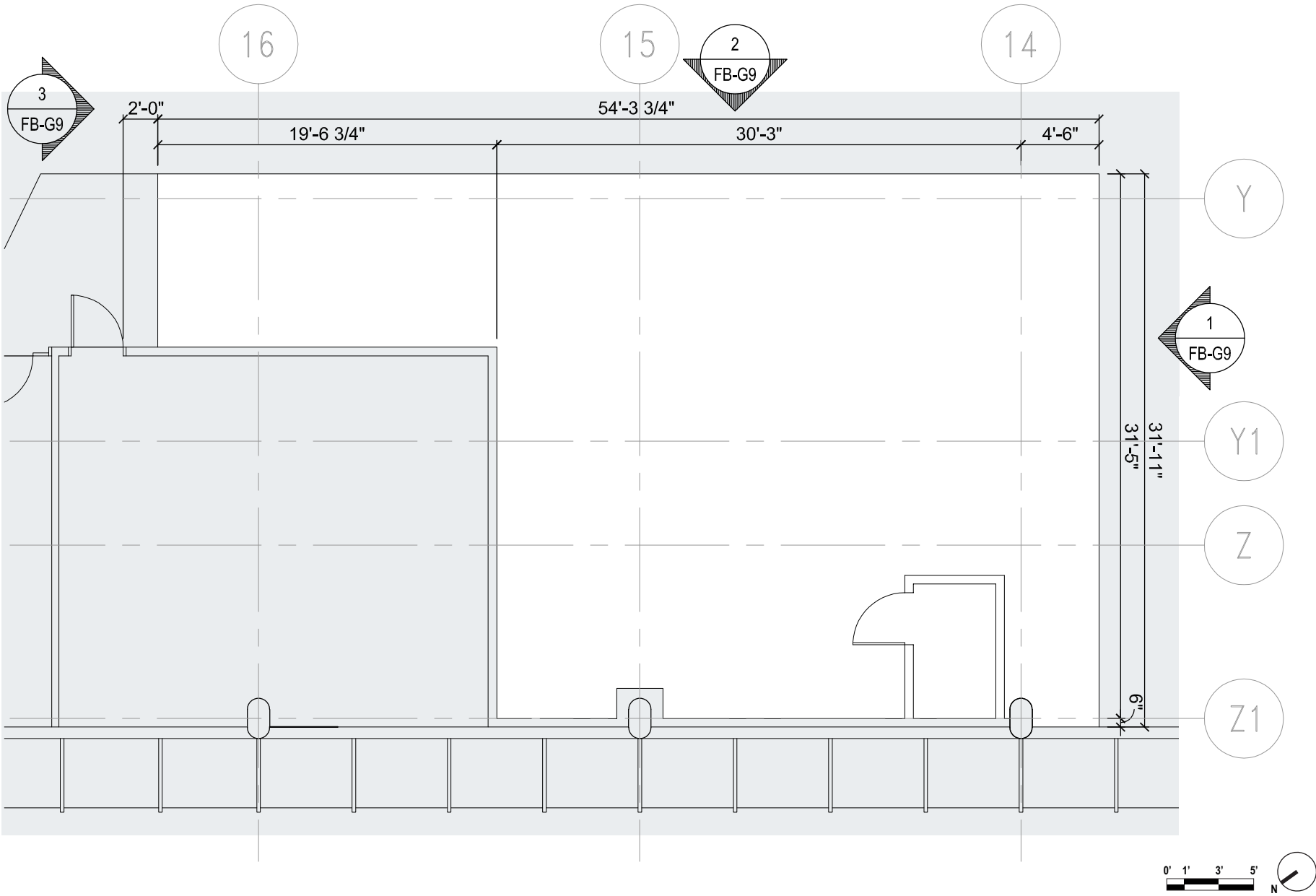
8.4 SPACE T1-FB-G8A
ENLARGED PLAN | AREA = 1158 SF



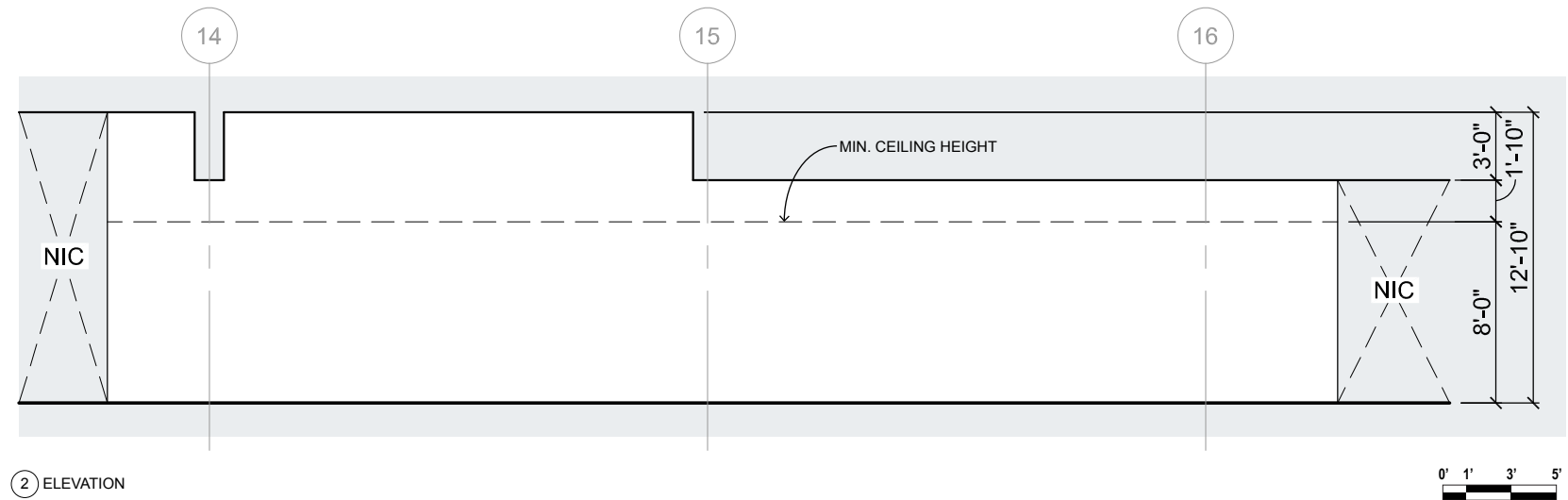
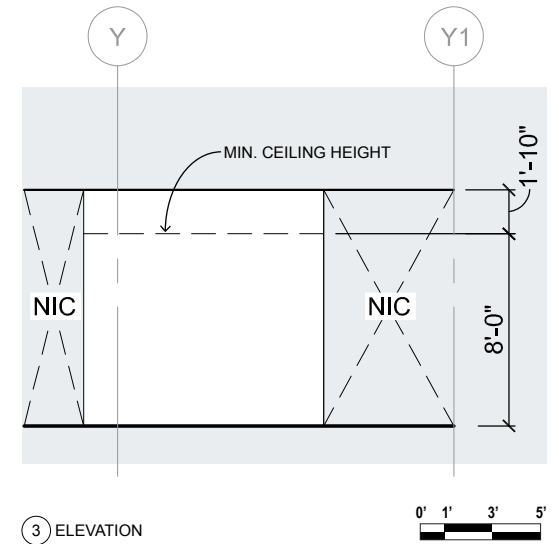
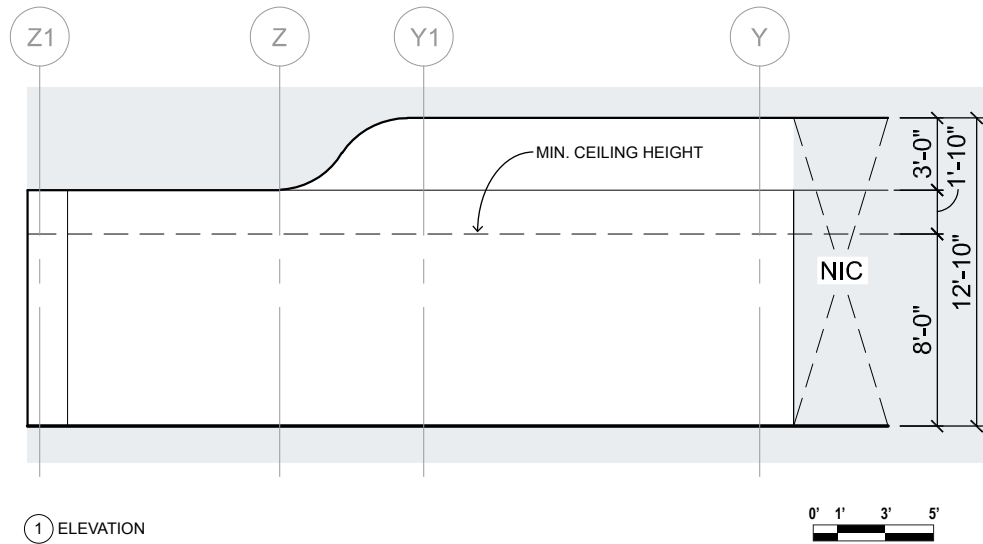
8.4 SPACE T1-FB-G8A
ELEVATIONS



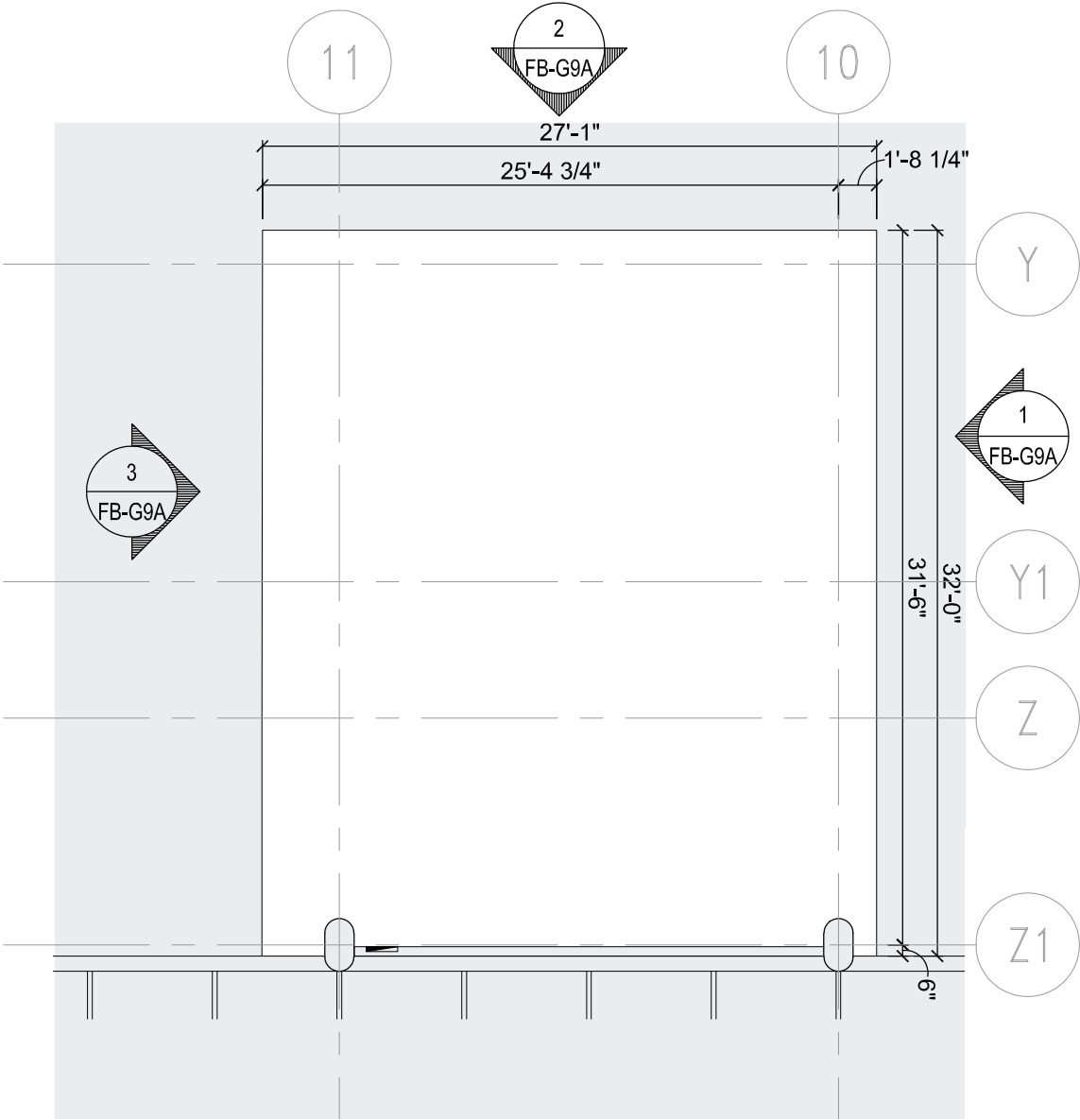
8.5 SPACE T1-FB-G9
ENLARGED PLAN | AREA = 1283 SF

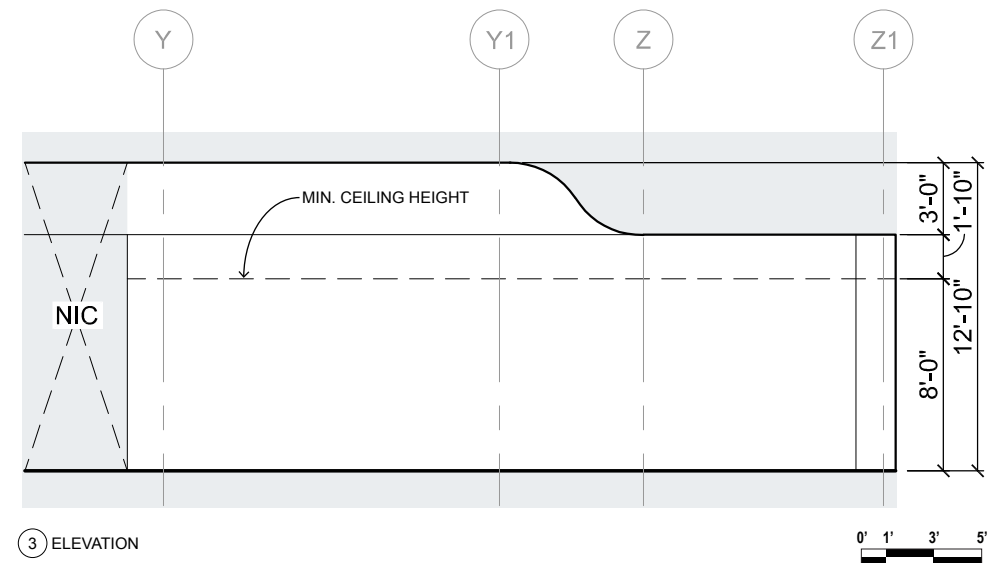
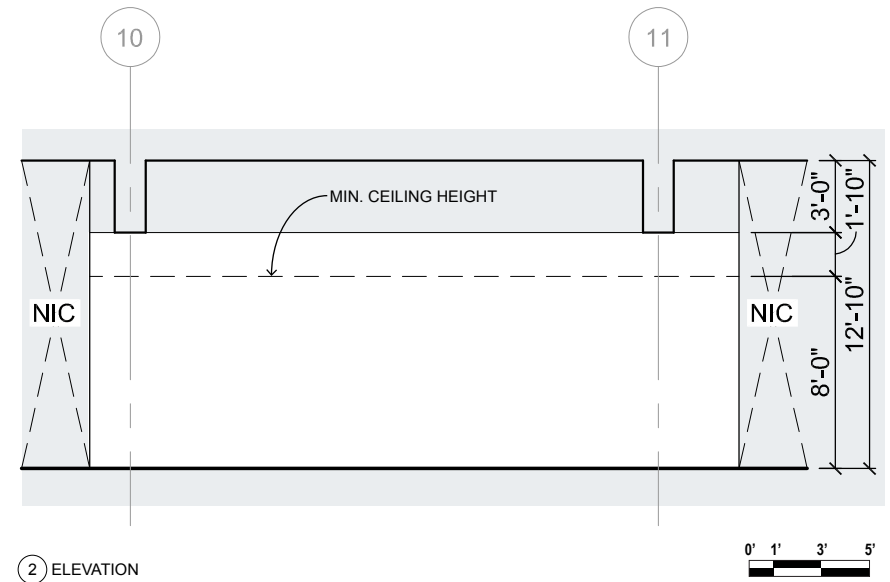
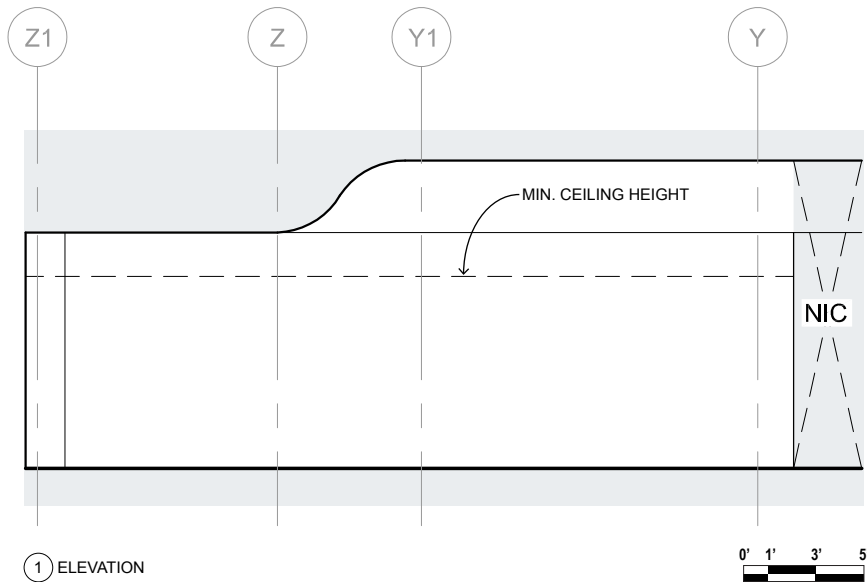


8.5 SPACE T1-FB-G9
ELEVATIONS

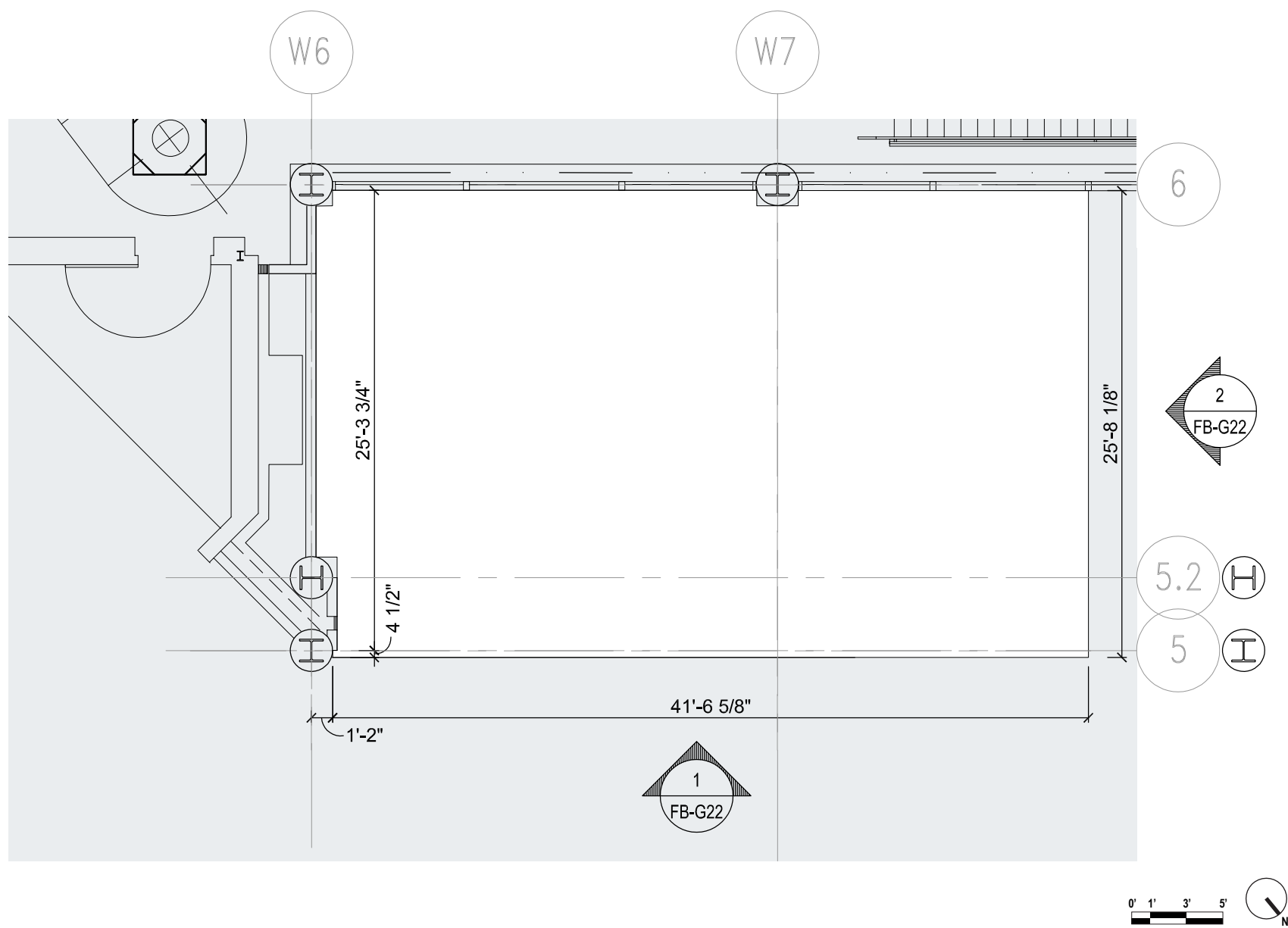


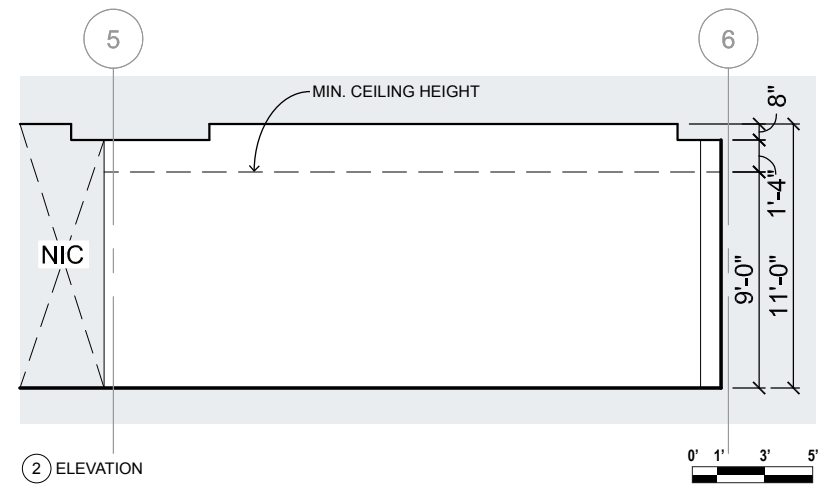
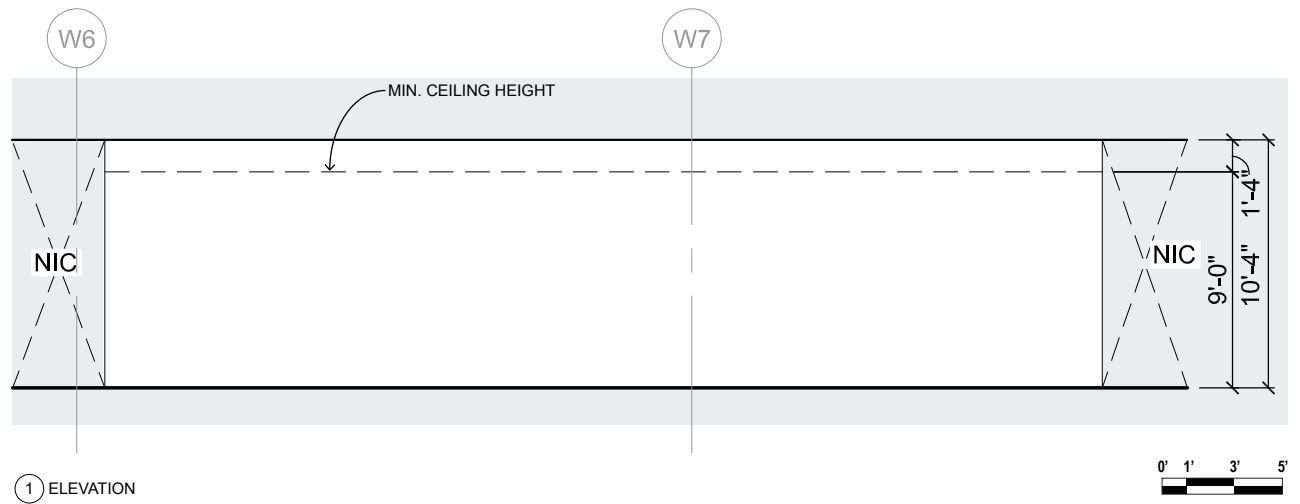
8.6 SPACE T1-FB-G9A
ENLARGED PLAN | AREA = 853 SF



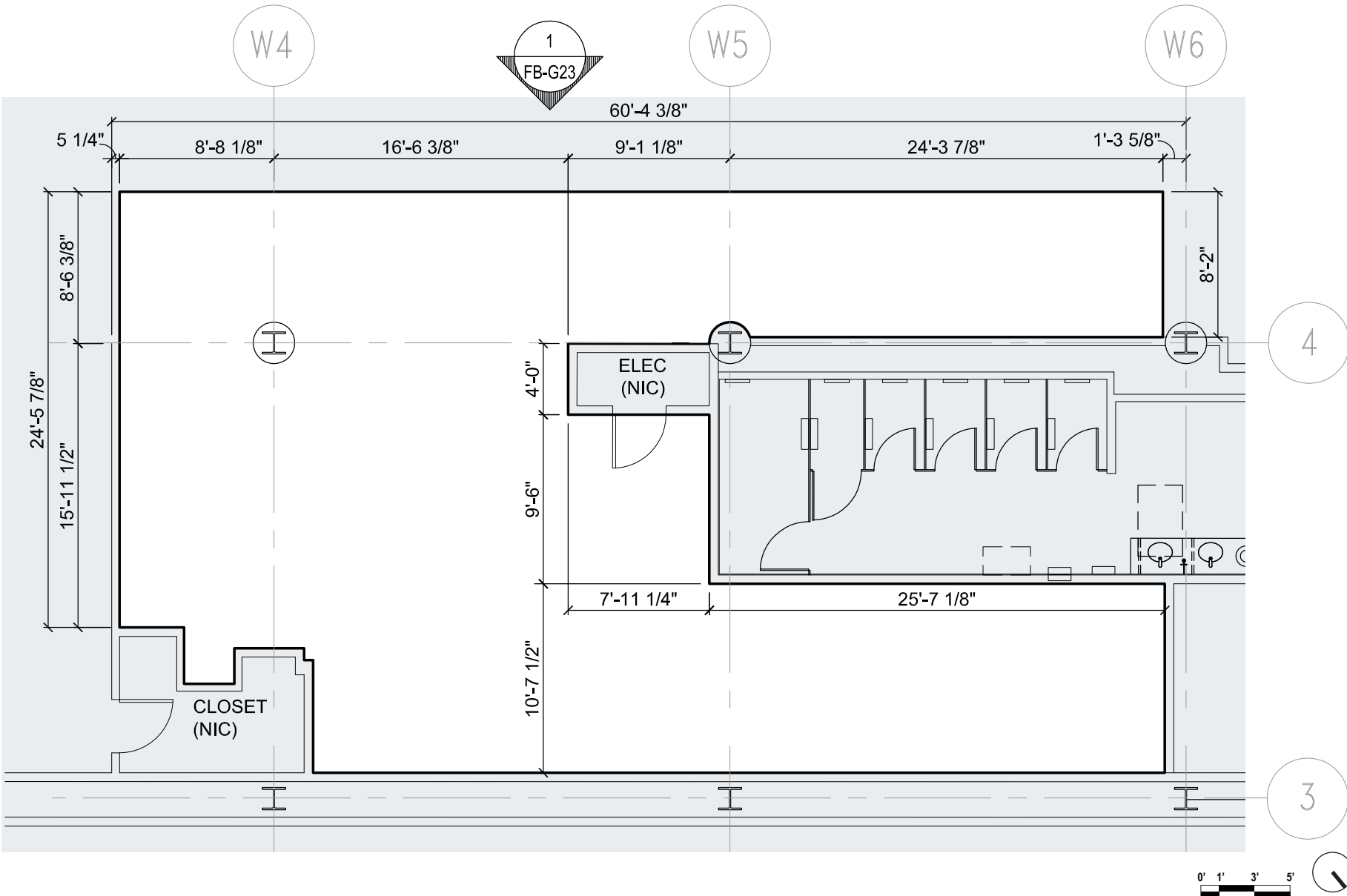
8.6 SPACE T1-FB-G9A
ELEVATIONS

8.7 SPACE T2-FB-G22
ENLARGED PLAN | AREA = 1081 SF

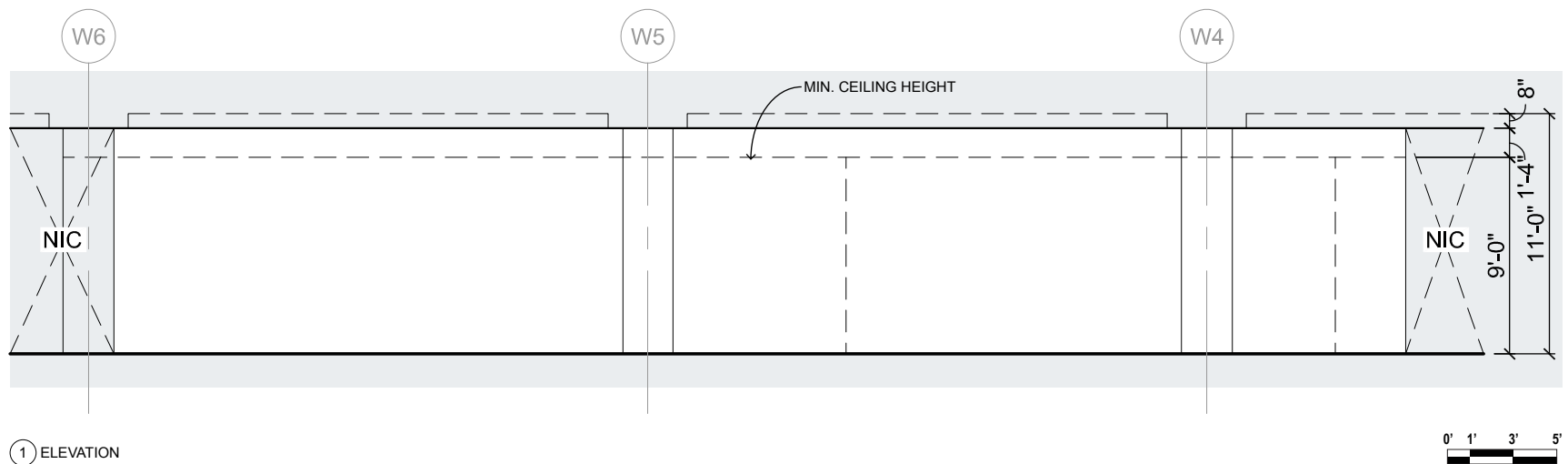


8.7 SPACE T2-FB-G22
ELEVATION

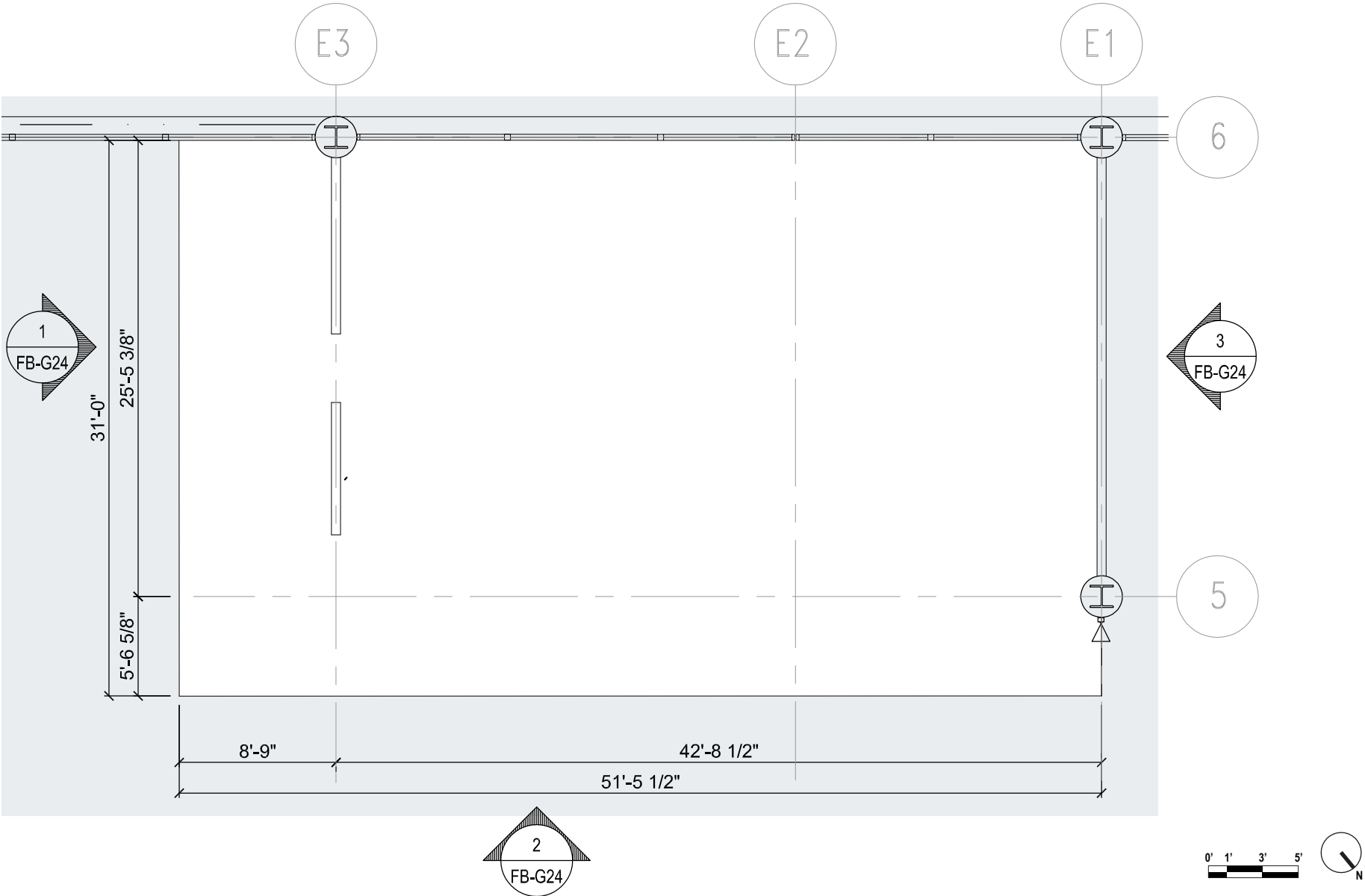
8.8 SPACE T2-FB-G23
ENLARGED PLAN | AREA = 1455 SF



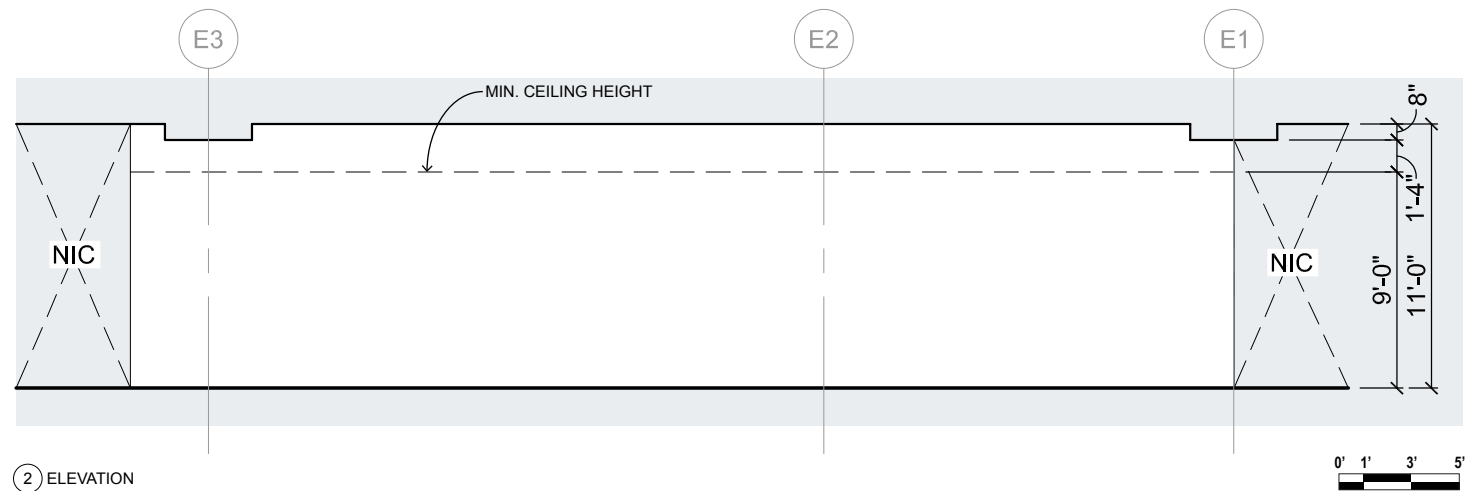
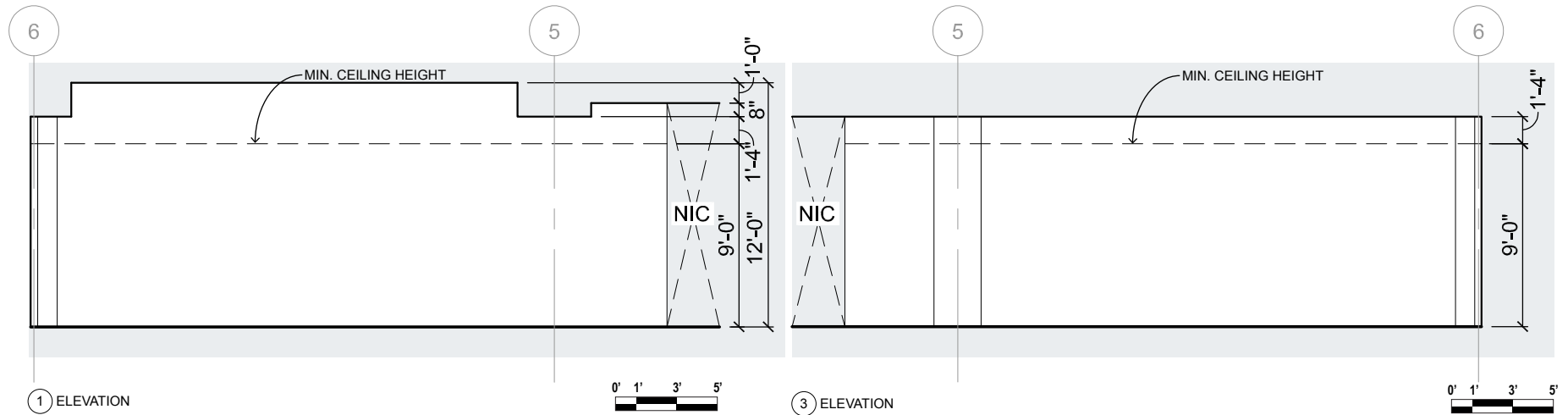
8.8 SPACE T2-FB-G23
ELEVATION



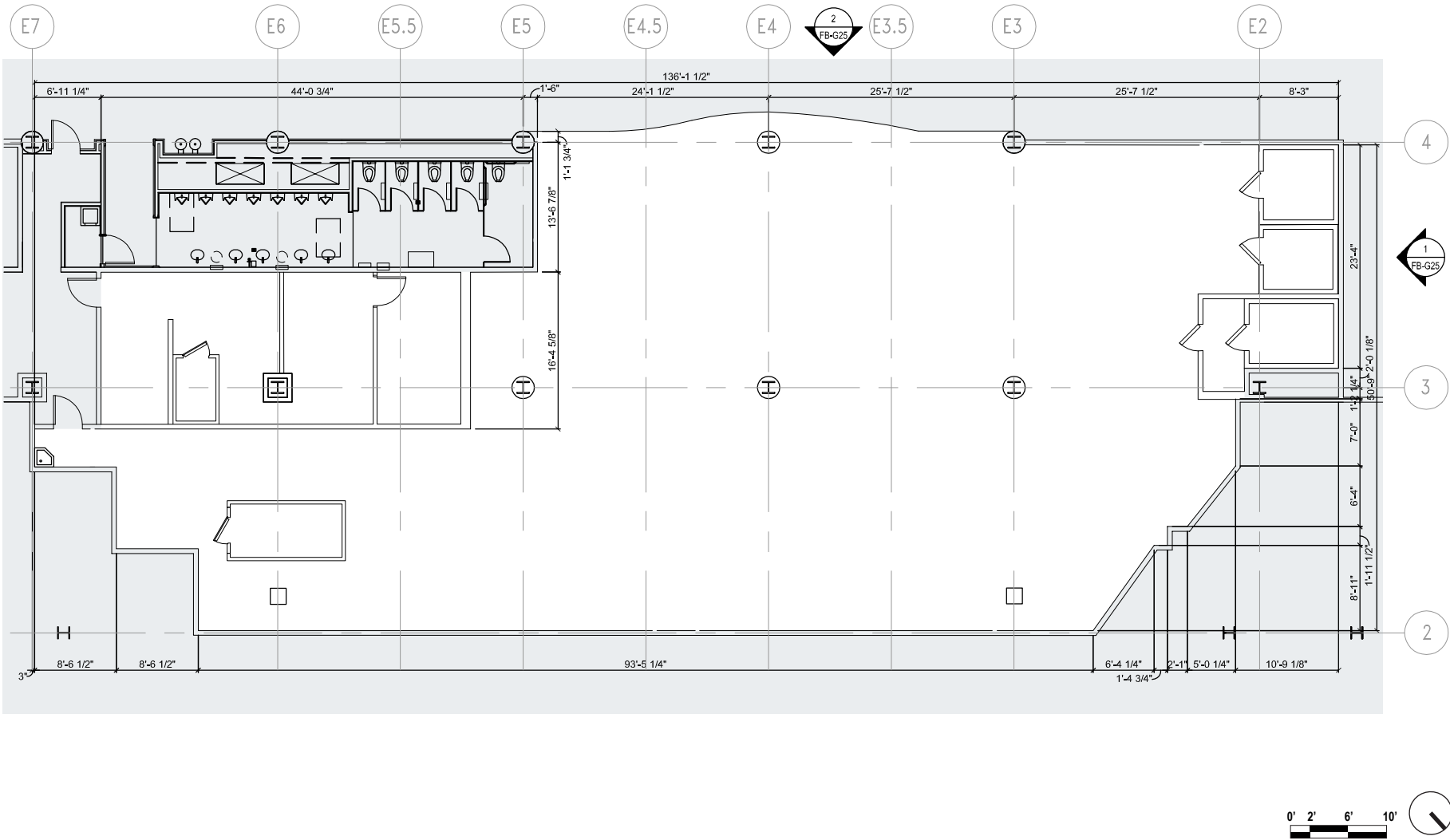
8.9 SPACE T2-FB-G24
ENLARGED PLAN | AREA = 1583 SF

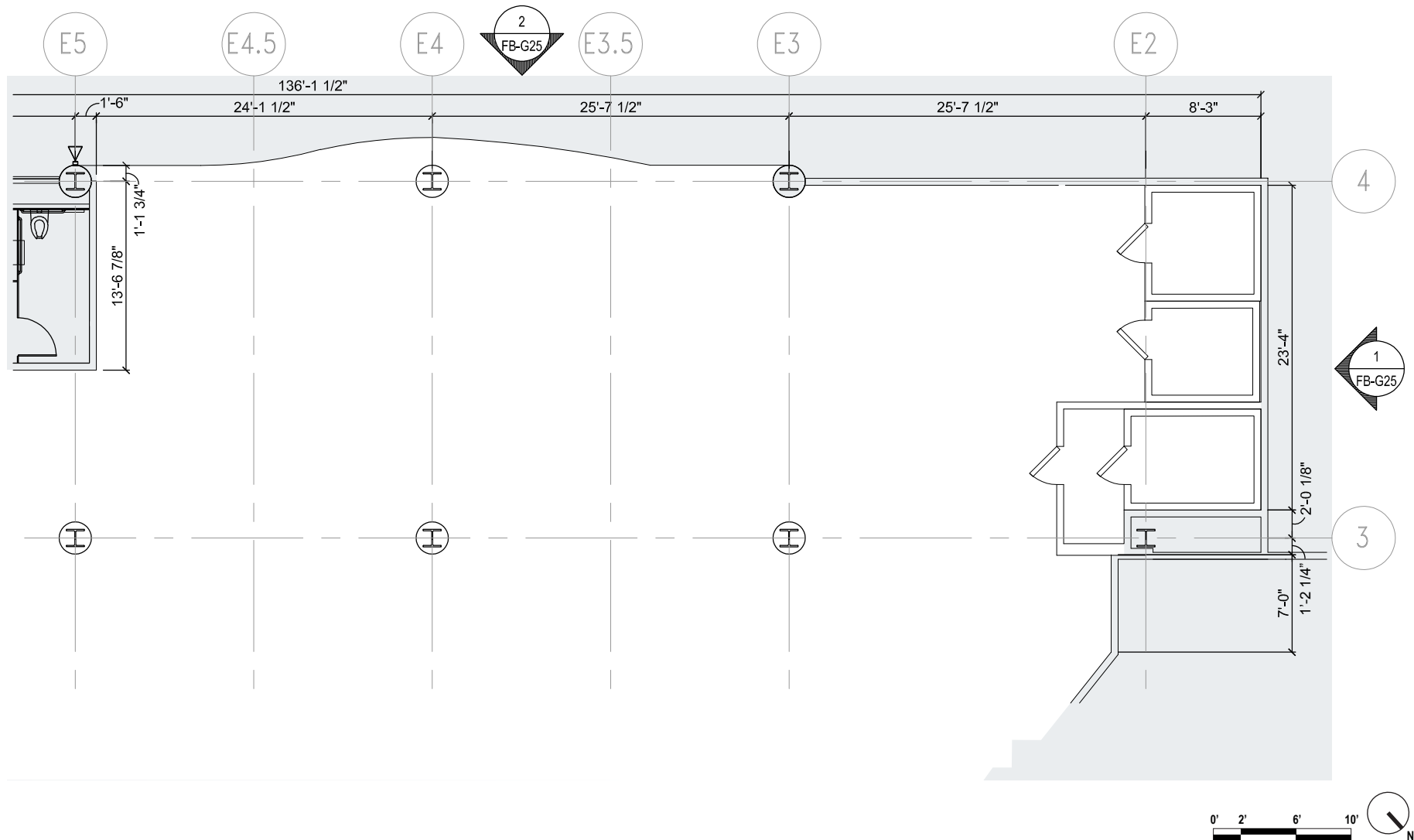


8.9 SPACE T2-FB-G24
ELEVATIONS

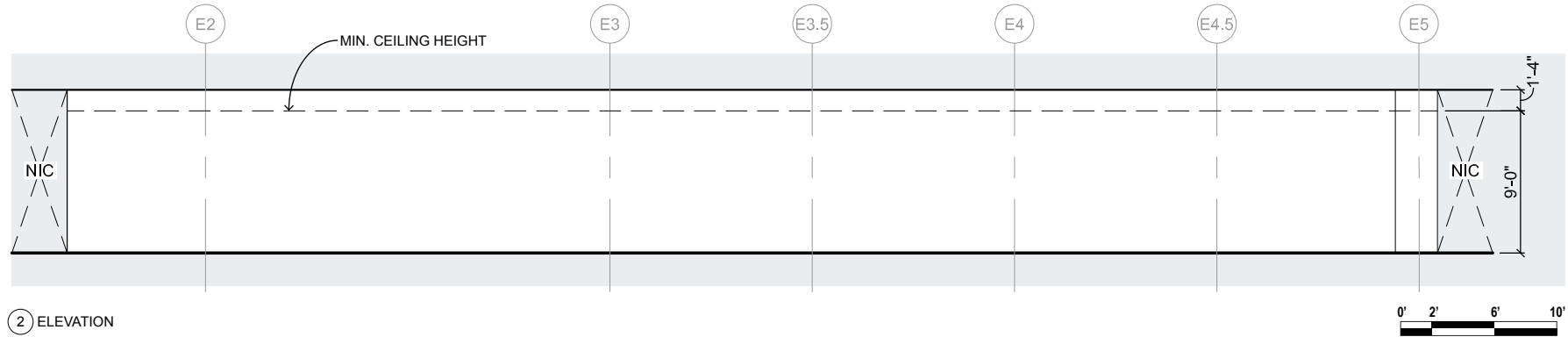
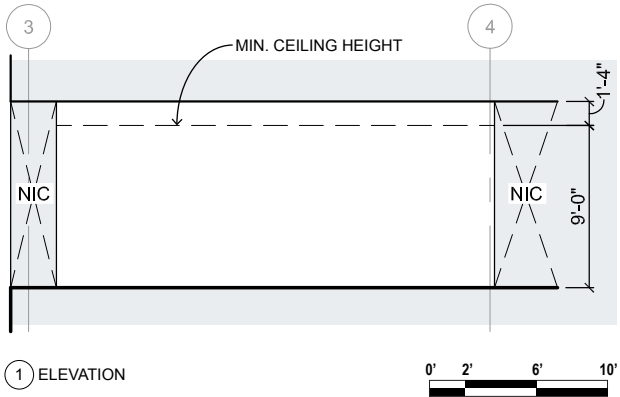


8.10 SPACE T2-FB-G25
OVERALL PLAN | AREA = 5553 SF



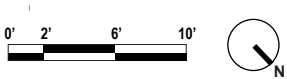
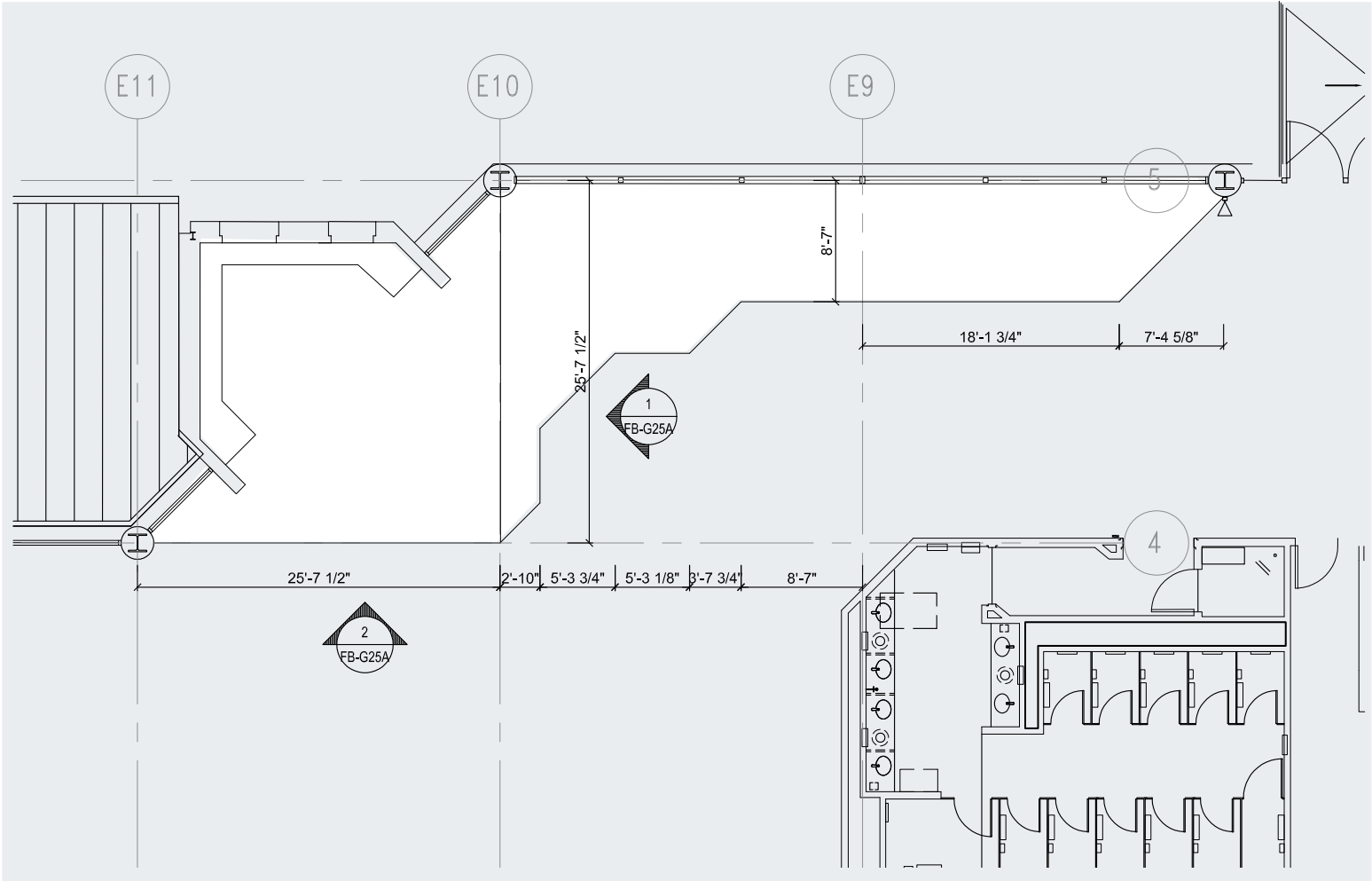
8.10 SPACE T2-FB-G25
ENLARGED PLAN (FOH)

8.10 SPACE T2-FB-G25
ELEVATIONS

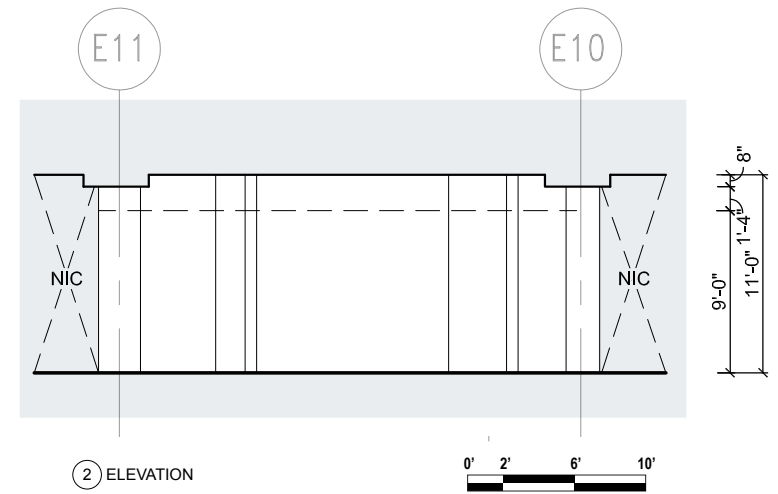
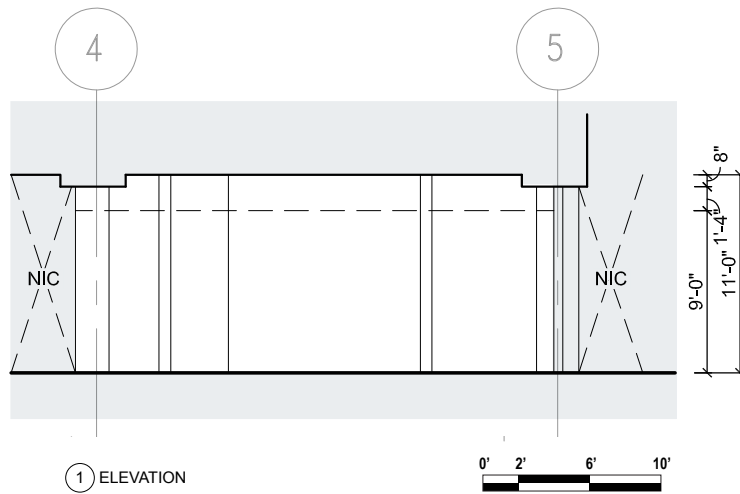


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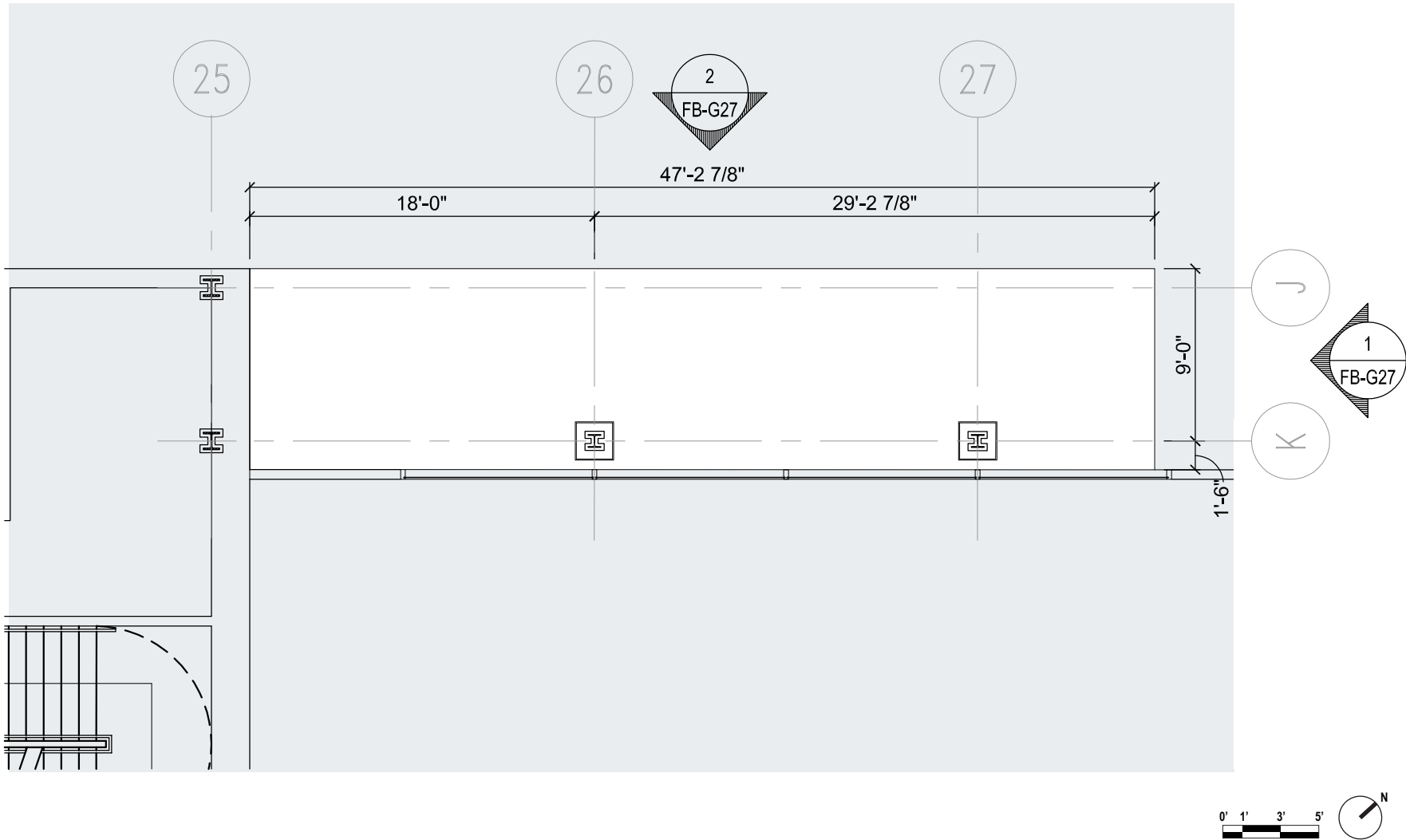
8.11 SPACE T2-FB-G25A
OVERALL PLAN | AREA = 963 SF



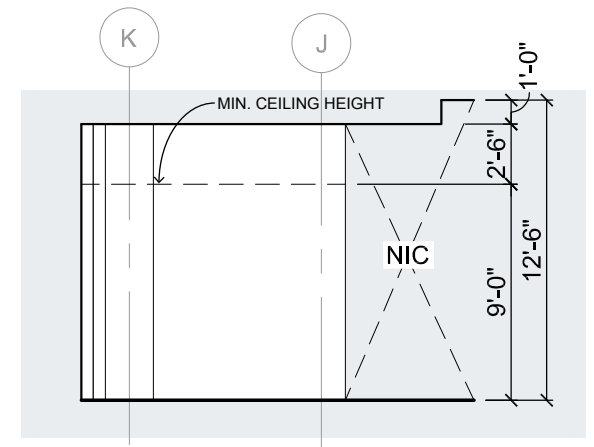
8.11 SPACE T2-FB-G25A
ELEVATIONS



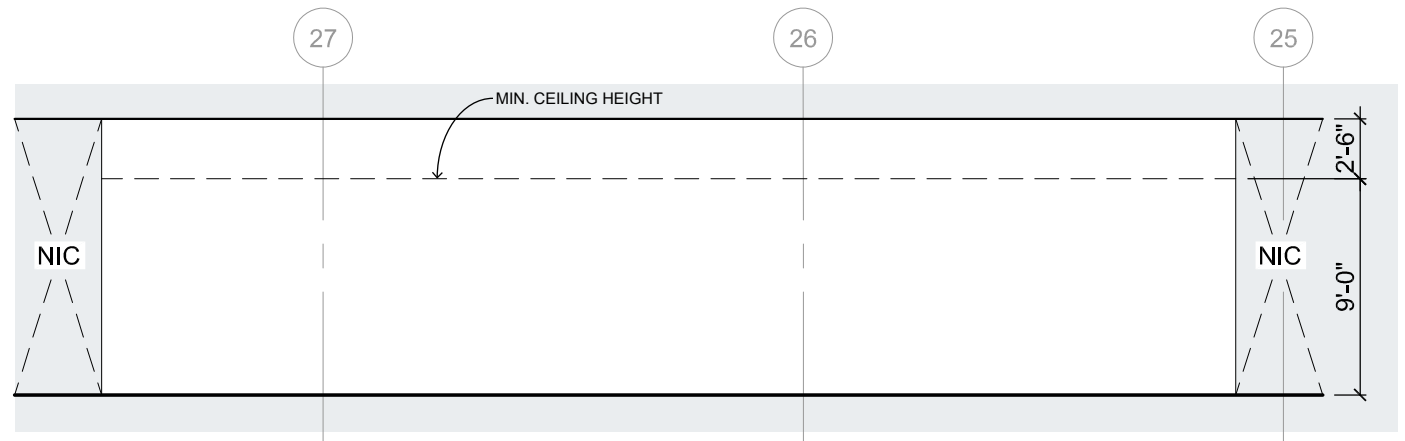
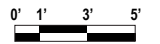
8.12 SPACE T2-FB-G27
OVERALL PLAN | AREA = 495 SF



8.12 SPACE T2-FB-G27
ELEVATIONS



① ELEVATION

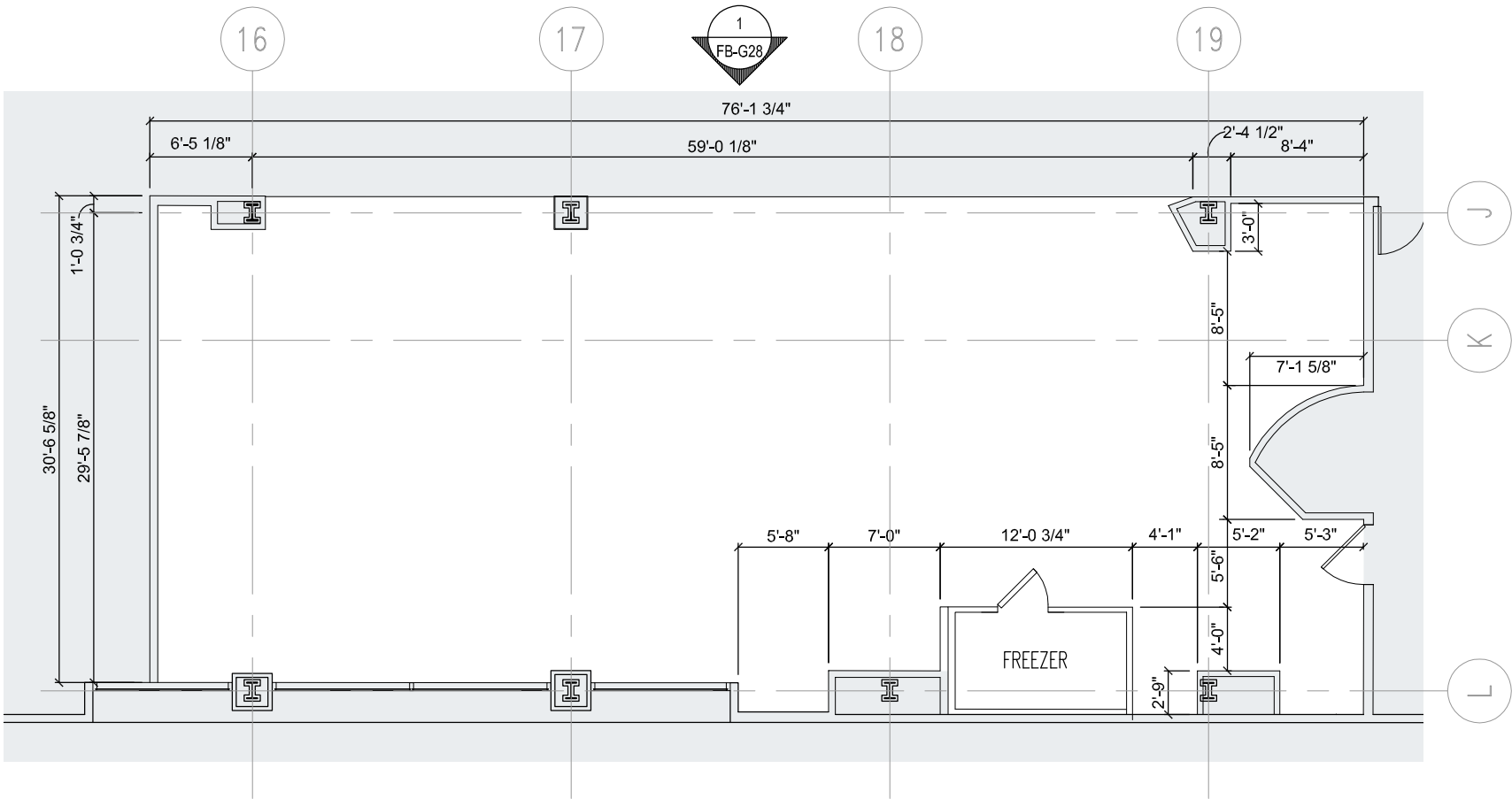


② ELEVATION

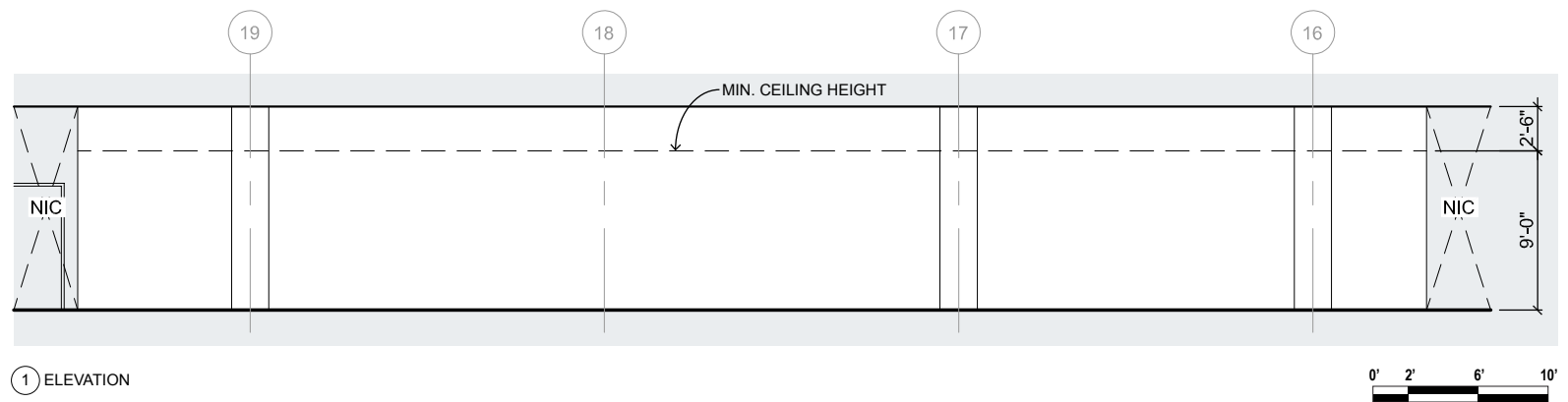


8.13 SPACE T2-FB-G28

OVERALL PLAN | AREA = 2279 SF

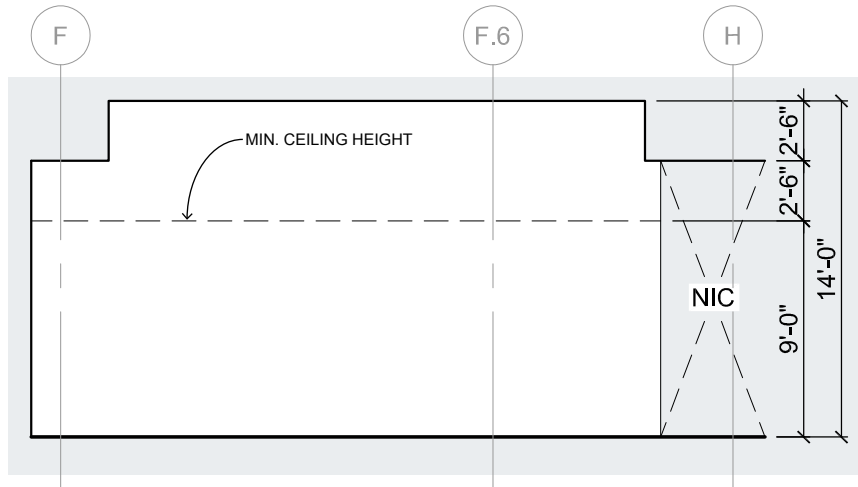


8.13 SPACE T2-FB-G28
ELEVATION

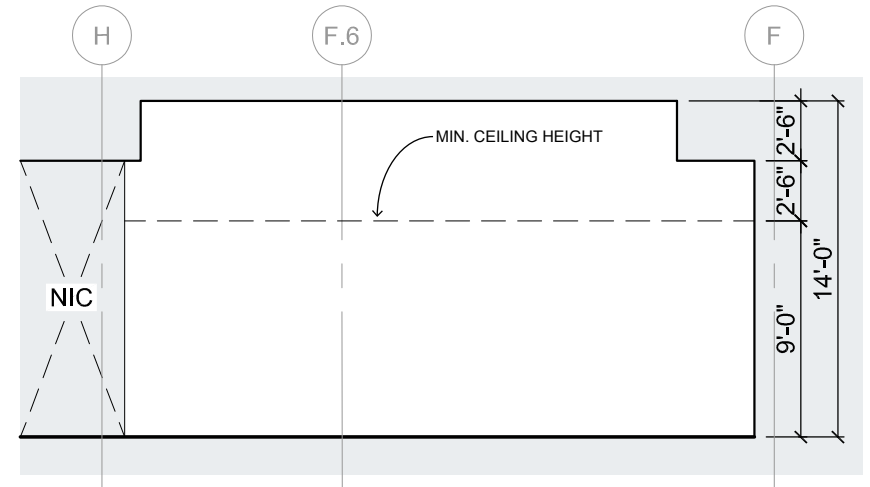
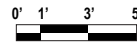




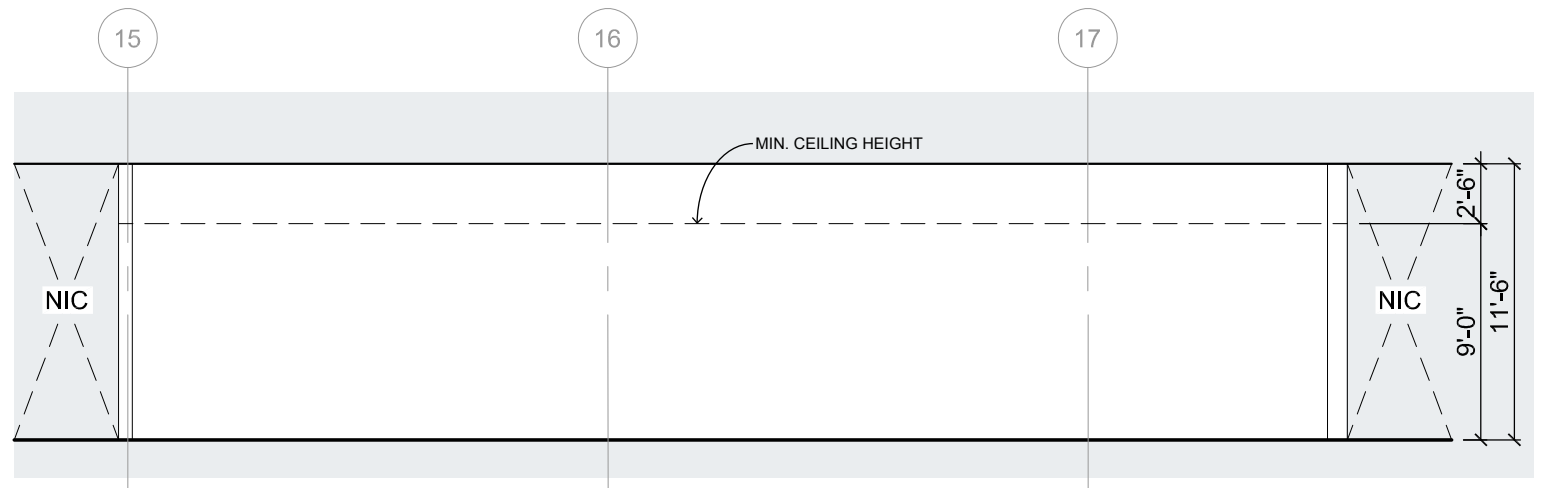
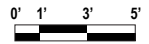
8.14 SPACE T2-FB-G29
ELEVATIONS



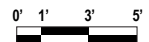
① ELEVATION



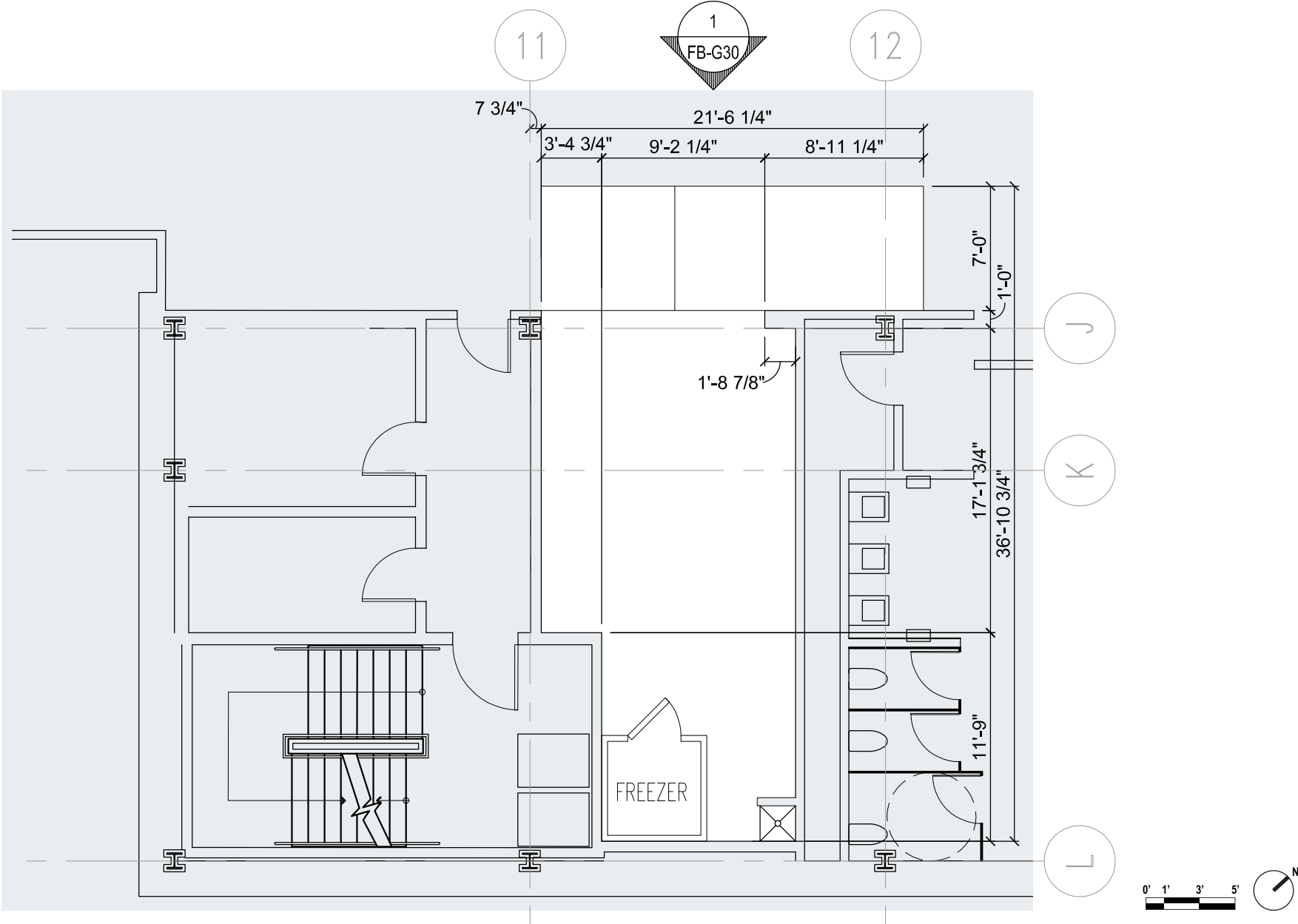
③ ELEVATION



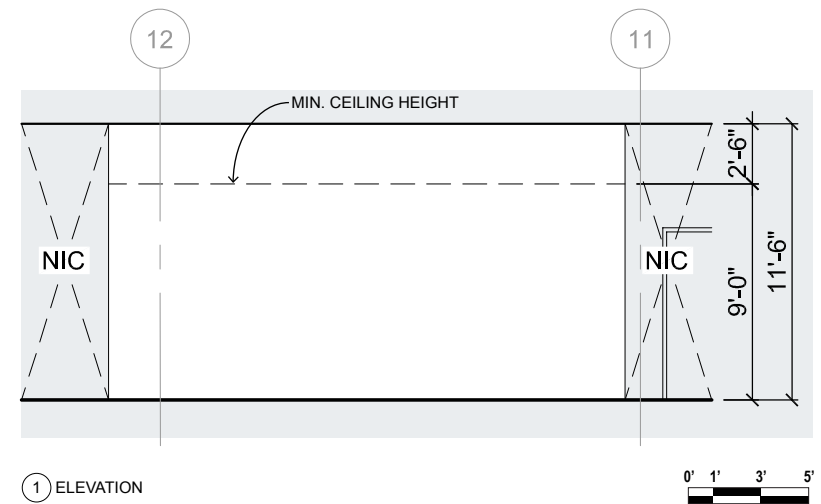
② ELEVATION



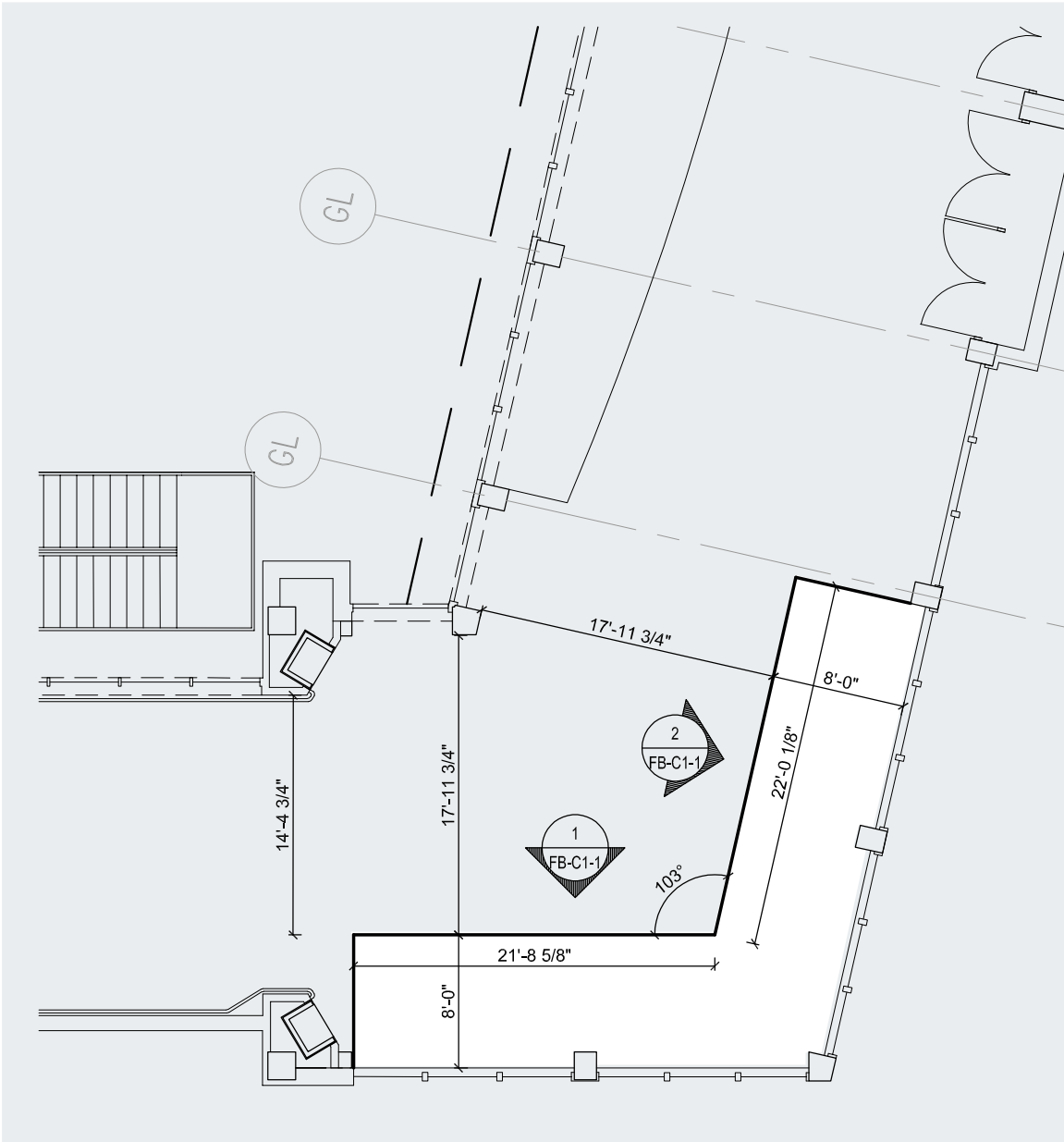
8.15 SPACE T2-FB-G30
OVERALL PLAN | AREA = 537 SF



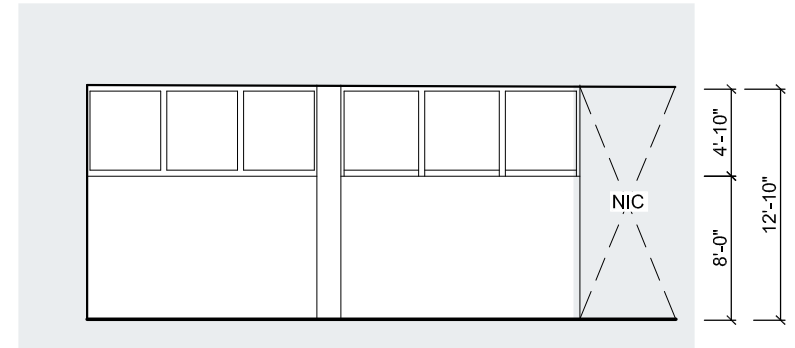
8.15 SPACE T2-FB-G30
ELEVATION



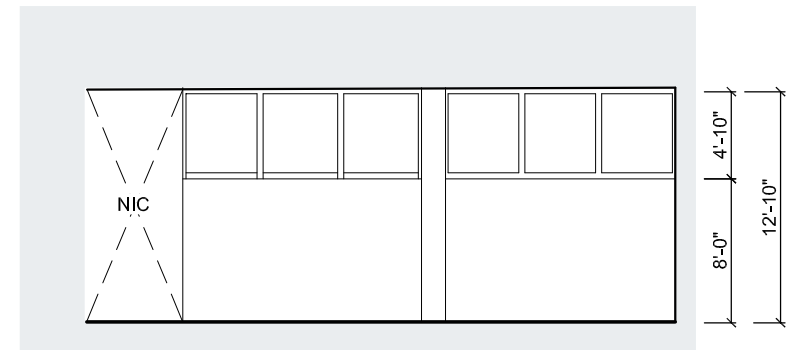
8.16 SPACE T1-FB-C1-1
OVERALL PLAN | AREA = 430 SF



8.16 SPACE T1-FB-C1-1
ELEVATIONS

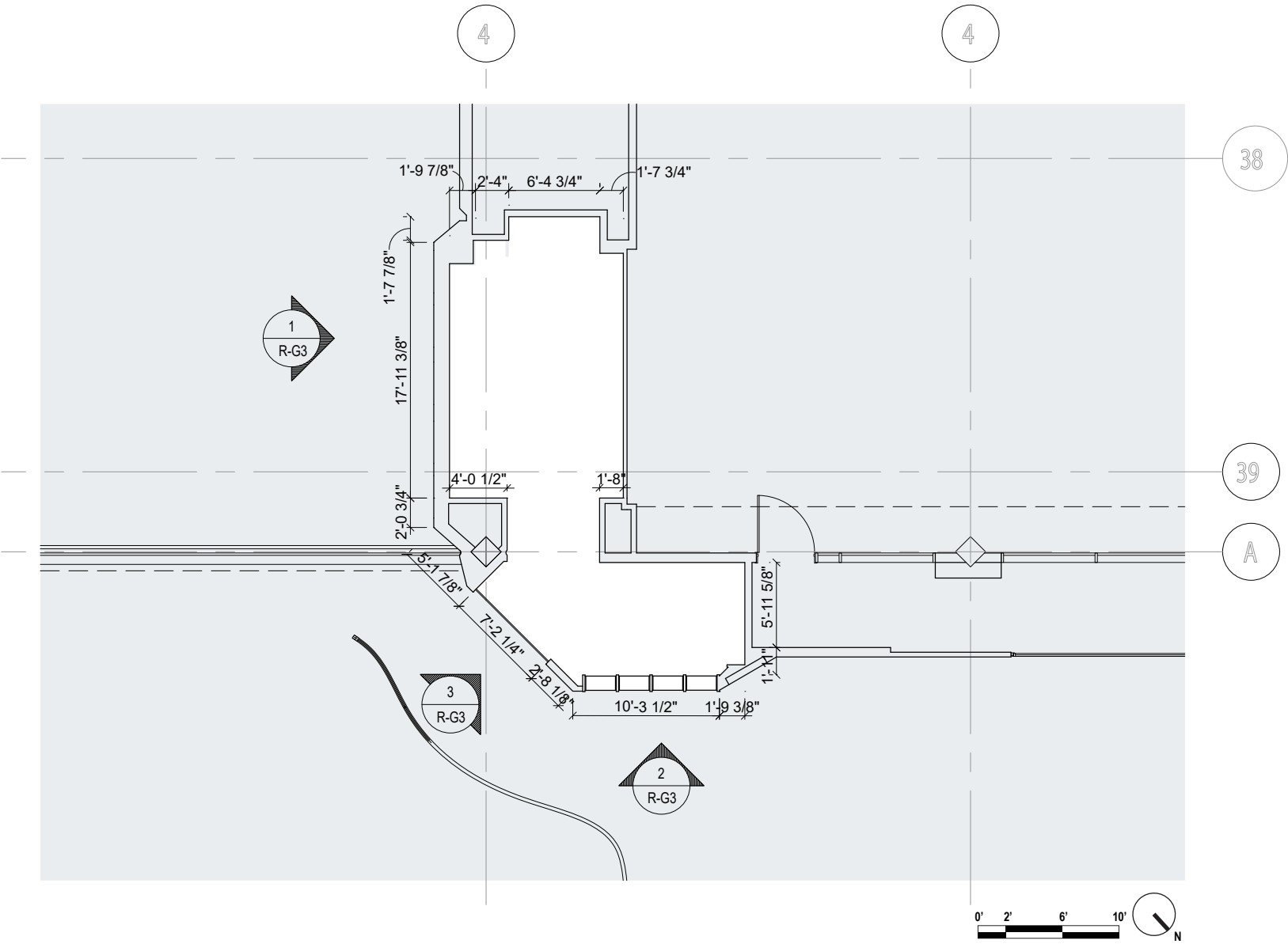


① ELEVATION

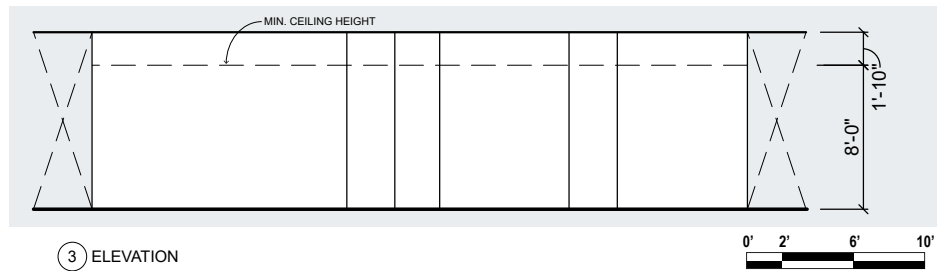
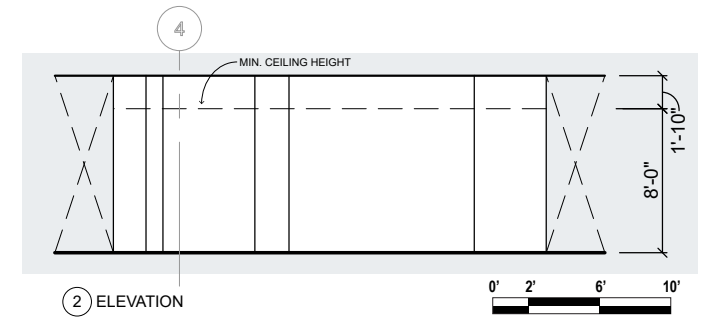
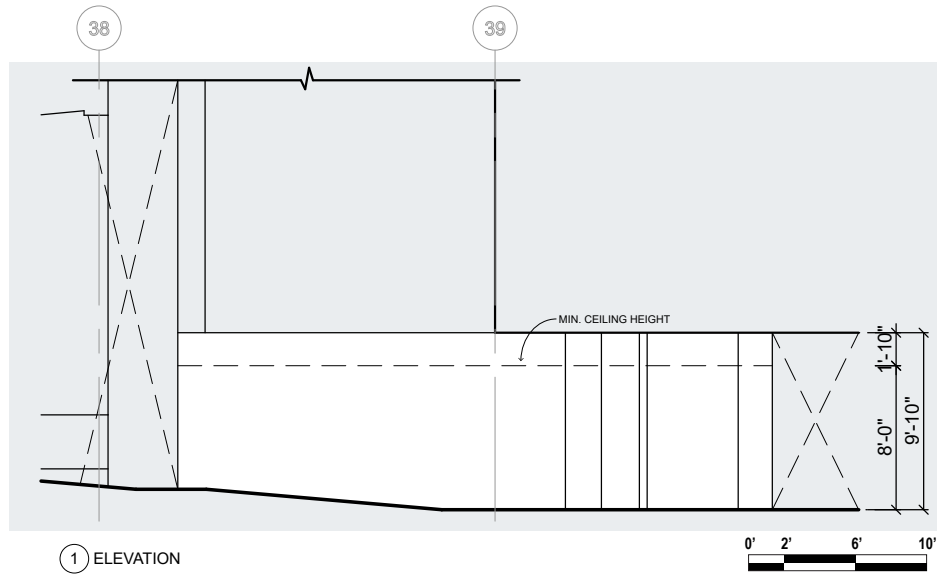


② ELEVATION

8.17 SPACE T1-R-G1
OVERALL PLAN | AREA = 384 SF



8.17 SPACE T1-R-G1
ELEVATIONS

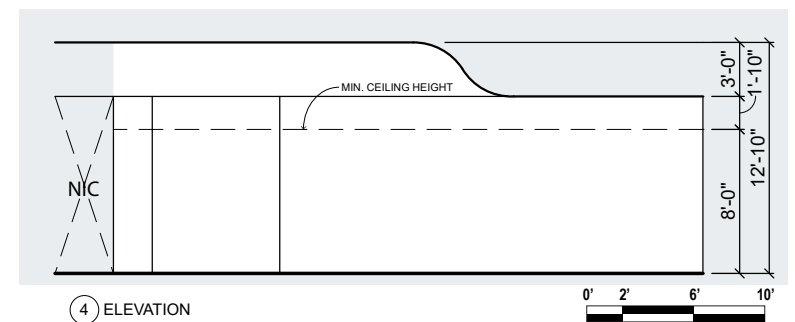
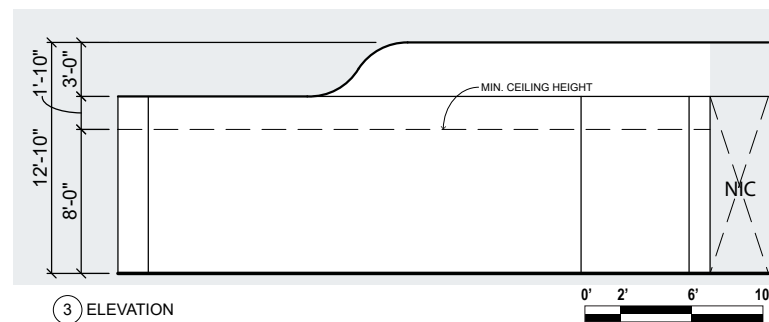
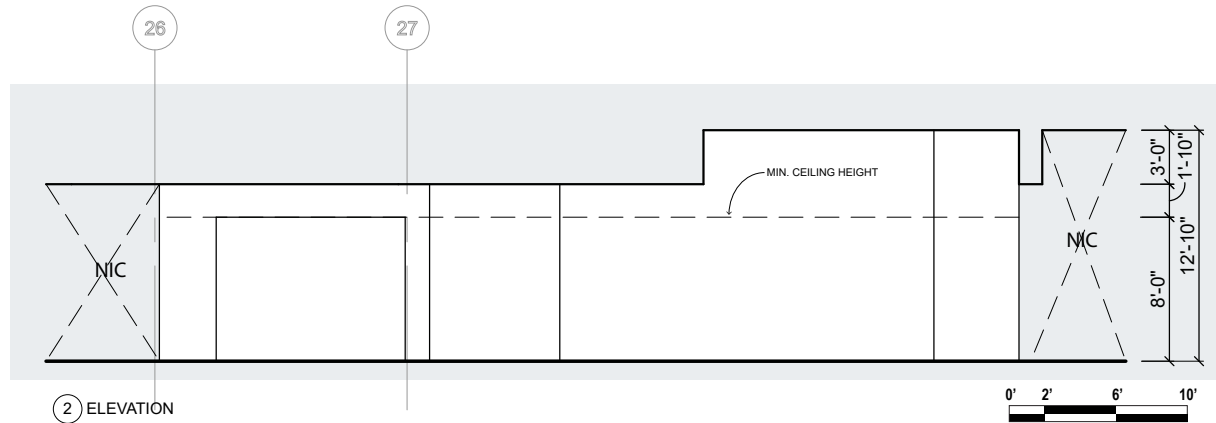
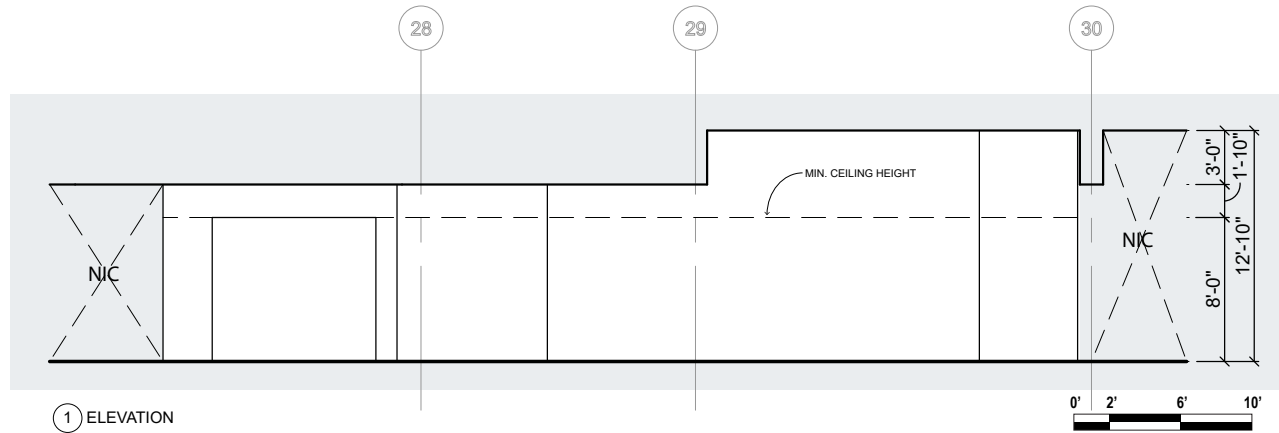


8.18 SPACE T1-R-G5

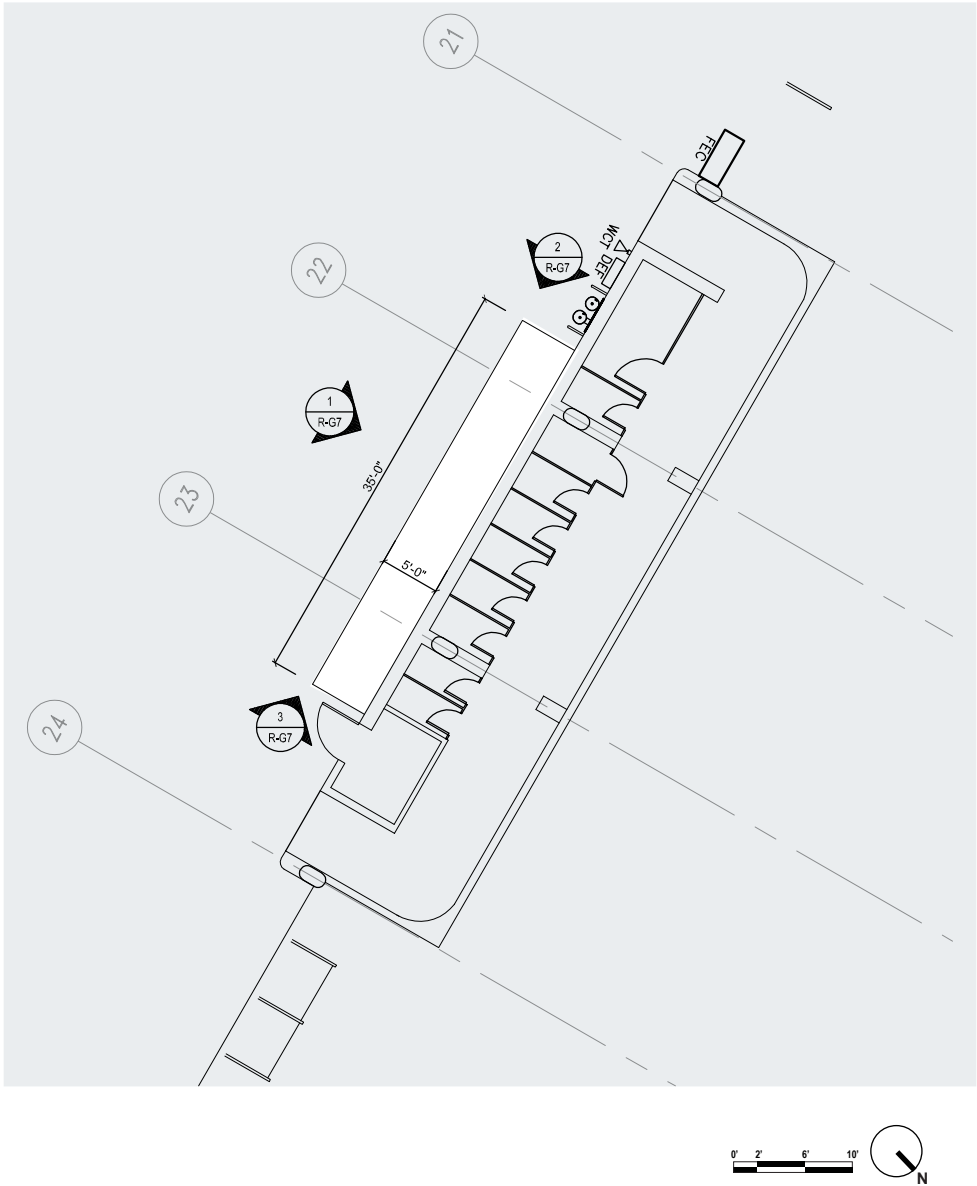
OVERALL PLAN



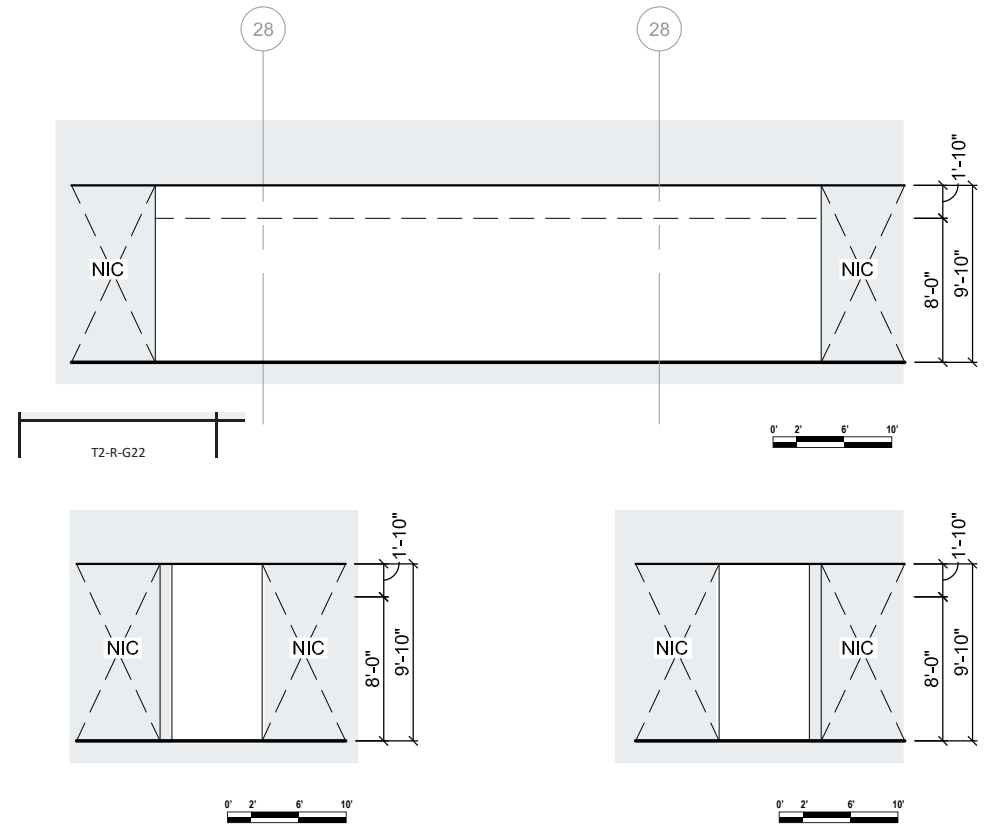
8.18 SPACE T1-R-G5
ELEVATIONS



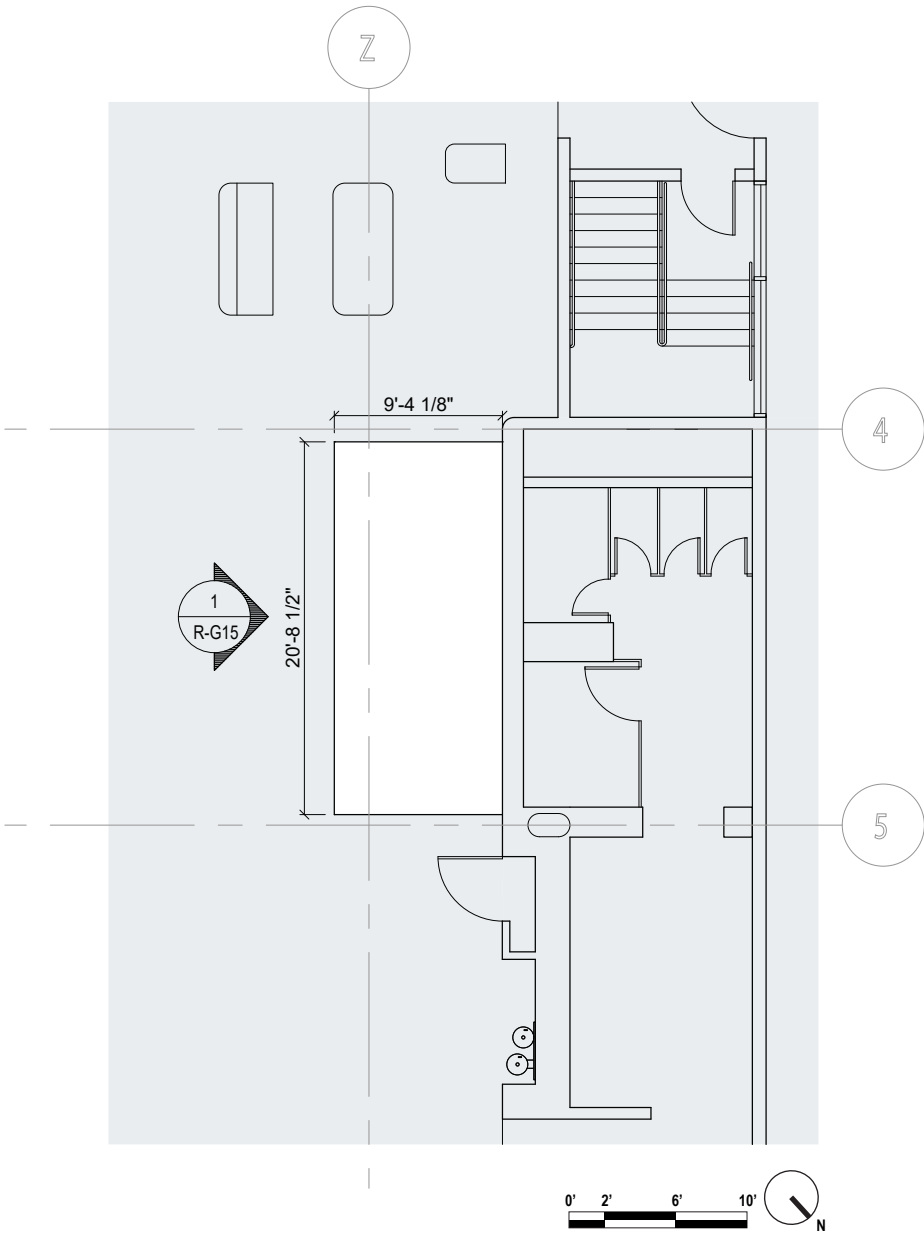
8.19 SPACE T1-R-G7
OVERALL PLAN | AREA = 175 SF



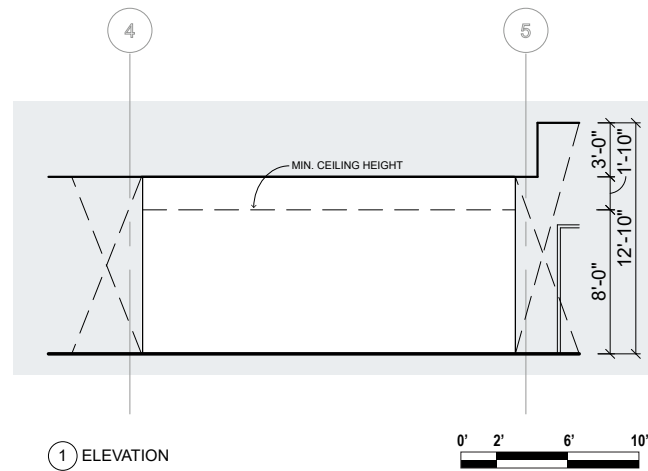
8.19 SPACE T1-R-G7
ELEVATIONS



8.20 SPACE T1-R-G15
OVERALL PLAN | AREA = 193 SF

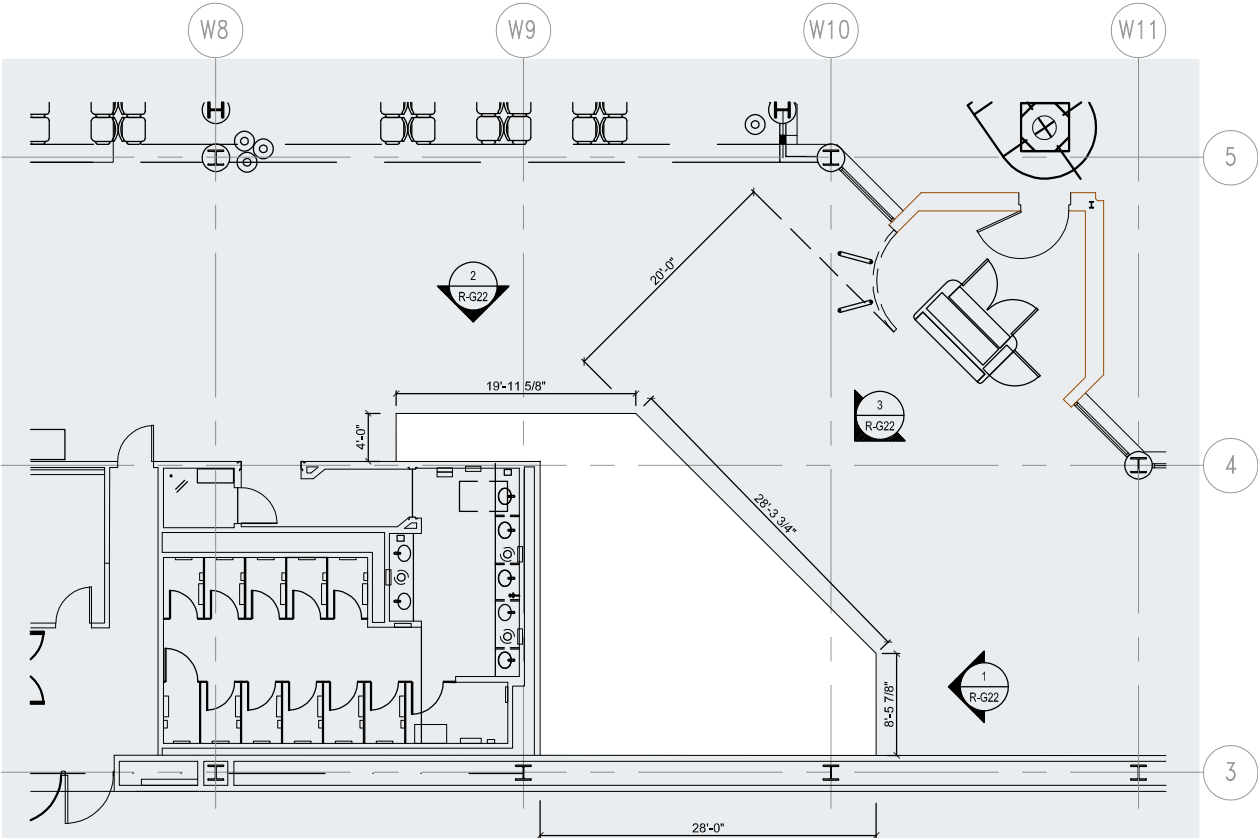


8.20 SPACE T1-R-G15
ELEVATION

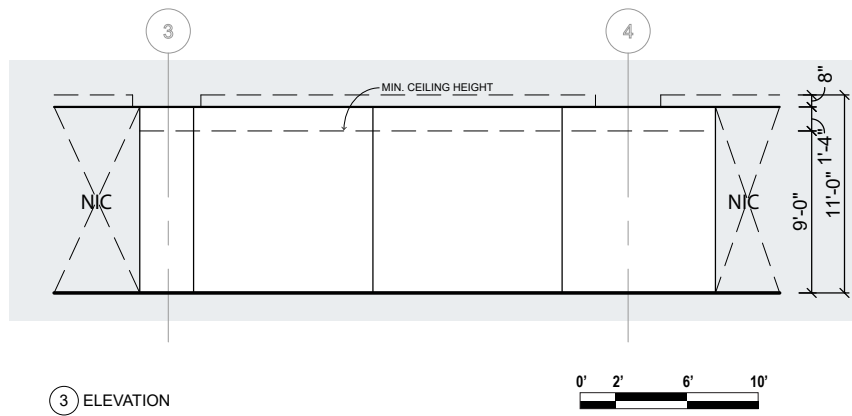
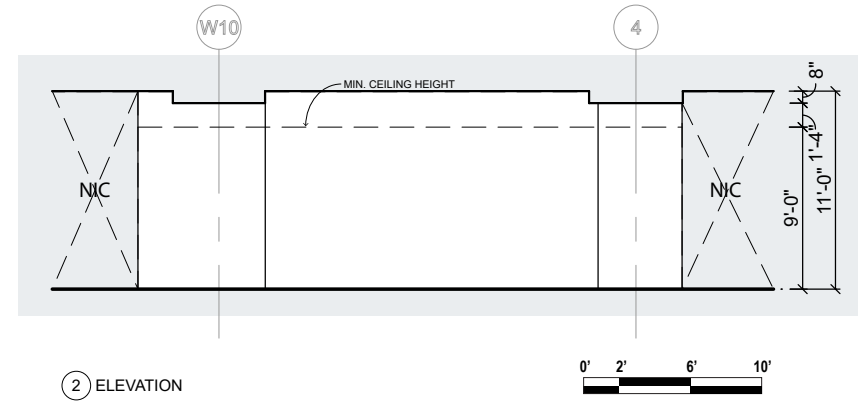
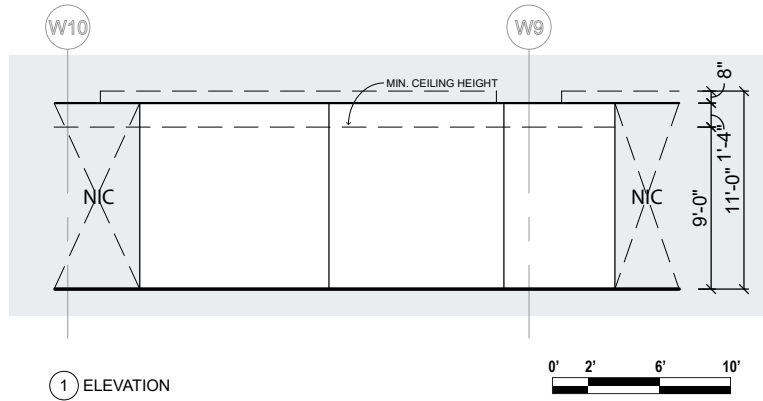


08 POST-SECURITY EXHIBITS

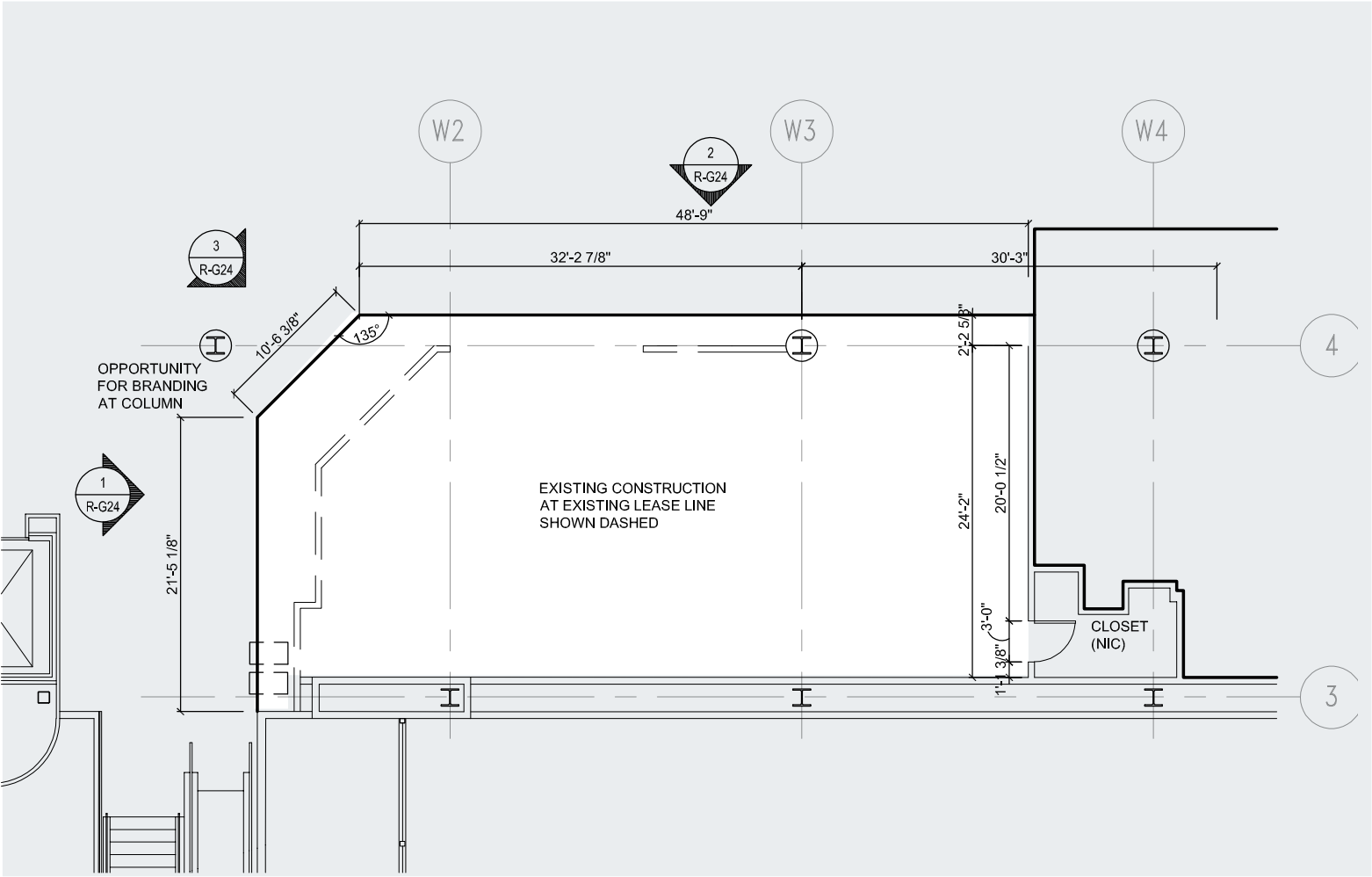
8.21 SPACE T2-R-G22
OVERALL PLAN | AREA = 645 SF



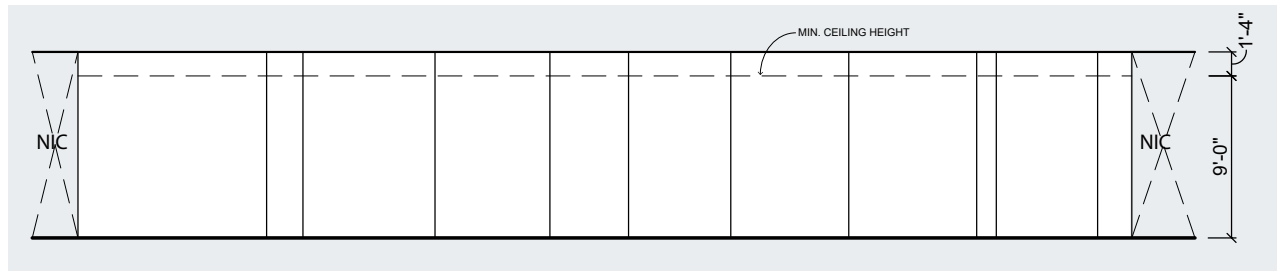
8.21 SPACE T2-R-G22
ELEVATIONS



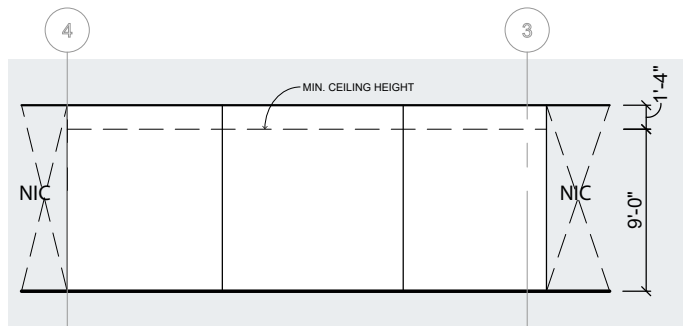
8.22 SPACE T2-R-G24
OVERALL PLAN | AREA = 1483 SF



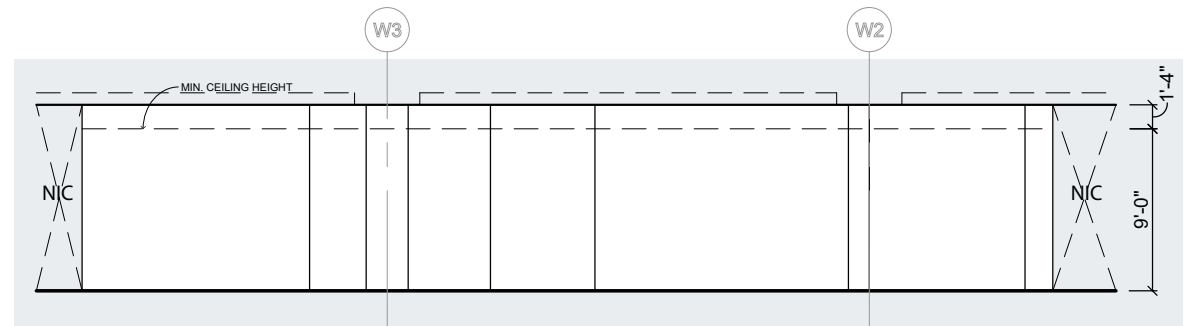
8.22 SPACE T2-R-G24
ELEVATIONS



① ELEVATION

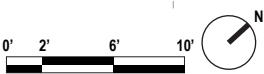
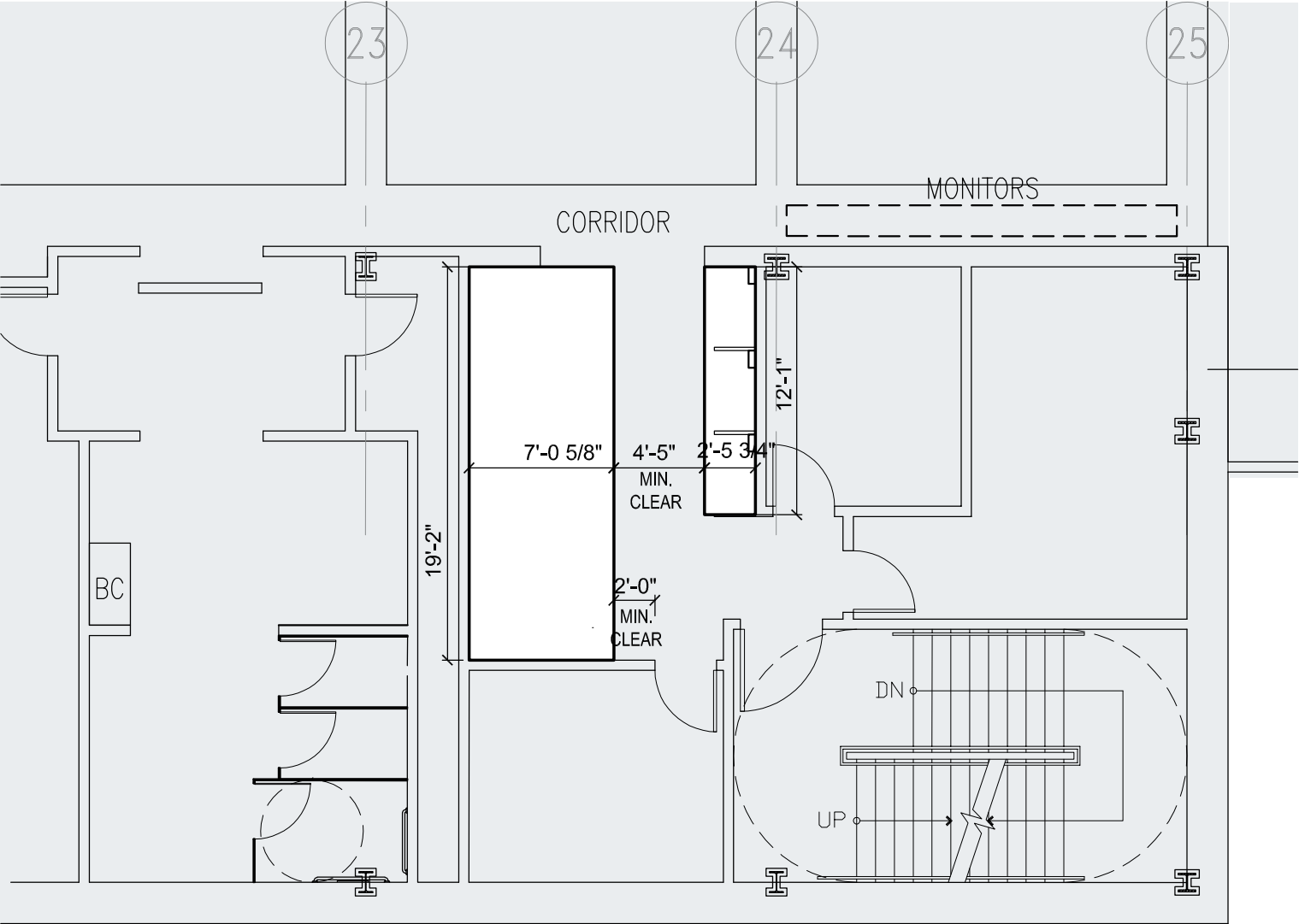


② ELEVATION



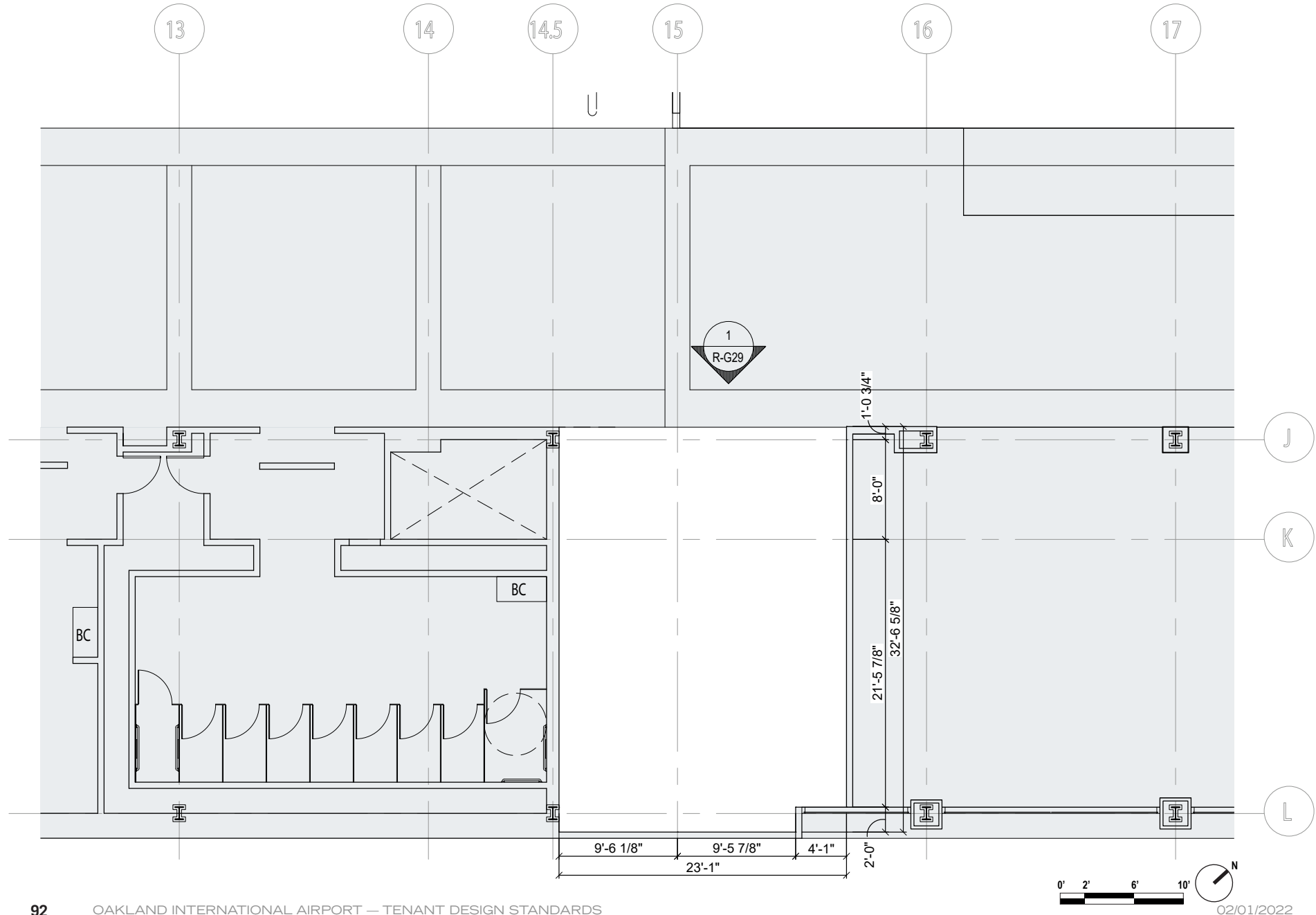
③ ELEVATION

8.23 SPACE T2-R-G27
OVERALL PLAN | AREA = 165 SF

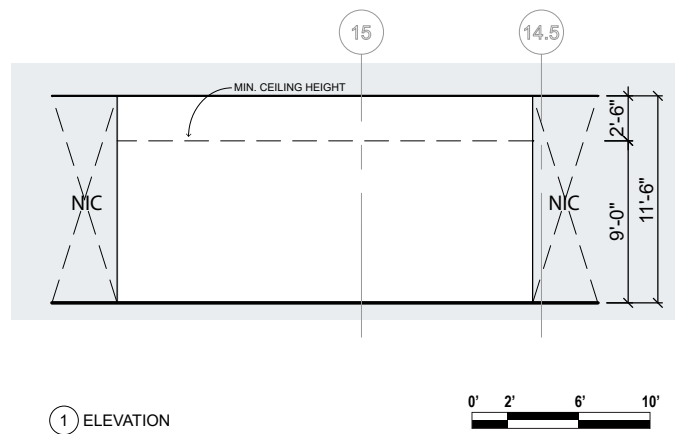


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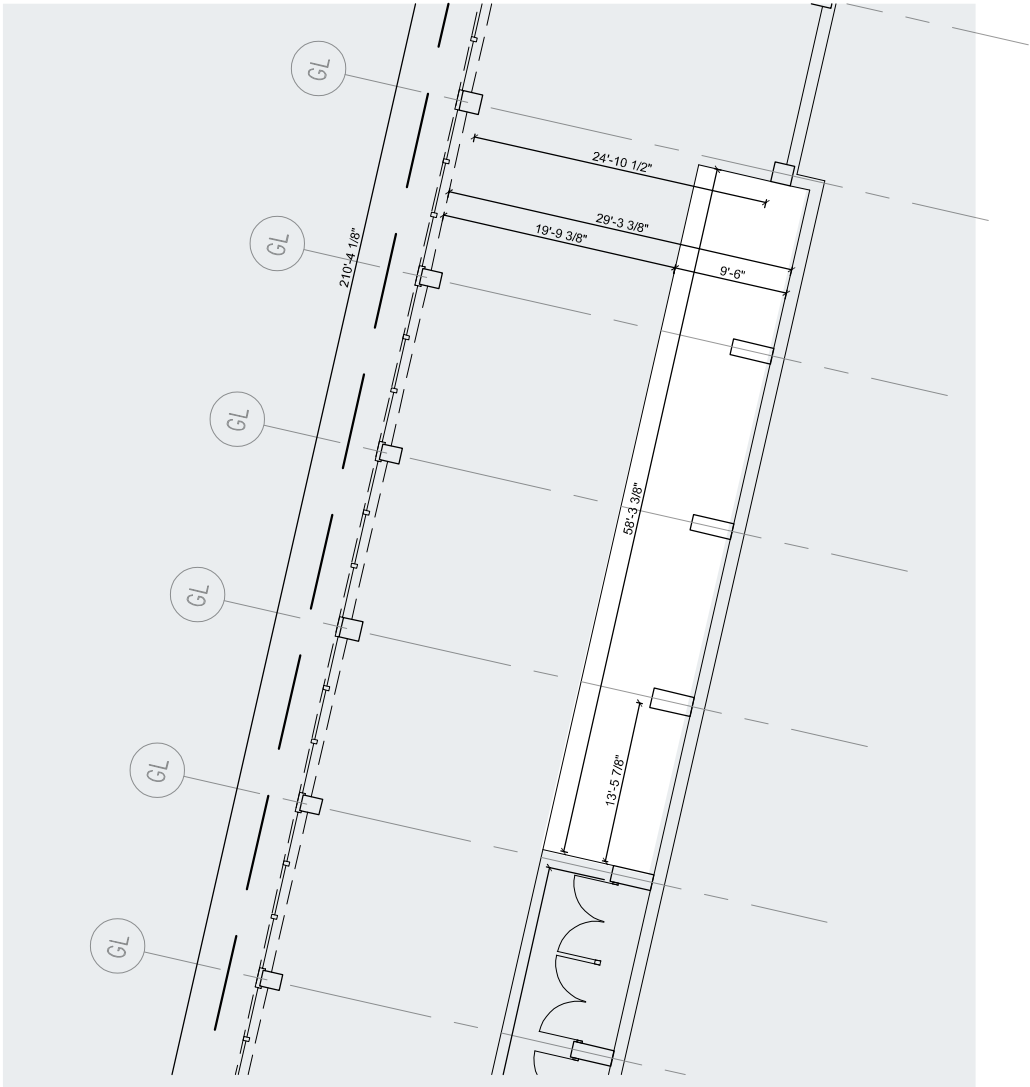
8.24 SPACE T2-R-G29
OVERALL PLAN | AREA = 742 SF



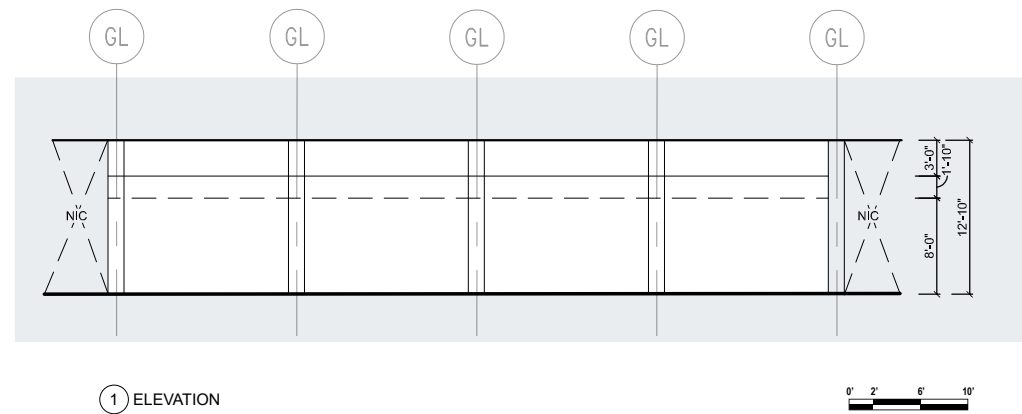
8.24 SPACE T2-R-G29
ELEVATIONS



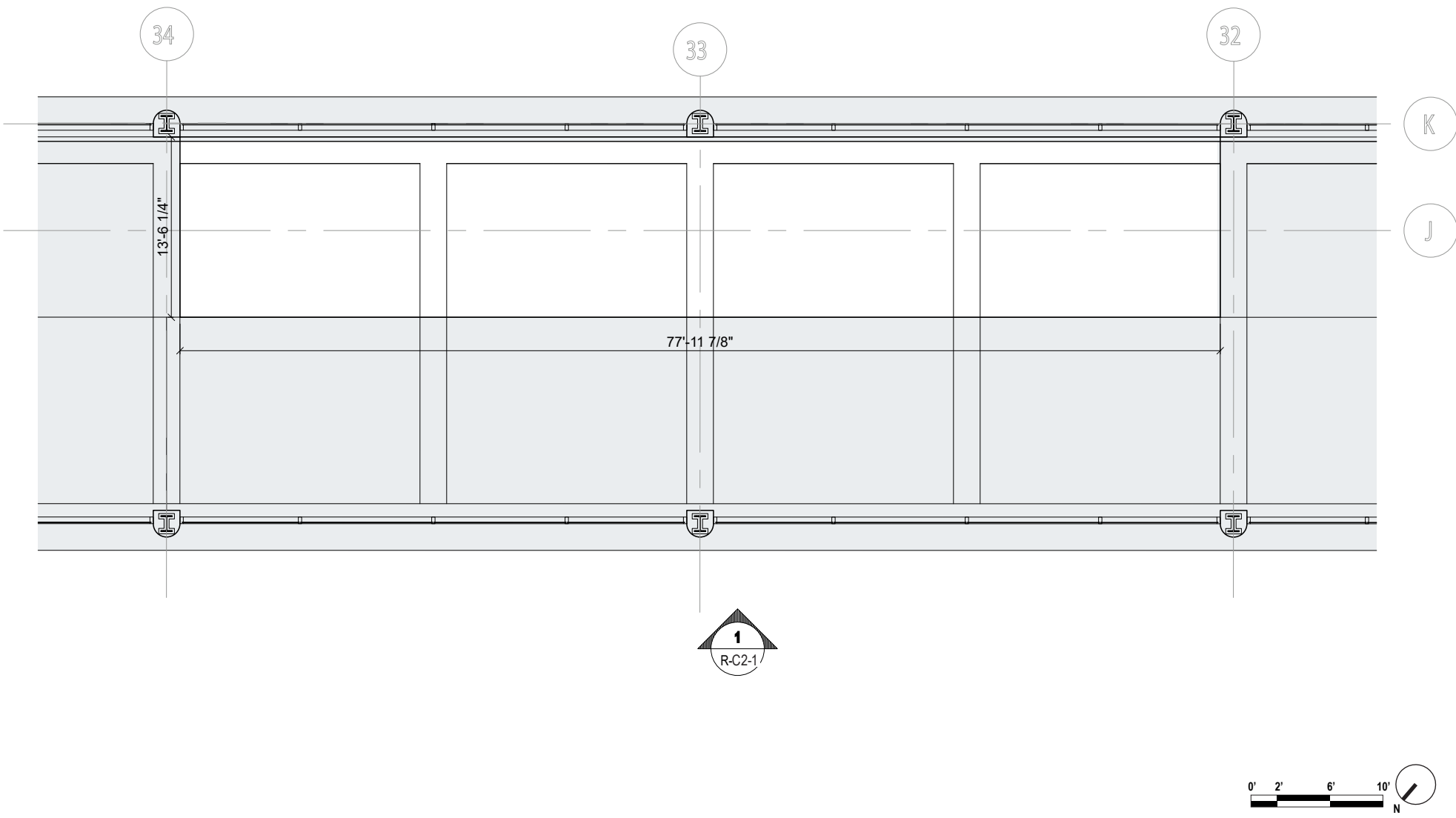
8.25 SPACE T1-R-C1-1
OVERALL PLAN | AREA = 540 SF



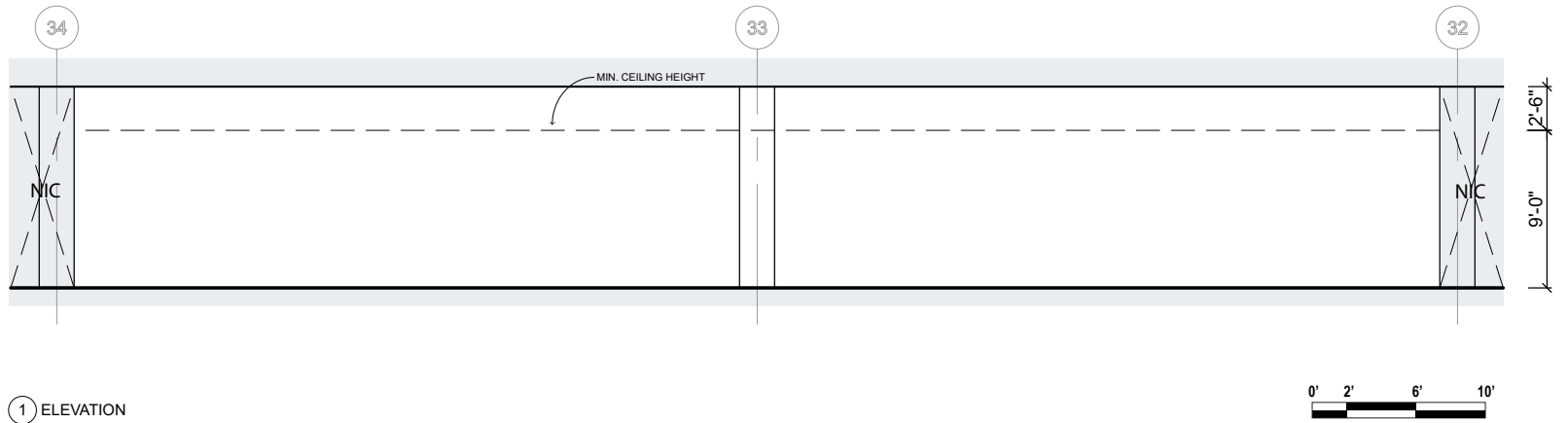
8.25 SPACE T1-R-C1-1
ELEVATIONS



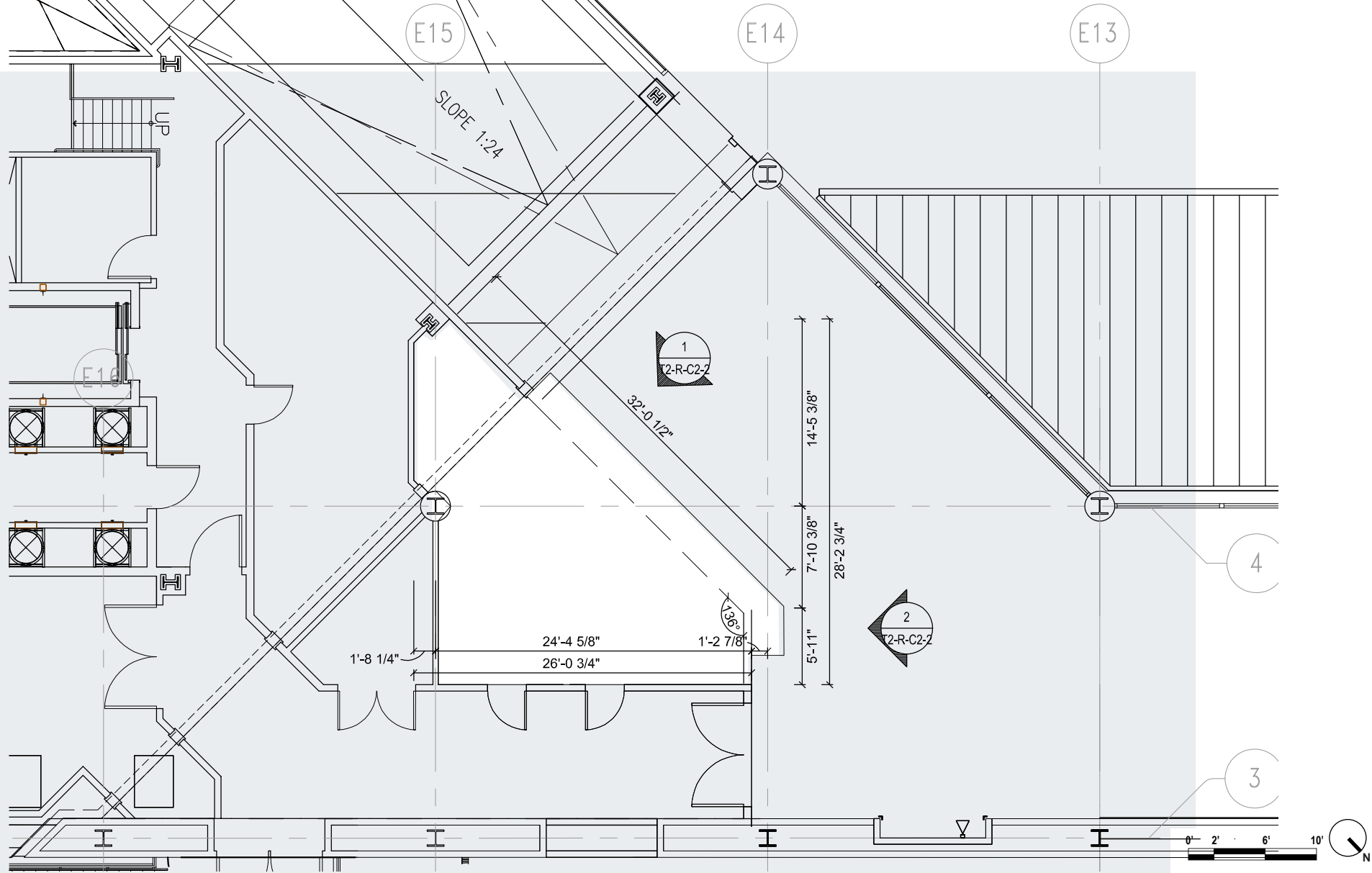
8.26 SPACE T2-R-C2-1
OVERALL PLAN | AREA = 1055 SF



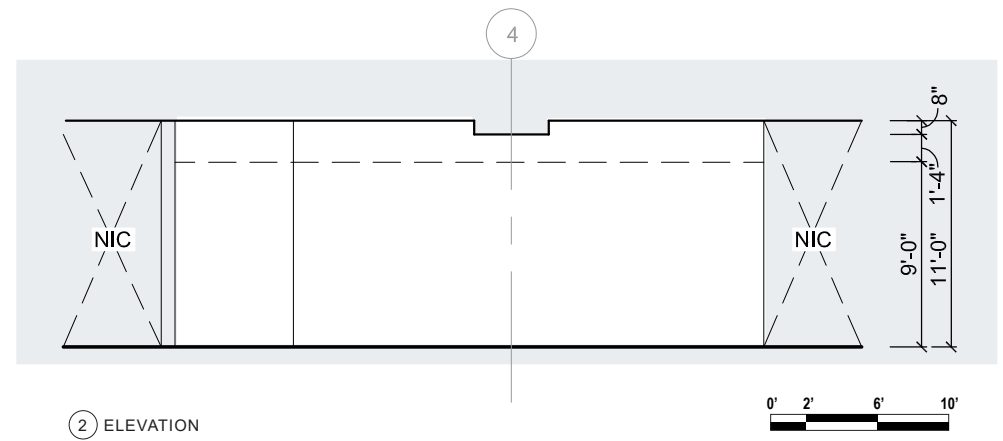
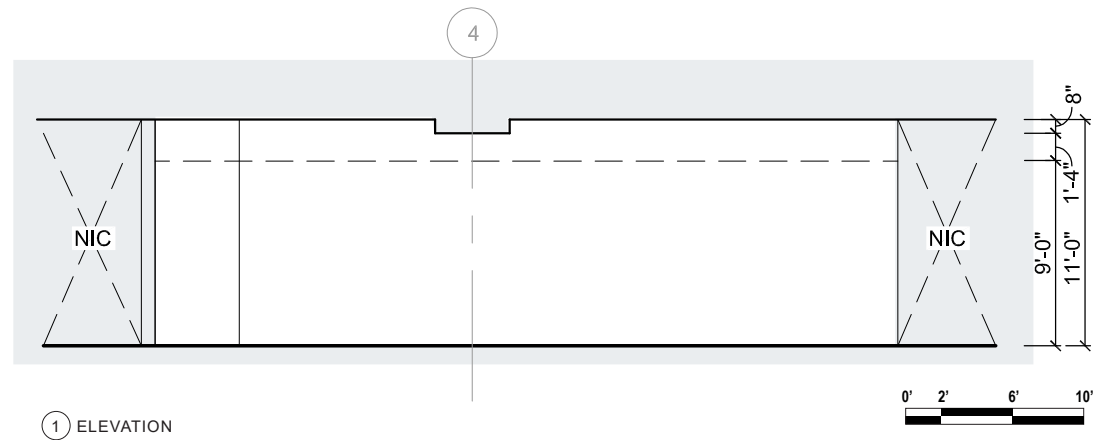
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ELEVATION



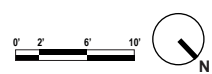
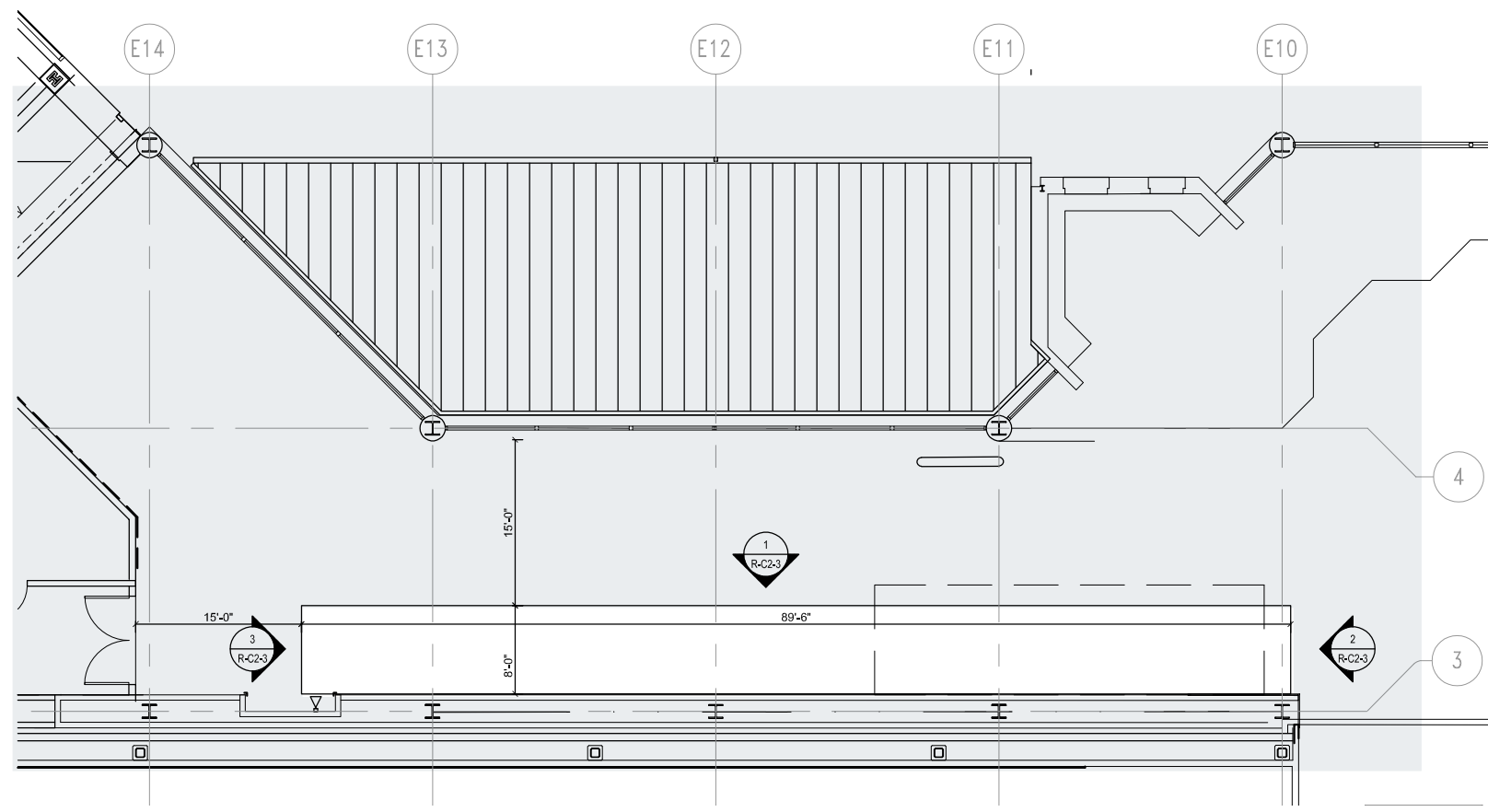
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OVERALL PLAN | AREA = 475 SF



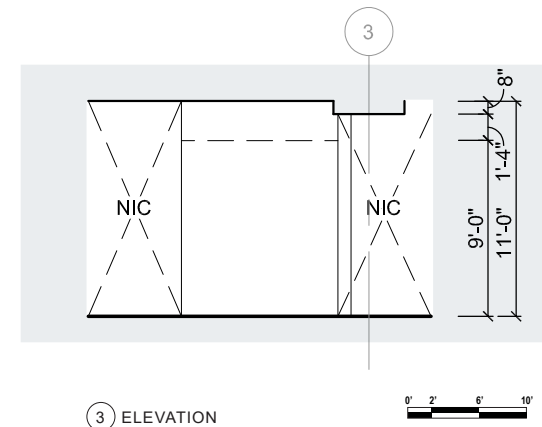
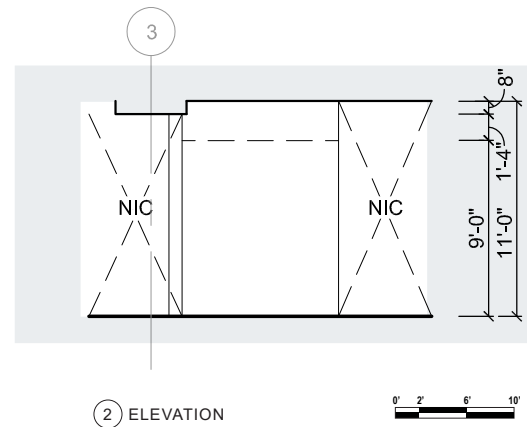
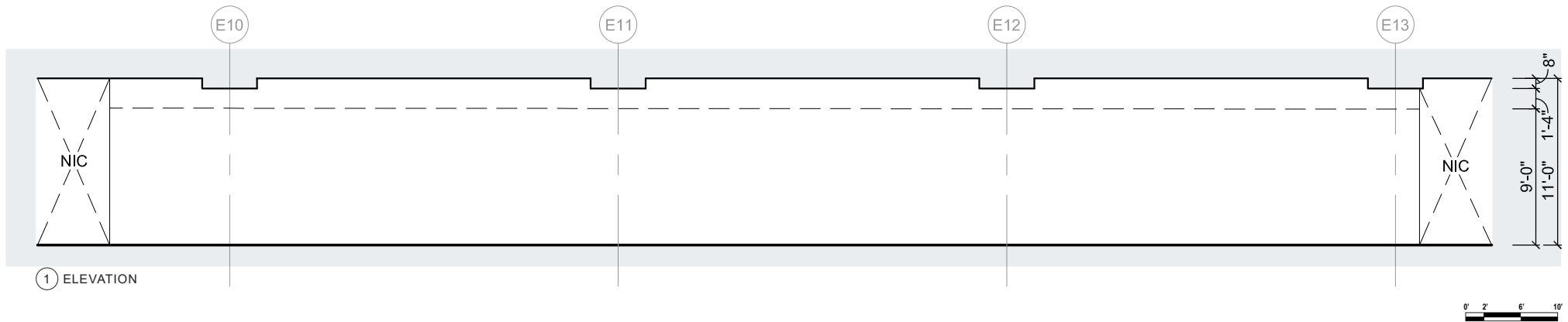
8.27 SPACE T2-R-C2-2
ELEVATION



8.28 SPACE T2-R-C2-3
OVERALL PLAN | AREA = 715 SF



8.28 SPACE T2-R-C2-3
ELEVATIONS





OAKLANDISH coffee collective

FARLEY'S

HIGHWIRE

AKA

SOUL BLENDS

SIGNAL

ESPRESSO

09

TECHNICAL CRITERIA

9.1	GENERAL BUILDING
9.2	MECHANICAL SYSTEMS
9.3	PLUMBING SYSTEMS
9.4	FIRE SUPPRESSIONS SYSTEM
9.5	ELECTRICAL & COMMUNICATION SYSTEMS

9.1 GENERAL BUILDING

- a. The Port of Oakland (the “Port”), or the Port’s Resident Engineer for Tenant Improvements (“RETI”), shall have absolute right of review and approval over all aspects of Tenant Improvements, as well as the discretion to waive any of the TDS so long as the concept, quality and character of the Tenant Improvements are not significantly affected.
- b. All construction must comply with the California Building Standards Code (“CBC”) as adopted by the City of Oakland and enforced by the Oakland Building Official (California Code of Regulations, Title 24.) The CBC includes sections for all aspects of building construction, including Energy and Green Building. Industry standards such as ANSI and UL may be adopted within the code or by the enforcing agency, and are enforced as code.
- c. The Tenant and its contractor are responsible for protecting in place all existing utilities. Any utilities to be demolished or intercepted by the Tenant should be coordinated well in advance with the RETI. The Tenant needs to have accessible to the Airport any utility meters, disconnects, valves, etc. whether new or existing. Such utility meters, disconnects, valves etc. should be clearly marked especially where approved to be above the ceiling or behind a door, with the ceiling tile or door clearly marked, e.g. “Gas shutoff here.” The Tenant will bear the cost of bringing utilities and utility meters during construction to the Assigned Space, and for paying for utilities on a monthly basis after connections are made. Any serviceable utility equipment, whether new or existing within the Assigned Space will be readily accessible.
- d. The following requirements are for the benefit of Tenant in designing the Assigned Space. Tenant should pay careful attention to the assignment of responsibility for each item listed below and reference Appendix A as appropriate.
- e. The following requirements provide specific instructions to meet the Port’s basic standards for construction materials, means and methods. The Port will require and maintain the same standards for all tenants, and such standards may be modified by Port at its sole discretion.
- f. All standards and procedures of the Port shall be adhered to. If conflicts or apparent conflicts exist between the language of the Port standards and procedures and/or this TDS, Tenant shall bring the issue to the attention of the Port and request clarification of intent and approval prior to proceeding with design, submittals, or construction. Tenant is solely responsible for costs or impacts incurred by failure to follow the TDS.
- g. A professional architect or engineer licensed in the State of California shall prepare all calculations, drawings and specifications in accordance with the TDS, all current codes and recognized architectural or engineering practices. The construction is Type 1 and occupancy type is Group A.
- h. The level of the finished floor within the Assigned Space must be precisely 0” (zero inches) and meet the finished floor at the Lease Line. No recessed or raised floors are permitted. Note: This requirement exceeds ADA requirements.

- i. As-built drawings must be provided and maintained by Tenant's Mechanical Contractor and Electrical Contractor and submitted to the Port three months or less after the Assigned Space has been completed. Tenant shall record exact pipe, duct, and equipment routing and location along with all equipment information for the Mechanical System Design.
- j. The Port will provide reasonable access to file documentation for existing structural, plumbing, mechanical and electrical systems to the extent they are available. These documents are for reference only; all existing conditions must be field verified.
- k. All Tenant-installed equipment outside designated Lease Line limits and/or the Assigned Space (roof tops, etc.) must be labeled with Tenant's name.
- l. All Tenant-installed roof top mounted equipment above existing parapets must be screened.
- m. The use of tanked propane is PROHIBITED.
- n. All roof penetrations must comply with the Port's roof warranty.
- o. A registered structural engineer must complete and submit analysis and provide signed documents and coring location plan for all wall and roof core drilling.
- p. Incomplete drawings, inferior design and poor construction are unacceptable and are not permitted.
- q. Section 10 provides standard construction criteria.

9.2 MECHANICAL SYSTEMS

- a. All heating, ventilation, and air conditioning ("HVAC") systems must be designed and installed to the following minimum standards:
 - i. All new ductwork shall be sheet metal, designed and installed per SMACNA "HVAC Duct Construction Standards" Kitchen exhaust ductwork shall be continuously welded 16 gauge black carbon steel and Type 316 stainless steel not less than 18-gauge at exposed locations. Duct board is not allowed.
 - ii. Flexible ductwork shall be installed without sags or kinks and no longer than 5'-0" in length. Aluminum flex duct is not allowed.
 - iii. Provide accessibility to all equipment (VAV boxes, valves, heating equipment, etc.) per code and Port's requirements, and at a minimum, 3'-0" clearance to the operator side of all VAV boxes.
 - iv. Provide a minimum of 2'-0" x 2'-0" access doors in all hard lid ceilings at all VAV boxes, valves, etc. Tenant shall maintain means of accessing the ceiling access panels at the floor level.
 - v. Thermostats/sensors shall be installed in locations measuring the average temperature within the Assigned Space (avoid exterior walls, confined areas, location near heat producing equipment, etc.). The final location of thermostats/sensors is subject to Port approval. New wiring is required when the

new sensor location exceeds the current wiring length (splicing of wiring is not allowed). Wiring is to match existing and be connected to the associated VAV box and sensor per the original termination installation. All control wiring is to be installed in labeled conduit.

- vi. Tenant's refrigeration equipment must use remote compressors to be located on the roof above the Assigned Space, with the exception of residential refrigeration equipment which does not have the option for remote compressors.
- vii. All added piping shall be flushed, cleaned and tested prior to connecting into the system.
- viii. All interior piping and ductwork shall be supported independently from structure. Support of piping and ductwork from other piping, ductwork or other utilities are not allowed.
- b. The Port will provide a heating and cooling system for each space as follows:
 - i. The Port will provide supply ductwork capped within the Premises for Tenant's use.
 - ii. Additional cooling, if required by the Tenant, is the responsibility of the Tenant. Additional cooling must be direct expansion (DX) type cooling. Connection to the Port's chilled water or air duct mains is not permitted.
- c. Tenant shall provide all VAV terminal units, distribution ductwork, heating hot water piping and diffusers/

grilles within the Assigned Space. All materials must conform to flame/smoke spread requirements.

- d. Tenant shall provide dedicated exhaust hoods serving gas-fired kitchen cooking equipment in accordance with NFPA 96 “Standard for the Installation of Equipment for the Removal of Smoke and Grease-Laden Vapors from Commercial Cooking Equipment.” Make-up air shall be supplied at the kitchen hoods. NFPA approved kitchen grease hoods with integral make-up air systems are acceptable.
 - i. Where possible, all existing infrastructure should be reused in the same location.
- e. HVAC Demolition
 - i. All existing VAV terminal units, thermostats/sensors, heating hot water pipes, ductwork and diffusers within the Assigned Space shall be removed by Tenant to the Port’s supply duct stubbed-out. Tenant may have the option to re-use existing mechanical equipment.
 - ii. General exhaust systems (exhaust fans, ductwork, grilles, etc.), if existing in the Assigned Space, shall be removed in its entirety. Wall, roof, floor, etc. penetrations are to be sealed to match existing.

9.3 PLUMBING SYSTEMS

- a. All plumbing systems must be designed and installed to the following minimum standards;

- i. Provide accessibility to all equipment and valves. Provide minimum 2’-0” x 2’-0” access doors in all hard lid ceilings at all equipment, valves, etc. Tenant shall maintain means of accessing the ceiling access panels at the floor level.
- ii. At a minimum, cast iron pipe with 4-band coupling must be used for waste and vent piping. Type L copper piping must be used for all water services. No plastic pipe is permitted.
- iii. All Tenant plumbing fixtures that are piped to a floor sink or drain must utilize high-grade, corrosion resistant materials and be piped to a floor sink or drain within the Assigned Space. At no time will it be acceptable to pipe a Tenant plumbing fixture into a Port floor drain or floor sink.
- iv. Tenant is responsible for all plumbing systems serving the Assigned Space. Plumbing fixtures, electric water heaters, etc., and all piping beyond mains provided by the Port, are the responsibility of Tenant. New plumbing equipment (fixtures, water heaters, soda dispensing systems and associated piping encased in conduit, etc.) must be located within the Assigned Space.
 - 1. All existing piping in the Assigned Space remaining from the prior occupancy is to be removed back to point of first connection. No existing plumbing is to be reused in the Assigned Space.

- v. The Port will provide sanitary waste, and cold water piping mains, and vent piping to the Assigned Space as described in Appendix A. Tenant is responsible for the vent piping for spaces located directly below the roof. Tenant shall connect to Port provided plumbing utilities.
- vi. The Port will provide grease waste piping stub-out to the Assigned Space as described in Appendix A. The Port may provide and maintain a central grease interceptor for Tenant. If additional lines and/or equipment are required, Port and Tenant will negotiate on a case-by-case basis the allocation of the cost of such improvements.
- vii. No hot water service is provided by the Port. Tenant shall install and maintain electric water heaters within the Assigned Space. Water heaters are not permitted above or partially within the ceiling. Water heaters must be installed near a floor sink and elevated off the floor.
- viii. The Port will provide a natural gas connection to the Assigned Space as described in Appendix A. If additional lines and/or equipment are required, Port and Tenant will negotiate on a case-by-case basis the allocation of the cost of such improvements. Port will specify gas meter that Tenant is to provide.
- ix. Water, waste and vent services beyond these specifications are Tenant’s responsibility.

- x. No Tenant-provided plumbing piping may be routed through other tenant spaces or within the Port's electrical or IDF/MDF room.
 - b. Plumbing Demolition - For all demolition, wall, roof, floor, etc. penetration are to be sealed to match existing. The following are to be removed:
 - i. All domestic water piping and hot water systems serving the Assigned Space to the existing main (cap pipe at main).
 - ii. All plumbing fixtures within the Assigned Space, including floor drains/sinks.
 - iii. All sanitary waste piping serving the Assigned Space to the existing main (cap pipe at main).
 - iv. All grease waste piping serving the Assigned Space to the existing main (cap pipe at main).
 - v. All existing piping in Assigned Space remaining from prior occupancy is to be removed back to point of first connection. No existing plumbing is to be reused in Assigned Space.
- ### 9.4 FIRE SUPPRESSION SYSTEM
- a. All Fire Suppression System must be designed and installed by Tenant to the following minimum standards:
 - i. Compliance with California Building Standards Code (CBC), fire safety provisions as adopted by the Authority Having Jurisdiction (AHJ).
 - ii. Provide accessibility to all Fire Suppression Systems per local code. Provide min. 3'-0" clearance to the operator side of all Fire Suppression Systems located within the Assigned Space.
 - iii. Provide accessibility to all equipment and valves. Provide minimum 2'-0" x 2'-0" access doors in all hard lid ceilings at all equipment, valves, etc. Tenant is responsible to maintain means of accessing the ceiling access panels at the floor level.
 - iv. All materials must be UL listed and AHJ-approved. XL rated pipe is not allowed. All pipes up to 0'-2" shall be schedule 40. Pipe larger than 0'-2" may be schedule 10.
 - v. Fire Suppression System tie-in and testing shall be coordinated with the AHJ and the Port. Fire Suppression System shall not be deemed "acceptable" until approved by the Port.
 - vi. Provide UL listed and AHJ-approved fire sprinkler heads. In finished ceilings, provide concealed type heads with white finish (or paint to match adjacent ceiling color). In exposed structure ceiling, provide upright or pendent type sprinkler heads with plain brass finish. Sprinkler head manufacturer and type shall match existing sprinkler heads.
 - vii. In addition, Tenant to provide hydraulic calculations based on Ordinary Hazard Group 2 hazard classifications using the abovementioned pipe sizes for AHJ- review and approval.
 - b. Tenant is required to connect to the provided fire sprinkler zone check valve(s) to provide the new fire sprinkler system for the Assigned Space.
 - c. Tenant's new Fire Suppression System must comply with applicable codes. Tenant must coordinate with the RETI not less than two weeks before opening or closing fire sprinkler zone valves. All Fire Suppression System work must be performed by Tenant's fire sprinkler contractor at Tenant's expense. The Tenant's fire sprinkler contractor shall obtain the required permits, certificates of fitness, and business certificates from the City of Oakland Fire Department prior to performing any work on the fire sprinkler system.
 - d. Fire Sprinkler Demolition - A fire sprinkler system exists within each of the current concession units. Tenant shall remove the existing fire sprinkler system either to the fire sprinkler zone valves or the main (cap and seal the main water tight). Tenant has option to re-use any existing portions of the Fire Suppression System, subject to Port approval. Any existing fire sprinkler piping passing through Tenant's Assigned Space shall be routed around Tenant's Assigned Space and be reconnected to the Fire Suppression System, at Tenant's expense. Wall, roof, floor, etc. penetrations are to be closed up to match existing. Demolition work or any disruption to the Port's existing fire sprinkler system must be coordinated with the RETI not less than two weeks in advance.
 - e. Tenant must provide shunt relay to Port's audio system so that Tenant entertainment audio is tied into the Port's Fire Alarm System and Port can turn off Tenant's audio during testing or emergencies.

- f. Tenant shall provide and maintain, including required inspections and certifications of, portable fire extinguishers as required by code.
 - g. Tenant must provide a complete Fire Alarm Detection and Annunciation System within the Assigned Space as an extension of the Port's building wide addressable Fire Alarm System.
 - h. Tenant must use red-colored conduit for any fire alarm installation.
 - i. Tenant is required to use a Port's designated contractor for installation of the necessary initiation/annunciation devices and connection to the Fire Alarm System. Fire alarm audibility, intelligibility and visibility devices must meet the requirements of the latest edition of NFPA 72 and AHJ requirements.
 - j. Fire Alarm System and Fire Suppression System modifications must be documented and submitted for approval prior to construction.
- ### 9.5 ELECTRICAL & COMMUNICATION SYSTEMS
- a. All electrical distribution equipment and conduits shall be within the Assigned Space.
 - b. All circuits within the Assigned Space shall be labeled at the point of use with the location and breaker number for that outlet/light or fixed equipment. The Tenant panel feeding this equipment must be updated with a description of the power usage of that breaker.
- c. Any added equipment panels must be labeled with their respective arc flash potential.
 - i. All material and equipment must be new and of a commercial grade.
 - ii. Tenant is responsible for removing, replacing, relocating and/or adding all electrical equipment and devices (i.e., panels, transformers, lighting systems, receptacles, wiring, conduit, conductors, fusing, etc.) serving the Assigned Space. All abandoned or unused conduit, wiring, lighting systems, panels, etc., within the Assigned Space must be removed by Tenant prior to new installation.
 - 1. Combination duplex outlet and USB outlet convenience receptacles to be installed and conveniently located near customer seating areas within the Assigned Space.
 - 2. Tenant will remain responsible for maintaining and/or replacing any combination duplex outlet and/or USB outlet convenience receptacles that Tenant has installed in its customer seating areas within the Assigned Space.
 - iii. All transformers, power distribution, lighting systems, conduits, wiring and devices shall be provided by the Tenant, including temporary or standby power sources where required. All devices for this installation shall be located inside of the Assigned Space, including all transformer(s). Transformer shall not be installed in plenum space, nor shall any equipment other than conduit containing conductors. Transformers shall not be installed outside of Assigned Space without prior approval by the Port.
 - iv. Electrical disconnects for the Assigned Space must remain in current location and may not be relocated by Tenant.
 - v. Main disconnect switch is the property of the Port. Splicing of disconnect conductors is not acceptable.
 - vi. All electrical equipment shall include UL labels for the intended use,
 - vii. All transformer windings and wiring shall be copper. All distribution panels and panelboards shall have copper bus.
 - viii. Tenant shall provide code-required emergency exit lighting fixtures. The lighting fixtures shall be provided with battery pack(s) including self-diagnostic provisions with a minimum of 90 minutes of operation. Under no circumstances shall Tenant connect to the Port's Life Safety power circuit for any electrical demands.
 - ix. Shutdown of the Airport's electric service or any main electrical distribution must be coordinated with the RETI not less than two weeks in advance, and must be performed within hours specified by the RETI as convenient to the operation of the Airport. These times are subject to change. Tenant to verify current time

restrictions and request exceptions to the RETI who may or may not approve alternative times. All electrical work required to complete the system to accommodate Tenant's plans shall be performed by Tenant's Electrical Contractor at Tenant's sole expense.

- x. Exposed power, data or other conduit is not permitted.
- xi. No flammable materials are permitted above the ceiling.
- xii. All Tenant communications wiring (i.e. telephone, data, communications, etc.) must be in minimum of 1" blue conduit. Conduit to be installed by Tenant shall be EMT in interior spaces, all fittings shall be steel; die-cast fittings are not allowable. Any conduit routed in areas that are subject to physical damage from motorized vehicles, machinery, etc. shall be RGS. EMT is permitted in all dry locations for concealed and exposed work. EMT shall be installed at least 8'-0" above the floor, or platform at locations subject to physical damage.
 - 1. Type 'MC' cable may not be used.
 - 2. New panel boards must have hinged covers with door-in-door construction.
 - 3. Transformers shall be mounted within the Assigned Space in a visible and accessible location adjacent to the appropriate electrical panel. Floor mounted

transformers must be mounted on a 4" concrete housekeeping pad. Connections to transformers must be via liquid-tight flexible conduit. A heavy duty disconnect switch must be utilized on the primary side of transformer or a main circuit breaker in downstream panelboard.

- 4. Normal power is derived from the Airport's various distribution panelboards. The electric service utility provider is the Port. There is a standby/emergency power source available. The normal power is not conditioned, filtered, isolated, and does not have "transient voltage suppression" equipment.
- 5. Dedicated/isolated equipment grounds are not readily available.
- 6. Installation of background music systems within the Assigned Space shall require the Port's prior written approval and such music shall not be audible outside the Assigned Space, or the volume level shall be approved by the Port and adhered too.
- d. Tenant should refer to OAK IT Network Labeling Standards and OAK AV IT Conduit and Cable Standards prior to design systems. Both documents can be acquired by contacting the RETI.
- e. If Tenant plans to install a Wi-Fi access point for customers or their operation, they need to be permitted through Aviation IT Department to verify

equipment will not interfere with other access points. Coordinate with the RETI.

- f. Telephone cabling from Tenant's telephone backboard must be provided and installed by Tenant. Tenant shall coordinate with the Port to determine where the "tie-in" location is for the Assigned Space. Tenant is responsible for all costs associated with telephone and data requirements, including, if so provided, telephone service provided and billed by the Port.
 - i. All special systems conductors must be routed in separate conduit, color coded pursuant to the Port's standards. All special systems conductors shall be in 1" conduit minimum.
 - ii. Tenant must use blue-colored conduit for any data installation.
 - iii. Coordinate with the RETI for Port's Aviation IT Department approval of telephone cabling terminations in Port spaces.
- g. Television cable/satellite, if required, must be provided and installed by Tenant. The location of satellite dish (max. of 24" diameter). No damage to the roof, walls or other Port facilities, is acceptable. All costs associated with television cable/satellite are the sole responsibility of Tenant.
- h. All costs for installation/programming/coordination shall be borne by Tenant.
- i. Identification:
 - i. Service equipment, circuit breakers, disconnect

switches, meters, relays, transformers, switch boards, panel boards, branch circuit panels, alarm panels, control panels, communication panels, and any other equipment, shall be identified to indicate function, and where fed from.

- ii. All building conductors shall be identified at each junction box, outlet box, cabinet, pullbox, etc., with vinyl cloth self-adhesive tags showing panel and circuit numbers, control wire numbers or other appropriate information.
 - iii. Empty raceways shall be provided with identification tags in each pullbox and junction box showing origin of raceways run.
 - iv. Electrical raceways shall be identified by self-adhering, non-conductive markers with orange background and black letters. Lettering shall be printed labeling (no hand-written markings). Field applied lettering shall be covered with clear tape. Markers shall be placed on all exposed or accessible raceways within 18 inches of raceway termination, wherever raceway enters of leaves concealed space, and every 50'-0" along raceway. Markers shall be ½" by 20" for conduits up to 10" nominal size; 1-1/8" by 40" for conduit, 10" nominal size and larger, and all other raceways. Markers shall be Brady or equal.
1. Power and lighting raceways shall be identified as to system voltage between phases, and to ground if system is grounded.
 2. Emergency raceways shall be identified "Emergency Service" in addition to system voltage.
 3. Grounding raceways shall be identified "Ground".
 4. Fire alarm raceways shall be identified "Fire Alarm".
 5. Low voltage control raceways shall be identified "Low Voltage".
 6. Clock system raceways shall be identified "Clock Runs".
 7. Raceways reserved for telephone services shall be identified "Telephone".
 8. Public address system raceways shall be identified "P.A.".
 9. Miscellaneous communications systems raceways shall be identified "Intercom".
 10. Other raceways shall be identified as directed by the Aviation IT Department representative.
- j. Electrical Demolition:
 - i. All existing electrical systems within the Assigned Space may require removal, as determined by the RETI. This includes the feeder supplying these panels back to the Port's electrical service entrance section and/or distribution section.
 - ii. Properly protect, relocate and remove existing utilities encountered in work. If existing utilities are not indicated, but encountered, notify the Port in ample time for necessary measures to be taken for protection, relocation, or removal thereof. No demolition work shall disrupt any existing facilities including telephone and electrical cables and conduits until these have been rerouted.
 - iii. Prior to starting work, submit a detailed schedule for proposed methods and sequence of work for approval, including estimated dates for starting and finishing each operation to the RETI. Work shall be conducted in accordance this Port-approved schedule and methods and sequence of work.
 - iv. Adequately protect existing work against damage. Safely protect all utilities, conduits, piping, etc., and maintain all walkways and pedestrian areas in safe, usable conditions.



10

PORT PERMIT PROCESS

10.1	PORT PERMIT PROCESS INTRODUCTION
10.2	SUBMITTAL PROCESS
10.3	REVIEW PROCESS
10.4	BUILDING CODE AND PERMIT APPROVALS
10.5	FINAL APPROVAL

10.1 PORT PERMIT PROCESS INTRODUCTION

- a. Overview of the Port permit approval process information is available online at: <http://www.portoakland.com/business/bids-rfps/bid-engineering/permits/>
- b. The Port Permit Process starts when the tenant or its representative submits a completed permit application and drawings to describe the scope of work. This usually starts with the Preliminary Design Phase (30%) Set. The Port will review and comment on this and the other two phases: Schematic Design Phase (60%), and Pre-Construction Documents Phase (90%).
- c. All design and construction must comply with the California Building Standards Code (“CBC”) as adopted by the City of Oakland and enforced by the Oakland Building Official (California Code of Regulations, Title 24.) The CBC includes sections for all aspects of building construction. All materials and construction must meet all applicable codes and regulations (Health Code, ADA, etc.). Tenant is responsible for ensuring its systems will perform satisfactorily and in compliance with all applicable codes and regulations.
- d. All methods and materials and calculations must be spelled out in construction drawings and submitted to the Port for review, including signage and graphics. Materials and finishes must not be toxic (asbestos, lead etc.). Any change Tenant wishes to make that differs from approved Plan must be reviewed and approved in advance by the Port.
- e. Tenant is required to submit complete and accurate construction documents for review and approval by the Port, before starting construction. The documents to be submitted must include the following:
 - i. Complete plans and specifications for all electrical work, including lighting, power and one-line diagram. One-line diagram shall show all upstream panels and distribution equipment that will be affected by the work being conducted in the Assigned Space.
 - ii. Drawings must include panel schedules, load calculations (electrical demand at each piece of upstream distribution equipment effected by this installation, lighting power density calculations, to be calculated by Tenant or Tenant’s design team, and lighting photometric drawings indicating foot-candle levels) and meter information.
 - iii. Structural drawings and calculations must be submitted by a registered professional in the State of California for all electrical equipment that will be suspended from the building structure.
 - iv. Drawings must include complete material specifications, including manufacturer’s name and product number and complete schedules of all equipment and fixtures to be installed.
- f. All criteria and procedures are determined by the Port. Tenant shall bring and questions or issues to the attention of the Port and request clarification of intent and approval prior to proceeding with

design, submittals, or construction. Tenant is solely responsible for costs or impacts incurred by failure to follow the above. Tenant is solely responsible for work of Tenant's contractor; any failure by Tenant's contractor to follow any and all requirements of this TDS, or other Port requirements shall be deemed failure by Tenant.

- i. Tenant's contractor shall not commence work nor allow any subcontractor to commence work until all insurance required has been submitted and approved by the Port's Risk Manager. Construction insurance shall be maintained throughout the construction process.

10.2 SUBMITTAL PROCESS

a. Preliminary Design Phase (30%)

- i. Tenant submits conceptual design drawings, sketches, material boards, floor plans (at a minimum 1/8" = 1'-0" scale) and written design narratives as part of the Preliminary Design Phase.

b. Schematic Design Phase (60%)

- i. The purpose of this submittal is to accelerate the design approval process by acquainting the Port with Tenant's intended design concept and correcting any criteria compliance problems before proceeding with the final working drawing phase. Design concepts for lighting systems and signage must be included in this submission.
- ii. Typical schematic design package will include

further development of proposed design including floor and ceiling plans, interior elevations, signage and graphic designs and furniture plans.

- iii. Any construction documents received in this phase will be rejected.
- iv. The submittal should address all comments from the Preliminary Design Phase review and include a written response as to how each comment was solved or corrected. (Include the original comment.) If the design has changed from the Preliminary Design Phase concept, provide itemization of each change and written reasons for the change.
- v. For Schematic Design Phase submittals, send (1) one electronic copy in PDF format to entities listed in 9.3.a.
- vi. The Schematic Design Phase submission shall include, but not necessarily be limited to, the following:
 - 1. Overall floor plan of each space at a minimum 1/8" = 1'-0" scale. This floor plan should show all concepts in context of any adjacent tenant concepts and surrounding Common Area (columns, walls, existing elements, airline areas, etc). Provide overall dimensions and square footage. Ensure these numbers match the tenant criteria by performing field investigations.
 - 2. Enlarged floor plan of each concept (if applicable). Provide table layouts, queue

diagram, guard/queue rails, condiment and trash locations, POS, counters, basic kitchen equipment, decorative elements, transformers, electrical panels and distribution, major HVAC systems, water heaters and storage. Describe or show how the Assigned Space will be secured at night.

- 3. Ceiling plans showing lighting, materials, decorative elements and existing conditions (such as large ductwork). Show surrounding Common Area ceiling for context and transition. Provide cut sheets and show actual lighting in the renderings.
- 4. Elevations of overall Assigned Space and each concept (if applicable) within the Assigned Space. Show signage, lighting, menu boards, guard/queue rails, condiment and trash locations, POS, counters, basic kitchen equipment, decorative elements.
- 5. Sections showing the basic understanding of the Assigned Space (structure, major systems, HVAC ductwork, etc.). Show transitions to the Common Area.
- 6. Signage and graphic design shall be included in the plans, elevations, sections and/or renderings and must be represented clearly. Show/describe how the signs are lighted.
- 7. Furniture shall be shown in the overall and enlarged plans and the renderings and must be represented clearly. Alternatively,

furniture plans may be a separate plan drawing.

8. Finish floor plans may or may not be separate, provided the concept design is represented clearly.
9. Renderings. Provide sufficient number of views to represent the design, particularly how an entire space will appear, including transitions from concept to concept, and concept to Common Area. Renderings should be realistic with true representation of colors and materials.
10. Updated material boards not to exceed 10" X 16" and not weigh more than 7 lbs. per board. Materials should be labeled indicating what they are and proposed location/use. Include images of furniture, lighting and other important decorative items.

c. Pre-Construction Documents Phase (90%)

- i. Each Assigned Space design will be considered on its individual merit and no design will be approved to submit for permitting until all required documents have been received.
- ii. Electronic background files will be provided by the Port upon request, once the concession has been awarded. A signed Port CAD-GIS Waiver Form will be required for the release of the CAD

files. It is the responsibility of Tenant's architect and engineer to verify all dimensions and field conditions.

- iii. The Port will provide Tenant reasonable access to construction document files that are available. All pertinent building documentation will be provided for purposes of describing or defining locations of Lease Lines and Demising Wall construction, including the location and arrangement of walls, columns, and other fixed building features, services, and systems to the extent currently documented. However, it is the responsibility of Tenant's architect and engineer to verify all dimensions and field conditions.
- iv. The Port offers no assurances or guarantees that such file documentation will be sufficient to provide all information that Tenant may require and Tenant shall not rely on the accuracy of file documentation, but shall field-verify dimensions, locations, and capacities of all building features, services and systems.
- v. The pre-construction document submission shall include, but not necessarily be limited to, the following:
 1. Key plan showing location of the Assigned Space.
 2. Floor plans (scale 1/4" = 1'0").
 3. Sections (scale 1/4" = 1'0").

4. Common Area frontage elevation(s) and section, including signage (scale 1/2" = 1'0").
5. Reflected Ceiling Plan (scale 1/4" = 1'-0")
6. Color and finish schedules;
7. All applicable details;
8. Electrical plan prepared by a licensed electrical engineer;
9. Electrical details and fixture and panel schedules, also include a suggested electric load component conforming with technical criteria herein;
10. Mechanical/Plumbing and fire protection plan prepared by a licensed engineer;
11. Samples of all flooring materials;
12. Architectural, electrical, mechanical, and signage specifications.
13. Shop drawings from sign fabricator showing dimensions, letter style, face color, material, thickness, type of lighting source, brightness, mounting hardware and location of transformer.
14. Colored perspective sketches illustrating the design concept or photographs of existing storefronts if related to this application.

15. Materials and finishes samples firmly attached to illustration board and labeled, not to exceed 10" X 16" and not weigh more than 7 lbs. per board. Clearly label all materials and reference to plans, elevations, etc.
 16. Design and construction schedule.
- d. The following "Standard Construction Notes" are to be a part of every tenant improvement set of construction drawings:
 - i. No flammable or combustible materials are permitted above the ceiling.
 - ii. All Tenant construction requiring shutdown of other portions of the mechanical, plumbing, sprinkler, electrical or fire alarm systems shall be done late at night and early in the morning, unless authorized otherwise by the Port. Notify and coordinate with the RETI two weeks prior to the shutdown requirement.
 - iii. Obtain permission from the Port prior to core drilling through floors, walls or the roof structure. A registered structural engineer must complete analysis and provide signed documents and coring location plan for Port review. Core drilling must be coordinated with RETI and is to occur late night and early morning and must be coordinated with any occupants of the space below the Assigned Space.
 - iv. Cutting and patching to be performed as required to return finishes to their original condition.
 - v. Floor, wall and roof penetrations must be sealed to maintain separation requirements. Provide fire or fire and smoke dampers as required to maintain existing partition ratings.
 - vi. Tenant's contractor must notify the RETI and shall submit a "Hot Work Permit" for the Port's review and approval prior to welding, torch cutting, grinding, or other work that may potentially create sparks. Such activities must be under direct supervision and with the Port's prior approval.
 - e. For permitting and final document approval/permit see Section 9.4.

10.3 REVIEW PROCESS

- a. Documents for each submittal phases outlined above shall be sent to:

Port of Oakland
c/o: Joe Marsh, Port Permit Coordinator
530 Water Street
Oakland, CA 94607

- b. Preliminary Design Phase Review
 - i. The Port will review and comment on Preliminary Design Phase drawings. If drawings are returned to Tenant with comments, said comments are expected to be picked up during the Schematic Design Phase.

- ii. A period of two to four weeks should be allowed for each submittal review, depending on project complexity and Port Staff availability. The Port will then provide a written response with review comments and approval status. The Port does not relieve Tenant of responsibility for compliance with the SUP and all governing codes and regulations, field verification of existing conditions, or proper engineering and safety.

c. Schematic Design Phase Review

- i. The Port will review and comment on Schematic Design Phase drawings. If drawings are returned to Tenant with comments and not bearing the conditional approval of the Port, Tenant shall revise the drawings to satisfy any comments by the Port and resubmit for approval as instructed.

- ii. A period of two to four weeks should be allowed for each submittal review, depending on project complexity and Port Staff availability. The Port will then provide a written response with review comments and approval status. The Port does not relieve Tenant of responsibility for compliance with the SUP and all governing codes and regulations, field verification of existing conditions, or proper engineering and safety.

d. Pre-Construction Document Phase Review:

- i. After receipt of the Port's written approval of the Schematic Design Phase drawings, Tenant shall submit to Port's Permit Coordinator within 30 calendar days one (1) full size set (30"x42") and

eight (8) sets of half size (15"x21") hard copy drawings and one electronic copy. Submit five (5) sets of Specifications that shall adhere to the approved Schematic Design Phase drawings.

- ii. The Port will review and comment on Pre-Construction Phase Documents.

e. Construction Document Phase Review:

- i. Construction Documents are required for City of Oakland building permits. The Port must review and approve these Construction Documents before submitting to the City for Permits.
- ii. If any of the Construction Documents and Specifications are returned to Tenant with comments and not bearing the unconditional approval of the Port, Tenant shall see that the Drawings and Specifications are revised to satisfy any comments by the Port, prior to submitting an application for City Permits.

10.4 BUILDING CODE AND PERMIT APPROVALS

a. Permitting with The Port:

- i. Board approval is required for most tenant work at OAK. Board approval is usually scheduled at the Schematic Design Phase. The Board generally meets twice per month, and the agenda is set 4-5 weeks ahead of each meeting.

- ii. The Port review process may include review of code compliance and life safety requirements, though compliance and enforcement of the CA Building Code is ultimately under the City of Oakland Building Official.

- iii. Tenant is required to comply with ADA requirements and shall provide sufficient circulation to allow for wheelchair access, luggage carts and passengers with carry-on luggage. Plan check, building permits, and other Port, County and state fees in connection with all of Tenant's construction shall be at Tenant's expense. All construction shall be done in accordance with the TDS and all Port, County and State ordinances, rules and regulations.

- iv. The approval of Port Building/Development Permit does not guarantee approval by governing authorities, and it shall be the responsibility of Tenant to meet and comply with all national, state and local code requirements.

- iii. Tenant is responsible for submittals to the City, paying all fees, and complying with City requirements.

10.5 FINAL APPROVAL

- a. Upon final approval of the Pre-Construction Documents and approval by the Board of Port Commissioners, the Port shall forward a letter granting approval to receive a Port Permit. This letter will include any final conditions of approval.
- b. Upon final approval of the Construction Drawings, the Port will stamp the plans for submittal to the City Building Department.
- c. Tenant's contractor shall have one (1) approved/ permitted set of drawings at the job site at all times, showing Port and City approval, and may not commence work until these plans are physically within the Assigned Space.

b. Permitting with the City

- i. City of Oakland Building Permits are required for most work at OAK. The Port of Oakland Permit takes the place of City Zoning approval. Building Code compliance is enforced by the City Building Official. See City of Oakland guidelines for a list of exempt work.
- ii. Three copies of the Construction Documents are required for City permit submittal, stamped and signed by the Permit Coordinator to verify Port approval.



11

CONSTRUCTION REQUIREMENTS

11.1	GENERAL PROCEDURES
11.2	AIRPORT SECURITY
11.3	PROJECT COORDINATION
11.4	CONSTRUCTION PROCEDURES
11.5	PROJECT COMPLETION

11.1 GENERAL PROCEDURES

a. The following is provided for overview purposes only:

- i. The RETI takes over as the main point of contact for the Tenant in the Construction Phase. No changes may be made in the approved plans without approval of the RETI.
- ii. The contractor must complete the Construction Safety and Security Plan (CSSP) and receive approval from the Airside Manager prior to start of construction. CSSP's must be submitted to Airside Manager no later than 45 calendar days prior to construction.
- iii. The contractor or Tenant must obtain all other agency permits as required prior to start of construction and submit copies to the Port Permit Coordinator.
- iv. Tenant's contractor shall not commence work nor allow any subcontractor to commence work until all insurance required has been submitted and approved by the Port's Risk Manager. Construction insurance shall be maintained throughout the construction process.

b. Prior to commencing any work, Tenant's contractor shall comply with the following:

- i. No construction shall begin until the Port's written approval is granted. One copy of the approved plans must remain at the jobsite at all times during the construction process.

- ii. Removal of construction waste shall be the responsibility of Tenant and Tenant's contractor. It is the sole responsibility of Tenant and its contractor to remove construction waste with Tenant or contractor's own equipment. Port or any other tenants' property (including carts, hand trucks, wheelbarrows, "SmarteCarts", etc.) is not available for removal of waste during construction.
- iii. Connection to temporary power including all temporary power lines, transformers and electrical distribution is Tenant's responsibility after receiving approval from the Port to connect to such temporary power source.
- iv. All construction waste must be transported using sealed containers. Containers without lids are prohibited. All wheeled containers must be installed with polyurethane non-marking wheels. Black wheels or other marking wheels are strictly prohibited.
- v. Tenant's Contractor must provide the RETI with a minimum of five working days' notice prior to the start of construction activity.
- vi. Tenant must contact the RETI to arrange a pre-construction meeting prior to start of construction on any Assigned Space. Tenant, its contractor and main subcontractors shall attend this pre-construction meeting. This pre-construction meeting should establish a project construction schedule with start and end dates, key personnel, emergency numbers and include a discussion of safety and security issues.

11 CONSTRUCTION REQUIREMENTS

- vii. A copy of the key personnel emergency numbers list must be provided to the RETI and must be updated immediately upon any change in contact information for key personnel.
- viii. Temporary Construction Signs. No architect or contractor signs will be allowed on the job site. Signage identifying concept name, and opening date must be submitted in advance to the Port for approval

11.2 AIRPORT SECURITY

- a. It is essential that during the performance of obligations of the SUP, Airport security be maintained. Security of existing facilities must be maintained at all times. When entrance into Sterile Areas is required at any time by workers, it must be coordinated in advance with the Port and strict limitations will be set and enforced as to what areas contractor personnel can access. Violators are subjected to the Airports Rules and Regulations and Security Enforcement Program, which may include removal of an individual's badge or cessation of work until the Tenant or its contractor(s) is able to demonstrate an ability to conduct activities safely and securely. Any action by the Port does not restrict or prohibit other entities operating at the Airport (i.e. TSA) from taking independent action.
- b. All construction personnel must adhere to the security policies and regulations.
- c. When beginning a project, contractors need to contact the Port's RETI to attain project access.

- d. Safety / Security Plan – A CSSP, including a Tool Control Plan for work in the Sterile Area, is required for all construction activities. Tenant to use Port standard form (to be provided).
- e. Tool Control Plan – In addition to CSSP required for construction, any contractor or vendor bringing TSA prohibited items into the Sterile Area must have an Port-approved Tool Control Plan (using Port standard form).
- f. CCTV
 - i. Video recorded through cameras installed by Tenant (for Tenant use) must be made available to the Port upon request, including outside of normal business hours.
 - ii. Tenant shall provide “security network drop” (Cat. 6 cable to nearest IDF with security network switch) for Port to add its own CCTV camera in vicinity of all doors between the Sterile Area and kitchens (drop will be on the Sterile Area-side of the door).
- g. ID Badge Control Plan
 - i. Tenant shall submit ID Badge Control Plan to Port for approval (if tenant needs access to TSA-regulated areas), addressing at least the following topics:
 - 1. Badge recovery from terminated employees and employees that resign, including those that are not present at the Airport when they resign.

- 2. Audits and audit frequency, including Port- and TSA-directed audits.
 - ii. How Tenant will ensure that no more than 5% of unexpired badges issued to it are unaccounted for at any time.
 - iii. Tenant will only be allowed to SIDA-badge 25% of its employees (remaining will have Sterile Area-only badges with access through TSA security checkpoint only).
 - iv. SIDA-badged tenant employees must use TSA checkpoint to access TSA-regulated areas if they are not performing a delivery function.
 - v. New employees may only be escorted for 30 days.
- h. Door Locks
 - i. The Port shall have access to any area at all times. Any locks used either temporarily or permanently must be able to be unlocked by the Port. and the Port shall have access to any area.
 - ii. The Port uses Best Lock Systems with the Small Format Interchangeable Cores. The Port is to maintain and issue keys for these spaces at Tenant's expense, all locks should be compatible with this system.
 - iii. Door between Sterile Area and kitchens must be on Airport's access control system or Cyberlock. If Cyberlock, then lock must function in “storeroom” mode (always locked / key required to open).

- iv. Doors between “back of counter” areas (not intended for public access) and kitchens must be on Cyberlock, then lock may function in “classroom” mode (unlock mode available, e.g., during business hours).
- v. Tenant to procure and install access control system hardware (Airport will make final connections to field controllers and program)
- vi. Tenant to procure and install Cyberlock system (cores and keys) and provide to Port for programming.
- vii. Other tenant spaces (e.g., storage) with access to Sterile Area must be on Cyberlock (“storeroom” mode).
- i. Armored Cars / Guards
 - i. Armored cars must park in Port-designated areas (e.g., loading docks) and may not park curbside or block roadways.
 - ii. Armored Car Guards may not be armed in any TSA-regulated area (e.g., Sterile Area beyond TSA checkpoint, Secured Area / ramp, etc.). Armed guards are only allowed in publicly accessible areas.
 - iii. Armored Car Guards accessing TSA-regulated areas must be badged or escorted by a properly badged individual.

11.3 PROJECT COORDINATION

- a. Tenant and Tenant’s contractor shall be responsible for protecting the Airport facility. Tenant’s contractor shall repair any damage caused to the Airport facility.
- b. All noisy, dusty or work that will cause interruption to the operation of the Airport must be performed during late night and early morning hours subject to the Port’s approval. Construction noise shall not interfere with airline gate announcements.
- c. The Port will perform inspections of the Assigned Space periodically to assure compliance with approved plans and specifications. This includes unannounced inspections.
- d. Tenant and its contractor are responsible for Building Code inspection.
- e. All construction activities must be conducted to permit normal operations within the existing facilities and roadway systems at all times.
- f. The Assigned Space must be temporarily enclosed in a manner acceptable to the Port from the Common Areas in order that access and all services to the Airport can be maintained at all times. Circulation corridors and required exits must remain open and unencumbered.
- g. Tenant and its contractor shall schedule and coordinate work to minimize the required interruptions, and shall notify the REIT in writing at least ten working days prior to each intended interruption, indicating the estimated duration of the interruption.

- h. Tenant and its contractor must coordinate with the RETI for all temporary signage, utility shutdowns and work hour notifications to all stakeholders.
- i. Deliveries, at the ramp, need to be coordinated in advance with all airside deliveries. Tenant to contact RETI in advance of delivery to coordinate.

11.4 CONSTRUCTION PROCEDURES

- a. The following provisions, with respect to construction procedures, shall be followed by all the Tenant and its contractor(s):
 - i. No uncontrolled equipment, material, or tools are permitted in the Common Area.
 - ii. No dust shall be tracked into the Common Area. The contractor must provide means of cleaning dust from employee’s shoes.
 - iii. All equipment, material, tools, or merchandise must be brought through the nearest service entrance. Except to-or-from the nearest service entrance to the Assigned Space, construction traffic is not permitted in the Common Area.
 - iv. Passenger elevators and the escalators shall not be used to transport equipment, materials, or tools.
 - v. No material shall be delivered to, or transported through, any Common Area without the Port’s express approval. Any material transported

11 CONSTRUCTION REQUIREMENTS

- through the Common Area must be moved on pneumatic rubber tire trucks, using adequate parking, protective cloths, etc., to safeguard existing floors.
- vi. Confine storage of equipment or material to the Assigned Space or other locations specifically designated by the Port. Stored materials shall not exceed the loading capacity of the floor. Storage in service corridors, truck docks, vacant spaces, or other areas is not permitted at any time. Failure to comply will result in removal of all materials with the Tenant bearing responsibility for the costs incurred.
 - vii. Smoking is not permitted anywhere in the Airport, including the Assigned Space under construction. Outdoor smoking areas have been designated by the Port.
 - viii. Tenant's contractor 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).
 - ix. The Port most likely will require certain work activities to take place late night and early morning hours as follows:
 - 1. Major service disruptions.
 - 2. Jack-hammering, roto-hammering, core-drilling or other noisy operations.
- 3. Work requiring blocking of public entrances.
 - 4. All other work that would prevent continuous operation of the Airport.
 - 5. Hauling of demolished material.
 - 6. Erecting and removing construction partitions.
 - 7. Delivery of large materials.
 - x. Periodically the Port puts in place moratorium conditions for certain work activities, times, durations, and locations. Tenant will be notified in advance as to moratorium periods; it is Tenant's responsibility to inform its contractor. The Port also reserves the right to stop work for any emergency reason as the Port sees fit.
 - xi. Must make arrangements for temporary utility connections as directed by the Port and pay the cost of the connections and removal, and all utility charges incurred by the work.
 - xii. Asbestos containing materials (ACMs) and presumed asbestos-containing materials (PACMs) may be present. Tenant must request and will be notified of the presence or presumed presence of ACMs in the Assigned Space. Tenant, Tenant's architect, engineer, and all other contractors and subcontractors working on the Assigned Space must sign the Port's form acknowledging notification of the possible presence of ACMs. Tenant shall comply with all federal regulations that apply to the handling of ACMs and PACMs.
- xiii. All planned welding, torch cutting, and grinding producing sparks shall be reported to the RETI prior to the start of the job, and upon completion of the project on a daily basis. In advance of such work, Tenant is required to submit a Hot Work Permit to the RETI for review and approval by the Port. A fire watch shall be provided by Tenant's contractor, suitable fire extinguishers shall be on hand within 20'-0" of the work being performed and accessible at all times. Unless stated otherwise in the Hot Work Permit, welding or cutting shall cease 1/2 hour before closing the job site for the day and inspected prior to Tenant's contractor leaving the Assigned Space for the day.
 - xiv. Tenant's contractor shall comply with applicable portions of Federal Regulation 29 CFR S 1910.146 and any state regulations regarding employee entrance into confined spaces on within Assigned Space.
 - xv. Tenant shall install a dustproof, solid construction barricade to separate the Assigned Space from the Common Area. All barricades must extend to the ceiling and be located a maximum of 1'-0" beyond the Lease Line, unless otherwise shown on Port-approved construction plans. Construction shall be with metal studs 16" on center and 1/2" gypsum board painted with primer and two finish coats the color designated by the Port. Barricade shall include durable

enlarged graphic of the approved storefront perspective or other graphic (e.g. “Coming Soon”) providing full coverage of construction walls (proposed graphic and size to be submitted for approval). Construction barricade wall shall not block or hinder any existing Airport Life Safety devices, HVAC, lighting, Fire Alarm System heads/alarms, etc. Construction barricade shall be kept in very good condition throughout construction.

- xvi. A clear plastic liner must be installed on the inside of the construction barricade to prevent dust migration to the Common Area or adjacent spaces. Adequate protection of the Common Area floors enclosed by construction barricades must be provided. All construction barricades must be without opening or passage to the Common Area unless the Assigned Space has no back door. In this case, two 3'-0" x 6'-8" hollow core wood doors, swinging in, should be installed with a frame, closure device, and lockset. The doors shall be painted to match the construction barricade.
- xvii. Construction barricade may be temporarily removed overnight and re-installed. After final AHJ inspection and Port approval the construction barricade can be permanently removed.
- xviii. During construction, fixture installation, and merchandise stocking of the Assigned Space, Tenant shall provide refuse removal service at areas designated by the Port. Tenant's contractor

shall provide and pay for refuse containers and disposal. It is the responsibility of the Tenant and its contractors to break down and remove all refuse from the Assigned Space on a daily basis. If Tenant's refuse accumulates within the Assigned Space, for 24 hours or longer, the Port may remove the refuse and charge Tenant at a rate of 2-times the Port's costs.

- xix. Areas under construction in the Sterile Area will require full-height mall walls enclosing the work zone.
- xx. Access points to work zones in the Sterile Area (inside the “mall walls”) will be required to be secured on Cyberlock (locks and keys to be provided and installed by tenant or tenant's contractors; provided to Port for programming).
- xxi. Access points to work zones in the Sterile Area (inside the “mall walls”) must remain secured AT ALL TIMES from the Sterile Area side (“storeroom” function).
- xxii. For work zones in the Sterile Area, tools (and any TSA-prohibited items) when not in use must be locked inside a “job box” or other approved-Port container (lock may be on contractor's lock-key system or Cyberlock) and the construction site (inside the “mall wall”) secured (via Cyberlock as described above) anytime the site is unattended. Port will conduct inspections of work zones to ensure compliance with this requirement.
- xxiii. Tenant's contractor and subcontractor personnel

(i.e., construction workers) are expected to obtain Port-issued badges (at tenant / contractor's expense — see Airport web site for cost information). If a worker for the contractor or a subcontractor requires only intermittent access to the construction site (i.e., less than 4 hours per week), he / she may be escorted by badged contractor / subcontractor personnel with escort privileges. In general, only 50% of all badges issued to a Tenant, including those authorized by the Tenant for its contractor / subcontractors, will be allowed to have escort authority. A badge holder with escort privileges may escort up to five (5) unbadged individuals only. The Port may revoke escort authority if escort rules / procedures are not rigorously followed. If escort privileges are revoked, all personnel (even those requiring intermittent access) will be required to obtain a Port-issued badge.

- xxiv. For anyone to be escorted, the Tenant must provide copies (scans) of unexpired, government-issued photo identification and biographical information requested by the Port (generally full legal name, date-of-birth, and gender) in a format acceptable to the Port at least 48 business-hours prior to the intended escort. The Port may conduct background investigations of the individual(s) to be escorted and will advise tenant if the individual may not be escorted on the Airport.
- xxv. Port-approved security guards may not be available to assist with site security, access control, and/or escorting. Tenant should plan

to complete all construction work with its own badged contractors / subcontractors and limited escorting as described above. All guard requests must be made on the Port's guard request form and emailed to opsec@portoakland.com by 12:00pm (noon) on the Wednesday prior to the week (Sunday – Saturday) needed. The Port will assess the request and advise (generally no later than 5:00pm on the Thursday prior to the week needed) if it can provide the requested guards.

xxvi. The Port-approved CSSP will identify contractor access route(s) to/from the work zone(s) to/from public areas of the Airport. The Port may restrict contractor's access to doors and/or gates along the approved access route(s).

xxvii. All floor penetrations must be x-rayed or GPR scanned at Tenant's expense before any hole is cut to investigate any impact to existing utilities or structural members. All floor penetrations are to be provided with an Underwriters' Laboratories, Inc. (UL) fire seal. All cutting, patching and core-drilling requires written approval by the Port before initiating this work. Tenant is responsible for repairing any damage to reinforcing steel, conduit, wiring, piping, etc., resulting from this operation,

1. Floor penetrations in upper level spaces with concrete must be core-drilled. All penetrations must be sleeved and sealed with one pipe permitted per sleeve.
2. The floor and roof structure vary. Verify all cutting with existing structural drawings.

3. All upper level floor penetrations shall be completely sealed to prevent permeation of odors or liquids to the space below.
4. All floor penetrations and patching shall conform to the structural and fire rating requirements; such work shall be paid for by Tenant directly and must be approved by the Port.
5. All roofing installation and/or repair work shall be done at Tenant's expense.

11.5 PROJECT COMPLETION

- a. Tenant's design team shall inspect construction and complete a final punch list prior to completion notification to the Port.
- b. After Tenant notifies the Port that the Assigned Space is completed, the Port's RETI shall perform a final inspection of the Assigned Space as required in the approval letter.
- c. Tenant shall provide record drawings for all disciplines based on contractors "as-built-markups." Tenant shall submit in the following format: three sets of record drawings to the Port after completion of the project. One copy shall be computed aided drafting (CAD) format; one copy shall be a full-size print of as-built drawings sealed by a California registrant; and the third copy should be a PDF version of the above. As-built drawings must be submitted to the Port three months or less after Assigned Space completion.

- d. All Tenant installed improvements located outside the Assigned Space is to be clearly labeled pursuant to Port standards listed in this TDS so the Tenant user of the improvement can be identified. This includes the following but not limited to:
 - i. Electrical equipment
 - ii. Rooftop mechanical equipment
 - iii. Satellite dishes
 - iv. Plumbing lines

12

SUSTAINABILITY REQUIREMENTS

12.1	LEED REQUIREMENT
12.2	ENERGY PERFORMANCE
12.3	C&D WASTE MANAGEMENT
12.4	INDOOR AIR QUALITY
12.5	HVAC EQUIPMENT
12.6	LIGHTING
12.7	APPLIANCES
12.8	WATER PERFORMANCE
12.9	RESOURCE USE
12.10	MATERIALS

12.1 LEED REQUIREMENT

- a. All Tenants are required to meet Leadership in Energy and Environmental Design (“LEED”) Silver Certification principles and guidelines.

12.2 ENERGY PERFORMANCE

- a. Tenants are required to specify lighting and mechanical equipment that results in energy efficiency performance required in CalGreen.
- b. Tenants shall select kitchen equipment, computers, and general miscellaneous equipment that is energy efficient or has the Energy Star label.

12.3 C&D WASTE MANAGEMENT

- a. Tenant shall reduce total waste material during construction and demolition (goal - 2.5 lb per square foot) or divert at least 75% of the total construction and demolition material generated during construction (by weight or volume) from the landfill via recycling or reusing materials. All material leaving the site shall be tracked and documented by Tenant, and Tenant shall provide Port with weight slips or other similar documentation in form reasonably acceptable to Port. Update reference: <http://www2.oaklandnet.com/Government/o/PWA/o/FE/s/GAR/OAK024368>

12.4 INDOOR AIR QUALITY

- a. Tenant shall comply with the Indoor Air Quality Management Plan established for the construction project including building flush-out after completion, but before occupancy.

12.5 HVAC EQUIPMENT

- a. All HVAC equipment shall be commissioned for proper operation and efficiency as required by section 01811 Mechanical Equipment Commissioning of the specifications or LEED for Existing Buildings version 4.
- b. Air conditioners and refrigeration equipment shall be Energy Star compliant and not use refrigerants containing HCFCs or Halons. Refrigerants in the 400-series are acceptable (e.g., R 410A).

12.6 LIGHTING

- a. All lighting shall use LEDs where practicable; linear lighting can be compact fluorescent. All lighting must comply with energy efficiency performance required in CalGreen.

12.7 APPLIANCES

- a. All appliances, refrigerated food cases, kitchen equipment, computers, and general miscellaneous equipment shall be energy efficient and/or have the Energy Star label. All energy saving features must be enabled on appliances.

12.8 WATER PERFORMANCE

- a. Tenants are required to select fixtures, faucets and equipment that comply with the applicable CalGreen water efficiency requirements.
- b. Tenants are encouraged to select WaterSense labeled products including sink fixtures and commercial pre-rinse spray valves.

- c. All plumbing fixtures shall be as low-flow as practical. Tenants must select WaterSense labeled products and products that comply with the applicable CalGreen water efficiency requirements. Must meet the Energy Policy Act of 1992 fixture performance requirements. Install aerators on all kitchen sinks (except fill sinks) that do not exceed flow rates of 1.5 gpm.

- d. Firm limits apply to the following fixtures:

Fixture	Acceptable Range
Kitchen Sinks	1.8-2.2 gpm at 80 psi
Handwash Sinks	0.5 gpm at 60 psi
Toilets	1.2 - 1.6 gpf
Commercial pre-rinse spray valve	Less than or equal to 1.6 gpm
Dishwasher	1.2 gallons/rack or less

12.9 RESOURCE USE

- a. Collection and Storage of Recyclable and Compostable Materials
- Within their Assigned Space, tenant is required to provide adequate area for collection and storage of recyclable, compostable and trash materials.
 - Tenant is include co-located appropriately-sized and clearly labeled recycle, organic waste and landfill containers approved by OAK. Containers need to be placed in all appropriate areas - front of house, back of house and in breakrooms.
 - Spaces with kitchens shall install mechanized dishwashing capacity to support reusable containers and tableware. This includes the additional infrastructure, supplies and materials

required to support washing such as cleaning agents, dish racks, dish drying and storage area.

12.10 MATERIALS

- Tenant is required to specify and install low emitting materials in accordance with the CalGreen requirements, including adhesives, sealants, paints, coatings, flooring (carpet and resilient), composite wood and agrifiber products (including laminating adhesives).
- Cut sheets for all of the following materials must be furnished by Tenant to Port upon request:

- Composite Lumber – All composite lumber and agrifiber products shall contain no added urea-formaldehyde resins.
- Paint – All paint products shall comply with the following VOC limits:

Paint	VOC Limit (g/L)
Non-Flat	150
Flat	50

- Sealants – All sealant products shall comply with the following VOC limits. Refer to the LEED-NC v.2.1 Reference Guide for requirements for sealant types not listed:

Sealants	VOC Limit (g/L)
Architectural	250
Sealant Primer	
Architectural (non-porous)	250
Architectural (porous)	775
Other	750

- Adhesives: All adhesives shall comply with the following VOC limits. Refer to the LEED-NC v.2.1 Reference Guide for requirements for adhesives types not listed:

Adhesives	VOC Limit (g/L)
Carpet pad adhesive	50
Wood flooring adhesive	100
Ceramic tile adhesive	65
Subfloor adhesive	50
Drywall & panel installation	50
Cove base adhesive	50
Multipurpose construction	70
Contact adhesive	80
Special purpose contact adhesive	250
Substrates	
Metal to metal	30
Porous material except wood	50
Wood	30
Fiberglass	80

- Carpet: Carpet shall meet the requirements of the Carpet and Rug Institute's Green Label Plus Indoor Air Quality Test Program. Selected carpet shall have a total recycled content of at least 30%.
- Ceramic Tile: Ceramic tile shall have a total recycled content of at least 20%.
- Acoustic Tile: Acoustic ceiling tiles shall have a total recycled content of at least 60%.
- Insulation: Tenant shall use formaldehyde free insulation with a total recycled content of at least 20%.

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A-A

APPENDIX A: INFRASTRUCTURE SURVEY SUMMARY

- A.1 MECHANICAL, PLUMBING, AND FIRE
PROTECTION INFRASTRUCTURE
SUMMARY — F&B
- A.2 ELECTRICAL INFRASTRUCTURE
SUMMARY — F&B
- A.3 MECHANICAL, PLUMBING, AND FIRE
PROTECTION INFRASTRUCTURE SUMMARY
— RETAIL
- A.4 ELECTRICAL INFRASTRUCTURE SUMMARY
— RETAIL

A.1: MECHANICAL, PLUMBING, AND FIRE PROTECTION INFRASTRUCTURE SUMMARY — FOOD AND BEVERAGE

OAKLAND INTERNATIONAL AIRPORT – MECHANICAL, PLUMBING AND FIRE SPRINKLERS INFRASTRUCTURE SUMMARY					
			MECHANICAL PROVISIONS	PLUMBING PROVISIONS	FIRE SPRINKLER PROVISIONS
Space ID	Current Tenant	Comments	General Provisions	Water, Waste, Vent, Grease Waste & Gas	General Provision
T1-FB-1	Closed / Peet's	Terminal 1, Building M-102	Served by existing AHU/S-301, has three VAV boxes with reheat coils and temperature sensors. Return air through ceiling space.	1-1/4" cold water, 6" sanitary sewer below floor, 3" vent, 3" grease waste, no gas	Fully sprinklered.
T1-FB-G4	Oaklandish	Terminal 1, Building M-103	Four (4) units of vrf systems split type fan coil units served the space with air cooled condensing unit on the roof.	1-1/4" cold water, 3" sanitary sewer, 3" vent, no grease waste, no gas.	Fully sprinklered
T1-FB-G8	Tap N Pour / Oakland A's	Terminal 1, Building M-103	Served by existing AHU/2 on the roof and rooftop gas/electric air conditioning unit to cool/heat the customer space. Combination Ducted return air and through ceiling space. Ducted exhaust fan for kitchen hood and gas fired make up air unit. Ducted exhaust fan for dishwasher exhaust. Temperature sensors provided.	1-1/4" cold water, 4" sanitary sewer, 4" vent, 2" vent, 3" grease waste, 3" gas.	Fully sprinklered
T1-FB-G9	Oak Grove Eatery / TBD	Terminal 1, Building M-103	Served by existing AHU/3 on the roof and gas/electric rooftop air conditioning unit to cool the space. Ducted kitchen exhaust fan for kitchen hood and gas fired make up air unit. Temperature sensors provided.	1" cold water, 3" sanitary sewer, 3" vent, 3" grease waste, 2-1/2" gas.	Fully sprinklered
T1-FB-G8A	Rockridge Bar / A16	Terminal 1, Building M103	Served by existing AHU/3, Air distribution by VAV boxes with reheat coils and temperature sensors. Return air through ceiling space.	1-1/4" cold water, 4" sanitary sewer, 3" vent, no grease, waste, no gas	Fully sprinklered
T1-FB-G9A	Under Construction / Peet's	Terminal 1, Building M-103	Served by existing AHU/3 and split type air conditioning unit with temperature sensor. Condensing unit on the roof. No VAV box.	1" cold water, 3" sanitary sewer, 3" vent, no grease waste, no gas	Fully sprinklered
T2-FB-G22	Under Construction / Farley's	Terminal 2, Building 130	Served by existing AHU/130-4, supply ductwork and outlets. Return air through ceiling space. No VAV box.	3/4" cold water, 3" sanitary sewer, 2" vent, no grease waste, 1" gas	Fully sprinklered
T2-FB-G24	PYRAMID / District	Terminal 2, Building 130	Served by existing AHU/130-7, supply ductwork and air outlet. Return air through ceiling space. No VAV box.	1" cold water, 3" sanitary sewer, 3" vent, no grease waste, no gas	Fully sprinklered

OAKLAND INTERNATIONAL AIRPORT – MECHANICAL, PLUMBING AND FIRE SPRINKLERS INFRASTRUCTURE SUMMARY					
			MECHANICAL PROVISIONS	PLUMBING PROVISIONS	FIRE SPRINKLER PROVISIONS
Space ID	Current Tenant	Comments	General Provisions	Water, Waste, Vent, Grease Waste & Gas	General Provision
T2-FB-G25	TBD	Terminal 2, Building 363	Served by existing AHU/130-8. Air distribution by VAV boxes with reheat coils and temperature sensors.	1-1/2" cold water, 4" sanitary sewer, 3" vent, 4" grease waste, 2-1/2" gas	Fully sprinklered
T2-FB-2	Training Grounds	Terminal 2, Level 1, Building 363	Served by existing AHU/130-3. Air distribution by VAV boxes with reheat coils and temperature sensors.	3/4" cold water. 3" sanitary sewer, 2" vent, no grease waste, no gas	Fully sprinklered
T2-FB-G27	Peet's	Terminal 2, Building 367	Served by existing AHU/367-9. Air distribution by ductwork/air outlets. No VAV boxes.	3/4" cold water, 3" sanitary sewer, 2" vent, no grease waste	Fully sprinklered
T2-FB-G28	Andales / Cosecha	Terminal 2, Building 367	Served by existing AHU/367-5 and VAV's, added four VAV boxes with reheat coils and temperature sensors. Two kitchen exhaust fans for kitchen hoods and one exhaust fan for transformer room.	1-1/4" cold water with meter, no sanitary waste, 3" vent, 4" grease waste, 2-1/2" gas	Fully sprinklered
T2-FB-G30	Bar 510 / Southie's	Terminal 2, Building 367	Served by existing AHU/367-1. Air distribution by ductwork/air outlets. No VAV boxes.	1-1/4" Cold water, 4" sanitary sewer, 3" vent, 4" grease waste, no gas.	Fully sprinklered
T2-FB-G23	East Bay Café / Tay Ho	Terminal 2, Building 130	Served by existing AHU/130-6. Air distribution by ductwork/air outlets. No VAV boxes.	3/4 " Cold water, 3" sanitary sewer, 2" vent, no grease, 2-1/2" gas.	Fully sprinklered
T2-FB-G29	Construction / Oakland Draft House	Terminal 2, Building 367	Served by existing AHU/367-5. Provided with 26" x 20" SA and 38" x 24" RA duct stub out for VAV boxes @ 5,550 cfm.	1-1/4" Cold water, 4" sanitary sewer, 3" vent, 4" grease waste, 3" gas.	Fully sprinklered
R-11f	Auntie Anne's	Terminal 2, Building 367	Served by existing AHU/367-8. Air distribution by ductwork /air outlets. No VAV boxes.	3/4" Cold water, 3" sanitary sewer, 2" vent, no grease.	Fully sprinklered

A.2: ELECTRICAL INFRASTRUCTURE SUMMARY — FOOD AND BEVERAGE

OAKLAND INTERNATIONAL AIRPORT – ELECTRICAL INFRASTRUCTURE SUMMARY									
		ELECTRICAL PANEL					Transformer Size	Fire Alarm	Data
Space ID	Current Tenant	Panel	Main	Voltage	Size	Fed From			
T1-FB-1	Closed / Peet's	Panel "A-M102"	150A/3P	120/208	-	Panel "D-M102"	-	YES	YES
		Panel "B-M102"	200A/3P	-	-	Concessions Meter	-		
		Panel "D-M102"	200A/3P	-	-	Concessions Meter	-		
		Concessions Meters	400A/3P	-	All Mains: (1) 100A (3) 200A/3P	Concessions Air Heinolds	-		
		Concessions Air Heinolds	600A/3P	-	-	XFMR Concessions Air	-		
T1-FB-G4	Oaklandish	Panel "F3"	225A/3P	120/208	-	-	-	YES	YES
T1-FB-G8	Tap N Pour / Oakland A's	Panel "F45A"	No Main	120/208	225A	LPD-F4/5	-	YES	YES
		Panel "F45B"	No Main	120/208	225A	LPD-F4/5	-	YES	YES
T1-FB-G9	Oak Grove Eatery / TBD	Panel "F6"	175A/3P	120/208	-	XFMR T-1 ABOVE CEILING	-	YES	YES
T1-FB-G8A	Rockridge Bar / A16	Panel "F7A"	225A/3P	120/208	225A	DF7	-	YES	YES
		Panel "DF7"	400A/3P	120/208	400A	TF7	-	YES	YES
T1-FB-G9A	Under Construction / Peets	Panel "F8"	225A/3P	120/208	-	-	-	YES	YES
T2-FB-G22	Under Construction / Farley's	Panel "F9"	200A/3P	120/208	-	-	-	YES	YES
T2-FB-G24	Pyramid / District	Panel "F10"	100A/3P	120/208	-	-	-	YES	YES

OAKLAND INTERNATIONAL AIRPORT – ELECTRICAL INFRASTRUCTURE SUMMARY									
Space ID	Current Tenant	ELECTRICAL PANEL					Transformer Size	Fire Alarm	Data
		Panel	Main	Voltage	Size	Fed From			
T2-FB-G25	TBD	Panel "F11"	MLO250A/3P	120/208	250A	Peony	-	YES	YES
	TBD	Panel "F11C"	MLO 125A	120/208	-	-	-		
	TBD	Panel "F11D1"	No main	120/208	250A	-	-		
		Panel "F11D2"	125A/3P	120/208	-	Panel "F11D1"	-		
	TBD	Panel "F11E"	MLO 250A/3P	120/208	-	Panel "CDP"	-		
	Electrical Room	Panel APLA	100A/3P	120/208	-	Ckt32	-		
		Meter & Panel "F11B" otaez	MLO 250A/3P	-	-	OTAEZ	-		
		Meter & Main for F11D1, F11D2	-	-	-	-	-		
		Meter & Main for F11C	-	-	-	-	-		
		Meter & Main for F11A	-	-	-	-	-		
		Meter & Main for F11E	-	-	-	-	-		
		Meter & Main for M-HNUD	-	-	-	HNUDP-LB	-		
		HNUD	No Main	277/480	225A	-	-		
		Host Panel "CDPB"	No Main	120/208	225A	Panel "CDP"	-		
		MCB XFMR T-1	-	-	-	HNUD, XFMR T-1, Room 1037	-		
T2-FB-1	Closed / Artisan	Mini Power Center "F12" (90A/3P secondary and primary main, 21 ckt), 30kVA XFMR	-	-	-	-	-	YES	YES

A.2: ELECTRICAL INFRASTRUCTURE SUMMARY — FOOD AND BEVERAGE

OAKLAND INTERNATIONAL AIRPORT – ELECTRICAL INFRASTRUCTURE SUMMARY									
		ELECTRICAL PANEL					Transformer Size	Fire Alarm	Data
Space ID	Current Tenant	Panel	Main	Voltage	Size	Fed From			
T2-FB-G27	Peet's	Panel (no name)	175A/3P	120/208	-	XFMR in same space, next to panel	Label unreadable	YES	YES
T2-FB-G28	Andales / Cosecha	Panel "R14A"	No main	120/208	225A	n/a	n/a	YES	YES
	Andales / Cosecha	2 section panel "R14B"	No main	120/208	400A	n/a	n/a	YES	YES
T2-FB-G30	Bar 510 / Southie's	Panel "LA"	200A/3P	120/208		XFMR in same space, next to panel	45kVA	YES	YES
T2-FB-G23	East Bay Café / Tay Ho	Panel "HNUC"	No Main	277/480	225A	-	-	YES	YES
		Panel "APL"	125/3P	120/208	-	Tap from 75kVA XFMR from same room	-		
		30kVA XFMR (not used)	-	-	-	-	-		
		75kVA XFMR	-	-	-	-	-		
		Panel "LNIC" (not used)	100A/3P	120/208	70A, 100A NEUT.	Panel "HNUC"	-		
		Switch feed panel "APLA" market fresh (not used)	-	-	-	-	-		
		Meter and Main	-	-	-	-	-		
		Panel "APL-1" (Firewood)	No main	120/208	-	-	-		
T2-FB-G29	Construction / Oakland Draft House	"Andale Panel "B"	100A/3P	120/208	-	Andale Panel "A"	n/a	YES	YES
		2 Section panel "Andale Panel "A"	No main	120/208	400A	xfmr IN room 2132	150kVA		
R-11f	Auntie Anne's	No panel, stub from ceiling	-	120/208	-	-	-	YES	YES

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(MEP INFRASTRUCTURE SUMMARY TO BE INSERTED)

(MEP INFRASTRUCTURE SUMMARY TO BE INSERTED)

A.4 ELECTRICAL INFRASTRUCTURE SUMMARY — RETAIL

Space	Current Tenant	Electrical Panel					FIRE ALARM	Data
		Panel	Main	Voltage	Size	Fed From		
T1-R-G1	WORLD PASSAGE Duty Free & Travel Retail	(3) duplex receptacle outlets, no dedicated panel serving this space	-	-	-	Panel "BL1"	Smoke Detector	Data Cables in POS Cabinet
T1-R-1	Oakland Tribune News	Panel LP1A	50A/3P	208/120	225A	Panel 1LP1-M102	FATC INSIDE RETAIL SPACE CLOSET	DATA CABINET PRESENT
		Panel 1LP1-M102	100A/3P	208/120	100A	METER CENTER M102		
T1-R-G5	Oakland Tribune News & See's Candies	Panel R4	125A/3P	208/120	250A	T1 via Panel "HG"	FATC INSIDE RETAIL SPACE CLOSET	DATA CABINET PRESENT
T1-R-G15	Uptown News	Panel R5	60A/3P	208/120	125A		STROBE	DATA CABLES
Space	Current Tenant	Electrical Panel					FIRE ALARM	Data
		Panel	Main	Voltage	Size	Fed From		
T2-R-1	Zoom News	Mini Power center R8	60A/3P	208/120	15KVA		1 strobe on hallway outside	under counter mini patch panel
T2-R-G22	Sports Scene	Panel R6	60A/3P	208/120	250A	XFMR R6&R7	(1) STROBE	(1) DATA OUTLET
T2-R-G24	Oakland Tribune News	Panel R7	60A/3P	208/120	150A	XFMR R6&R7	(2) STROBES	PATCH PANEL
T2-R-G25	INMOTION ENTERTAINMENT	Panel LA	no main	208/120	150A		1 strobe on hallway outside	Data cables at top cabinet
T2-R-G29	Bayfront News	Panel R10A	no main	208/120	100A		Smoke Detector	Data cables inside closet

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CRAFT
COFFEEHOUSE



A-B

APPENDIX B: CONCEPTUAL DESIGN – FOOD & BEVERAGE

- B.1 SPACE T1-FB-1: PRE-SECURITY FAST CASUAL BISTRO CONCEPTUAL DESIGN
- B.2 SPACE T1-FB-G4: CAFE / COFFEEHOUSE CONCEPTUAL DESIGN
- B.3 SPACE T2-FB-G25: FOOD HALL CONCEPTUAL DESIGN
- B.4 SPACE T2-FB-G25: FULL RESTAURANT CONCEPTUAL DESIGN
- B.5 SPACE T2-FB-1: T2 PRE-SECURITY COFFEEHOUSE CONCEPTUAL DESIGN
- B.6 SPACE T1-FB-C1-1 AND T1-FB-C1-1A: T1 CONNECTOR COFFEE UNIT AND SOFT SEATING CONCEPTUAL DESIGN
- B.7 SPACE T2-FB-C2-1 AND T2-FB-C2-2: T2 CONNECTOR CONCEPTUAL DESIGN

As part of the development of the Food and Beverage Tenant Design Standards (TDS) for the Oakland International Airport, several existing spaces were studied relative to conceptual planning and design opportunities for food and beverage tenants.

The goal of this conceptual design exercise was to explore opportunities and possibilities as they relate to the type, size, location, and visibility of the tenant space(s). Several spaces suggest additional area to be provided to the tenant space beyond the existing area. The proposer and/or potential tenant shall coordinate and confirm the extent of the unit area with the lease line drawings provided as part of the TDS as well as the Port.

The conceptual designs illustrated in this section are aspirational in nature, meant to explore the opportunities of a given space to maximize the units potential. They are not intended to provide design direction to the proposers nor potential future tenants. As such the conceptual designs in this section are provided for reference only and are not to be directly copied or emulated. The proposer shall develop a compliant design based on field verified existing conditions for review.

APPENDIX B: FOOD & BEVERAGE CONCEPTUAL DESIGN

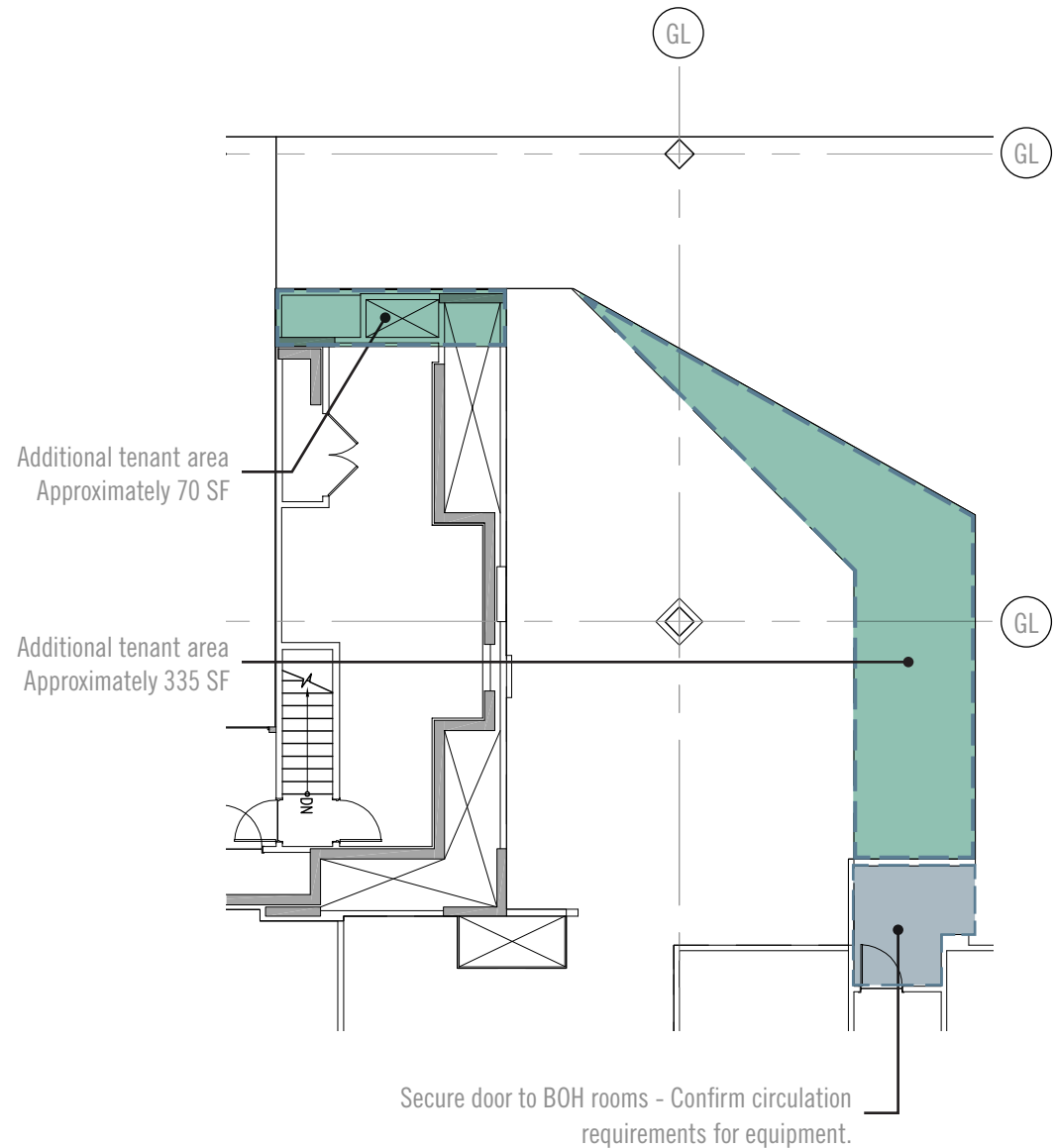
B.1 SPACE T1-FB-1 FAST CASUAL BISTRO CONCEPTUAL LEASE DIAGRAM

The existing tenant space located in Terminal 1 is near the entry to the security screening checkpoint (SSCP). It is the only food and beverage space located pre-security in Terminal 1.

One of the challenges of this location is the limited visual exposure to departures passengers entering the area. As the space is 'tucked around the corner', some passengers may not see the unit until they have entered the SSCP. The lease outline drawings suggest additional area where abandoned shafts currently exist which is proposed to be added to the existing unit area. The concept explores utilizing the additional space to wrap branded materials, finishes, and furniture from inside the unit and 'around the corner' to provide better visibility to the unit before passengers enter the SSCP.

In addition to the limited exposure, seating in the existing space is limited. While the primary frontage of the unit faces an existing meeter/greeter lounge area, opaque and visually heavy knee walls around the unit make the space feel constrained.

The concept also suggests rearranging the circulation at the secure access door adjacent to the space in order to provide additional area to the unit for seating adjacent to the meeter greeter lounge. Required railings and dividers in this area could appear visually lightweight and transparent in nature to help the space feel more open.



B.1 SPACE T1-FB-1 FAST CASUAL BISTRO
CONCEPTUAL DIAGRAM

Branded/perforated vertical elements and light fixtures denote/define spaces within a space.



Adjacent meeter/greeter lounge area.

APPENDIX B: FOOD & BEVERAGE CONCEPTUAL DESIGN

B.1 SPACE T1-FB-1 FAST CASUAL BISTRO CONCEPTUAL RENDERING



B.1 SPACE T1-FB-1 FAST CASUAL BISTRO
CONCEPTUAL RENDERING

Branded/perforated vertical elements and light fixtures denote/define spaces within a space.

Mix of traditional food service and lounge seating types.



If and/or where railing dividers are required, visually lightweight materials and finishes promote openness and visibility.

Grab n' Go/Product Merchandising units integrated into overall design aesthetic and visual language.

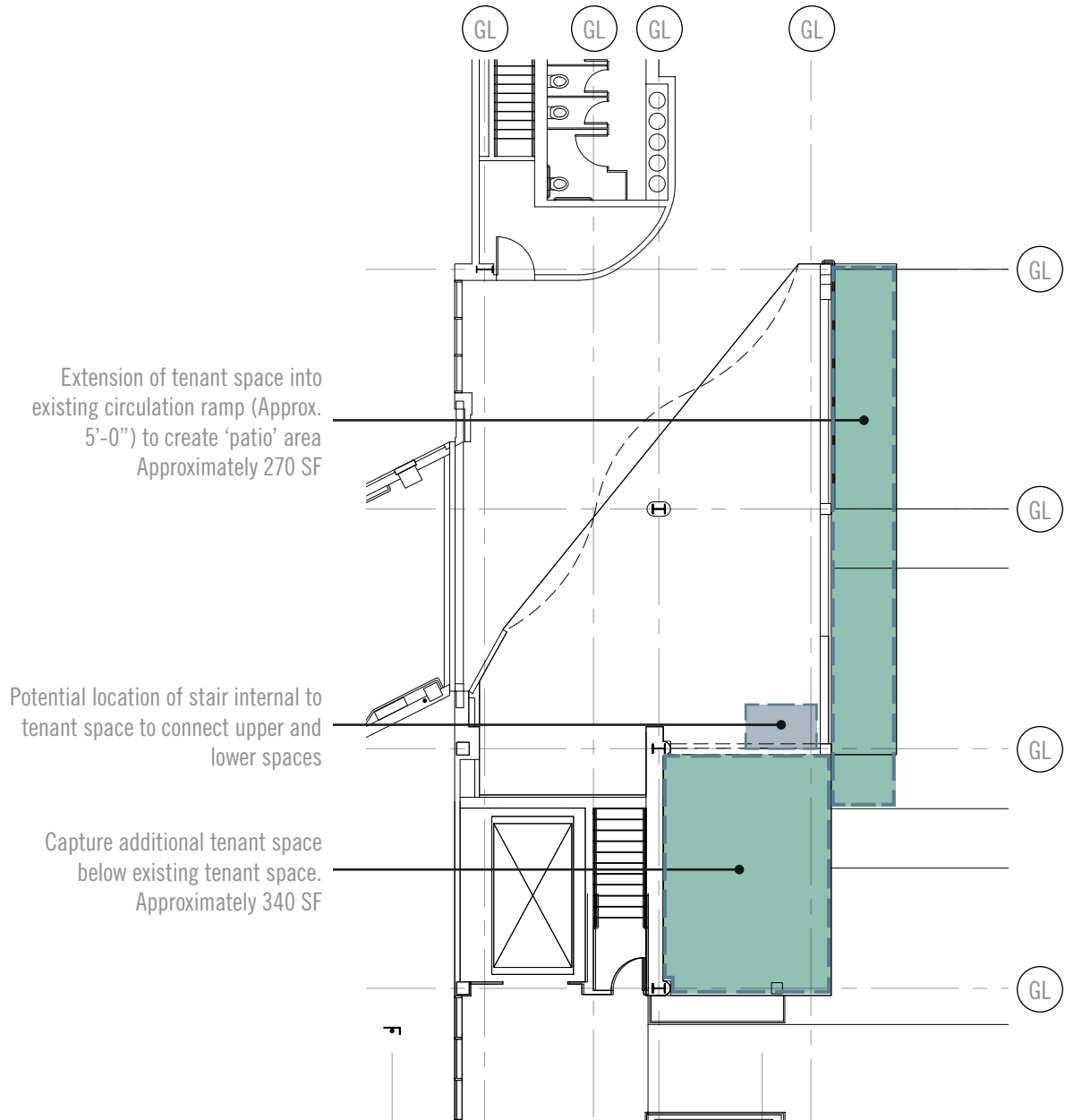
B.2 SPACE T1-FB-G4 CAFE / COFFEEHOUSE CONCEPTUAL LEASE DIAGRAM

The existing coffee unit (Starbucks) at Terminal 1 is the first post-security food and beverage unit located at the top of the ramp from the security screening checkpoint (SSCP) exit.

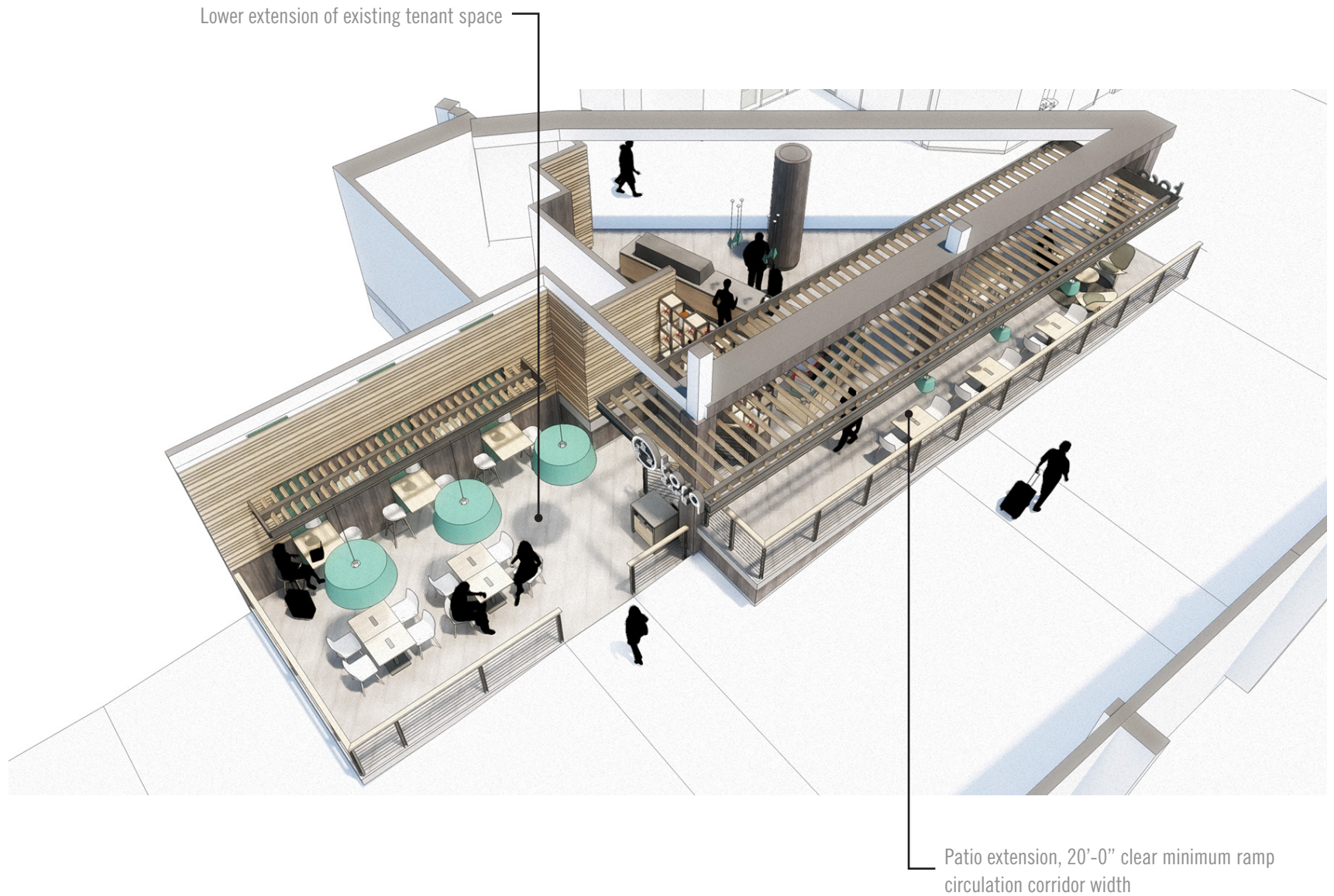
One of the challenges of this location is that it is located in-line and parallel with to the primary passenger flow. A narrow slot opening in the partition that separates the unit from the circulation ramp limits visibility into the unit.

The concept suggests expanding the existing area of the unit to include a 'patio' area which extends out into the primary circulation ramp and removing the opaque partition along the ramp. Suspended ceiling elements and light fixtures are used to scale the area that extends into the taller volume of the ramp space.

In addition to the patio extension, the concept also suggests capturing space below the unit which is currently underutilized. The lower portion of the unit is connected to the upper by a communicating stair inside the unit. Wrapping branded materials and finishes into the lower area connect the two zones and offer increased visibility to passengers departing for the international arrivals and departures hold room area adjacent to the SSCP exit.



B.2 SPACE T1-FB-G4 CAFE / COFFEEHOUSE
CONCEPTUAL DIAGRAM



APPENDIX B: FOOD & BEVERAGE CONCEPTUAL DESIGN

B.2 SPACE T1-FB-G4 CAFE / COFFEEHOUSE CONCEPTUAL RENDERING

Extending materials from upper space provides visual connection and brand continuity.

Dimensional Illuminated branding can take advantage of the larger volume of space.



Suspended light fixtures and/or ceiling elements to add scale to the space.

Additional 'patio' area added to existing tenant space to increase visibility by passengers.

B.2 SPACE T1-FB-G4 CAFE / COFFEEHOUSE
CONCEPTUAL RENDERING

Suspended canopy/ceiling and/or light fixtures over 'patio' extension seating add scale to the space in the larger overall volume.

Mix of traditional food service and lounge seating types.



Visually and materially lightweight railing systems to maximize openness and visibility.

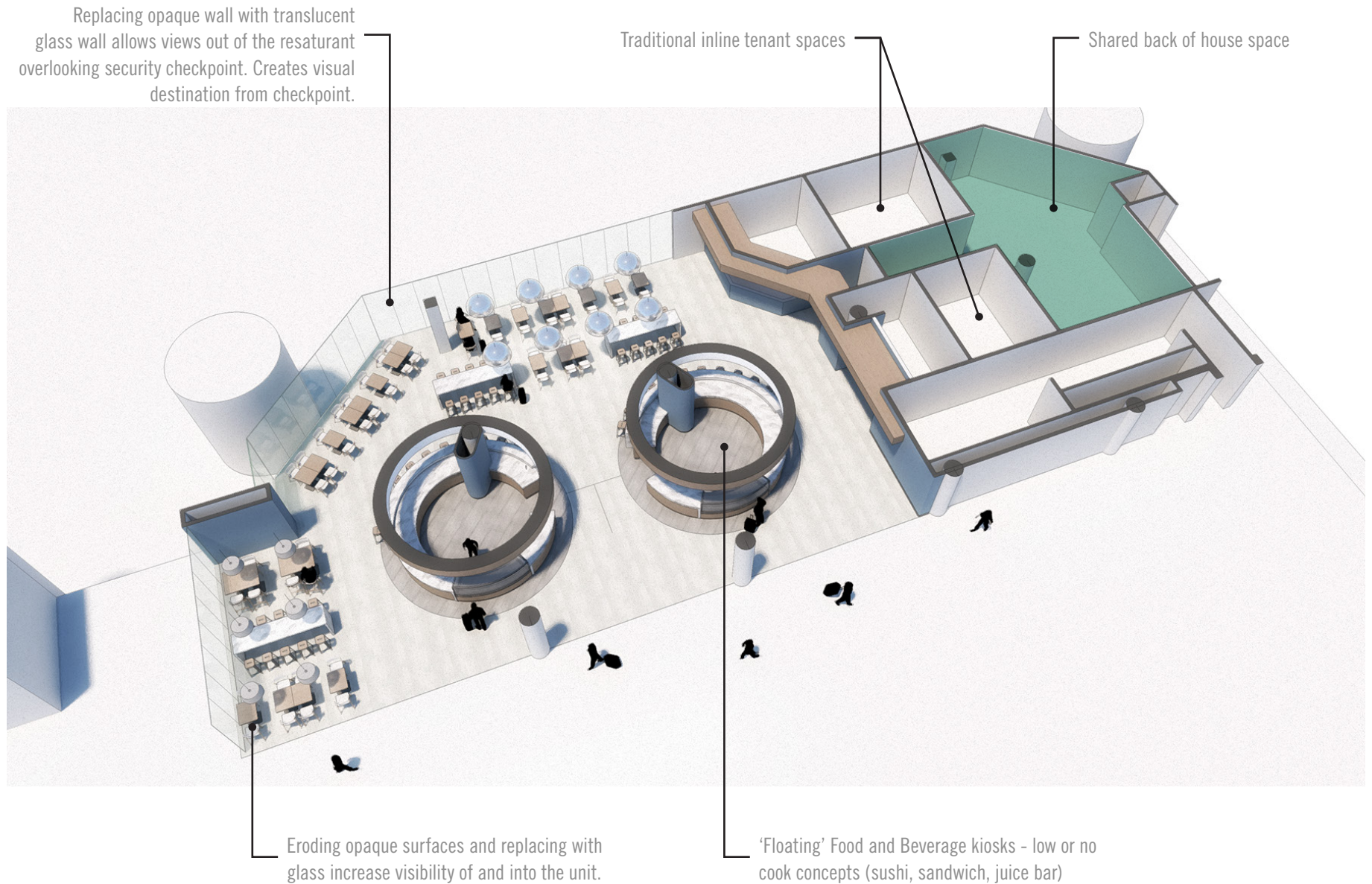
Mix of traditional food service and lounge seating types.

Adding additional glass walls to the corner of the food court space adjacent to the stairs, escalators, and circulation corridor will further increase visual access to food hall / full-service restaurant concepts.

This architectural floor plan depicts a large hall with a grid system. The grid is labeled with 'GL' in circles at the top and bottom. The plan includes a large central hall, a smaller room on the left, and a series of rooms on the right. A dashed green line indicates a path or boundary. The plan also shows various fixtures, including sinks, toilets, and a shower, as well as a large circular area in the bottom right corner.

- Opportunities to explore making wall more translucent/transparent. Creates views out of the space, but also allows views into the space from security checkpoint below creating a visual destination for passengers

B.3 SPACE T2-FB-G25 FOOD HALL
CONCEPTUAL DIAGRAM



APPENDIX B: FOOD & BEVERAGE CONCEPTUAL DESIGN

B.3 SPACE T2-FB-G25 FOOD HALL CONCEPTUAL RENDERING

Freestanding and visually translucent tenant kiosks allow visibility into and through the food hall space.



Eroding opaque surfaces and replacing with glass increase visibility of and into the unit.

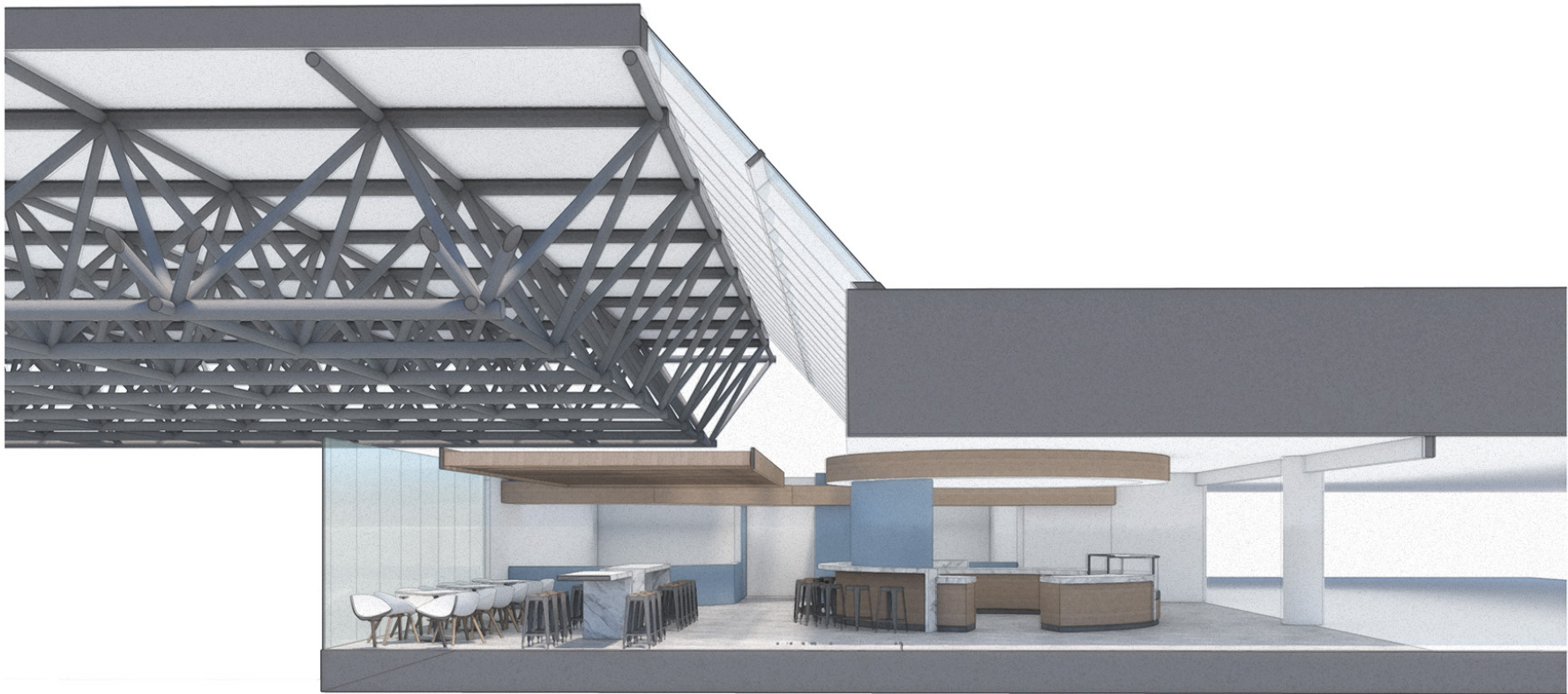
B.3 SPACE T2-FB-G25 FOOD HALL
CONCEPTUAL RENDERING

Feature ceiling elements below skylight/
clerestory windows allow for filtering of natural
lights, creates visual interest from checkpoint.

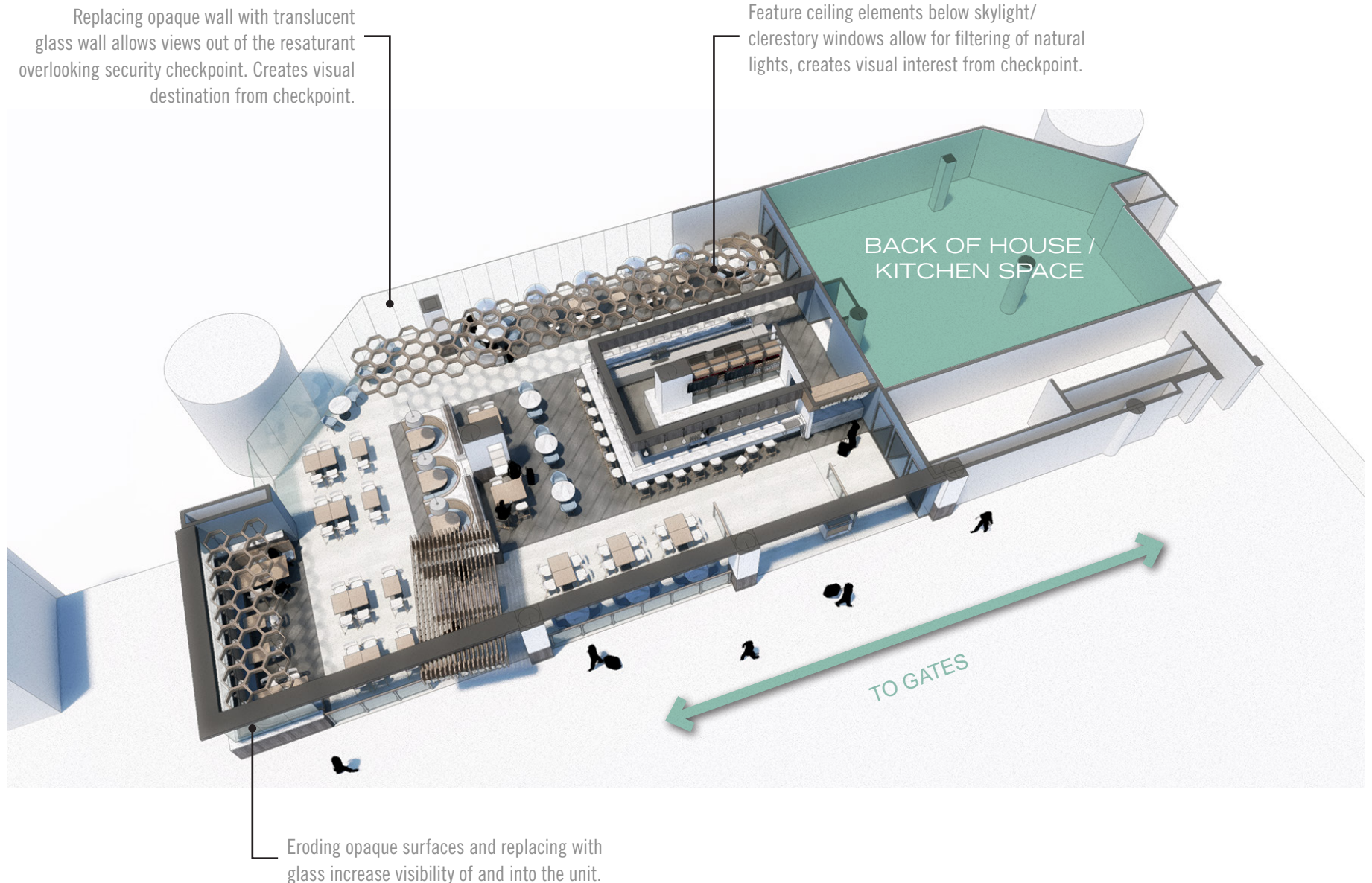


Variety of traditional restaurant seating styles
provides passengers choice and can be used
to define space within the larger space.

B.4 SPACE T2-FB-G25 FULL SERVICE RESTAURANT
CONCEPTUAL SECTION DIAGRAM



B.4 SPACE T2-FB-G25 FULL SERVICE RESTAURANT
CONCEPTUAL DIAGRAM



APPENDIX B: FOOD & BEVERAGE CONCEPTUAL DESIGN

B.4 SPACE T2-FB-G25 FULL SERVICE RESTAURANT CONCEPTUAL RENDERING



B.4 SPACE T2-FB-G25 FULL SERVICE RESTAURANT
CONCEPTUAL RENDERING

Feature ceiling elements below skylight/
clerestory windows allow for filtering of natural
lights, creates visual interest from checkpoint.



Variety of traditional restaurant seating styles
provides passengers choice and can be used
to define space within the larger space.

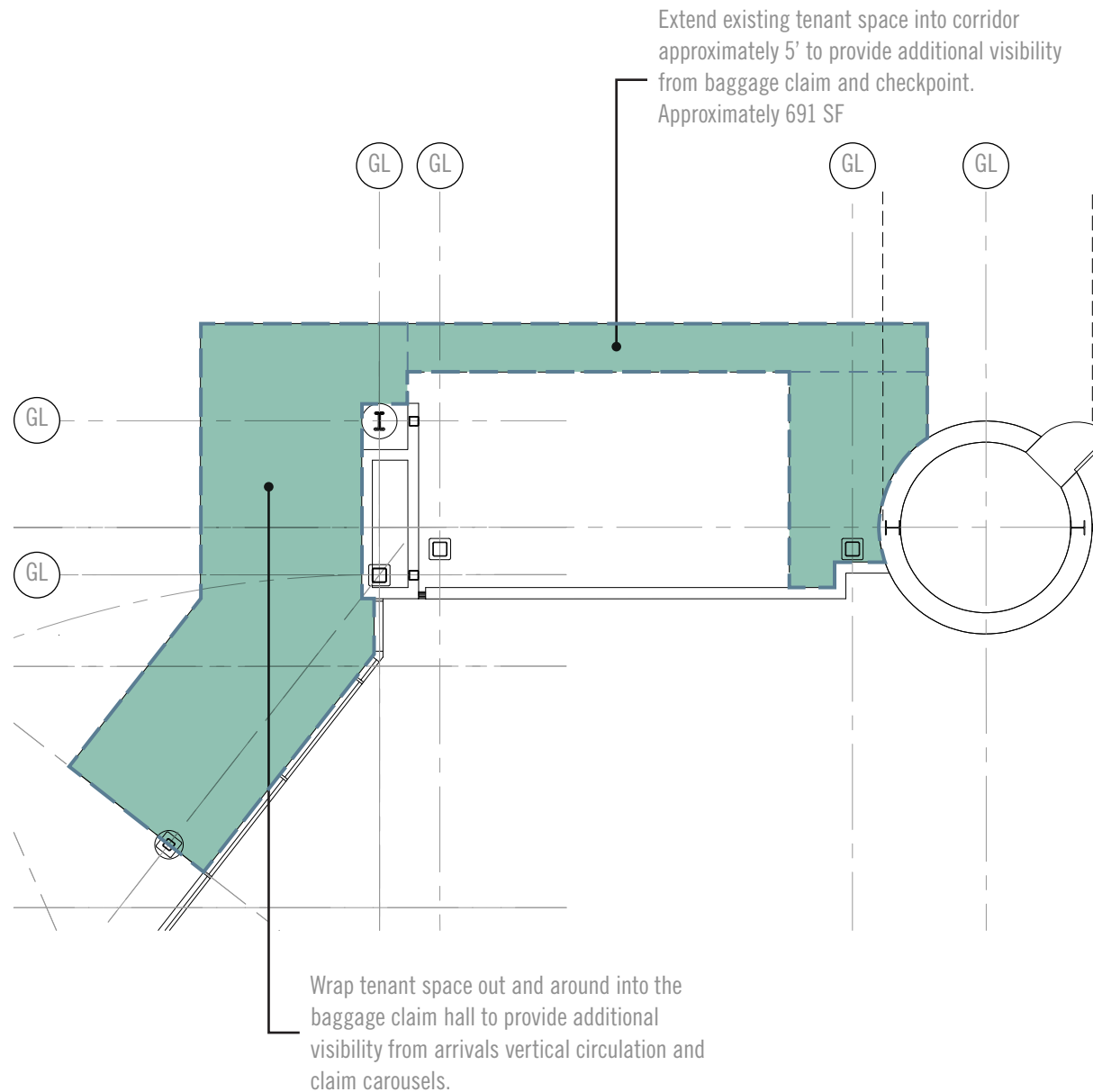
B.5 SPACE T2-FB-1 COFFEE SHOP CONCEPTUAL LEASE DIAGRAM

The existing tenant space is located pre-security in Terminal 2 between the baggage claim hall and the security screening checkpoint.

A challenge at this location is the fact that the space is located in a corridor and primary point of sale areas are pulled back from the primary unit frontage. A blade sign provides visual cues in the corridor space, but is fundamentally parallel to the primary passenger flow.

The lease outline drawings for the concept suggest extending the footprint of the tenant space into the circulation corridor. The use of contrasting floor finishes between the tenant space and existing circulation corridor as well as projecting ceiling elements provide additional visual cues.

Beyond the circulation corridor, the concept suggests expanding the tenant space into the baggage claim hall. Consistent floor finishes and complimentary ceiling elements tie the spaces together and provide a visual destination for passengers from the vertical circulation, at the departures level, into the baggage claim hall.



B.5 SPACE T2-FB-1 COFFEE SHOP
CONCEPTUAL DIAGRAM

Extension of tenant space into corridor,
maintain 20'-0" clear minimum corridor width.

NOTE: This concept would require relocation of
existing FIDS screens



Extension and wrap of tenant space

APPENDIX B: FOOD & BEVERAGE CONCEPTUAL DESIGN

B.5 SPACE T2-FB-1 COFFEE SHOP CONCEPTUAL RENDERING

Suspended ceiling planes/light fixtures visually connect and scale the tenant spaces

Dimensional/Illuminated brand elements



Brand wall/surface increases visibility to unit and reinforces connection between the two spaces

B.5 SPACE T2-FB-1 COFFEE SHOP
CONCEPTUAL RENDERING

Extension/projection of floor finishes and ceiling elements provides additional visibility while maintaining openness of corridor



Open storage and merchandising adds depth, visual interest, and integrates with the overall aesthetic and visual language of the unit

Merchandising units integrated into overall design aesthetic and visual language

APPENDIX C: RETAIL CONCEPTUAL DESIGN

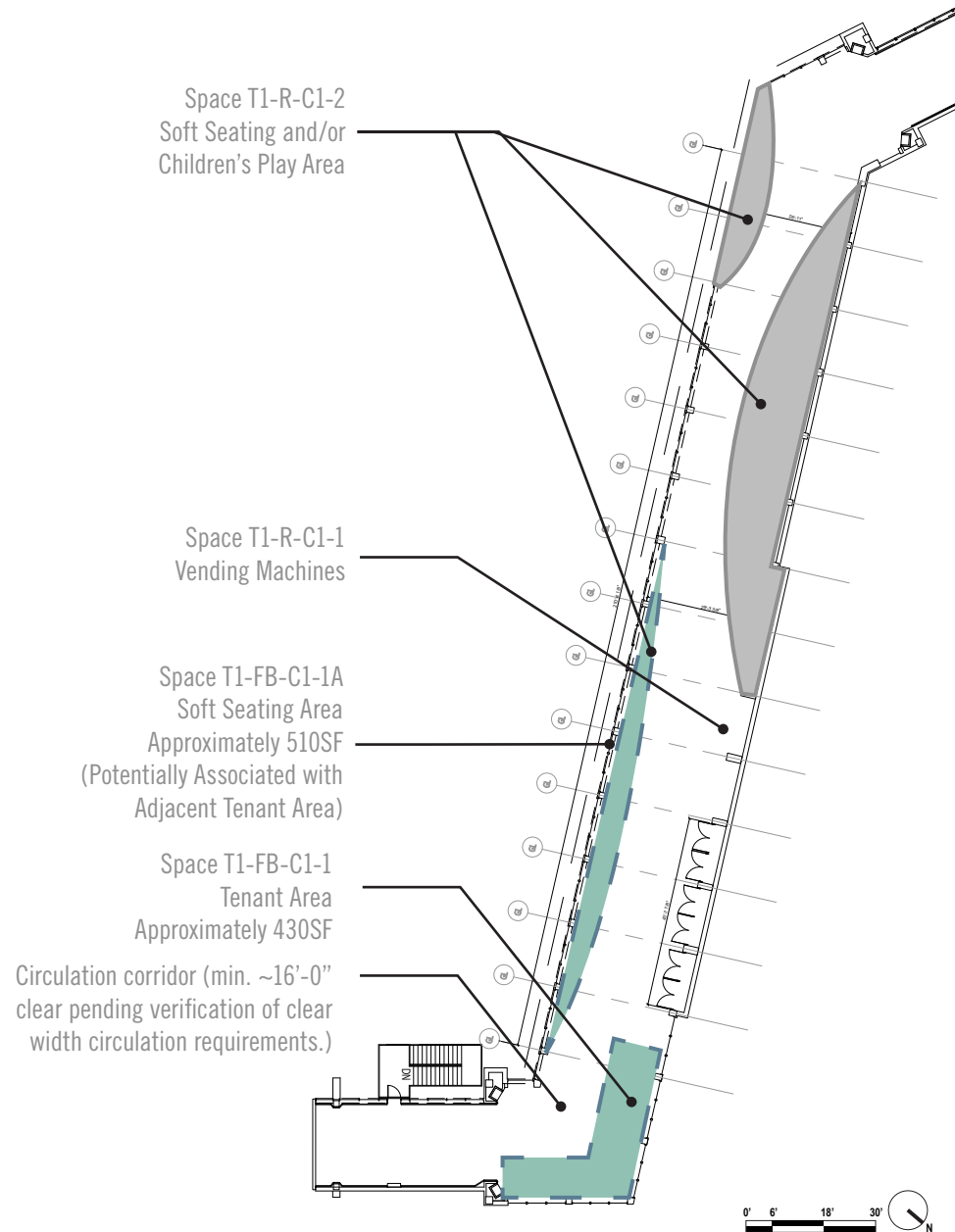
B.6 SPACE T1-FB-C1-1 & T1-FB-C1-1A COFFEE UNIT & SOFT SEATING CONCEPTUAL LEASE DIAGRAM

Concept Narrative

This unit is located at the northeast end of the connector between Terminals 1 and 2. The unit utilizes some extra floor area in the existing circulation path. While a portion of the area reserved for this unit is excess floor space, the remainder takes over existing corridor area. In order to maintain adequate circulation, a minimum of 16'-0" clear circulation width is provided between the edge of the unit and the walls across the circulation route from the unit.

With limited floor area and the proximity to primary circulation flows, railings should be provided to contain any overflow of queuing passengers, minimizing the impact on primary circulation flows. Ceiling elements that are transparent in nature allow greater visibility to the unit from Terminal 2 or the connector and avoid blocking light and views from the high windows in this area.

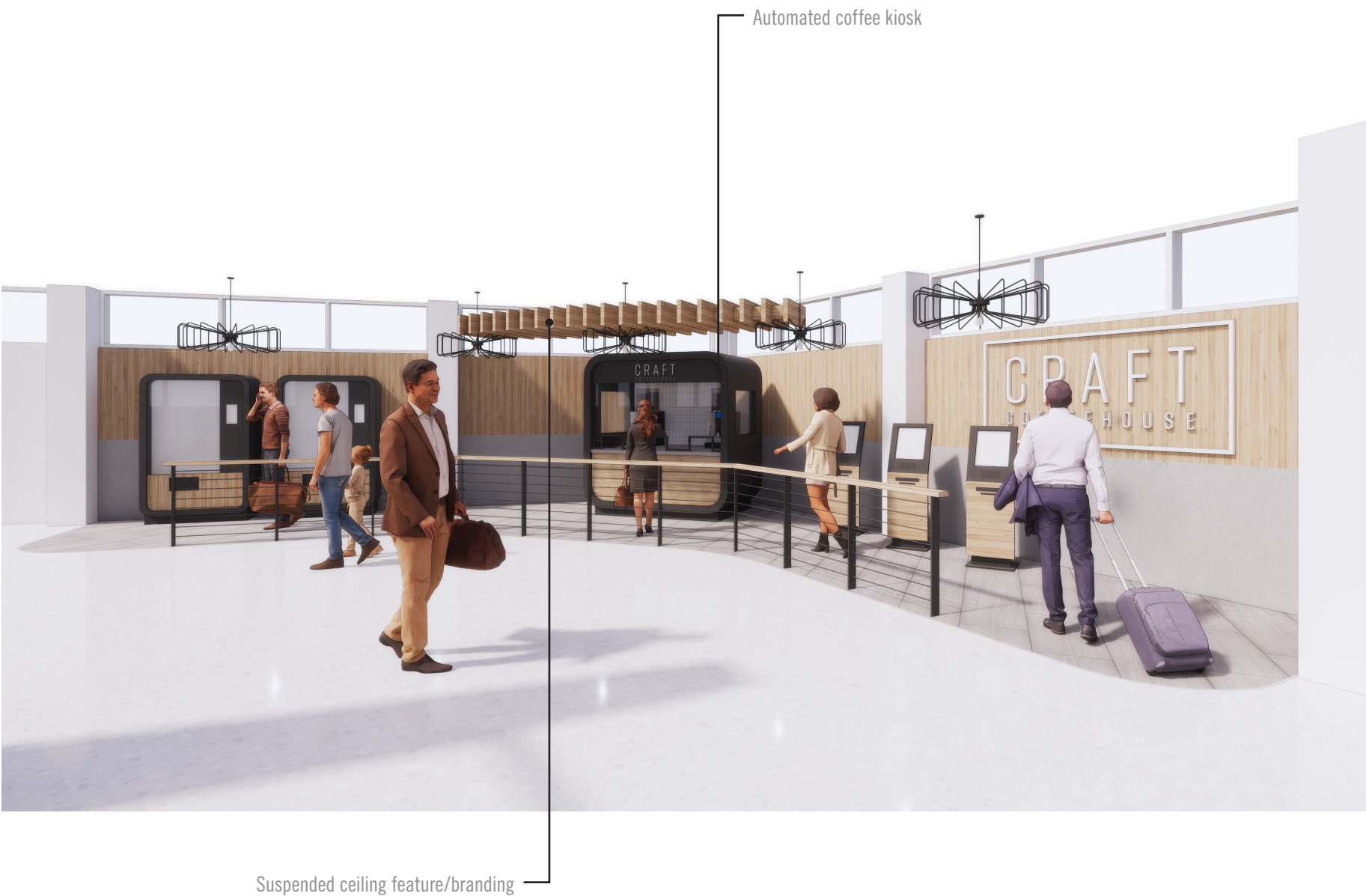
The concept also suggests an automated food and beverage unit to maximize the limited floor area. Kiosks within the queue area allow multiple passengers to simultaneously place orders which are delivered at the larger kiosk. A deeper floor area in front of the larger kiosk allows for passengers to queue while waiting to pickup an order. Additional vending machines with a similar aesthetic could also be provided within the unit.



B.6 SPACE T1-FB-C1-1 COFFEE UNIT
CONCEPTUAL RENDERING



B.6 SPACE T1-FB-C1-1 COFFEE UNIT
CONCEPTUAL RENDERING



B.6 SPACE T1-FB-C1-1 & T1-FB-C1-1A COFFEE UNIT & SOFT SEATING
CONCEPTUAL RENDERING

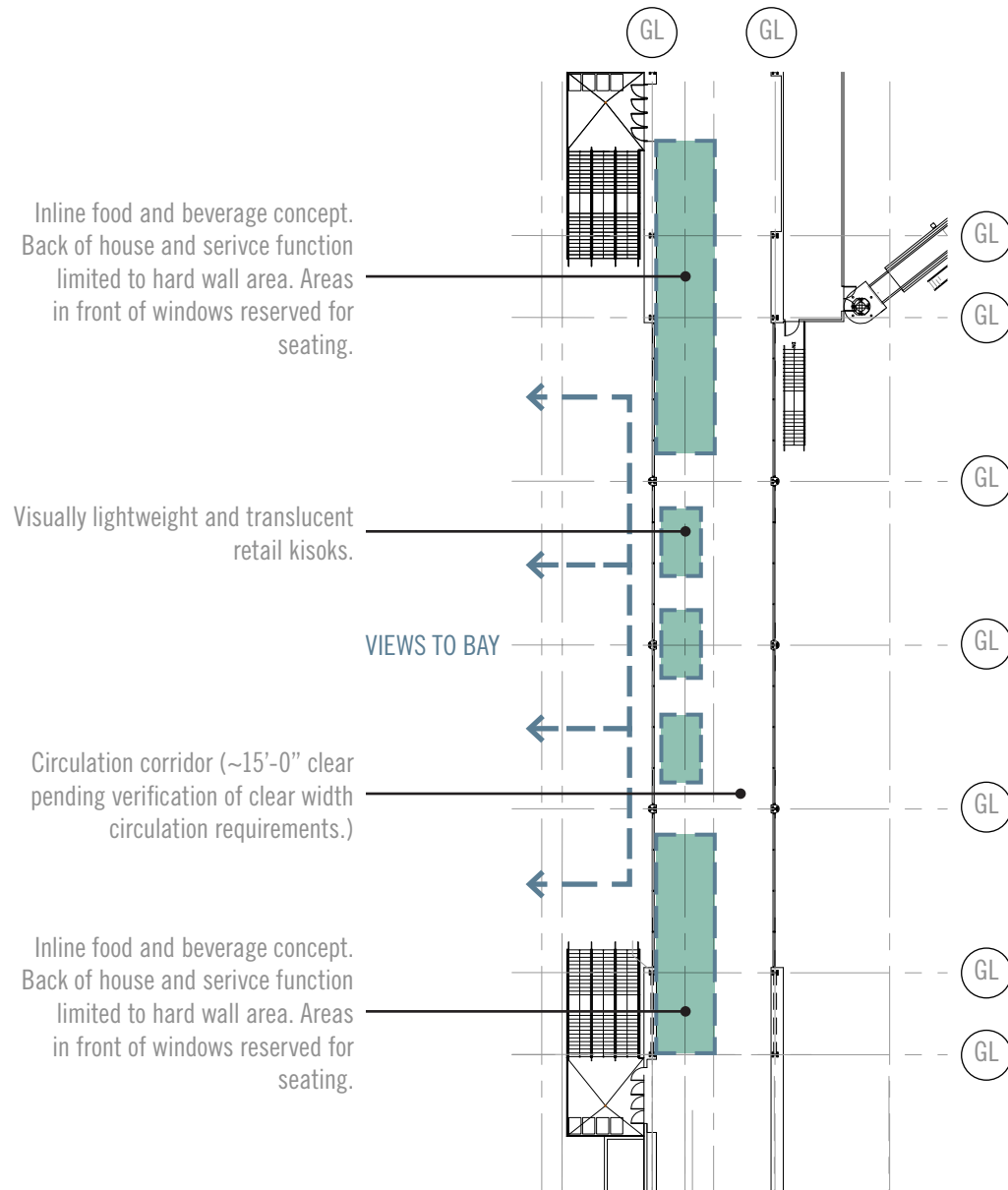


Branded seating area with similar suspended feature ceiling element.

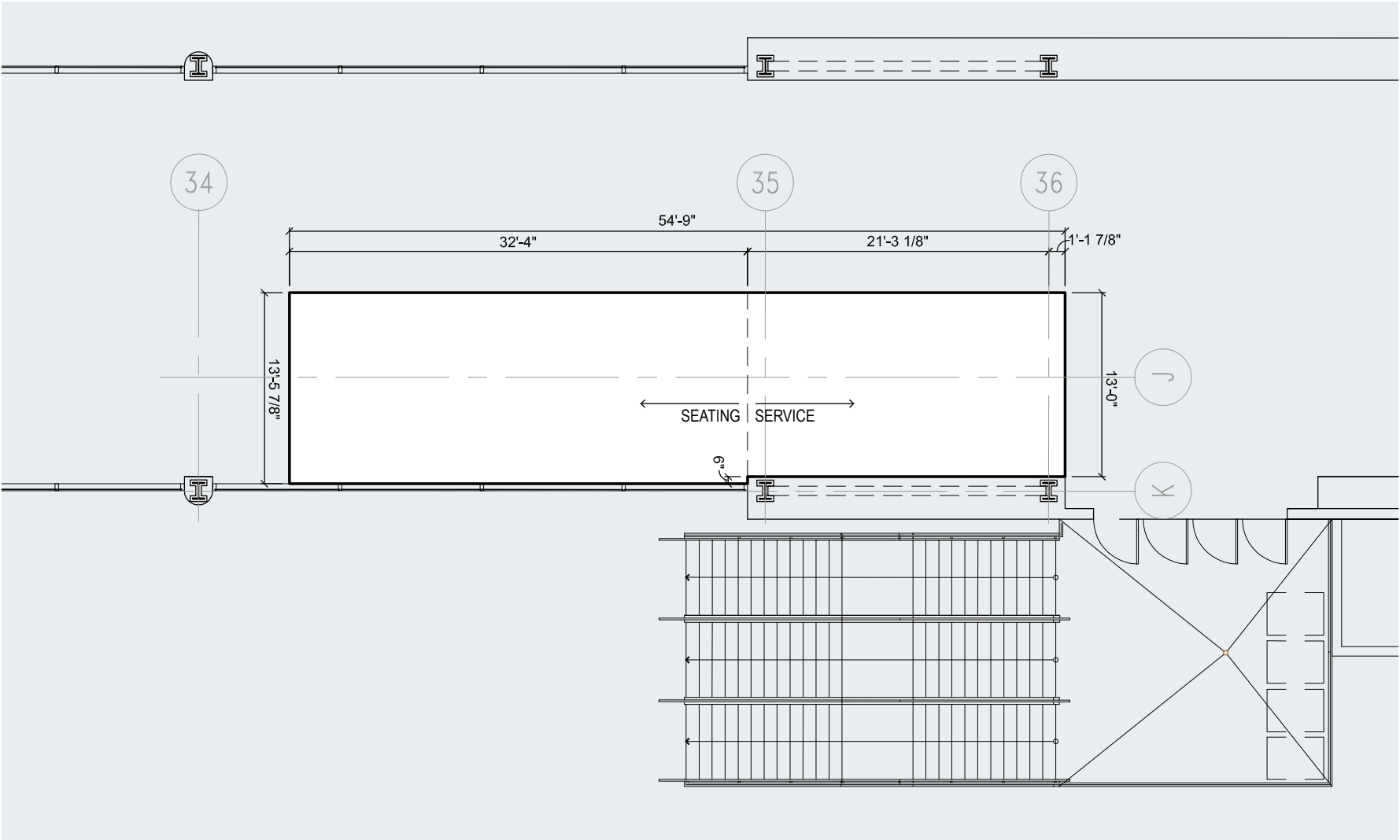
B.7 SPACE T2-FB-C2 T2 CONNECTOR CONCEPTUAL PLAN DIAGRAM

The connection corridor is located between gates G24 and G26. The removal of the existing moving walkways is being considered which presents a potential opportunity to expand the food and beverage program.

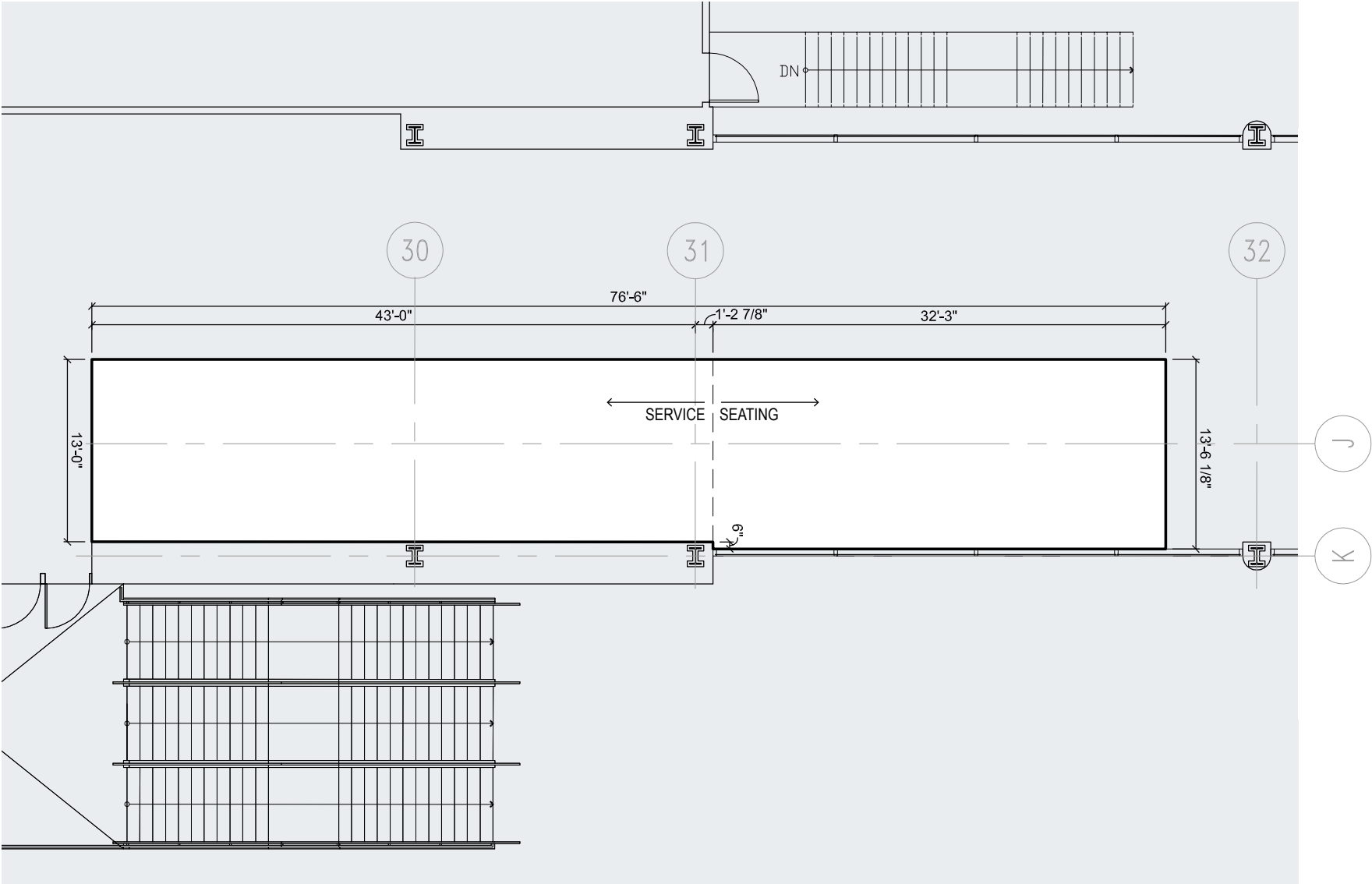
This concept suggests the relocation of freestanding retail kiosks currently located between gates G27 and G31 to the connector to maximize hold room area in the departures area. In addition to the kiosk relocation, both ends of the connector feature inline food and beverage concepts with seating areas to offer views of the bay.



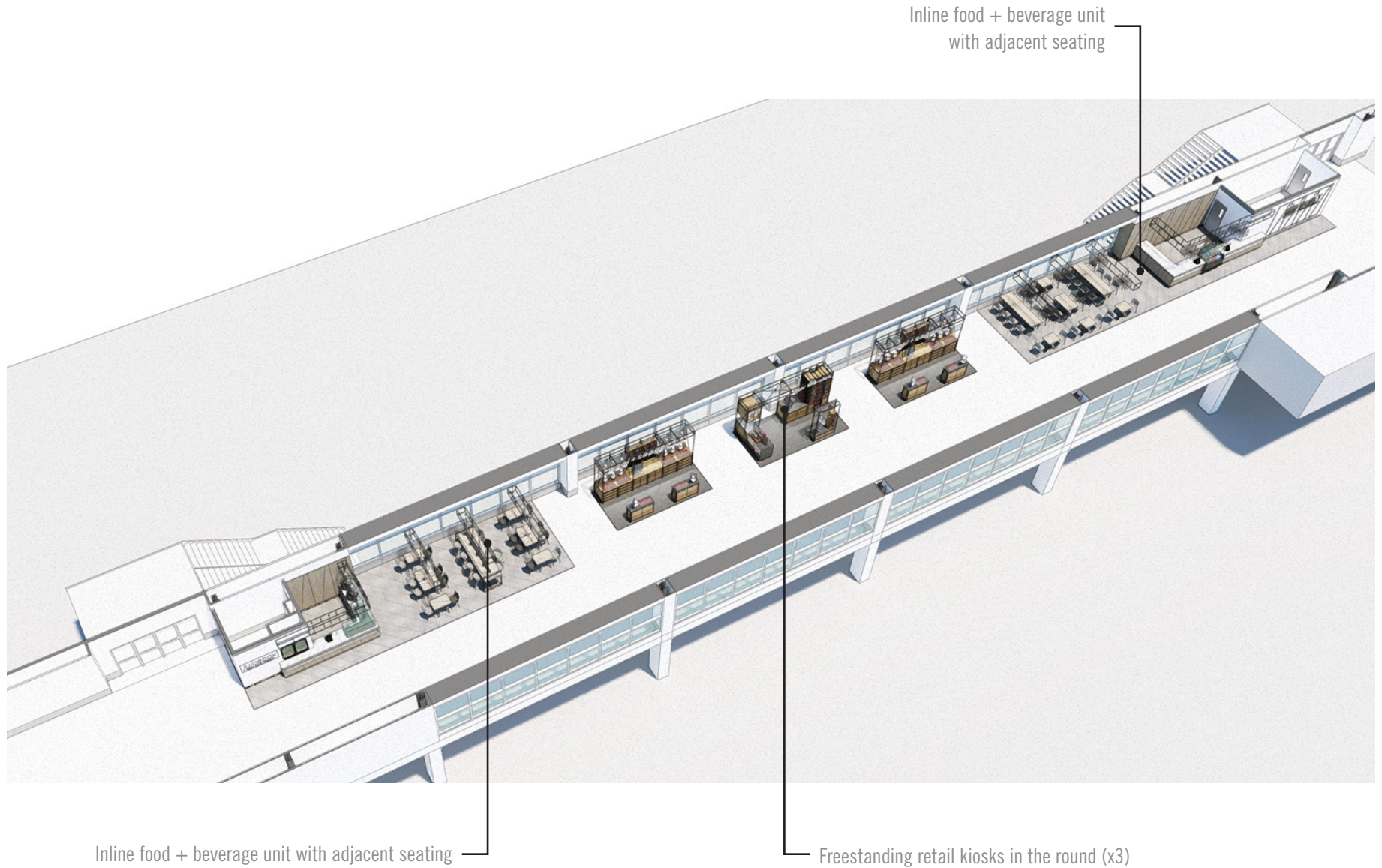
B.7 SPACE T2-FB-C2-1 T2 CONNECTOR
CONCEPTUAL FLOOR PLAN



B.7 SPACE T2-FB-C2-2 T2 CONNECTOR
CONCEPTUAL FLOOR PLAN



B.7 SPACE T2-FB-C2 T2 CONNECTOR
CONCEPTUAL AXON DIAGRAM



A-C

APPENDIX C: CONCEPTUAL DESIGN – RETAIL

- C.1 SPACE T1-R-G3: APPAREL SHOP AT RAMP CONCEPTUAL DESIGN
- C.2 SPACE T1-R-C1-1 CHILDREN'S PLAY AREA CONCEPTUAL DESIGN
- C.3 SPACE T2-R-G22: APPAREL SHOP CONCEPTUAL DESIGN
- C.4 SPACE T2-R-C2-1: NEWS AND GIFTS CONCEPTUAL DESIGN
- C.5 SPACE T2-R-C2-2: RETAIL MARKET CONCEPTUAL DESIGN

As part of the development of the Tenant Design Standards (TDS) for Oakland International Airport, several existing spaces were studied relative to conceptual planning and design opportunities for retail tenants.

The goal of this conceptual design exercise was to explore opportunities and possibilities as they relate to the type, size, location, and visibility of the tenant space(s). Several spaces suggest additional area to be provided to the tenant space beyond the existing area. The proposer and/or potential tenant shall coordinate and confirm the extent of the unit area with the lease line drawings provided as part of the TDS as well as the Port.

The conceptual designs illustrated in this section are aspirational in nature, meant to explore the opportunities of a given space to maximize the units potential. They are not intended to provide design direction to the proposers nor potential future tenants. As such the conceptual designs in this section are provided for reference only and are not to be directly copied or emulated. The proposer shall develop a compliant design based on field verified existing conditions for review.

APPENDIX C: RETAIL CONCEPTUAL DESIGN

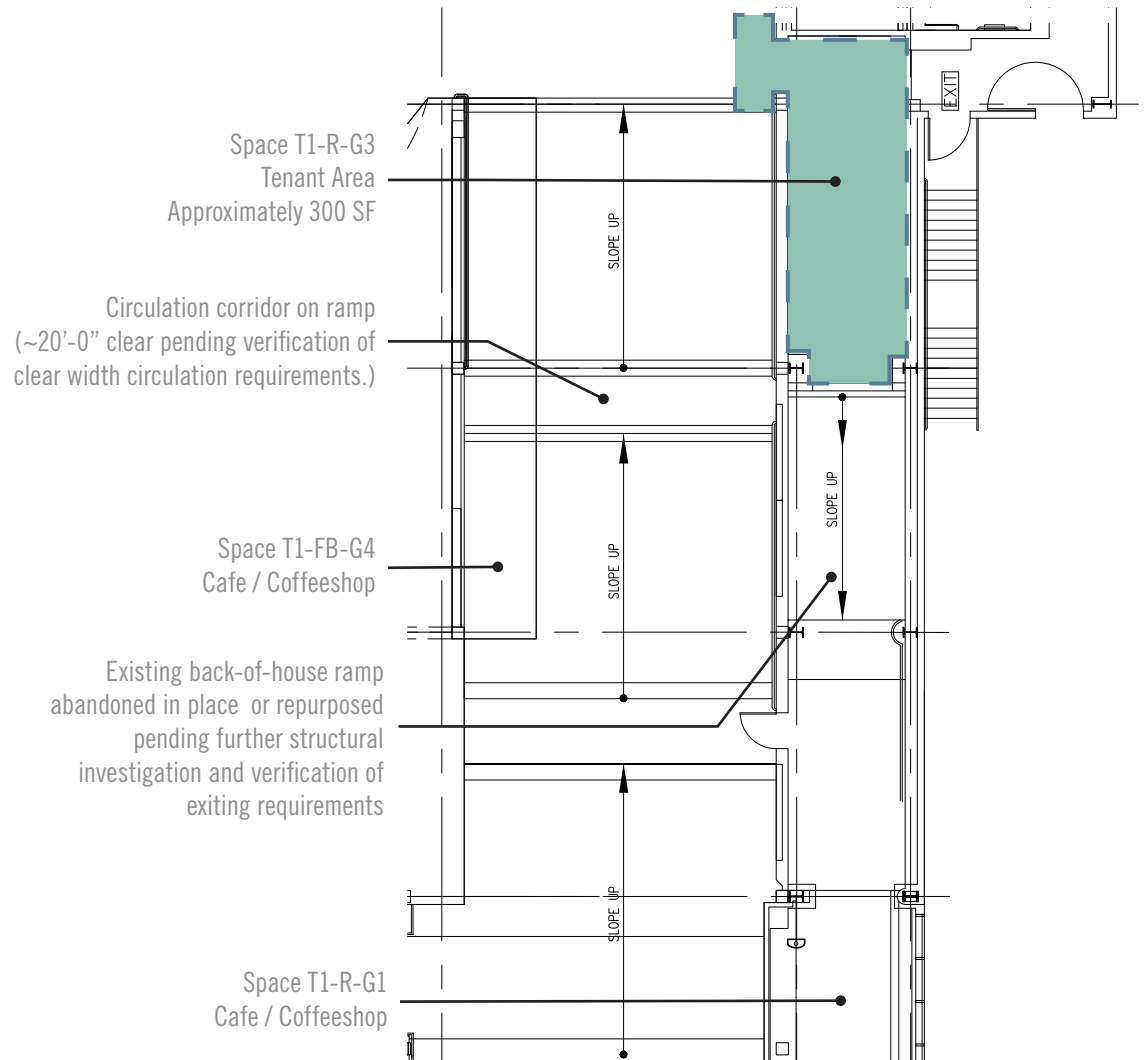
C.1 SPACE T1-R-G3 APPAREL SHOP AT RAMP CONCEPTUAL LEASE DIAGRAM

This unit is a newly-created retail space at the top of the primary concourse circulation ramp coming from the Terminal 1 security screening checkpoint (SSCP) exit. The existing space is a back-of-house circulation ramp that is no longer used, connecting to office space on Level 2. A portion of the existing ramp will need to be demolished and restructured in order to provide a level floor surface for the retail unit.

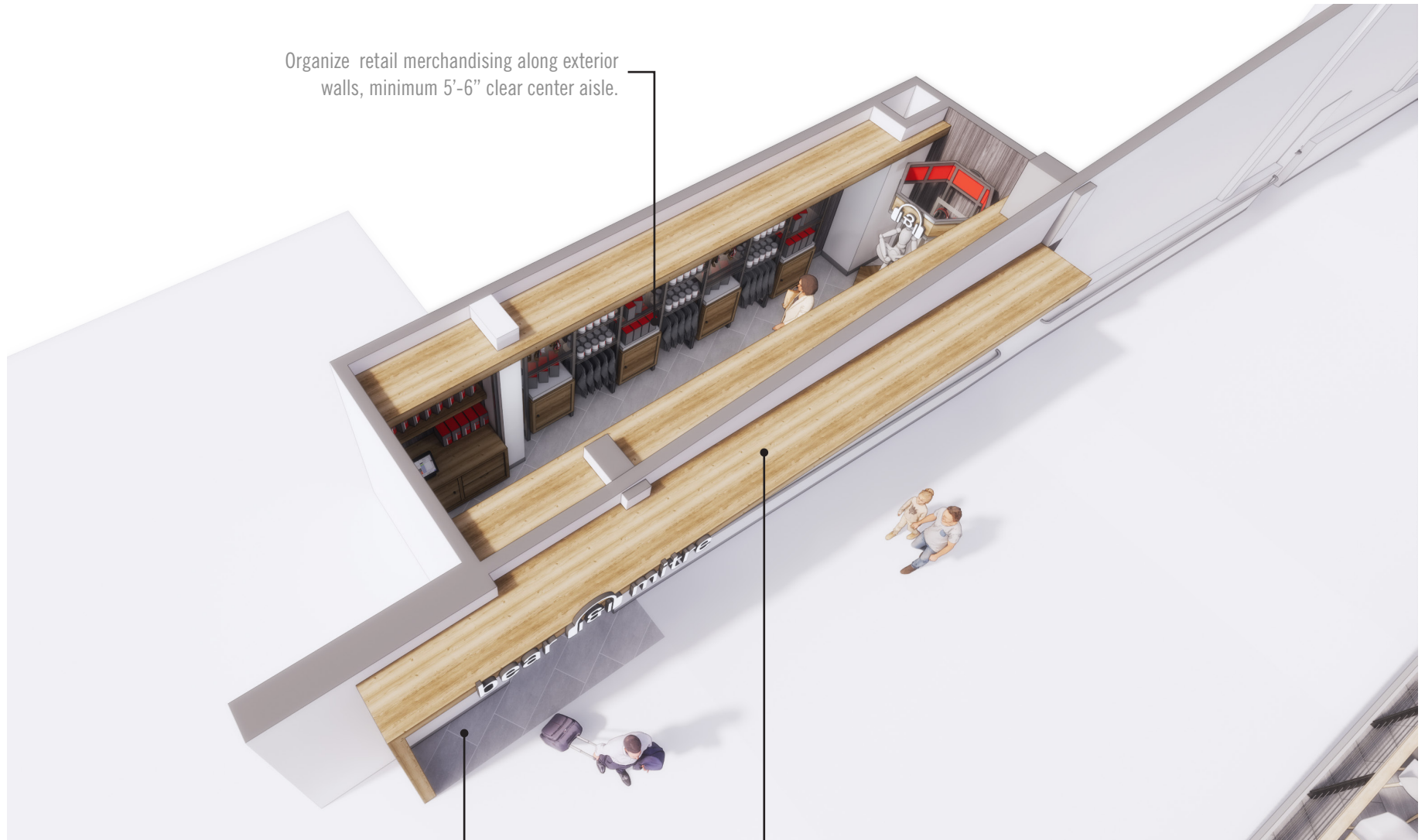
The unit is narrow and located “in-line” with and/or parallel to the primary passenger and concourse flow. In order to increase the visibility into and out of the unit, the concept suggests that a portion of the existing opaque wall surface the length of the unit is removed and replaced with vision glass – creating sightlines into the unit. Additionally, a small projecting canopy extends the length of the unit with flag-style signage and branding at one end.

Due to its proximity to the top of the ramp, the entry into the unit is narrow. The current clear opening at the ramp shall be maintained; encroaching upon the primary circulation path is not allowed. A narrow band, approximately 2'-0" wide, of the unit's floor finish may project into the primary circulation corridor.

Inside the unit, merchandising and displays should be wall-style fixtures that are generally open with views through them. The placement of opaque storage units or clothing displays should be carefully considered as to not restrict visibility into and out of the unit. The design of the unit shall maintain a minimum 5'-6" clear from finish face of RMU to finish face of RMU, or otherwise the minimum clear distance required by the authority having jurisdiction, whichever is greater.



C.1 SPACE T1-R-G3 APPAREL SHOP AT RAMP
CONCEPTUAL RENDERING



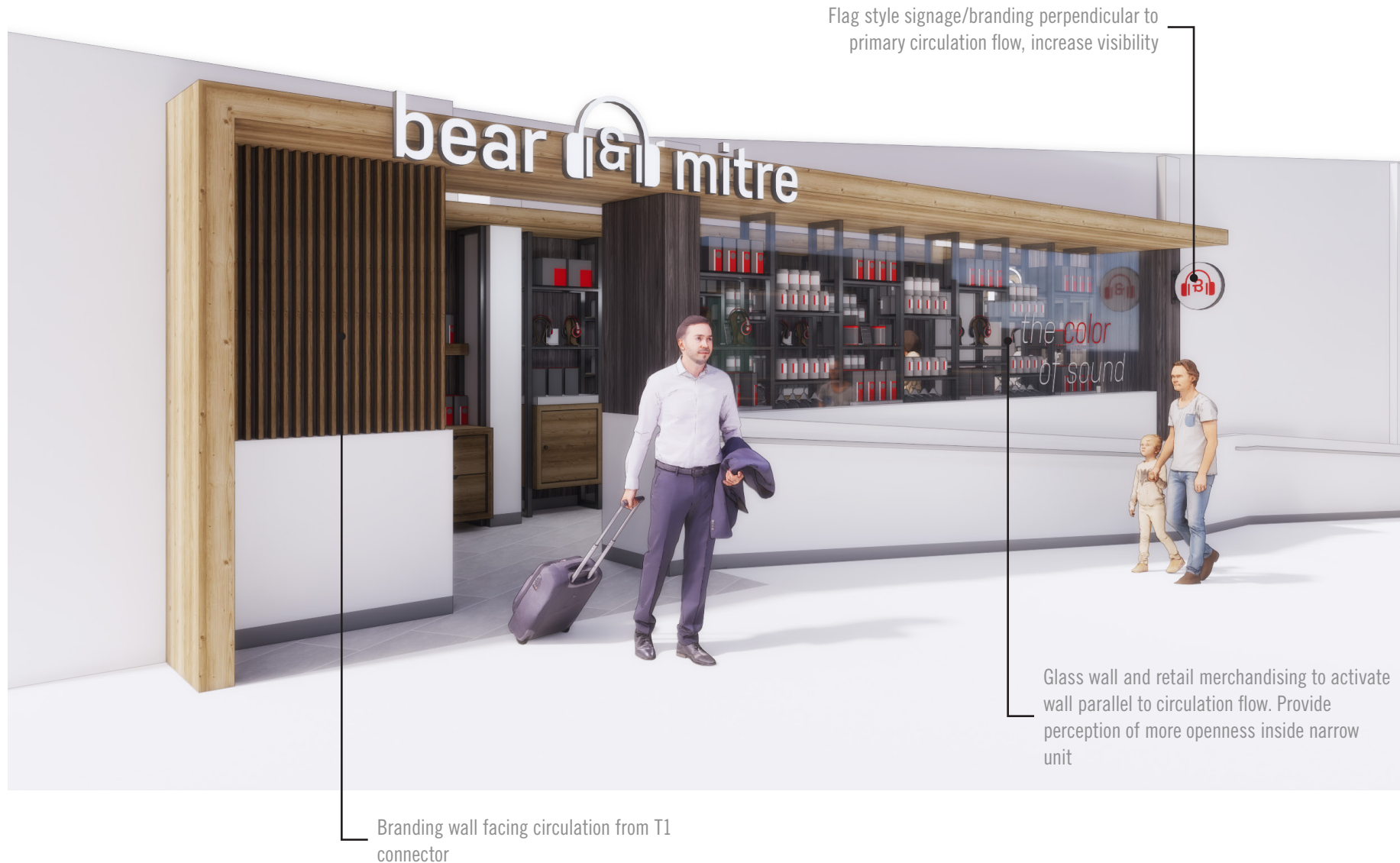
Organize retail merchandising along exterior walls, minimum 5'-6" clear center aisle.

Flooring extends into primary circulation corridor, maximum 1'-6"

Extended canopy/branding into primary circulation corridor/ramp space to increase visibility

APPENDIX C: RETAIL CONCEPTUAL DESIGN

C.1 SPACE T1-R-G3 APPAREL SHOP AT RAMP CONCEPTUAL RENDERING



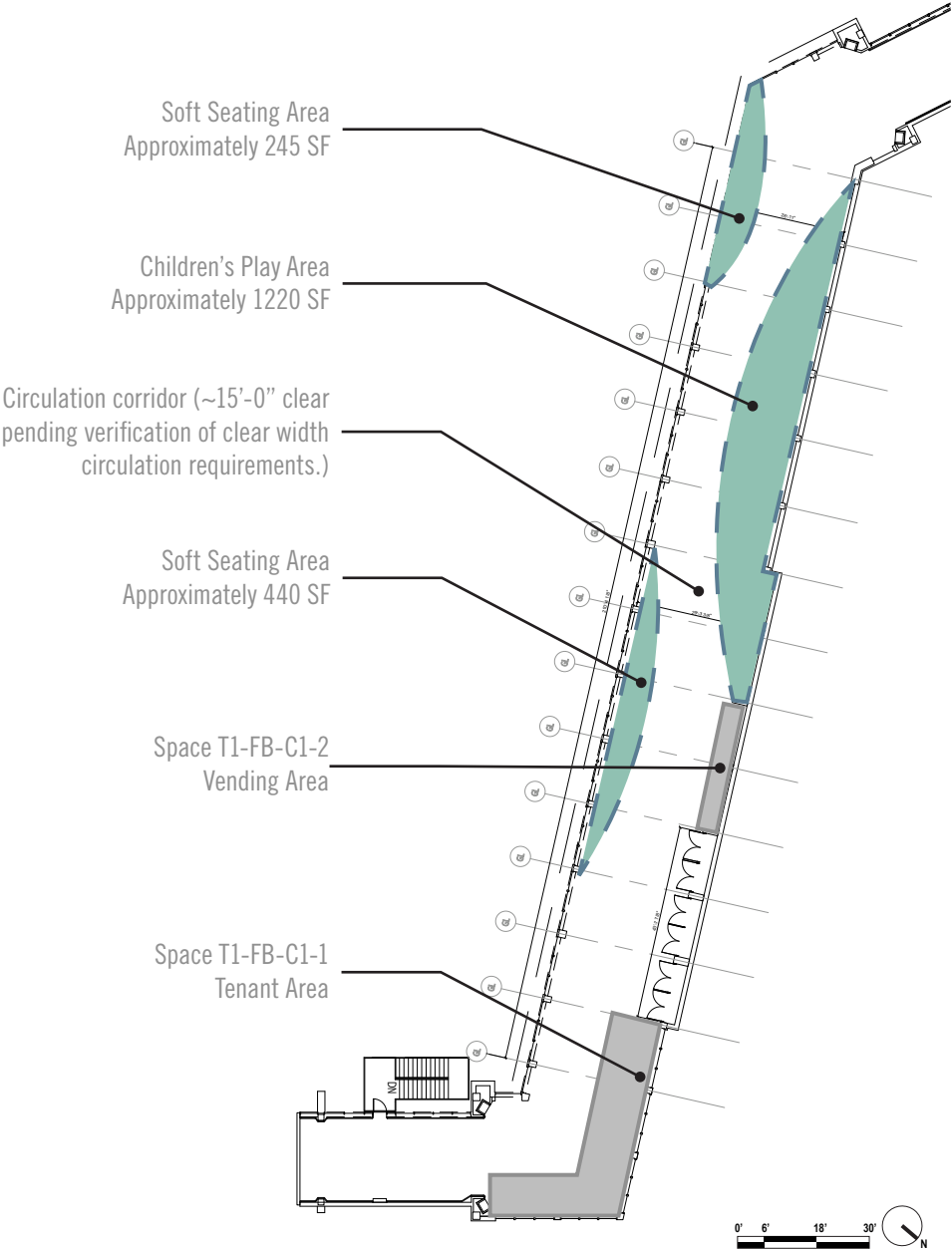
C.1 SPACE T1-R-G3 APPAREL SHOP AT RAMP
CONCEPTUAL RENDERING



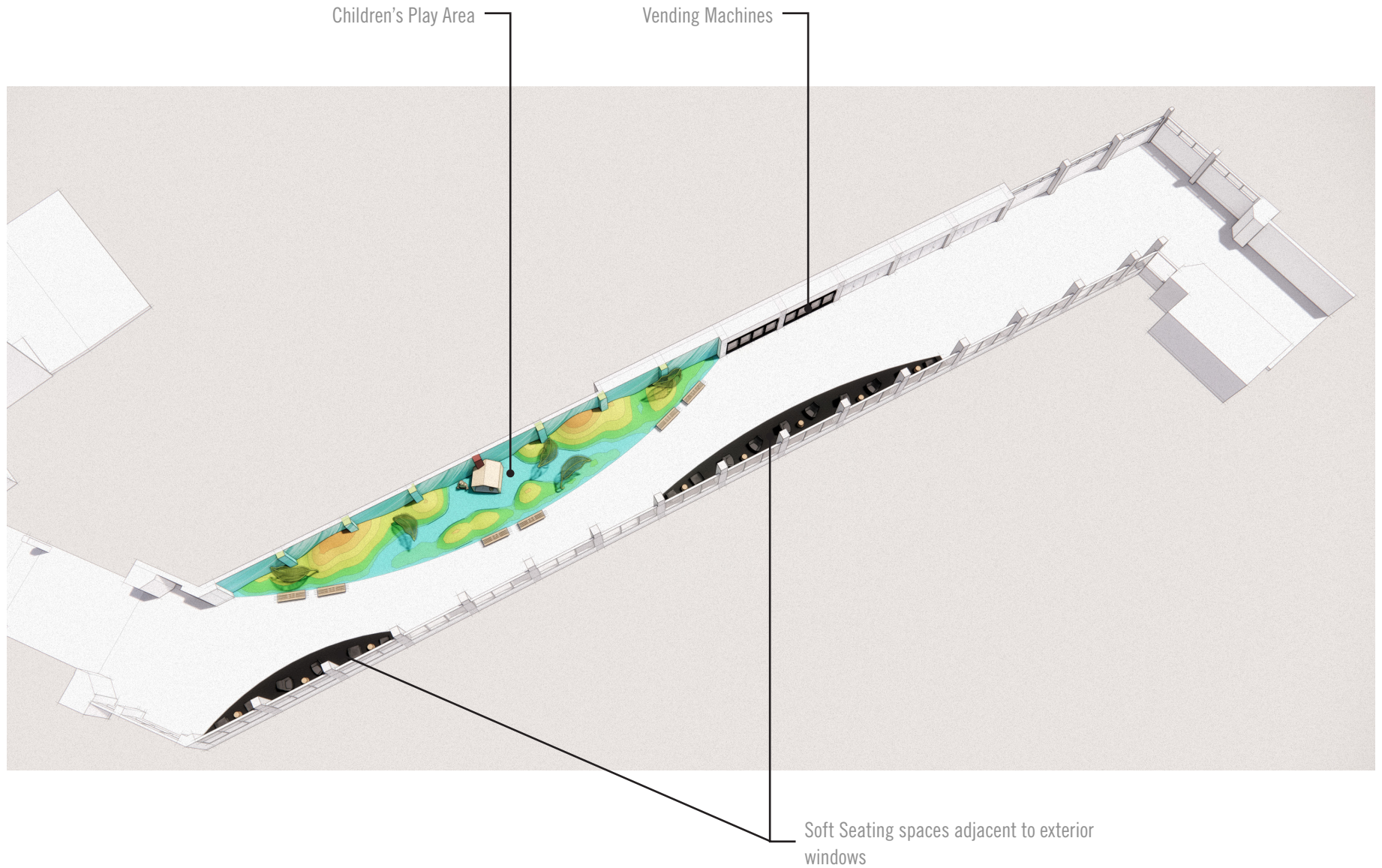
Light colored flooring. Maintain minimum 5'-6" clearance between finish face of retail merchandising units

Adjustable vertical retail merchandising units with product storage at base of unit

C.2 SPACE T1-R-C1-2 SOFT SEATING & CHILDREN'S PLAY AREA
CONCEPTUAL PLAN DIAGRAM

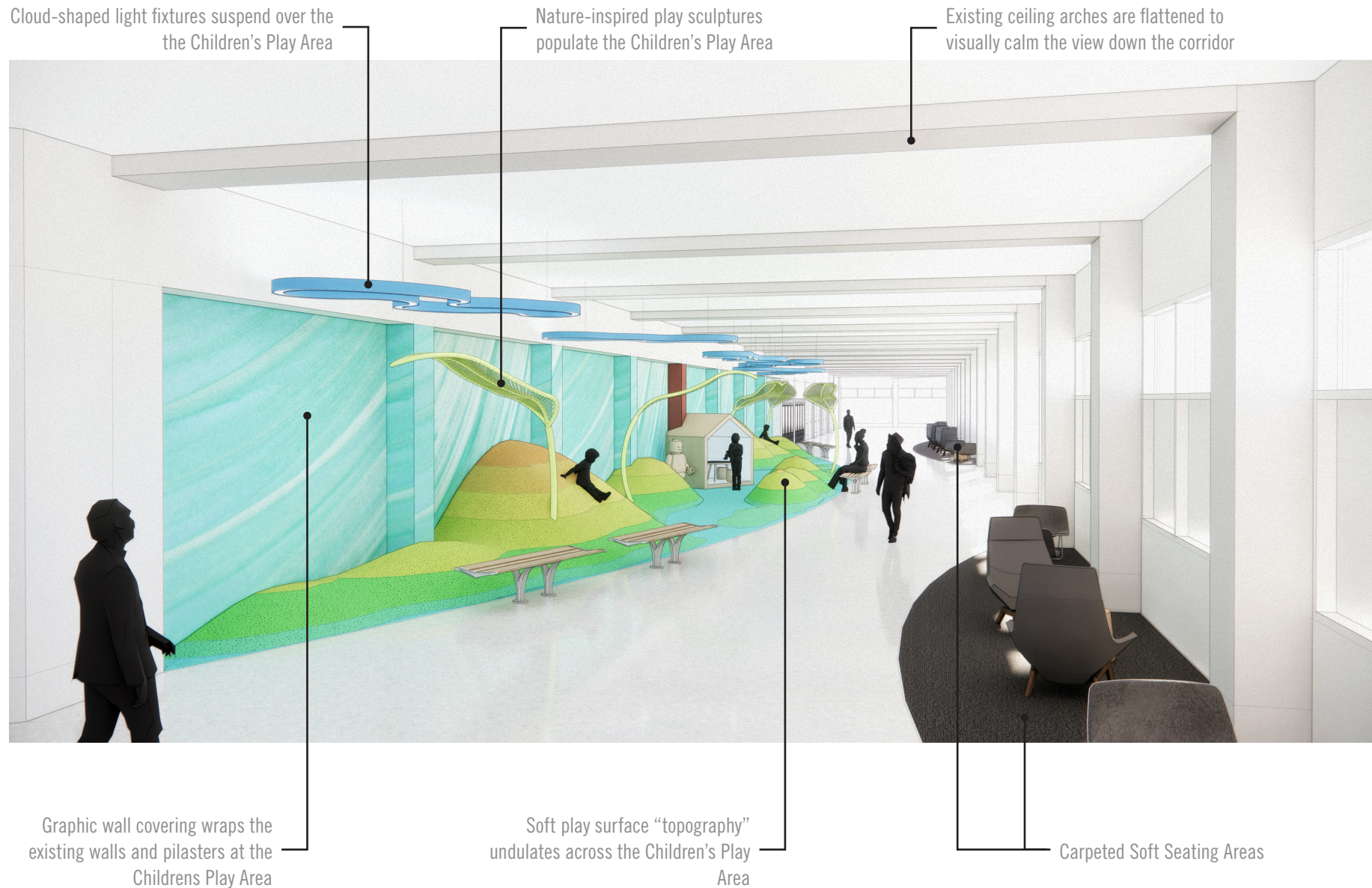


C.2 SPACE T1-R-C1-2 SOFT SEATING & CHILDREN'S PLAY AREA
CONCEPTUAL AXON

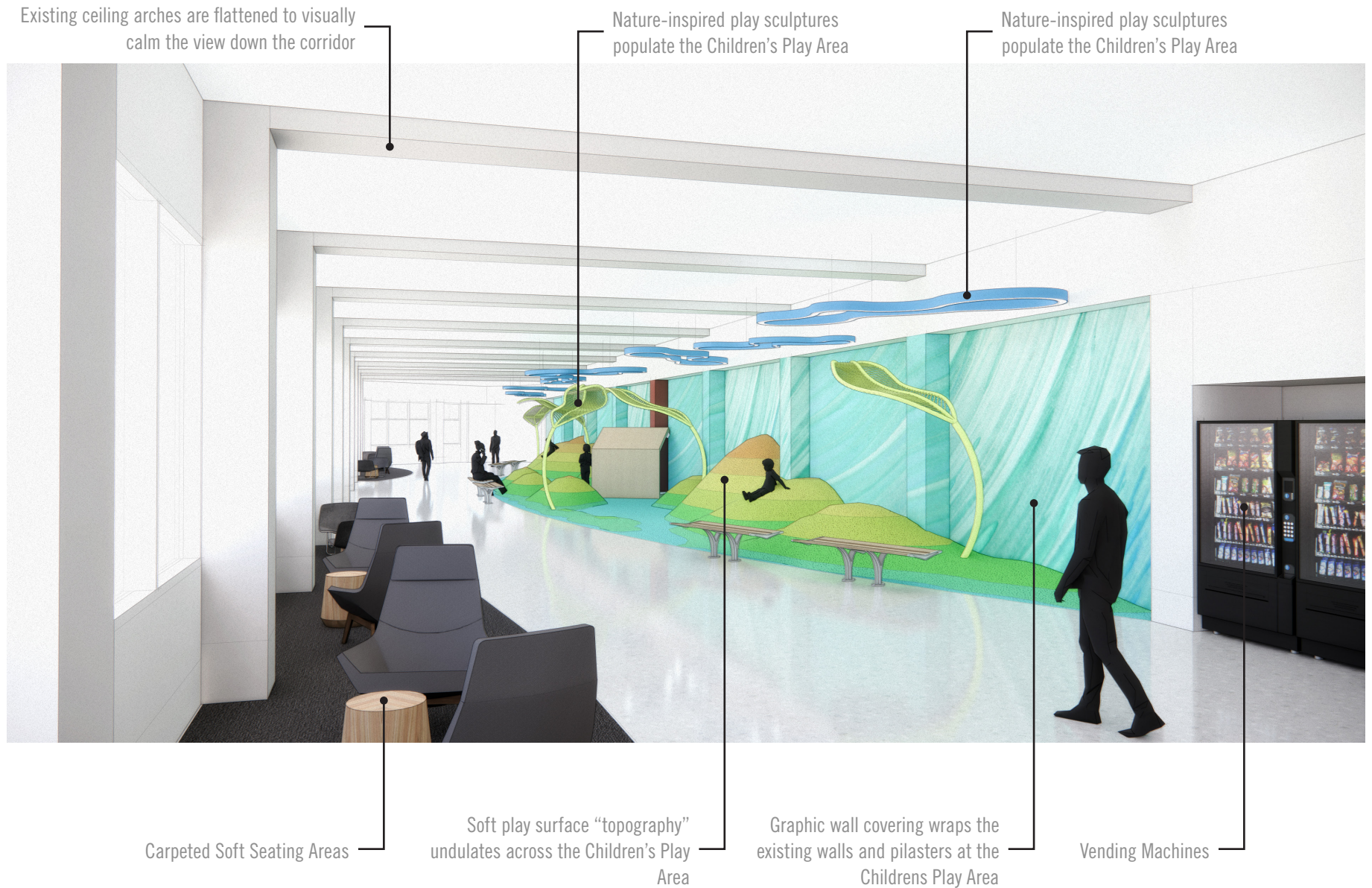


APPENDIX C: RETAIL CONCEPTUAL DESIGN

C.2 SPACE T1-R-C1-2 CHILDREN'S PLAY AREA CONCEPTUAL RENDERING

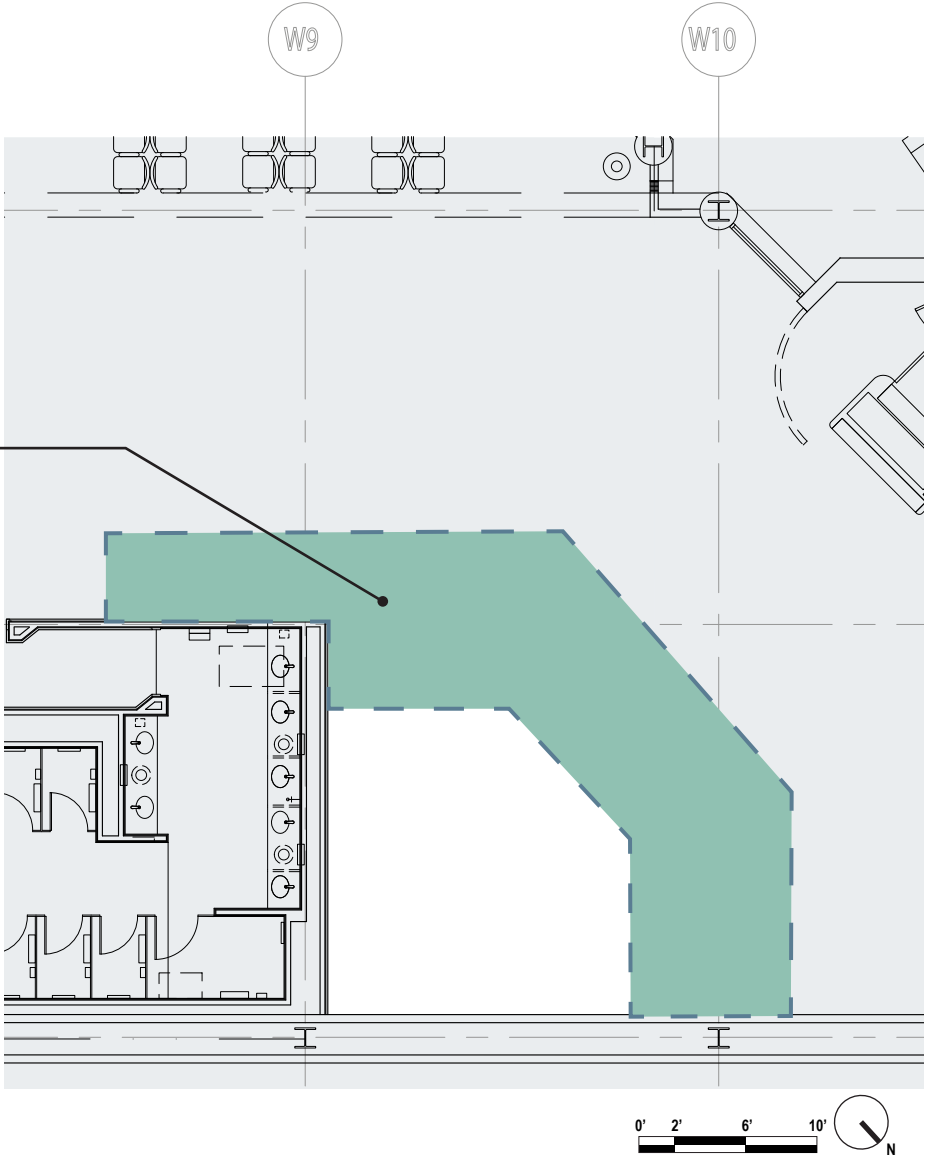


C.2 SPACE T1-R-C1-2 CHILDREN'S PLAY AREA
CONCEPTUAL RENDERING

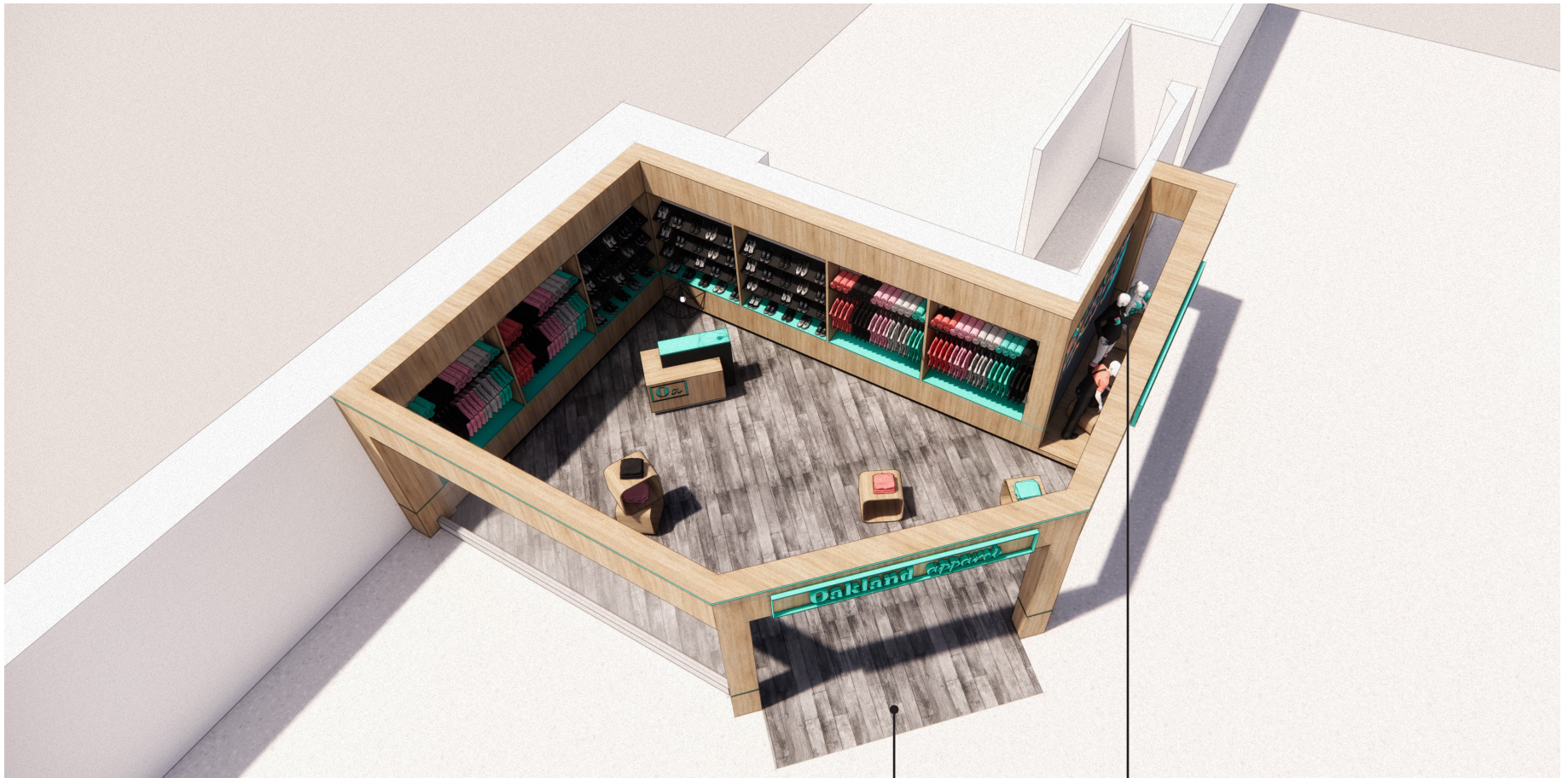


C.3 SPACE T2-R-G22 APPAREL SHOP
CONCEPTUAL LEASE DIAGRAM

Extension of tenant space
into existing circulation space
(Approx. 286 SF additional)



C.3 SPACE T2-R-G22 APPAREL SHOP
CONCEPTUAL RENDERING



Tenant flooring extends past entry
portal to greet passengers

Tenant space wraps around corner
with storefront display for passenger
visibility from both walking directions

APPENDIX C: RETAIL CONCEPTUAL DESIGN

C.3 SPACE T2-R-G22 APPAREL SHOP CONCEPTUAL RENDERING



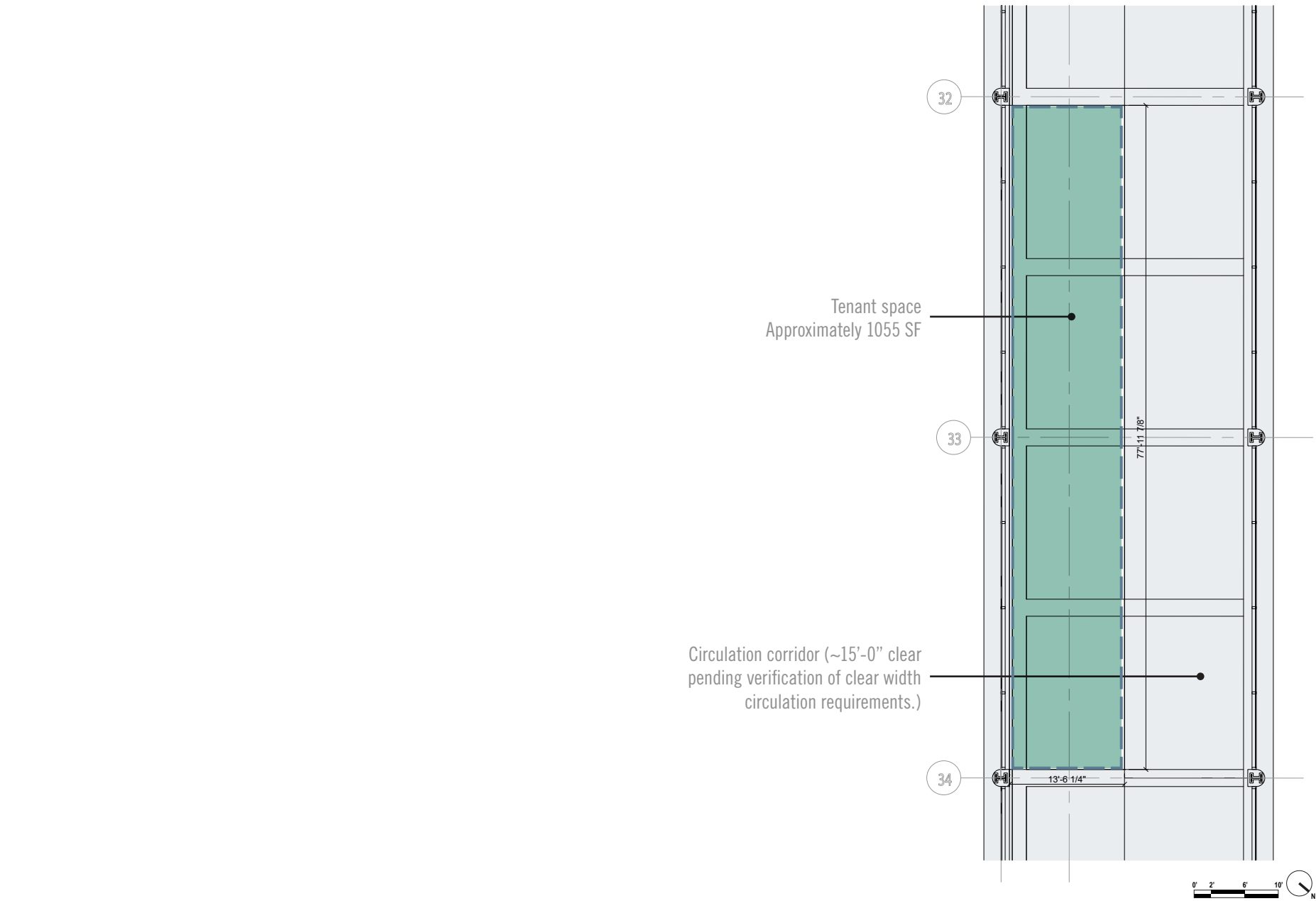
C.3 SPACE T2-R-G22 APPAREL SHOP
CONCEPTUAL RENDERING

Dimensional Illuminated branding
increases tenant visibility



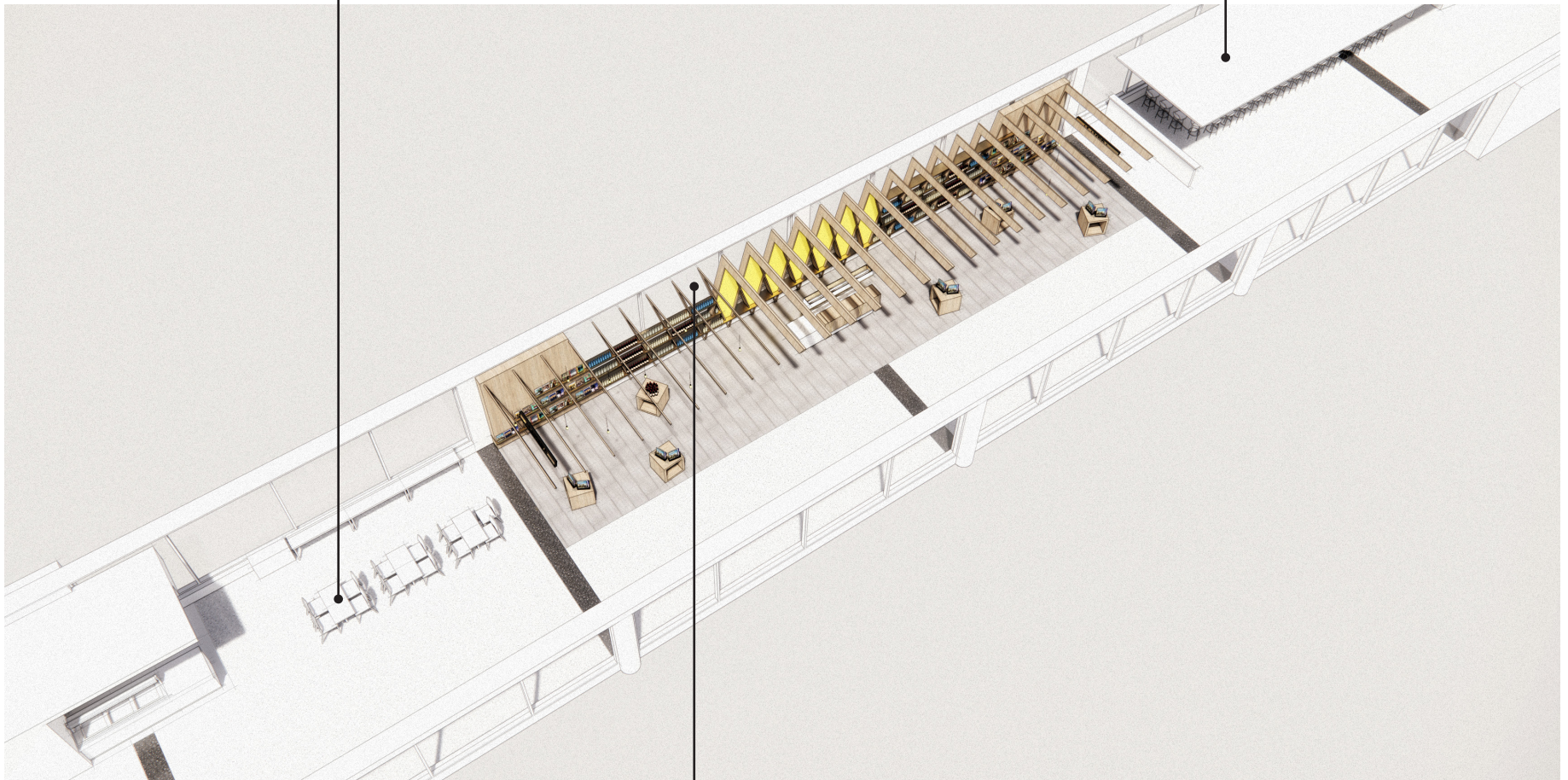
Tenant space wraps around corner with
storefront display for passenger visibility from
both walking directions

C.4 SPACE T2-R-C2-1 NEWS AND GIFTS
CONCEPTUAL LEASE DIAGRAM



C.4 SPACE T2-R-C2-1 NEWS AND GIFTS
CONCEPTUAL RENDERING

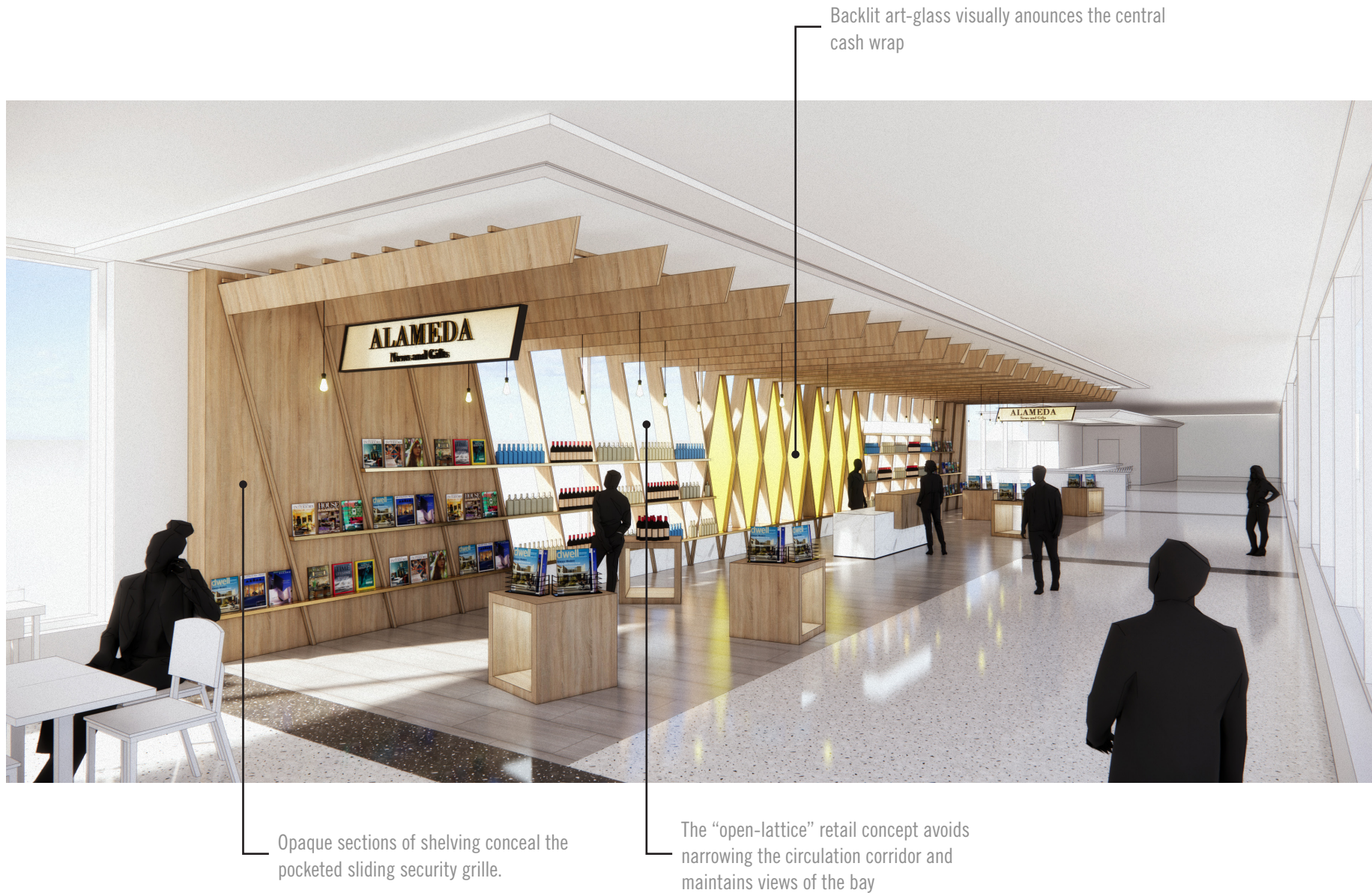
Tenant fits between and
in-line with (2) existing food
and beverage tenants



The “open-lattice” retail concept avoids
narrowing the circulation corridor and
maintains views of the bay

APPENDIX C: RETAIL CONCEPTUAL DESIGN

C.4 SPACE T2-R-C2-1 NEWS AND GIFTS CONCEPTUAL RENDERING



C.4 SPACE T2-R-C2-1 NEWS AND GIFTS
CONCEPTUAL RENDERING



Backlit art-glass visually announces the central cash wrap

The "open-lattice" retail concept avoids narrowing the circulation corridor and maintains views of the bay

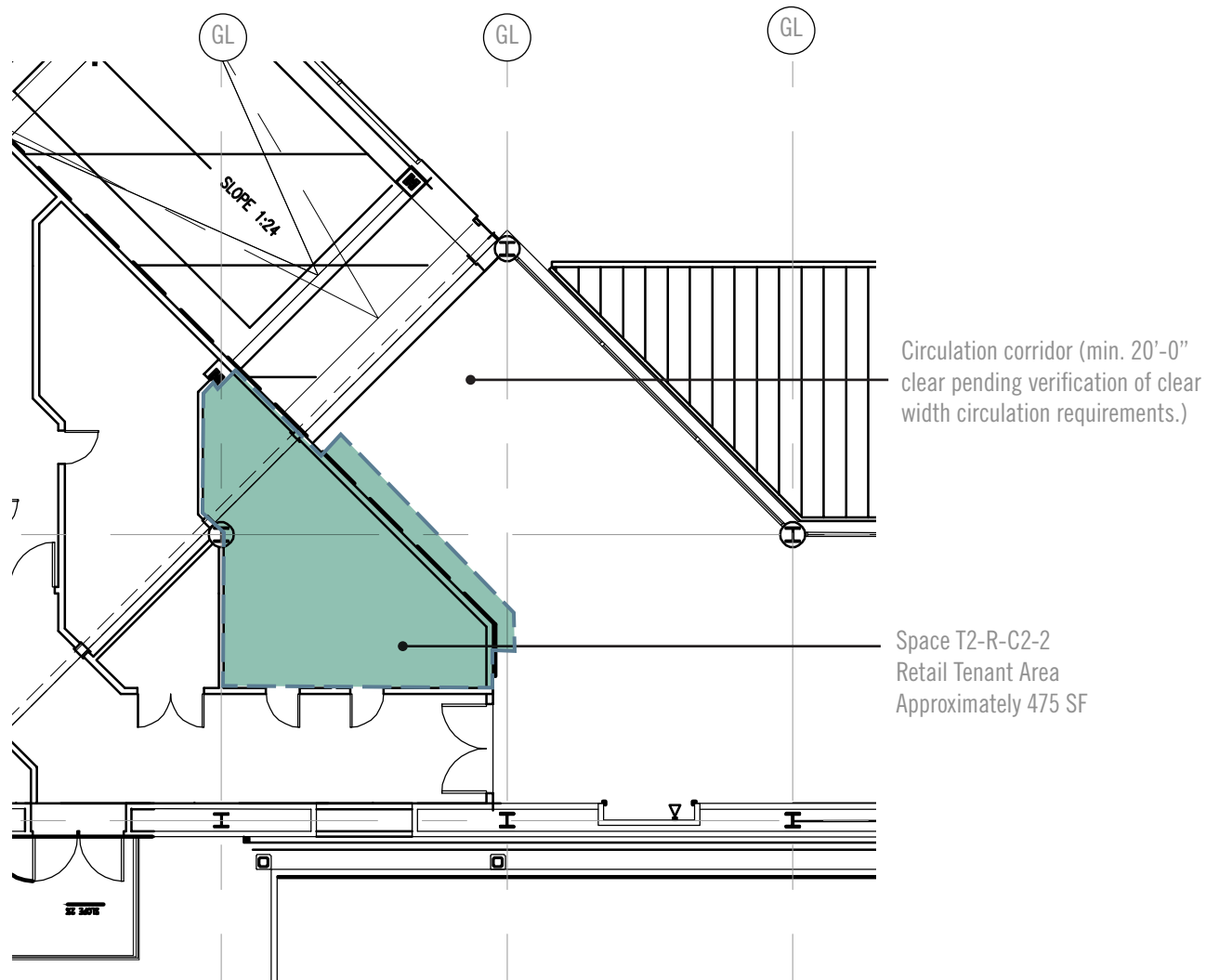
APPENDIX C: RETAIL CONCEPTUAL DESIGN

C.5 SPACE T2-R-C2-2 RETAIL MARKET CONCEPTUAL LEASE DIAGRAM

The unit is located at the base of the Terminal 2 Connector between Gates G25 and G26. The concept suggests general openness and transparency adjacent to the primary concourse circulation, while wrapping the corner to provide maximum exposure.

A small canopy projection provides signage and branding opportunities in the primary circulation corridor. Finishes are also extended on to the corridor walls to further increase visibility. RMUs line the interior walls of the unit, while freestanding 'floating' RMUs are arranged in the center of the space to further promote a sense of openness within the unit.

The concept also considers the proximity of this location to a building expansion joint. To minimize its impact on the space, a storage area for the unit is located in the vicinity of the expansion joint, concealing it within the storage room.



C.5 SPACE T2-R-C2-2 RETAIL MARKET
CONCEPTUAL RENDERING



APPENDIX C: RETAIL CONCEPTUAL DESIGN

C.5 SPACE T2-R-C2-2 RETAIL MARKET CONCEPTUAL RENDERING



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