Los Angeles World Airports

Concession Design Guidelines

Prepared by **Project Planning & Development Division**
August 2006

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FORWARD 1.0

Los Angeles International Airport (LAX) is one of the largest and busiest airports in the world. It is the second largest International gateway to USA, being served by over 80 airlines. LAX is No. 1 in origin and destination passengers in the world. There are nine Terminals all together, including the Tom Bradley International Terminal (TBIT).

LAX is a major hub for west coast USA and occupies 3,425 acres. It is located about 15 miles south west of downtown Los Angeles, California, USA.

The Airport has committed itself to improving passenger flow, satisfaction, and concession experience. Many building enhancements have been planned in order to pave the way for exceptional Concession build-outs.

The design and interior detailing of Los Angeles Airport should reflect the vibrant image of the City, and be an example of the quality the Airport expects Concessionaires to consider and respect as they proceed with design at LAX.

INTRODUCTION | 2.0

The Concession Design Guidelines have been prepared to facilitate the Concession Design approval process and provide a step-by-step guide to Concessionaires seeking to improve their leasehold. This document serves as a "road map" to aid in concept approval, design development and construction approval, permitting and construction for Concession Improvement Projects at Los Angeles World Airports (LAWA). These Guidelines have been prepared to assist Concessionaires, their Design Team and/or Contractor in understanding and responding to the requirements of your lease and the LAWA Construction Approval Process. The purpose is to establish a common process for the benefit of all Concessionaires.

As defined by LAWA and used in these guidelines, the terms ***"Concession Improvement"*** and ***"Concession Improvement Project"*** mean any construction, remodeling, addition, and build-out of shell space performed by or for any concession occupying space at any airport operated by Los Angeles World Airports.

SENSE OF **PLACE** | **3**.0

Just as no two cities are ever the same, neither should two airports be alike. It is the uniqueness of a particular region, its environment, industry, tourism, history and people that travelers today look for and appreciate.

"Sense of Place" is an expression of these characteristics through both the physical environment and the food and retail offerings within a particular airport. It becomes the aesthetic basis for base building infrastructure and the design guidelines for Concession build-outs. It can be described as the sense that you are somewhere unique. You become aware of that which you are experiencing, as it is tangible and real. You remember and appreciate.

Part of the intent of these Concession Design Guidelines is to promote the Sense of Place at LAX terminals, encouraging Concessionaires to support and promote this unique region, and to do so while still maintaining a world-class quality of design, materials, and offerings.

Downtown L.A.

Little Tokyo

Olvera Street

3.1 CITY OF LOS ANGELES

Los Angeles is one of the most famous cities in the world. From its beautiful geographic location on the Pacific coast, to its vibrant fun-in-the-sun culture, to its diverse culture, Los Angeles presents itself as a destination everyone would wish to visit.

With Hollywood only a short drive away, the city sparkles with glamorous celebrities dominating the television and movie industry, giving tourists the feeling that in this city everyone can be catered to.

Art lovers can visit a range of interesting attractions from prestigious art museums and galleries to fabulous theaters. They can enjoy the extensive collections at the J. Paul Getty Center and the Los Angeles County Museum of Art and visit the La Brea Tar Pits on Museum Row. Shoppers can check out the trendy shops on Melrose Avenue and Rodeo Drive. Families will not want to miss the fun at Universal Studios Hollywood. Of course every tourist would make a stop at the Venice Beach Boardwalk or pay a visit to Mann's Chinese Theater and the Hollywood Walk of Fame.

Los Angeles has it all; it's a vibrant city offering everyone a chance to enjoy an eclectic mix of cultures and tastes. From early morning till late in the evening, there is a diversity of choice and opportunities in every corner of the city. Your day can start with surfing in the ocean, rollerblading on the strand, tennis or a round of golf, followed by lunch in China Town or Olvera Street. Enjoy an evening concert at the Hollywood Bowl, a night out in Hollywood or enjoying a venue on the Sunset Strip. World class, art, entertainment, fashion and dining located in one fabulous city.

China Town

3.2 Los Angeles International Airport

It is essential that as the gateway to such a city, the Airport should reflect what the visitors can expect from the city itself.

In all cases, Concessionaires will be required to demonstrate to the satisfaction of the Airport that their proposed designs achieve significant connections to the Los Angeles region, through branding of the stores, the quality and types of offerings, and by incorporating references to various aspects of the city, region, and Airport.

The intent is to showcase the unique appeal of the region, enhance sales and customer service, and enable an opportunity to provide passengers with a memorable, engaging experience that can only be found at LAX.

The original terminal buildings are mostly simple and efficient, with plenty of natural light. All of the terminals must be respected for their original design intent. All Concessions work shall continue in the idea of respecting the integrity of the buildings form and spaces. Concessionaires are encouraged to create concession design solutions that both enhance and complement the architecture.

These Concession Design Guidelines are not meant to stifle creative thought, as it will be important to see proposed Concession spaces that are exciting, exposed, and uniquely expressive, enticing passengers to shop, dine and enjoy.

Los Angeles has a diverse population that understands elegance, quality, and distinction, and the Airport will be looking for the same honest design in the proposed Concession build-outs. Remaining true to form and material, incorporating the best design and construction practices, and selecting world-class quality fixtures, equipment, and components with a regional significance, will enhance the Sense of Place at LAX.

DESIGN **OBJECTIVES** | 4.0

The objective of this document is to provide Concessionaires, their designers, and contractors with information required for all leasehold improvements throughout the Airport. This document shall be used for any type of Concession work to be performed, from full scope new concession build-outs, to signage upgrades, to mid-term refurbishments.

The design of new retail and food/beverage concessions plays an integral role in the overall appearance and experience of LAX. The recent increase in security has extended a Traveler's visit to the airport allowing more time to walk around a terminal and make use of its amenities, including shopping and dining at its retail and food/beverage establishments. Well-designed and innovative concessions will captivate the traveler and enrich the passenger experience at the airport.

A high level of design expectations has been set for all concession build-outs. This document establishes minimum acceptable standards of design that set the parameters and criteria for the entire facility, promoting excellence while encouraging innovation and regional awareness. The Airport encourages the Concessionaires to follow standards seen in the best professionally designed airports. It is important to emphasize that there are high expectations for the quality of fixtures, displays, lighting and signage.

Designs that appear to be "rolled-out" responses or reconstituted concepts used in other installations without any regional considerations will not be accepted. Design concepts that appear generic, without regard to the specific design criteria established for this Airport, will not be accepted, and be returned without review.

These standards are intended to serve as a framework from which Concession designs are to evolve. Each Concessionaire is expected to become familiar with the intent, scope and requirements for each space, and develop successful designs and operations from that point forward.

DESIGN **OBJECTIVES**

Concessionaires should have an understanding of LAWA's Design Objectives for the concession program at LAX and include the following goals:

- **LAX as a Gateway to Los Angeles**
- **Create an inviting design that entices passengers to shop and eat**
- **Accessibility**
- **Durability**
- **Compatibility**

LAX as a Gateway to Los Angeles

Upon arriving at or departing from the airport, innovative and intriguing concession designs will give travelers their first and last visual impression of Los Angeles and LAX. The climate, geographic location and its multi-cultural people give Los Angeles its unique character. The Concessionaire's design should reflect local characteristics and celebrate Los Angeles' varying destinations and distinquishing qualities. These qualities provide an opportunity to create an inviting design that will enhance the shopping, eating and travel experience for passengers at LAX.

Create an inviting design that entices passengers to shop and eat

Ideas for the concession storefront, interiors, and signage should be attractive and straightforward. Major design elements should relate to each other in architectural language and material to avoid visual clutter and confusion as well as relate to existing conditions within each terminal. Interesting displays, appropriate lighting, well-designed graphics and signage, visibility of merchandise, well-located point of sales, and efficient layouts for tables and chairs will help convey the purpose and function of the space and attract travelers.

DESIGN **OBJECTIVES**

Accessibility

The entrance to a Concession space should be visually and physically open and approachable. Ease of access and circulation within the space is crucial to travelers carrying or rolling their luggage with them. Compliance with the Americans with Disabilities Act (ADA) requirements will help determine acceptable aisle widths, interior dining layouts, counter heights, and door clearances among other features, and must be holistically incorporated in the overall design of the space. ADA and passenger accessibility will also influence the selection of floor materials in order to provide a surface which will be smooth rolling, durable and slip-resistant.

Durability

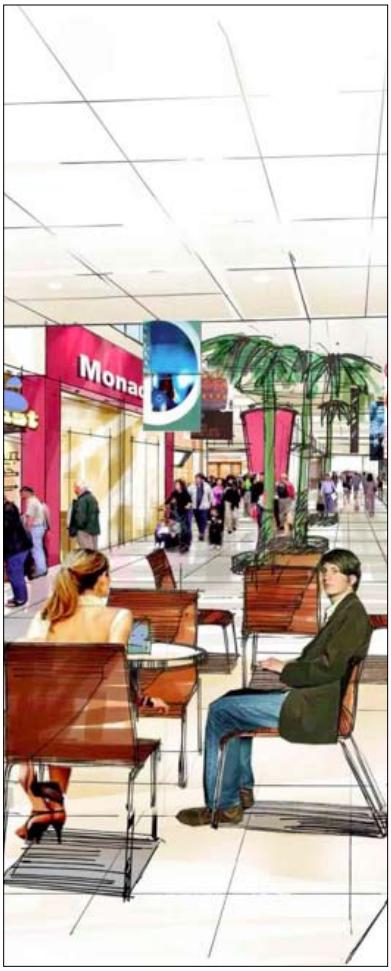
It is critical for the design of the concession to withstand the abuse generated by high-volume travelers as they pass through the airport every day. Use of overhead, low-hanging and protruding architectural elements should be kept to a minimum. Finish materials should be durable enough to withstand extensive foot traffic and to resist damage from rolling luggage, strollers and baggage carts. Finishes should also be stain-resistant and low maintenance.

Compatibility

Each terminal at LAX has its own unique style and architectural language. Concession designs should be distinctive without dominating or overpowering existing architectural features and should be compatible with adjacent Concessions. In recent years, several terminals have been renovated and modernized. These renovations strive to create well-lit, spacious, and modern interiors. Materials, such as stainless steel, terrazzo, tile and stone, and complementary accent colors create designs that are contemporary and appropriate for this type of facility.

DESIGN **OBJECTIVES**

Quality materials, modern aesthetics and the seamless integration of concessions within a terminal will preserve LAWA's image as an industry leader. We encourage the Concessionaire's Design Team to become familiar with the area surrounding the proposed Concession Improvement before beginning the design process. Although concessions are individual elements within a larger whole, they must engage effortlessly with the Terminal's architectural style while creating a compelling and one-of-a-kind design.



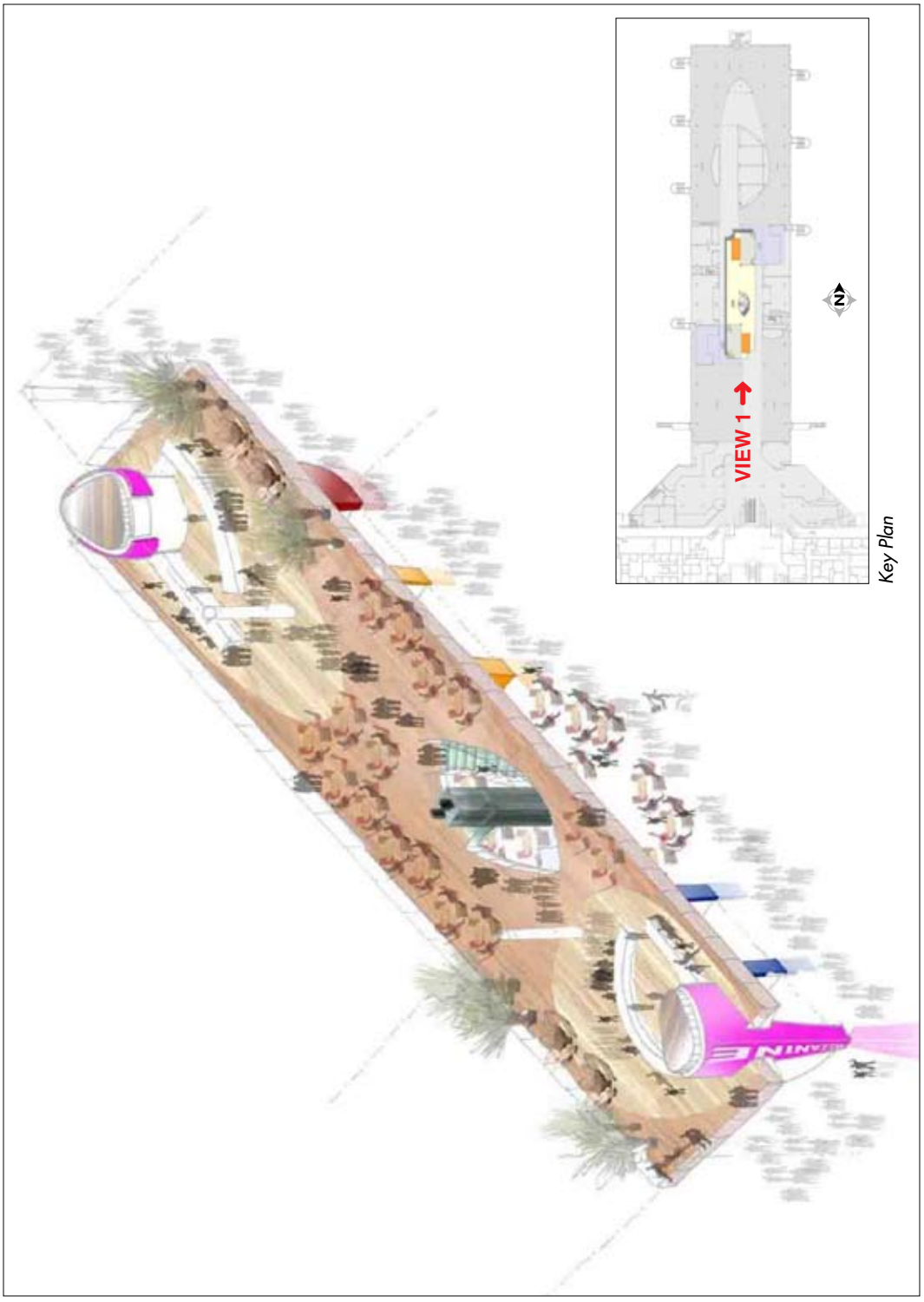
Concessionaires may want to be aware of potential renovations to Terminals 1, 3 and 6 when developing store designs. Design elements should enhance and compliment the existing terminal architecture.

5.1 Terminal 1

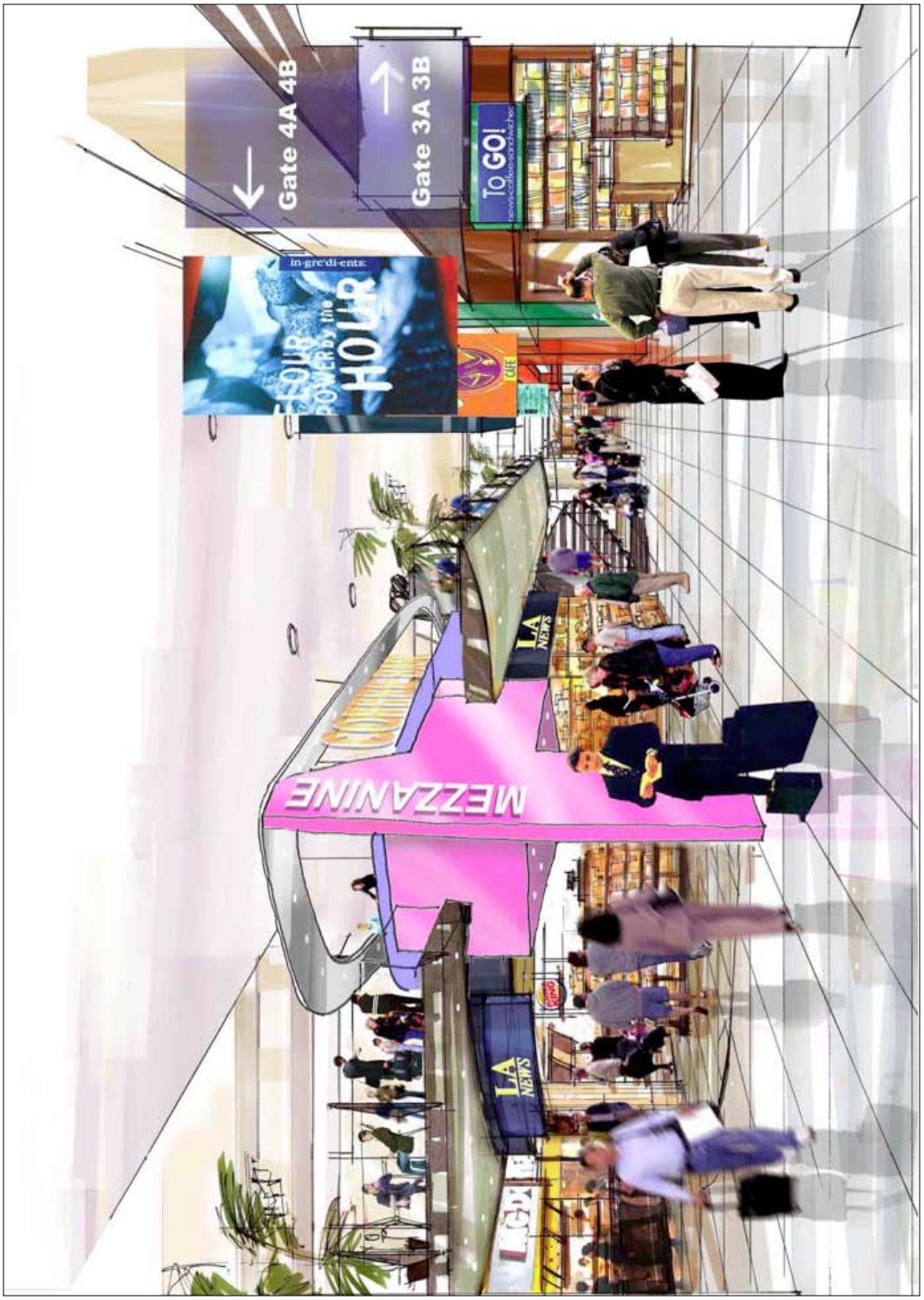
Completed in 1984, Terminal 1 represents one of the more contemporary passenger terminals at LAX. As such, it is a pier terminal that features double-loaded contact gates organized around the central concourse.

All concession spaces and passenger holdrooms with conventional ceiling heights are located along the two-story-high concourse and feature clerestory windows. There are also two garden areas with two-story-high sky lighted ceilings.

Future plans may include the relocation of the restrooms to create additional concessions space in the concourse. The other opportunity is to introduce mezzanine level facilities within the building envelope in the volume of the two-story-high concourse. There is an area at the midpoint of the concourse where a dramatic mezzanine could be introduced to accommodate gift shops at the concourse level and a restaurant and cocktail lounge at the mezzanine level *(For Reference see pages 11-12)*.



TERMINAL 1 KEY PLAN: CONCEPTUAL ARCHITECTURAL RENDERING - MEZZANINE LEVEL



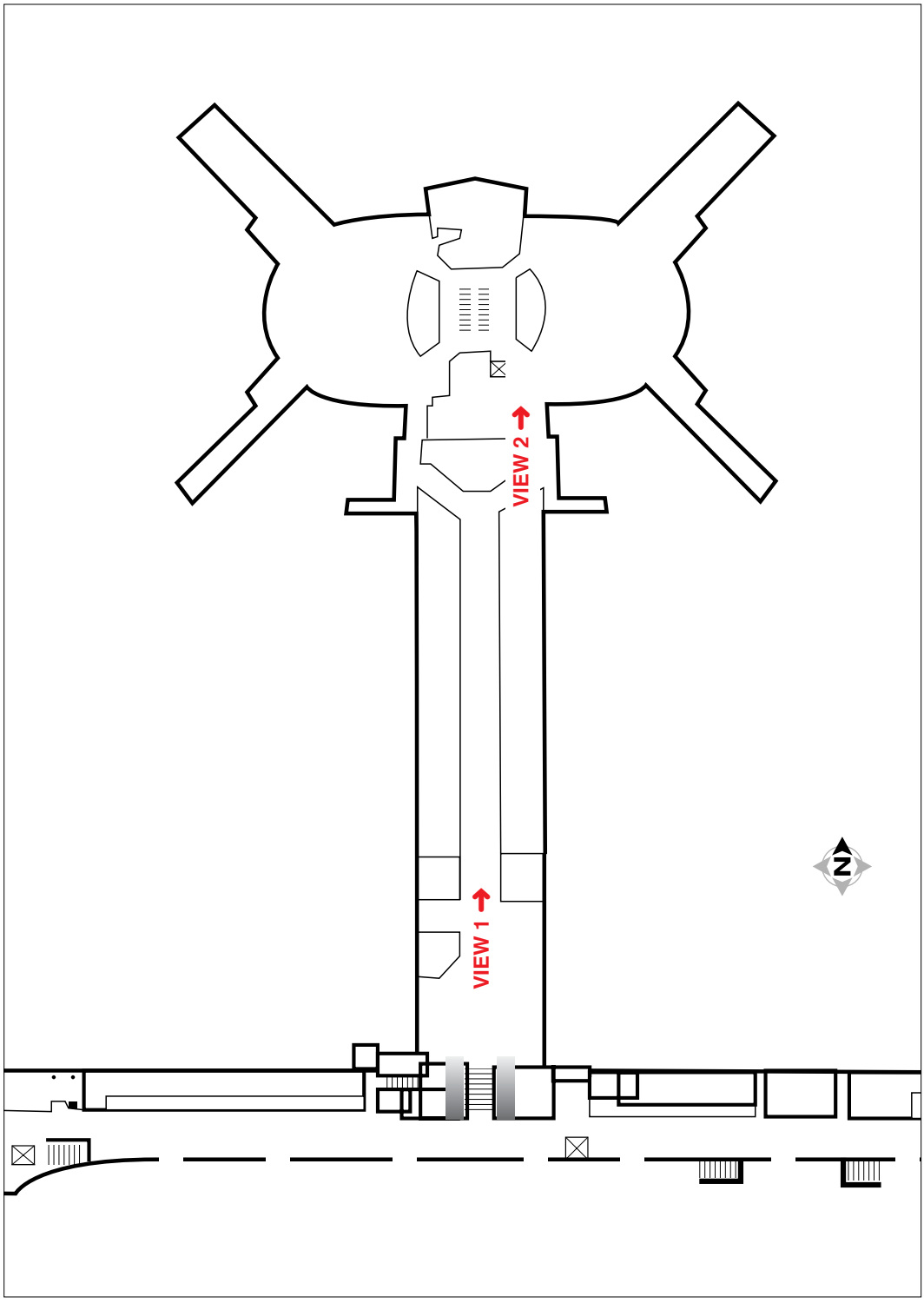
TERMINAL 1: CONCEPTUAL ARCHITECTURAL RENDERING - MEZZANINE LEVEL (VIEW 1)

5.2 Terminal 3

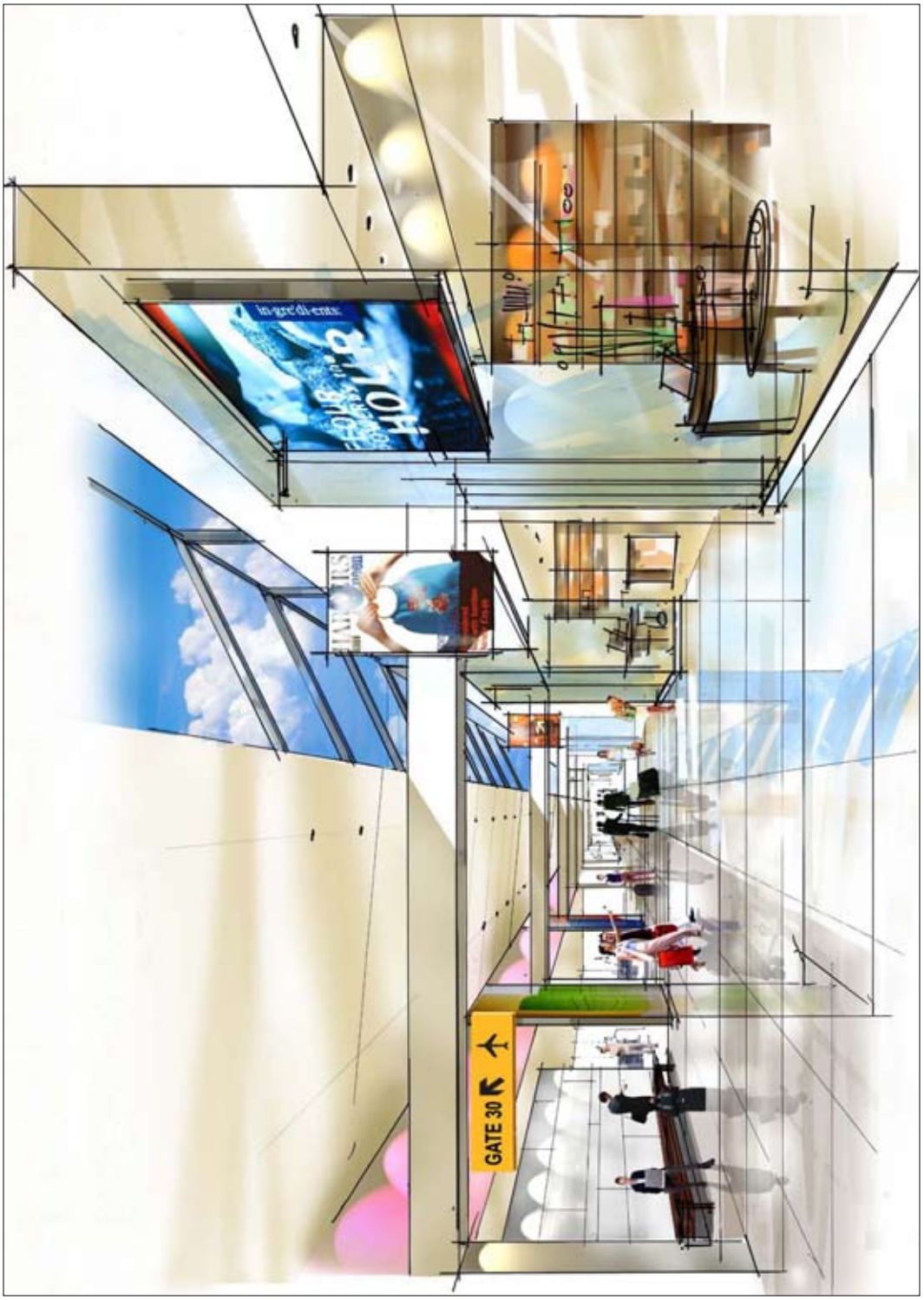
Terminal 3 remains the most original of the passenger terminals completed in 1960, when the "new" LAX opened and became the first airport designed for the jet age. At first conceived as a ticketing building with a separate satellite where the aircraft parked around the perimeter, it was converted to a pier terminal in 1984. The "connector" building, the narrowest at LAX, is only 80 feet wide. There is only one contact gate in the connector and, as such, it currently accommodates only a few retail shops.

The satellite is a spacious, graceful structure with a ceiling of 20 feet clear height. Most of the concession space is located in the satellite. Unfortunately, most of the concessions are not highly visible from the holdrooms because they are inside the core of the building, with views blocked by restrooms and other building elements.

Future renovation plans may include the demolition of the existing open air courtyard and the construction of a new ramp between the connector and the satellite. The restrooms in the core of the satellite will also need relocation. The expansion of the existing mezzanine level is the only real opportunity to gain concession space. The new space would be designed for an upscale restaurant and cocktail lounge. With the seating located around the mezzanine perimeter, guests will have dramatic views of the airfield and passenger hold room. This will also provide visual interest in the terminal *(For Reference see pages 14-16)*.



TERMINAL 3 - KEY PLAN



TERMINAL 3: CONCEPTUAL ARCHITECTURAL RENDERING - CONCOURSE LEVEL (VIEW 1)

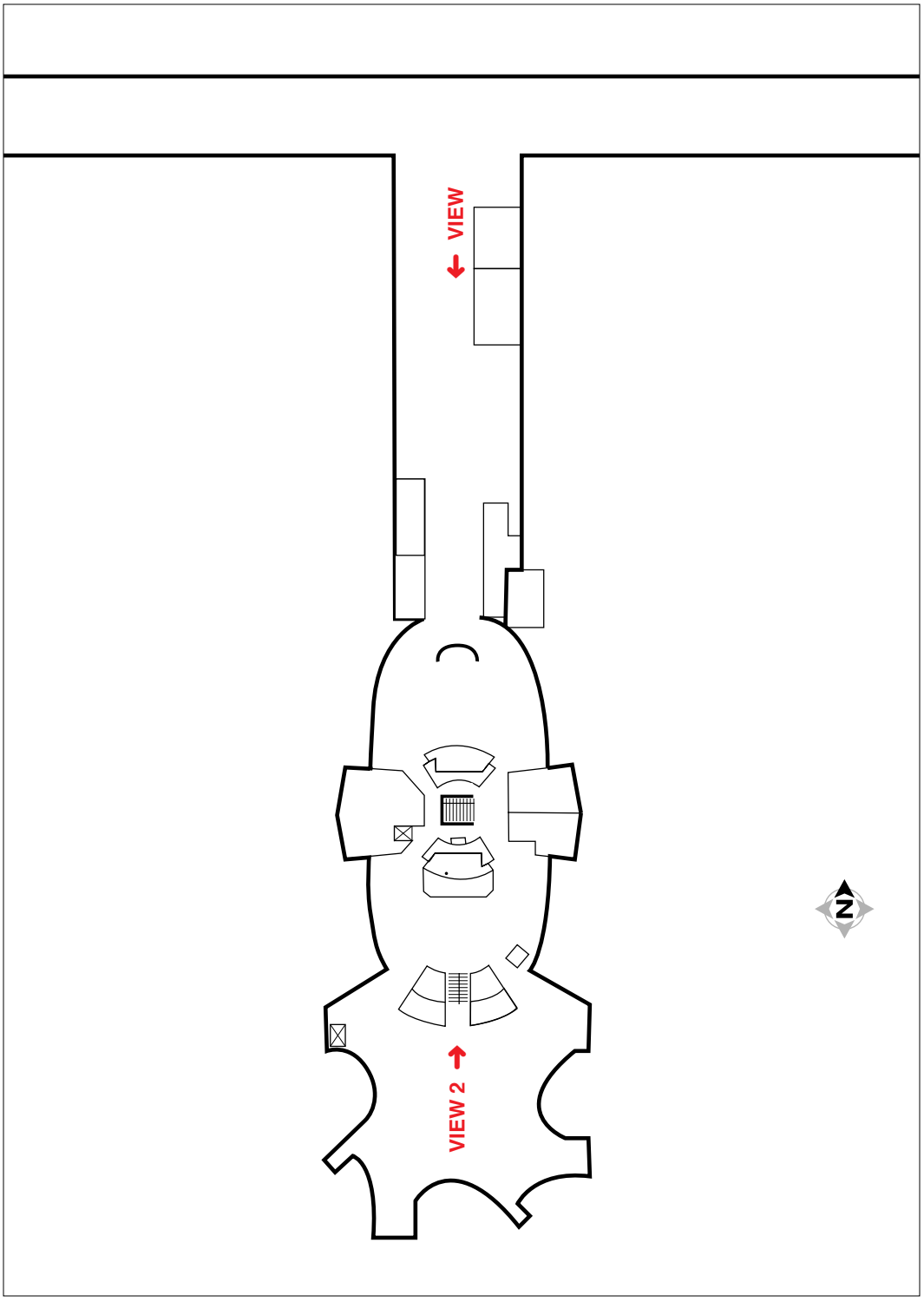
TERMINAL 3: CONCEPTUAL ARCHITECTURAL RENDERING - FOOD COURT (VIEW 2)

5.3 Terminal 6

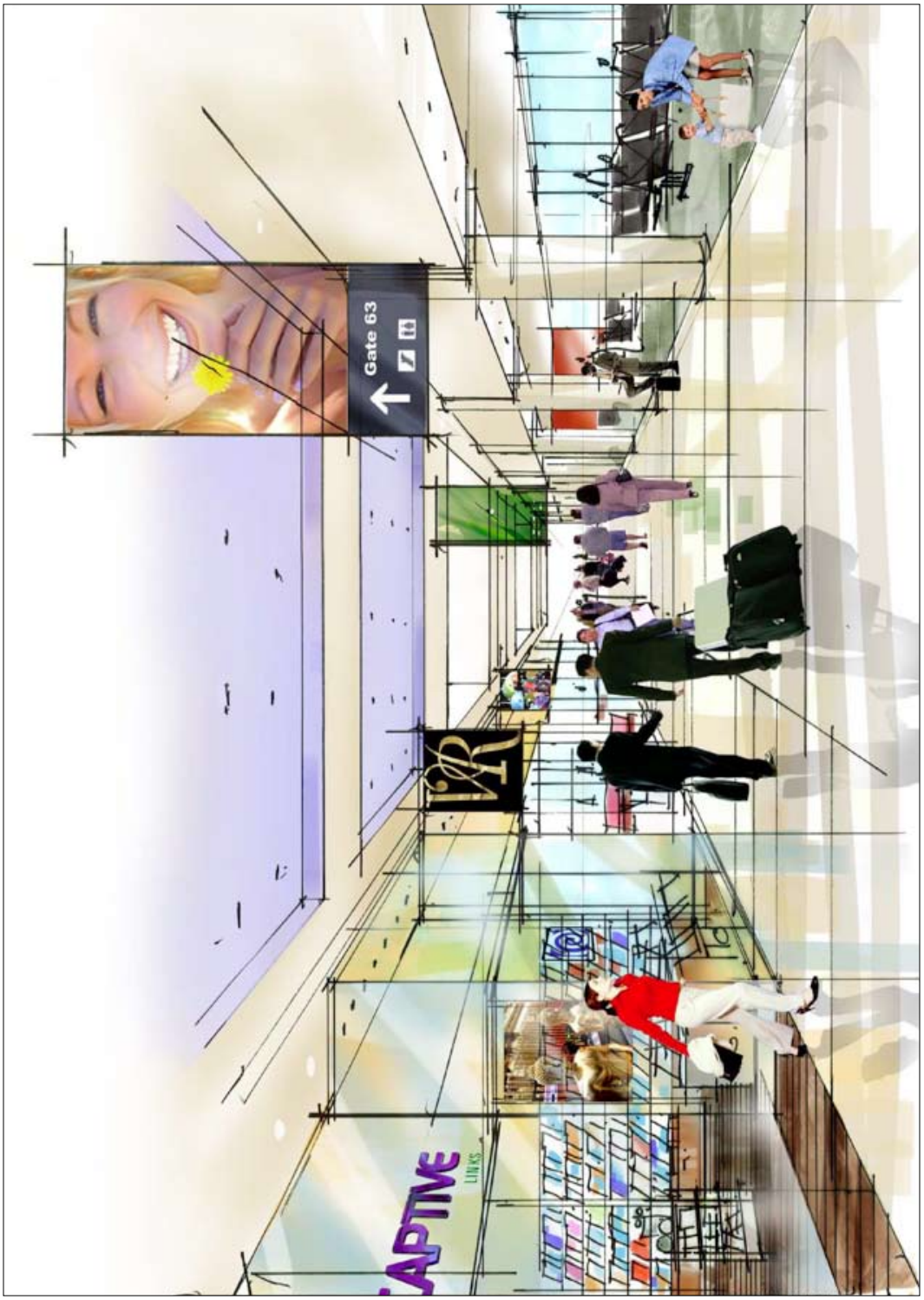
This terminal is typical of those on the south side of the central terminal area, all of which had the same original configuration. In 1970, the satellite was expanded to accommodate wide-body aircraft. There are two floor levels in the satellite, since this expansion was constructed at a higher level in order to conform to the door sills of the new aircraft. As with Terminal 3, a connector building was constructed in 1984.

There is an existing building service core in the center of the satellite that blocks the visibility through the terminal. As a result, concessions located within the core are not in the line of sight to the passenger hold rooms. As with other terminals, significantly more concession space is needed.

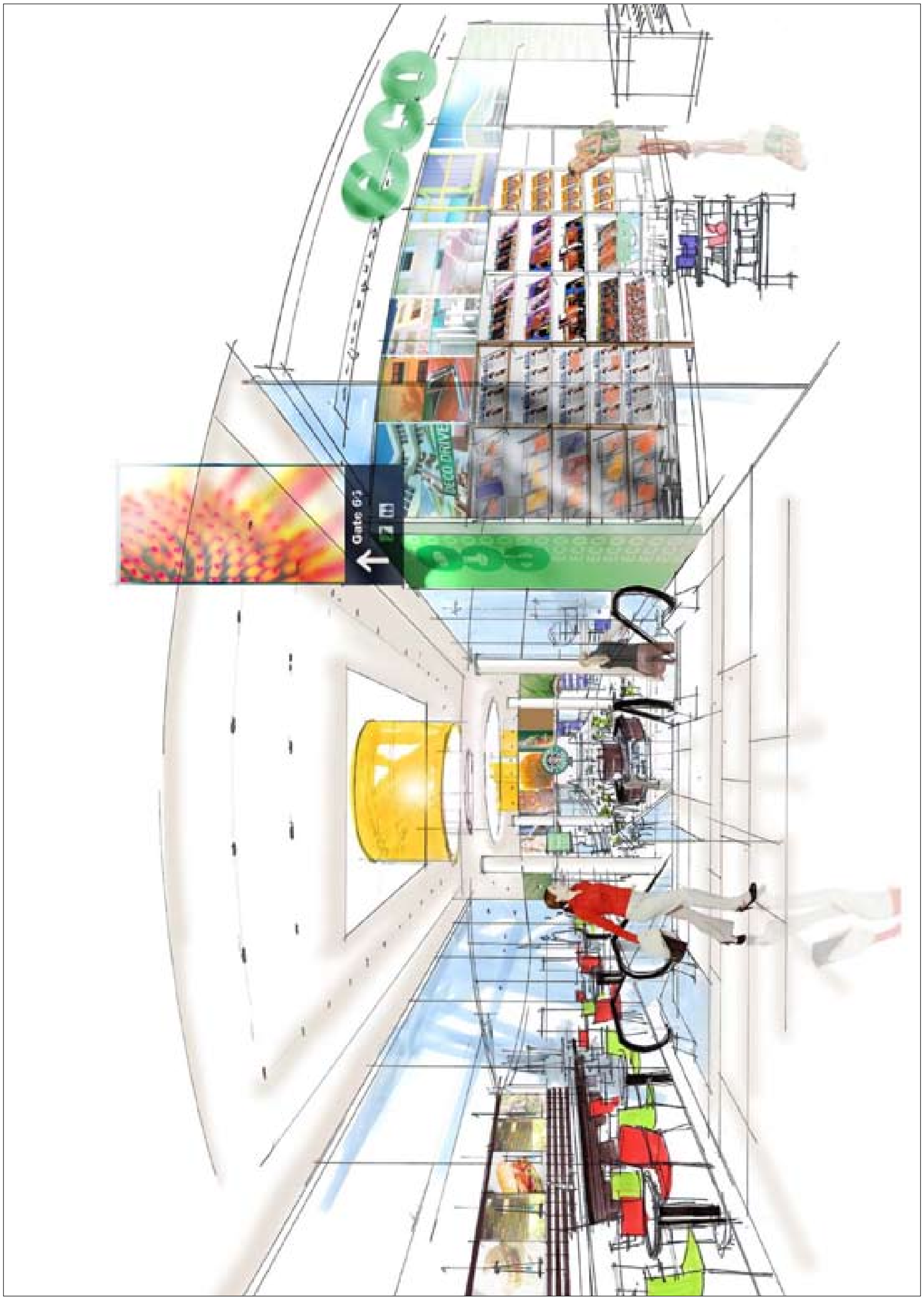
The full potential of the concourse is not realized. Future remodeling may include the relocation of the restrooms and the concessions from the core, opening up the terminal to reclaim the spaciousness and views through the entire terminal. The resultant space in the center of the terminal will be able to accommodate all of the amenities to service the passengers' needs. The new facilities will be within direct sight and convenient walking distance from passenger hold rooms, providing passengers with a relaxed state-of-mind *(For Reference see pages 18-20)*.



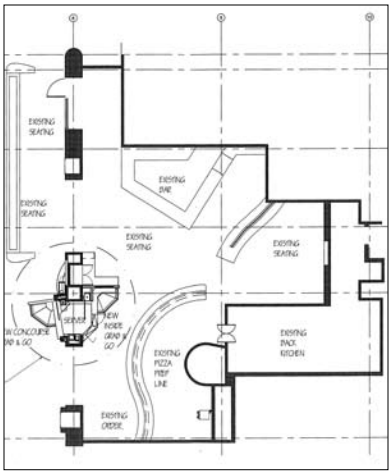
TERMINAL 6 - KEY PLAN

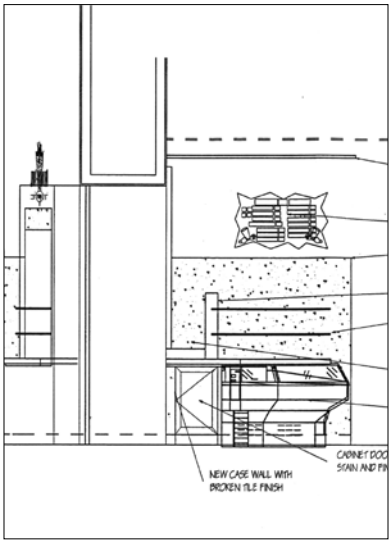


TERMINAL 6: CONCEPTUAL ARCHITECTURAL RENDERING - CONCOURSE LEVEL (VIEW 1)



TERMINAL 6: CONCEPTUAL ARCHITECTURAL RENDERING - CONCOURSE LEVEL (VIEW 2)



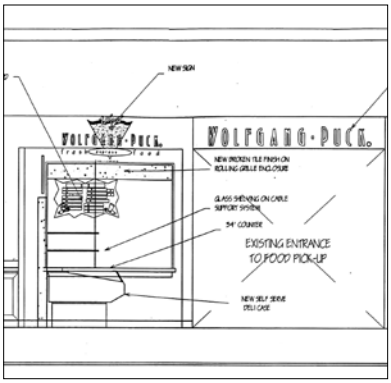


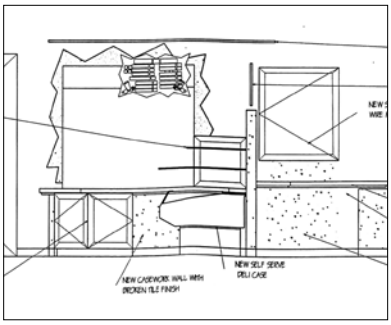
6.1 Step 1 - Concessionaire's Initial Proposal Request Submittal

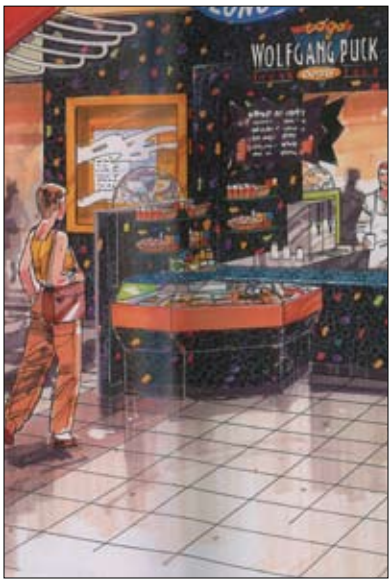
The Design Review Process begins with the initial contact made by the prospective Concessionaire or existing Concessionaire wishing to make improvements to their lease space. The Concessionaire shall submit to LAWA's Concession Management Division a written description of the type of concession and/or improvements proposed and capital improvements planned for the selected space. The submittal shall consist of a narrative accompanied by a set of renderings or sketches to adequately convey the proposed scope of work. Submissions must be addressed to:

Concession Management Division
Los Angeles World Airports
7301 World Way West, 2nd Floor
Los Angeles, CA 90045
Ph: 310/417.6476
Fax: 310/417.3094

Upon review of this written proposal, the Concessions Management Division will advise the prospective Concessionaire if the proposal has been accepted and what next steps will be required for their project. The Concessionaire shall follow LAWA's approval instructions. Further submissions allow the Concessionaire to develop the proposed concession design and/or modifications, select colors, materials, furniture, finishes, equipment, and to graphically depict the overall character of these improvements.







6.2 Step 2 - Conceptual Design Submittal

Following the approval of the Concessionaire's submission, the Concession Management Division will forward the approved concept documentation to LAWA's Engineering + Project Management Division. The Concessionaire will be assigned a Project Engineer (EPMD) who will guide them through the various steps required for the development and implementation of the proposed improvements. The Project Engineer will establish contact with the Concessionaire and, if required, a kick-off meeting will be held to discuss the Concessionaire's proposed scope of work and items required for subsequent submissions.

Upon the assignment of a Project Engineer, the Concessionaire will address all further submissions to:

Chief Airports Engineer
Los Angeles World Airports
Engineering and Project Management Division
7301 World Way West, 5th Floor
Los Angeles, CA 90045
Ph: 310/646.5700
Fax: 310/417.0532

Since there will be numerous LAWA staff from various Divisions involved in the Construction Approval Process, all communication will go through and from the assigned Project Engineer to the Concessionaire. It is recommended that a single representative for the Concession be responsible for communicating with the Project Engineer and coordinating information back to the Concessionaire's Architectural/Engineering (A/E) Team.

Preliminarily, a copy of the LAX Master Lease Exhibits (MLE) will be provided for the impacted area. These documents will help familiarize the Concessionaire with the overall layout of the Terminal, will identify core building elements and adjacent Concessions. The MLE are for the Concessionaire's information only. It is the Concessionaire's responsibility to research and obtain the specific Architectural and Engineering Record Drawings from LAWA. The Concessionaire must coordinate access to

DESIGN **REVIEW PROCESS**

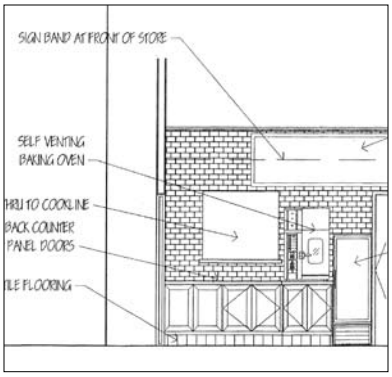
LAWA's Reprographics Group with the Project Engineer. It is recommended that the Concessionaire and/or the Concessionaire's Design Team become familiar with the Terminals' architectural aesthetics, materials and overall design.

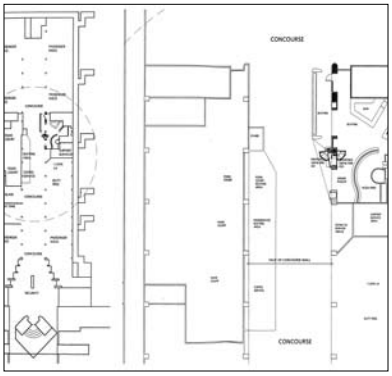
Architectural and Engineering drawings are available at:

Engineering and Project Management Division
Reprographics Group
Los Angeles World Airports
7301 World Way West, 4th Floor
Los Angeles, CA 90045
Ph: 310/646.5700 x 3029
Fax: 310/646.7287

Los Angeles World Airports shall not assume any liability for the accuracy of information shown on airport-provided construction drawings or other technical documents. It is the Concessionaire's responsibility to verify all existing conditions including utility and building systems which may be impacted by proposed work or improvements.

Prior to starting the conceptual or schematic design process, the Concessionaire's design team should become familiar with LAWA's Design Objectives and the Terminal's architectural aesthetics, materials and overall design. During the Concept Design phase, the Concessionaire is encouraged to submit sketches, bubble diagrams, concept notes and any other helpful material that may fully describe the intended concept. LAWA will be looking for information on the intended theme to be followed such as the choice of colors, major types of materials being considered, proposed storefront configuration, and the type and color of signage being proposed. All drawings should be to scale and presented on a minimum sheet size of 11" x 17". While Computer-Aided Drafting (CAD) drawings are not required for the Concept Development submittal, they ***will be required*** for all other construction drawings.



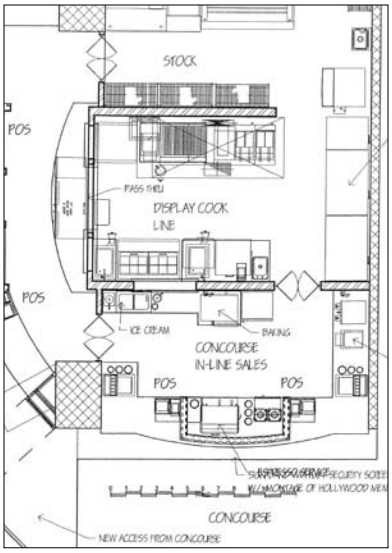


Conceptual Design Submittal Check List

The following is a list of items required for the review and approval of the Conceptual Design Submittal. For Concession Improvement projects, the Concessionaire shall confirm with the Project Engineer what Conceptual Design Submittal items will be required, as some items may not be applicable. The Concessionaire shall submit five (5) copies of the Conceptual Design Submittal items to the Project Engineer as follows:

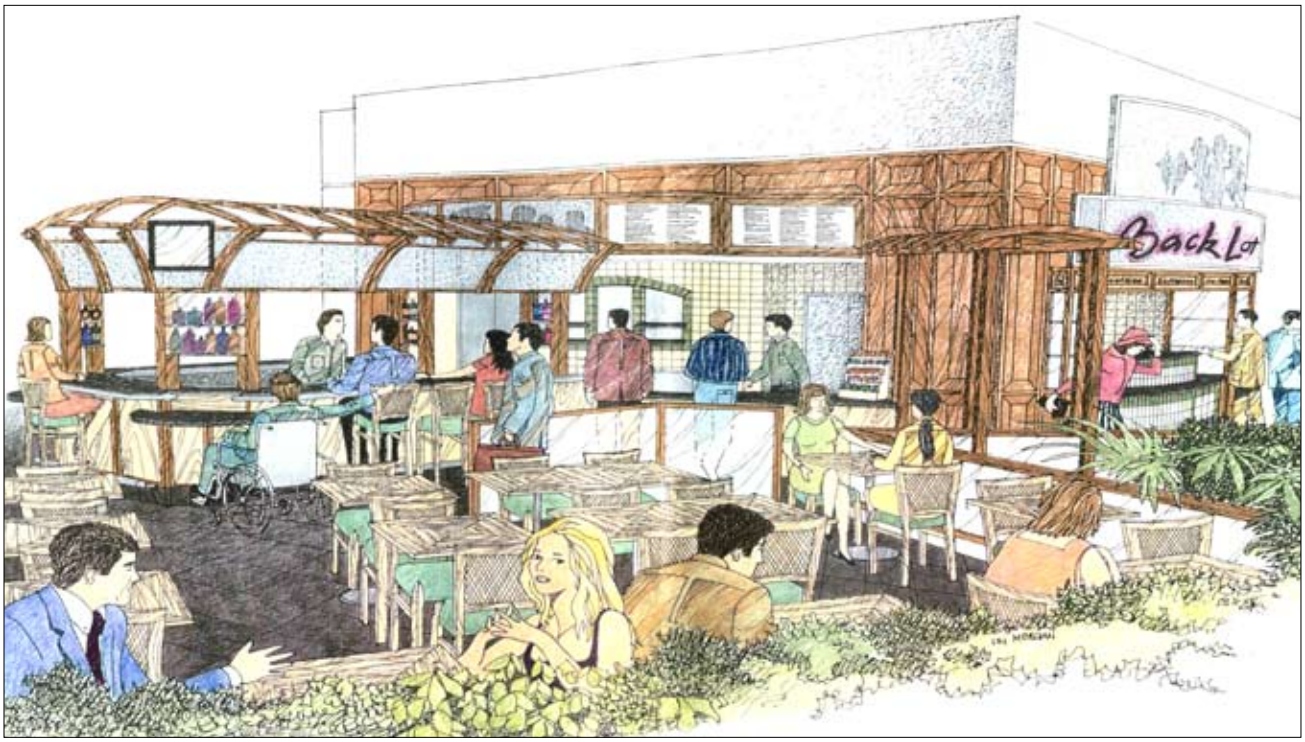
- ☐ Cover letter describing proposed project including design intent.
- ☐ One (1) Site Plan or Terminal Lease Plan showing the location of the proposed concession/improvements.
- ☐ Photographs of the existing lease space including storefront and interior space. At least, one (1) photo shall show the existing conditions and relationship of the adjacent Tenants to the proposed concession space.
- ☐ One (1) color rendering of the concession's interior conceptual design depicting proposed signage and branding ideas as well as the character, materials and quality of the space.
- ☐ One (1) color rendering or elevation(s) of the concession's storefront conceptual design identifying materials, proposed signage, relationship to adjacent concessions, and existing architectural elements. (scale: 1/4" = 1'-0")
- ☐ One (1) sign drawing to scale showing letter style, dimensions, proposed materials and colors, and indicating how sign is lit or if it is internally illuminated.
- ☐ One (1) colored floor plan showing the functional layout of the facility identifying all furniture, fixtures and equipment (FFE) and floor finishes. (scale: 1/4" = 1'- 0")
- ☐ One (1) reflected ceiling plan depicting conceptual design including ceiling height and finishes and location of light fixtures. (scale: 1/4" = 1'- 0")
- ☐ One (1) colors and materials sample board depicting the conceptual design color palette with accompanying legend identifying all materials and finishes and the locations proposed for each.

DESIGN **REVIEW PROCESS**



When requested by the Project Engineer, the Concessionaire shall present the Conceptual Design to LAWA staff for review and approval. The Conceptual Design shall be submitted to LAWA within the time frame negotiated or stated in the Concessionaire's agreement. The Project Engineer will provide written comments to the Concessionaire for each Conceptual Design submitted or presented. Allow approximately 4 to 6 weeks for LAWA EPMD to issue a concept approval letter to the Concessionaire upon receipt and acceptance of the submittal. If the Conceptual Design is not approved, the Concessionaire shall revise the design, incorporate comments received from LAWA, and resubmit for review and approval.

The Concessionaire shall obtain LAWA's Concept Approval for the Conceptual Design Submission before developing Design and Construction Documents.



6.3 Step 3 - Design Development and Construction Documents

During the Design Development and Construction Document phase, the Concessionaire shall formally issue five (5) complete sets of drawings to LAWA with an accompanying Cover Letter addressed to the Project Engineer. The Cover Letter shall identify the project; indicate the Submittal being issued, scope of work, design approval comments incorporated, if applicable, and a list of all the drawings included with submittal.

All drawings shall be to scale and should include, but are not limited to the following:

Drawing Description	**Scale**
Site Plan	As Appropriate
Floor Plan	1/4″ = 1′- 0″
Fixture Layout	1/4″ = 1′- 0″
Reflected Ceiling Plan	1/4″ = 1′- 0″
Storefront Elevation	1/4″ = 1′- 0″
Storefront Section(s)	1/4″ = 1′- 0″
Storefront Details	1/2″ = 1′- 0″ minimum
Interior Elevations	1/2″ = 1′- 0″ minimum
Millwork Details	1-1/2″ = 1′- 0″ minimum
Wall Partition Types	As Appropriate
Door and Window Schedules	As Appropriate
Door and Window Details	As Appropriate
Finish Schedule and Details	As Appropriate
Sign Drawings & Details	As Appropriate

As applicable, the following drawings shall be included with Building System plans drawn at the same scale as the architectural.

Structural Floor Plan & Details
Mechanical Floor Plan & Details
Plumbing Floor Plan & Details
Electrical Floor Plan & Details
Fire Life Safety System Plan & Details
Security System Plan & Details
Sprinkler System Plan & Details
Title 24 Calculations

DESIGN **REVIEW PROCESS**

LAWA review of the Design Development and Construction Document Submittals will include, but are not limited to, the following topics:

- **Overall Design Compatibility**
  The overall design will be evaluated for its compatibility with each terminal's architectural features, fulfillment of LAWA Design Objectives (see pages 6-10), and compliance with the Concession Design Guidelines. Storefront design, interior layout, materials, finish colors, textures, graphics, signage, and selection of furniture, fixtures and equipment (FFE) will be also reviewed.

- **Interface with Public Areas**
  The Concession design bordering public areas shall be in compliance with the spatial and physical limitations of the facility, conform to the lease-specified vertical and horizontal requirements, and coordinate with adjacent concessions.

- **Building Systems Integration**
  Design shall interface with the building structural, plumbing, fire protection, HVAC, building automation, fire life safety and sprinkler systems, and conform to LAWA Construction and Maintenance Division standards.

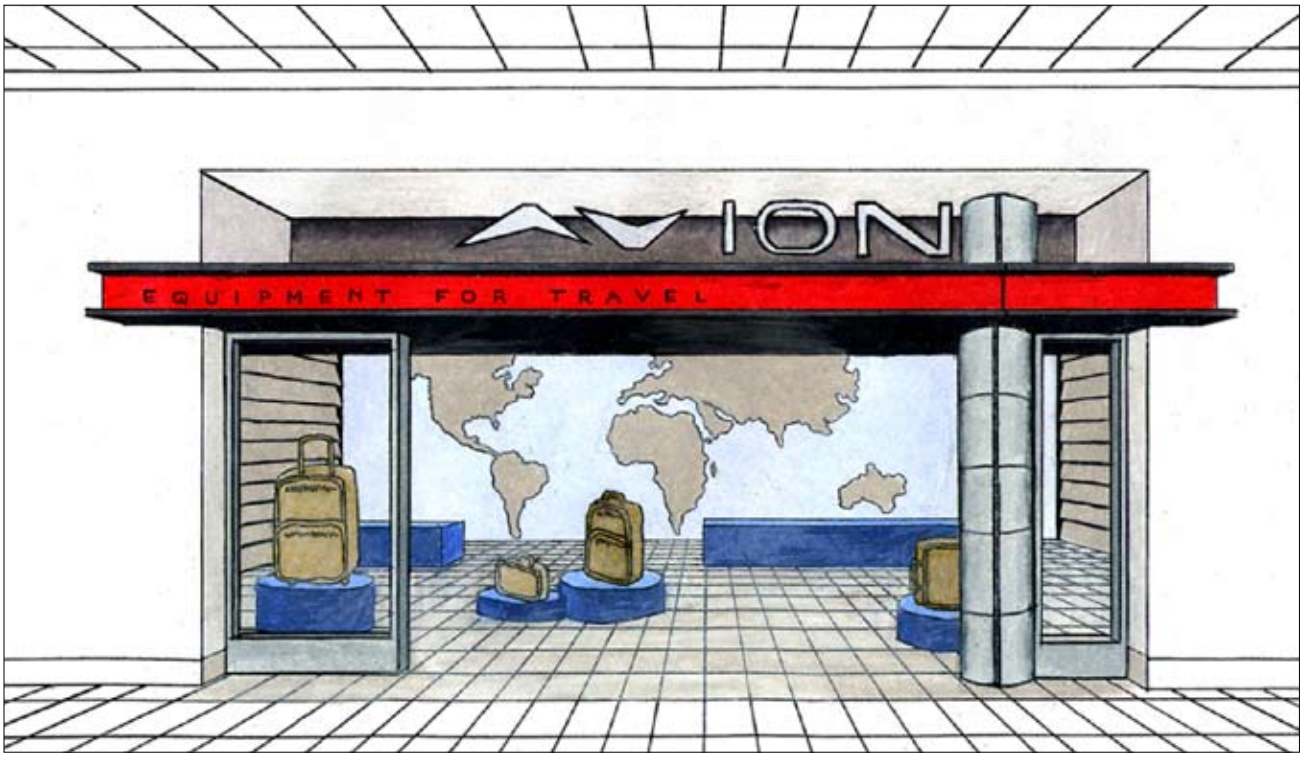
- **Code Compliance**
  Design shall comply with all applicable local, state, and federal laws, codes, and ordinances and other governmental agency requirements. The Concessionaire is responsible for submitting documents directly to other government agencies.

- **Sustainability**
  LAWA encourages the use of environmentally responsible materials and finishes. To the extent possible, wood-based materials and products should be certified in accordance with the Forest Stewardship Council's Principles and Criteria for wood building components including but not limited to structural framing and general dimensional framing, flooring, finishes, furnishings, fixtures and temporary construction barricades. In addition, the Concessionaire should identify space for the collection, and storage of recyclable materials such as paper, corrugated cardboard, glass, plastics and metals.

DESIGN **REVIEW PROCESS**

Depending on the project's scope, a Project Manual specifying work, materials and requirements may be requested. The Concessionaire may include project specifications directly on drawings if approved by the Project Engineer. All drawings should be prepared using AutoCAD 2000 or a higher release and comply with LAWA CAD Standards. The Project Engineer will supply the Concessionaire with electronic files and/or written documents detailing these standards.

The Construction Documents shall be submitted to LAWA within the time frame negotiated or as stated in the Concessionaire's lease agreement. Allow approximately 4 to 6 weeks for LAWA to review and approve Concessionaire's Design Submittal. If the Design Submittal is not approved, the Project Engineer will issue LAWA's review comments to the Concessionaire. The Concessionaire will correct and/or revise drawings, as required, and re-submit the package for LAWA Approval. **The Concessionaire shall obtain LAWA Construction Approval before any construction activities may begin.**



6.4 Concession Construction

Construction in Concessionaire areas shall not begin until an approved building permit has been secured from the City of Los Angeles Department of Building and Safety and written approval is received from LAWA.

When ready to begin construction, the Concessionaire shall notify the Project Engineer who will schedule a pre-construction meeting. The pre-construction meeting will introduce points-of-contact as well as review key operating procedures and construction requirements. The Concessionaire, Contractor and main subcontractors are required to attend this meeting.

The pre-construction agenda will include, but is not limited to, the following topics:

- Scope of Work
- Name of Contractor's On-Site Superintendent/Supervisor
- List of Subcontractors and their emergency phone numbers
- Construction Schedule
- Contractor Ingress/Egress
- Job site safety/Barricade plan
- Security Requirements
- Material Deliveries
- Staging Areas
- Trash Removal

The Concessionaire shall honor the procedures set forth at the pre-construction meeting and will comply with the following requirements:

- Access for all construction personnel will require special security clearance and airport badges to work in secure areas. Security procedures for access of all construction personnel and tools must be strictly followed. The Concessionaire and/or Contractor will be subject to fines if the security procedures are breached.

- All demolition must conform to LAWA operational procedures. The Concessionaire and Concessionaire's contractor will be responsible for any damage to the existing building systems resulting from demolition and/or new construction work.

- Airport operations and utilities should not be interrupted by Concessionaire construction. If utility service or operations need to be interrupted, a written request must be submitted to LAWA for approval. Interruptions in building operations and services will only be approved for "off-peak" hours as determined by LAWA.

- The LAWA Construction and Maintenance Division must be notified in writing 96 hours prior to performing any modification, alteration, repair, or other change which will affect any existing building systems such as HVAC, Fire Life Safety, Electrical, Plumbing and Sprinkler System.

- If any portion of the Fire Life Safety System will be off-line due to construction, a written list of devices, their addresses, and a map of the affected area must be furnished to the LAWA Central Utility Plant (CUP) staff at least 96 hours before the Fire Life Safety System is made inoperative. At no cost to LAWA, a fire watch complying with LAMC 57.13 must also be implemented. This watch will remain in place until successful testing of the Fire Life Safety System is completed and approved by the City of Los Angeles Fire Department and LAWA Construction & Maintenance Division. The CUP staff shall be notified at (310) 636-4258 immediately before cancellation of a fire watch.

- The Contractor shall be responsible for ensuring that the fire panel is clear of all alarms and troubles after any construction. Upon request, the Contractor and LAWA personnel shall walk through the job site and the Fire Command Center prior to the start of construction to document any existing alarms and/or troubles in the Fire Alarm System.

DESIGN **REVIEW PROCESS**

- All Energy Monitoring and Control or Fire Life Safety System devices removed during demolition shall remain the property of LAWA. The Contractor shall provide an inventory of such devices and deliver them to the Central Utility Plant.

- Any new device installed above the concession ceiling shall have a remote LED indicator mounted on the wall below the finish ceiling and shall be labeled with the device description and address.

- Contractor must provide documentation (pre-testing reports or equal) that the new systems installed are functioning properly prior to requesting any preliminary or final acceptance inspections by LAWA. LAWA will only accept responsibility for a new or altered system after the entire system has been deemed to be functioning properly.

- At the completion of construction, the Concessionaire must submit all close-out submittals and as-built drawings to LAWA. Close-Out Submittals should include but are not limited to Air Balance Reports, Fire Life Safety System Testing Reports, "Record" drawings for the concession, HVAC, Fire Life Safety and Sprinkler Systems.

- As-Built drawings of the Fire Life Safety and Sprinkler System drawings must be stamped and signed by a California licensed professional engineer and bear the stamp of approval from the City of Los Angeles Fire Department.

- As required by the City of Los Angeles Fire Department, all Fire Life Safety schematics and Sequence of Operation documents located in the Fire Command Center shall be updated by Concessionaire to reflect construction changes made by concession improvements.

- Concessionaire must maintain and keep operational the concession's equipment and systems during the length of its lease in accordance with its Agreement requirements and in compliance with the standards set forth by LAWA. LAWA's Construction and Maintenance Division (CMD) will be the concessions main point of contact during the length of its operation at LAX.

6.5 Post-Construction

At the completion of construction, but prior to occupancy, the Concessionaire shall notify the Project Engineer of the date and time of the "Substantial Completion" inspection and the Concessionaire's Quality Control punch list. The Project Engineer will review the project only for compliance with airport requirements and LAWA approved documents. The Project Engineer will not perform a Quality Control punch list nor inspect for code compliance.

Concessionaire is also required to schedule a pre-opening walk through with the Concessions Management Division, at which time all fixtures and merchandising should be complete. Concessions Management Division reserves the right to postpone the opening if it is determined that the facility is not in proper condition to open to the public.

ARCHITECTURAL DESIGN **GUIDELINES** | 7.0

The following Architectural Design Guidelines communicate the general visual and aesthetic characteristics preferred in airport concession spaces and outline the quality required of specific elements such as the façade, interior layout, lighting, and signage. These criteria establish a common framework for all Concessions and provide a starting point for the design of the concession space. Imagination and originality are encouraged. It is the Concessionaire's creativity which will differentiate a concession design while integrating with the Terminal's interior architecture.

These guidelines along with the Building Systems section should be viewed as a definition of the minimum standards and requirements for the design of a LAWA concession. It is the Concessionaire's responsibility to field verify all existing conditions and to confirm the location of all built elements, utilities and building systems within or impacted by the lease space.

7.1 Sustainable Design Criteria

When applicable and feasible, LAWA recommends integrating sustainable design principles in the concession design. Sustainable design can be achieved through some of the following strategies:

Employ environmentally preferred products.

- Specify materials and building assemblies with recycled content.
- Use rapidly renewable materials and products where appropriate. A rapidly renewable product is made from plants that are typically harvested within a ten-year or shorter cycle.
- Give preference to products fabricated or manufactured within the Southern California region.
- Use wood products certified by the Forest Stewardship Council.
- Do not use CFC- or HCFC-based refrigerants in equipment.

Specify Low Emitting Materials.

- Use adhesives and sealants with VOC content less than the limits specified by the South Coast Air Quality Management District (SCAQMD) Rule #1168.
- Emissions from paints and coatings should not exceed the VOC and chemical component limits of Green Seal's Standard GS-11 requirement.
- Composite wood and agrifiber products should not contain added urea-formaldehyde resins.

Reduce Energy Consumption.

- Use lighting systems that consume less than 1 watt/square foot for ambient lighting.
- Use electronic ballasts with linear fluorescent lighting and/or upgrade existing magnetic ballasts to electronic.
- Employ occupancy sensors in spaces that are not regularly occupied.
- Maintain all non-emergency lighting on a programmable timer that turns lights off during non-business hours.
- Select Energy Star labeled equipment and appliances.
- Reduce equipment and appliance loads to 1.25 W/sf.

Reduce Water Consumption.

- Use water efficiently through ultra-low flow fixtures.

Recycle and Reduce Waste

- Recycle or reduce construction, demolition and packaging debris during construction.
- Reduce waste through source reduction and recycling to eliminate off-site disposal.

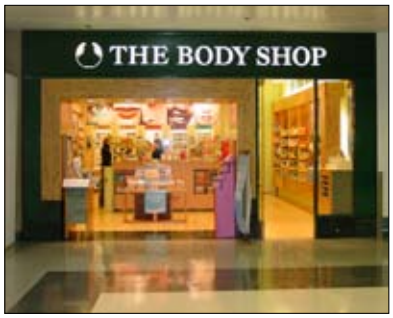
7.2 Storefront Façade

The Concessionaire's facade is the most visible and prominent element of each concession. Its design delineates the separation between the Concourse and the concession interior. The façade should reflect LAWA's design criteria, complement the terminal's architectural character and clearly identify the concessionaire. Its design will significantly contribute to the overall aesthetic of the terminal and LAWA encourages the use of innovative display techniques, distinctive signage designs, and high-quality materials and finishes.

These guidelines may be supplemented by guidelines unique to each terminal.

Façades should comply with the following general design criteria:

- The Concession's façade will be compatible with the existing terminal design character and be sensitive to adjacent storefront designs.
- Facade treatments should extend across the full width of the storefront or to the inside edge of the neutral piers depending on the existing terminal design.
- Closure door tracks must be supported by a structural steel framework which will be attached and braced to the building structure. Structural framework must be engineered in conformance with applicable code requirements and submitted to the City of Los Angeles Department of Building & Safety for approval.
- The façade shall include a finished soffit using a material compatible to its design.
- The maximum open area shall not exceed 60% or as allowed by code requirements.
- Security devices must be physically integrated into the storefront design.



Lease Restrictions

The following sketches show the typical lease restrictions to be considered when designing the concession façade. The Concessionaire may utilize an area projected 2′-0″ maximum in front of the lease line for overhead storefront signage for company's identification only.

The floor area outside the Concession's leasehold and underneath the 2'-0" overhead storefront signage area is prohibited from any merchandise displays. An exception to this would be where the area under the 2'-0" sign band does not extend past the column line defining the public concourse. Merchandising displays must be removable and must be brought inside the Leasehold when the concession is closed. Figures 4.2.1 and 4.2.2 provide general plan and section diagrams for the storefront envelope. In a corner space, the concession is allowed the 2′-0″ extension from each store front. No façade will be allowed to extend beyond the Tenant's interior edges of the demising walls.

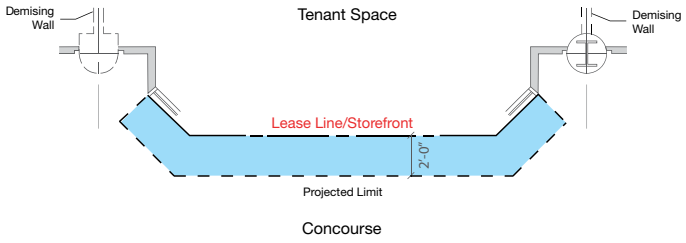


Figure 4.2.1 Plan View of Overhead Signage Limits

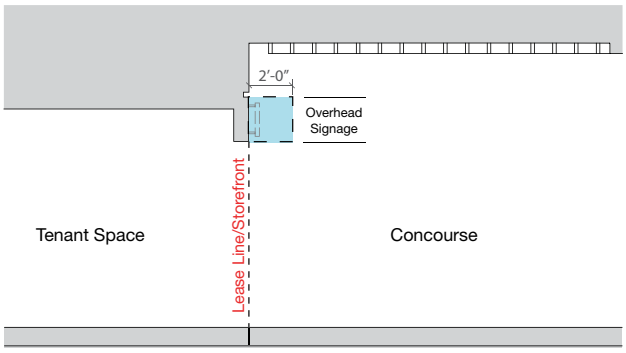
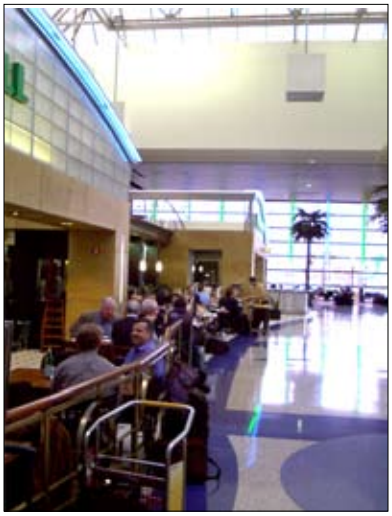


Figure 4.2.2 Side View of Signage Limits



Materials

The façade's materials define the physical environment and are one of the primary factors affecting a passenger's first impression. Materials that project a clean, modern appearance convey a first-class image consistent with the level of customer service and positive passenger experience LAWA requires. With this in mind, high quality materials and finishes should be selected for the façade. These materials must be able to withstand heavy passenger traffic and abuse from luggage, baggage carts and hand trucks. In order to help ensure the long-term integrity and approval of the design, the following principles should be adhered to:

- Excluding doors, the façade must have a durable base at least twelve-inches (12") above the finished floor. Proven materials include granite, marble, natural stone, tile, and steel. Alternative materials and materials not listed may be presented to LAWA for approval. All convenience and emergency doors must comply with local Building Codes.
- Designs employing multi-pane clear, beveled, etched or sandblasted glass in metal frames or butt jointed are encouraged. All glass must be laminated or tempered.
- Metals should be anodized aluminum, stainless steel, zinc or similar durable finish.

The following façade materials tend to perform unsatisfactorily and detract from the façade's and terminal's overall aesthetic. Therefore, the use of these materials and finishes should be limited or eliminated from the design.

- Pegboard walls
- Vinyl wall coverings or wall paper
- Large areas of plain, smooth painted drywall
- Sharp or rough surfaces
- Stucco or plaster treated with an exaggerated texture

Lighting

A successful lighting design will create visual interest and encourage passengers to patronize your business. Façade lighting must not create glare in the Concourse area or interfere with the existing Concourse area lighting and information displays.

- LED ropes, backlighting and cove lighting are encouraged.
- Strobe lights, flashing lights, and neon or cold cathode lighting are prohibited.
- Lamps, light sources and track lighting should not be visible from the Concourse. Linear fluorescent and sodium lamps are not permitted.
- Track lighting used in display windows should be recessed in coves or pockets.
- Spotlighting may be achieved using recessed, adjustable angle fixtures or track-mounted adjustable spotlights.

Flooring

- The level of the finished floor within the Concession area must align exactly with the Concourse finished floor elevation at the Lease Line. No raised or depressed floor slabs for general sales areas will be permitted.
- All flooring materials shall be durable and slip resistant.

Entrance Closure

The following types of façade closures should be used:

Sliding: Single track, narrow-style sliding glass doors, located at or behind the facade line. Sliding doors shall be enclosed in a pocket or become the rear enclosure of a window. All sliding door tracks are to be recessed with the top track mounted flush with the storefront head and the bottom track flush with the finished floor.

Folding/Hinged: Fully recessed, out-swinging, multi-pane, fully glazed, and frameless glass doors on pivots are encouraged.

Rolling: Overhead or horizontal rolling doors or grilles are not preferred or recommended. Approval from LAWA on a case by case basis may be requested. If this type of door is proposed, all portions of the frame or track must be recessed within the ceiling or wall. Grilles must be independently supported and fully concealed when open. Sliding chain "pawn broker" type closures are not permitted.

Where a concession is located in an island-type freestanding configuration within a terminal, the height of the concession enclosure and/or ornamental entrance will be subject to approval. As a general rule, design features shall not exceed 10-12 feet in height. All freestanding vertical elements shall be engineered to withstand seismic forces.

7.3 Interior Layout

The level of quality and design established in the facade of the concession shall be continued throughout the interior of the Concession's space. The same principles apply relative to the quality and durability of materials. As with most concession areas, there is limited or no access to natural daylight. When visibility to the exterior is possible this feature must be capitalized on and used to its maximum effect in the interior layout of the space. Lighting should emphasize the intended use and can be employed to distinguish the various functions and zones within a concession.

General Requirements

Designers should keep in mind that our travelers often carry numerous luggage pieces and use baggage carts. Passengers will also have limited amounts of time available to conduct the purchases they desire. The interior layout should naturally guide the Patron through the space without confusing or overwhelming them. Therefore, a well-designed concession will provide plenty of room for passengers to circulate around store fixtures or furniture, maintain visual sight-lines for merchandising and way finding, and clearly identify point-of-sale locations. The following guidelines will help support these goals.

- The floor to ceiling height within Concession areas should be maximized. Clearance requirements for overhead structures and utility services might result in stepped ceilings, coves and other appropriate architectural responses.
- Disabled Access shall be provided throughout the space and all amenities shall conform to the American's with Disabilities Act (ADA), California Title 24 Regulations and Code requirements.
- The interior layout shall provide a minimum aisle width of 48" throughout the space for passenger circulation.
- The location of the point-of-sales counter and express line counter shall provide ample space for queuing. Queuing shall not extend into the Concourse or Public Areas.
- Maximum seating areas in food and beverage concessions should be provided.
- Sprinkler heads in the interior of the space must be semi-recessed or flush mounted.

Interior Finishes

The designer should select finish materials that are long-lasting, durable and easily maintained, and is strongly encouraged to use materials that do not require continuous re-finishing or application. Finish materials that inherently have these properties will successfully withstand wear and tear and will require minimum maintenance.

- Powder coating or similar factory applied finishes are preferred over paint whenever metal products are to have a colored finish.
- Wood on vertical surfaces should be designed to minimize marring and scratching.
- Hard, smooth, cleanable materials should be selected for wet areas.
- All finishes must have a minimum Class II flame spread rating or have a fire retardant treatment that meets Code requirements.

Flooring

Flooring shall be high quality, durable, stain resistant, cleanable, slip resistant, and compatible with other Terminal flooring. Recommended materials include but are not limited to natural stone, ceramic tile, terrazzo, and laminated flooring. The following guidelines should also be noted:

- The use of vinyl tiles or sheet vinyl in public areas is prohibited.
- Extensive use of wood flooring is discouraged as it is more susceptible to damage and requires continuous upkeep.
- Storage areas must have a minimum finish of sealed concrete.
- In areas where the use of water is present, such as kitchens, the Concessionaire shall provide a durable and cleanable flooring surface with a minimum six inch (6") high cove base or as required by the Health Department code. Tile must use epoxy grout.
- All kitchen and food service area floors must be sealed with a waterproof sealant.
- Where feasible, a waterproof membrane shall be installed in the wet areas.

- Concessionaire shall insure that all slab penetrations within the Concession space are properly sealed and watertight.
- Any damage to the building caused by failure to observe these criteria shall be the sole risk and financial responsibility of the Concessionaire.

Display Fixtures

- All gondolas, display fixtures and cash wraps should have stainless steel corner guards or reinforcement to resist damage.
- Magazine display walls and slatwall display systems should have a reinforced backing or be supported by high gauge metal studs.
- Slim profile or hidden standards are preferred to reduce visual clutter.
- All free-standing fixtures should have an impact resistant base a minimum of 12" above finished floor.

Lighting

Illuminating horizontal and vertical surfaces helps create spaces that appear bright and roomy. The quality and quantity of light can help create a pleasant and appealing environment. Important aspects of a successful lighting approach include:

- Illuminating ceiling and wall surfaces to create a sense of spaciousness.
- Punctuating significant features with higher levels of light.
- Repeating lighting features for ease of recognition and to assist in circulation.
- Providing adequate light levels for varying tasks, such as magazine displays versus point-of-sales, food preparation versus dining areas.
- Addressing the quality of light such as using lamps with a high color rendering index (CRI) or color corrected sources.
- LED ropes, backlighting and cove lighting are encouraged.
- Strobe lights, flashing lights, and neon or cold cathode lighting are prohibited.
- All fluorescent lighting will use electronic high power factor (HPF) ballasts.

7.4 Signage and Graphics

Concession signage and graphics help passengers locate terminal amenities and should be considered an integral part of the overall concession design. Creative and innovative signage is encouraged and should strengthen the overall character of the Concessionaire space and its design theme. Concessionaires are limited to one sign per storefront. Exceptions to this rule are concessions with long storefronts which can have up to two (2) signs and storefronts that face in alternating directions.

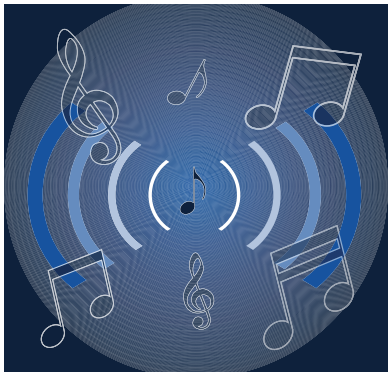
Directional signage within the airport is used to guide passengers to gates, other terminal areas and connecting transportation systems and is considered vital to the function of the airport. Concessionaire signs should be visually distinctive from directional signage.

Concessionaires shall submit to LAWA five (5) sets of the proposed signage and graphics drawings for new construction revised signs for approval. The submittal should include a location plan, scaled elevation, dimensioned drawings indicating size, layout, color, lettering style, illumination source and graphic elements. After concept approval, five (5) sets of the detailed shop drawings must be submitted for final approval. Changes to the design after LAWA approval must be resubmitted. All concession and retail signage must be approved in writing by LAWA.

The following signs types are not allowed:

- Animated, flashing or non-ADA compliant signs.
- Advertising placards, banners, pennants, credit card decals, insignias, trademarks or any other advertisement not specifically stipulated in the Concessionaire's lease and approved by LAWA.
- Any signage outside of the Concession's gross lease hold, except as described on page 37 under Lease Restrictions.

Note:
Request for blade signs will be reviewed on a case by case basis, particularly where a concession is not clearly visible to the traveling public.



7.5 Audio

Concessionaires are not allowed to have any audio playing within their leasehold such as advertisement, music, etc. unless it's specifically permitted and approved in writing by LAWA.

All design guidelines that apply to retail concessions also apply to kiosks and RMU (Retail Merchandising Unit). First and foremost, the concept of the kiosk must acknowledge the "key design objectives" of the airport. The design should be prominent and unique to its location without dominating the features of other concessions and the terminal.

8.1 Design and Functional Character

With neither walls nor ceilings, a retail kiosk will need to define its boundaries within the open space of the terminal and must stay within its lease limits. The kiosk should be situated in a location that does not visually nor physically obstruct circulation and existing facilities. Since a kiosk is approachable from multiple sides, consideration must be taken to design and finish all exposed surfaces. Merchandise displays and architectural elements should further articulate the design intent of the unit. Additional guidelines are listed below.

- The size of the kiosk should be appropriate in scale and dimension for the space.
- Features should not protrude into the terminal causing tripping hazards or circulation obstructions.
- Concealed storage and trash space in the kiosk is required. Boxes and trash may not be scattered or discarded in public areas.
- Electrical conduits and transformers should not be exposed; these items must be concealed within the millwork of the kiosk.
- The appearance of the kiosk during non-operational hours should be considered and will be reviewed.
- Kiosks should be vandal resistant and lockable during non-operational hours.
- All kiosks shall conform to the American's with Disabilities Act (ADA), California Title 24 Regulations and Code requirements.

8.2 Lighting

The general lighting level varies throughout the airport and may not be sufficient for the services provided at a kiosk. Therefore, appropriate fixtures should be incorporated into the design to provide adequate lighting for functional and aesthetic purposes. Lighting can be used to highlight displays, signs, and architectural elements, as well as add character and appeal to the overall appearance of the design. However, the lighting should neither overpower the space nor cause distraction.

8.3 Signage

Freestanding kiosks are restricted to a primary concession "identification" sign displaying the logo and should be compatible in size and finish with the overall kiosk design. Kiosks are limited to one identification sign or one identification graphic. At a minimum, signs should be dual-sided and multi-sided signs should be considered in order to capture travelers approaching from several directions. All signage and graphics will be reviewed on a case-by-case basis.

8.4 Self-Service Machines & Equipment

Automated electronic machines provide useful information and services to the Traveler. These machines are vital to the operation of the airport and include such services as baggage transportation carts, stamp sales, phone card sales, banking, travel insurance sales, and customs information. These machines should be integrated with the terminal. Careful planning will ensure that the machines are correctly placed in areas which have exhibited need. The machines should be placed in clusters or groups with a consistent separation between units. All conduit, plug molds, cords, and mounting hardware should be concealed within the unit or millwork. Self-service food dispensing kiosks (i.e. vending machines, etc.) will not be permitted in food concession leaseholds unless human interaction is part of the overall experience. Retail and Food and Beverage Concessions need to have personal contact to insure the highest level of customer service. It maybe acceptable to install food ordering self-serve kiosks as long as all queuing and circulation are within concessionaire's leasehold.

The Concessionaire shall have sole responsibility for compliance with all applicable federal, state, and local building codes, ordinances and other jurisdictional regulations including but not limited to:

a. City of Los Angeles Department of Building & Safety
b. City of Los Angeles Fire Department
c. Los Angeles County Department of Health Services
d. City of Los Angeles Department of Public Works
e. City of Los Angeles Cultural Affairs Department
f. Regional Water Quality Control Board
g. SBC Communications
h. Southern California Gas Company
i. California Occupational Safety and Health Administration (CALOSHA)

Access for the disabled shall be provided, as required by the City of Los Angeles, Title 24 of the California Administrative Code, the Americans with Disabilities Act of 1990, and any and all other applicable statues, rules, regulations, codes and ordinances.

The Concessionaire shall be responsible for submitting the Construction Documents to the City of Los Angeles Department of Building and Safety and other jurisdictional agencies for plan check review and approval and for securing all the necessary building permits.

The Concessionaire's design and engineering team must visit the site and confirm the existing conditions of the building systems and their interface with the facility. The Concessionaire's engineering team shall research and obtain (if available) the applicable Building System Record Drawings for the space and terminal. Drawings are available from LAWA's Reprographics Department. All information on documents shall be field verified and if required a site walk-through scheduled with LAWA personnel.

Requests for LAWA escorted site visits require 96 hours advance notification and shall be addressed to:

Chief of Airports Construction & Maintenance
Los Angeles World Airports
7411 World Way West
Los Angeles, CA 90045
Ph: 310/646.3263
Fax: 310/215.5399

Concessionaire shall coordinate all building system alterations, retrofit, and additions with LAWA prior to completing final design.

In most cases, HVAC, electrical, sprinkler, plumbing, and fire life safety systems will be existing in the space from the previous Concessionaire. It is at the Concessionaire's discretion to determine if any of the existing system(s) can be re-used and are in compliance with current applicable codes. The Concessionaire takes full ownership, including maintenance and liability, of any re-used system(s). If the Concessionaire elects not to re-use such systems, they shall be removed at the sole cost and discretion of the Concessionaire.

Access panels must be provided for all utilities including but not limited to HVAC equipment, valves, smoke detectors, fire doors, fire life safety system devices, electrical panels, or control systems equipment that are installed or are existing. Access panels must have unobstructed access and must allow for room for the performance of the maintenance work required.

10.1 Structural Guidelines

- Cutting or performing any alterations to the structural framing members, steel and concrete will not be permitted without written approval from LAWA and a permit from the City of Los Angeles Department of Building & Safety Department.

- The Concessionaire is responsible for identifying reinforcing bars, electrical conduits or other embedded utility lines in the floor slab. Contractor shall x-ray floor slabs prior to core drilling or embedding any items in slab. The Concessionaire will bear any cost for repair and replacement if existing items are damaged during construction.

- Seismic restraints, in compliance with applicable codes, are required on all walls, ceilings, light fixtures, mechanical ductwork, conduits, plumbing, and other ceiling-suspended items.

- Structural reinforcing of walls for attachment of display casework, shelving, cabinets, signage, light fixtures and other wall hung items is required.

10.2 Mechanical and Plumbing Guidelines

All Concessionaire controls shall be connected to the terminal Energy Monitoring and Control Systems. Coordination with LAWA Construction and Maintenance Division (CMD) is mandatory.

HVAC

- The Concessionaire is responsible for providing all exhaust air and make-up air systems.

- All computer server rooms shall utilize an independent HVAC system separate from the LAWA supplied HVAC system.

- Certified Air Balance Reports and Heat Load Calculations shall be submitted to CMD at the completion of concession's construction phase and when any alterations, modifications, repairs, or changes are made to the HVAC system. All HVAC systems must be physically inspected by the CMD - HVAC Shop Supervisor before acceptance of the system.

- All heat exchangers, water heaters and pumps shall be installed in a loop system. This is required to allow for the isolation of the equipment without shutting down the entire system.

- All HVAC control tubing shall be copper except the last 18 inches to the control device.

Water and Gas

- To the extent possible, the Concessionaire is encouraged to reuse existing waste line locations in concession spaces to prevent possible interruption to operational areas below the Concession during modification of under-floor plumbing. It may be impossible to locate waste lines in certain locations, due to airline operational constraints, baggage conveyors, structural elements, and minimum headroom requirements below concession spaces. The Concessionaire shall bear all costs associated with the modification of waste lines, including costs resulting from the disruption of airport operational areas below the concession space during construction, and any repairs to areas below the Concession space to access plumbing work.

- All work outside the Concession leasehold shall be coordinated with LAWA prior to beginning any construction work.

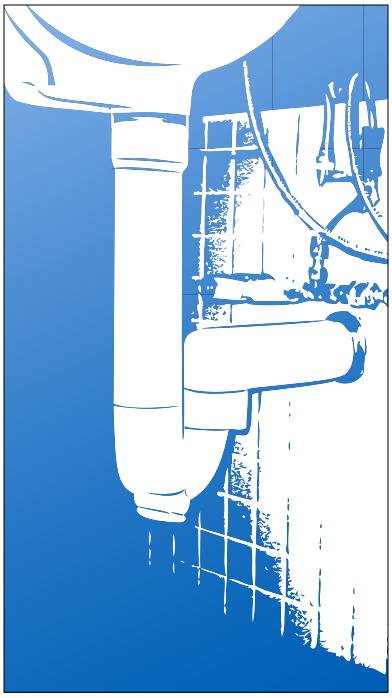
- All water lines must have easily accessible shut-off valves on the main and branch lines.

- All steel pipes used for fire protection, natural gas, steam, high temperature water, chilled or hot water systems shall be seamless.

- All Food and Beverage concessions and kitchens must have their own separate hot water system.

- Grease interceptors shall not be installed over electrical or mechanical equipment.

Shut-Off Valves: The location of all shut off-valves (SOV) shall be noted on the as-built drawings. Additionally, all SOV's shall be marked with permanent identification tags. An accurate SOV chart is to be provided at the close-out of construction. During the commissioning phase, the contractor must physically identify the location of each SOV.



Clean Outs: All plumbing sewer systems must have clean outs located at each facility and on each floor. There must be sufficient access provided at the clean out for a large sewer snake machine. The clean outs must be located upstream and at the highest elevation of the system, and in walls above the flood level of fixtures.

Water and gas sub-meters: Concessionaire shall install water and gas sub-meters. The sub-meters shall be placed in areas easily accessible for reading by LAWA staff. Sub-meters shall be connected to the line directly entering the concession facility and not to a main line.

Waterproofing: All kitchen floors, food service floors and floor penetrations shall be sealed with a waterproof sealant. Where feasible a waterproof membrane should be installed in the floor.

Sprinkler System

- The Fire Sprinkler System shall be reviewed and permitted by the City of Los Angeles Department of Building & Safety Department.

- Type of sprinkler heads shall be appropriate for use and compatible to existing building.

- All fire sprinkler piping and fittings shall be Schedule 40 galvanized.

10.3 Electrical Guidelines

Electrical Submeters: Concessionaire shall install Concession utility sub-meters in LAWA's main Electrical Room in the Basement Level, or in a LAWA designated location. Meter shall be a Digital type that reads Kilo-Watt-Hour/demand and, approved by LAWA. Acceptable Manufacture is E-mon D-mon Series 208 (for 120/208 Volts) and Series 480 (for 277/480 Volts).

Electrical Distribution: Concessionaire shall only connect to terminal power dedicated to Concessions. Terminal power dedicated to Airlines or LAWA operations shall not be used for Concession power.

- Each Concession space has electrical service which should be capable of meeting the expected Concession requirements. If it is determined that there is inadequate capacity, an analysis of the Concessionaire's electrical service needs is to be provided in writing to LAWA for review. Following review, should LAWA agree with the Concessionaire's analysis, additional power may be provided to the Concession space.

- All electrical wire shall be copper.

- All wiring above the ceiling should be installed in conduit including low voltage wiring and cables. No exposed conduits, wiring or wiring trays are permitted.

- All conduits shall be rigidly supported using Code approved hangers, uni-struts, or all-threaded rods.

10.4 Fire Life Safety Guidelines

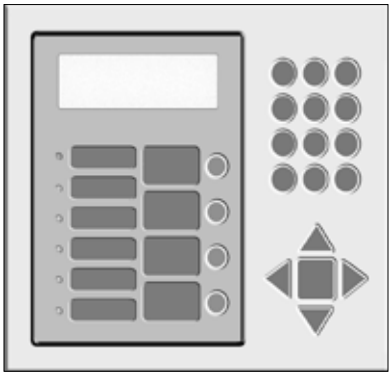
- The Fire Life Safety (FLS) System shall comply with all the applicable codes and standards and shall be maintained in all Concession spaces. Requirements include, but are not limited to, FLS speakers, fire alarm/strobes/horns, smoke detectors, sprinklers, and any special fire suppression systems over cooking areas (e.g. CO2 systems).

- Special policies may require Concession spaces that face onto concourse areas to have self-closing fire doors or partitions, and/or sprinkler water curtains closely spaced with smoke draft stops. Concession areas may also be required to have a smoke evacuation system. LAWA encourages Concessionaire's and their design consultants to confer at the earliest possible stage of the design with the City of Los Angeles Fire Department and Building and Safety regarding specific requirements for each concession space.

- All Fire Life Safety systems shall be reviewed and approved by the City of Los Angeles Department of Building and Safety and Fire Department.

- In addition to obtaining the required approvals for the FLS System, a separate package labeled, "Energy Monitoring and Control, and Fire Life Safety System Construction and Equipment Installation" shall be submitted to LAWA for review and approval prior to installation. Submission shall include engineering drawings, specifications, scope of work, proposed location of new devices, sequence of operations and projected construction schedule.

- LAWA will provide the main panel. However, remote devices such as smoke detectors, speakers, strobes, pull stations, smoke control devices and audio amplifiers, are the responsibility of the Concessionaire.



- The installation of an Energy Monitoring Control and/or Fire Life Safety System shall be consistent and compatible with the Johnson Controls Inc. Building Automation System called UNITY. This system is currently in use by LAWA at the Central Utilities Plant.

- LAWA shall be provided with the necessary communication software and/or hardware needed to maintain the Energy Monitoring & Control System and FLS equipment installed and/or modified through the Concessionaire's construction.

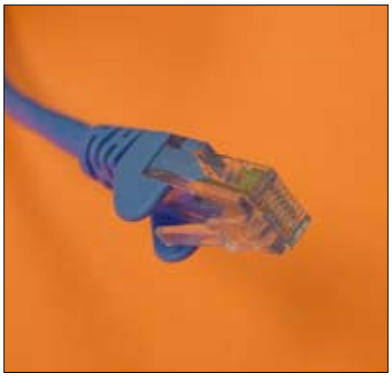
- LAWA shall be provided with all Fire Life Safety System computer software licenses.

- The Concessionaire must prove to LAWA that the addition of more Energy Monitoring Control or Fire Life Safety Systems to UNITY will not hamper the overall integrity and performance of the Building Automation System.

- LAWA shall maintain all rights to programs and data generated. The term "DATA" means all new and existing Fire and Heating Ventilation and Air Conditioning (HVAC) points migrated from the field devices to the existing Building Automation System. Field devices include all the existing and future Direct Digital Controllers (DDC), Field Processing Units (FPU), Field Interfaces and all addressable fire points. The term "Program" means all software and hardware (i.e. EPROM) generated and/or written to operate the new Fire Life Safety and/or Energy Monitoring Control Systems. Copies of the new upgraded software shall be supplied on disk and paper.

- It is the responsibility of the Contractor to maintain all Fire Life Safety and emergency egress systems during construction. The Contractor shall provide and maintain temporary illumined egress lighting and exit signs connected to the emergency back-up power throughout the affected areas under construction.

- The Fire Life Safety Contractor shall provide Professional Liability Insurance covering liability arising from errors and omissions made during the execution of this contract for the total limits by the Contractor, but not less than $1,000,000.00 per occurrence. The coverage shall include Contractual Liability, and should the policy be of a claims-made-form, such policy shall be maintained for not less than three (3) years after the date of final acceptance of completion of all work performed under this agreement.



10.5 Information Technology Guidelines

- All low voltage communications cables shall be installed in electrical conduits.

- Concessionaires shall not design or install any FCC licensed or unlicensed radio and wireless equipment such as radio transmitter, wireless access point, and antennas without written permission from LAWA.

- Concessionaires shall not design or install cable television or satellite television distribution systems and equipment without written permission from LAWA.

- Concessionaires shall not establish a Minimum Point of Entry (MPOE), as defined by the California Public Utilities Commission and the Federal Communications Commission. Concessionaires shall not design information technology systems to utilize LAWA facilities without written permission from LAWA. All proposed information technology related installations, if approved, will adhere to the LAWA IT Standards, which can be obtained from:

  LAWA Information Technology Group
  Los Angeles World Airports
  10285 Post Way, P.O. Box 92216
  Los Angeles, CA 90009-2216
  Ph: 310/646.2067 Fax: 310/646.1888

- Concessionaire IT installations shall be designed in compliance with all applicable codes, regulations, and standards issued by LAWA, the City of Los Angeles Department of Building & Safety, Transportation Security Administration (TSA), Federal Aviation Administration (FAA), Federal Communications Commission (FCC), National Electrical Safety Code, Electronic Industry Association, and Telecommunications Industry Association.

- Concessionaire IT designs shall clearly label all IT facilities and equipment outside of the Concession lease space or assigned area. All labeling will identify Owner, Contact Information, and Date installed.

11.1 Air Quality

Food Concessions shall comply with applicable South Coast Air Quality Management District Regulations, including Rule 1138, Control of Emission from Restaurant Operations. Refer to the following website for further information:
http://www.aqmd.gov/rules/reg/reg11/r1138.pdf

11.2 Hazardous Material

Damaged and/or impacted Lead Based Paint (LPB) and/or Asbestos Containing Materials (ACM) found during renovation and/or demolition activity will require abatement by licensed contractors in accordance with CAL OSHA and South Coast Air Quality Management District regulations. LBP and ACM may be present in building materials in Terminals 2 through 8. LBP's and ACM usually do not represent a health risk in an undisturbed state. However, these materials could cause a health risk if damaged or disturbed. If LBP or ACM are present, Concessionaire shall implement procedures to contain these materials and control disturbance. Refer to the following website for additional information.
http://www.dir.ca.gov/samples/search/query.htm
http://www.aqmd.gov/rules/reg/reg14/r1403.pdf

Fluorescent light ballasts which are not labeled "No PCBs" should be disposed as PCB-containing waste prior to renovation or demolition activities that might impact these materials. PCB containing fluorescent light fixture ballasts may be present in Terminals 2 through 8. Additional information may be obtained from the California EPA, Department of Toxic Substances Control (DTSC). Refer to the following website for additional information.
http://www.dtsc.ca.gov/Schools/upload/SM_FS_PCB_Schools.pdf

Fluorescent light tubes, which may contain mercury, must be disposed of as hazardous waste or special waste. Additional information may be obtained from the California EPA, Department of Toxic Substance Control (DTSC). Refer to the following website for additional information.
http://www.dtsc.ca.gov/HazardousWaste/Mercury/upload/EA_FS_SB633-2.pdf

11.3 Sanitation

Food and Beverage Concessions shall install grease interceptors or grease traps at the time of construction or remodeling on all kitchen drains and floor drains. In addition, Concessionaire shall implement Best Management Practices (BMPs) to insure the proper collection and disposal of oil and grease and to minimize the impact of oil and grease on the sewer lines.

Food and Beverage Concessions shall retain a contract with an independent outside firm to maintain the grease interceptors/grease traps. The outside firm shall clean grease traps on a daily basis at a minimum, or as often as is required to prevent grease from entering the sewer lines. Food and Beverage Concessionaire shall present to LAWA on a monthly basis or on demand receipts and proof of services by this outside contractor.

Food and Beverage Concessions shall also comply with the City of Los Angeles Municipal Code with regards to Fats, Oils, and Grease (FOG). Additional information may be obtained from the City of Los Angeles, Department of Public Works, Bureau of Sanitation at 323/342.6118 or at the following website.
http://lacitysan.org/fog.htm

As required by Federal and LAWA Security Regulations a badge must be obtained by all personnel entering or working in secured areas of the airport. The Concessionaire is responsible for ensuring that the Contractor and the contractor's personnel comply with the security regulations and badging procedures required prior to the start of any construction work.

The airport property is categorized into three areas:

Landside: non-secure portions of the airport
Airside: secured areas of the airport
Sterile Areas: parts of the airport which requires added security clearance

Access of construction vehicles will require an airfield permit and must be coordinated through the security badge office. LAWA's Construction and Maintenance Division requires 96 hours advanced notification for any person or vehicle requiring escort.

The Concessionaire and Concessionaire's Contractor must follow the procedures dictated by the LAX Security Badge Office. To begin the process, the Concessionaire must prepare and submit a Letter of Intent and Letter of Verification which provides the Security Badge Office with the Concessionaire's basic project information, defines airport areas for which access is being requested, and lists all employees as well as vehicle registrations for which badge clearance is required. The LAX Security Badge Office is located at:

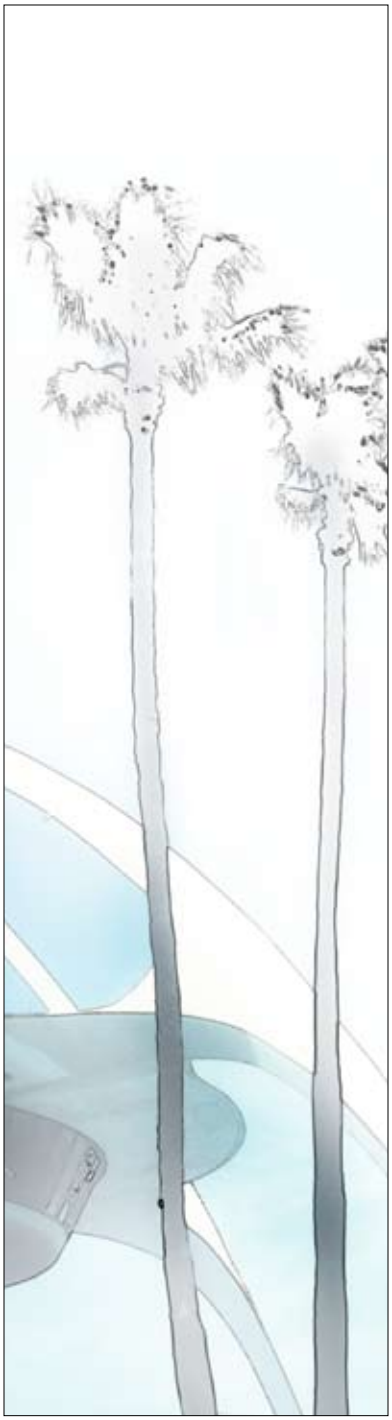
LAX Security Badge Office
Airport Police
Los Angeles World Airports
7333 World Way West
Los Angeles, CA 90045
Ph: 310/646.0508
Fax: 310/646.8157

SECURITY **GUIDELINES**

The security badge must be worn at all times by all Concession and construction personnel working on the project. The security badge shall be visible at all times and placed on the outermost garment at or above the waist.

Construction tools may not be brought into the terminal through the security check points. Use and possession of construction tools is allowed by security badged personnel only and may only be brought into the Terminals from the airside. Tools must remain under direct control of badged employee at all times.

The Security Badging process should be started by the Concessionaire upon RFP approval and execution of Lease Agreement with LAWA to allow the Concessionaire access to the concession site without being escorted.



www.lawa.org

Chief Airports Engineer
Los Angeles World Airports
Engineering and Project Management Division
7301 World Way West, 5th Floor
Los Angeles, CA 90045
Ph: 310/646.5700 Fax: 310/417.0532

Concessions Management Division
Los Angeles World Airports
7301 World Way West, 2nd Floor
Los Angeles, CA 90045
Ph: 310/417.6476 Fax: 310/417.3094

Project Planning and Development Division
Los Angeles World Airports
1 World Way, Room 208
Los Angeles, CA 90045
Ph: 310/646.7116 Fax: 310/646.0657

Environmental Graphics Unit
Los Angeles World Airports
1 World Way, Room 208
Los Angeles, CA 90045
Ph: 310/348.2530 Fax: 310/646.0657

Chief of Airport Construction and Maintenance
Los Angeles World Airports
7411 World Way West
Los Angeles, CA 90045
Ph: 310/646.3263 Fax: 310/215.5399

Information Technology Group
Los Angeles World Airports
10285 Post Way, P.O. Box 92216
Los Angeles, CA 90009-2216
Ph: 310/646.2067 Fax: 310/646.1888

LAX - Airport Police
6320 West 96th Street
Los Angeles, CA 90045
Ph: 310/646.0200 Fax: 310/417.0491

LAX Security Badge/Airfield Permit Office
7333 World Way West
Los Angeles, CA 90045-5803
Ph: 310/646.0508 Fax: 310/646.8157

LAWA Reprographics
7301 World Way West, 4th Floor
Los Angeles, CA 90045
Ph: 310/646.5700 x 3029 Fax: 310/646.7287