CONCESSIONAIRE DESIGN GUIDELINES

CHICAGO O'HARE INTERNATIONAL AIRPORT

CDA
Chicago Department of Aviation

O'HARE
INTERNATIONAL AIRPORT

INTRODUCTION

The purpose of this book is to provide design criteria and requirements for building out a Concessionaire space at O'Hare International Airport (O'Hare).

HOW TO USE THIS BOOK

To ensure compliance with the design and construction requirements established by the Chicago Department of Aviation (CDA), all Tenants must first review and understand the section titled "**General Design Guidelines**" before moving into typology-specific criteria.

This 2024 edition of the O'Hare Concessionaire Design Guidelines (CDG) is split into sections, outlined below.

1.0 General Design Guidelines

2.0 Terminal 1 » Concourses B, C » Design Guidelines

3.0 Terminal 3 » Concourses G, H, K, L, L-Stinger & Rotunda » Design Guidelines

4.0 Terminal 5 » Concourse M » Design Guidelines

Once the General Design Guidelines has been reviewed, Concessionaires can navigate to their unit location.

> **» TERMINAL » SPECIFIC CONCOURSE » TYPOLOGY**

It is important to ensure Tenants understand that typologies vary greatly from concourse to concourse, so be sure to refer to the criteria for the appropriate concourse.

Each terminal and concourse section includes an overview, typology-specific criteria (cutsheets), and a catalog of all locations within that concourse.

UNDERSTANDING TYPOLOGIES

A typology is a category, or type, of concession space at O'Hare. Each typology has unique characteristics and features related to its storefront design and structure. An example typology is outlined below.

TERMINAL 1 » CONCOURSE B » INLINE TYPE I

COMMON TERMS AND PHRASES

Concessionaire refers to the entity with a legal right to occupy Airport property who desires to perform construction or renovation on Airport property. "Tenant" is used interchangeably with "Concessionaire" within the context of this document.

Design Control Zone (DCZ) is a creative zone set just inside the storefront glazing or opening and will extend a depth of 4'-0" inside the store. This zone creates a visual break between O'Hare circulation and Concessionaire branding and/or merchandise displays.

Design Criteria Manual (DCM) is an existing CDA document that governs the architectural and engineering design of Airport facilities and infrastructure. It consists of Design Standards (Volume I) and Design Specifications (Volume II).

Food hall refers to any food service area complete with a wide variety of quick-serve food and beverage Concessionaire units, plus common seating for diners. Food halls may or may not be part of a Master Concessionaire Agreement.

Kickplate refers to the protective material installed on walls, fascia, refrigerated cases, millwork, counters and cash wraps, merchandise displays, bars, and any other structures prone to floor-level damage in high-traffic areas.

Lease Outline Drawing (LOD) refers to the Tenant's lease space boundary, differentiating common terminal space from the tenant space. It is illustrated in this document with a blue dashed line.

Premises refers to a Concessionaire's leased unit space.

Queuing refers to the space allocated for customers to wait in line for service at a Concessionaire.

Spill Out Zone refers to the flexible space outside the Concessionaire's storefront that — in some instances — may be used for temporary merchandise displays, customer queuing, and temporary seating. Parameters for spill out zones are included in each typology and are illustrated in this document with a red dashed line.

Tenant see "Concessionaire."

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The following Concessionaire Design Guidelines were prepared by the City of Chicago and the Chicago Department of Aviation and supported by Ricondo, Gensler, Studio ARQ, GSS Creative and Wonderstruct.

CDA Chicago Department of Aviation

RICONDO Gensler STUDIO ARQ

GSS CREATIVE WONDERSTRUCT

08.2024.V1

SECTION 1.0

GENERAL DESIGN GUIDELINES

CHICAGO O'HARE INTERNATIONAL AIRPORT

CDA
Chicago Department of Aviation

O'HARE
INTERNATIONAL AIRPORT

SECTION 1.0

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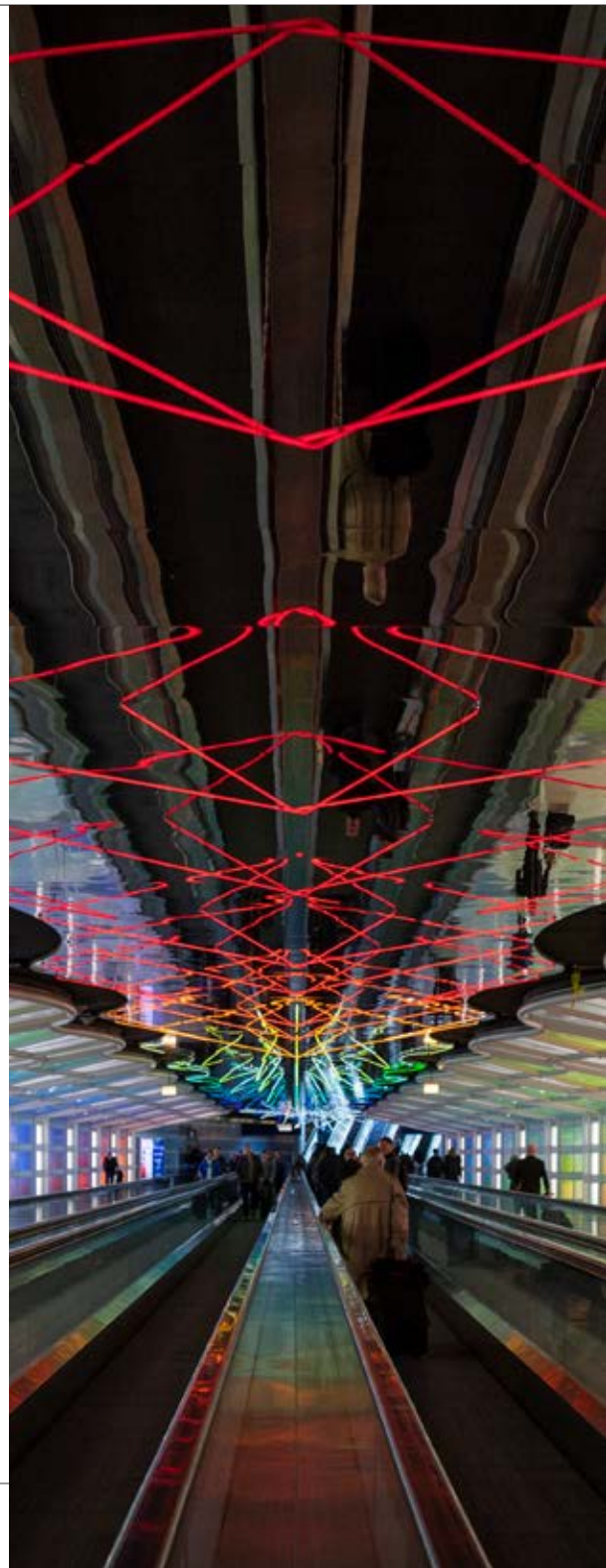
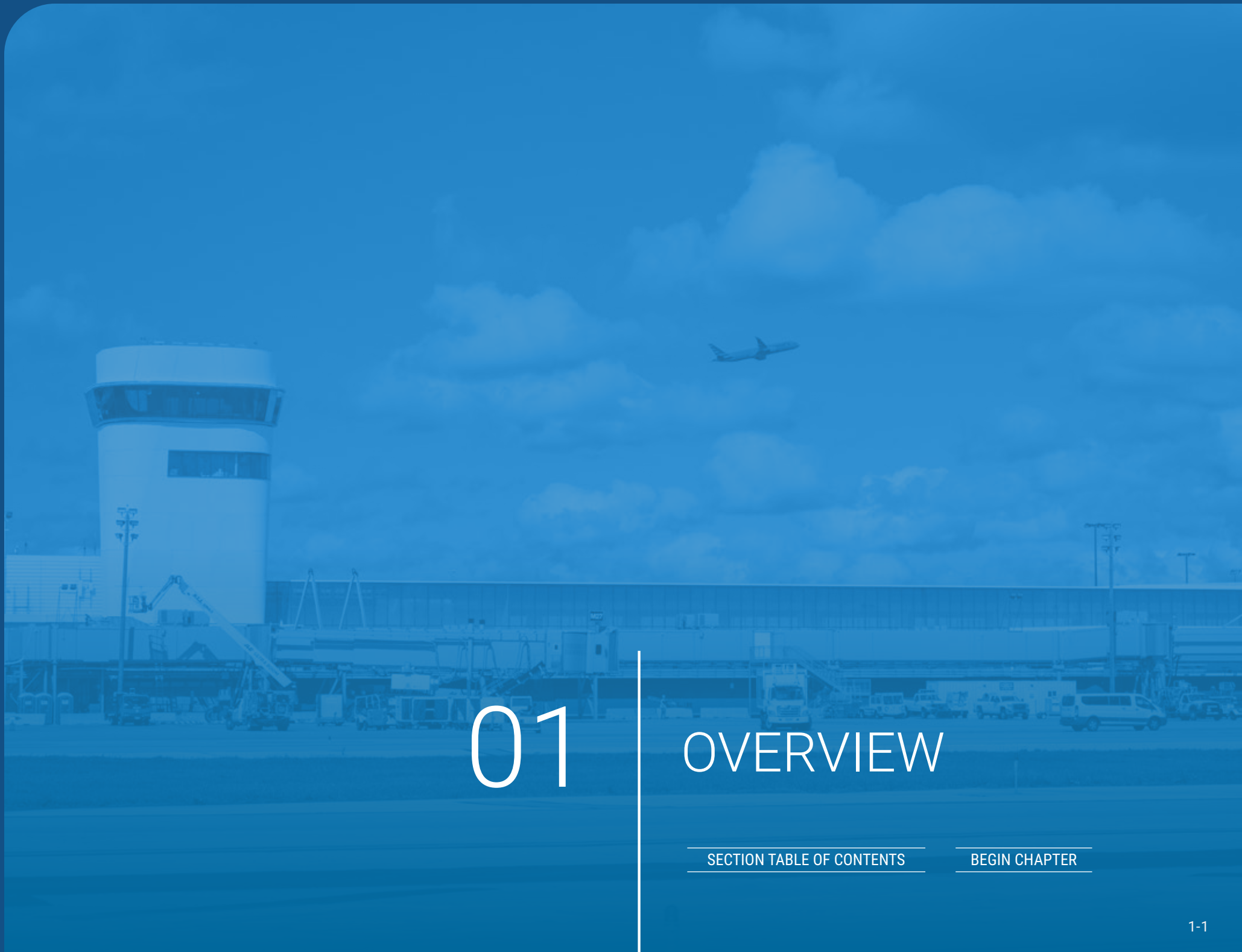




01 OVERVIEW

SECTION TABLE OF CONTENTS BEGIN CHAPTER

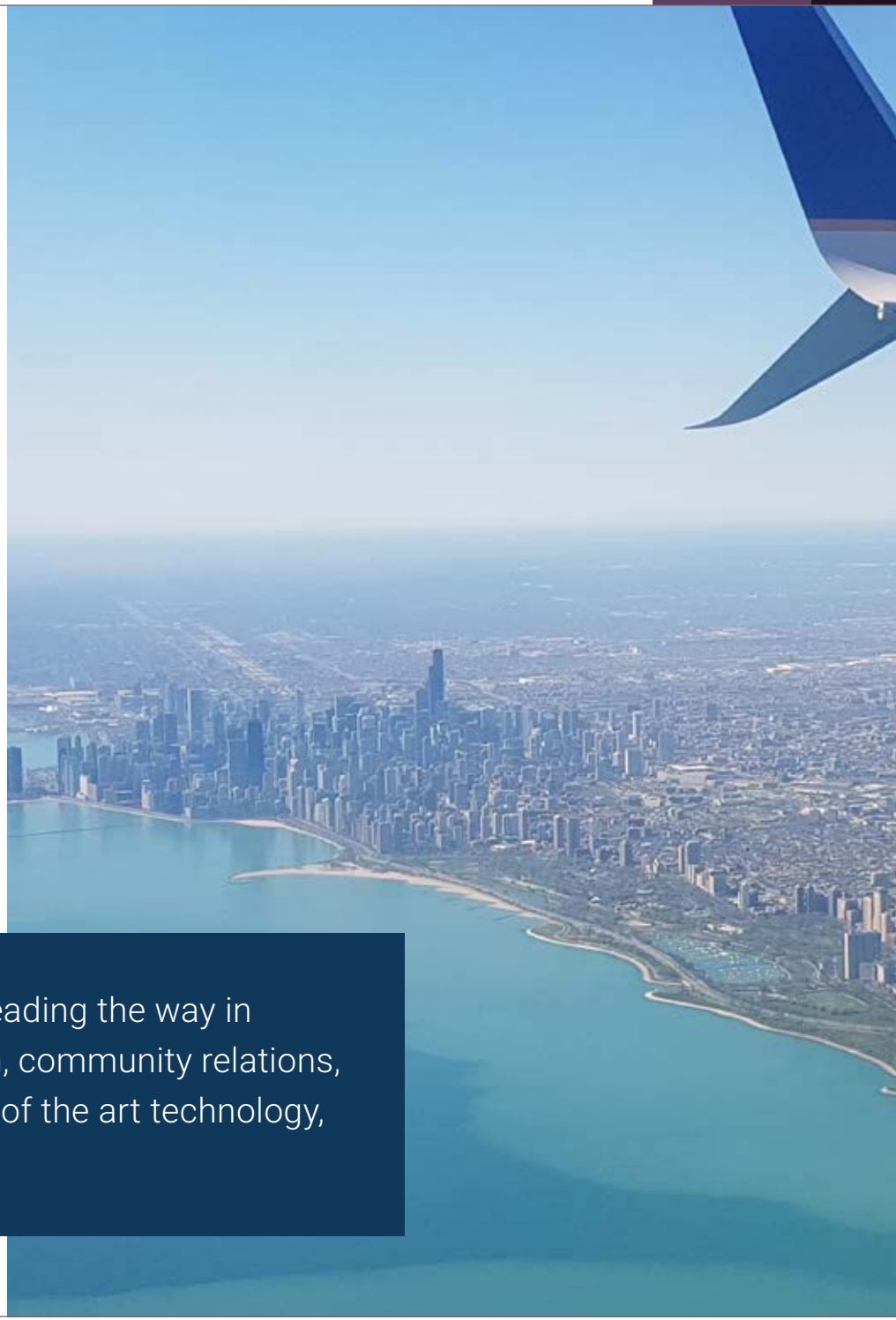
INTRODUCTION

The purpose of these Concessionaire Design Guidelines (CDG) is to communicate an overall design intent and to provide material, signage, lighting, system standards and more for concessions development at O'Hare. These guidelines illustrate the minimum standards for the design component of the Concession Program.

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 Concessionaire's space.

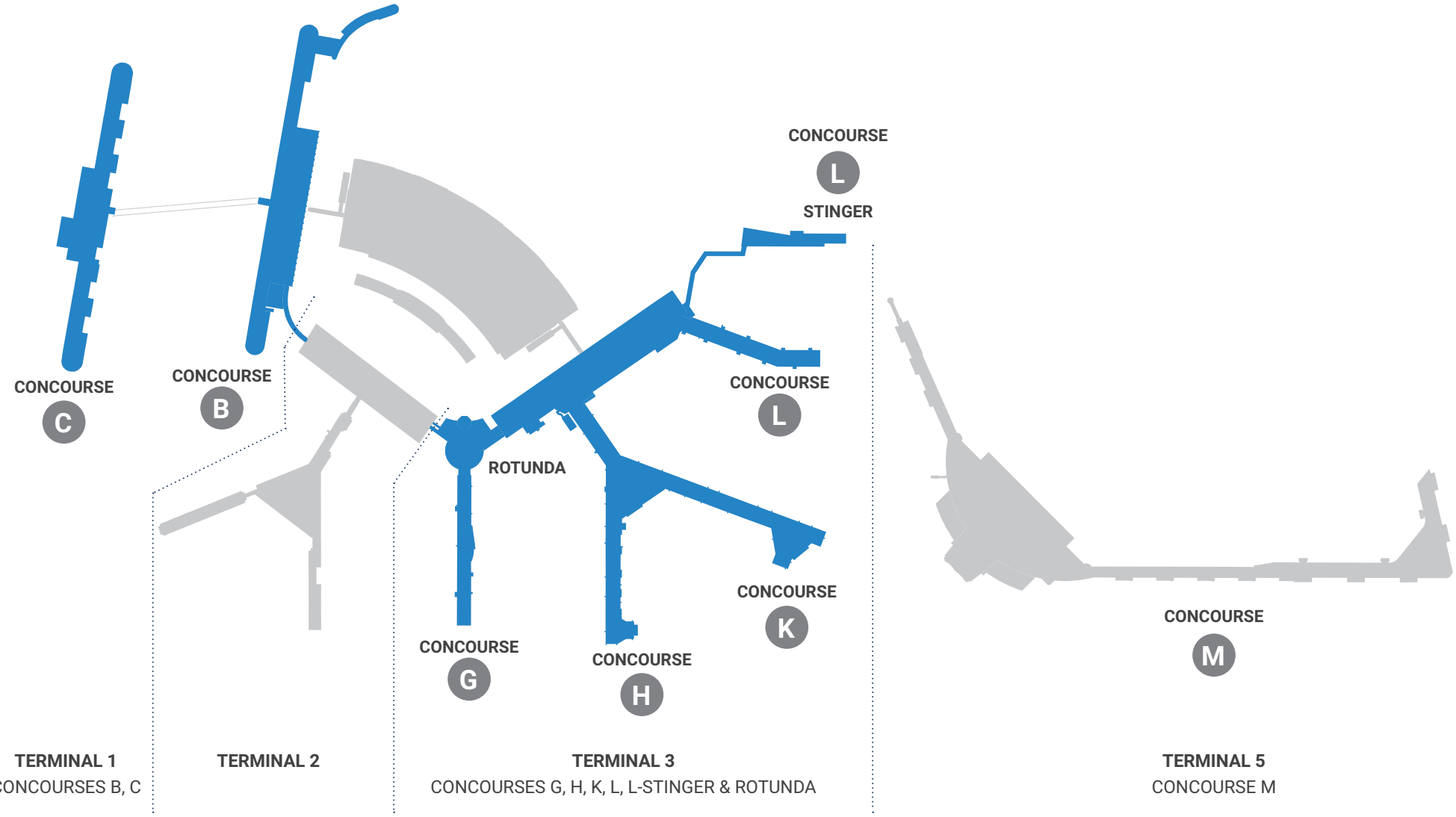
All work shall be accomplished using materials of uniformly high quality and shall be performed in accordance with the best standards of practice, applicable laws, codes, and regulatory adjacencies having jurisdiction. All designs shall be subject to the Chicago Department of Aviation (CDA) approval.

Concession areas will include stores, restaurants and bars, food courts and food halls, kiosks, retail shopping, dining, and lounge facilities. With a dedication to providing award-winning concessions and innovative technology, O'Hare is committed to helping passengers travel smarter and faster while striving to create a memorable customer experience through a hospitality-inspired aesthetic and attitude.



The Chicago Department of Aviation is dedicated to leading the way in safety and security, customer service and satisfaction, community relations, environmental commitment, quality of facilities, state of the art technology, and financial and economic vitality.

O'HARE TERMINALS



TERMINAL 1
CONCOURSES B, C

TERMINAL 2

TERMINAL 3
CONCOURSES G, H, K, L, L-STINGER & ROTUNDA

TERMINAL 5
CONCOURSE M

PURPOSE

The CDA aspires to deliver an exceptional, first-class passenger experience using innovative, diverse, and authentic expressions of Chicago's culture and spirit. To honor the original intent of Chicago's O'Hare International Airport is to balance comfort and function, enjoyment, and necessity. To work within the creative constraints of existing architecture as we seek to design storefronts and spaces that maximize each Concessionaire's brand identity and personality while integrating into the bigger framework of O'Hare's mission.

Terminal 5 Concessionaire Design Guidelines were developed in 2022 and have been integrated into this new overall CDG package. It has largely remained unchanged, except for some revisions that apply per the new guidelines. Please use your CDA Point of Contact (CDA POC), to help guide design decisions and to answer all questions you have about the guidelines.

THE FUTURE OF O'HARE CONCESSIONS

The Terminal 1 and 3 Concessions program is undergoing significant proposed renovations, creating a major shift in the food and retail environment at O'Hare.

The Concessionaire Design Guidelines provide guidelines on the common threads that will connect all existing terminals to future terminal facilities. Those threads come in the form of consistent use of materials, design criteria and more.

Each concession space within Terminals 1 and 3 shall be further connected through new "Cultural Hubs." These hubs are located at busy passenger intersections and provide small "tastes" of Chicago character and culture. More detail on Cultural Hubs can be found in the following sections.

A NOTE ABOUT TERMINAL 2

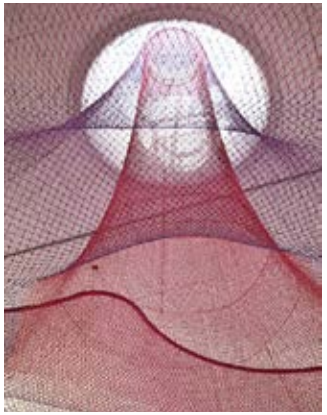
Terminal 2 is omitted from this document. It will eventually be replaced by the forthcoming O'Hare Global Terminal (OGT).

CULTURAL HUBS

DESIGN DRIVERS

Cultural Hubs are spaces throughout the Airport where concessions and culture intertwine. These hubs—which connect the greater network of Airport concourses and corridors—are intended to naturally create gathering places where travelers linger to experience cultural installations and patronize surrounding concessions.

Inspired by the many organic gathering spaces throughout the city of Chicago, Cultural Hubs are characterized by locally inspired visual elements that create a sense of community and generate interest in Chicago's culture.



FOR ILLUSTRATIVE PURPOSES ONLY

CULTURAL HUBS THROUGHOUT O'HARE

With cultural hubs placed at key traffic intersections, a natural byproduct of these hubs will be intuitive wayfinding throughout the Airport, like the way the Field Museum's 4-story Brachiosaurus dinosaur replica in Terminal 1 helps travelers find the tunnel connecting Concourses B and C.

TERMINAL 1
CONCOURSES B, C

TERMINAL 2

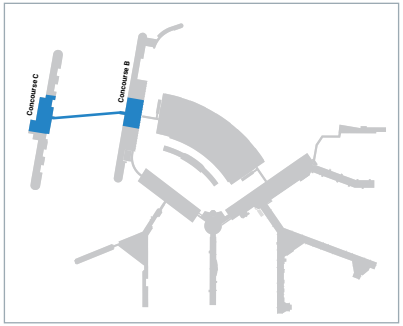
TERMINAL 3
CONCOURSES G, H, K, L, L-STINGER & ROTUNDA

TERMINAL 5
CONCOURSE M

Cultural Hub

Existing Terminals

KEY PLAN



CULTURAL HUBS IN CONCOURSES B, C

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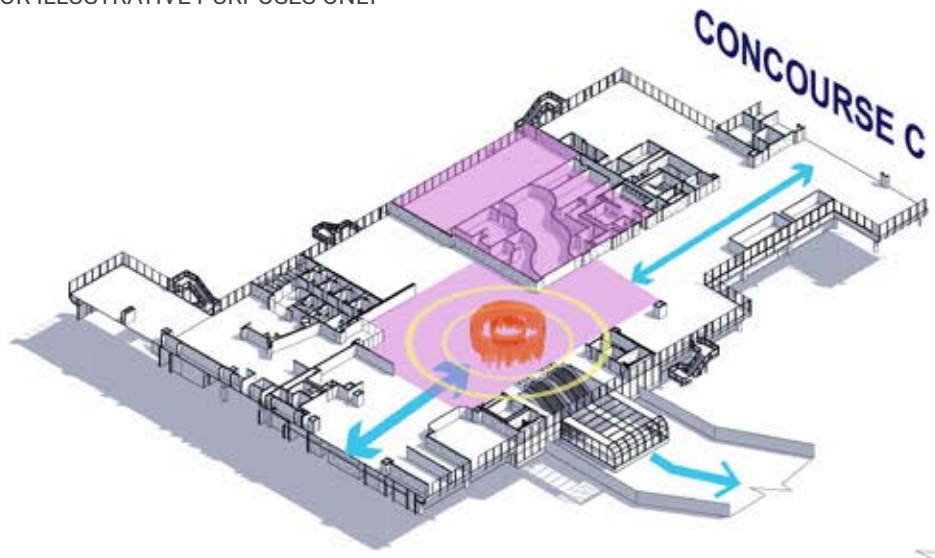
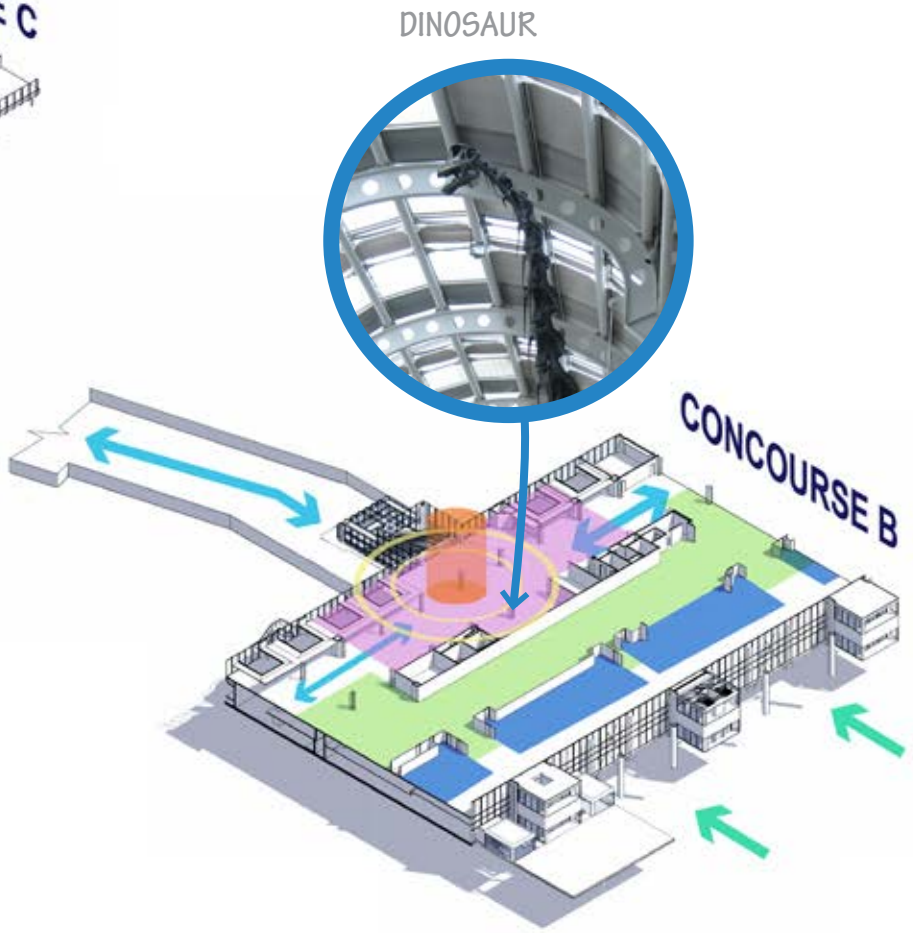




ORIENTATIONAL FOCAL (ICON)

PASSENGER CIRCULATION FLOW

TERMINAL ACCESS POINTS

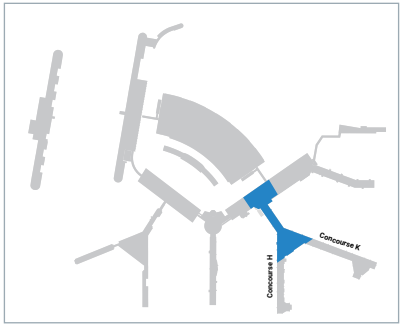
CHECK-IN

SECURITY CHECKPOINT

OPPORTUNITY AREA

CULTURAL HUB

KEY PLAN



CULTURAL HUBS IN CONCOURSES H, K

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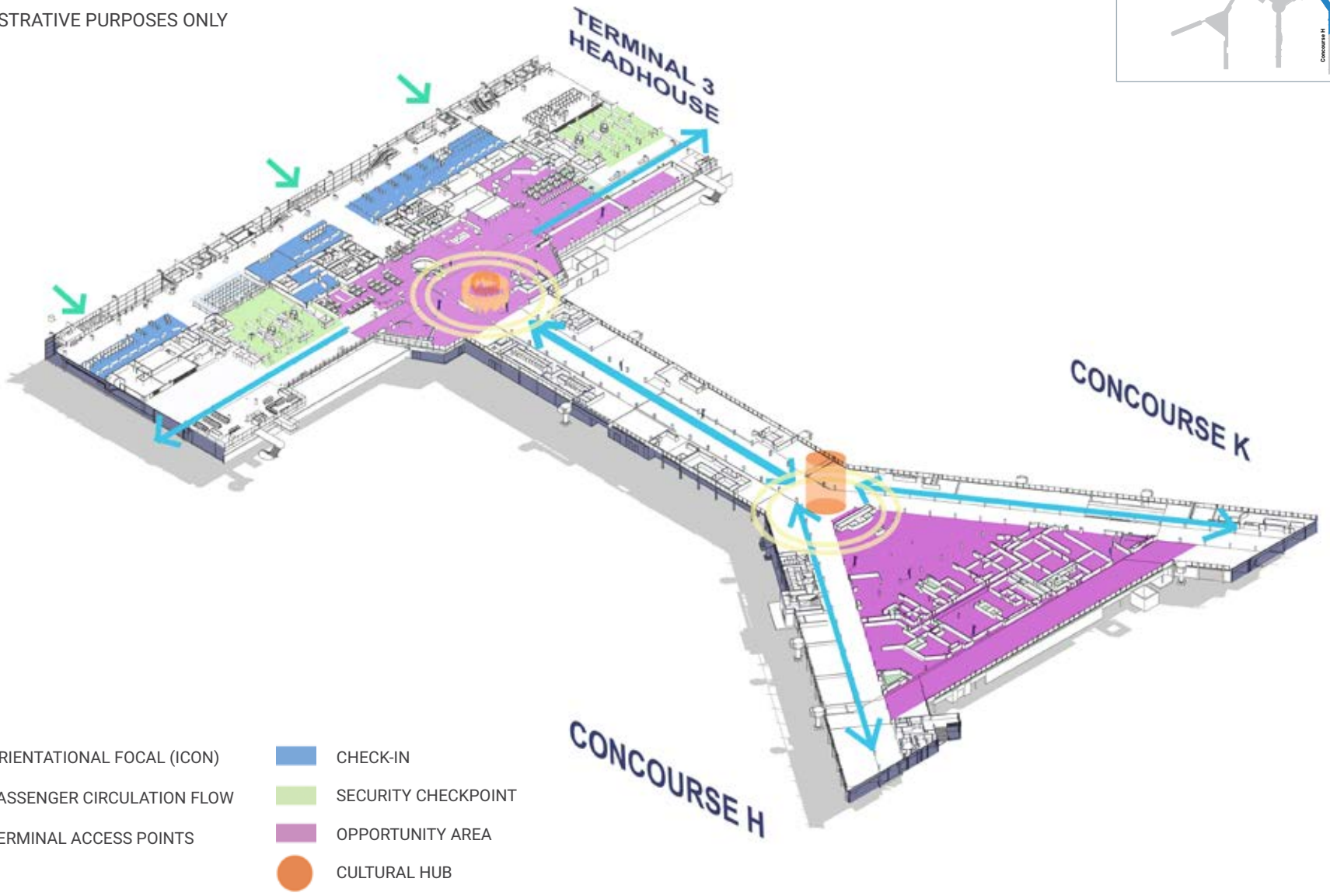


DESIGN APPROVAL PROCESS

Fostering early communication between the Tenant, architects, and the CDA is critical. The Concessionaire shall request a Preliminary Meeting with the CDA.

Concessionaire design shall be consistent with the **Design and Construction Standard Operating Procedures: Concessionaire Project Standard Operating Procedures (CSOP)** and compatible with Airport architecture. The design must enhance the aesthetic intent of the Airport facilities.

The CDA, CDA POC, and CDA Concessions (CDA-C) are committed to achieving the following goals with the criteria set forth by CDA Concessions.

In this CDG, whenever "CDA review and approval" is mentioned, it means the CDA POC will review and make recommendations that the Concessionaire shall be required to implement. Design solutions to address the CDA POC's recommendations shall align with the following goals:

- To create and provide innovative design that supports the Mission Statement and shall be clearly identified with Chicago domestically and internationally.
- Concessions should be operationally efficient and demonstrate innovative in-unit storage
- To create concessions that complement the architectural qualities of the Airport and are compatible with adjacent tenancies.
- To incorporate environmentally sustainable design practices in the development and build out of concessions and comply with the CDA's Sustainable Airport Manual™ (SAM®). Introduction of sustainable design elements as part of early pre-design submissions is highly encouraged.

In the interest of saving valuable time and resources, the CDA and the CDA POC are available to meet with all involved parties before the design process begins. As such, the CDA requires that the Tenant's architect visit the physical lease space and review the guidelines before creating any design.

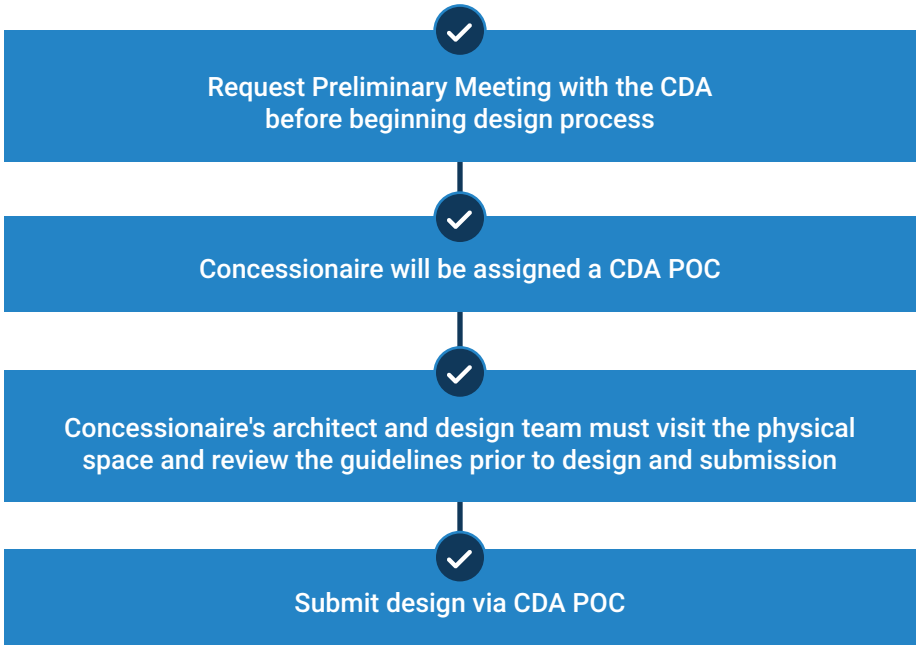
CDA REPRESENTATION AND DESIGN REVIEW

Questions and comments regarding the CDG and procedures, as well as all Concessionaire design submissions for review, shall be directed to CDA Representatives.

The CDA Representative will coordinate design reviews by various divisions of the CDA.

The CDA and its representatives will review each design submission on its individual merit in the context of neighboring premises and the DCM. The CDA reserves the right to require changes to or reject elements of the design.

All designs are reviewed and approved by the CDA. Please reference the CSOP for design review policies and procedures.



GENERAL PROJECT DIRECTORY

The design review team is comprised of architects, engineers, and Airport department managers, from both the CDA and Unison Retail Management (Unison or URM). Current key members are:

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02 DESIGN GUIDELINES

SECTION TABLE OF CONTENTS

BEGIN CHAPTER

EXISTING CONDITIONS OF INTERIOR: BASE BUILDING

AIRPORT BASE BUILDING FINISHES

- **Ceilings –** glass, metal, suspended acoustical panels and types, gypsum board, and exposed construction
- **Flooring –** existing concrete or terrazzo, stone, wood, porcelain tile
- **Walls –** painted gypsum wall board
- **Columns –** painted steel, gypsum board, concrete, terrazzo, stainless steel cover, or stone cladding
- **Structure –** concrete and steel

COMMON AREA ELEMENTS

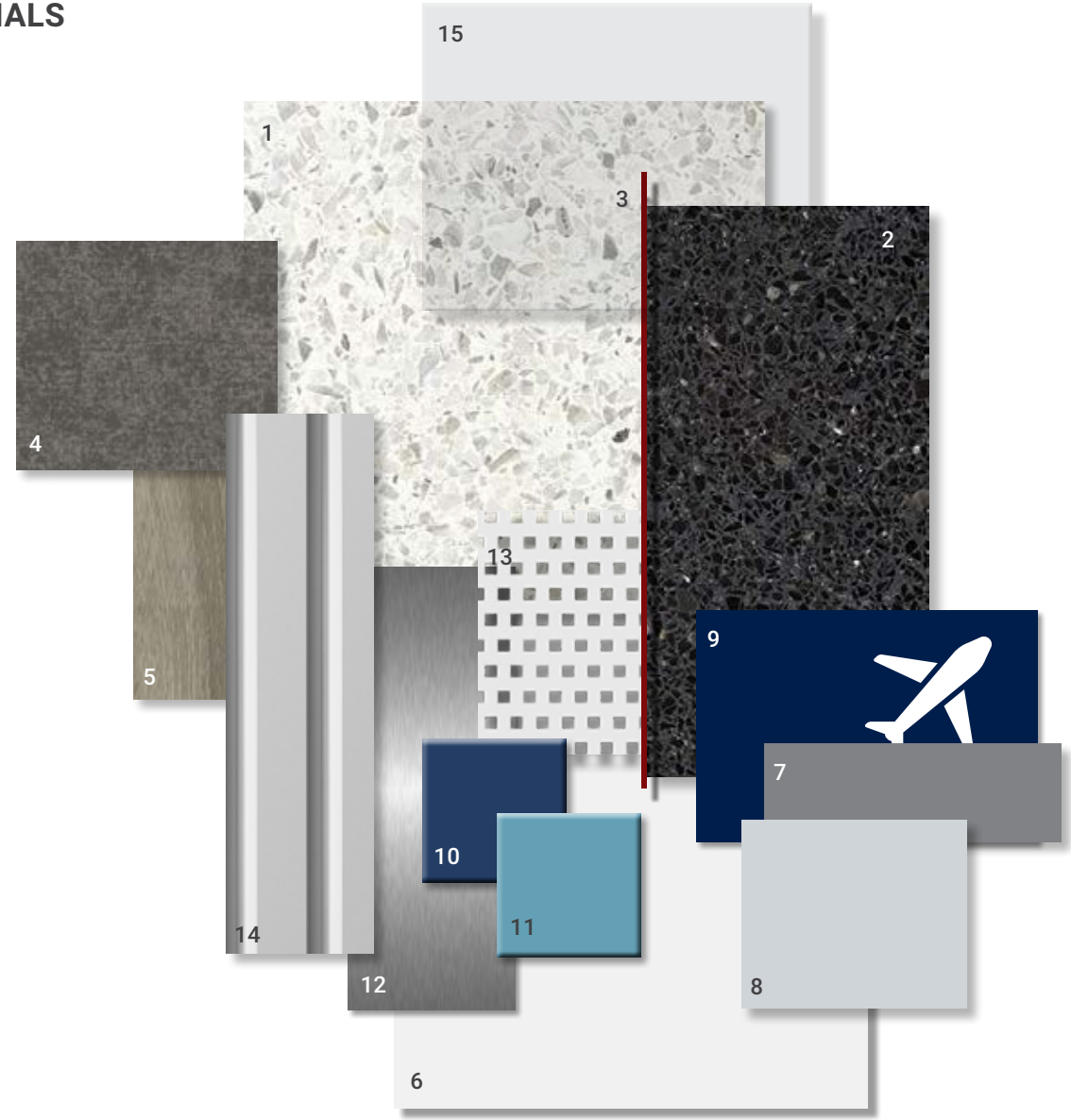
The CDA may provide common use elements contingent upon Concessionaire lease agreements. The CDA may provide the following:

- Demising walls
- Terrazzo flooring
- Gypsum wall board and ceilings
- Lighting
- Furnishings for the food hall and lounge spaces

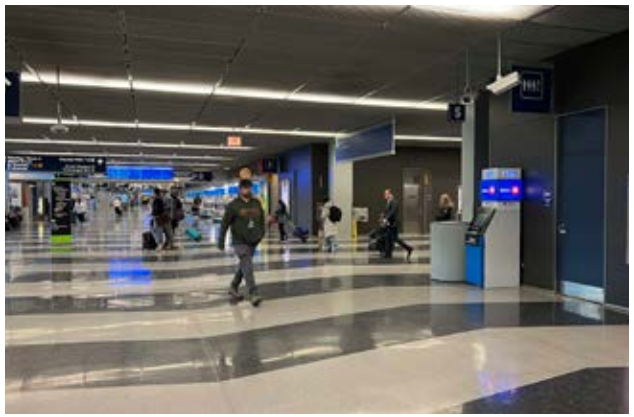
TERMINAL 1 » EXISTING CONDITIONS » MATERIALS

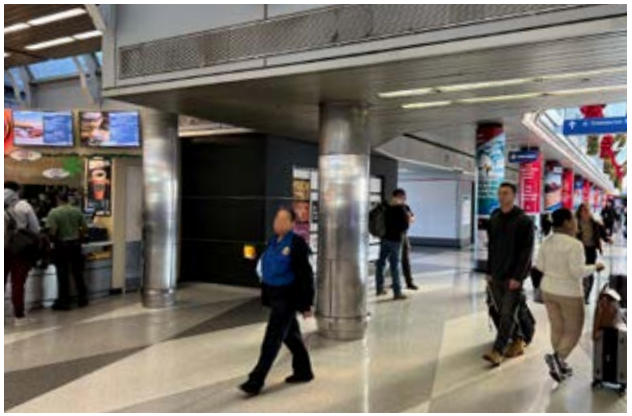
TERMINAL 1 » EXISTING CONDITIONS » MATERIALS

1. **Terrazzo » common areas**
   White, polished
2. **Terrazzo » common areas**
   Black, polished & matte
3. **Terrazzo grout » common areas**
   Red
4. **Carpeting » waiting areas**
5. **Vinyl » circulation of waiting areas**
   Wood imitation
6. **Paint » walls**
   Light Grey, matte
7. **Paint » walls**
   Grey, matte
8. **Paint » walls**
   white, matte
9. **Paint » walls & signage**
   Dark Blue, matte
10. **Tiles » walls behind structural supporters**
    Dark blue, glossy
11. **Tiles » walls behind structural supporters**
    Light blue, glossy
12. **Metal » desks, walls, railings**
    Steel, brushed
13. **Metal » walls (waiting areas)**
    Perforated, white, matte
14. **Metal » ceiling**
    Paneling, white, matte
15. **Glazing » facade**
    Clear glass



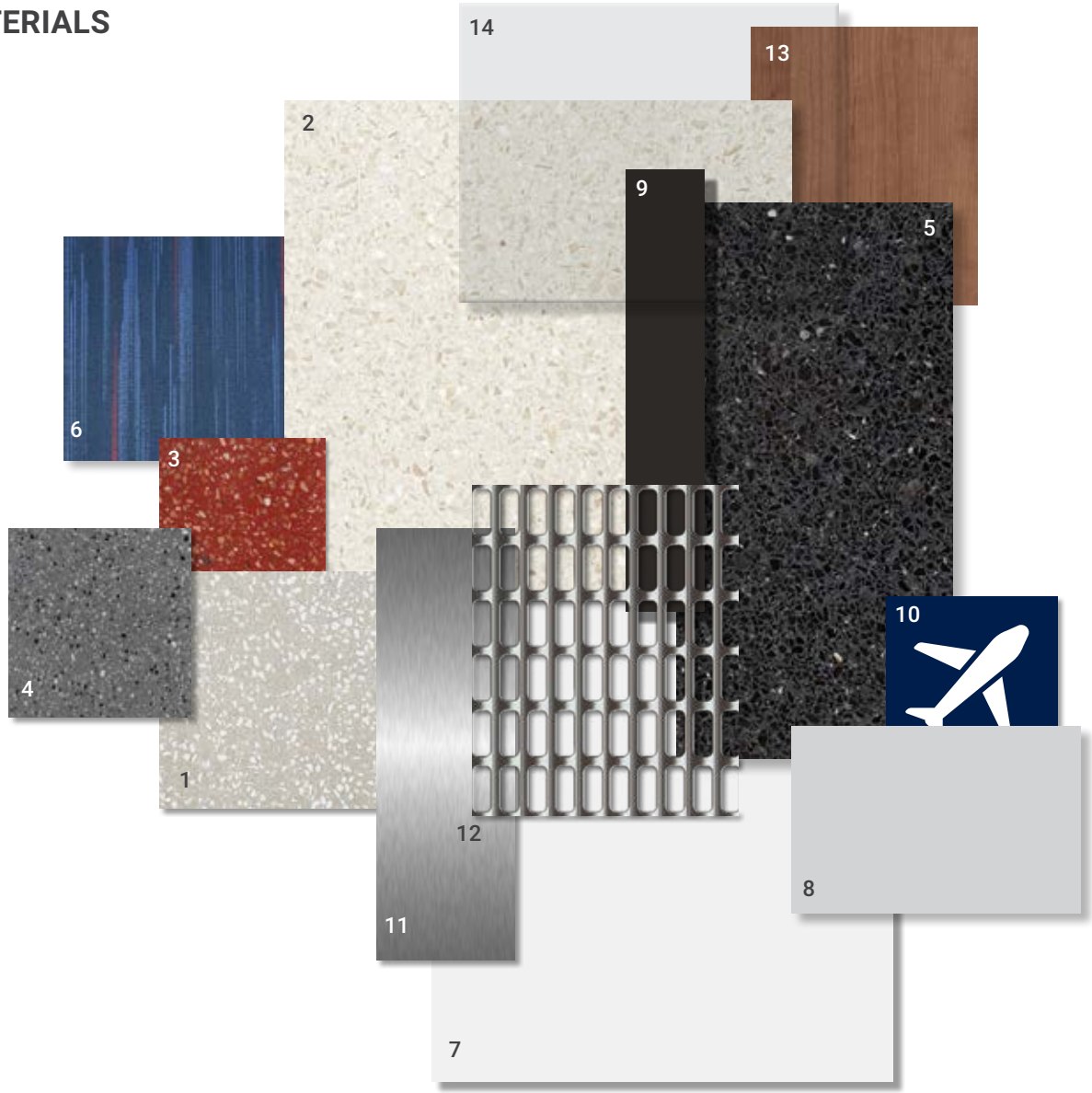
TERMINAL 3 » EXISTING CONDITIONS





TERMINAL 3 » EXISTING CONDITIONS » MATERIALS

1. **Terrazzo » common areas**
   Light grey, polished
2. **Terrazzo » common areas**
   Light beige, polished
3. **Terrazzo » common areas**
   Red, polished
4. **Terrazzo » common areas**
   Dark grey, polished
5. **Terrazzo » common areas**
   Black, polished
6. **Carpeting » waiting areas**
   Veneer, Species FC Export White Oak,
   Log. 7713286, Flat Cut, Manuf. Dooge Veneers
7. **Paint » walls**
   Light Grey, matte
8. **Paint » walls**
   Grey, matte
9. **Paint » walls**
   Anthracite, matte
10. **Paint » walls & signage**
    Dark Blue, matte
11. **Metal » columns, walls**
    Steel, brushed
12. **Metal » ceiling**
    Metal mesh Panels
13. **Wood » ceiling**
    Cherry wood paneling
14. **Glazing » facade**
    Clear glass



DEMISING WALLS

Demising walls between Concessionaires shall be one (1) hour fire rated construction or as required by code and extend to the underside of the base building structure. All demising walls requires sound attenuating (floor to ceiling).

The Concessionaire is responsible for maintaining a uniform demising partition. Existing walls that are deficient shall be repaired by the Concessionaire to the Airport standard. Framing will consist of metal studs ready to receive the Concessionaire's finish. CDA will oversee the coordination of adjacent Concessionaire's use of the demising wall for mechanical and electrical purposes.

Concessionaire ductwork that passes through the demising wall or corridor wall shall be equipped with a fire damper at the point of penetration and shall be provided at the Concessionaire's expense. If the Concessionaire plans to use a demising wall for the support of shelf-standards or heavy attachments, then the Concessionaire must reinforce the wall as needed.

Unless explicitly stated in the typology cutsheets, solid demising walls are not to be constructed.

- In some cases, transparent glass walls are allowed and encouraged; these are to remain 100% transparent, free of window clings, print decals, etching, or any other type of design affixed to these walls.
- Any demising walls outlined in the typology sections are to be used by the Tenant for business purposes; this applies to the internal lease space, not the Airport or concourse-facing side of these walls.

WALLS WITHIN CONCESSIONAIRE SPACE

Walls within the Concessionaire's space shall be provided by the Concessionaire and the wall finish shall extend a minimum of 6" above the finished ceiling.

SOUND TRANSMISSION CLASS (STC) PLANNING MATRIX CHART

Concessionaires shall be required to maintain a minimum STC rating for the demising walls per the following matrix:

	Concession Storage	News Stand	Grab & Go	Restaurant	Retail	Public Space	Toilet	Office
Concession Storage	40	40	40	40	40	40	50	40
News Stand	40	40	40	45	40	40	50	45
Grab & Go	40	40	40	40	40	40	50	45
Restaurant	40	45	40	45	45	45	52	45
Retail	40	40	40	45	40	45	52	45
Public Space	40	40	40	45	45	0	50	50
Toilet	50	50	50	52	52	50	45	50
Office	40	45	45	45	45	50	50	40

If specific materials are already installed on the opposite side of the demising walls, the Concessionaire shall provide wall materials that maintain the STC rating requirements. If no material is installed on the opposite side of the wall for the purpose of providing the STC requirements, the Concessionaire shall assume the final material shall be a single layer of 5/8" drywall.

NEUTRAL PIERS

Neutral piers are part of the base building architecture and are not viewed as part of the concession space. They should be visually separate from the adjacent storefront unless approved otherwise by the CDA. They often contain base building structural columns. The appearance of these piers cannot be altered in any way without the CDA approval.

Typically, the neutral pier conceals structural and mechanical elements. They cannot be moved. Another common neutral pier type occurs where the neutral pier falls between the structural grid of the concourse and covers no structural element. If no neutral pier exists for the demising wall to tie into, it is the Concessionaire's responsibility to build it. The design of any new piers must match the neutral piers already existing in that concourse or portion of the terminal, subject to CDA approval.

> **All materials used for construction shall be new materials. "Used" materials for architectural effect shall be scrutinized carefully during the design review, and subject to CDA approval.**

FIRE RATINGS

Materials and assemblies must comply with applicable flame-spread ratings and fire resistance requirements. All construction and fire resistive material requirements must comply with all applicable Federal, State and Local codes.

EXPANSION JOINTS

Some concession spaces will have building expansion joints passing through the space. The Concessionaire will provide and install all required expansion joint fillers and covers to conform and align with terminal building expansion joints. The Concessionaire shall be responsible for maintenance of expansion joint.

> **All images and photos are strictly intended to illustrate examples that support content throughout these guidelines.**

Example of a neutral Airport column at the front side of a Tenant's space.

STOREFRONT & DESIGN CONTROL ZONE

The Design Control Zone (DCZ) is a creative zone set just inside the storefront glazing or opening and will extend a depth of 4’-0” inside the store. This zone creates a visual break between O’Hare circulation and the display of merchandise.

DESIGN INTENT

The design intent of the Storefront and DCZ is to provide a light, modern and inviting space, with maximized natural light whenever possible. Refer to the concourse and typology-specific criteria for design guidance and technical specifications.

Example of DCZ. Location: Hudson Nonstop (O'Hare near Gate K1)

In this DCZ, the storefront material wraps from the front to inside the unit.
Location: FAO Schwarz (Midway near Gate A5)

MATERIALS

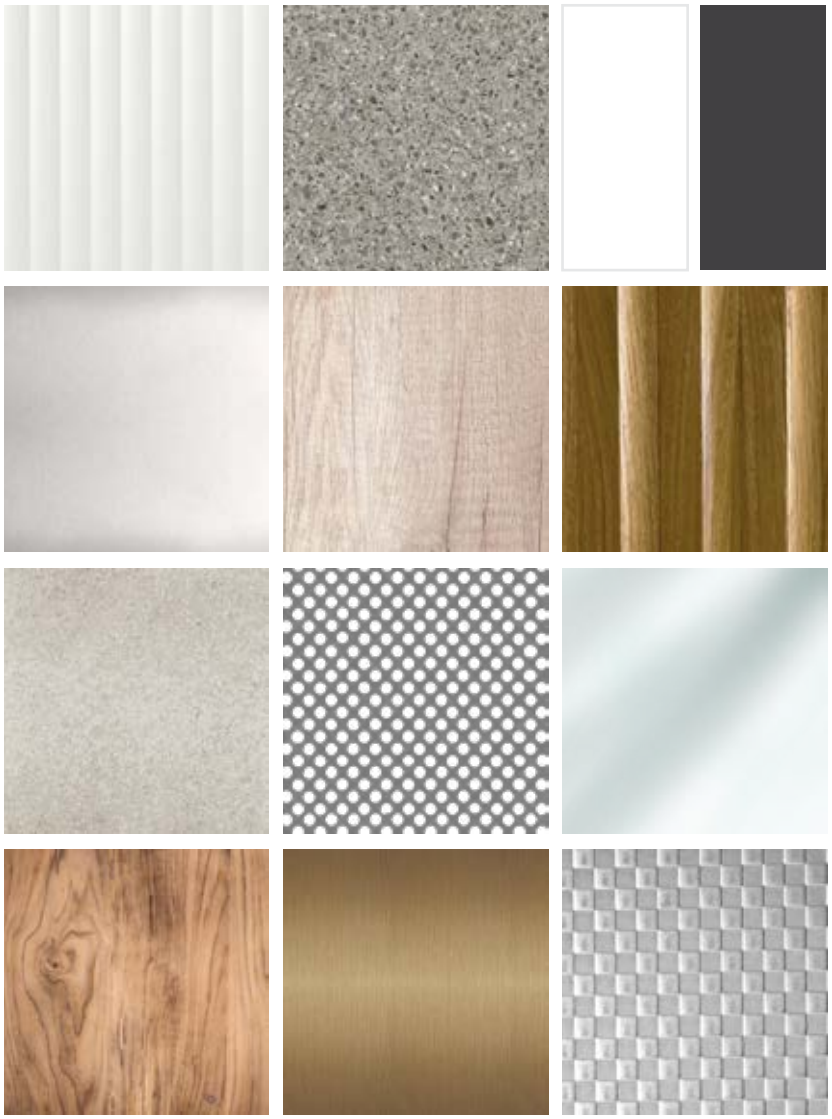
Storefront materials should extend into the DCZ and complement both interior finishes and adjacent Airport finishes. Storefront designs should utilize hard surfaces with materials that are durable, stain and scratch resistant, and are easily maintained. Please refer to the typology-specific criteria section for the appropriate materials per concourse.

Exposed corners should have integral protection and be designed into the overall storefront. Suggested storefront wall base materials are natural stone, tile or brushed stainless steel. Alternative materials that are not listed within these guidelines may be presented to the CDA for approval.

All thin clad materials shall be fully adhered to stable substrate.

COLOR, TEXTURE, QUALITY AND DURABILITY

- Stone, polished concrete, metal and wood are all good examples of materials that work within the CDA's design framework. Concessionaires must employ high quality materials in the construction of their storefront.
- Materials that reveal their natural color and texture are highly encouraged.
- Materials should be resistant to scratches, dents, chips and stains.
- Kick plates fabricated from stainless steel or other durable material are highly encouraged for interior and exterior fixtures and millwork.
- Storefront entrances are highly encouraged to be designed with panelized joints, reveals and features that will allow damaged panels to be easily replaced when necessary.
- Large monolithic painted panels are not allowed.
- For kiosks locations, an 8” minimum kick plate is required to protect the floating retail finishes from high foot traffic and cleaning machinery abuse. Kick plate should incorporate concealed lighting, thus giving the kiosk a ‘floating’ effect.



EXAMPLES

RECOMMENDED MATERIALS

NATURAL MATERIALS

- Solid surfaces, seamless materials
- White-toned color palettes
- Granite, marble and natural stones like slate and limestone
- Hard wood - natural, stained, painted, certified by the Forest Stewardship Council® (FSC®) or the Sustainable Forestry Initiative (SFI)
- Porcelain tile (selective tile may be considered with approval)

MANUFACTURED MATERIALS

- Solid surfaces (e.g.: Corian® or similar)
- Quartz
- Venetian plaster
- Cast Resin
- Simulated brick

GLASS

Keep glass as transparent as possible without visual obstruction. Use base shoe with recessed top channel. Use of vertical mullions in glass should maximize visibility into the space. Glass to be tempered and sized.

- Multi pane and single pane
- Clear, low-iron and tinted
- Beveled
- Sealed or sandblasted glass (all glass shall be safety glazed)
- Glass block, clear or smoked mirror (may be considered with approval)
- Luggage rail required to protect glass

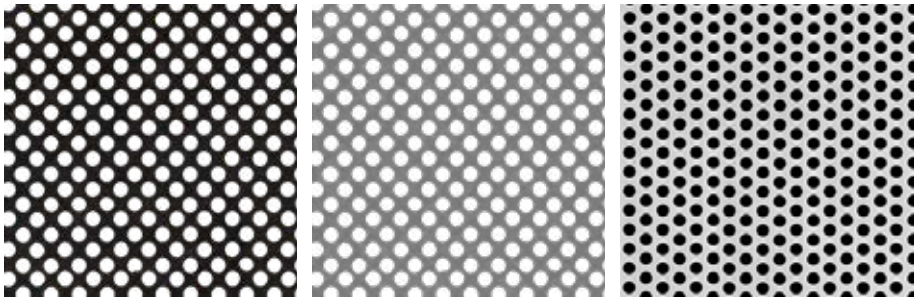
METAL

All storefront metal panels, profile framing and soffit support framing shall be rigid, durable and scratch resistant.

- Anodized aluminum
- Stainless-steel (ensure regular cleaning and maintenance, especially in high-traffic areas)
- Bronze
- Copper
- Brass
- Mechanically finished (brushed, polished or factory painted)
- Baked metal

SOFFIT MATERIAL REQUIREMENTS

For consistency and quality, soffit materials have been pre-selected for several concourse typologies. Those material selections and approved colors are outlined in this section. For more specifications and details, refer to typology-specific criteria.



Perforated Metal
1/4” round on 3/8” staggered centers

- painted or powder coat in RAL 7043, Traffic grey, matte
- stainless steel
- painted or powder coat in warm white, PT01

Manufacturer: Moz

Perforated Metal (Alternate)
17143812 SA-AL/3003H14 125GA
1/4” round on 3/8” staggered centers

- painted/ powder coat in RAL 7043, Traffic grey, matte
- stainless steel
- painted in warm white PT01

Manufacturer: McNICHOLS

Fluted Metal
C1013 » Waves

- painted or powder coat in RAL 7043, Traffic grey, matte
- stainless steel
- painted or powder coat in warm white PT01

Manufacturer: Gagecarve

Fluted Metal (Alternate)
Type 927TV

- painted or powder coat in RAL 7043, Traffic grey, matte
- stainless steel
- painted or powder coat in warm white PT01

Manufacturer: Chemetal

The colors of the metal in soffits and frame adapt the existing materials of the adjacent neighborhood. Storefronts that are located next to each other have the same material and cannot vary. Below are the materials and colors for the following concourses:

CONCOURSE G

- **Inline Type I – B:** Perforated Metal painted in warm white PT01
- **Inline Type I – C:** Perforated Metal painted in warm white PT01

CONCOURSES H, K

- **Inline Type I – A:** Fluted Metal in stainless steel, or painted in RAL 7043, Traffic grey
- **Inline Type I – B:** Fluted Metal in stainless steel, or painted in RAL 7043, Traffic grey
- **Attached Kiosk:** Fluted Metal in stainless steel, or painted in RAL 7043, Traffic grey or warm white PT01

CONCOURSE L-STINGER

- **Inline Type I – C:** Fluted Metal in stainless steel, or painted in RAL 7043, Traffic grey
- **Attached Kiosk:** Fluted Metal in stainless steel, or painted in RAL 7043, Traffic grey or warm white PT01

HEADHOUSE

- **Inline Type I – A:** Fluted Metal painted in RAL 7043, Traffic grey

Illustrative example of the proposed soffit material for Concourse G.

Illustrative example of the proposed soffit material for Concourses H, K, L, L-Stinger and the Terminal 3 Headhouse.

RESTRICTED ELEMENTS AND MATERIALS

Use of restricted materials requires review and written CDA approval. Please reference Designer's Request for the CDA Design Standards Variance Form in the CSOP.

- Painted drywall or any paper products
- Plastic Laminate
- Awnings
- Sharp or rough surfaces
- Pegboard walls
- Plywood or decorative MDF/MDO panels
- Stucco or plaster treated with an exaggerated texture
- Anything that mimics exterior materials, except simulated brick
- Fabric, photographs, graphics, or other simulated materials
- Carpet or cork
- Any material that would constitute a fire or public hazard
- Any material that is of low quality, non-durable or difficult to maintain
- Fluorescent or textured paint
- Vinyl tile*
- Vinyl wall covering or wallpaper in heavily trafficked areas

* *Kiosks may utilize vinyl plank flooring on top of the existing terrazzo. Inline typologies are prohibited from using vinyl flooring.*

RESTRICTED TECHNIQUES AND APPLICATIONS

- Large surfaces of the color black and other darker tones
- Excessive use of neon as main design driver
- Industrial appearance of the overall design
- Overly saturated colors including fixtures
- Exposed ducts, conduits, pipes, and other mechanical and electrical equipment in any area open to public view
- Security alarm tape on storefront windows
- Mix of materials or architectural elements—consistent and continuous material is preferred
- Hard material transitions
- Storefront portals or bump-outs
- LEDs at storefronts that are not part of the typology specs
- Sconces or signage affixed to the exterior of the entrance or DCZ
- Soffit elements other than primary signage lettering

Damage to the base building finishes—especially outside of the Concessionaire's lease hold—during construction or otherwise shall be repaired at the Concessionaire's expense.

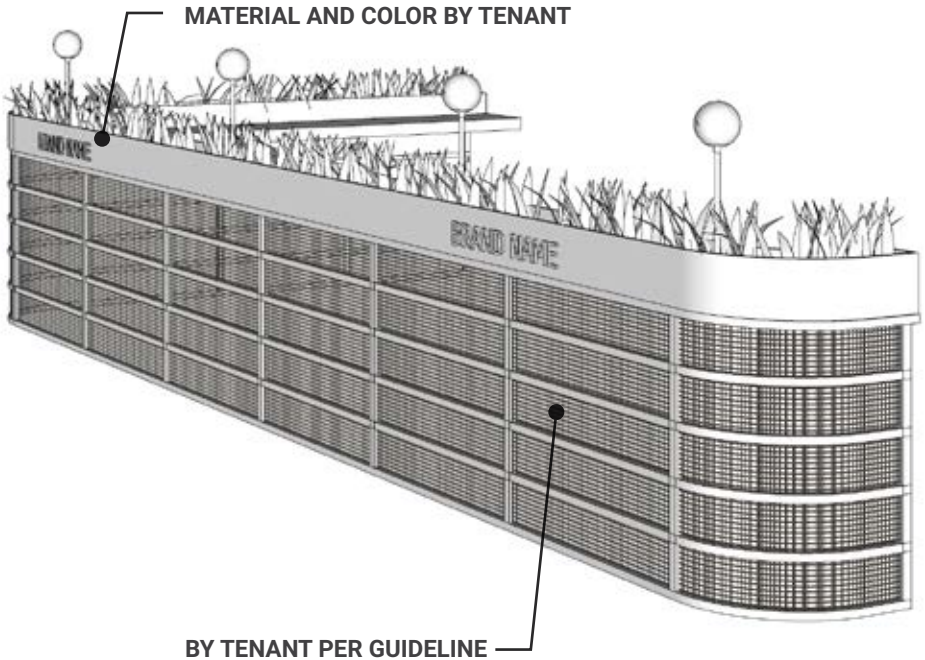
Bolted conditions shall be reviewed and approved by the CDA during the design phase prior to construction or installation.

GUARDRAIL

Concessionaire space plans may include concourse-facing guardrails to accommodate seated and standing patrons. For Concessionaires whose lease space includes spill out zone, the following guidelines shall be followed for permanent guardrail construction:

- Privacy screens or modesty panels are strongly recommended for passenger comfort.
- Electrical outlets and purse hooks are also encouraged.

The sample exhibit shows ideal counter height and depth, as well as an option for a planter or tiered drink rail.



MATERIALS

In general, the guardrail material and color should match the Concessionaire's overall storefront design. For the most detailed specifications, refer to typology-specific criteria.

Semi-transparent modesty panels shall be constructed of high-quality and durable metal mesh or perforated metal. See page 1-21 of the General Design Guidelines for material options and page 1-23 for required color schemes per concourse. Fully opaque guardrails shall follow the same material specifications outlined in this book and in the Concessionaire's typology criteria.

Framing material shall be the same as the metal profile frame around the storefront. Those Concessionaire units that are not required to install a metal profile shall refer to pages 1-21 and 1-23 for material and color specifications.

The concourse-facing band can be used for additional branding and shall match the language used in the Concessionaire's Primary Signage. Materials shall match the Concessionaire's overall storefront design.

LUGGAGE RAIL

Luggage rails shall be installed at every applicable typology location to prevent damage and breakage. See typology-specific criteria for details.

Luggage rail. Location: Bar Siena (O'Hare near Gate M34)

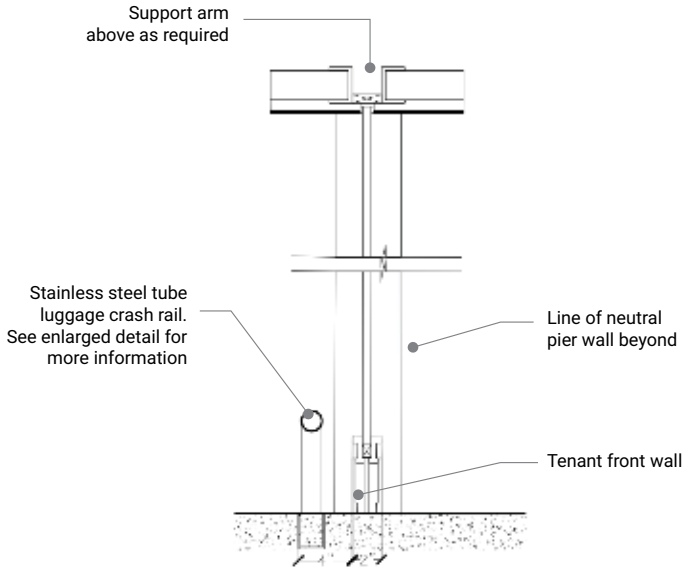


EXHIBIT: STOREFRONT GLAZING SECTION DETAIL

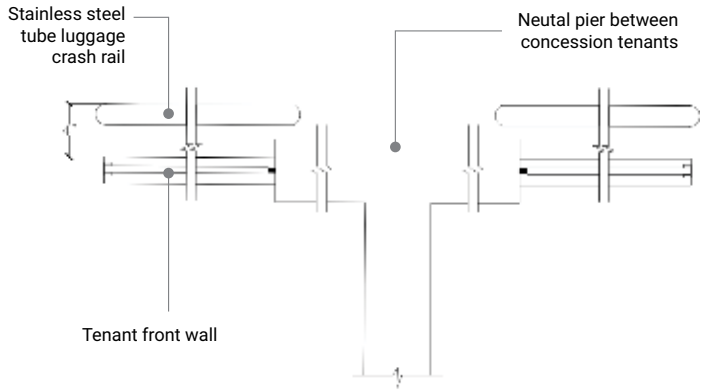


EXHIBIT: STOREFRONT GLAZING PLAN DETAIL

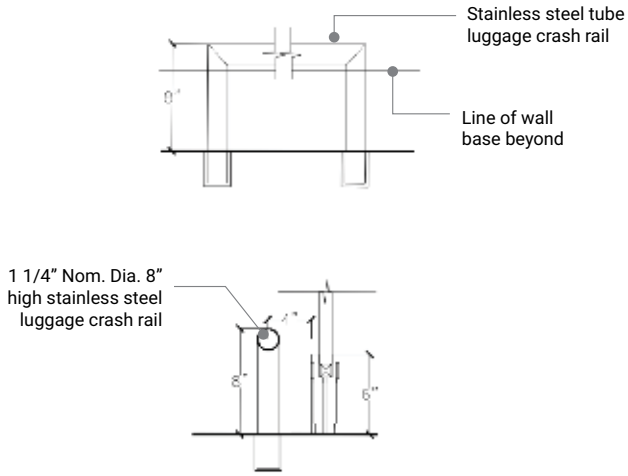


EXHIBIT: LUGGAGE RAIL AND BASE SHOE DETAIL

STOREFRONT SIGNAGE

Signage should add to the overall creative expression of the space.

Signage is a key component of a Concessionaire's brand statement, and should complement the architectural design of each space. These elements should be considered early in the design process and be intentionally integrated into the overall storefront design concept. Concessions signage and graphics must not interfere with the Airport wayfinding and sightlines.

Each Concessionaire is required to install primary overhead storefront signage and a blade sign. Primary overhead signs consist of the Concessionaire's brand name only in the brand font. **Logos are not allowed on primary storefront signs,** however, blade signs allow for use of Tenant's logo.

The final signage design submittal must include side view renderings or photos, the sign location, the exact dimensions, and an elevation that meets the terminal specific requirements and does not conflict with the Airport signage or graphics.

Please note that a sign permit is not required. If signage requires power, then the electrical contractor will need to obtain an electrical permit.

Concessionaire shall identify the location of Chicago Building Code posted occupancy signage. Concessionaire must also post their hours of operation on the storefront.

Signage criteria may differ from concourse to concourse; please refer to the typology-specific guidelines for applicable signage details.

Primary Sign and Blade Sign. Location: The Hampton Social (O'Hare near Gate M5)

Primary Sign. Location: Summer House (O'Hare Terminal 2 Main Hall)

MODIFICATIONS TO EXISTING SIGNAGE

The Concessionaire must inform the CDA if the project requires existing building signage to be removed, modified, or supplemented; any Airport signage to be removed or relocated within the project area shall be reviewed and approved by the CDA. A site walk with the CDA shall be scheduled prior to design to ensure the CDA has adequate time to schedule the required signage work during the construction phase.

Some unit locations do require moving existing Airport signage. Please refer to the typology section for more detail. A sign relocation plan shall be included in the contract documents. The Concessionaire shall be responsible for all costs to relocate or modify building signage. If Airport signage is located within the project area, the Concessionaire must include in the construction documents that the contractor will adequately protect all Airport signage to ensure it is not damaged during construction.

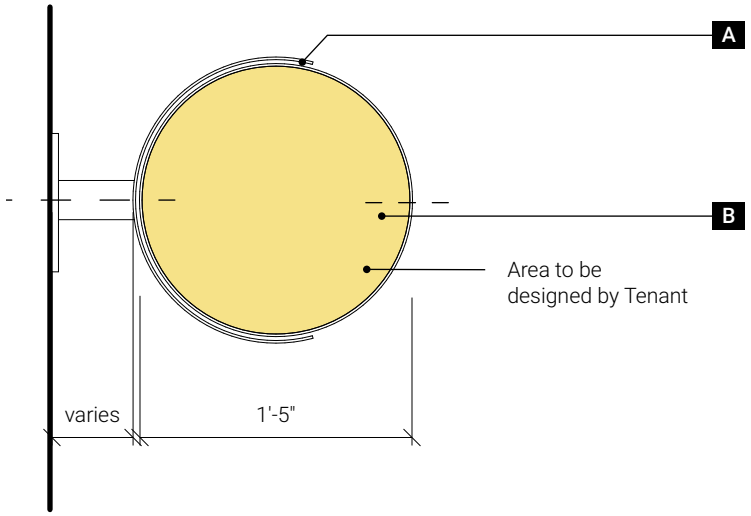
BLADE SIGNS

- A blade sign is round in shape, and the Concessionaire may choose to display their logo or brand name within the sign.
- Translucent acrylic within the frame shall be illuminated from the inside and electrical components must be hidden from view. Opaque material within the blade sign is prohibited.
- Anything within the frame can be designed by the Concessionaire; elaborate designs are prohibited. Additional exterior graphics are not to be used.
- Designated locations, blade sign size, brackets and fastenings shown in the individual typology cutsheets shall be adhered to.
- All signage brackets and fastenings shall be concealed.
- Light levels shall be approved by the Airport.
- No hot spots allowed.
- Flashing, moving, and sequencing signs are prohibited.

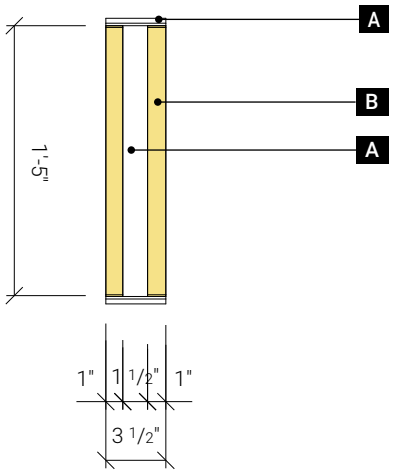
Blade Sign. Location: The Hampton Social (O'Hare near Gate M5)

Blade sign. Location: Bar Siena (O'Hare near Gate M34)

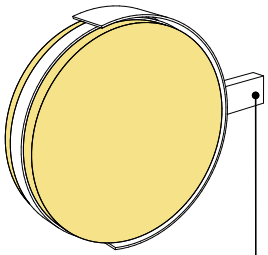
BLADE SIGN » SMALL



ELEVATION VIEW



SIDE VIEW

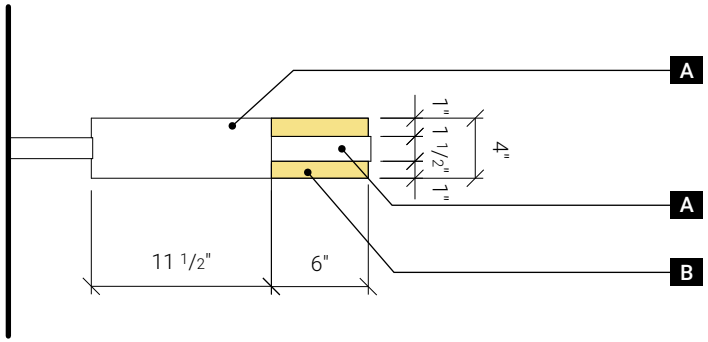


Length of the arm vary as per location, see here:

Concourses B,C
- Attached Kiosk = 10"
- Freestanding Kiosk = 10"

Concourses G, H, K, L, L Stinger, Headhouse
- Attached Kiosk = 10"
- Freestanding Kiosk = 10"

PERSPECTIVE VIEW



TOP VIEW

A Metal sheet 1/8" with rectangular arm, matte finish, edges chamfered, power source and electric concealed

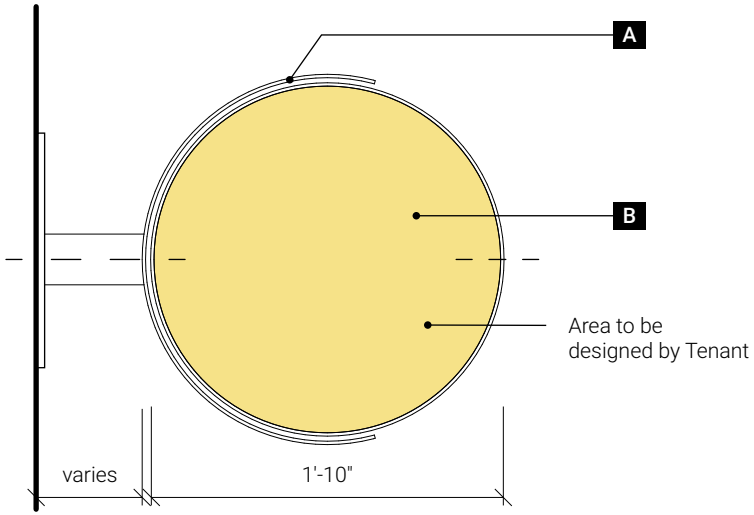
Color to match storefront framing:

- **Concourses B, C:** RAL 7043, Traffic grey, painted, matte
- **Concourse G:** Color as per Tenant's brand, light colors preferred
- **Concourses H, K, Headhouse:** Stainless steel
- **Concourse M:** Warm white, PT01, painted
- **All Terminals / Concourses:** All "Attached Kiosks" typologies to be colored as per Tenant's brand

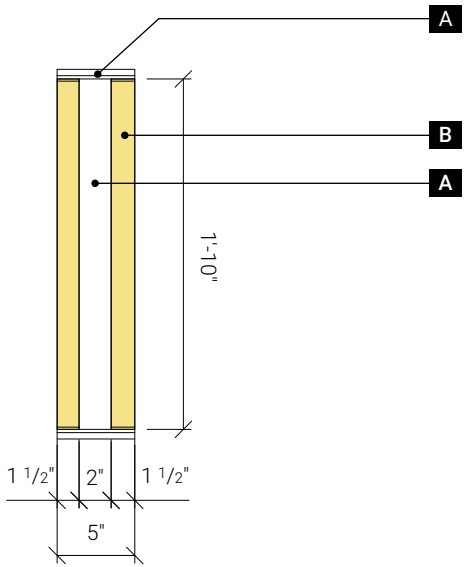
B Acrylic, translucent, illuminated from inside, color tone by Tenant as per brand

- Mounting on architectural wall can vary, refer to cutsheets
- See elevation views for mounting height

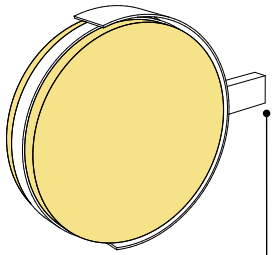
BLADE SIGN » LARGE



ELEVATION VIEW



SIDE VIEW

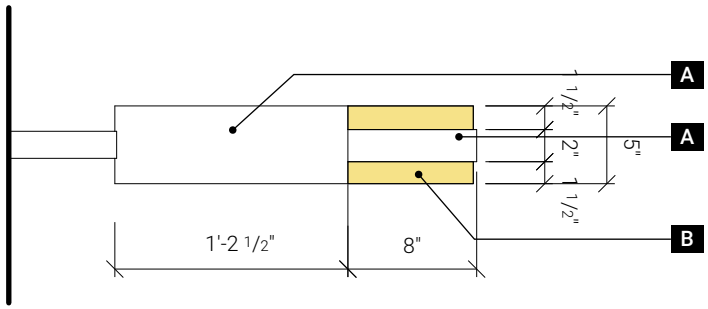


Length of the arm vary as per location, see here:

Concourses G, H, K
- Inline Type I (all) = 1'4"
- Inline Type II = 10"

Concourses L, L-Stinger, Headhouse
- Inline Type I (all) = 10"
- Inline Type II = 10"

PERSPECTIVE VIEW



TOP VIEW

A Metal sheet 1/8" with rectangular arm, matte finish, edges chamfered, power source and electric concealed

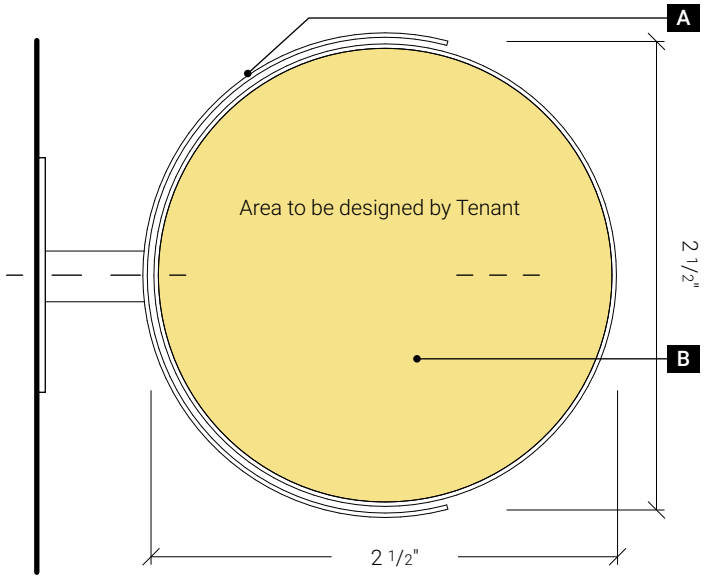
Color to match storefront framing:

- **Concourses B, C:** RAL 7043, Traffic grey, painted, matte
- **Concourse G:** Color as per Tenant's brand, light colors preferred
- **Concourses H, K, Headhouse:** Stainless steel
- **Concourse M:** Warm white, PT01, painted
- **All Terminals / Concourses:** All "Attached Kiosks" typologies to be colored as per Tenant's brand

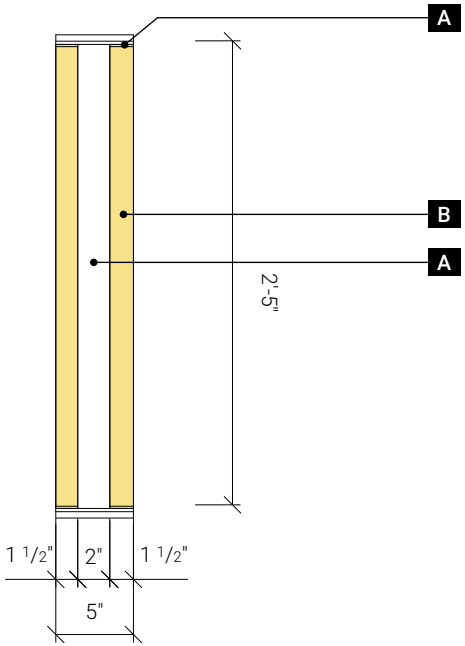
B Acrylic, translucent, illuminated from inside, color tone by Tenant as per brand

- Mounting on architectural wall can vary, refer to cutsheets
- See elevation views for mounting height

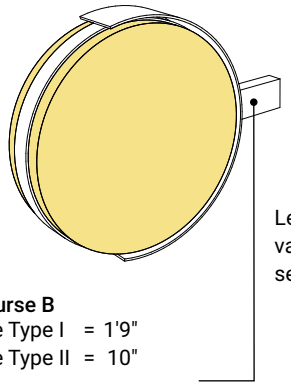
BLADE SIGN » EXTRA LARGE



ELEVATION VIEW



SIDE VIEW

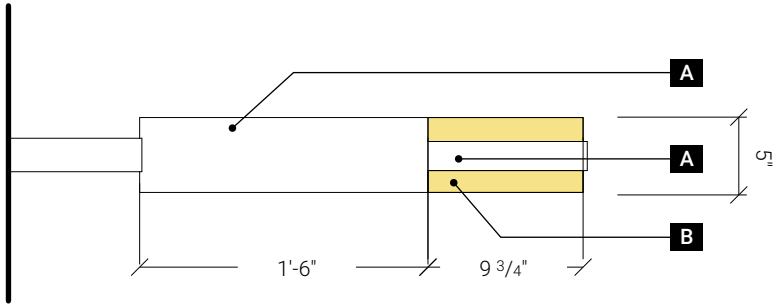


Length of the arm vary as per location, see here:

Concourse B
- Inline Type I = 1'9"
- Inline Type II = 10"

Concourse C
- Inline Type I = 1'9"
- Inline Type II = 10"

PERSPECTIVE VIEW



TOP VIEW

A Metal sheet 1/8" with rectangular arm, matte finish, edges chamfered, power source and electric concealed

Color to match storefront framing:

- **Concourses B, C:** RAL 7043, Traffic grey, painted, matte
- **Concourse G:** Color as per Tenant's brand, light colors preferred
- **Concourses H, K, Headhouse:** Stainless steel
- **Concourse M:** Warm white, PT-01, painted
- **All Terminals / Concourses:** All "Attached Kiosks" typologies to be colored as per Tenant's brand

B Acrylic, translucent, illuminated from inside, color tone by Tenant as per brand

- Mounting on architectural wall can vary, refer to cutsheets
- See elevation views for mounting height

PRIMARY SIGNAGE

- Concessionaire signage shall not have a total length exceeding half of the premises frontage dimension.
- Lettering shall be 3D single letters in the brand's typeface. No plate or backer is allowed. Brand names with conjoining or connected lettering are the exception. The CDA must review and approve primary signage not using single letters.
- Lettering must be illuminated from inside.
- Designated locations, lettering size, brackets and fastenings shown in the individual typology cutsheets shall be adhered to.
- All signage brackets and fastenings shall be concealed.
- Light levels shall be approved by the Airport.
- No hot spots allowed.
- Flashing, moving, sequencing signs are prohibited.

Primary Signage. Location: iStore (Midway near Gate A5)

RESTRICTED SIGNAGE

Use of restricted materials requires review and written CDA approval. Please reference Designer's Request for the CDA Design Standards Variance Form in the CSOP.

Based on the new airport concept there are new guidelines for all concessions locations. The goal is to create a concept that is consistent, and that helps Concessionaires design their space.

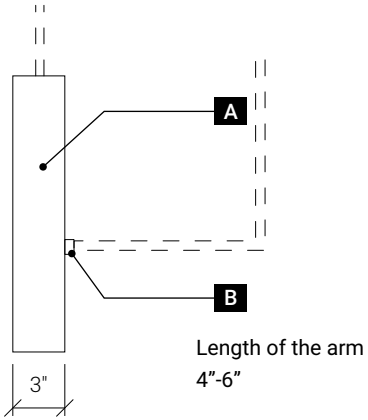
Logos will not be allowed on primary signs located on storefronts. Logos are allowed on blade signs only. This does not apply to Concessionaires whose logos are stylized font versions of their brand name. See the following guidelines and typology-specific guidelines for more details. For the primary storefront signage, the addition of any extraneous decorations, beyond the Concessionaire's name, is prohibited.

- Signs that do not illuminate (front)
- Logos that are not 3D
- Square or rectangular blade signs
- Exterior spotlighting
- Color lettering
- Layered signage
- Graphics behind signage and no backlighting
- Attached backer on existing soffit
- Lettering cannot be adhered directly to ceiling

*** All blades signs & primary signage shall follow the specific guidelines on the typology cutsheets.**

PRIMARY SIGNAGE » LARGE

ELEVATION VIEW



SIDE VIEW

Single letters
No plate backer allowed

A 1/8", metal sheet, edges chamfered, matte finish, power source and electric concealed

Color to match storefront framing:

- **Concourses B, C:** RAL 7043, Traffic grey, painted, matte
- **Concourse G:** Color as per Tenant's brand, light colors preferred
- **Concourses H, K, Headhouse:** Stainless steel
- **Concourse M:** Warm white, PT01, painted
- **All Terminals / Concourses:** All "Attached Kiosks" typologies to be colored as per Tenant's brand

B Profile, metal, painted with matte finish

Color same as mounting surface (wall or soffit)

Element not longer than sign itself

Power source shall be concealed within profile bracket, and not visible to passengers

C Acrylic, translucent, illuminated from inside, color tone by Tenant as per brand

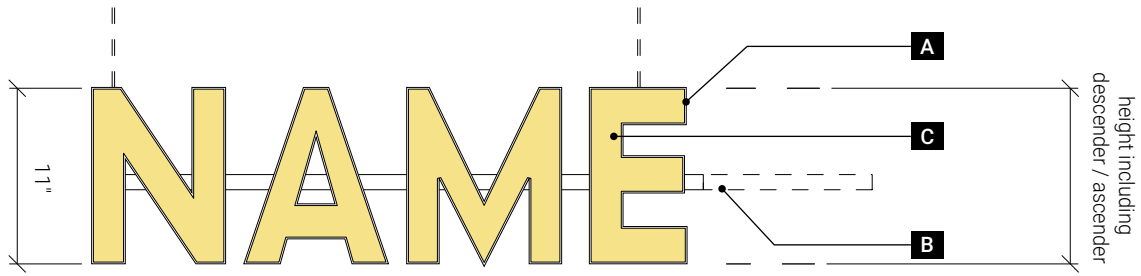
- Mounting on architectural wall can vary, refer to cutsheets
- See elevation views for mounting height

The dimensions of the logo adapts the proportions of the architecture and the overall concept of the airport. The height of 1'-1" of the logo is derived from the letter »H« as a cap. This size is applicabe to:

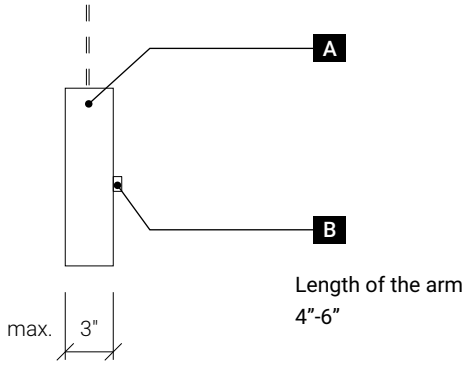
Concourse M

- Inline Type I – Central Core
- Freestanding Type I – Island
- Freestanding Type II – Holdroom Adjacent

PRIMARY SIGNAGE » SMALL



ELEVATION VIEW



SIDE VIEW

Single letters
No plate backer allowed

A 1/8", metal sheet, edges chamfered, matte finish, power source and electric concealed

Color to match storefront framing:

- **Concourses B, C:** RAL 7043, Traffic grey, painted, matte
- **Concourse G:** Color as per Tenant's brand, light colors preferred
- **Concourses H, K, Headhouse:** Stainless steel
- **Concourse M:** Warm white, PT01, painted
- **All Terminals / Concourses:** All "Attached Kiosks" typologies to be colored as per Tenant's brand

B Profile, metal, painted with matte finish

Color same as mounting surface (wall or soffit)

Element not longer than sign itself

Power source shall be concealed within profile bracket, and not visible to passengers

C Acrylic, translucent, illuminated from inside, color tone by Tenant as per brand

- Mounting on architectural wall can vary, refer to cutsheets
- See elevation views for mounting height

The dimensions of the logo adapts the proportions of the architecture and the overall concept of the airport. The height of 11" of the logo is derived from the letter »H« as a cap. This size is applicabe to:

Concourses B, C

Concourses G, H, K, Headhouse

Concourse M

- Inline Type II – Transitional
- Kiosk Type I – Vending
- Kiosk Type II – T5 West Concourse
- Freestanding Type III – T5 West Concourse

O'HARE SIGNAGE SYSTEMS, WAYFINDING AND EXISTING SIGNS

The Concessionaire must inform the CDA if the project requires building signage be removed, modified, or supplemented. A walk through with the CDA shall be scheduled to ensure the CDA has adequate time to schedule the required signage work to occur during the construction phase. Please note that any CDA signage needing to be removed or relocated within the project area shall be coordinated and approved by CDA. The Concessionaire shall be responsible for all costs to relocate or modify building signage. If CDA signage is located within the project area, the Concessionaire must include in the construction documents that the contractor will adequately protect all CDA signage to ensure it is not damaged during construction.

The diagram below outlines O'Hare's wayfinding signage system, which illustrates the hierarchy of signage. Airport wayfinding is at the top of the hierarchy of importance, followed by commercial signage. All Concessionaire signage must provide adequate clearance from Airport signage.

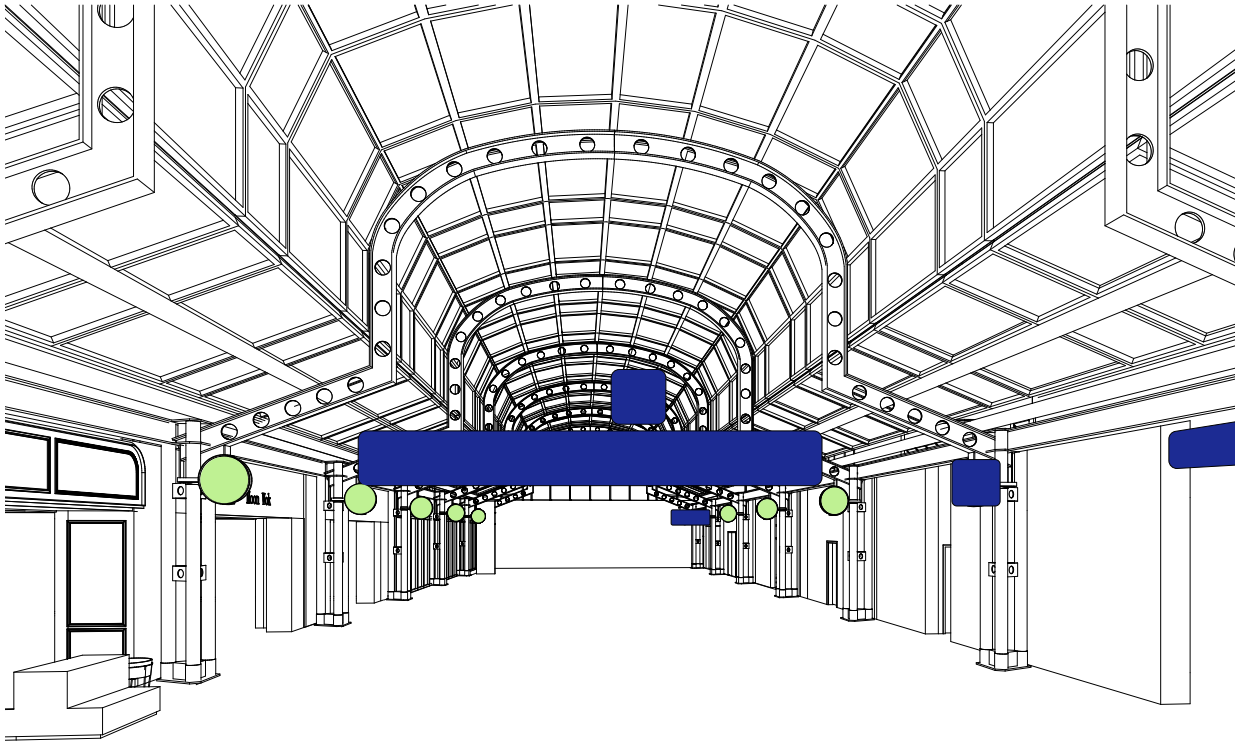
WAYFINDING PHILOSOPHY

Creating a **wayfinding** system that is **intuitive** is the most effective and the smartest way to guide people in their unknown environment, especially in places where people come together from all over the world.

Consistency in **geometry and materiality** is key. Once the "system" is subconsciously learned, it increases orientation and therefore visibility for each retail location.

Informational = all blue, squared or rectangular with fillets

Concessions = all round and branded



DIGITAL DISPLAYS

These guidelines outline requirements and best practices for all Concessionaires installing a digital display for the purpose of self-ordering, advertising display content and required store operating hours. Digital content is the responsibility of the Concessionaire, including connectivity, branding, marketing guidelines, visuals, and light levels.

Typology-specific design criteria for these digital displays can be found in the applicable typology section.

There are 2 digital screens mounting locations allowed:

ON STOREFRONT (CONCOURSE-FACING)

- Screen size: reviewed and approved by the CDA
- Recessed & flush with wall surface
- Frameless edge screen
- Locations: See designated locations in elevation views
- 1/2” reveal around screen
- Vertical mounting orientation

WITHIN DCZ (INTERIOR-FACING)

- Screen size: reviewed and approved by the CDA
- Recessed & flush with wall surface
- Frameless edge screen
- Locations: See designated locations in elevation views
- 1/2” reveal around screen
- Vertical mounting orientation

Digital display zone

RECOMMENDED INSTALLATION METHODS

- Ensure screen size and height are Americans with Disabilities Act (ADA) compliant.
- Flush mount.
- Electrical elements (cords, plugs, related hardware) are hidden from view of all passengers (both inside the retail space and outside).
- Media shall be delivered to the screen via a hidden or closed loop system. (i.e., hidden flashdrive, a wireless content distribution system, etc.)
- For advertising and marketing content guidelines, please connect with your CDA Marketing Point of Contact.

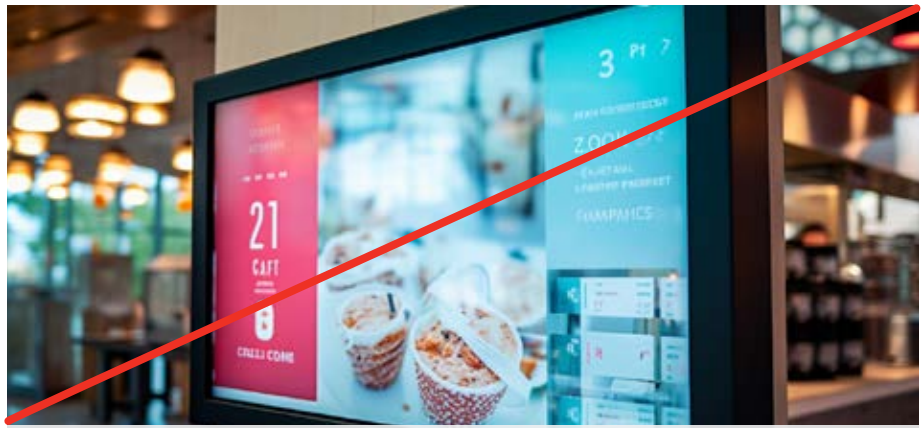
RESTRICTED INSTALLATION METHODS

Use of restricted materials requires review and written CDA approval. Please reference Designer's Request for the CDA Design Standards Variance Form in the CSOP.

- Surface mounting not recommended.
- Hardware and electrical wiring cannot be visible from the sides, front, or back of the screen. It shall be incorporated into the design and installation seamlessly.
- Do not install a screen on freestanding equipment, like a TV stand or stanchion.
- Do not connect the screen to anything external, such as a laptop or tablet that could be visible to passengers.
- Do not use mounting equipment that allows the screen to swivel or turn. These are intended to be permanent fixtures.

For Concessionaire typologies that do NOT feature adequate store fascia, work with your CDA POC to determine the best approach. The CDA prefers all digital screen to be flat, recessed and seamless.

RESTRICTED INSTALLATION METHODS



Surface mounting

Framing around monitor

CONCESSIONS STORYBOARDS

Each concession location should have a storyboard posted. Use the template provided. Please see the CDA Concessions Storyboard Guideline (CSB-SOP) document for design regulations and placement. Please contact CDA Concessions for more information.

STORE LOGO

CHICAGO EST. XXXX | **ORD/MDW EST.** XXXX

Store description

MORE STORE DETAILS:

Bulleted info: Essimet aliquia non re pre, con conem.

Bulleted info: Essimet aliquia non re pre, con conem.

Bulleted info: Essimet aliquia non re pre, con conem.

FIND US WHILE YOU'RE HERE:

Location address
Location address
Location address

Location address
Location address
Location address

Concessions Storyboard

STOREFRONT ENTRYWAYS, SECURITY & CLOSURES

ENTRYWAYS

Storefront entryways should maintain a minimum of 66% openness or transparency. This applies to total area.

Traditional doors may not be installed in storefronts or lease lines that do not indicate a demising wall. Unless the typology details and specifications explicitly allow for demising walls and doors, the Concessionaire shall not install doors. When doors are permitted, use the following considerations:

- Swinging frameless glass doors with top and bottom rails and pivot hinges, to be concealed during operating hours.
- In the case where a Concessionaire space accommodates storage, kitchen areas, or other similar allowed spaces, doors are not to be installed.
- All door tracks are to be recessed.

BACK WALL OPENNESS

For Concessionaire spaces with window views out to the airfield, the CDA recommends that the back wall maintain 25% openness. This enhances the passenger experience, encourages interaction with Airport architecture, and allows natural light to come into the space. The CDA understands that a back wall is a crucial space for retail merchandising, bar shelving, storage and prep space for Food & Beverage spaces, and other use cases. If the Concessionaire design cannot accommodate 25% openness, the CDA must approve prior to design approval.

FRONT: 66% OPENNESS FACTOR

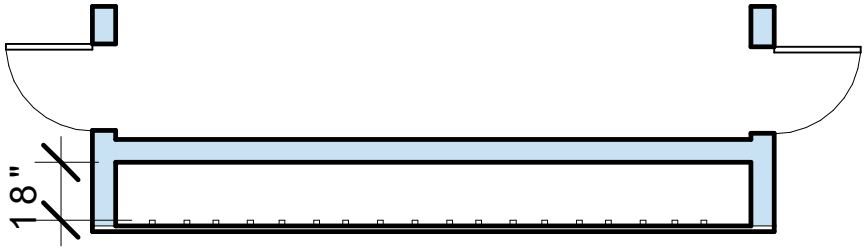
BACK: 25% OPENNESS FACTOR

Solid

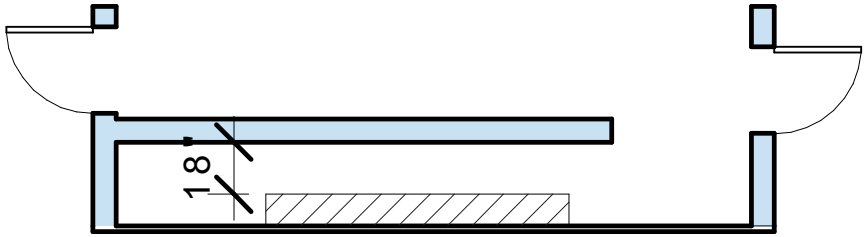
Open, glazing or translucent material

MULLION AND BASE HEATER CLEARANCE(S)

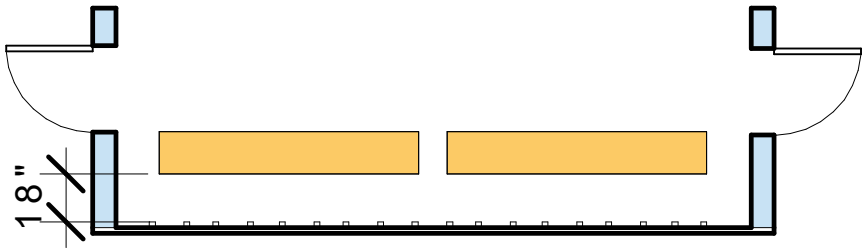
To maintain visual consistency, all static **and** moveable walls or fixtures must maintain a 18” clearance from all mullions within the storefront or interior of the Concessionaire lease space.



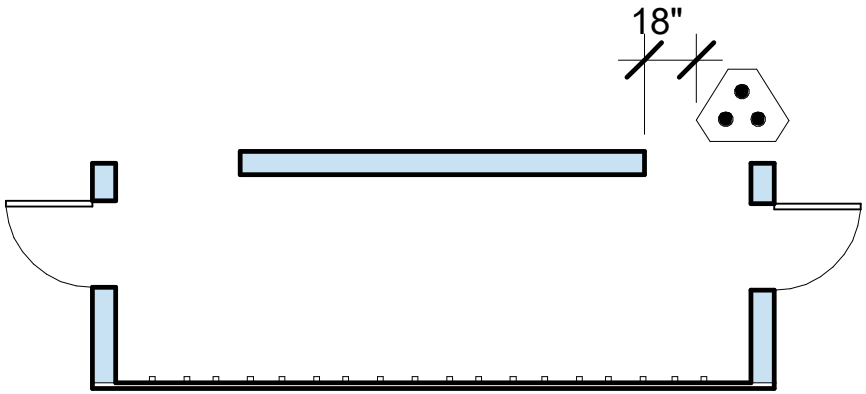
18" CLEARANCE FROM AIRPORT MULLIONS



18" CLEARANCE FROM MEP (EXAMPLE: RADIATOR)



18" CLEARANCE FROM FURNITURE



18" CLEARANCE FROM AIRPORT COLUMNS

SECURITY

Concessionaires are required to provide a fully lockable closure to their premises to secure their store, and to comply with Transportation Security Administration (TSA) requirements.

The operable storefront closure system shall be concealed and integrated into the design. Door covers shall be clad with storefront finishes. Floor grommets (for security grille) should be flush with the floor finish.

Rolling or sliding closures are recommended. Closure should be mostly translucent to allow passengers to see merchandise during non-operating hours.

> **Concessionaires security cameras shall be discreetly installed. Freestanding security devices or security systems shall not be installed.**

Storefront closure security grill. Location: Coach (O'Hare Terminal 2 Main Hall)

STOREFRONT CLOSURE

All storefront closures, if included in the entry design, shall be provided by the Concessionaire and be one of the following types:

- Single track frameless glass sliding doors.
- Aluminum and glass sliding doors concealed in a storage pocket or side wall.
- Sliding aluminum grille with recessed top hung track in approved finish. Grille type shall be transparent so passengers can see into space.
- Glass swing doors in frameless application.

Closures may not have thresholds or bottom tracks at floor and must maintain a ¼" undercut to clear all floor finishes.

If swing doors are used, no part of the door shall extend beyond the lease line into the public circulation.

Sliding grilles shall be fully concealed when not in use.

The structural support for the grille shall be hidden and incorporated into the Concessinaire's storefront design.

> **Unless otherwise indicated in the typology section, security closure pocket should be behind side wall or storefront facade.**

ACCEPTABLE CLOSURE TYPES

- Glass
- Transparent mesh system
- Transparent metal system

Berghoff Cafe (O'Hare near Gate C26)

Glass closure. Locations: CIBO Express (O'Hare near Gate E1)

ChiBoys (O'Hare near Gate H6)

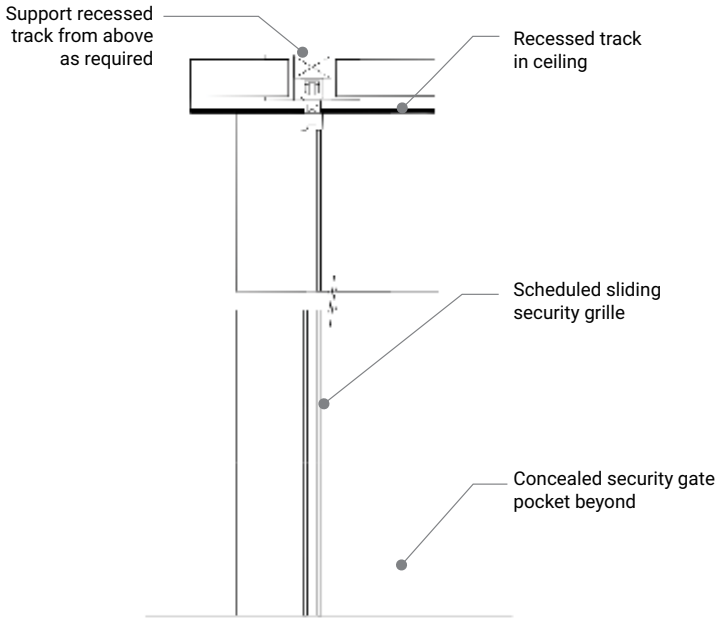


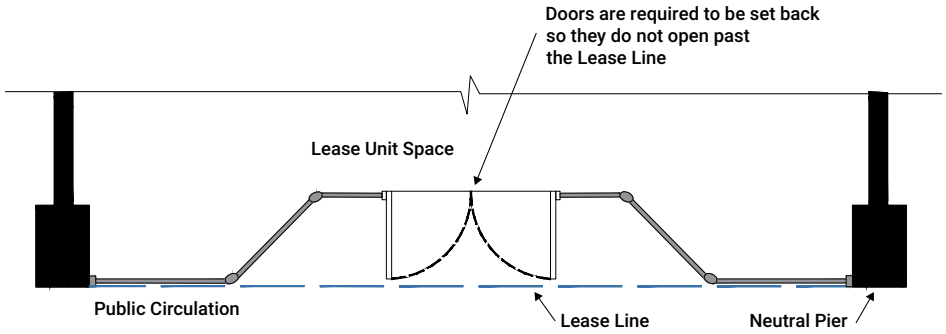
EXHIBIT: SECURITY GRILLE SECTION

RESTRICTED CLOSURE TYPES

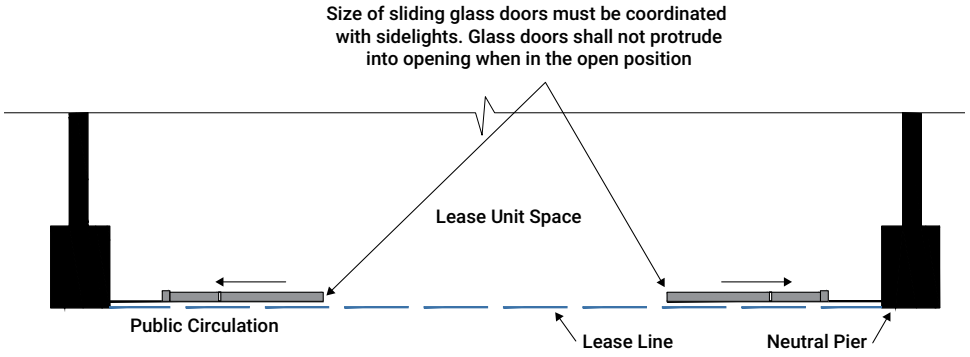
- Opaque grilles
- Overhead doors or grilles
- Aluminum framed doors
- Fabric or plastic draping

All storefront enclosure systems to be reviewed and approved by the CDA.

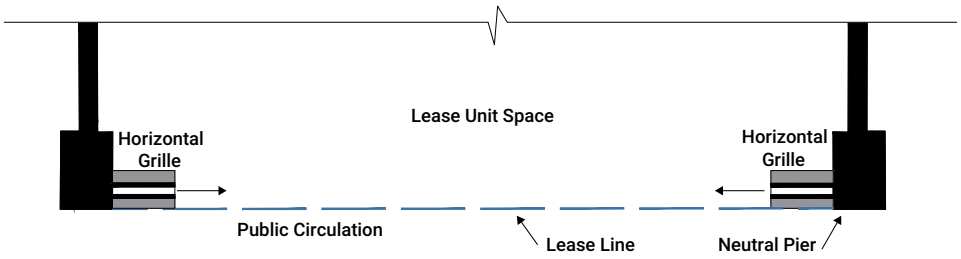
ACCEPTABLE DOOR CLOSURES



SWINGING DOORS



SLIDING GLASS DOORS



HORIZONTAL GRILLE

SPILL OUT ZONES, QUEUING, SEATING & STANCHIONS

SPILL OUT ZONES

Some lease agreements include a spill out zone outside the unit space—but within the LOD—that can be used for revenue generation purposes like displaying merchandise or queuing. See the following best practices for accepted use of spill out zone space.

Please note: not all LODs include a spill out zone, so queuing and merchandising shall always occur within the LOD. Permanent seating is not permitted in the spill out zone unless reviewed and approved by the CDA.

MERCHANDISING

Fixtures should be of high quality, double-sided and placed in a way to encourage ample and accessible passenger flow in and out of the space.

- Racks or shelves should not obstruct queue space. If merchandise displays are incorporated into queuing, see Barrier Free Design on page 1-67 for proper clearances, reach heights and accessibility guidance.
- Wire racks are not recommended.
- The CDA recommends keeping in-queue merchandising height low to maintain visibility into the Concessionaire lease space and out to the concourse.
- Height shall not exceed 60". Access to views and wayfinding are of paramount importance for a pleasant passenger experience.
- Casters shall be concealed with a decorative kick plate or hidden underneath the fixture.
- Signage such as A-frames or other temporary promotional signage may not be used outside the Concessionaire lease space.
- For spill out zones that do not have stanchion systems, physical barriers or guardrails, all merchandising fixtures must be placed inside an 18" margin on either side of the spill out zone. Do not place fixtures at the very edge of the spill out zone.

CLEARING THE SPILL OUT ZONE BEFORE UNIT CLOSING

Fixtures and merchandise within the spill out zone shall be brought back inside the Concessionaire space and stored during non-operating hours. The CDA is not responsible for fixtures left in the spill out zone after operating hours.

> **Spill out zone use and space planning shall be illustrated in the design documents and approved by the CDA.**

QUEUING

Queuing space should be thoughtfully integrated into the design approach. Food and beverage Concessionaires are required to provide means to separate queuing from general circulation and seating. Concession patrons cannot queue into terminal areas or crowd into adjoining spaces. Guidance on queuing can be found in each typology section.

Special attention should be paid to merchandising displays placed within queuing zones, to ensure ample space for passengers of all abilities.

> **The 2010 ADA Standards for Accessible Design provide complete information about protruding objects within walking routes and queuing spaces. See Barrier Free Design on page 1-67 for more information.**

SEATING

Seating areas within the spill out zone can be considered temporary and should be easy to move, rearrange and bring back inside the unit to be secured during non-operating hours.

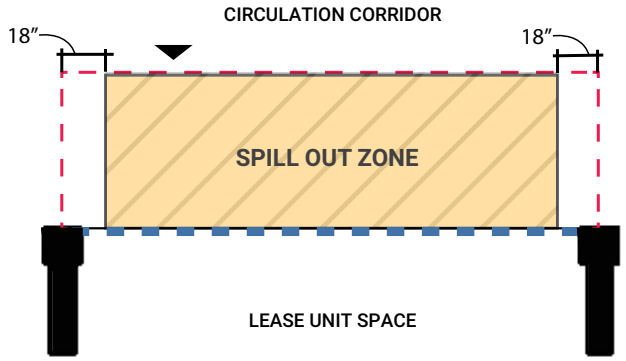
Permanent, fixed seating, or high-top seating can be considered within the spill out zone but must be reviewed and approved by the CDA. The approval of permanent, fixed seating would be considered Additional Space and factored into the Concessionaire Agreement. Seating area must be separate from queuing.

SPILL OUT ZONE AND QUEUING PARAMETERS

Refer to LOD for required queuing and offset parameters.

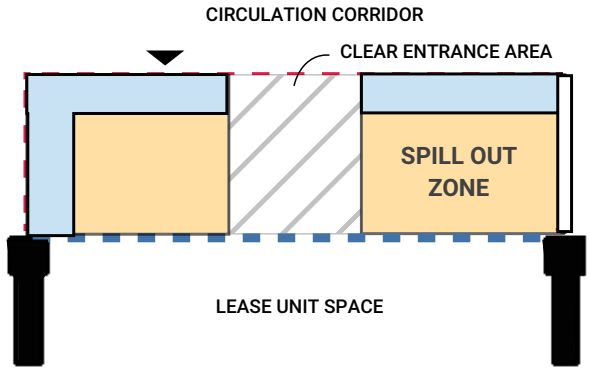
- Utilization of area to be determined by Tenant
- Fixed furniture
- Movable furniture
- Stanchion system
- Clear entrance area
- Clear entrance point
- Queuing exit point
- Queuing entrance point
- Spill-out zone
- Lease line

MERCHANDISE DISPLAY OR COUNTER



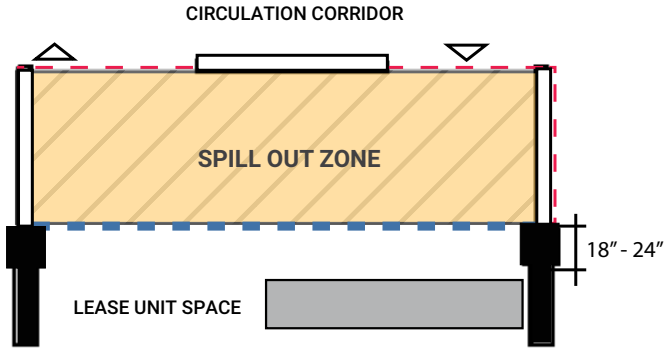
- 18” on either side of the spill out zone to remain open.
- Display area must not encroach into unit circulation or entrance point.
- Furniture or equipment shall be stored in the unit after closing.
- Display layout or space plan shall be approved by the CDA.

GUARDRAIL OR SEATING



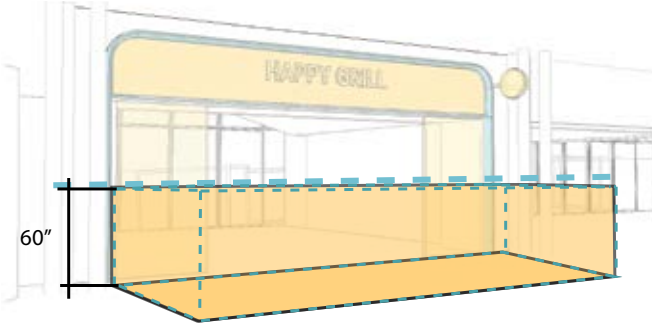
- Maintain 1/3 clear area to match the frontage of the unit, and clear access shall be maintained.
- Any furniture shall be facing the main circulation corridor.

QUEUING OR ORDERING



- Define spill out zone with physical barriers or a stanchion system.
- Queuing will take place parallel to the front of the unit.
- Identify clear entrance and exit points.
- Physical barriers at the end of each unit to be provided by Tenant.
- Counters shall be placed 18”-24” behind the lease line to allow for queuing.

HEIGHT REQUIREMENTS



- The height of all objects in the spill out zone must not exceed 60".
- All objects located in the spill out zone must not obstruct views.

STANCHION SYSTEMS

RECOMMENDED SYSTEMS & MATERIALS

- Modern, durable and heavy stanchion system with high-quality base-and-belt that meets ADA requirements. See Barrier Free Design on page 1-67 for more information.
- Post-and-panel system.
- Design requirements for bases:
  - Low-profile bases.
  - Modern stainless steel or other quality round metal base. Color may be silver, gray or black and should complement colors chosen for storefront DCZ.
  - The CDA recommends sourcing stanchion bases with floor protectors; any damage to the spill out zone flooring will be repaired at the Concessionaire's expense.
- Design requirements for belts:
  - Black double- or triple-belted stanchions are required to meet minimum ADA compliance.

RESTRICTED SYSTEMS & MATERIALS

- Avoid mixing stanchion styles, materials and colors when possible, i.e., avoid using three different color bases or belts for one stanchion system.
- Avoid mixing system types or those with inconsistent or incompatible connection points.
- Prohibited systems include:
  - Plastic or PVC bases
  - Chain, fabric or rope barriers
  - Overly ornate bases
  - Square or other non-circular bases
  - Post-and-panel systems with non-durable or non-rigid materials like chip-board or fabric. Panelized systems should be high-quality, scratch and damage resistant, easy to clean and maintain, and easy to replace if broken or damaged.
  - Panelized systems with heavy branding or advertising. Content or graphics printed on panels should be for the purposes of wayfinding and accessibility (e.g., "Line forms here," or "Entrance >>> ").

MERCHANDISING & EQUIPMENT

STOREFRONT RETAIL

DESIGN RECOMMENDATIONS

- Provide minimum of 66% transparency from the public area into the Lease space except where noted otherwise.
- Provide an individual look while implementing the overall design intent of the project.
- Create an inviting impression for users.
- Use high quality, durable materials like:
  - Safety glass
  - Finished metals
  - Stone
  - High impact painted drywall
- Openness and visibility into concession spaces is an important aspect of the storefront design. The CDA discourages enclosing units with excessive construction of exterior walls or opaque materials.
- Emphasize entries, display windows and merchandise.
- Incorporate high quality graphics in displays and sales areas.
- Accent merchandise with lighting. Lighting of the storefront should not compete with the base building lighting. Excessively high light levels are unacceptable. Neon is unacceptable.

Display of all merchandise shall be integrated into the design concept. All glass storefronts must maximize a light and open presence at the Airport regardless of hour of day.

- Incorporating three dimensional design elements at storefront (i.e., entries & display windows) to accent glazing plane is encouraged.
- All storefronts shall be designed, fabricated and installed by the Concessionaire at the Concessionaire's expense.

Permanent appliances, fixtures, and equipment shall not display advertising, sponsorship text, or branding of merchandise larger than 9" square. Adhesive labels, of any size, with or without branding, are not allowed if they are in public view. Manufacturer's promotional fixturing is not allowed. Recessed standards for shelving is encouraged.

Adequate storage space for merchandise, cleaning supplies, staff items, and refuse associated with the facility's operation shall be integrated into the design. Concessionaires cannot overstock merchandise. Drawings shall indicate quantity of fixtures and locations. Temporary storage of merchandise or refuse outside of the lease line is not allowed.

> **Retail windows that are organized and appealing from the inside and outside are encouraged.**

Merchandising equipment. Location: Coach in Terminal 2, Main Hall

FURNITURE & FIXTURES

RECOMMENDED

The design intent at locations with spill out zones is to **maintain open sightlines, remove visual clutter and promote cohesive designs** by avoiding visually obstructive fixtures, temporary storage and randomly placed signage or furniture.

360-degree tiered display table

Transparent security enclosure allows 24-hour merchandise display

Tiered tables

INTERIOR VISUAL QUALITY

Concessions that are inviting energize the Airport experience. Travelers should be provided the highest level of comfort and control in an atmosphere that champions the environment without compromising style and functionality. In order to achieve these goals, the interior visual quality of Concessionaire spaces must incorporate innovation along with high-quality workmanship, as well as high-end, durable materials and finishes.

The use of graphics, detailing, dramatic lighting, color, fixtures and merchandising should be an integral part of the proposed design. Visual quality of retail display and ongoing maintenance shall be considered. All Point of Sale (POS) counters, condiment counters, trash and recycling enclosures, and storage requirements shall be carefully planned in order to reduce visual clutter.

Concessionaires shall provide a consistent image, signage and finishes package for the entire leased space. Concession spaces should aim to balance the needs of building performance with passenger experience. Concessionaires must develop design concepts that make it easy for passengers to access and navigate the space.

Sustainability features, lighting, natural greenery, and plants are key features into the design of the space.

GENERAL GUIDELINES

- Freestanding millwork above 5’-6” in the DCZ shall be limited to a maximum of 30% of the storefront. Cash wraps should have surrounds (shrouds) to hide equipment.
- Track lighting within DCZ and remainder of store shall be concealed within a light pocket as not to be visible from the common area.
- When applying graphic film to walls use a level 5 finish on drywall.

FOOD AND BEVERAGE: IT'S A CHICAGO THING

A dining approach, drawing elements from high-end cafes and restaurants, is a recommended way to create inviting dining experiences throughout O’Hare.

The intention is to create spaces that capture an experience comparable to dining in one of Chicago’s many eateries.

Food and beverage establishments are an integral experience at the Airport. The Concessionaire’s design should take into consideration how best to work with and complement the surrounding environment. Eateries should provide a variety of seating allowing passengers to dine, read or relax. A focus on regional and sustainable offerings is encouraged.

Creativity within food & beverage interiors are encouraged!

Photo illustrates unique mix of materials, lighting and seating options to draw patrons into the space.

MATERIALS & FINISHES

> **The concession interiors must project a high standard of design commensurate with the quality of store interiors found in leading upscale boutiques and shopping centers.**

Store designs must consider high-quality, durable materials and finishes that can withstand high-volume and impact traffic settings, luggage carts, wheelchairs and commercial maintenance equipment.

Finish materials up to 30" above the finished floor are susceptible to luggage cart damage and shall be considered high-impact zones. Materials should be resistant to scratches, dents, chips and stains at storefront entries and throughout the interior space. Materials should also be selected to avoid damage, soiling and finger prints.

Concessionaires are strongly encouraged to incorporate design and materials that will withstand abuse and maintain an attractive appearance.

The following sections identify materials that may be used in concessions at O'Hare. All materials shall be non-combustible, fire resistant, and meet applicable codes.

Illustrative example of high-end durable materials that are simple to maintain and withstand high-impact traffic.

RECOMMENDED MATERIALS

NATURAL STONES

- Granite
- Marble
- Durable Stones
- Quartz
- Slate

(Stone should be sealed as appropriate for the particular stone)

GLASS

Windows should consist of clear glass in a frameless butt-glazed system or an approved aluminum or wood framing system. Glass allowed includes safety glass, decorative and art glass. Art glass may be colored, textured, stamped, cast, fused, etc.

METAL

The creative use of exposed metal as an accent material within the store environment is encouraged.

- Bronze
- Brass
- Copper
- Stainless Steel
- Nickel
- Iron
- Aluminum
- Chrome
- Pewter (must be lead-free)

Finishes include sandblasted, imprinted, painted, etched, brushed, textured, polished, anodized and factory enameled. Products may be extruded or rolled, sheet, perforated, welded wire fabric or mesh. Sheet products shall be either heavy gauge or detailed to prevent “oil-canning” and sharp edges. No scratches, warping, dents, or other imperfections are allowed. Where seams occur they shall be detailed to enhance the overall design.

WOOD

All exposed wood shall be natural or finished with clear stains and varnish. Samples for wood finish must include exact species, stain and finish. All woodwork shall be kiln-dried and Class I fire-retardant treated per Code requirements. Encouraged woods include:

- Maple
- Oak
- Cherry
- Walnut
- Fir
- Hemlock
- Mahogany

Detailing to minimize marring and scratching should be considered when wood is used. Soft woods are discouraged for floors and high traffic areas and impact zone throughout the space.

PAINTED FINISHES

The CDA discourages paint finishes, with the exception of baked finishes. This is especially important in high-traffic and high-impact zones.

TILE

Tile allowed includes glass, natural stone, ceramic and porcelain. Any size tile from 1/2" mosaic to 24" square, is allowed. Use of quarry tile should be limited to the back of house or kitchen applications. Sealer should be applied as recommended by the manufacturer. Keep the location of the tile in mind when selecting mortar colors. Use darker tone mortar in high traffic areas where dirt collects and use lighter tone mortar restricted to vertical surfaces a minimum of 6” above the finished floor (AFF).

MIRROR

Mirror allowed includes clear, colored and bronze. Mirror fixing should avoid J–molding trim whenever possible. Use of mirror on storefronts is not allowed.

DISPLAY WALLS

“Slat-wall” type display systems should be of the highest quality with attractive finishes and used sparingly for merchandise display. The CDA strongly recommends sourcing alternatives to slat walls that display merchandise in a more attractive way.

RESTRICTED MATERIALS

Use of restricted materials requires review and written CDA approval. Please reference Designer's Request for the CDA Design Standards Variance Form in the CSOP.

- Pegboard walls & pegboard fixture systems
- Plastic Laminate
- Shingles
- Field painted aluminum
- Plywood paneling
- Simulated materials such as plastic stone
- Plastic plants
- Fluorescent paint
- Any material that is low quality, non-durable or difficult to maintain
- Any material that would constitute a fire or public hazard

Special features and fixtures not mentioned herein shall be presented to the CDA for review and approval on a case by case basis.

EXAMPLES

FLOORING

DESIGN RECOMMENDATIONS

Use light, airy, and natural materials when possible. See the interior materials spec sheet for details. Avoid "loud" or dark colored flooring materials.

No flooring changes are allowed into the Concessionaire's spill out zone. Flooring inside Concessionaire space should be separate from the existing concourse flooring. This applies to temporary flooring or vinyl flooring within the spill out zone.*

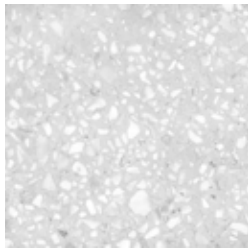
The existing terrazzo floor will remain within the Concessionaire space except for those locations where the new base building work requires removal of the floor. The Concessionaire is responsible for any change, repair and maintenance to the floor material within its space.

In all wet areas where water is used, such as kitchens, wait station, bars and service areas, the Tenant must provide a durable and cleanable flooring surface with a minimum 6" high cove base. Tile must use epoxy grout and be sealed.

A waterproof membrane shall be installed in all wet areas and extend onto the wall at least 12" above finished floor (A.F.F.)

Storage areas must have a minimum finish of sealed concrete.

Kiosks may use removable vinyl plank flooring or printed film on top of the concourse terrazzo floor. All adhesives shall be removed and the concourse terrazzo restored to the original condition.



EXAMPLES

RESTRICTED MATERIALS

Use of restricted materials requires review and written CDA approval. Please reference Designer's Request for the CDA Design Standards Variance Form in the CSOP.

While restricted within a lease space, these materials can be used in back of house areas not visible to customers. Keep in mind these may also be subject to more frequent maintenance.

- Rubber tile
- Cork
- Vinyl composite tile (VCT)
- Sheet vinyl or rubber flooring within the area of public view (reclaimed composite rubber flooring may be acceptable and is reviewed on a case-by-case basis)*
- Simulated brick
- Unfinished concrete floors

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* Kiosks may utilize vinyl plank flooring on top of the existing terrazzo. Inline typologies are prohibited from using vinyl flooring.

EXAMPLES

WALL BASE

The Concessionaire will provide a consistently maintained wall base, a minimum of 6” high of an appropriate durable material throughout the visible interior. Materials should match or coordinate with storefront materials.

All wall bases shall be scribed to the floor and fully adhered to the wall. A separate base is encouraged.

RECOMMENDED MATERIALS

- Natural stone - granite, marble, or other natural stone
- Porcelain tile
- Metal - stainless steel, brass, anodized aluminum, or enameled base integrated with the rest of the storefront design
- Terrazzo

RESTRICTED MATERIALS

- Plastic laminate
- Rubber or vinyl base
- Pre-finished thin metals

CEILING

RECOMMENDED MATERIALS

- Wood - natural, stained, painted, certified by the FSC® or the Sustainable Forestry Initiative (SFI)
- Finished gypsum wall board
- Suspended metal canopy framing per typology guidelines
- Acoustical Ceiling Tile (ACT) is allowed in back of house areas only

RESTRICTED FINISHED CONDITION

Exposed construction may be considered and approved by the CDA if it is incorporated into the overall design of the space.

- All exposed construction materials are required to be painted.
- All utilities must be well organized.
- All cables and low voltage wiring must be secured to bracing elements.
- A suspended structural ceiling frame may be required to support the Tenant ceiling, lights, design features. Long closely spaced suspension wires are not permitted.

CEILING CONSTRUCTION & ACCESS

The Concessionaire’s ceiling within the DCZ shall be constructed with the approved materials. There shall be no combustible materials in the ceiling space. Ceiling design shall incorporate access to all ceiling-mounted Airport and Concessionaire equipment requiring inspection and maintenance. The Concessionaire’s designer shall determine the required sizes and locations of access points.

Ceiling heights should be as high as permitted within Concessionaire spaces. Unless otherwise indicated in the typology cutsheets, construction of ceilings is prohibited.

MERCHANDISE DISPLAY

Merchandise display wall panels and metal standards shall be independently secured and mounted in accordance with all governing codes and standards. The Concessionaire acknowledges that demising walls are not designed to support wall-mounted fixtures or millwork without supplemental support.

TRANSITIONS

Merchandise and fixtures, when showcased properly, can entice passengers to look and linger. Such features can guide or even inspire the design of the facility. Concessionaires are encouraged to provide unique and different experiences throughout the passenger's path. Customer focused design elements are recommended.

DESIGN RECOMMENDATIONS

- Visual screens required for all pass through(s) between front public area and back of house zone to prevent direct views into back of house area.
- Concessionaire shall be familiar with existing conditions.
- Provide durable surfaces at outside corners that receive heavy traffic use.
- Doors are required between front of house and back kitchens and stock rooms.
- Provide details to describe floor, wall, and ceiling transitions at adjacent Concessionaire and Airport finishes.
- An unexpected or unique use of fixtures is encouraged. These elements can elevate the look and feel of a retail environment.

Illustrative example of a creative way to incorporate merchandise display into the storefront design to attract customers into the store.

FURNITURE & FIXTURES

Furniture and fixtures shall be commercial quality, designed for the intended function and able to withstand heavy customer use. The Concessionaire is advised to pay particular attention to the materials, finishes and construction of the furniture to insure long service-life and attractive appearance. Test samples may be requested as part of the approval process.

All millwork, counters and furniture, shall be an integral part of the overall design. Each of these elements must comply with ADA regulations.

COUNTERS & RAILINGS

Counter tops and railings shall be fabricated from solid surface (such as Corian® or Avonite Surfaces®) or otherwise seamless materials like metals, natural or artificial stone, quartz or concrete.

TABLES

Table tops and edges should be durable and easily cleaned; e.g.: solid surface, natural stone, stainless steel, appropriately treated solid wood surfaces. Use of plastic laminate is not allowed unless the design, pattern and detailing adds to the overall concept and enhances the concessions environment at the Airport. Table bases should be of suitable scale and construction to provide stability and durability.

SEATING

Frames are to be of metal or solid wood. Upholstery, where used, should be selected for its timeless appearance, durability, and ease of maintenance. Fabrics should have a pattern that aids in keeping a clean appearance.

GENERAL

If applicable, seating areas should provide: space for luggage, purse hooks and electrical outlets. Based on equal access requirements under the ADA, the CDA encourages that Food Court areas provide equal opportunities for patrons by offering the same range of experiences and opportunities afforded to the general public. In a dining area, this would include options for view and sitting in different sized groups or alone. Each of the various dining types in Food Court design should strive to provide different experiences or opportunities to patrons.

Illustrative example of durable seating and ample space for luggage to encourage passenger flow through the space.

CAFÉ SEATING WITHIN LEASED PREMISES

The seating system shall be designed for high traffic and volume. The furniture must consist of minimal parts that are interchangeable between seating groups. Furniture shall be free of sharp corners, protruding elements, or any other projections that could create a safety hazard. Furniture cannot be attached to the floor and chairs must have appropriate glides to prevent scratches and damage to finish floors. Test samples are required as part of approval process.

The following criteria govern the design of the Concessionaire's café seating area inside the closure line.

AESTHETICS

- Food table and chair designs should compliment the base building.
- Light colored wood and metal are encouraged.
- Clean lines, minimal materials and simple forms shall create visually pleasing seating.
- Details should be simple and durable with attention to the quality of craftsmanship and clean welds.
- Stool height counters and railings at storefront entries to be kept at a minimum.

COMFORT AND ERGONOMICS

- Purse hooks and electrical outlets should be installed.
- Space for luggage shall be provided.
- Concessionaires to provide ADA furnishings as required.
- Furniture shall be easily maintained.

> **All circulation aisle width and seating approach shall be maintained throughout the seating areas**

TABLES

- Height – Tabletop should be comfortable to sit at and appropriate to chair height.
- Size – Tables should be large enough to have room for passenger items and have a combination of two to eight people per group.

CHAIRS

- Comfortable for short-term seating
- Accommodate people of varying body types and ages
- Small children can be seated without fear of falling through the back
- Provide high chairs
- Arms are discouraged
- Furniture legs shall be stable and level

Illustrative example of a good mix of seating types, and ample circulation space to accommodate diners and their luggage.

FOOD AND BEVERAGE MERCHANDISING & EQUIPMENT

DESIGN RECOMMENDATIONS

- Creative use and integral displays encouraged
- All merchandise to be visually integrated into design
- High quality grab & go cases

> **Showcase food presentation in a fresh, imaginative manner consistent with an overall branding approach. Fresh foods and photography may be used to reinforce the presentation.**

FOOD SERVICE EQUIPMENT

Any food service equipment that is within sight of the customer must be coordinated and integrated into the design; including the finish and trim on all factory-finished surfaces of coolers, freezers, casework, and other equipment.

SUMMARY OF REQUIREMENTS

- Deli and bakery cases that showcase food shall be considered as part of the visual presentation with materials consistent with overall design.
- All visible food preparation shall be thought of as part of the overall merchandising concept, consistent with a demonstration-kitchen approach.
- All visible kitchen equipment shall enhance the overall look and feel of the Concessionaire's space and be recessed in architectural cabinetry or millwork.
- Any vendor identification on exposed kitchen equipment shall be smaller than 9" square.
- Minimize the amount of visible food service equipment by placing it in the back of house and out of the public's view.
- Casters on in-line equipment (i.e. refrigerator cases) shall be concealed with a decorative kick plate.
- Visible storage of food items and utensils shall be minimized.
- Beverage display shall be integrated into design concept and shall not be placed on top of frontline counter or equipment.
- Plastic drapes for coolers may be proposed as an option when drapes are maintained to remain clear, scratch free, or replaced regularly.
- All condiment counters are to be located within the lease and integral with the architectural casework.
- No drink dispensers or other free standing equipment shall be allowed on front counters.
- Trash bins shall be integrated and have openings sized to conceal trash within.

SUMMARY OF REQUIREMENTS (CONTINUED)

- Provide adequate venting for built-in grab & go units so that excess heat does not build up. Refrigerated food cases must maintain a minimum of 18” clearance from glass or window.
- Counters, fascia and kick plates should be fabricated with solid surface or natural materials resistant to damage.
- Beverage dispenser or miscellaneous equipment that is necessary to be placed on the front counter must have shroud or panels to conceal the back of the equipment and exposed power cords.

Varied merchandise displays and kick plates at Nuts on Clark (O'Hare in Terminal 5, Baggage Claim)

INTERIOR SIGNAGE & GRAPHICS

MENU BOARDS

Menu boards are a key aspect in supporting the architectural design of each food and beverage concession.

- Font and text size shall be easily viewed from a minimum distance of 10'.
- Menu board design shall be produced by a professional graphic designer hired by the Concessionaire.
- Food photography shall be produced by a professional food stylist.
- Concessionaires are encouraged to consider menus as part of the overall composition of their space and go beyond conventional placement standards.
- Concessionaires may choose to use Liquid Crystal Display (LCD) technology for menu boards.

RESTRICTED SIGN TYPES AND TECHNIQUES

Use of restricted materials requires review and written CDA approval. Please reference Designer's Request for the CDA Design Standards Variance Form in the CSOP.

- Cabinet or "can" signs with illuminated translucent backgrounds and silhouetted letters
- Flashing, moving, sequencing, audible or odor-producing signs
- Stickers or trademarks
- Internally illuminated awnings
- Vinyl signs such as the stick-on or decal type graphics
- Charge card signs & hours of operations cannot be attached to storefront glazing or storefront itself
- Injection-molded plastic box signs, or vacuum formed signs
- Noise-making signs or signs with moving parts or animated lighting effects
- Exposed neon, neon tube applied directly to fascia element or other exposed light source
- Exposed lamps
- Temporary signs or banners
- Frameless paper signs

Illustrative example of well-placed menu boards using approved materials.

Illustrative example of well-placed menu boards using approved materials.

LIGHTING

Lighting creates visual interest & excitement. It serves as a focal point for the patron whether in a restaurant or in a retail setting enhancing perception and experience. Consider accent lighting to enhance visual merchandising and display of food.

SUMMARY OF REQUIREMENTS

- All lighting shall be commercial grade, UL certified, LED type fixtures.
- For lighting in concession spaces with open ceilings.
  - Use suspended linear or track lighting that complements the interior design. Monopoint spotlighting is encouraged for merchandise displays, and pendant lights are encouraged for cash wrap or register areas.
  - Gridded truss systems are not to be used.
- Interior lighting shall be warm and inviting.
- Vary lighting levels within the concession space to add visual interest & direct patron movement through the space.
- All lamps shall be shielded in a manner to minimize glare.
- The use of decorative-type lighting of any kind shall be encouraged to achieve a desired ambiance.
- All Concessionaire lighting shall be controlled separately and illuminated only during certain time periods.
- No lighting shall be installed outside the Concessionaire's lease line.
- Track type lighting is discouraged unless recessed in a pocket or thoughtfully incorporated into the overall design within the Concessionaire's lease space.
- All display cases must integrate shielded lighting and be vented appropriately.
- Lighting shall be energy efficient.
- Concessionaires shall be responsible for egress lighting with battery back up.
- Exit lights shall be frameless type and the location approved by the Chicago Fire Department.

DESIGN RECOMMENDATIONS

- Concessionaires are encouraged to use a lighting designer to assist in employing the most current and effective lighting techniques while minimizing electrical consumption.
- Concessionaires are required to work with a licensed engineer to ensure designs meet all applicable building and energy codes.
- Storefronts should be brightly and dramatically lit to focus attention on merchandise, and contrast with lighting levels in the concourse.
- Track lighting in display windows should be recessed in coves or pockets.
- Spotlighting may be achieved using recessed, adjustable angle fixtures or track-mounted adjustable spotlights.
- Lighting should be designed to illuminate the facility and its products or services, but must not shine into eyes of passengers, cause glare or distraction.

RESTRICTED LIGHTING APPLICATIONS

Use of restricted materials requires review and written CDA approval. Please reference Designer's Request for the CDA Design Standards Variance Form in the CSOP.

- Surface-mounted fixtures with exposed lamps, except for those of a decorative nature.
- Fluorescent fixtures are prohibited. Only LED fixtures are allowed. Specialty fixtures shall be reviewed and approved by the CDA.
- Exposed raceways, conduits, transformers and other equipment shall not be visible to the public.
- Moving lights or components, strobe or flashing lights.
- Any light source with a Color Rendering Index (CRI) less than 80.
- Colored lights are prohibited unless approved by the CDA.

RECOMMENDED LIGHTING SYSTEMS AND TECHNIQUES

Lighting designers shall use creative techniques for providing ample lighting for concession staff and customers, and to highlight merchandise. The images on this page show lighting styles the CDA prefers. See below for examples of approved lighting systems. Low voltage solutions highly recommended.

Wall wash or recessed linear lighting

Track lighting that blends into the ceiling

Mix of indirect or wall wash lighting and traditional recessed lighting

Semi-recessed track lighting

RECOMMENDED LINEAR SUSPENSION LIGHTING SYSTEMS FOR OPEN CEILING DESIGN

For concession design plans that incorporate open ceilings, lighting and all exposed ceiling elements must be thoughtfully controlled. Lighting design may:

- Accentuate the existing terminal architecture
- Hide the elements above the ceiling
- Create a special design feature

Asymmetric placement based on space use plan

Overlapping design to create a unique focal point

Parallel array

Linear light recommended to be 4' long minimum

RESTRICTED LIGHTING SYSTEMS

Bulky or outdated track, spot or down lighting

Round lighting with a diameter greater than 7"

LIGHTING DENSITY ALLOWANCES

VA/SQ FT = VOLT-AMPERES PER SQUARE FOOT

- Basic office tenant: 1.1 VA/SQ FT
- Retail sales area: 1.7 VA/SQ FT
- Food preparation: 1.2 VA/SQ FT
- Active storage: 0.8 VA/SQ FT
- Bar lounge or dining area: 1.4 VA/SQ FT

NATURAL LIGHT AND WINDOWS

Concessionaires are encouraged to allow natural lighting into public spaces next to exterior windows wherever possible. Concessionaire designs should pay particular attention to natural lighting within and adjacent to the Concessionaire's spaces. In some cases natural lighting is limited while others receive considerable natural light. In-line Concessions should maximize natural light.

WINDOW TREATMENT & APPLICATIONS

Window coverings or art work are not allowed without special approval by the CDA.

DESIGN RECOMMENDATIONS

- Cold food and beverage storage cases and refrigerated cases can be significantly impacted by natural light, causing food and beverage temperatures to rise to unacceptable levels.
- Natural lighting may affect the location of merchandising.
- Ceiling or wall features may be required to diffuse direct natural lighting.

Illustrative example of unique lighting and menu board placement.

MEDIA & TECHNOLOGY

SPEAKERS

Concessionaires using speakers for the purpose of providing quiet background music for their patrons' enjoyment must take precautions to ensure that any sound or vibration is NOT transmitted to adjoining spaces. Speakers should be positioned facing away from the concourse so that noise level should not travel past 60" outside the storefront.

FLAT SCREEN DISPLAYS

Flat screen displays, if approved, are to be placed uniformly within millwork or adjacent to wall finishes.

WI-FI

Concessionaires are encouraged to provide Wi-Fi within their space especially in areas where the Airport Wi-Fi is weak.

CHARGING STATIONS

Food & Beverage Concessionaires are also encouraged to provide charging stations within their space.

TRASH, RECYCLING & BACK OF HOUSE

The Airport is a gathering place for all guest to enjoy while they are visiting. The CDA insists that all Concessionaires maintain their space by concealing trash, encouraging recycling, cleaning, providing adequate space for employees personal belongings, and Concessionaire storage.

Concessionaires shall provide an appropriate number of trash and recycling receptacles to maintain a clean and sanitary environment for their passengers. Free standing trash bins are not allowed in public view. Trash handling and recycling includes bins' staging space and should always leave enough space for goods-in waste-away requirements. All integrated trash bins shall have openings sized to conceal trash. Final design submissions must indicate the location and access to the container within the leased area.

Refrigeration equipment shall be installed in the concessions space by the Concessionaire if perishable items are handled or if required by applicable governing laws, codes, and/or regulations.

All Concessionaires shall incorporate a store room, closet or back of house space to accommodate the following:

- Trash and recycling handling, plus bin staging space
- Cleaning supplies, including ample space for mop basins and hand sinks where necessary
- Employee lockers or space for employee belongings
- Ladders and other equipment or supplies
- Goods storage shall be separate from trash, recycling and cleaning supplies, if possible
- Office supplies or space if applicable

> **Unattended stocking cartons or boxes cannot be on the floor in public areas during open hours of operation.**

BARRIER FREE DESIGN

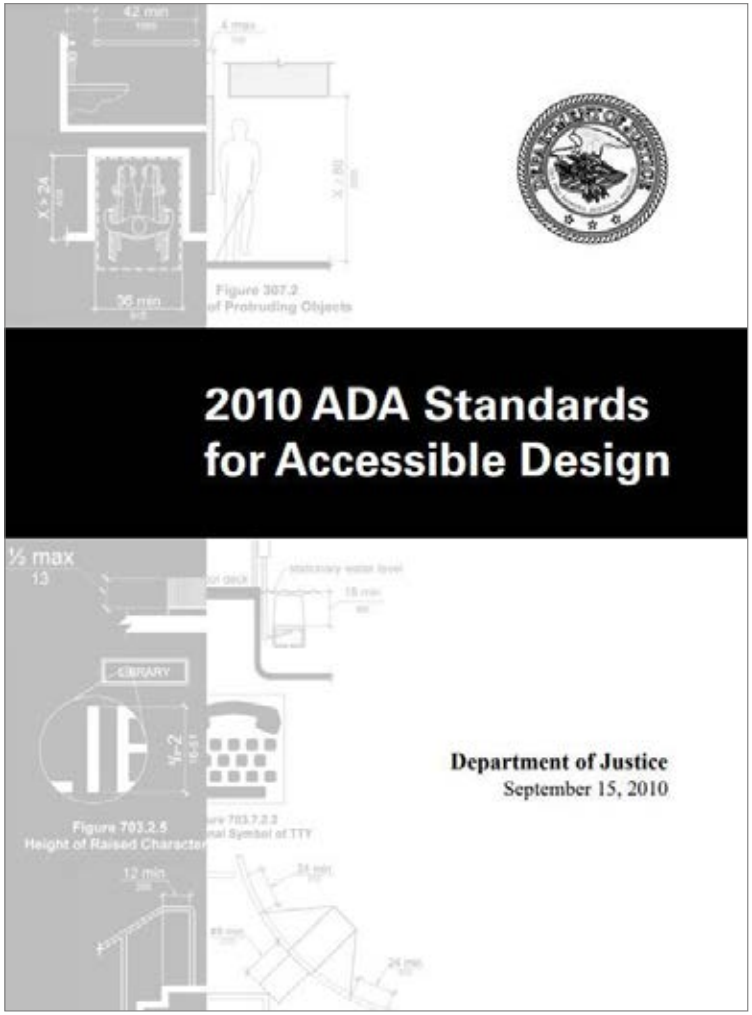
The CDA is committed to creating an airport environment that can be enjoyed by people of all ability levels. The standards for barrier free design are outlined here.

Every Concessionaire is responsible for ensuring that its storefront and entire unit design conforms to current code requirements identified in the Chicago Building Code, Chicago Municipal Code, the Americans with Disabilities Act and the Illinois Accessibility Code.

Design and construction documents will be reviewed specifically to ensure that people with disabilities will have full use of facilities, including:

- Communications services
- Choice of finishes and furniture selection
- Overall management approach

> **This section does not replace applicable barrier free codes and/or legislation; the more stringent requirement should govern. Please ask your CDA POC for a copy of the Chicago Airport ADA & Accessibility Guideline 2022 document.**



2010 ADA STANDARDS FOR ACCESSIBLE DESIGN

QUEUING RECOMMENDATIONS: STANCHION SYSTEMS, MERCHANDISING DISPLAYS AND ACCESSIBLE ROUTES

Proper stanchions are critical to maintaining safe and accessible queuing space for passengers of all ability levels. See below for an overview of the 2010 ADA Standards for Accessible Design that impact queuing systems and protocols at O'Hare. Links are provided to each section to fully understand these guidelines and the associated 3-digit ADA section code will help guide you through those requirements.

Broadly, the horizontal sections of stanchion system should be 12" wide or less, or, the post-and-belt system should incorporate two belts with the lowest belt no higher than 27" above the finished floor.

> **At least one check-out aisle must be usable by people with mobility disabilities and requires a proper front or side approach space and a checkout counter at a maximum height of 38".**

307 PROTRUDING OBJECTS

Objects with leading edges more than 27" (685 mm) and not more than 80" (2030 mm) above the finish floor or ground shall protrude 4" (100 mm) maximum horizontally into the circulation path.

When a cane is used and the element is in the detectable range, it gives a person sufficient time to detect the element with the cane before there is body contact. Elements located on circulation paths, including operable elements, must comply with requirements for protruding objects.

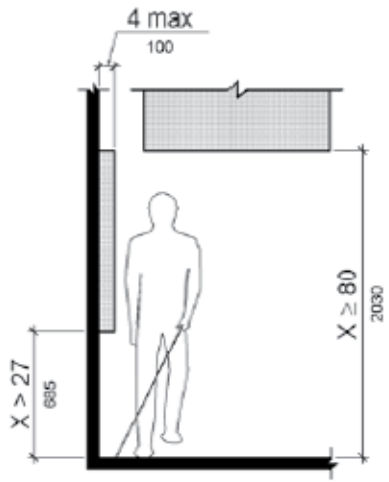


EXHIBIT: LIMITS OF PROTRUDING OBJECTS

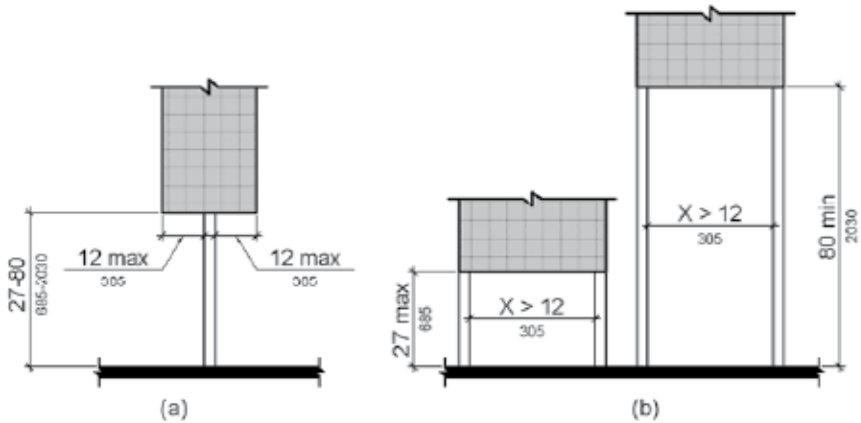


EXHIBIT: POST-MOUNTED PROTRUDING OBJECTS

308 REACH RANGES

308.2 Forward Reach

308.2.1 Unobstructed. Where a forward reach is unobstructed, the high forward reach shall be 48" (1220 mm) maximum and the low forward reach shall be 15" (380 mm) minimum above the finish floor or ground.

308.2.2 Obstructed High Reach. Where a high forward reach is over an obstruction, the clear floor space shall extend beneath the element for a distance not less than the required reach depth over the obstruction. The high forward reach shall be 48" (1220 mm) maximum where the reach depth is 20" (510 mm) maximum. Where the reach depth exceeds 20" (510 mm), the high forward reach shall be 44" (1120 mm) maximum and the reach depth shall be 25" (635 mm) maximum.

308.3 Side Reach

308.3.1 Unobstructed. Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48" (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

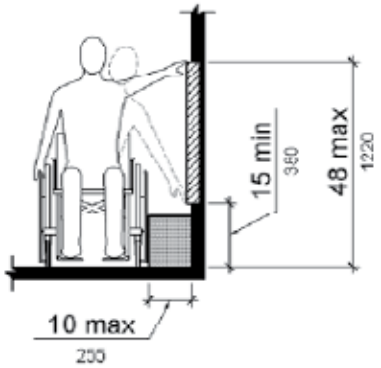


EXHIBIT: UNOBSTRUCTED SIDE REACH

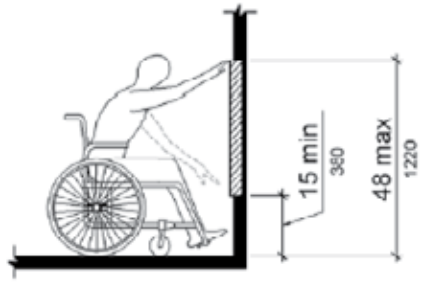


EXHIBIT: UNOBSTRUCTED FORWARD REACH

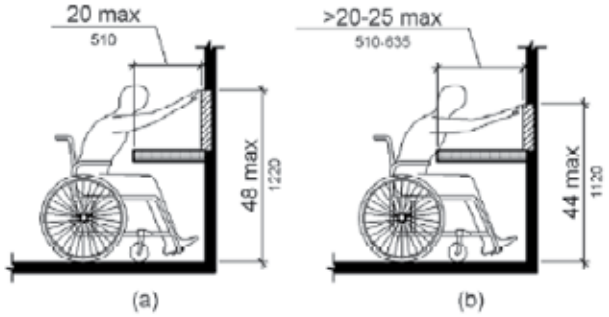


EXHIBIT: OBSTRUCTED HIGH FORWARD REACH

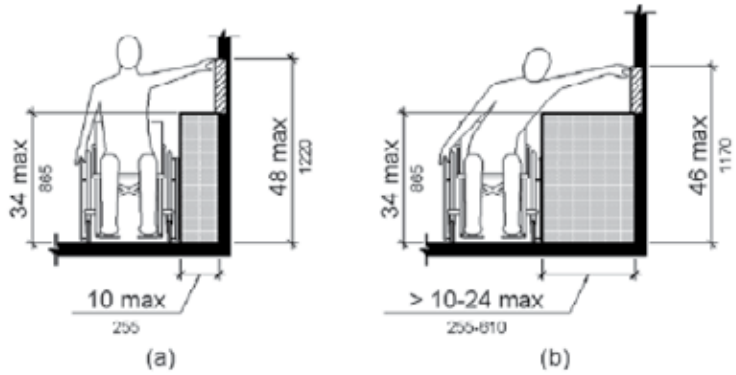


EXHIBIT: OBSTRUCTED HIGH SIDE REACH

403 WALKING SURFACES

403.5.2 and 403.5.3, the clear width of walking surfaces shall be 36" (915 mm) minimum.

EXCEPTION: The clear width shall be permitted to be reduced to 32" (815 mm) minimum for a length of 24" (610 mm) maximum provided that reduced width segments are separated by segments that are 48" (1220 mm) long minimum and 36" (915 mm) wide minimum.

403.5.2 Clear Width at Turn. Where the accessible route makes a 180 degree turn around an element which is less than 48" (1220 mm) wide, clear width shall be 42" (1065 mm) minimum approaching the turn, 48" (1220 mm) minimum at the turn and 42" (1065 mm) minimum leaving the turn.

ADA REQUIREMENTS

Please note there are other sections of the 2010 ADA Standards for Accessible Design that are relevant to spill out zones, queuing, and stanchion systems, including (but not limited to):

- 204 Protruding Objects
- 227 Sales and Service
- 304 Turning Space
- 305 Clear Floor or Ground Space
- 306 Knee and Toe Clearance
- 307 Protruding Objects
- 308 Reach Ranges
- 402 Accessible Routes
- 403 Walking Surfaces
- 404 Doors, Doorways and Gates
- 904 Check-out Aisles and Service Counters

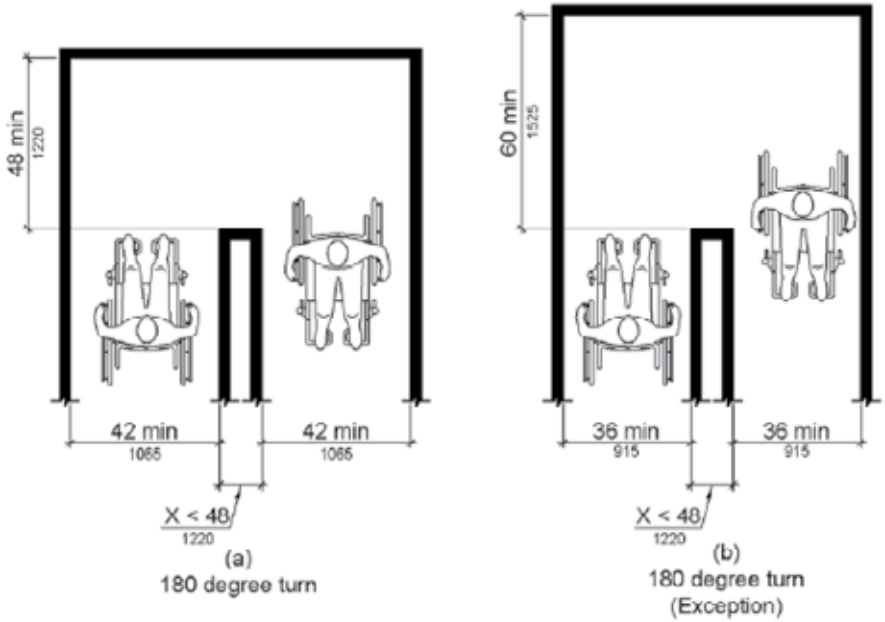


EXHIBIT: CLEAR WIDTH OF AN ACCESSIBLE ROUTE

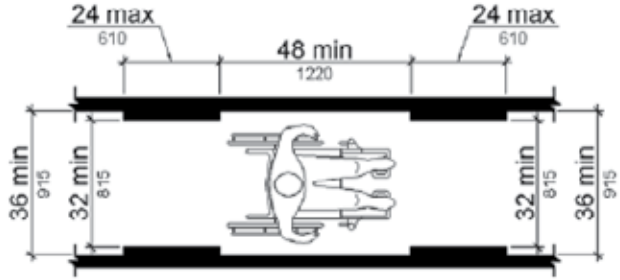


EXHIBIT: CLEAR WIDTH AT TURN

CONCESSIONAIRE ACCESS RECOMMENDATIONS

RESTAURANT AND LOUNGES

Specific recommendations will depend on the exact nature of the restaurant and its decor. However the following are basic guidelines for restaurant design as it relates to persons with disabilities:

- Menus [approximately five (5)] are to be provided in alternate formats: large print, Braille and/or audiotape, for persons with low vision or blindness. Where possible, wall mounted menu boards should be at a convenient height for wheelchair users and be well lit with spot lights from track lighting or lit from behind.
- Seating for persons with disabilities should be dispersed throughout the restaurant. Fixed seating such as booths are generally difficult for people with poor mobility, older adults, and are inaccessible for wheelchair users. If booths are integral to the design concept, additional movable seating shall be incorporated, as well as wider aisles to allow wheelchair users and persons using the seating to sit at the table. Based on equal access requirements under the ADA, CDA encourages that Food Court areas provide equal opportunities for patrons by offering the same range of experiences and opportunities afforded to the general public. In a dining area, this would include options for view and sitting in different sized groups or alone. Each of the various dining types in the food hall design should strive to provide different experiences or opportunities to patrons.
- Clear, well-lit directional signage (indicating washrooms, etc.) shall be placed near the entrance.
- Chairs should be light and easy to reposition.
- Seat height should be 18” from the floor, approximately 17” deep x 17” wide, and some chairs should have armrests.
- Supports or cross-bracing may not interfere with kick space under the chair.
- An aisle width of 36” minimum needs to be maintained to allow wheelchair access.
- To accommodate wheelchairs, a minimum height clearance of 27” under tables and 30” between legs is important. Minimum clearances for seating and tables should be a minimum of 30” x 48” x 27”.
- Corner legs on tables are preferred, however if round tables with center posts are used for dining, the minimum diameter of these tables should be 48”.
- In consideration of older adults and others with limited strength and/or poor dexterity, tableware and accessories should be selected that is easy to use, or be available on request, e.g. flatware with larger diameter handles, four pronged forks - not three pronged, glasses and cups should have broad stable bases, glasses with pattern or texture are easier to grip, etc.
- Drinking straws should be available on request.
- Pre-packaged condiments are difficult for people with poor dexterity. Alternatives should be available on request.
- Purse hooks should be available upon request.
- Electrical outlets should be easy to access.
- Provide space to also accommodate luggage.
- To serve wheelchair users, people with walkers, or people with balance and/or agility difficulties, self serve areas require a counter for trays that is 34” from the floor, 36” wide (42” is preferred), and a minimum of 12" deep to provide knee space under the counter and be continuous from entrance to cashier and within accessible reach range.
- To be within reach for wheelchair users, people with limited range of motion and others, food on shelves should be no higher than 54”, and placed no further than 20” from edge of the counter. Duplicate items may be placed to suit designer’s choice.

RETAIL AREAS

- Low-energy or power-assisted doors shall be used when installing doors.
- Minimum aisle widths shall be 36”, and kept clear of displays.
- Counters shall have low sections or cutouts to accommodate accessible users, on both the public side and the working or operating side.
- Point of Service (POS) counters shall be accessible and free of clutter and displays and provide a minimum surface area 18" wide by 12" deep for guests to conduct their transactions.
- Informational signage shall be high contrast lettering generally mounted at eye level.
- Floor surface should be slip resistance.
- Multiple choice merchandise should be displayed within accessible reach.

LOUNGES

- Bars should have lowered section for wheelchair users and/or people unable to use high stools.
- Small tables need a minimum clearance of 27” under the table and a diameter of approximately 24” to be accessible to persons with disabilities as well as other reach dimension ranges.

> **Disability Awareness Training is recommended for lounge servers and greeters.**

Passenger assisted through Terminal 1

STRATEGIES FOR SUCCESS

- Hire experienced engineers familiar with renovation work and specialized in your concession services.
- Hire an experienced airport concessions licensed design or architecture firm to ensure a high quality finished product, and a smooth design and construction process.
- Hire a lighting designer to optimize the use of light in your space and on your products and minimize issues with glare.
- Utilize a graphic designer for signage, particularly storefront and blade signs.
- When documenting context in and around your space, be sure to photograph all adjacent conditions such as lighting, art, and finish details.
- Provide designs and layouts that allow quick and easy access to merchandise or services, clear organization and proper circulation for patrons who, in an airport, usually have luggage and are in a hurry.
- Pay particular attention to Chicago Building Code requirements, Chicago Department of Public Health and current ADA laws.
- Adopt sustainable design practices.
- Effectively communicate design ideas via visual aids.
- Continual dialogue with CDA Concessions and the CDA Design & Construction.

Illustrative example of a well-lit store with well-placed and varied merchandise displays.

03 DESIGN PROCESS

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BEGIN CHAPTER

GENERAL PROCEDURES & PROTOCOLS

Design and Construction Standard Operating Procedures: Concessionaire Project Standard Operating Procedures (CSOP) & Design and Construction Standard Operating Procedures: Concessionaire Project Standard Operating Procedures Exhibits (CSOP-E)

The CDA reviews, oversees, and approves design and work for all new construction, renovation and remodeling projects at O'Hare and Midway International Airport (Midway). The Concessionaire's design team shall provide evidence of professional services throughout the design, documentation, and field review stages of the work. Design, drawings, documents, materials, and as built(s) shall be prepared, signed, and sealed by a licensed architect and engineer professional, to practice in the State of Illinois.

To reference the following CDA documents, visit the links below:

CSOP CSOP-E

04 GREEN GOALS & DIRECTIVES

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BEGIN CHAPTER

SUSTAINABLE AIRPORT MANUAL™ (SAM®)

> **The CDA's goal is "to provide an exceptional airport in service to our communities". The CDA recognizes that becoming more environmentally sustainable will help us achieve this goal today and in the future.**

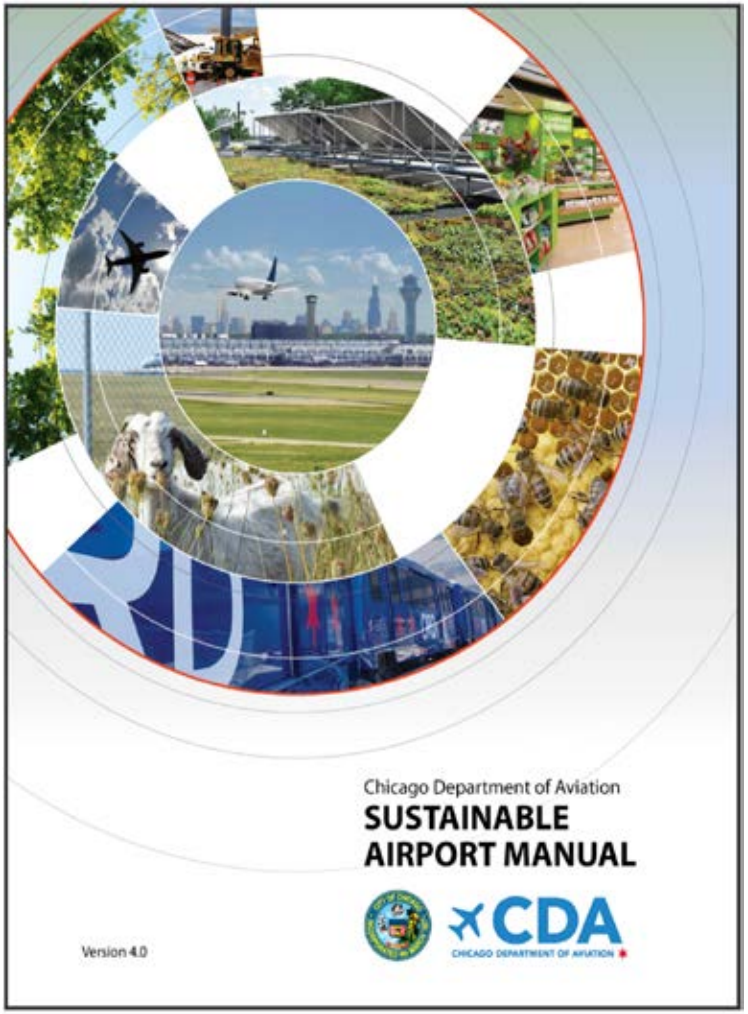
Included with each design submittal, the Concessionaire must also submit a Sustainable Airport Manual™ (SAM®) Checklist. The relevant SAM® chapter is Concessions & Concessionaires - Design & Construction which can be found along with all its supporting documentation at **flychicago.com/SAM**.

> **All Concessionaires are obligated to comply with Sustainable Performance Goals as outlined in the SAM® Guidelines.**

The CDA promotes environmental stewardship. Greenhouse gas emissions reduction, energy conservation, renewable energy, water efficiency, air quality, a preservation of natural resources, waste reduction, employee wellness and green building facilities are sustainable attributes that the CDA values. The SAM® is a comprehensive guidance manual created by the CDA to incorporate and track sustainability in administrative, concessions and tenants with minimal impact to project schedules or budgets.

For design, renovations, and construction of tenant projects, only the Concessions & Tenants - Design & Construction (CT-DC) section is applicable (SAM® CT-DC Credits 1.0 to 7.0 and 16.0).

The SAM® Checklist submittal is applicable to most concession and tenant projects. The applicability is based mainly on the size and scope of the project. The determination of whether a SAM® Checklist is required shall be made by the CDA and shall be communicated to the designer in the **Response to the Project Initiation Letter**.



CDA SUSTAINABLE AIRPORT MANUAL (SAM®)

CONCESSIONS REQUIREMENTS & RECOMMENDATIONS

SUSTAINABILITY RECOMMENDATIONS

The following strategies are recommended:

GREEN CLEANING

- Use environmentally considerate cleaning products, disinfectants, polishes and floor finishes.
- Consider janitorial paper products and trash bag liners with high recycled content.

GREEN PRACTICE

- Design the lighting program to be more efficient than required by the energy code.
- Specify materials with high recycled content.
- Consider the use of rapidly renewable materials such as straw board, bamboo, poplar oriented strand board (OSB).
- Reduce carbon emissions associated with shipping large distances, specify materials that are extracted, manufactured and assembled locally.
- Where wood is used, consider specifying materials that are certified by the Forest Stewardship Council® (FSC®). The “Seal of Approval” is awarded to forest managers who adopt environmentally and socially responsible forest managerial practices. Companies which manufacture and sell products made from FSC® wood are able to gain Chain of Custody (COC) documentation which allows their products to also carry the FSC® label.

SUSTAINABILITY REQUIREMENTS

All Tenants at O’Hare are required to use the following sustainable strategies as part of their Tenant improvements:

1. All paints and coatings must not exceed Volatile Organic Compounds (VOC) thresholds.
2. All Adhesive Sealants must not exceed VOC thresholds.
3. All composite wood agrifiber products (MDF, plywood, etc.) including core materials, must contain no added urea-formaldehyde resins.
4. Construction waste management practices at O’Hare target a minimum of 50% of waste diverted from landfills. Concessionaires must hire a construction waste recycling hauler in addition to a typical waste hauler. Diversion reports shall be collected from the recycling service to document diversion percentages. Percent of waste is determined by weight or volume.
5. Install ENERGY STAR® eligible equipment and appliances, office equipment, electronics and commercial food service equipment (but excluding HVAC and lighting).
6. Install low-flow sprayers and faucets.

EDUCATION

Concessionaires are required to communicate their service, product, packaging and/or facility’s green benefits to the patrons. This should be done through graphic signage and messaging that tells the story of the Tenant’s unique approach to the environment and social responsibility, beyond standard practices.

05 ENGINEERING GUIDELINES

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BEGIN CHAPTER

ENGINEERING GUIDELINES

STRUCTURAL

- Core drilling, cutting of floors, walls or roofs may be required for Concessionaire spaces needing plumbing or additional mechanical HVAC provisions. Under no circumstances shall the Concessionaire or its contractor(s), at any time be permitted to drill or cut conduit, pipe sleeves, chases or duct equipment openings in the floor, columns, walls or roofs of the structure without prior review and acceptance of the proposed locations and sizes by the CDA's structural consultant. Concessionaire is required to x-ray the area prior to beginning work utilizing a 3D ground penetrating radar and will provide a copy of x-ray results to the CDA.
- The consultant's fees for these reviews are at the Concessionaire's expense. The CDA may, at its option, perform the work at the Concessionaire's expense.
- Under no circumstances shall the Concessionaire, its employees, or its contractor(s) enter onto any roof or steel deck of the Building, or make any opening in the roof without the prior written approval of CDA. No roof-mounted antenna or satellite receiving dish antenna is permitted unless approved in writing by the CDA with respect to location and detail.
- The Concessionaire and its contractor(s) shall not impose a greater load on any concrete floor than the uniformly distributed design live load or point loads stipulated by the CDA. No unusual loads may be applied or suspended from the underside of the roof structure without CDA's structural consultant's prior written approval. The consultant's fees for these reviews are at the Concessionaire's expense.
- No electrical wiring or conduit shall be permitted through or under the main floor slab without written approval by the CDA.
- Drawings shall identify all structural alterations and additions:
  - Identify point load locations and submit all engineering calculations.
  - Identify all equipment (including sizes and weights).

LIGHTING CRITERIA

- A variety of Concessionaire types are created by the merchandising mix, therefore multiple lighting designs to suit various uses may be employed.
- In order to keep the Concessionaires' electrical and alternating current (AC) loads within their allowable limits, Concessionaires are encouraged to use low voltage lighting, LED or other energy efficient fixtures.
- Stores with merchandise display, either freestanding or in a display window shall observe and/or incorporate the following:
  - Within the Premises, if floor lamps are used, Concessionaire must shield these fixtures with a baffle designed to shield the lamps from the concourse at an eye level height of 5', unless otherwise approved by the CDA. The CDA reserves the right to adjust such baffles after installation is complete.
  - For other merchandising uses, such as cafes, bars and/or other uses that require a specific mood type lighting to create the desired atmosphere, approval of the design concept and fixtures shall be obtained from the CDA.
  - Where Concessionaire spaces are open to above, low voltage or LED lighting shall be required.
- The following types of lighting will not be accepted as part of any Concessionaire's design for the Premises:
  - Fluorescent lighting within the storefront
  - Exposed tube fluorescent or high intensity discharge (HID) lamps in any other public or retail area
  - Incandescent lighting
  - Sodium or mercury vapor lamps of any type
  - Neon tube lighting
- Concessionaire lighting may be installed inside the Premises only, except for signage lighting as approved by the CDA.

- The Concessionaire shall be responsible for the installation and connection of all exit lights in accordance with code requirements. All exit lights shall match the building standard specification.
- Except as indicated above, the Concessionaire shall provide:
  - All lighting fixtures, lamps and related equipment as specified in the approved plans.
  - All emergency lighting and additional exit lights required by the Concessionaire's design.

PLUMBING

For new base building construction, services of adequate design capacity for completing water and sewage systems shall be brought by the CDA to the CDA's designated locations at the Premises for purposes of connection to the Concessionaire's facilities. The CDA shall provide capped and valved connections for cold water, sewer and vent lines to these locations.

For existing spaces, installation and modification of services shall be brought by the Concessionaire to the required locations at the Premises for purposes of connection to the Concessionaire's facilities. Connection of services to the CDA facilities and systems shall be done by the Concessionaire, at its cost, under the CDA supervision.

- The Concessionaire shall provide and pay for branch plumbing lines complete with plumbing fixtures and including grease interceptors, as required by the Concessionaire to serve its Premises.
- The Concessionaire shall provide and pay for installation of hot water heater or heaters complete with all related plumbing, mechanical and electrical.
- As the CDA phases out the use of gas-fueled hot water heating systems, Concessionaires shall consider sourcing electric hot water heaters for all new and replacement installations.
- Concessionaires with drainage loads from food and beverage or related operations shall be required to install grease interceptors which shall be mounted above the floor and within the Concessionaire's space. The Concessionaire will maintain grease interceptors at the Concessionaire's expense.
- Because oil and grease from cooked food can damage plumbing systems, the specifications in all Food & Beverage locations will vary. Each space will have detailed requirements for storing, cooking with, and disposing of cooking oil and grease.
- All grease traps should be located per Building Department codes and located such that they are fully accessible for maintenance.
- All domestic water lines are to be insulated with a minimum of 1" fiberglass insulation and a vapor barrier.
- All copper piping shall be type 'K' or 'L'. All vent lines shall be drain-waste-vent (DWV) copper or cast iron. Plastic piping will not be permitted without approval by the Building Department for corrosive type discharge liquids.
- Water usage shall be metered by the CDA. Water meters shall be supplied and installed by the Concessionaire at its expense, in an accessible location for billing purposes. Meter requirements shall be to CDA specifications.

The Concessionaire's hot water tank pan and relief valve shall be piped as per Building Department code to a floor drain.

- Any additional plumbing through the structural floor slab shall be by the Concessionaire under the CDA supervision.
- All floor penetrations around pipes, conduits, ducts, etc., between levels shall be sealed against water, smoke, and flame penetration using firestop materials listed by an accredited testing agency.
- All plumbing vent lines are to be group vented to a point as determined by the CDA.
- For those Concessionaires that are located in an open area without access to a ceiling space, the sanitary vent cap-off shall be located below the floor using an island vent system designed to meet the requirements of the City of Chicago building code.
- "Y" clean outs and cast iron "P-traps" shall be supported, and shall be made accessible at all times.
- Connections to base building domestic water lines shall be installed with exterior backflow prevention valves as required by the Chicago Department of Public Health (CDPH) and the applicable plumbing code.
- All Concessionaire installed piping shall be color coded to match the base building systems.

HEATING, VENTILATING AND AIR CONDITIONING EQUIPMENT

Base building Airport heating, ventilation, and air conditioning (HVAC) systems serving the Premises shall be maintained and operated by the CDA. Should the Concessionaire's design require additional capacities than those provided under the CDA's work, the Concessionaire shall be responsible for providing supplemental HVAC at the Concessionaire's expense. The Concessionaire shall submit plans to the CDA for approval. Work shall be carried out in accordance with this manual.

Design criteria governing the CDA's equipment:

- **Inside Air Temperatures:**
  - Winter: +72°F
  - Summer: +75°F at 40 - 60%RH
- **Outside Air Temperatures:**
  - Winter: -10°F
  - Summer +94°F dry bulb
  - Summer +75°F wet bulb
- **Fresh Air and Ventilation:** Comply with the City of Chicago building code requirements.

Temperature control within the Concessionaire's space is the responsibility of the Concessionaire, and shall be achieved by installing a variable air volume (VAV) HVAC system with digital controls within the Concessionaire space.

Duct distribution in the Premises shall be designed and installed by the Concessionaire at its expense.

Some typologies may require modification to the existing air vents; refer to individual lease agreement terms.

In typologies where soffits or bulkheads are being modified, the HVAC needs to be modified to accommodate the design, and the airflow rate must remain the same as it exists currently.

Food service Concessionaires and restaurants shall provide all necessary kitchen exhaust ducts, exhaust hoods, make-up air and kitchen equipment in accordance with the Lease. All kitchen exhaust systems shall conform to the latest National Fire Protection Association (NFPA) standards. Roof penetrations shall be done by the Concessionaire under the CDA supervision. Material specifications and roof penetration details shall be reviewed and approved by the CDA during the design review process.

HVAC systems in the Concessionaire's space shall be balanced by a certified air-balancing contractor under the CDA supervision, at the Concessionaire's expense.

Supply air, return air and washroom exhaust distribution ductwork, ceiling diffusers, registers, grilles and ceiling dampers, smoke detector or pilot light, and any other equipment required by code and the CDA, within the Premises for the HVAC system, shall be carried out and connected to the CDA systems by the Concessionaire at its expense. Where required, complete make-up air systems shall be provided by the Concessionaire at its sole expense.

Where additional heating or cooling is required due to specific air-conditioning zoning (e.g., near exterior walls), the supply and installation of the required equipment shall be by the Concessionaire at the Concessionaire's expense. The method of conditioning the air shall be to the CDA approval.

Acoustic criteria: Acceptable HVAC noise levels in the Premises shall be noise criteria (NC) 35-40.

The Concessionaire must provide the CDA access within its Premises to all damper controls on ducts supplying air to public areas and to the Premises.

The Concessionaire shall provide kitchen equipment exhaust within the Premises including water wash exhaust hood, related ductwork and fire suppression systems including tie in to base building systems and fire alarm system. Tie in to the CDA's systems shall be by the Concessionaire at its expense, under the CDA supervision. All make up air units that will be located on the roof shall require the Federal Aviation Administration (FAA) approval for crane lifting.

Drawings shall identify:

- Electric utility meter location and submit anticipated required service loads.
- Mechanical air handler unit location and submit anticipated required supply and return air cubic feet per minute (CFM) loads.
- Fire protection sprinkler source and provide anticipated required hydraulic flow calculations.

EXHAUST & ODORS

- The location of any exhaust system shall be subject to the CDA approval.
- Objectionable odors shall be exhausted in such a manner as to prevent their release into the Airport, or short circuiting into any fresh air vents.
- There shall be no exhausting permitted from the freestanding kiosks.
- Concessionaire's air handling equipment may not, under any circumstances, exhaust air into the building's interior space and may not draw air from the building's environment.
- Drawings shall identify:
  - Special exhaust fans
  - Hoods
  - Fire suppression systems
  - Make-up air systems
  - Duct layout and size
  - Manufacturers
  - Specifications

ELECTRICAL POWER SERVICE

- Electrical service shall be provided at a designated concessions disconnect switch or breaker panel location. The Concessionaire is responsible for providing the meter and or transformers.
- For Concessionaire spaces with rear exits leading directly to an exit corridor, and if required by code, the CDA shall provide one fire alarm pull station and exit light located at the rear exit door from the Premises that shall be connected to the CDA's distribution and fire alarm system.
- The CDA will provide supervised access to the CDA's designated communication equipment room for installation of communication wiring by the Concessionaire.
- The following requirements shall be the responsibility of Concessionaire:
  - Connection to and/or relocation, (if required in the Premises) to distribution panel, and above ceiling conduits (if any), branch wiring and associated panel breakers, outlets, and receptacles.
  - The Concessionaire shall ensure that all wiring for lighting, power, fire alarm, telephone, data, television and low-tension systems within walls and ceiling plenums is installed in metal conduit. No exposed wiring is allowed.
  - Wiring for all washroom equipment in the Premises as required by the Concessionaire, including hot water heater, baseboard heater, and lighting.
  - Additional fire alarm evacuation speakers, breakglass pull stations and all associated testing and verification within the Concessionaire's space, if required by code. Fire alarm EVAC speakers, breakglass pull stations and other related fire alarm system work required by the Concessionaire shall be carried out by the CDA's preferred contractor at the Concessionaire's expense.

- All materials shall be new or shall be of a standard equal or greater to the Airport's base building. Concessionaire is expected to meet (or exceed) the CDA standards.
- All wiring shall be copper. Branch wiring shall be minimum #12 gauge solid (stranded for #8 or larger). All wiring shall be installed in conduit. BX cable may be used in ceiling for drops (maximum 10') from the junction boxes to the light fixtures. Daisy chaining with BX wires between light fixtures is not permitted.
- The Concessionaire electrical panel cannot exceed 80% of the capacity per code.
- The Concessionaire must provide balanced electrical load in all three phases of the distribution system to within 5%.
- Exhaust fans and make-up air units if required by the Concessionaire shall be interlocked and interfaced with the base building fire alarm system by CDA's preferred contractor under contract with Concessionaire, at the Concessionaire's expense.
- All life safety devices within the Premises to be in accordance with code.
- All equipment and light fixtures shall be energy efficient.
- No electronic access control hardware shall be allowed to access or exit Concessionaire spaces.
- Concessionaire shall update, at the Concessionaire's expense, the O'Hare Electrical Coordination Study for all additions and modifications in electrical distribution services.

SPRINKLERS & FIRE PROTECTION

- The CDA will provide and install sprinkler mains, branch lines and sprinkler heads in a grid layout to adequately cover undemised open areas only in areas where the base building code requirements make this necessary.
- Testing and installation of the Fire Alarm System in the Premises shall be by the Concessionaire under the CDA supervision.
- Concessionaire required modifications to the base building sprinkler system shall upgrade all sprinkler heads and be performed by the Concessionaire at its expense.
- Fire protection engineering, layout and calculations shall be provided by the Concessionaire as required by code.
- Dry sprinklers to be provided per NFPA Code (i.e. for walk-in cooler) by the Concessionaire.
- Concealed sprinkler head covers shall be factory colored white in white soffits, polished chrome elsewhere and with semi-recessed sprinkler heads.
- Inline typologies in Concourses H and K will require extensions to the sprinkler systems located in the storefront bulkhead.

ACOUSTICS

- In-line stores utilizing speakers for the purpose of providing quiet background music shall take precautions to ensure that any sound or vibration is not transmitted to adjoining tenancies, including those above or below. Acoustic baffling may be required in partitions and ceiling, or the speakers themselves will have to be housed in sound-attenuating enclosures. Sound systems shall not interfere with building public safety public address announcements. Sound systems are not permitted at kiosk locations unless explicitly approved by the CDA during the design phase.
- Locations and output directions of speakers located within Concessionaire's premises shall be shown on the Concessionaire's drawings.
- All Concessionaire sound systems shall be interlocked with the base building fire alarm system to terminate operation upon a signal from the fire alarm. Work to be carried out by the CDA at the Concessionaire's expense.

SEISMIC RESTRAINTS

The Concessionaire shall be responsible for ensuring the unit space design conforms to the seismic restraint requirements in the latest applicable building codes and shall suitably restrain all architectural, structural, mechanical, electrical, plumbing, and fire protection components in accordance with such regulations.

IMPACTS TO CDA SECURITY

The Concessionaire must notify the CDA if the project scope of work includes the removal, installation, deactivation, reactivation, or relocation of an access control device or boundary, including:

- perimeter fence,
- perimeter gate or checkpoint,
- new temporary or permanent openings from the public area to the sterile area and airside,
- access control door,
- camera,
- alarm,
- PA system, or
- supporting hardware related to the items above.

If the scope of work includes any of these items, CDA Security must comply with TSA regulations.

Note: no electronic access hardware shall be allowed to gain entry or exit from Concessionaire spaces.

> **Conditions lasting less than 60 days require a TSA Change Condition, and conditions lasting 60 days or longer require a TSA Amendment. Both submittal processes require a TSA approval process of up to 45 days. Information on scope shall be required by the Concessionaire to assist CDA Security with the process.**

The costs to move existing security devices, including cameras, are at the sole discretion of the CDA and may be the responsibility of the Concessionaire, depending on the device location, impacts on the building security operation, and timing related to the scope of work. Further, any modification to the base-building PA system must be reviewed by CDA Security, and additional speakers or replacement speakers may be required to be integrated into the Concessionaire lease space.

[END OF SECTION 1.0]

SECTION 2.0

CONCOURSES B, C

CONCESSIONAIRE DESIGN GUIDELINES

CHICAGO O'HARE INTERNATIONAL AIRPORT

CDA
Chicago Department of Aviation

O'HARE
INTERNATIONAL AIRPORT

SECTION 2.0

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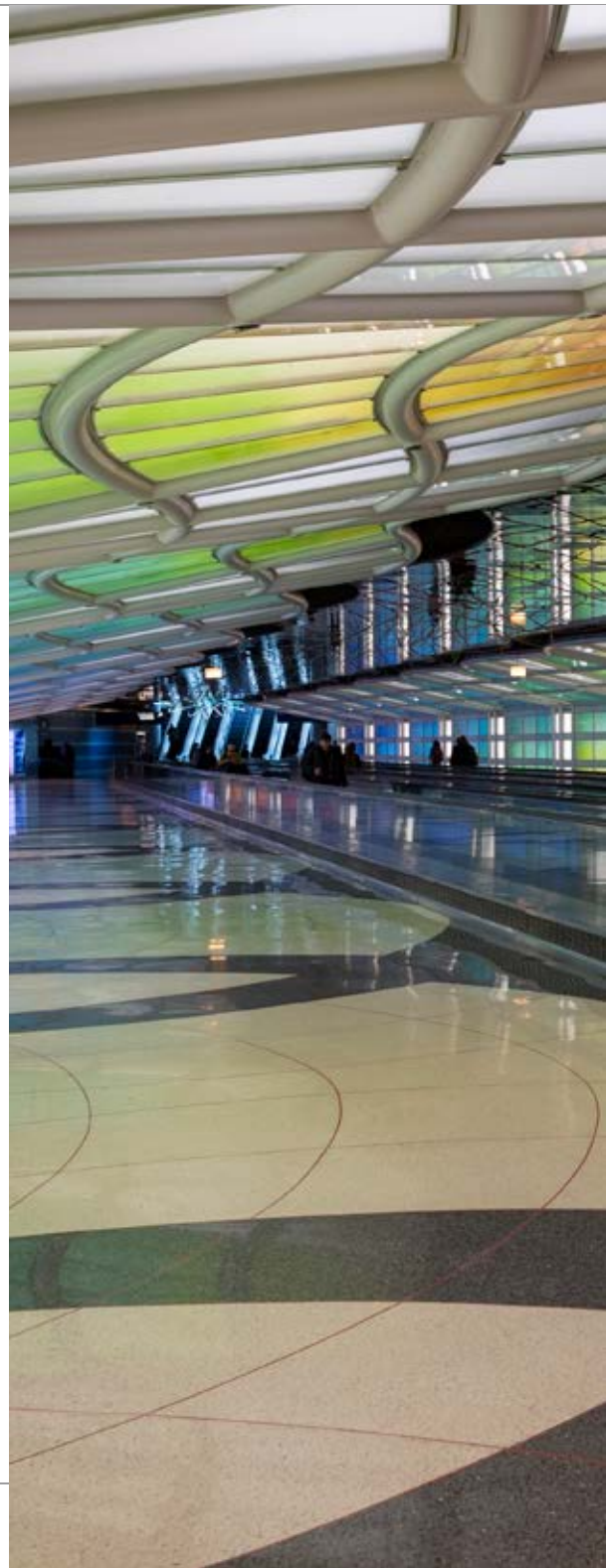

01 OVERVIEW

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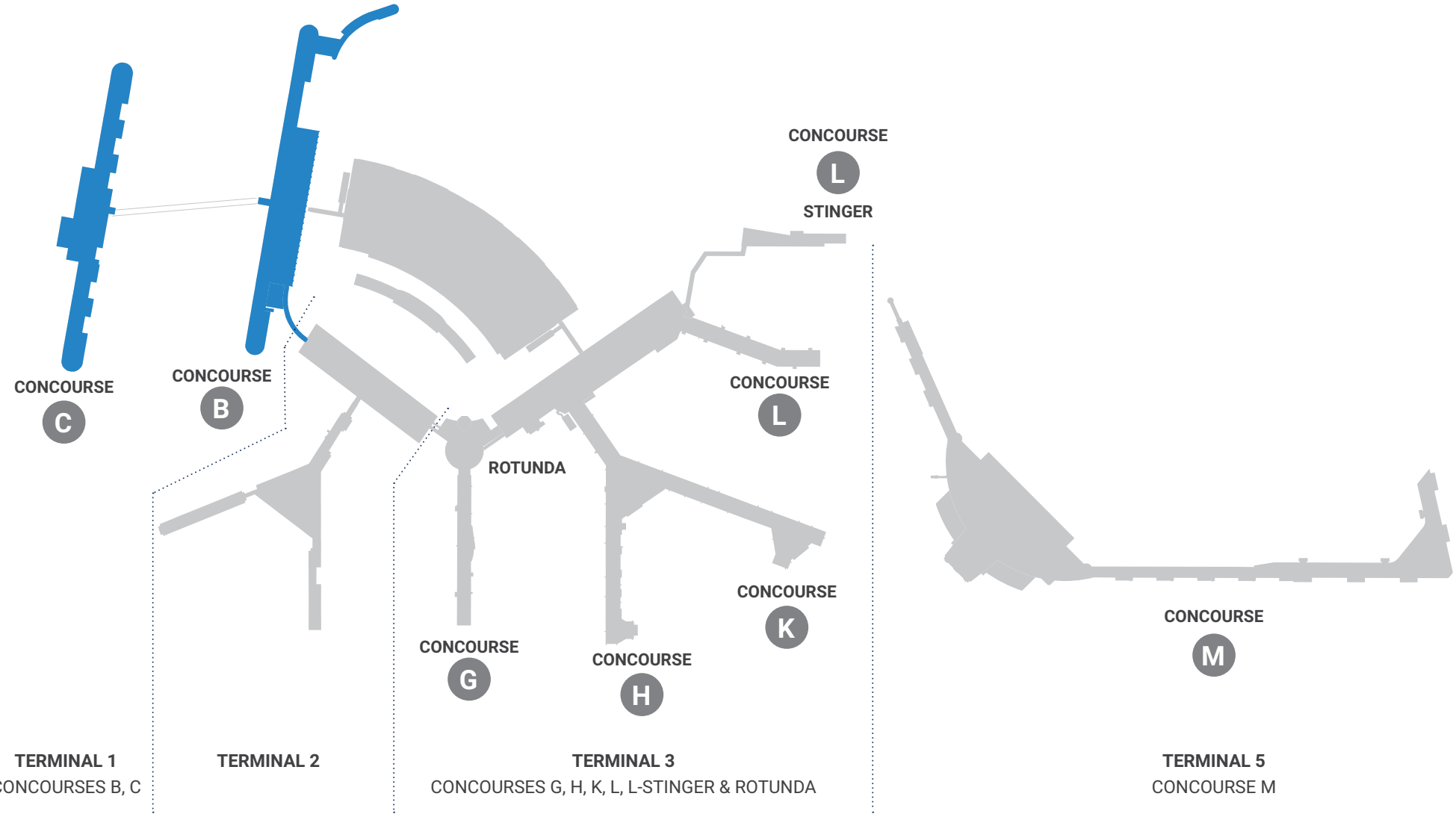
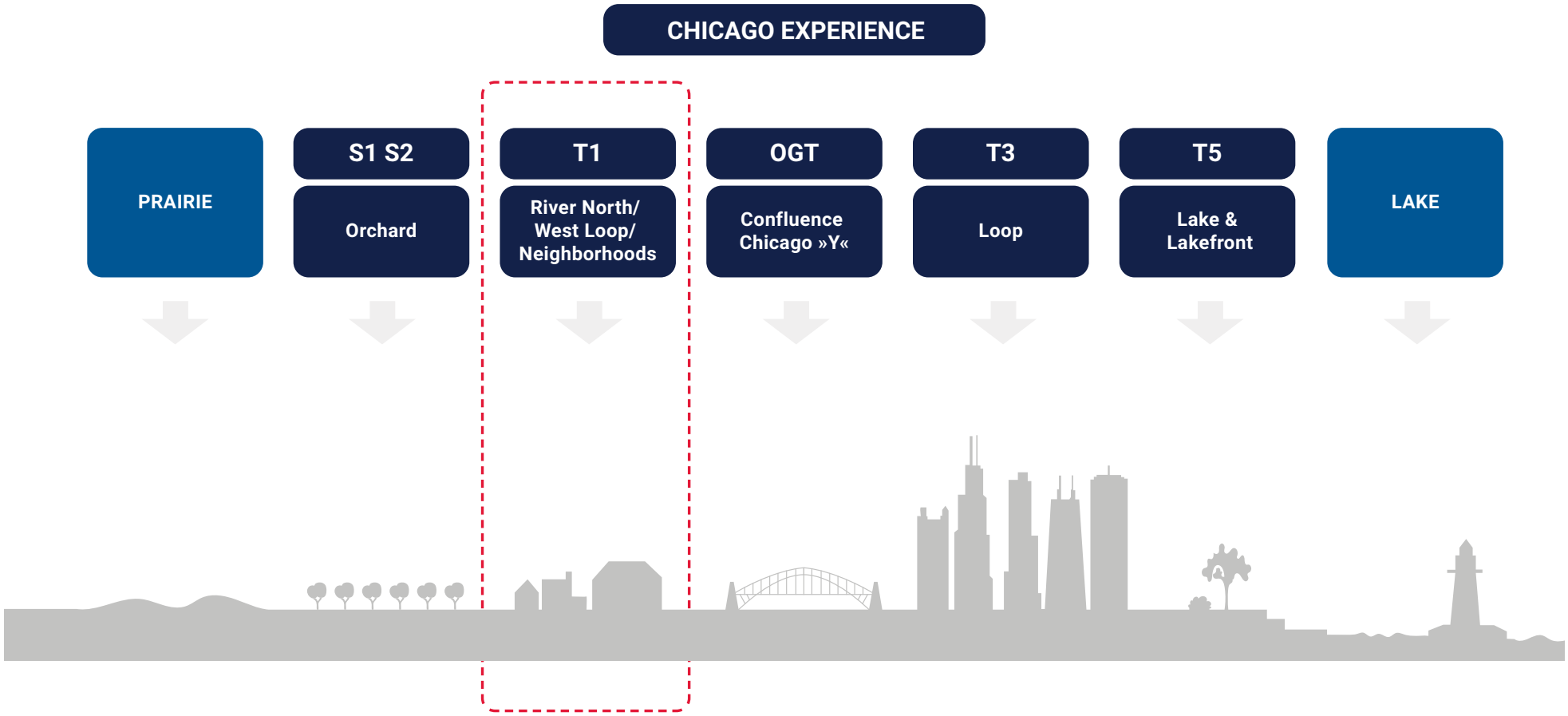
O'HARE TERMINALS » TERMINAL 1 » CONCOURSES B, C

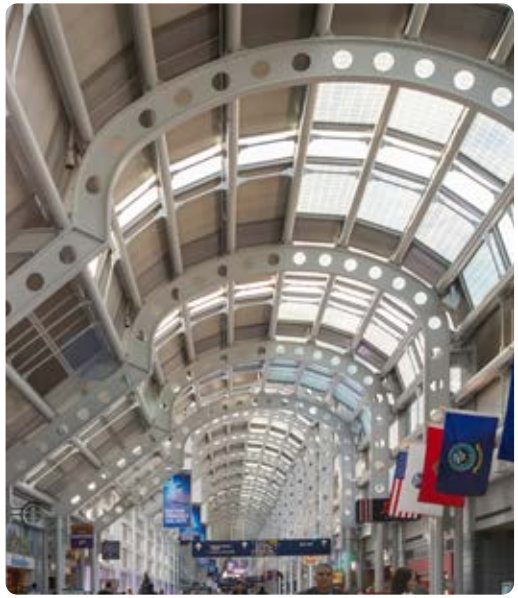


CONCEPT » CHICAGO EXPERIENCE



CONCEPT » CHICAGO INSPIRATION

RIVER BRIDGES



EXPOSED STRUCTURE + ROUND GEOMETRY

DRAW BRIDGES AND RIVER WALK ARCHES

LOOP TRAIN ROUTES

IDEA

With reverence to Chicago's renowned architecture, as well as the existing **exposed architecture** in Terminal 1, we are incorporating geometric elements composed of metal and other material that reflects downtown Chicago's unique infrastructure -- complete with fillets, frames and arches -- bringing it all together into a uniform design.

02 TYPOLOGIES

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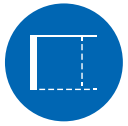
BEGIN CHAPTER

TYPOLOGY CHARACTERISTICS

The design criteria of this document focus on six typologies, which represent the typical Concessionaire spaces currently available in Terminal 1. The following pages outline characteristics of each typology, and provides design criteria for storefronts, signage, security and more.

Inline Type I

Inline Type I is integrated into the base building and is enclosed on three sides. Demising walls may be solid or glass/transparent. Units whose back wall faces the airfield should strive to maintain 25% transparency on the back wall to allow for clear sightlines out to the airfield (does not apply if windows are not part of the base building at the back wall). This typology may be adjacent to other retailers, restroom facilities, holdrooms or other spaces. Inline Type I may be split into two Concessionaire spaces.



Inline Type II

The Inline Type II typology is integrated into / attached to the base building on at least one side and is open on more than one side. Units whose back wall faces the airfield should strive to maintain 25% transparency on the back wall to allow for clear sightlines out to the airfield (does not apply if windows are not part of the base building at the back wall). This typology may be adjacent to other retailers, restroom facilities, holdrooms or other spaces. The Inline Type II may feature a bulkhead design that is either enclosed or open.

Attached Kiosk

Attached kiosks connect to the airport base building at the back. These kiosks can feature wall structures with varying degrees of materiality. There are two variations of the attached kiosk, which depend on the size of the lease space. Deep kiosk spaces may include side walls, while shallow kiosk spaces will likely not feature side walls to maximize openness.

Freestanding Kiosk

Freestanding kiosks are not attached to any base building walls. These kiosks can feature wall structures with varying degrees of transparency and materiality. When freestanding kiosks are adjacent to holdrooms, a minimum of 50% of the space above head height must be clear to allow clear sightlines to wayfinding and gate signage.

Food Hall

The food hall typology features multiple food and beverage vendors in an open-air market style. Each unique Food & Beverage space must accommodate queuing that does not interfere with circulation. Food hall seating should be highly varied, including bar top seating, communal seating, small group seating, and more. The food hall should utilize as much daylight as possible within the design, as well as greenery and other elements found in nature to offer comfort and a sense of well being. Food hall should open to holdrooms when possible with windows, walkways or other transparent materials.

Vending

Open ceiling concept, integration with airport architecture. Perimetral frame structure to house assorted vending machines.

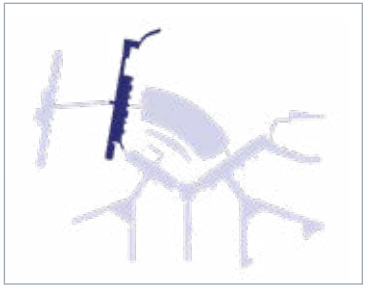
TYPOLOGY LOCATION OVERVIEW

CONCOURSE B

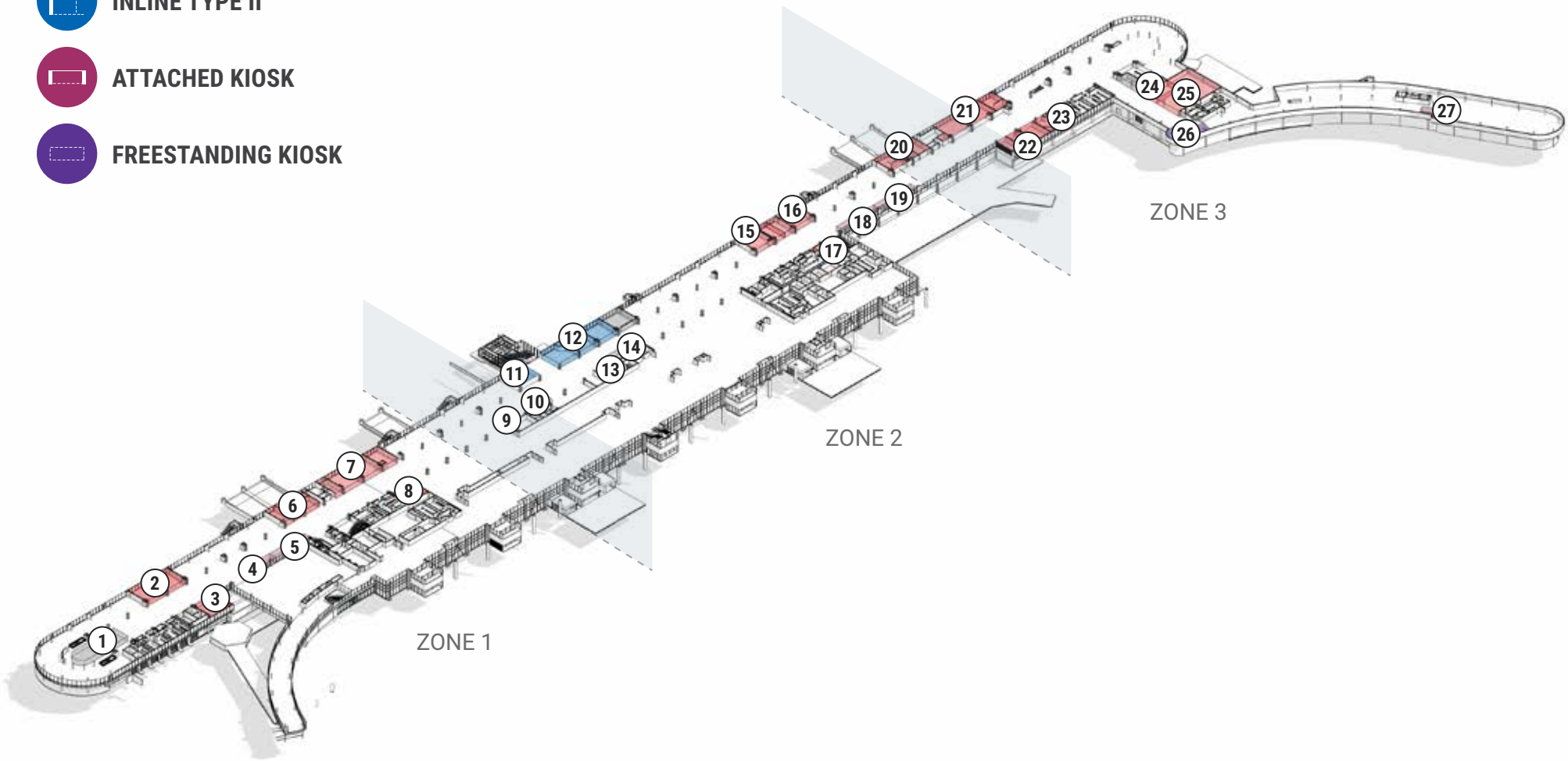
CONCOURSE B

MAP OVERVIEW

KEY PLAN



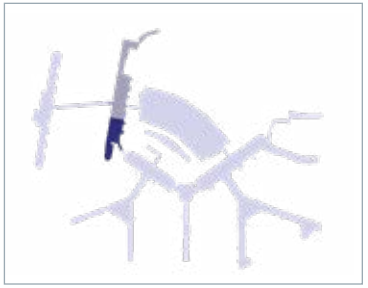
- INLINE TYPE I
- INLINE TYPE II
- ATTACHED KIOSK
- FREESTANDING KIOSK



CONCOURSE B

UPPER LEVEL - ZONE 1

KEY PLAN

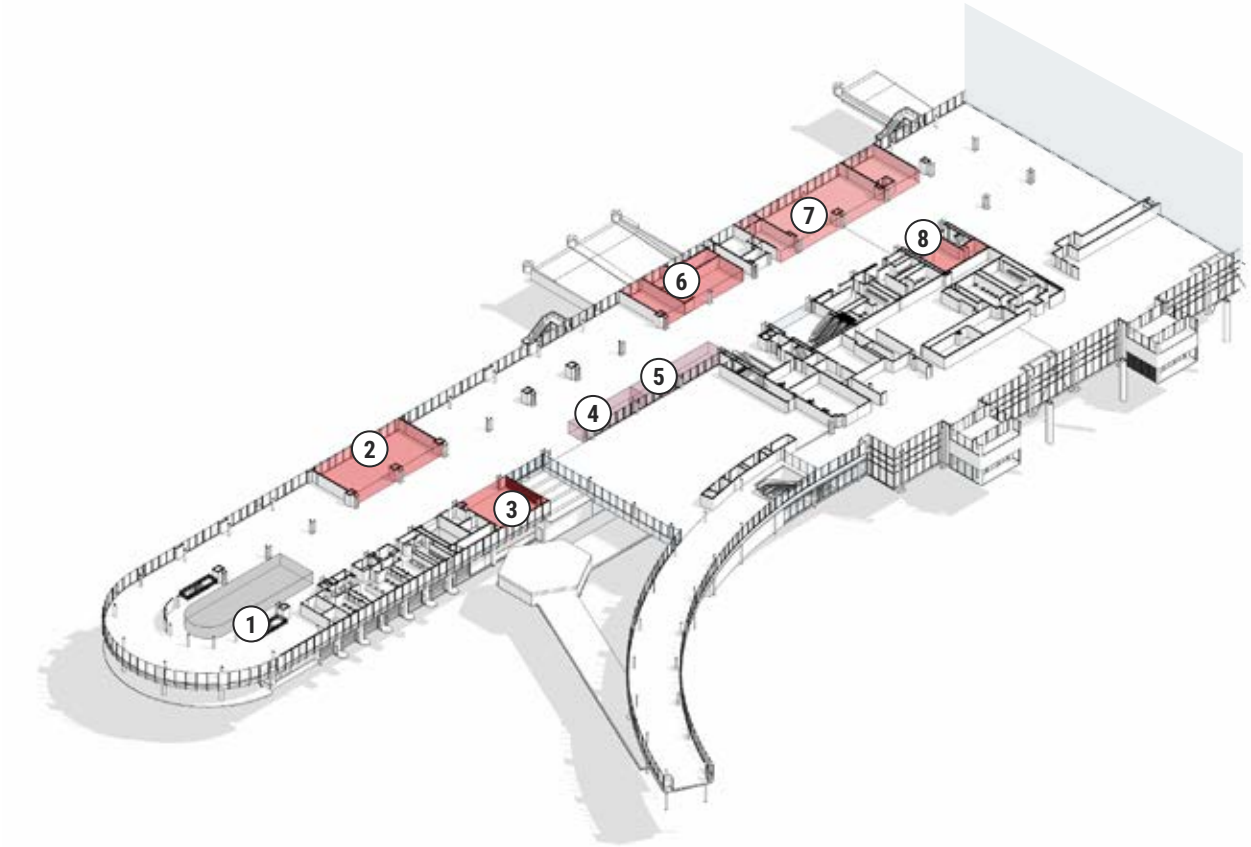


INLINE TYPE I

- (2) T1B.U.66.A
- (3) T1B.U.67.A
- (6) T1B.073.I
- (7) T1B.U.76.A
- (8) T1B.U.77.B

ATTACHED KIOSK

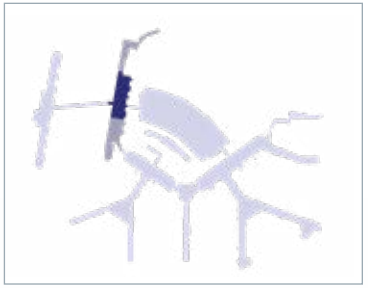
- (4) T1B.U.71.A
- (5) T1B.U.70.B



CONCOURSE B

UPPER LEVEL - ZONE 2

KEY PLAN



INLINE TYPE I

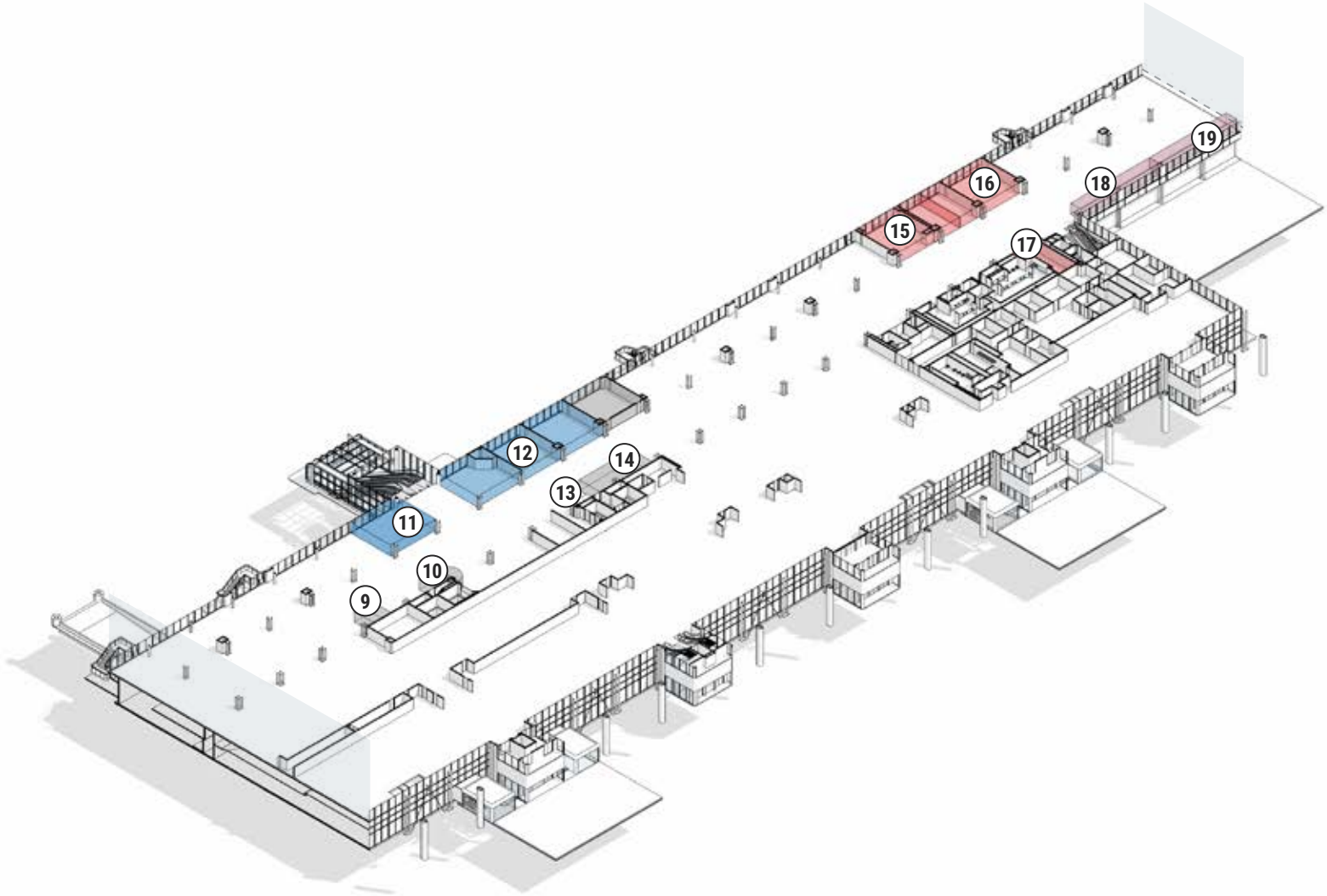
- (15) T1B.U.97.A
- (16) T1B.U.99.A
- (17) T1B.U.98.B

INLINE TYPE II

- (11) T1B.U.85.A
- (12) T1B.U.88.B

ATTACHED KIOSK

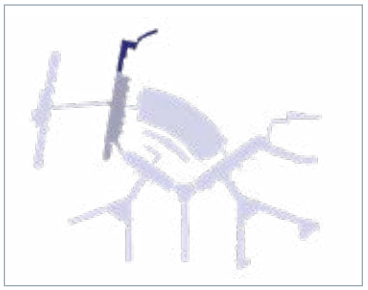
- (9) T1B.U.83.A
- (10) T1B.U.84.F
- (13) T1B.U.88.J
- (14) T1B.U.89.D
- (18) T1B.U.98.C
- (19) T1B.U.98.A



CONCOURSE B

UPPER LEVEL - ZONE 3

KEY PLAN



INLINE TYPE I

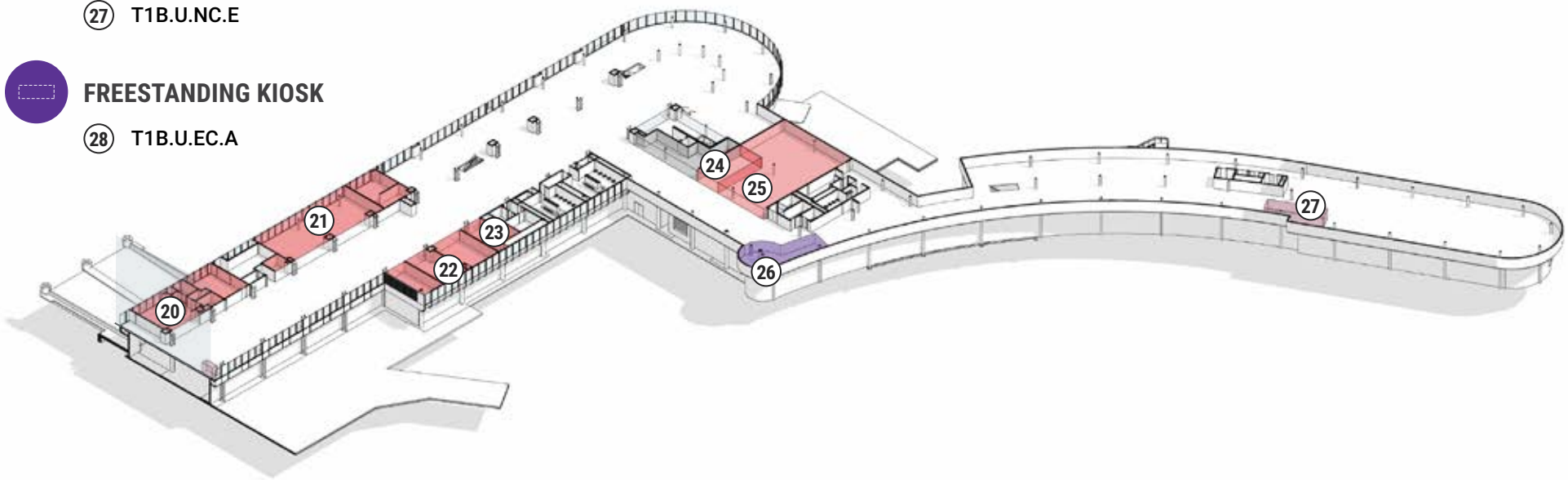
- (20) T1B.U.104.A
- (21) T1B.U.107.A
- (22) T1B.U.108.A
- (23) T1B.U.108.B
- (24) T1B.U.113.A
- (25) T1B.U.113.B

ATTACHED KIOSK

- (27) T1B.U.NC.E

FREESTANDING KIOSK

- (28) T1B.U.EC.A



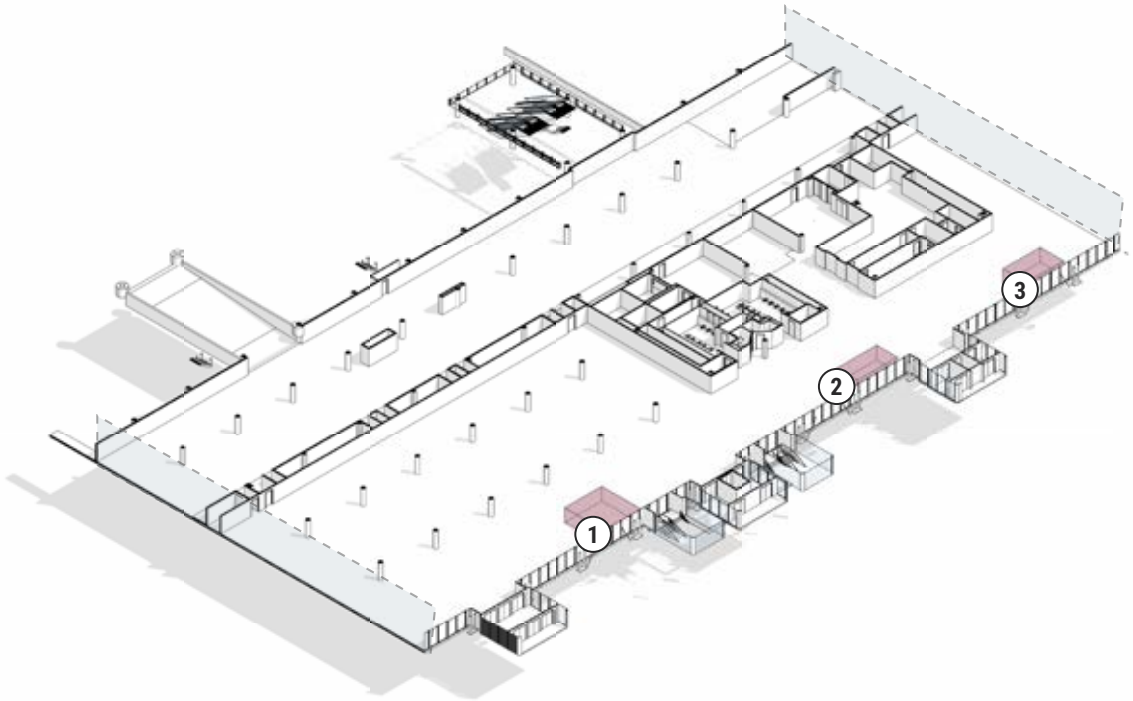
CONCOURSE B

LOWER LEVEL

KEY PLAN

ATTACHED KIOSK

1. T1B.U.L80.B
2. T1B.U.L85.H
3. T1B.U.L88.I



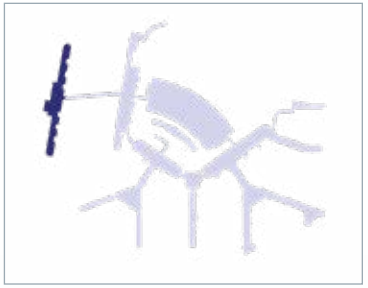
TYPOLOGY LOCATION OVERVIEW

CONCOURSE C

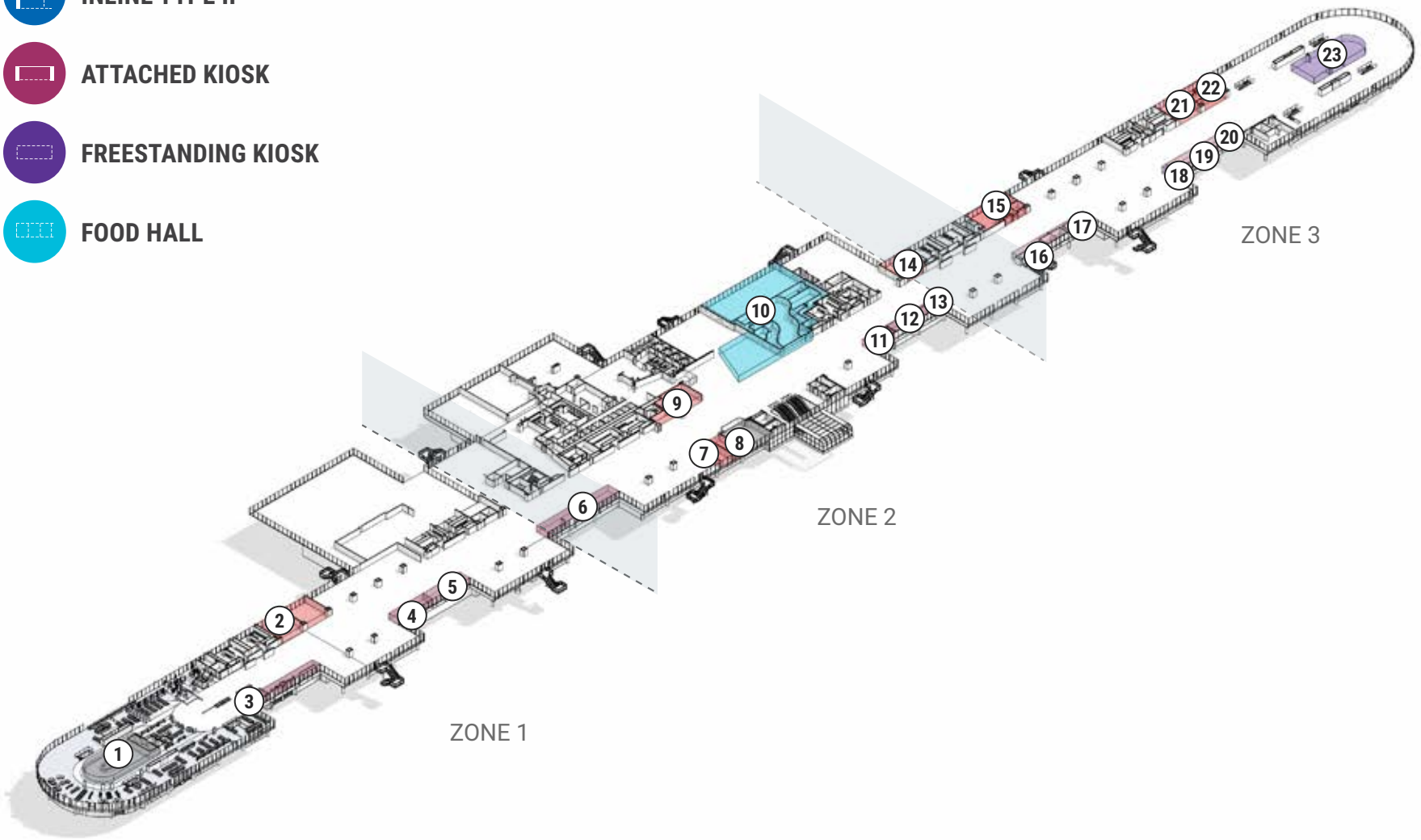
CONCOURSE C

MAP OVERVIEW

KEY PLAN



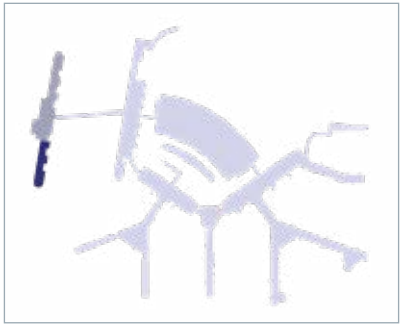
- INLINE TYPE I
- INLINE TYPE II
- ATTACHED KIOSK
- FREESTANDING KIOSK
- FOOD HALL



CONCOURSE C

UPPER LEVEL - ZONE 1

KEY PLAN



INLINE TYPE I

(2) T1C.U.10.A

ATTACHED KIOSK

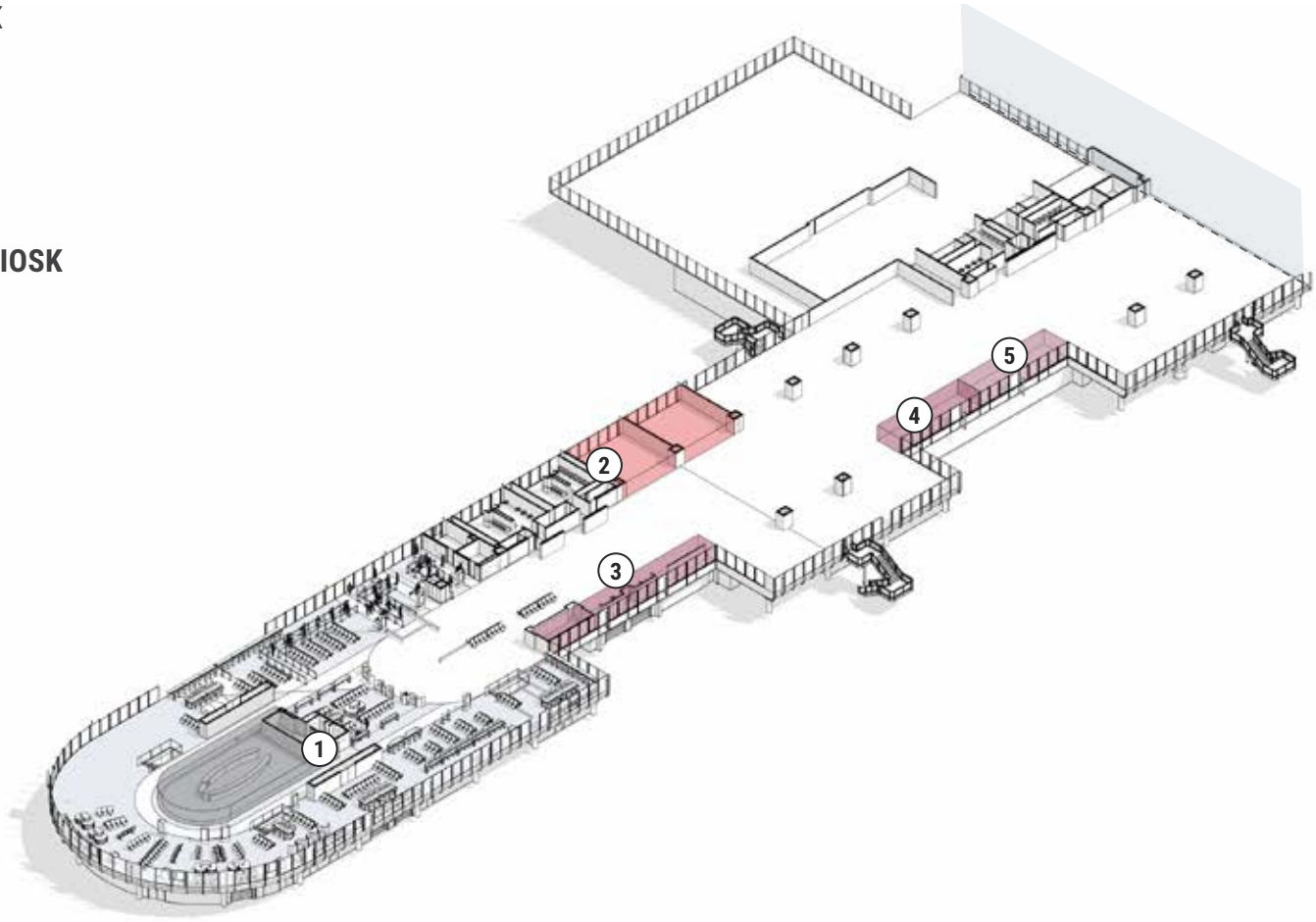
(3) T1C.U.6.H

(4) T1C.U.13.B

(5) T1C.U.13.C

FREESTANDING KIOSK

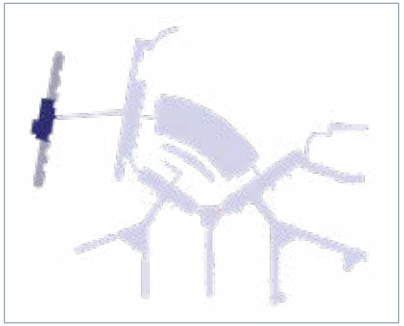
(1) T1C.U.1.I



CONCOURSE C

UPPER LEVEL - ZONE 2

KEY PLAN



INLINE TYPE I

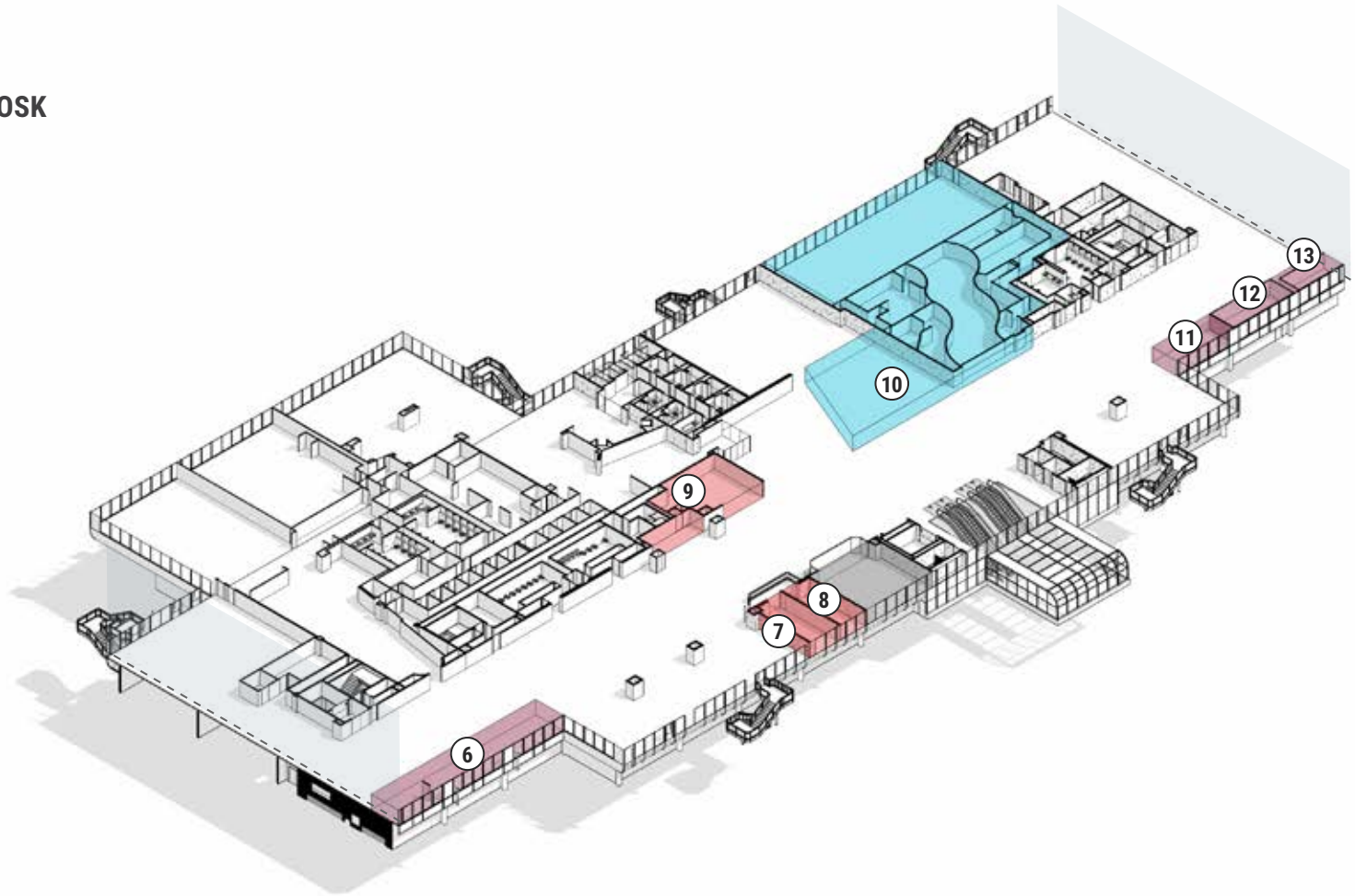
- (7) T1C.U.24.B
- (8) T1C.U.24.E
- (9) T1C.U.25.A

ATTACHED KIOSK

- (6) T1C.U.20.D
- (11) T1C.U.31.D
- (12) T1C.U.32.J
- (13) T1C.U.33.B

FOOD HALL

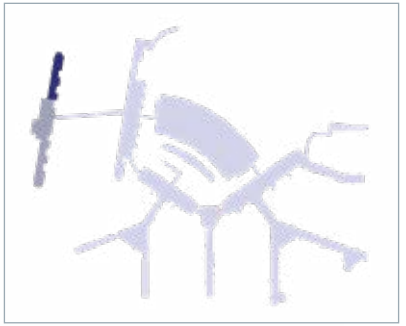
- (10) T1C.U.30



CONCOURSE C

UPPER LEVEL - ZONE 3

KEY PLAN



INLINE TYPE I

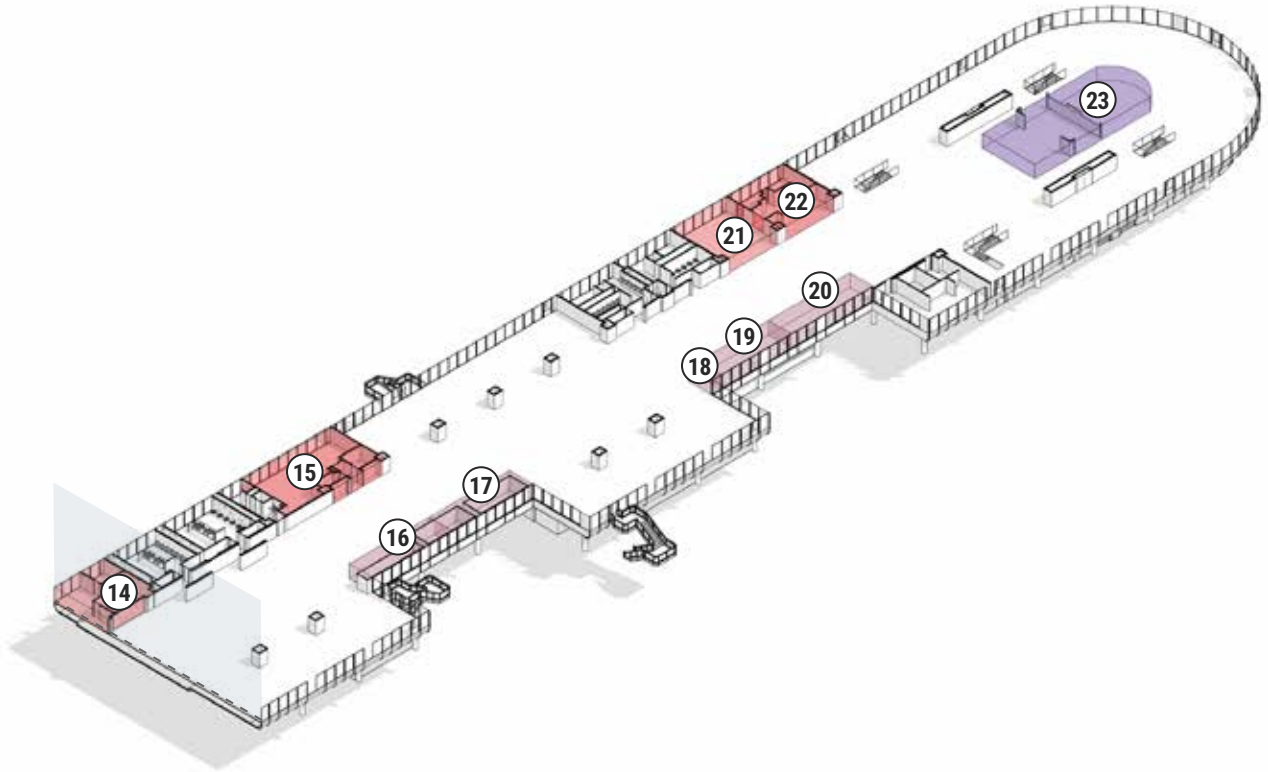
- (14) T1C.U.36.A
- (15) T1C.U.37.A
- (21) T1C.U.44.E
- (22) T1C.U.45.B

ATTACHED KIOSK

- (16) T1C.U.38.D
- (17) T1C.U.39.B
- (19) T1C.U.44.C
- (20) T1C.U.44.D

FREESTANDING KIOSK

- (18) T1C.U.43.H
- (23) T1C.U.49.E



TYPOLOGY DESIGN CRITERIA

HOW TO USE TYPOLOGY CUTSHEETS

This section provides visual design guidelines including material specifications. There are several design elements characteristic to Concourses B & C to understand.

METAL PROFILE FRAME AROUND STOREFRONT

Refers to the **metal profile frame that outlines (or surrounds) the unit entrance on all three sides**. The profile frame is intended to 'encase' your storefront entrance to offer a polished, cohesive design that lets the Concessionaire's brand elements shine.

It is recommended that the same metal material and color is utilized for the entire profile frame.

See page 1-21 in the General Design Guidelines for recommended metals.

HOW TO USE TYPOLOGY CUTSHEETS

SIDE WALL

For storefront designs that incorporate security pockets, volumetric walls or shelving units that extrude into the entrance (parallel with the storefront LOD), 'side wall' refers to the side of that structure which is parallel to the profile frame.

The minimum width of the side wall should equal the depth of the soffit/bulkhead. In other words, the depth of the entire extruded structure should be equal to the depth of the overhead soffit/bulkhead to ensure the storefront architectural dimensions remain balanced. See illustration.

> **Side walls are NOT to be confused with demising walls that separate units, or walls that are constructed parallel to the lease line.**

Concessionaires that wish to include side walls in their design shall follow all provided guidelines for construction, material selection and other design considerations.

METAL SOFFIT SUPPORT FRAMING

To maintain cohesion within the architecture, many of the designs presented use metal support framing that is very similar to the profile frame and is used widely throughout the typology designs.

These metal elements support signage, the soffit, the profile frame structure, and in some cases lighting.

FRONT WALLS AND PERIMETRAL PARTITIONS

New wall construction in Concessionaire unit design is very common. For these guidelines, front wall refers to any solid, permanent wall installed or constructed by the Concessionaire. These walls are parallel with the lease line. Some typologies may include perimetral partitions as an alternate to solid wall construction. These permanent partitions are also are parallel with the lease line.

HOW TO USE TYPOLOGY CUTSHEETS

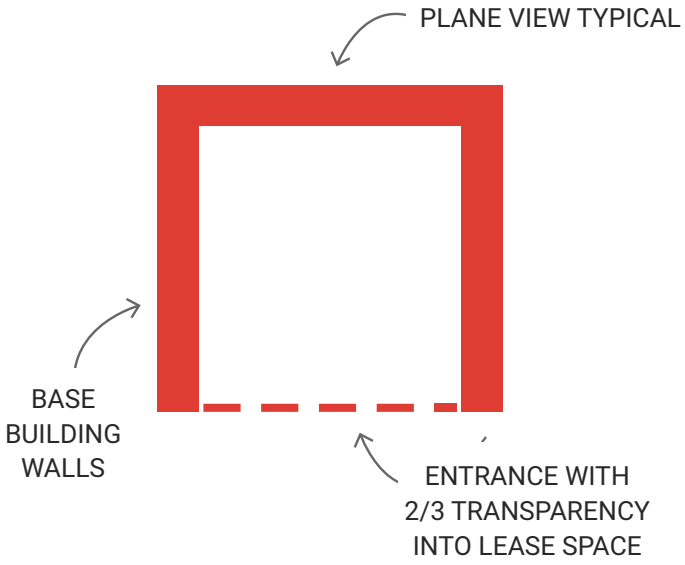
SECTION ORGANIZATION & COLOR CODING

- Each typology begins with conceptual ideas to help illustrate the basics of the typology.
- Next follow the Design Guidelines, also referred to as “cutsheets” which are spec drawings.
  - The specifications for elements shaded in blue are memorialized in this document, and are to be fully adhered to per spec.
  - Elements shaded in yellow offer more flexibility in material selections, and creativity when incorporating your brand into the design.

INLINE

TYPE I

Inline Type I is integrated into the base building and is enclosed on three sides. Demising walls may be solid or glass/transparent. Units whose back wall faces the airfield should strive to maintain 25% transparency on the back wall to allow for clear sightlines out to the airfield (does not apply if windows are not part of the base building at the back wall). This typology may be adjacent to other retailers, restroom facilities, holdrooms or other spaces. Inline Type I may be split into two Concessionaire spaces.



CONCEPT IDEA » HIGH-TOP SEATING AREA

FOR ILLUSTRATIVE PURPOSES ONLY

Illustration shows a typology with permanent drink rails in the spill out zone. As mentioned before, LODs that do not include spill out zone space outside of the unit cannot utilize that space. Also pictured is cladding that can be selected by the Tenant.

CONCEPT IDEA

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA

FOR ILLUSTRATIVE PURPOSES ONLY

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

DESIGN GUIDELINES

KEY REQUIRED ELEMENTS

- Visual continuity
- Consistent datum height
- Integrated into the base building
- Flooring inside lease line to be decided by Tenant

BY TENANT PER GUIDELINE

(A) Profile frame. RAL 7043, Traffic grey

(B) Vent diffusers to remain. Vent cover to match soffit material color. Expand vent covers to read as a single element expanding from side to side.

MATERIALITY BY TENANT

(1) Primary signage. 11'-5" A.F.F. See page 1-32 for details. One primary sign placement is permitted, and it must be centered horizontally and vertically within the soffit area.

(2) Extra large blade sign. Mounting height 11'-5" A.F.F. See page 1-28 for details. Limited to one location per Tenant.

(3) Spill out zone. Refer to LOD for size and location.

(4) Security pocket

(5) Soffit. Material by Tenant, in a single solid color and material, matching side and front walls, and perimetral partitions.

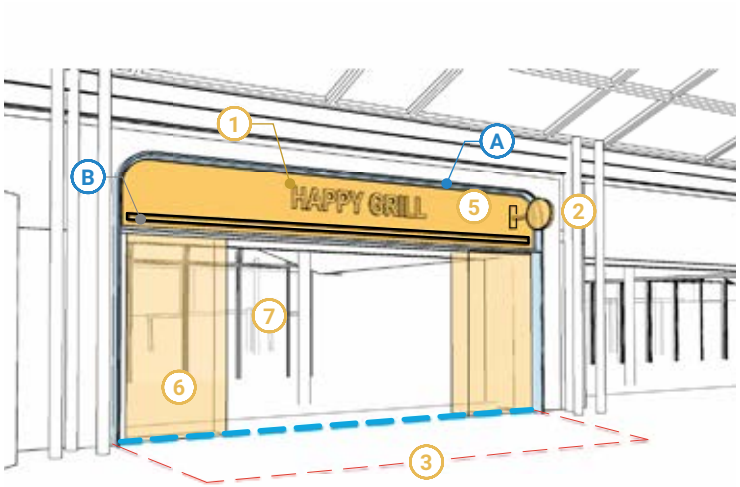
(6) Front to remain minimum 66% open. See page 1-39 for details.

(7) Back to remain minimum 25% open. See page 1-39 for details.

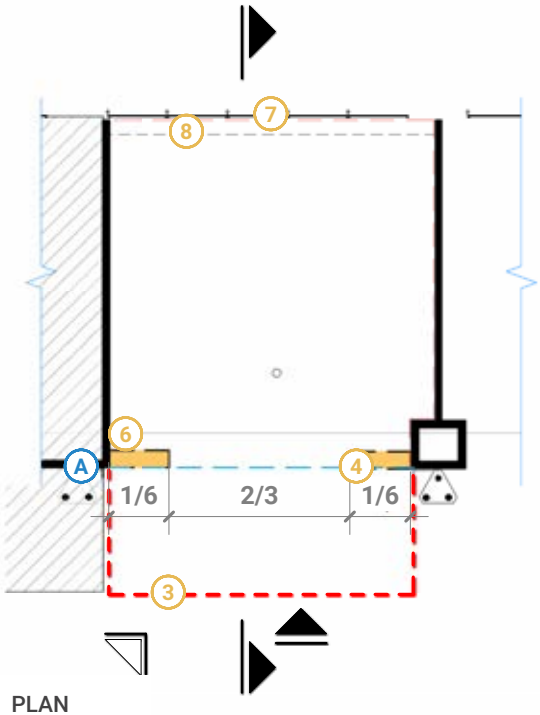
(8) All new partitions must be offset 18" from mullions for Airport access. See page 1-40 for details.

SPILL OUT ZONE

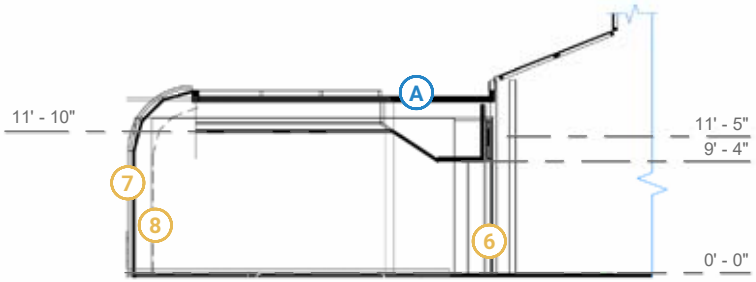
LEASE LINE



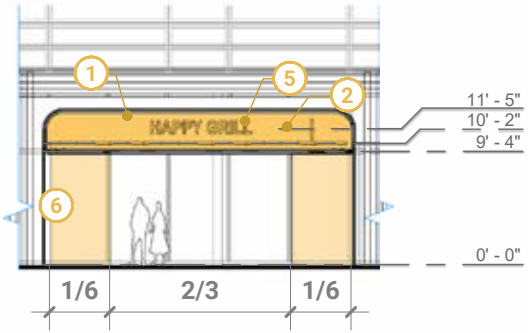
3D VIEW



PLAN



SECTION

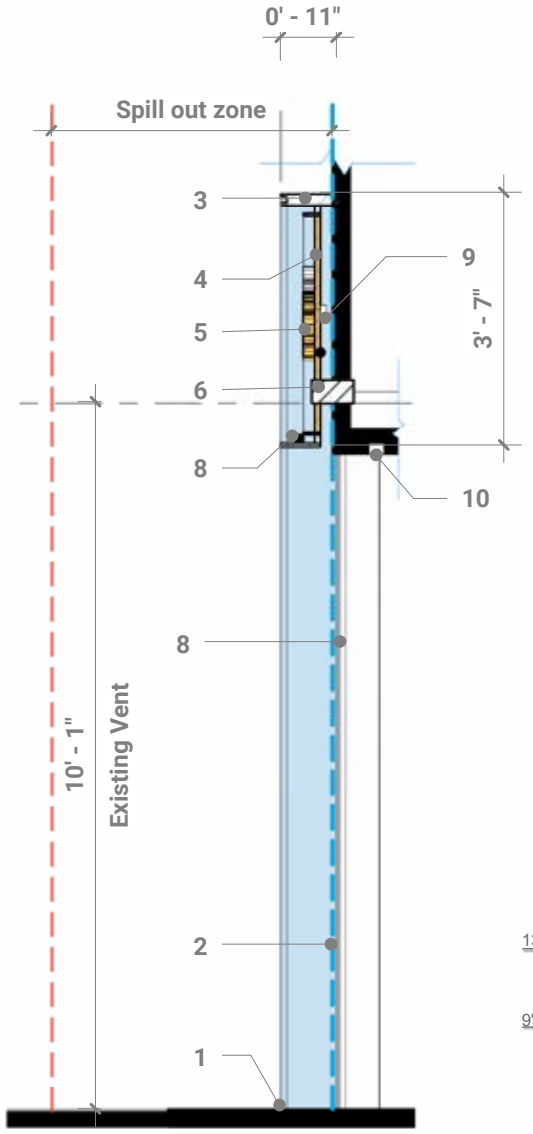


ELEVATION

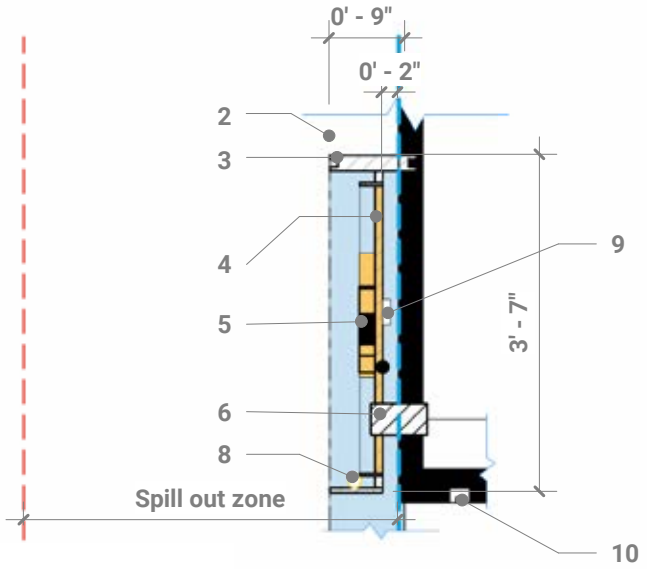
SOFFIT STRUCTURE SUPPORT AND DETAILS

1 Finished floor level
2 Lease line
3 Profile frame
4 Soffit panel
5 Primary signage. Guide track and power supply concealed by soffit panel.
6 Existing vent diffusers to remain
7 New vent diffuser to match existing. Expand vent covers to read as a single element expanding from side to side
8 Linear LED luminaire, LED 5000K
9 Power and electric source
10 Security gate track

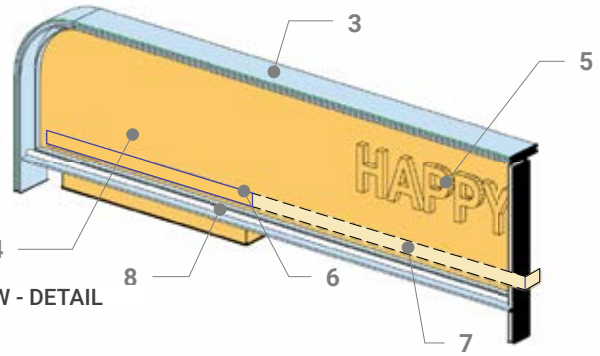
BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE



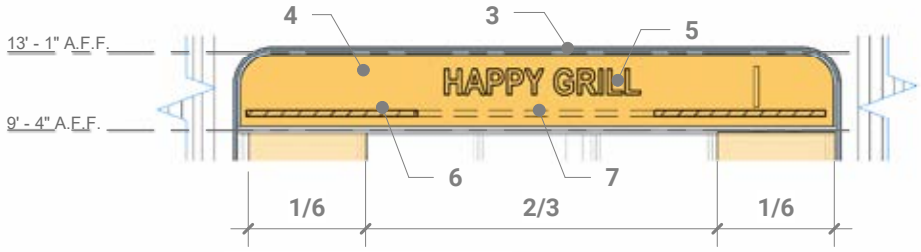
SECTION



SECTION DETAIL



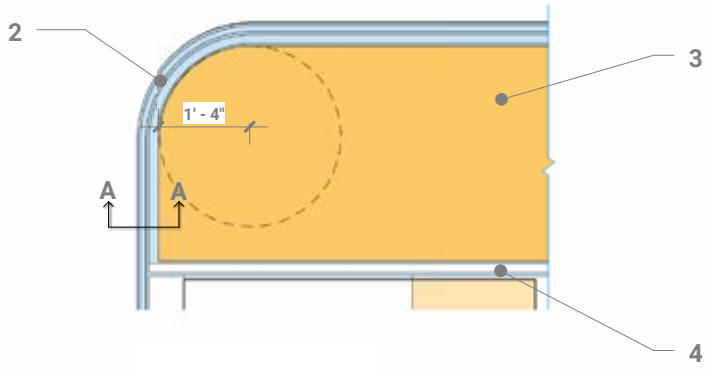
3D VIEW - DETAIL



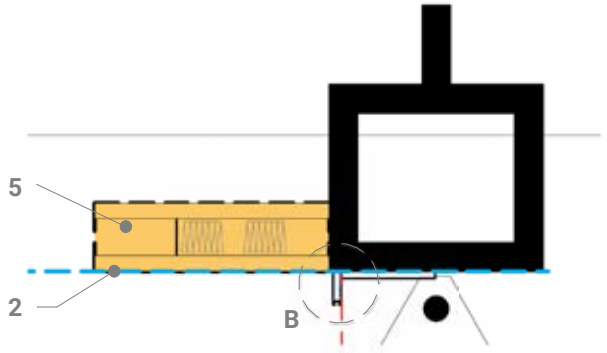
ELEVATION

SOFFIT STRUCTURE SUPPORT AND DETAILS

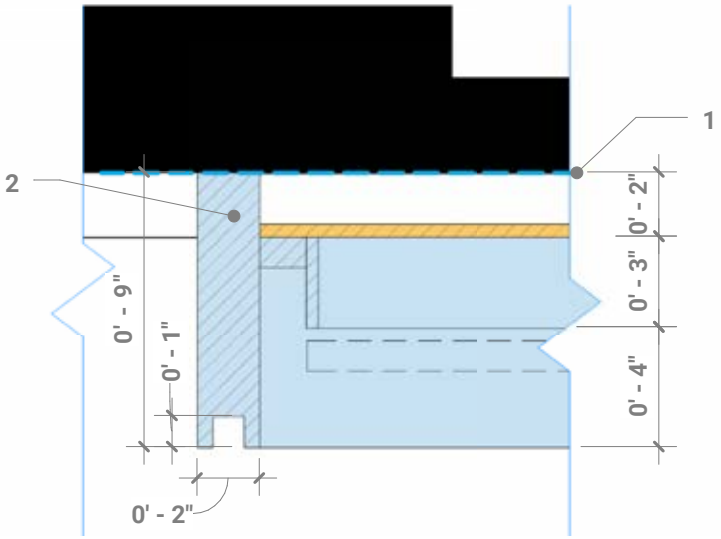
1 Lease line
2 Profile frame
3 Soffit panel
4 Linear LED luminaire, LED 5000K
5 Security pocket detail



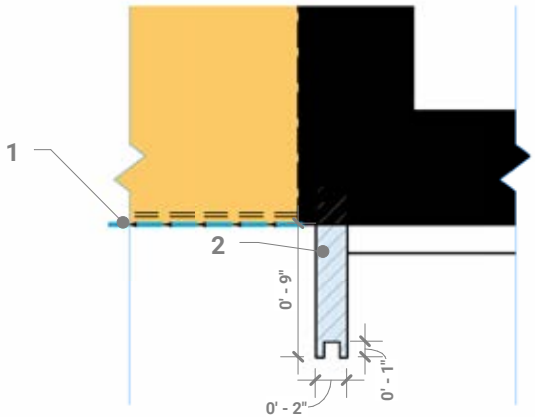
ELEVATION DETAIL



SECURITY POCKET DETAIL



A-A BULKHEAD PLAN DETAIL



B PLAN DETAIL

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

SIGNAGE DETAILS

1 Soffit panel

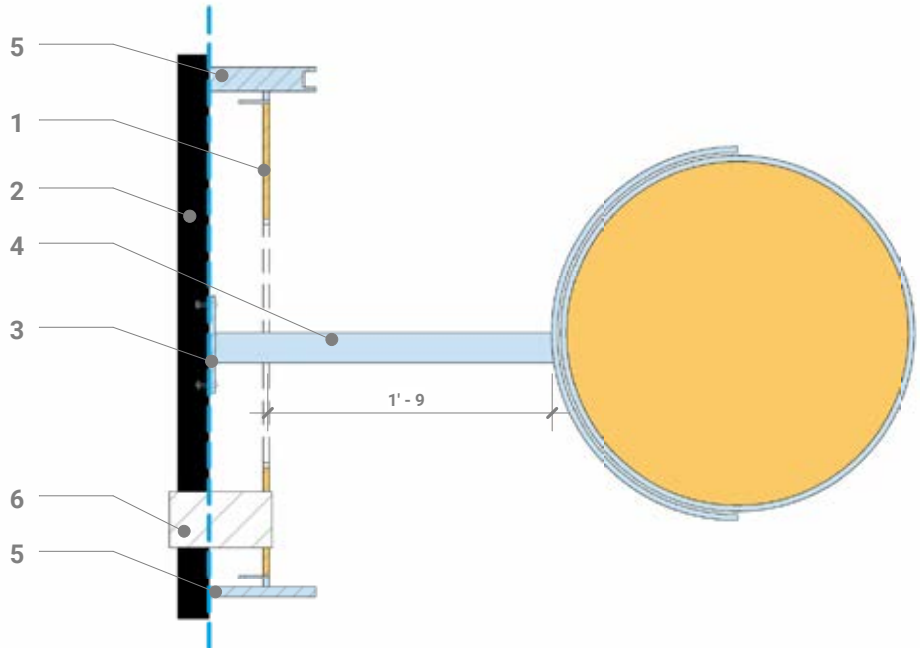
2 Existing wall

3 Blade sign support plate

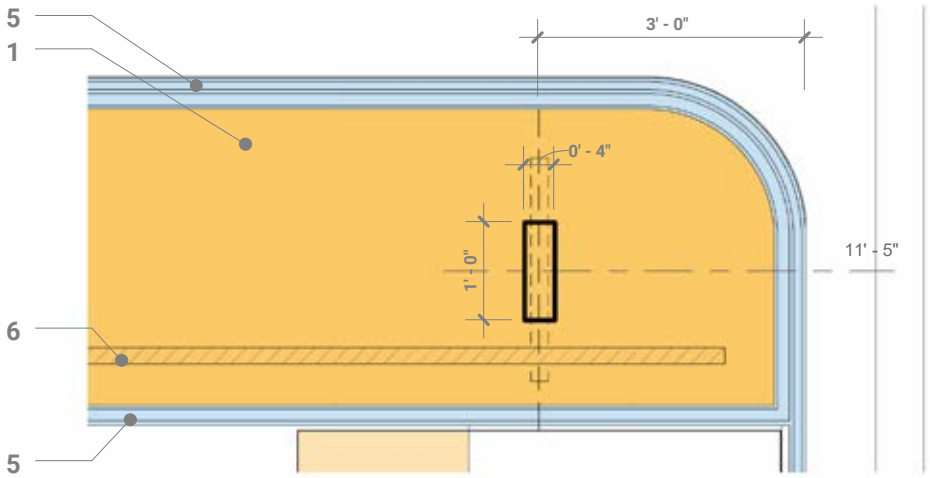
4 Blade sign support arm.
RAL 7043, Traffic grey.
Mounting height:
see elevation plans

5 Profile frame

6 Existing vent diffusers to remain



BLADE SIGN ATTACHMENT DETAIL



SOFFIT PANEL OPENING DETAIL

BY TENANT PER GUIDELINE

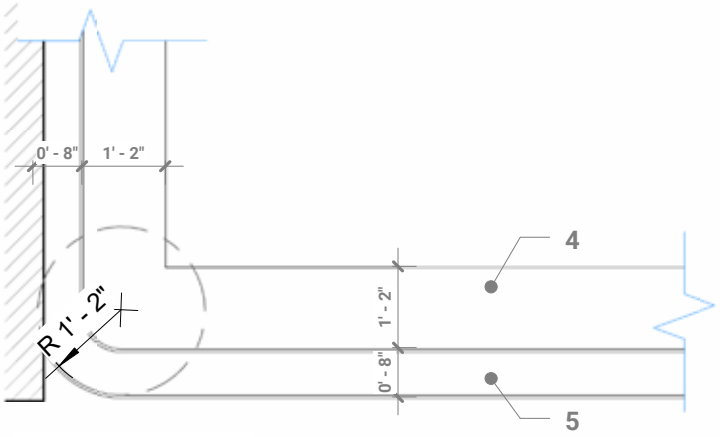
MATERIALITY BY TENANT

SPILL OUT ZONE

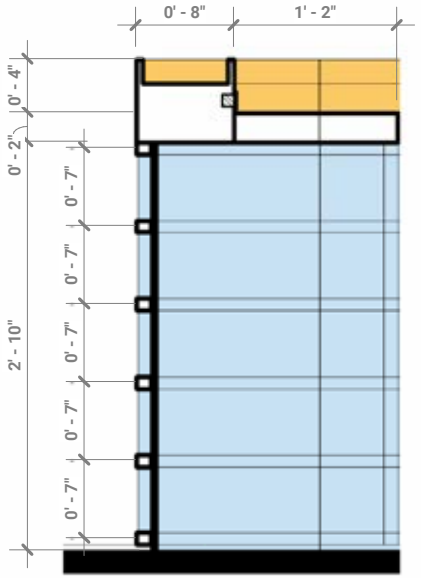
LEASE LINE

GUARDRAIL DETAIL

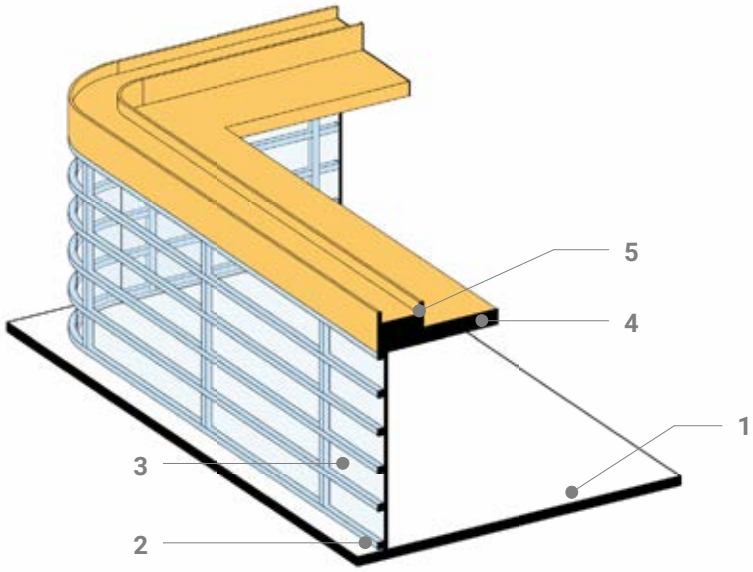
1 Finished floor level
2 Railing support
3 Privacy panel: semi-transparent metal mesh or perforated metal
4 Counter top. Provide power, outlet with USB connection
5 Planter



PLAN



SECTION



3D VIEW

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

CONCEPT IDEA » SHARED

FOR ILLUSTRATIVE PURPOSES ONLY

Concept shows how two Concessionaire units can showcase their individual brands while still maintaining consistency in storefront profile material.

CONCEPT IDEA » SHARED

FOR ILLUSTRATIVE PURPOSES ONLY

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

DESIGN GUIDELINES

KEY REQUIRED ELEMENTS

- Visual continuity
- Consistent datum height
- Integrated into the base building
- Flooring inside lease line to be decided by Tenant

BY TENANT PER GUIDELINE

(A) Profile frame. RAL 7043, Traffic grey

(B) Vent diffusers to remain. Vent cover to match soffit material color. Expand vent covers to read as a single element expanding from side to side.

MATERIALITY BY TENANT

(1) Primary signage. 11'-5" A.F.F. See page 1-32 for details. One primary sign placement is permitted, and it must be centered horizontally and vertically within the soffit area.

(2) Large blade signs. Mounting height 11'-5" A.F.F. See page 1-28 for details. Limited to one location per Tenant.

(3) Spill out zone. Refer to LOD for size and location.

(4) Security pocket

(5) Soffit. Material by Tenant, in compliance with a single solid color and material, matching side and front walls, and perimetral partitions.

(6) Front to remain minimum 66% open. See page 1-39 for details.

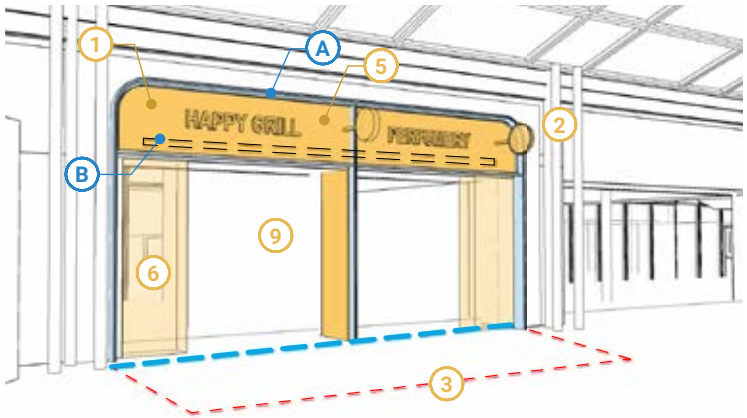
(7) Back to remain minimum 25% open. See page 1-37 for details.

(8) All new partitions must be offset 18" from mullions for Airport access. See page 1-40 for details.

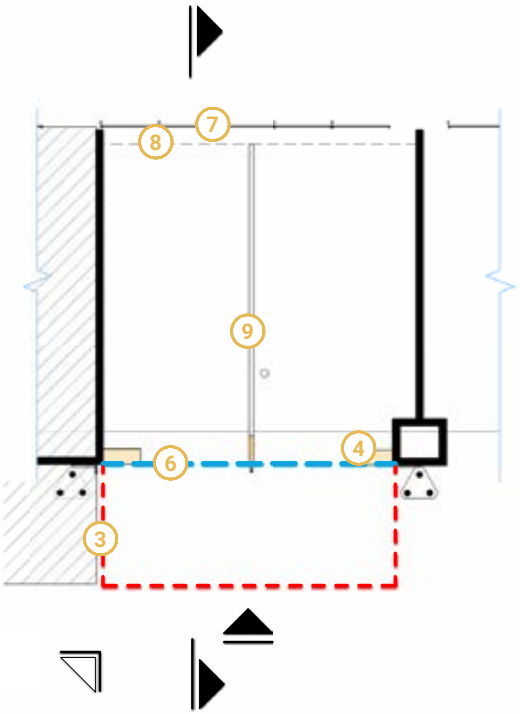
(9) Demising wall

SPILL OUT ZONE

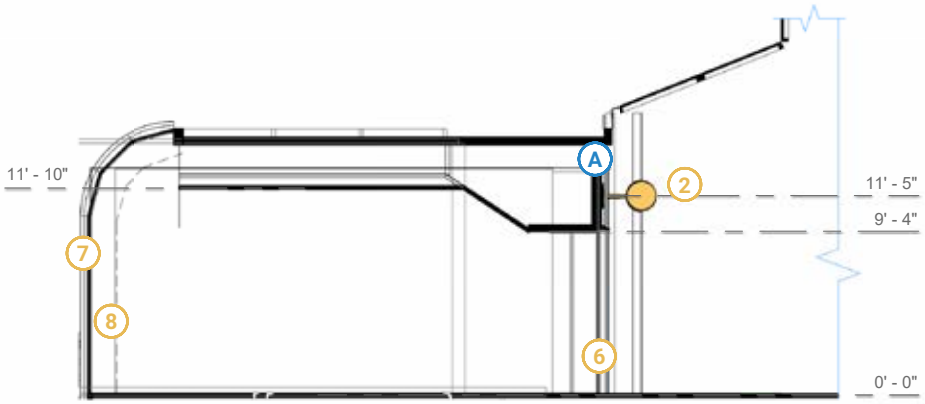
LEASE LINE



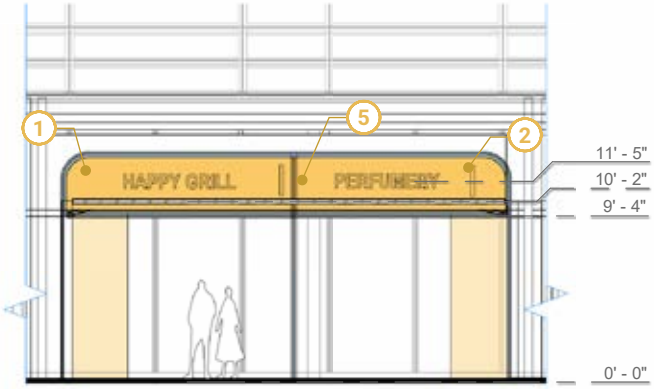
3D VIEW



PLAN



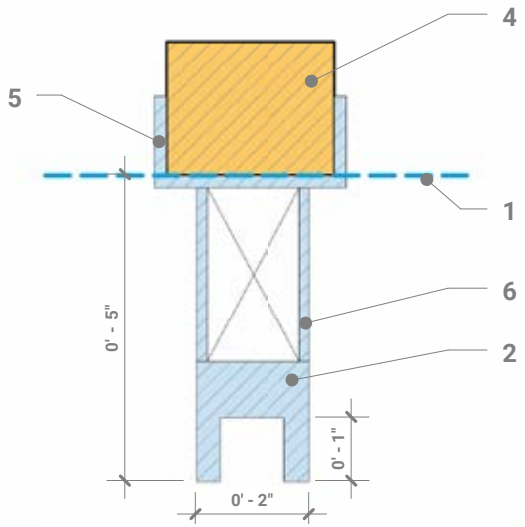
SECTION



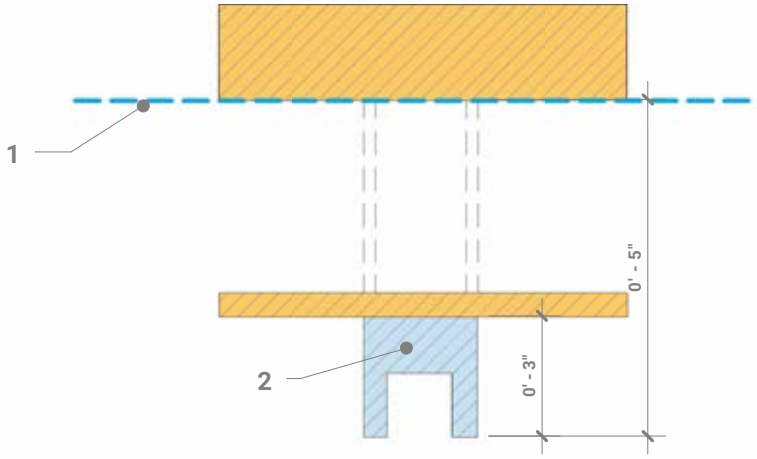
ELEVATION

SOFFIT STRUCTURE SUPPORT DETAILS

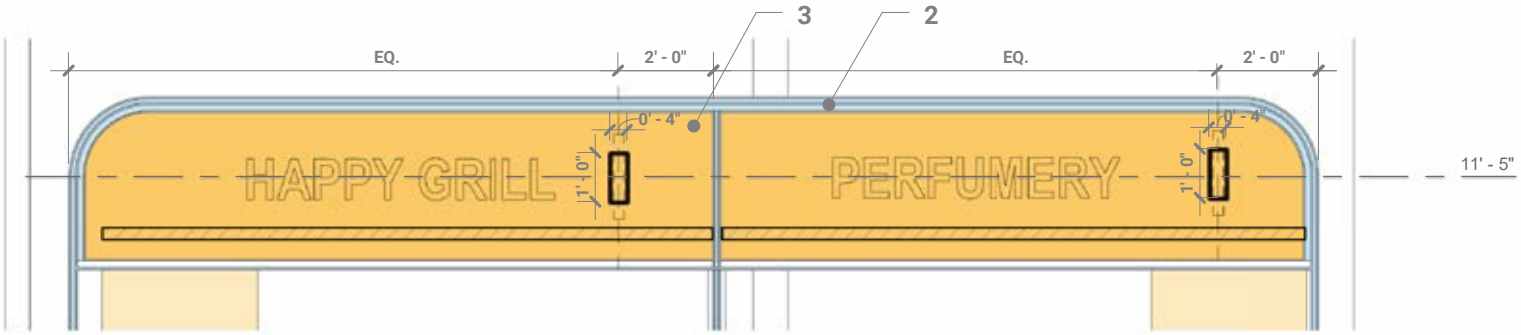
1 Lease line
2 Profile frame
3 Soffit panel
4 Demising wall
5 Wall end cap
6 Non-structural metal vertical framing



FLOOR PLAN DETAIL



BUILKHEAD SECTION DETAIL



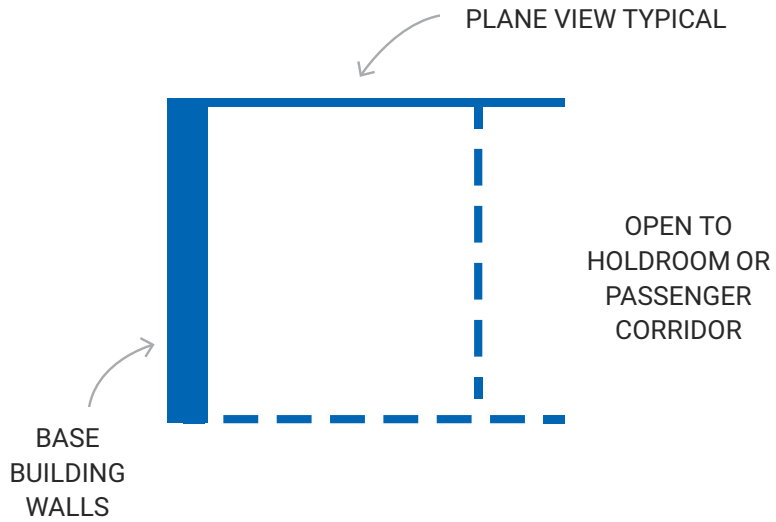
ELEVATION

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

INLINE

TYPE II

The Inline Type II typology is integrated into / attached to the base building on at least one side and is open on more than one side. Units whose back wall faces the airfield should strive to maintain 25% transparency on the back wall to allow for clear sightlines out to the airfield (does not apply if windows are not part of the base building at the back wall). This typology may be adjacent to other retailers, restroom facilities, holdrooms or other spaces. The Inline Type II may feature a bulkhead design that is either enclosed or open.



CONCEPT IDEA » ENCLOSED

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA » ENCLOSED

FOR ILLUSTRATIVE PURPOSES ONLY

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

DESIGN GUIDELINES

KEY REQUIRED ELEMENTS

- Visual continuity
- Consistent datum height
- Integrated into the base building

BY TENANT PER GUIDELINE

- (A) Metal canopy and soffit support framing. RAL 7043, Traffic grey
- (B) Metal support column. RAL 7043, Traffic grey
- (C) Metal soffit support framing. RAL 7043, Traffic grey

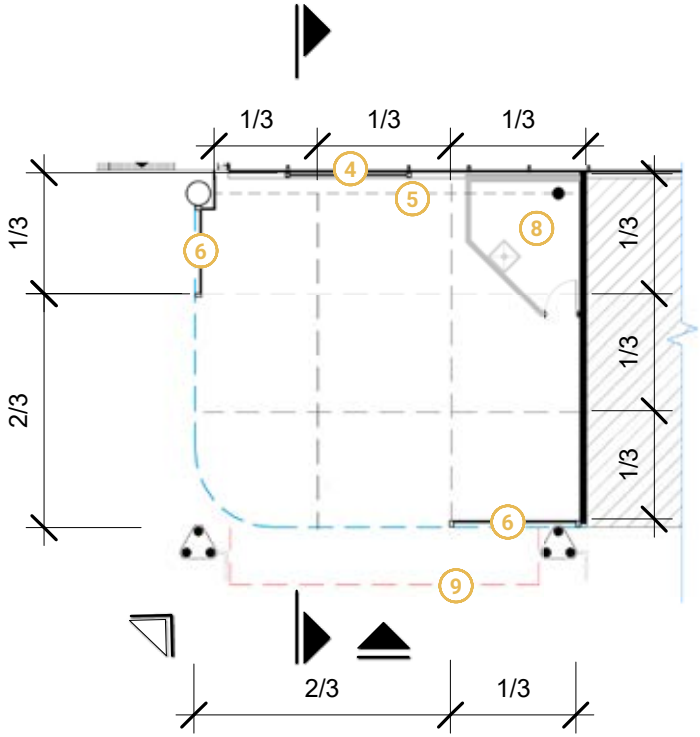
MATERIALITY BY TENANT

- (1) Primary signage. See page 1-32 for details. Limited to one location per Tenant / two locations for corner units. Soffit signage must be centered horizontally and vertically within the soffit area.
- (2) Extra large blade sign. Mounting height 10'-10" A.F.F. See page 1-28 for details. Limited to one location per Tenant.
- (3) Soffit. Material by Tenant.
- (4) Back to remain minimum 25% open. See page 1-39 for details.
- (5) All new partitions must be offset 18" from mullions for Airport access. See page 1-40 for details.
- (6) Perimetral partition / edge wall
- (7) Security pocket
- (8) Back of house area
- (9) Spill out zone. Refer to LOD for size and location.

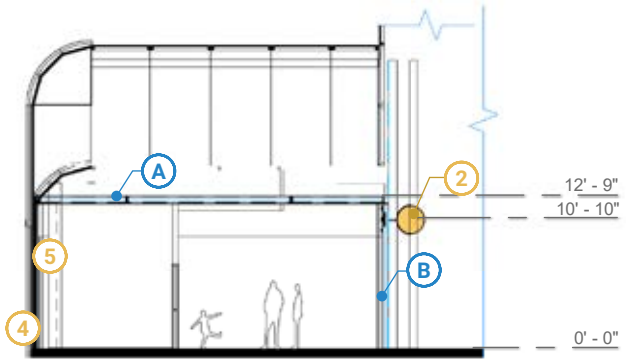
SPILL OUT ZONE

LEASE LINE

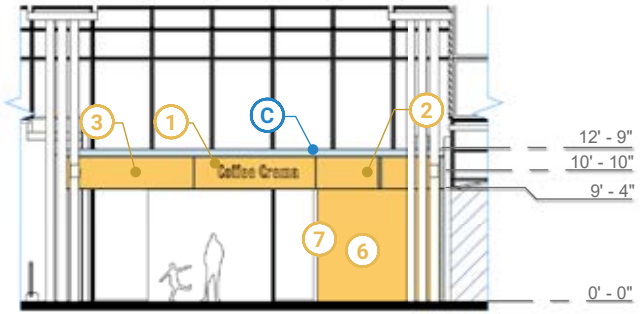
3D VIEW



PLAN



SECTION

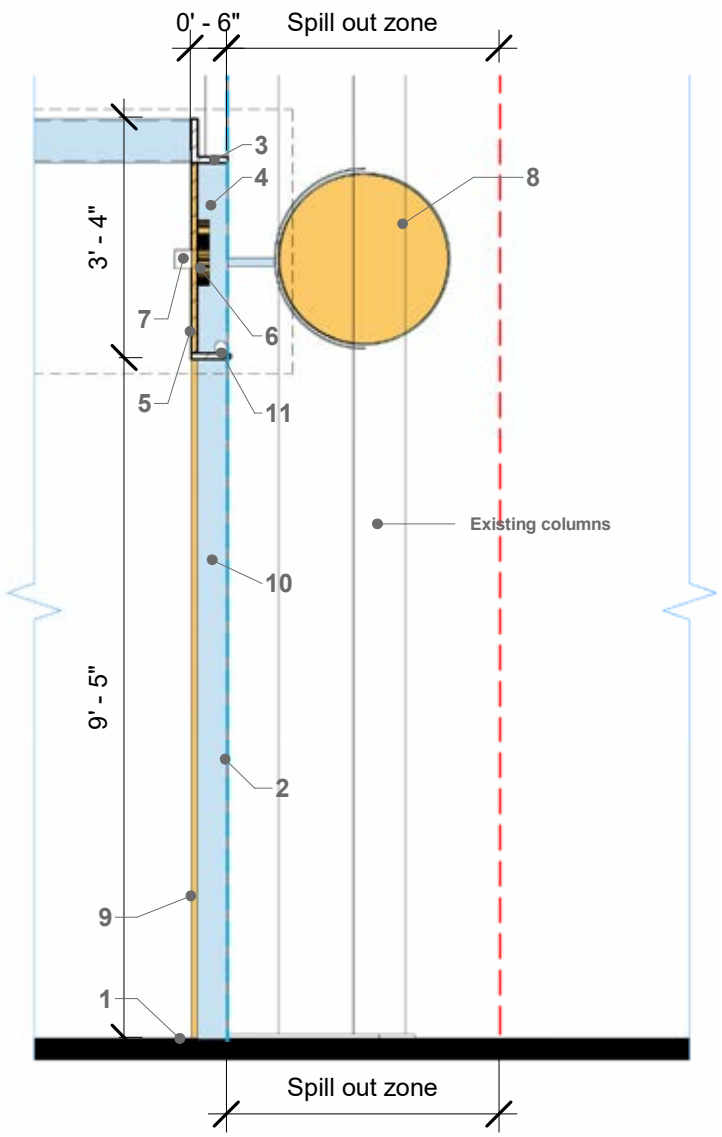


ELEVATION

SOFFIT STRUCTURE SUPPORT AND DETAILS

1 Finished floor level
2 Lease line
3 Metal canopy support framing
4 Metal soffit support framing
5 Soffit
6 Primary signage
7 Concealed primary signage electrical components
8 Extra large blade sign
9 Perimetral partition / edge wall
10 Metal support column
11 Linear Led luminaire, LED 5000K

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE



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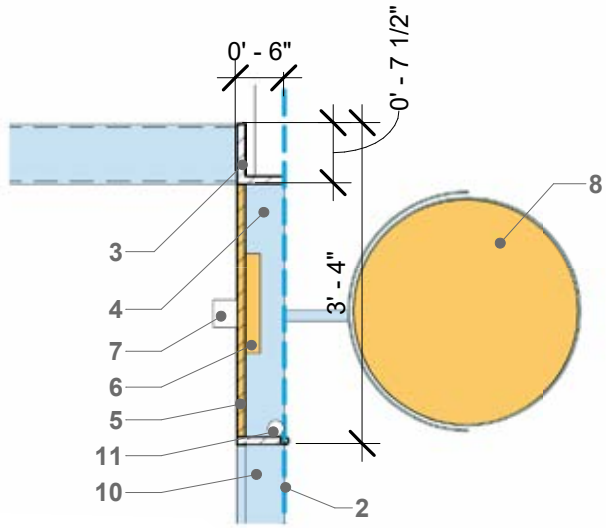
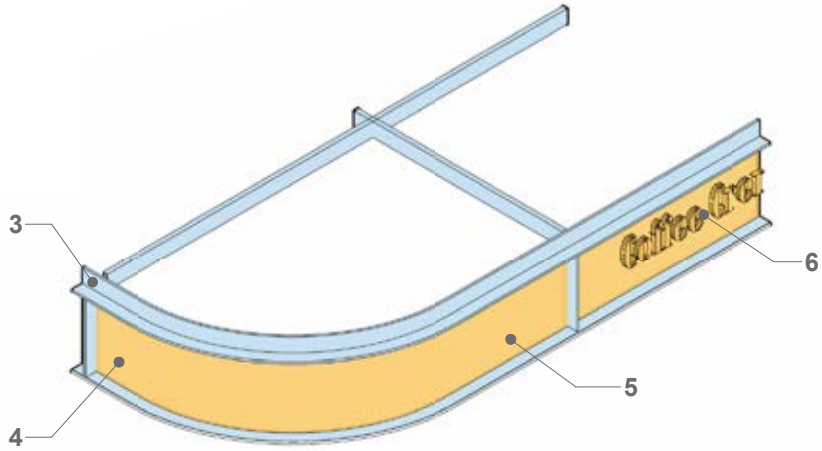


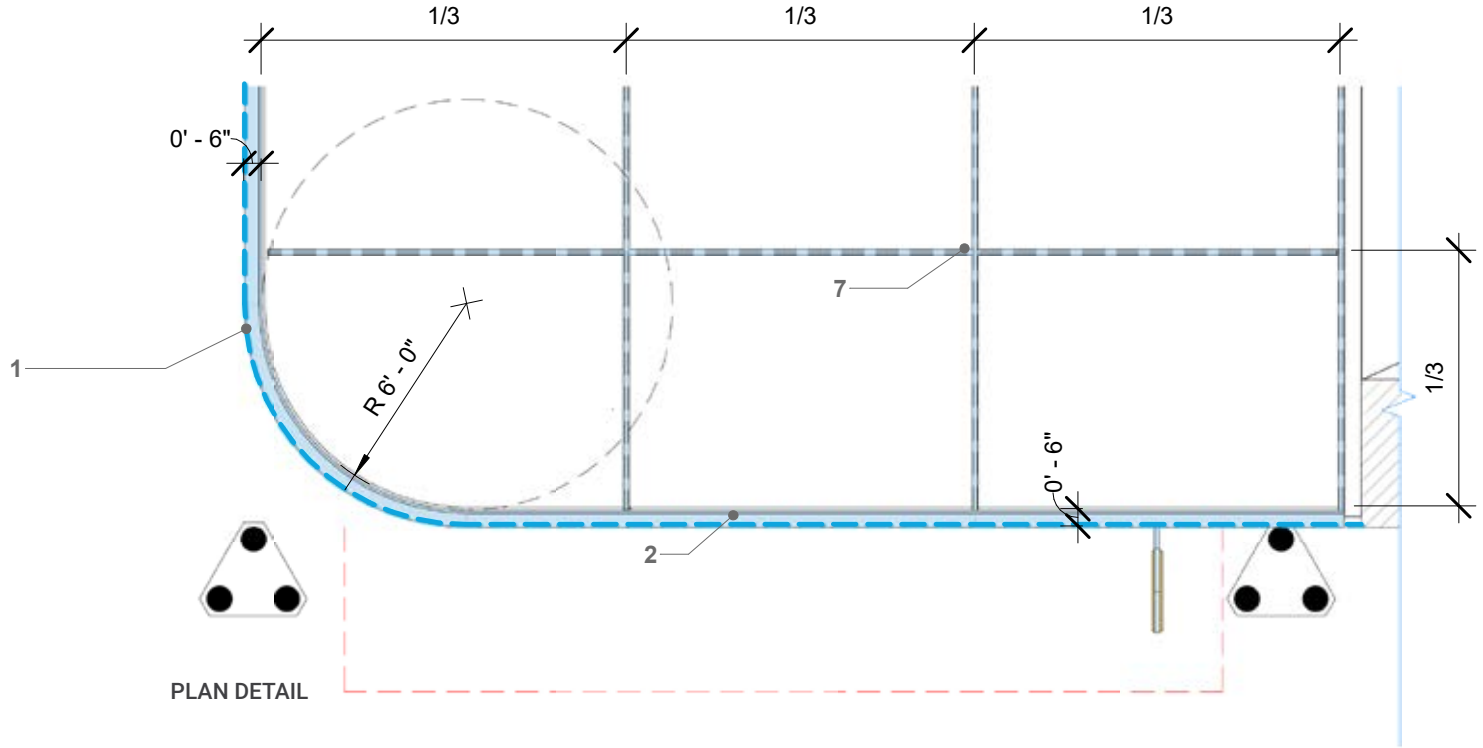
SECTION DETAIL



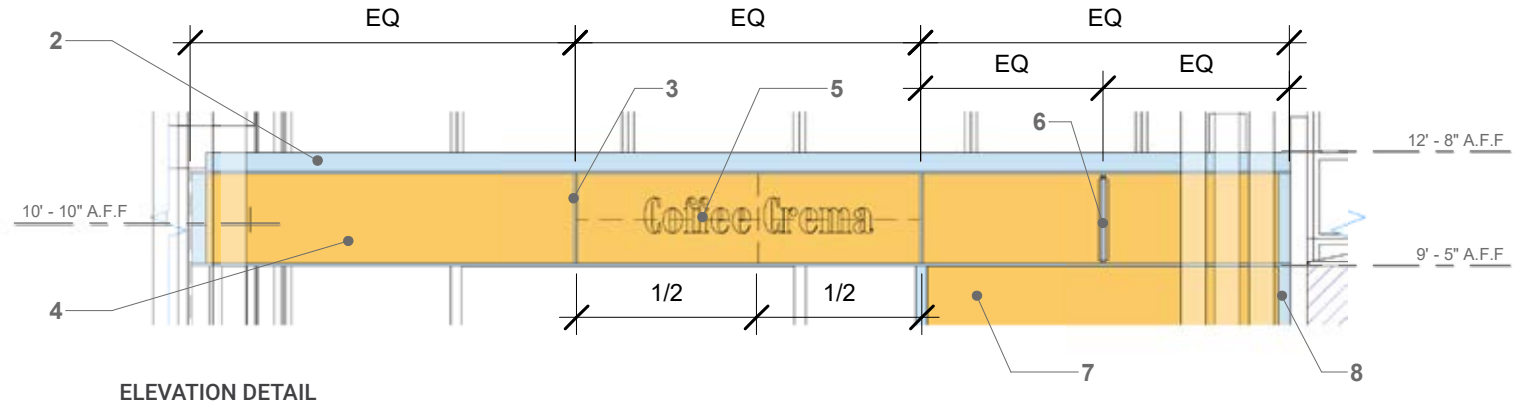
3D VIEW SOFFIT DETAIL

SOFFIT STRUCTURE SUPPORT AND DETAILS

1 Lease line
2 Metal canopy support framing
3 Metal soffit support framing
4 Soffit
5 Primary signage
6 Extra large blade sign
7 Perimetral partition / edge wall
8 Metal support column



PLAN DETAIL



ELEVATION DETAIL

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

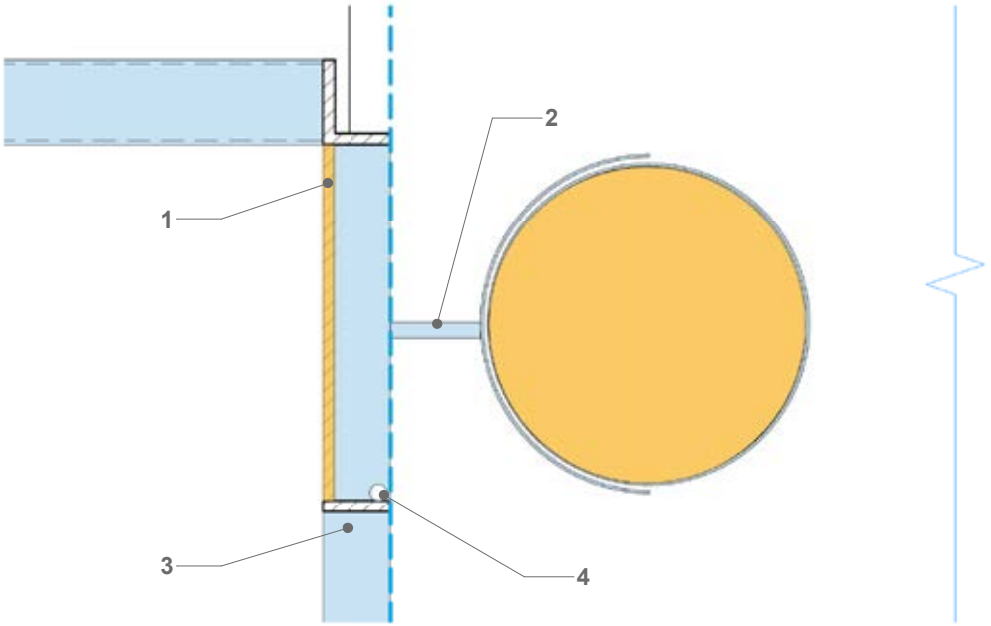
SOFFIT STRUCTURE SUPPORT AND DETAILS

1 Soffit

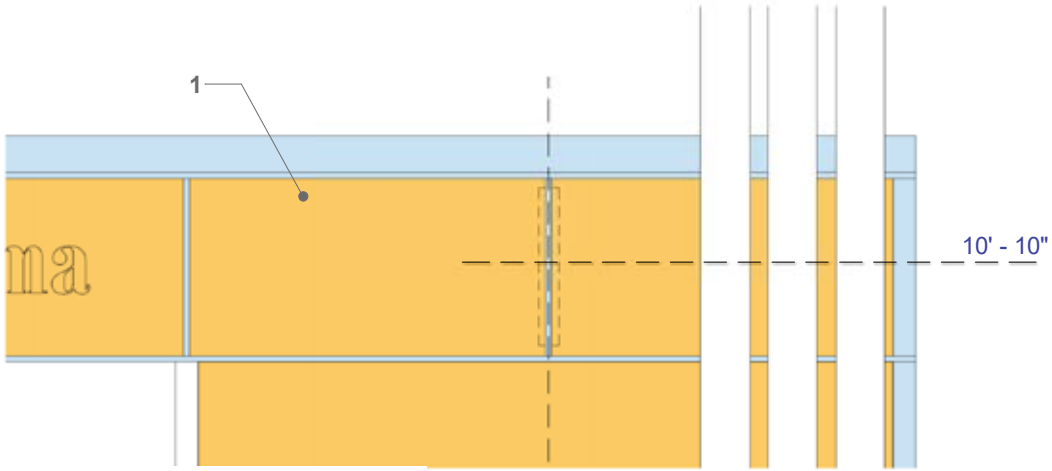
2 Blade sign support arm concealing power source and electric. RAL 7043, Traffic grey. Mounting height: see elevation plans

3 Metal support column

4 Linear LED luminaire, LED 5000K



BLADE SIGN ATTACHMENT DETAIL

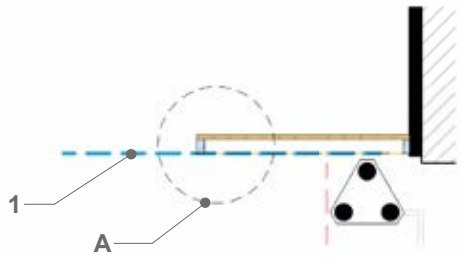


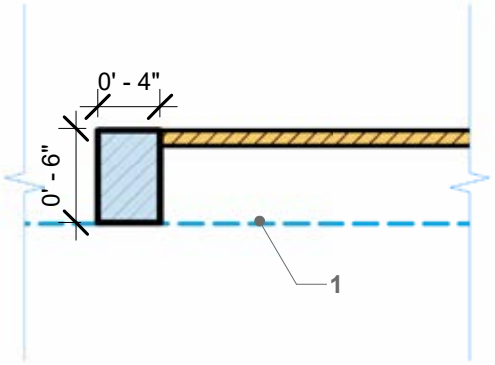
SOFFIT PANEL OPENING DETAIL

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

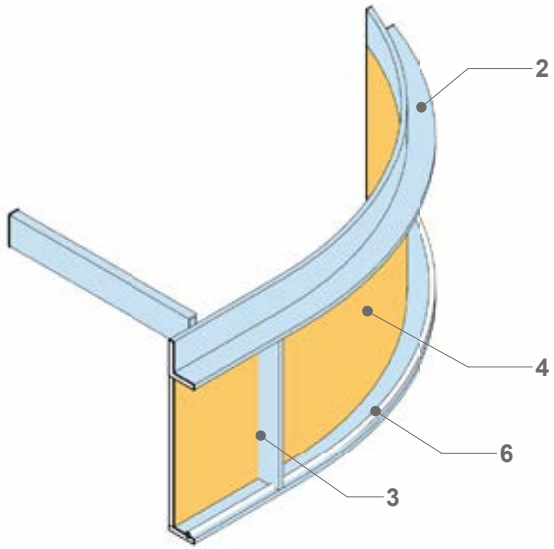
SOFFIT STRUCTURE SUPPORT AND DETAILS

1 Lease line
2 Metal canopy support framing
3 Metal soffit support framing
4 Soffit
5 Concealed primary signage electrical components
6 Linear LED luminaire, LED 5000K

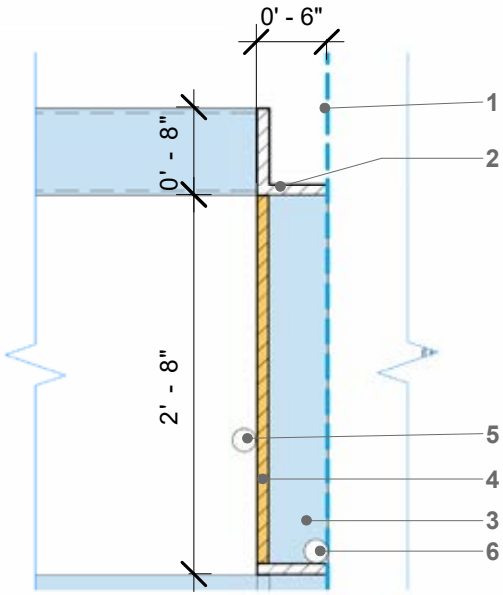




A - METAL COLUMN



3D SOFFIT FRAMING DETAIL



DETAIL SECTION - SOFFIT FRAMING

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

CONCEPT IDEA » OPEN

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA » OPEN

FOR ILLUSTRATIVE PURPOSES ONLY

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

DESIGN GUIDELINES

KEY REQUIRED ELEMENTS

- Visual continuity
- Consistent datum height
- Integrated into the base building

BY TENANT PER GUIDELINE

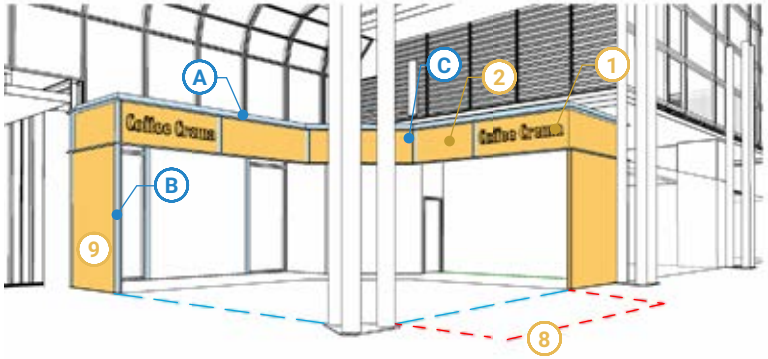
- (A) Metal canopy and soffit support framing. RAL 7043, Traffic grey
- (B) Metal support column
- (C) Metal soffit support framing

MATERIALITY BY TENANT

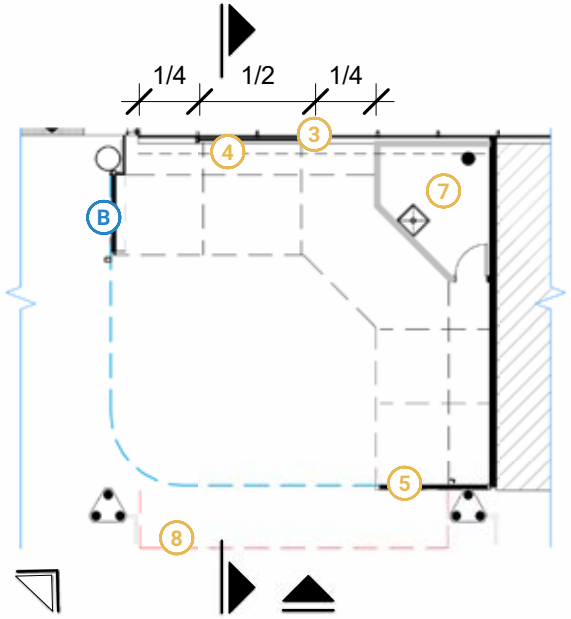
- (1) Primary signage. See page 1-32 for details. Limited to one location per Tenant / two location for corner units. Soffit signage must be centered horizontally and vertically within the soffit area.
- (2) Soffit. Material by Tenant.
- (3) Back to remain minimum 25% open. See page 1-39 for details.
- (4) All new partitions must be offset 18" from mullions for Airport access. See page 1-40 for details.
- (5) Perimetral partition / edge wall
- (6) Security pocket
- (7) Back of house
- (8) Spill out zone. Refer to LOD for size and location.

SPILL OUT ZONE

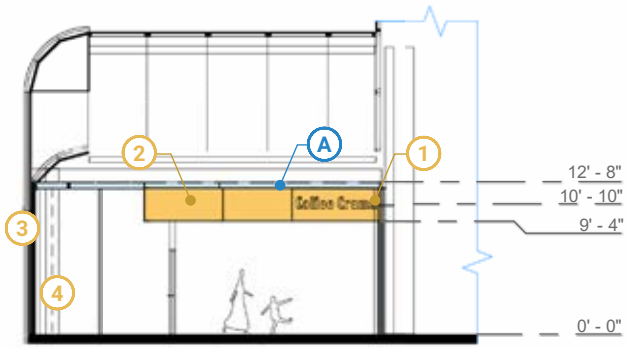
LEASE LINE



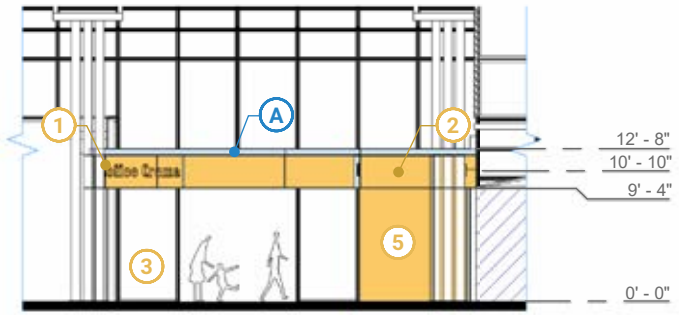
3D VIEW



PLAN



SECTION

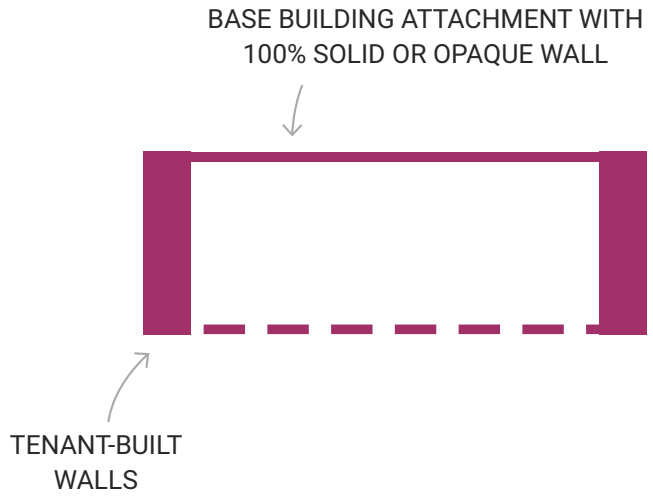


ELEVATION

ATTACHED

KIOSK

Attached kiosks connect to the airport base building at the back. These kiosks can feature wall structures with varying degrees of transparency and materiality. There are two variations of the attached kiosk, which depend on the size of the lease space. Deep kiosk spaces may include side walls, while shallow kiosk spaces will likely not feature side walls to maximize openness.



CONCEPT IDEA » BAR

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA » STORE

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA » FOOD & BEVERAGE WITH COUNTER

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA » VARIATION STUDY

FOR ILLUSTRATIVE PURPOSES ONLY

Exemplary layout in plan:
*storage areas measure approx. 5'-7" W x 8'-2" D

CONCEPT IDEA

FOR ILLUSTRATIVE PURPOSES ONLY

DESIGN GUIDELINES

KEY REQUIRED ELEMENTS

- Visual continuity
- Existing flooring to remain

BY TENANT PER GUIDELINE

(A) Metal canopy and soffit support framing

(B) Metal soffit support framing

MATERIALITY BY TENANT

(1) Primary signage. 9'-3" A.F.F. See page 1-32 for detail. One primary sign placement is permitted, and it must be centered horizontally and vertically within the soffit area.

(2) Large blade sign. Mounting height 9'-3" A.F.F. See page 1-28 for details. Limited to one Location per Tenant.

(3) Soffit. Material and color decided by Tenant. Same material must be used for the entirety of the soffit.

(4) All new partitions must be offset 18" from mullions for Airport access. See page 1-40 for details.

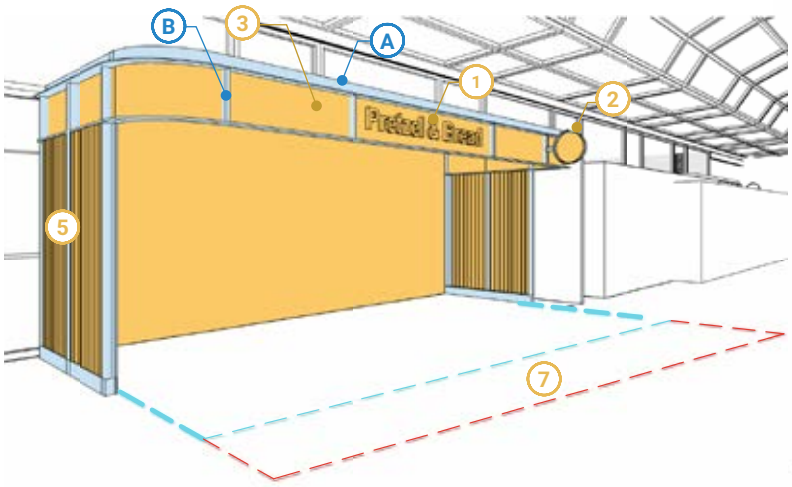
(5) Perimetral partition / edge wall must include 66% openness factor. See page 1-39 for details.

(6) Security closure

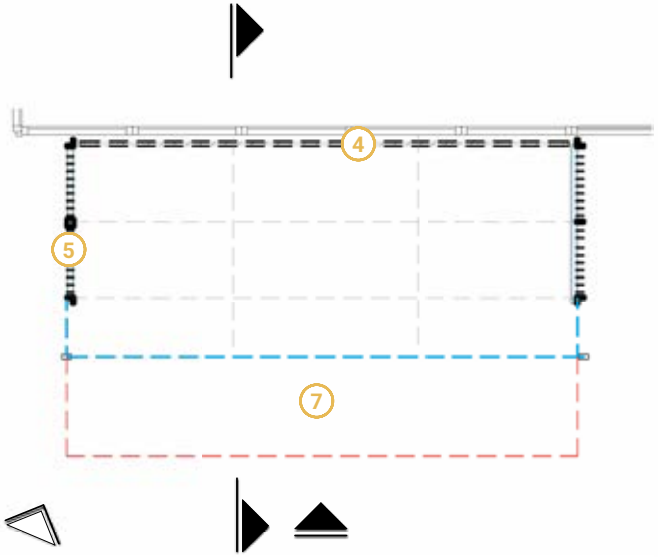
(7) Spill out zone. Refer to LOD for size and location.

SPILL OUT ZONE

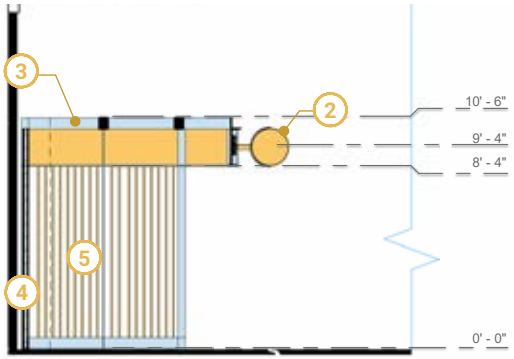
LEASE LINE



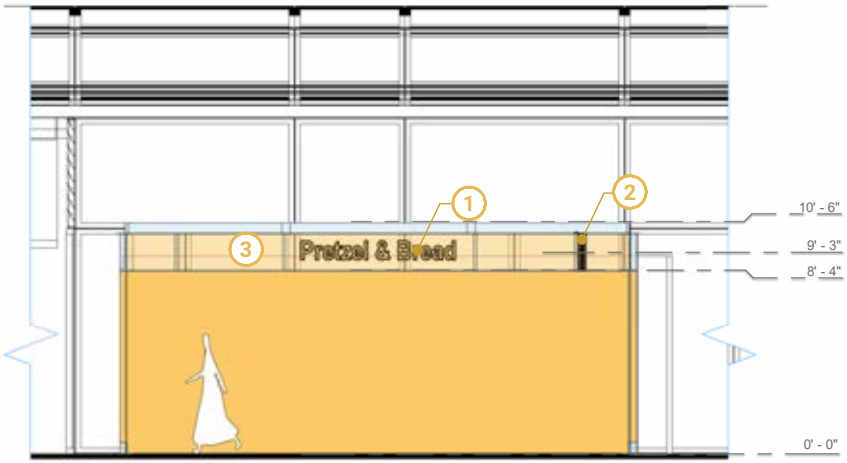
3D VIEW



PLAN



SECTION

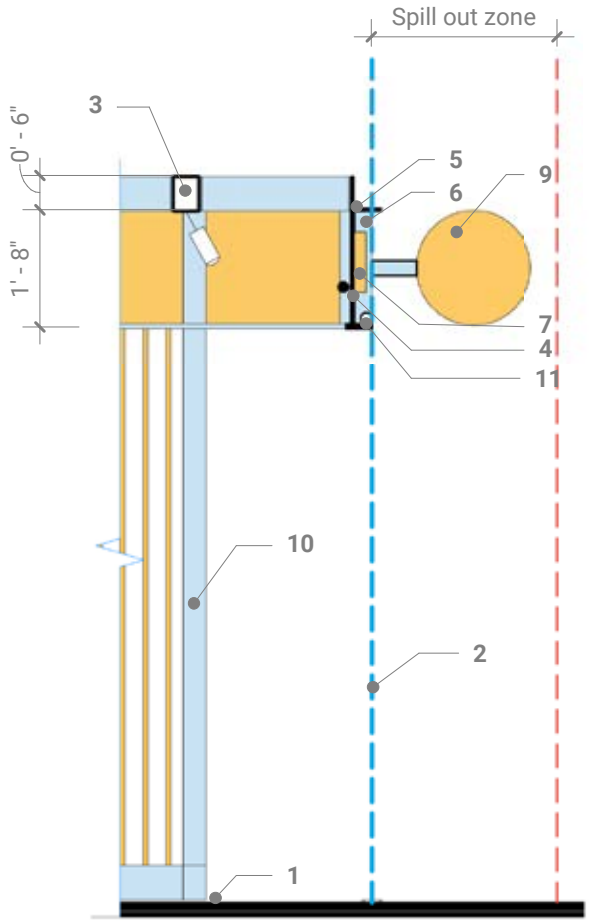


ELEVATION

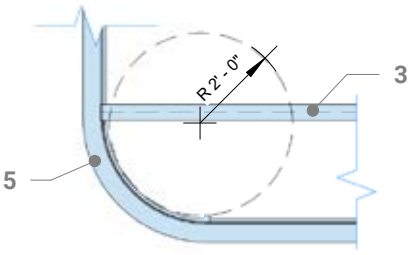
SOFFIT STRUCTURE SUPPORT AND DETAILS

1 Finished floor level
2 Lease line
3 Metal canopy support framing with electrical and lighting system incorporated throughout
4 Soffit
5 Metal soffit support framing
6 Metal soffit support framing
7 Primary signage
8 Concealed primary signage electrical components
9 Blade sign
10 Metal support column
11 Linear LED luminaire, LED 5000K

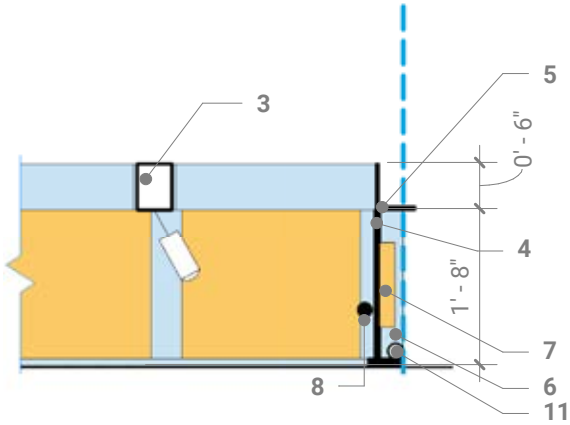
BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE



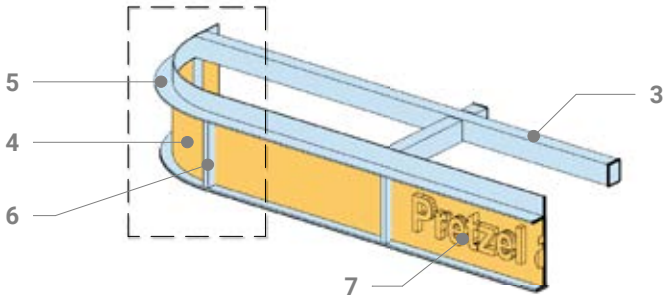
SECTION



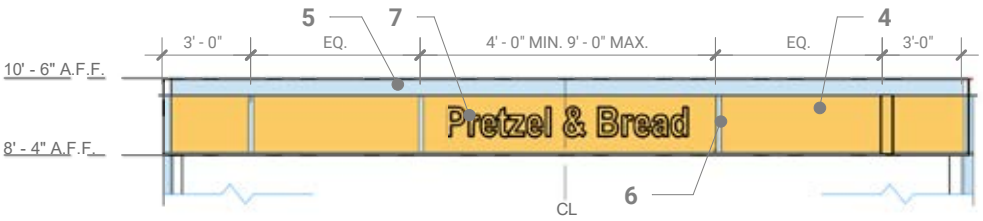
CORNER PLAN DETAIL



SECTION DETAIL



3D VIEW DETAIL

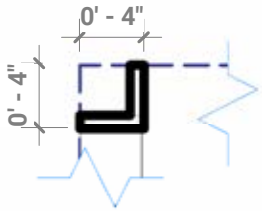


ELEVATION

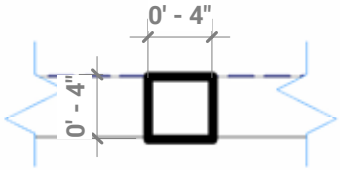
SOFFIT STRUCTURE SUPPORT AND DETAILS

1 Metal canopy support framing with electrical and lighting system incorporated throughout
2 Soffit
3 Metal soffit support framing
4 Primary signage
5 Concealed primary signage electrical components
6 Linear LED luminaire, LED 5000K

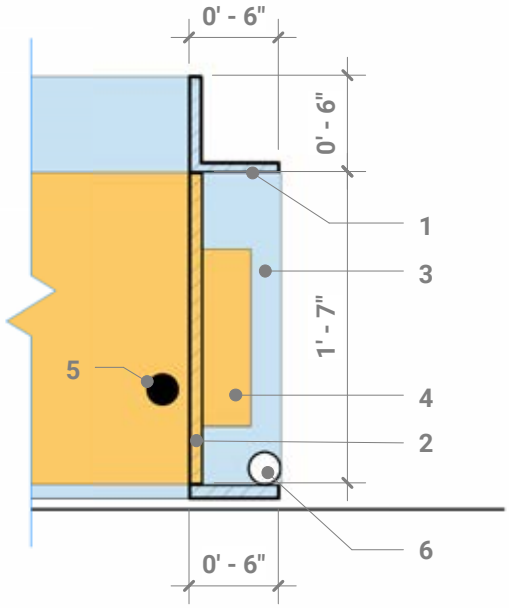
BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE



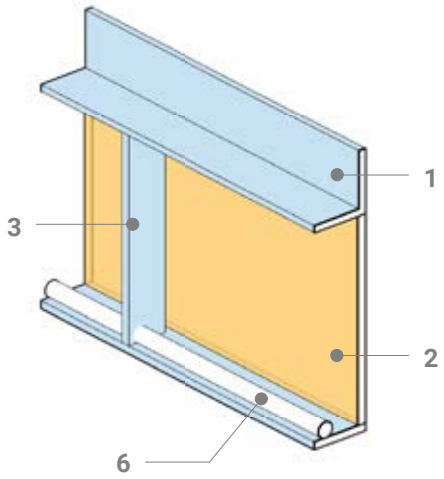
METAL CORNER COLUMN



METAL MID COLUMN



SOFFIT STRUCTURE



3D VIEW

CONCEPT IDEA » SHALLOW

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA » SHALLOW

FOR ILLUSTRATIVE PURPOSES ONLY

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

DESIGN GUIDELINES

KEY REQUIRED ELEMENTS

- Visual continuity
- Existing flooring to remain

BY TENANT PER GUIDELINE

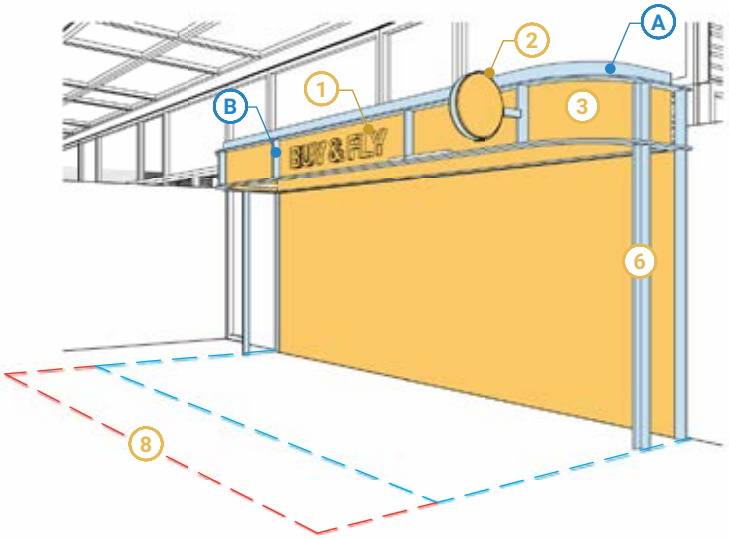
- (A) Metal canopy and soffit support framing Color to be decided by Tenant.
- (B) Metal soffit support framing

MATERIALITY BY TENANT

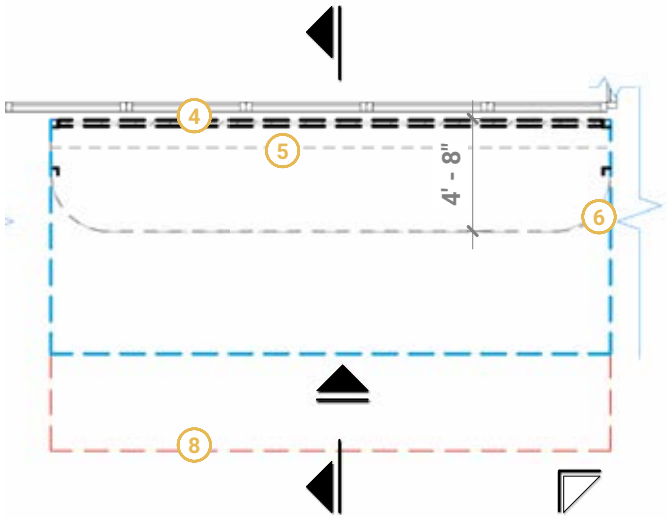
1. Primary signage. 9'-3" A.F.F. See page 1-32 for detail. One primary sign placement is permitted, and it must be centered horizontally and vertically within the soffit area.
2. Large blade sign. Mounting height 9'-3" A.F.F. See page 1-28 for details. Limited to one location per Tenant.
3. Soffit
4. Back to remain minimum 25% open. See page 1-39 for details.
5. All new partitions must be offset 18" from mullions for Airport access. See page 1-40 for details.
6. Perimetral partition / edge wall
7. Security closure
8. Spill out zone. Refer to LOD for size and location.

SPILL OUT ZONE

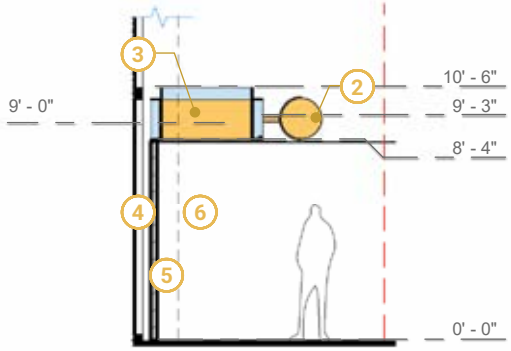
LEASE LINE



3D VIEW



PLAN



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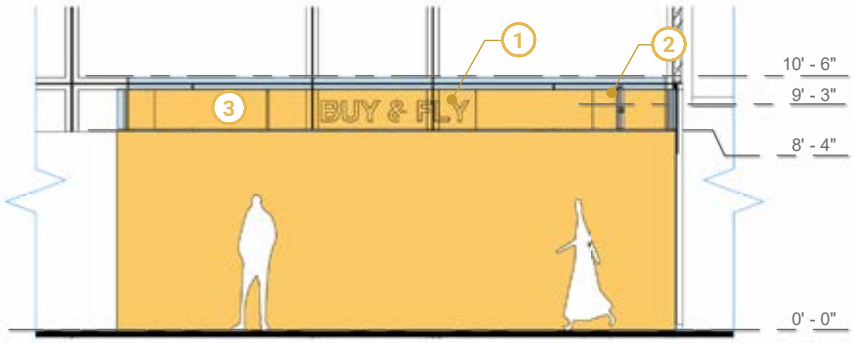
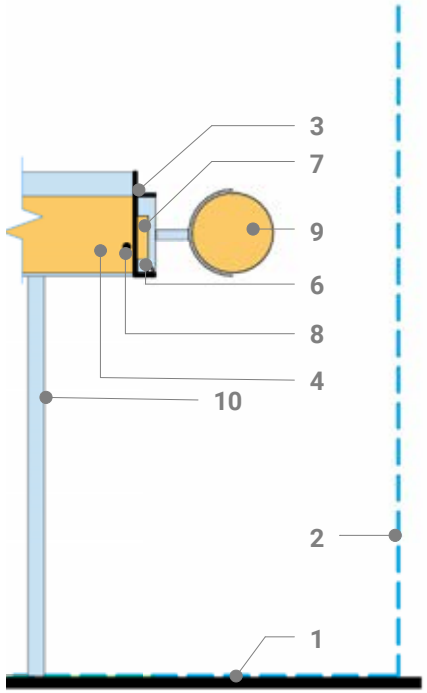


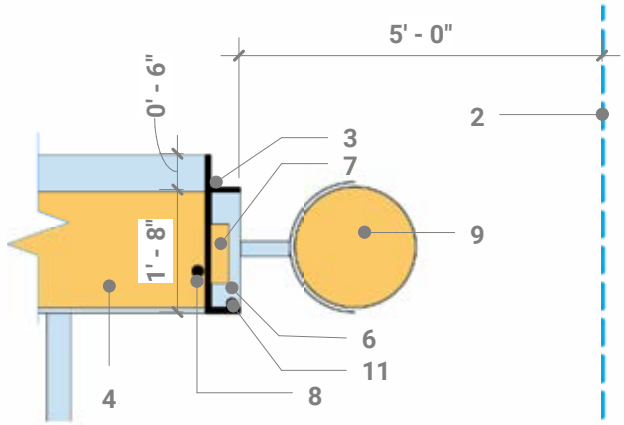
ELEVATION

SOFFIT STRUCTURE SUPPORT AND DETAILS

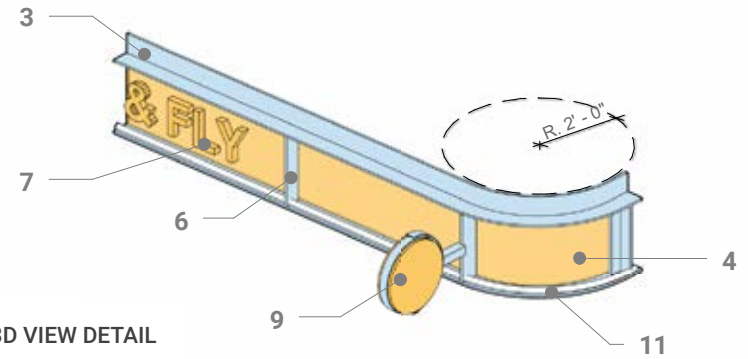
1 Finished floor level
2 Lease line
3 Metal canopy support framing with electrical and lighting system incorporated throughout
4 Soffit
5 Metal soffit support framing
6 Metal soffit support framing
7 Primary signage
8 Concealed primary signage electrical components
9 Blade sign
10 Metal support column
11 Linear LED luminaire, LED 5000K



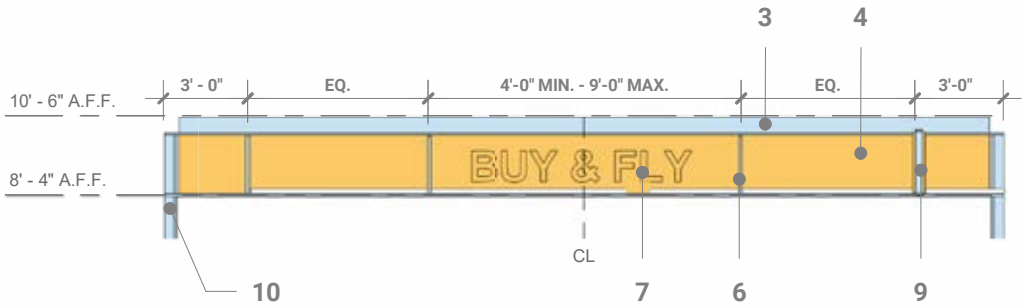
SECTION



SECTION DETAIL



3D VIEW DETAIL



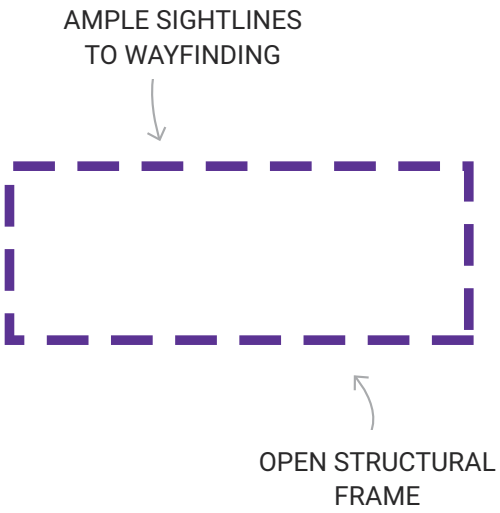
ELEVATION

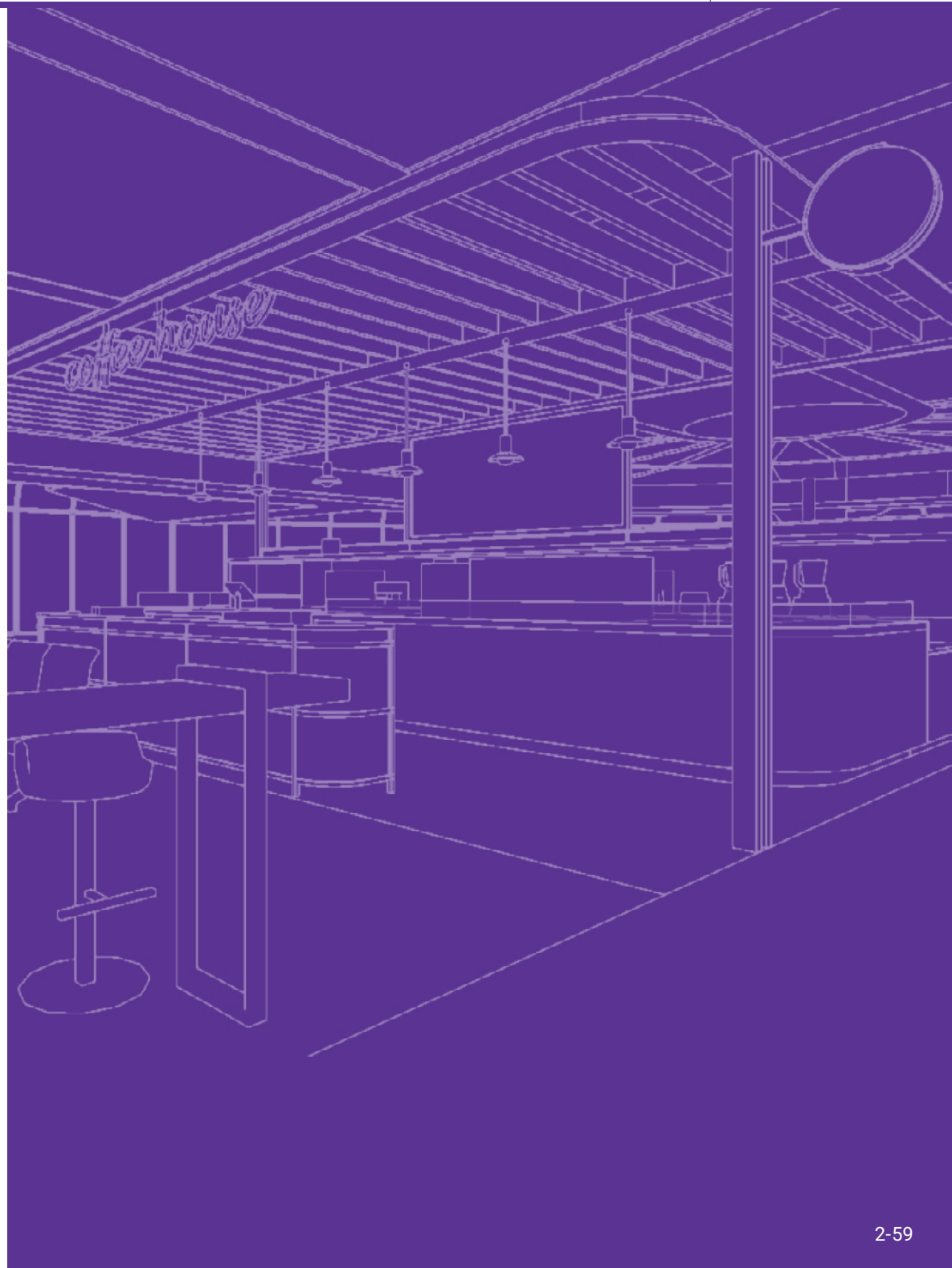
BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

FREESTANDING

KIOSK

Freestanding kiosks are not attached to any base building walls. These kiosks can feature wall structures with varying degrees of transparency and materiality. When freestanding kiosks are adjacent to holdrooms, a minimum of 50% of the space above head height must be clear to allow clear sightlines to wayfinding and gate signage.





CONCEPT IDEA

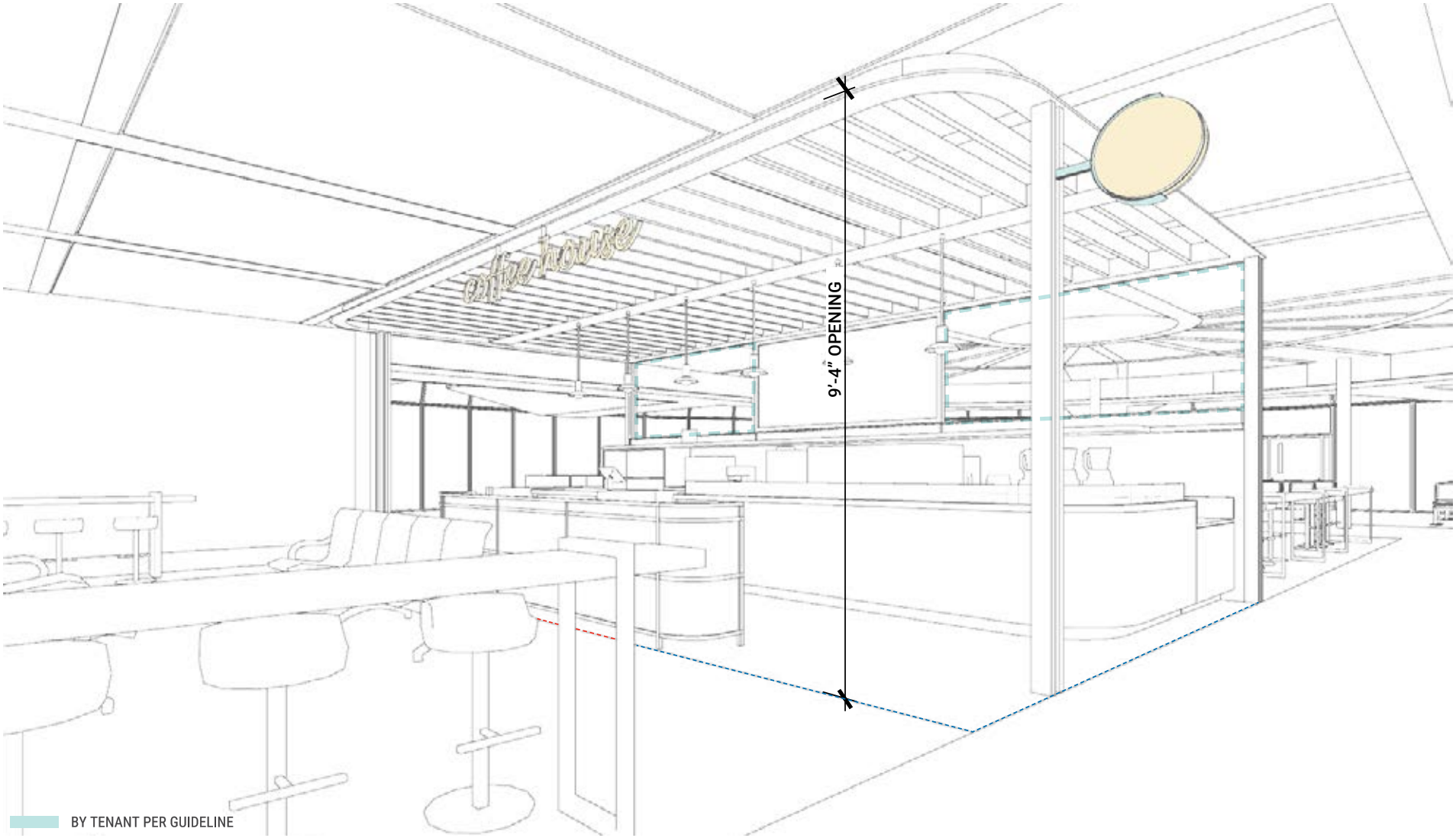
FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA

FOR ILLUSTRATIVE PURPOSES ONLY



DESIGN GUIDELINES

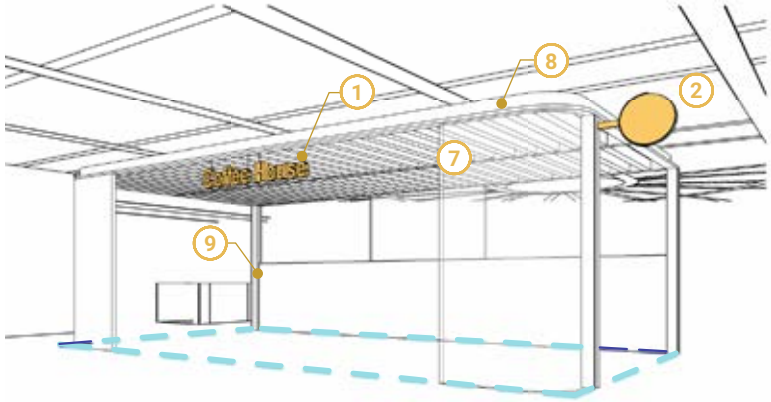
KEY REQUIRED ELEMENTS

- Visual continuity

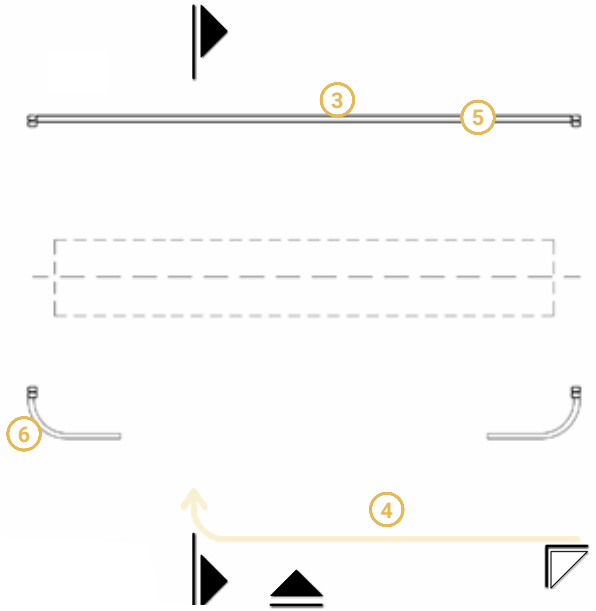
MATERIALITY BY TENANT

1. Primary signage. 8'-7" A.F.F. See page 1-32 for detail. Limited to one location per Tenant at front of unit.
2. Large blade sign. Mounting height 8'-7" A.F.F. See page 1-28 for details. Limited to one location per Tenant.
3. Counter
4. Queuing
5. Back to remain minimum 25% open. See page 1-39 for details.
6. Perimetral partition / edge wall must include minimum 66% open. Refer to page 1-39 for details.
7. Lighting system
8. Metal canopy support frame
9. Metal support column

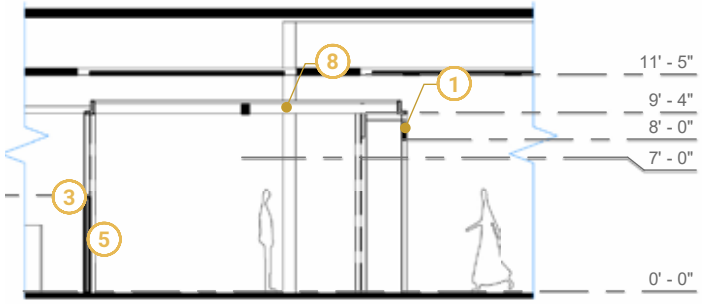
* Partitions should not obstruct view of wayfinding elements. If unit is located obstructing the view, a 66% openness factor should be provided.



3D VIEW



PLAN



SECTION

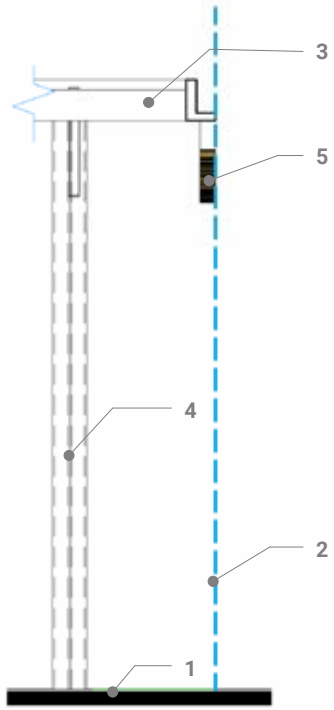
ELEVATION

SPILL OUT ZONE

LEASE LINE

SOFFIT STRUCTURE SUPPORT AND DETAILS

1 Finished floor level
2 Lease line
3 Metal canopy support framing
4 Metal support column
5 Primary signage
6 Blade sign
7 Counter. Provide power, outlet with USB connection.



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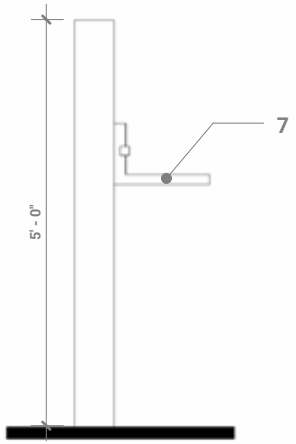

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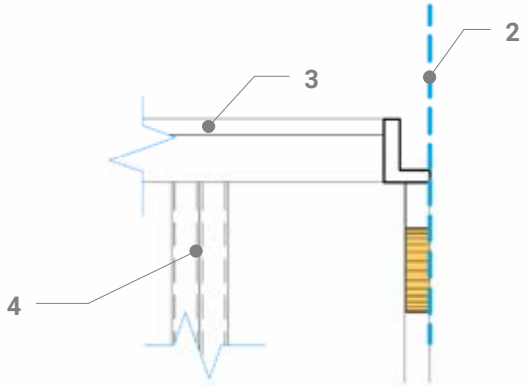

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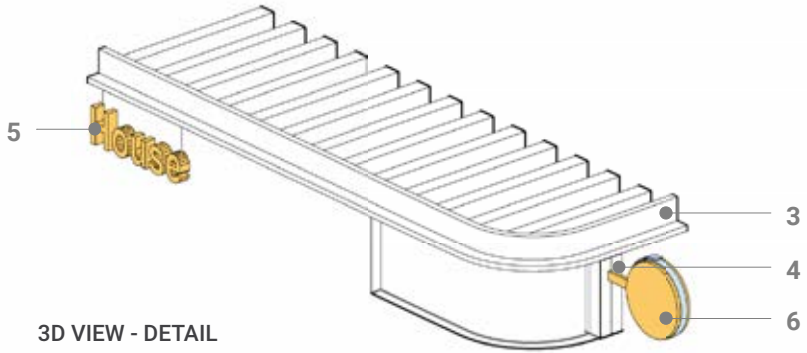


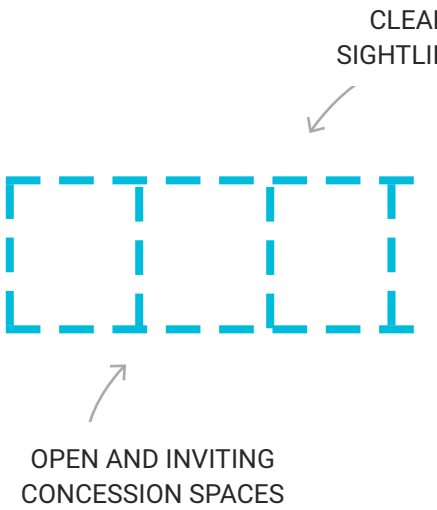
3D VIEW - DETAIL

ELEVATION

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

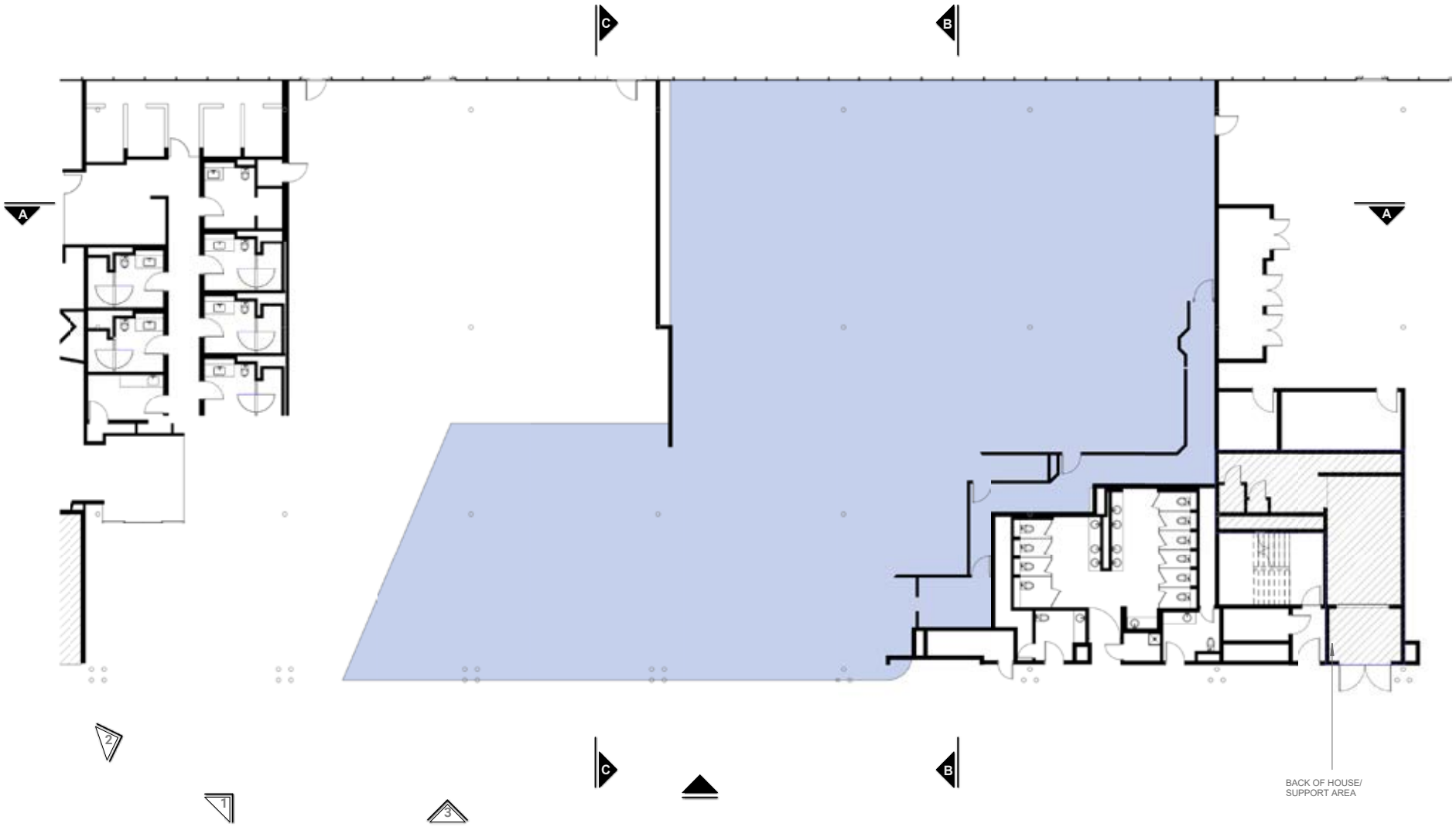
FOOD HALL

The food hall typology features multiple food and beverage vendors in an open-air market style. Each unique F&B space must accommodate queuing that does not interfere with circulation. Food hall seating should be highly varied, including bar top seating, communal seating, small group seating, and more. The food hall should utilize as much daylight as possible within the design, as well as greenery and other elements found in nature to offer comfort and a sense of well being. Food hall should open to holdrooms when possible with windows, walkways or other transparent materials.



FOOD HALL » CONCOURSE C CENTER

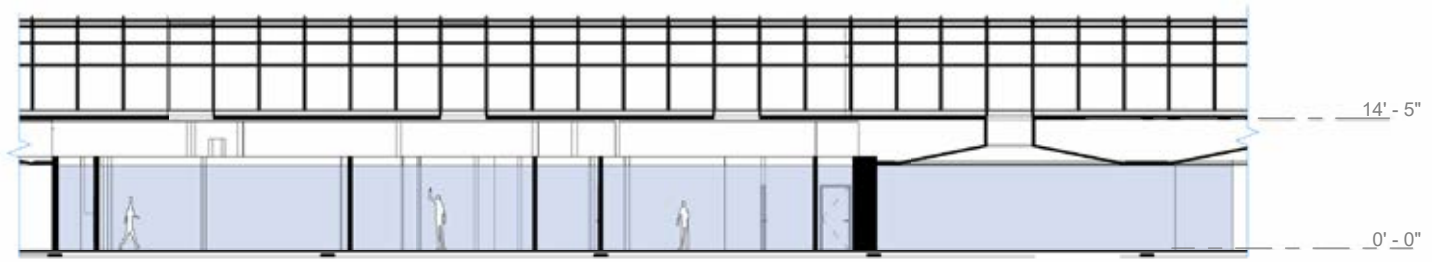
FOR ILLUSTRATIVE PURPOSES ONLY



PLAN

FOOD HALL » CONCOURSE C CENTER

FOR ILLUSTRATIVE PURPOSES ONLY



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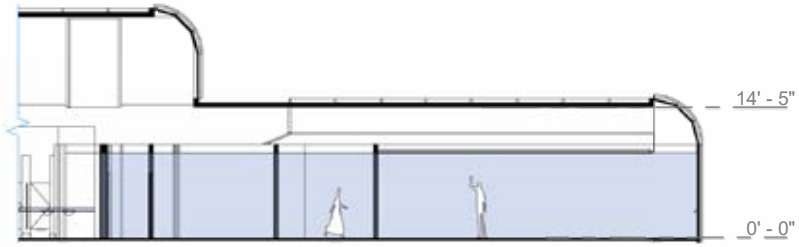

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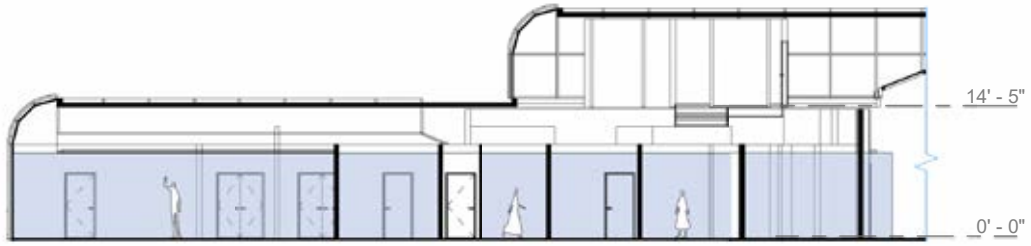

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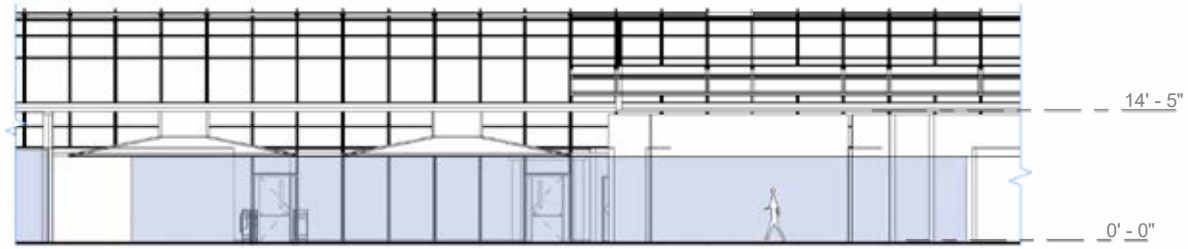


ELEVATION

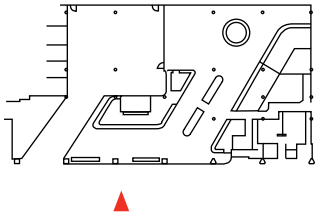
FOOD HALL » CONCOURSE C CENTER

FOR ILLUSTRATIVE PURPOSES ONLY

FOOD HALL » CONCOURSE C CENTER

FOR ILLUSTRATIVE PURPOSES ONLY

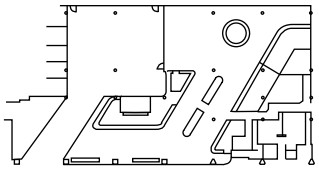
▲ EXISTING CONDITION



FOOD HALL » CONCOURSE C CENTER

FOR ILLUSTRATIVE PURPOSES ONLY

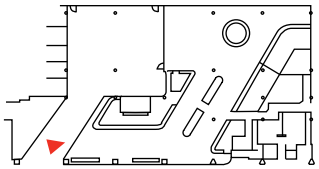
▲ EXISTING CONDITION



FOOD HALL » CONCOURSE C CENTER

FOR ILLUSTRATIVE PURPOSES ONLY

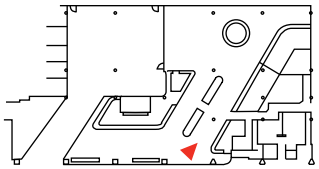
▲ EXISTING CONDITION



FOOD HALL » CONCOURSE C CENTER

FOR ILLUSTRATIVE PURPOSES ONLY

▲ EXISTING CONDITION



03 CATALOG OF LOCATIONS

SECTION TABLE OF CONTENTS

BEGIN CHAPTER

CATALOG OF LOCATIONS

CONCOURSE B

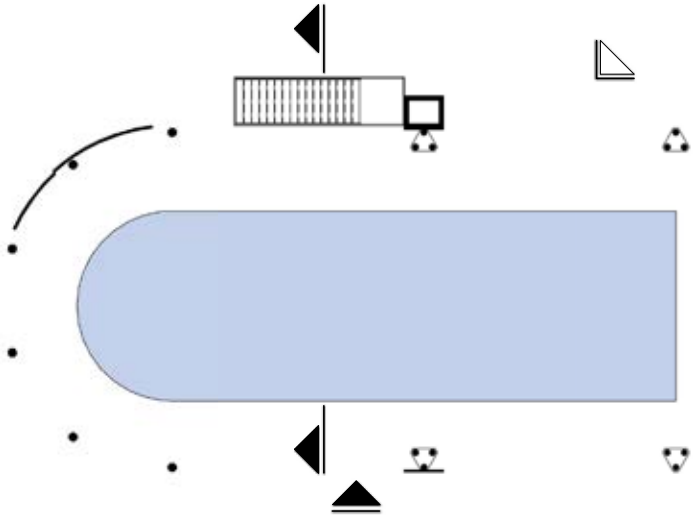
T1B.U.62.G

FREESTANDING KIOSK

BLADE SIGN » LARGE

PRIMARY SIGNAGE » LARGE

3D VIEW



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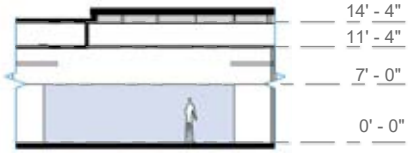

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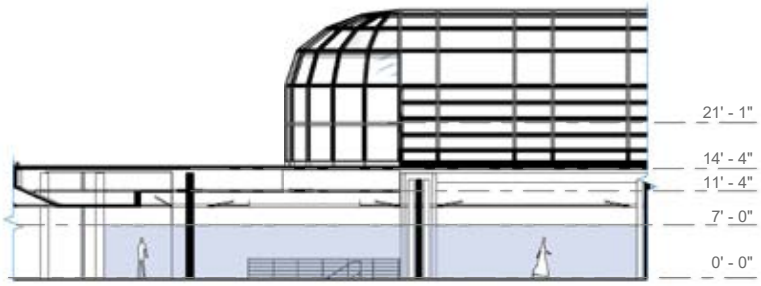
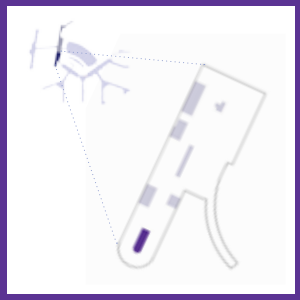


ELEVATION

KEY PLAN



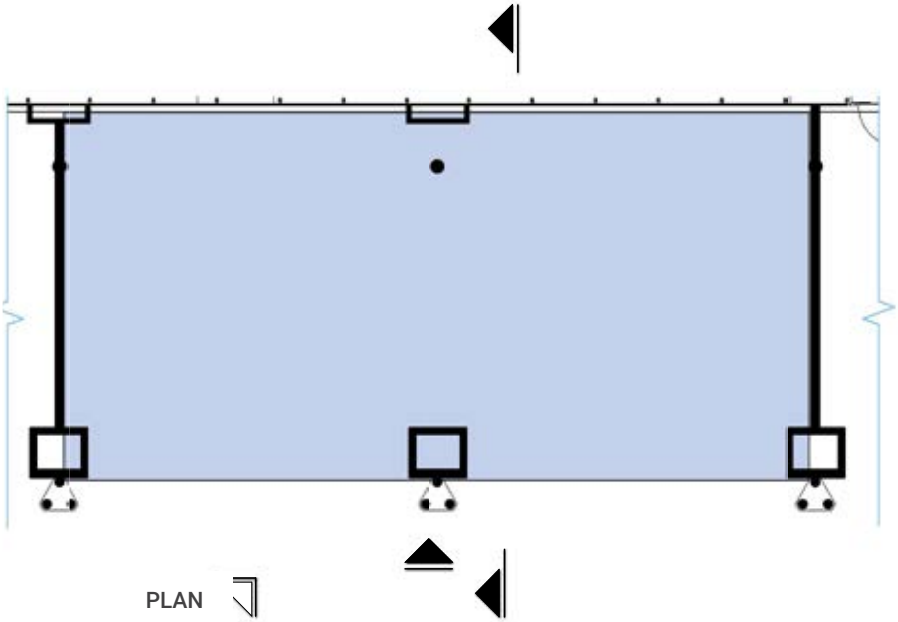
T1B.U.66.A

INLINE TYPE I

BLADE SIGN »
LARGE

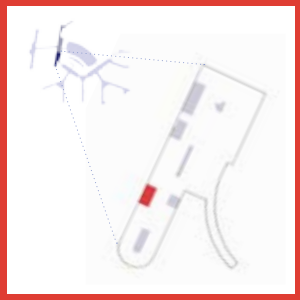
PRIMARY SIGNAGE »
LARGE

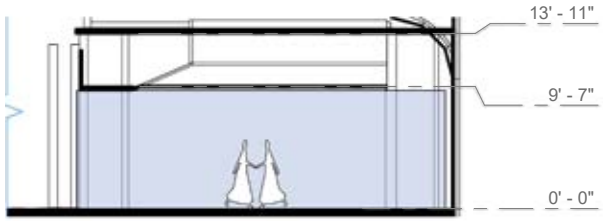
3D VIEW



PLAN

KEY PLAN





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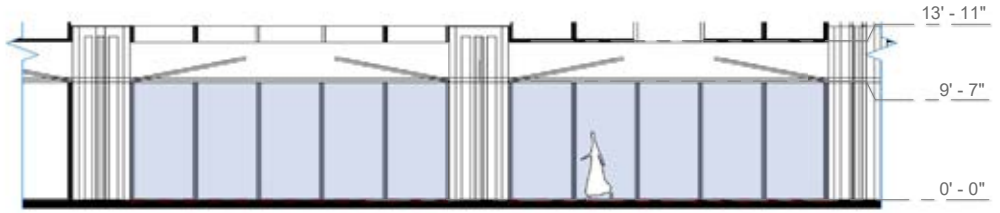


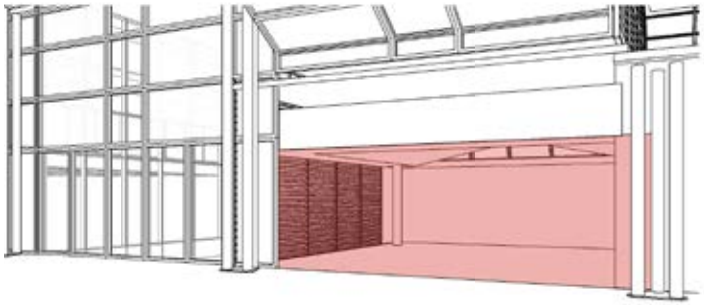
ELEVATION

T1B.U.67.A

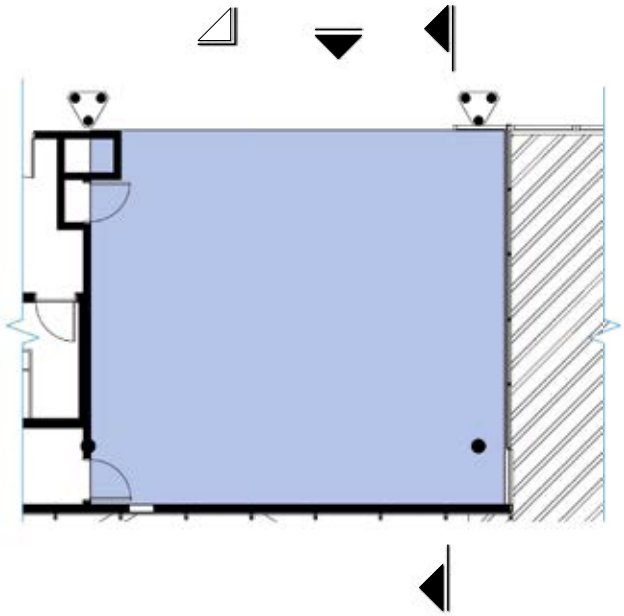
INLINE TYPE I

BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE



3D VIEW



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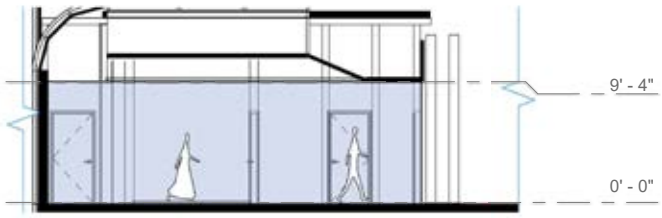

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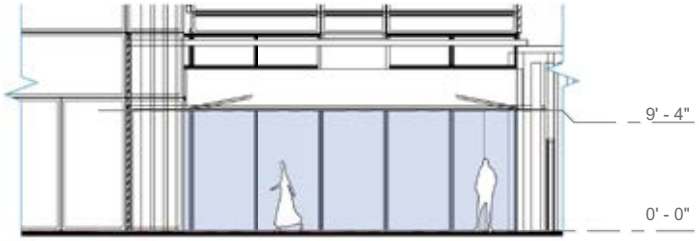
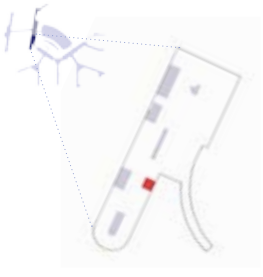


ELEVATION

KEY PLAN

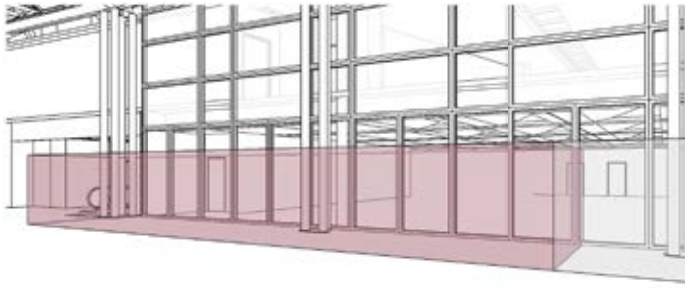


T1B.U.70.B

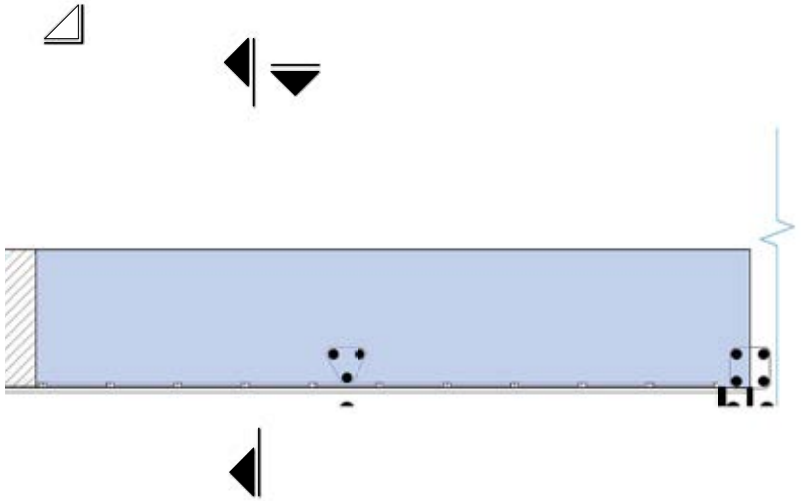
ATTACHED KIOSK

BLADE SIGN » LARGE

PRIMARY SIGNAGE » LARGE



3D VIEW



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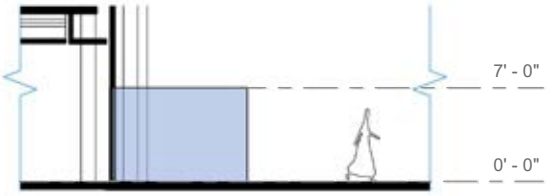

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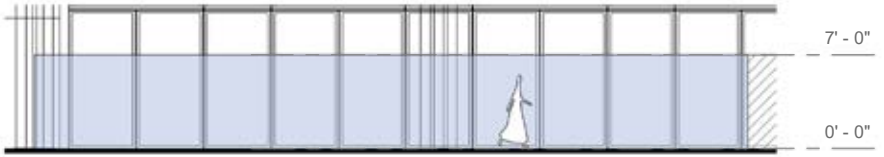
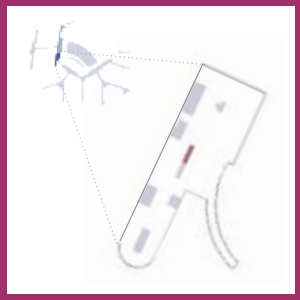


ELEVATION

KEY PLAN

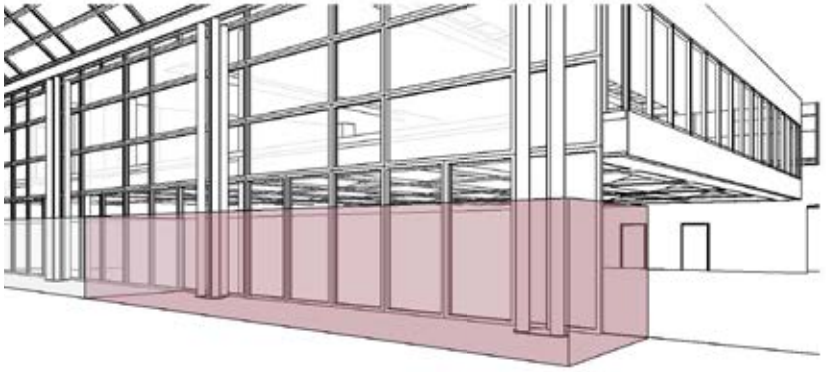


T1B.U.71.A

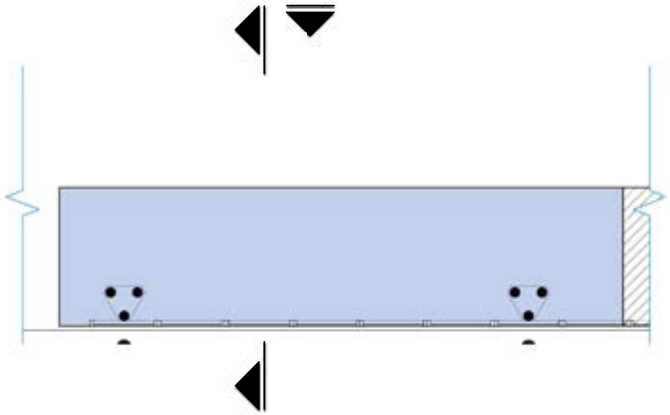
ATTACHED KIOSK

BLADE SIGN » LARGE

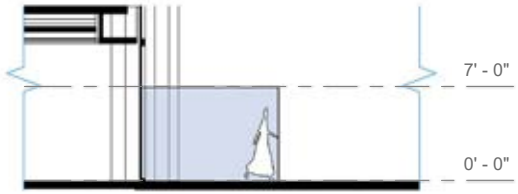
PRIMARY SIGNAGE » LARGE



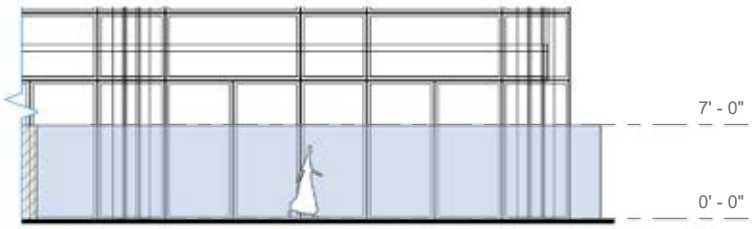
3D VIEW



PLAN

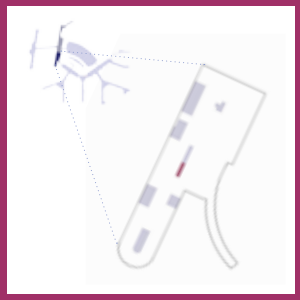


SECTION



ELEVATION

KEY PLAN



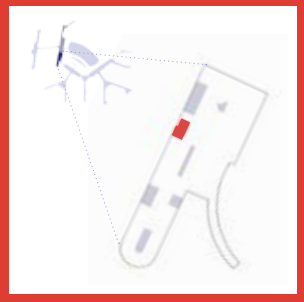
T1B.U.73.I

INLINE TYPE I

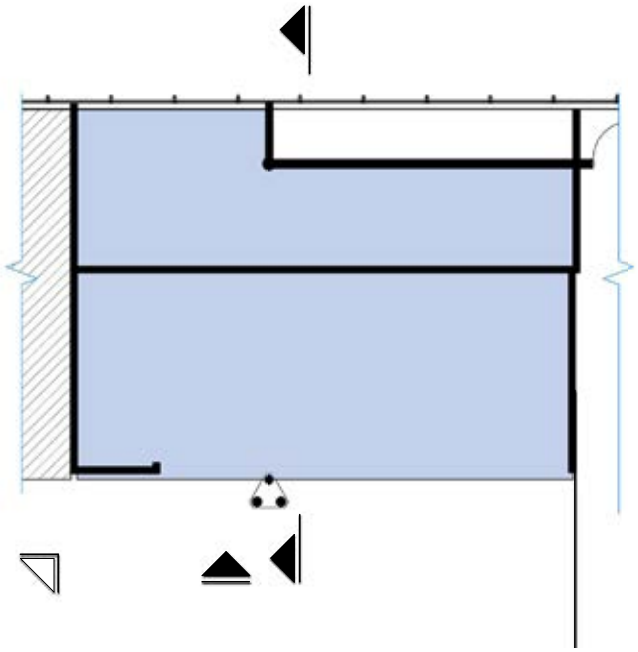
BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE

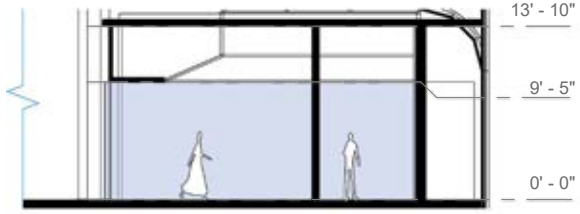
KEY PLAN



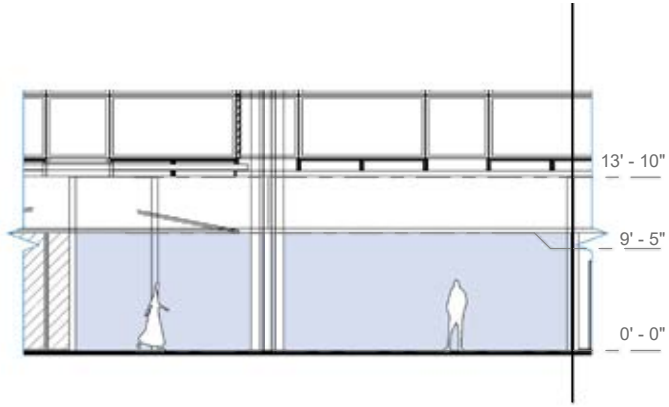
3D VIEW



PLAN



SECTION



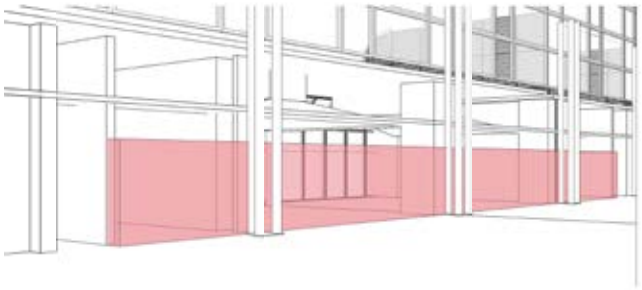
ELEVATION

T1B.U.76.A

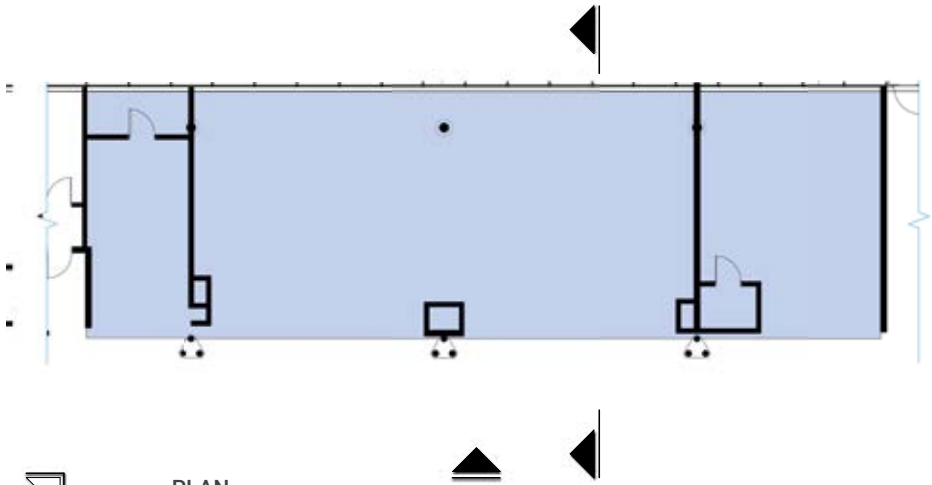
INLINE TYPE I

BLADE SIGN »
LARGE

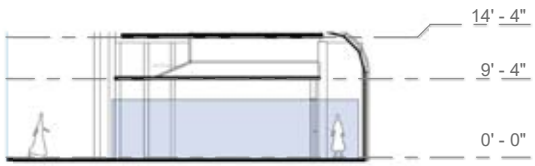
PRIMARY SIGNAGE »
LARGE



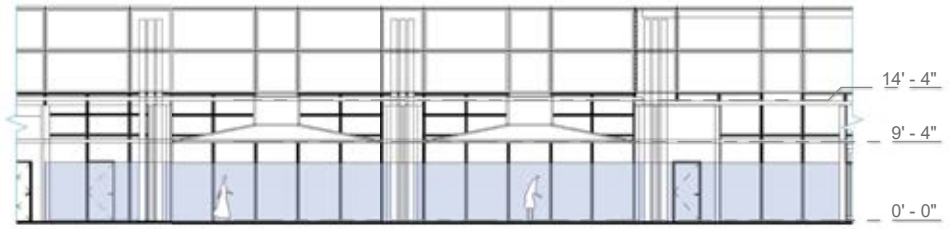
3D VIEW



PLAN

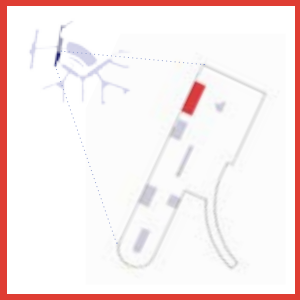


SECTION



ELEVATION

KEY PLAN

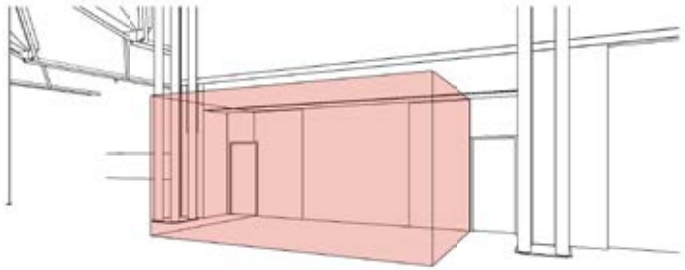


T1B.U.77.B

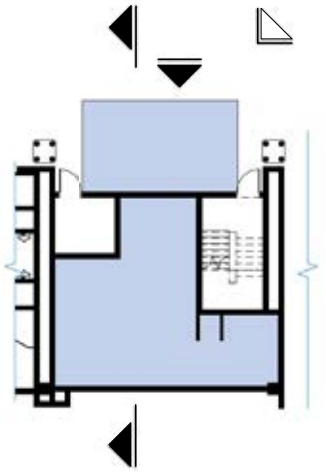
INLINE TYPE I

BLADE SIGN »
LARGE

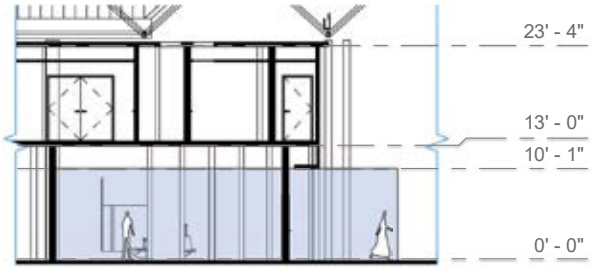
PRIMARY SIGNAGE »
LARGE



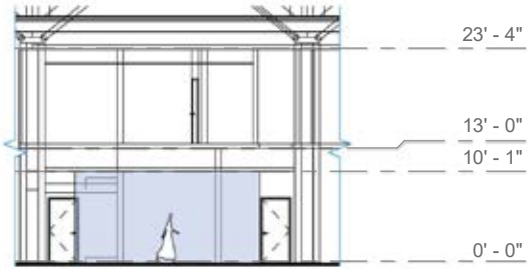
3D VIEW



PLAN

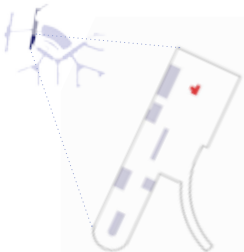


SECTION



ELEVATION

KEY PLAN

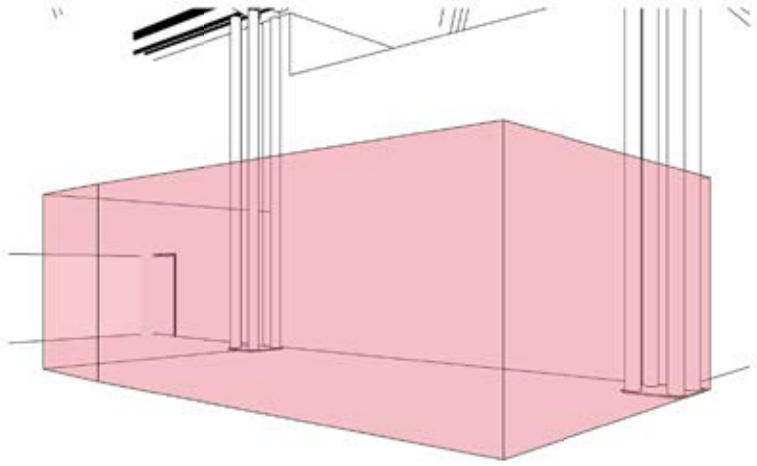


T1B.U.83.A

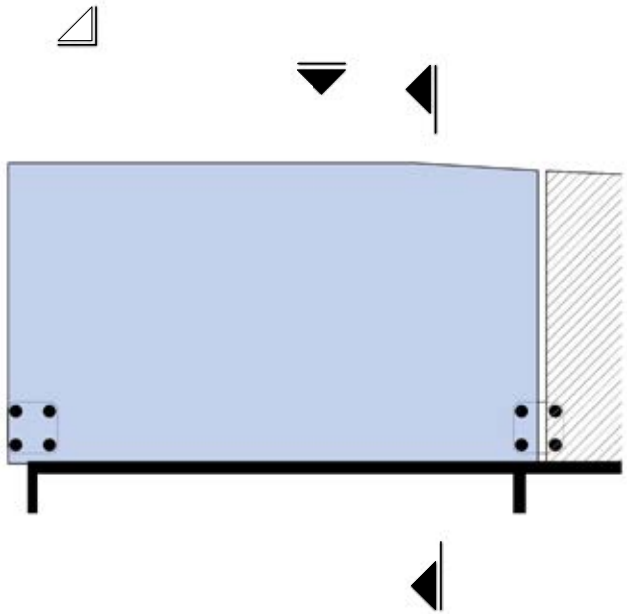
ATTACHED KIOSK

BLADE SIGN » LARGE

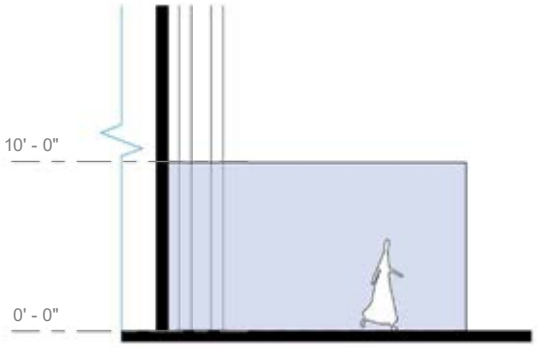
PRIMARY SIGNAGE » LARGE



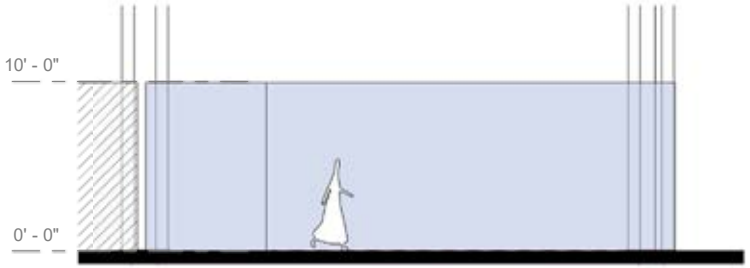
3D VIEW



PLAN

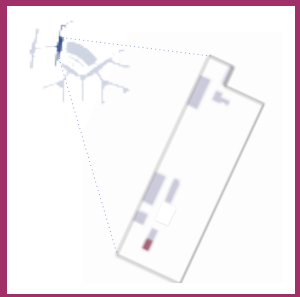


SECTION



ELEVATION

KEY PLAN



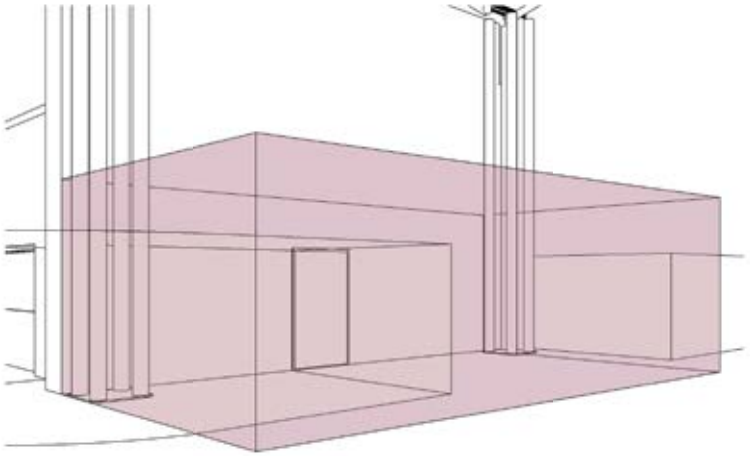
T1B.U.84.F

ATTACHED KIOSK

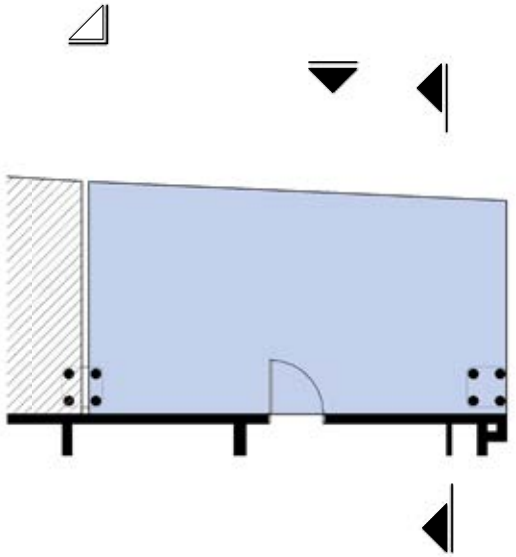
BLADE SIGN » LARGE

PRIMARY SIGNAGE » LARGE

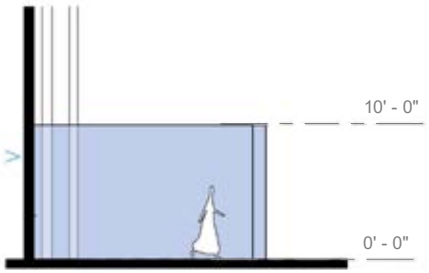
REVIEW KEY MAP



3D VIEW



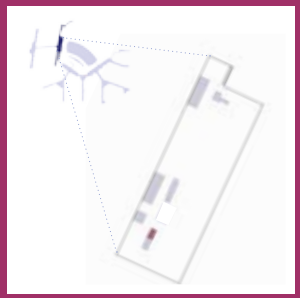
PLAN



SECTION

ELEVATION

KEY PLAN



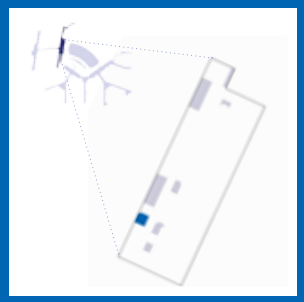
T1B.U.85.A

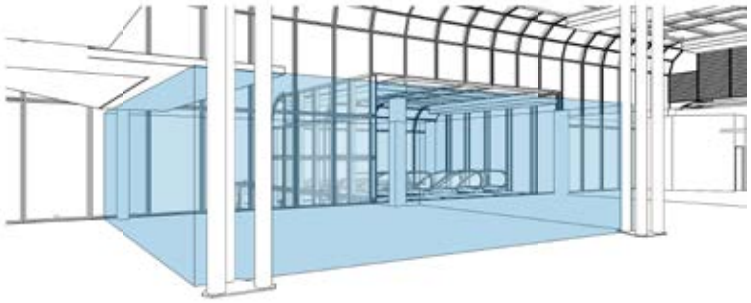
INLINE TYPE II

BLADE SIGN »
EXTRA LARGE

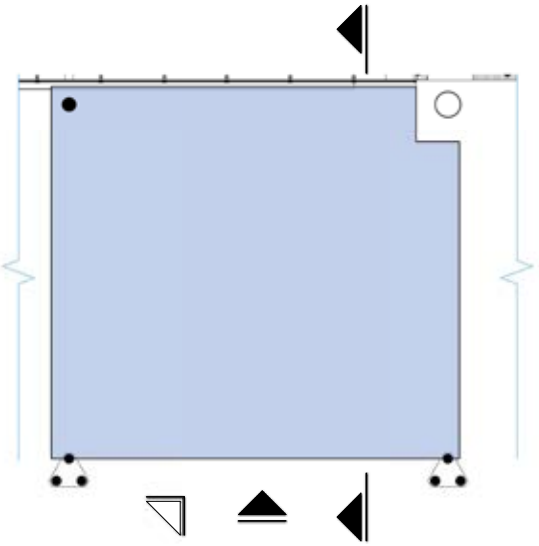
PRIMARY SIGNAGE »
LARGE

KEY PLAN

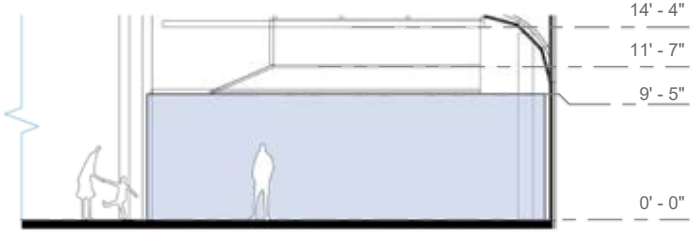




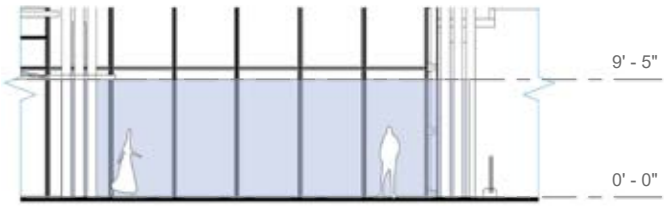
3D VIEW



PLAN



SECTION



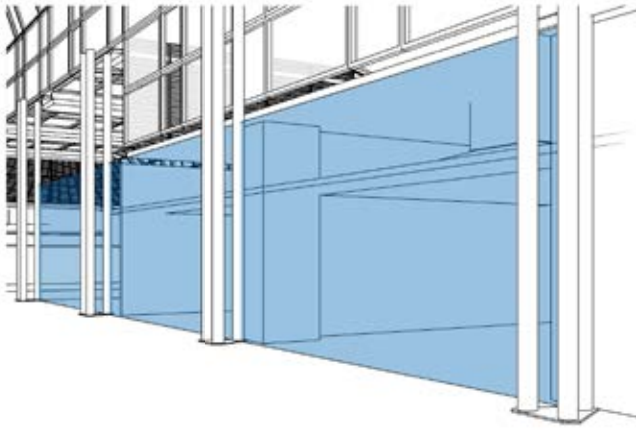
ELEVATION

T1B.U.88.B

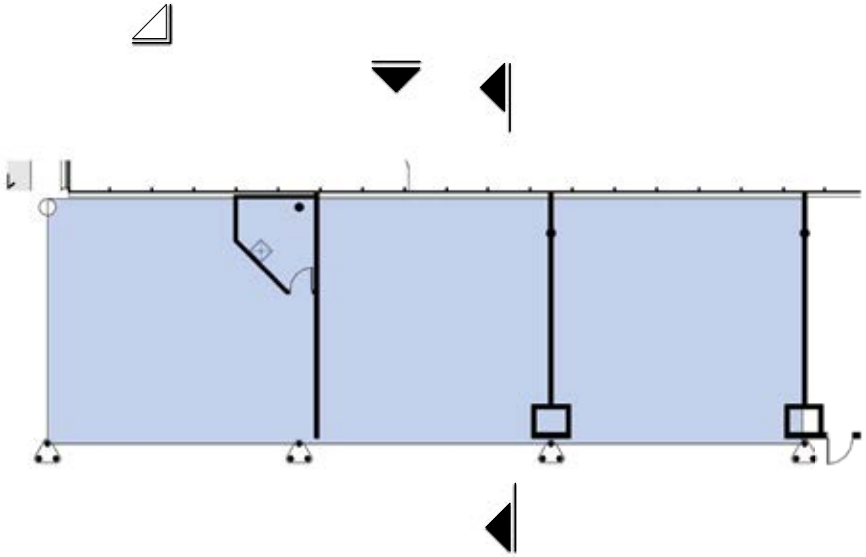
INLINE TYPE II

BLADE SIGN »
EXTRA LARGE

PRIMARY SIGNAGE »
LARGE

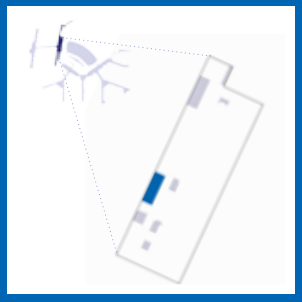


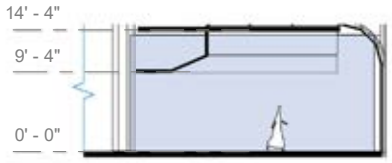
3D VIEW



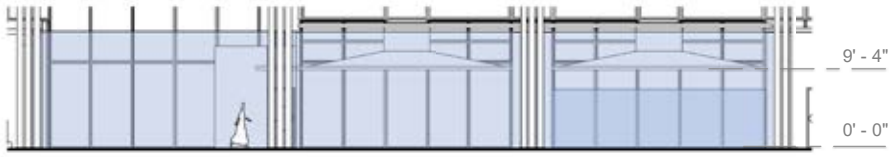
PLAN

KEY PLAN





SECTION



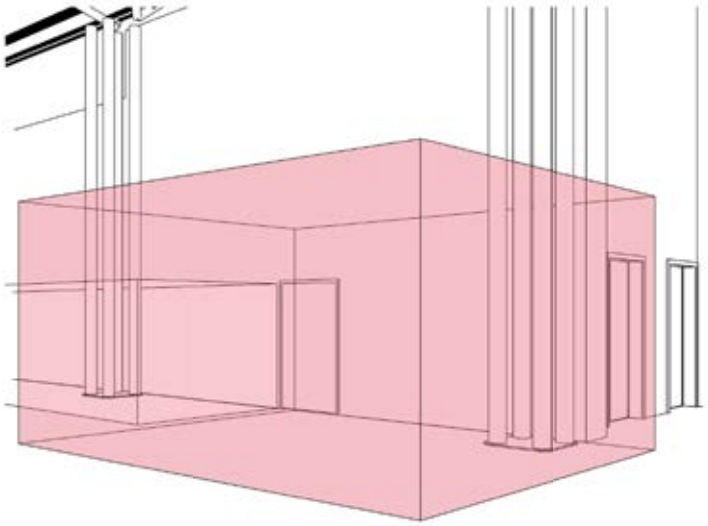
ELEVATION

T1B.U.88.J

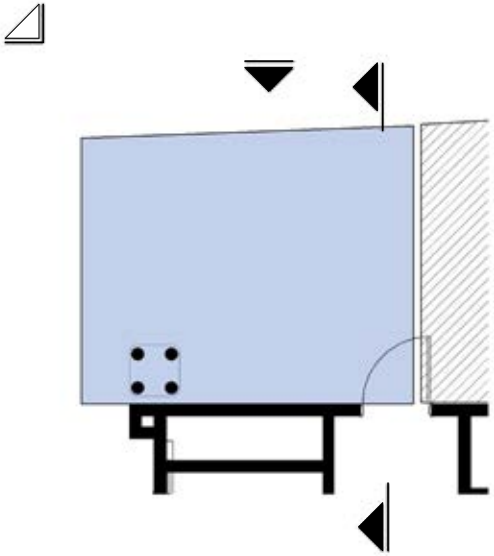
ATTACHED KIOSK

BLADE SIGN » LARGE

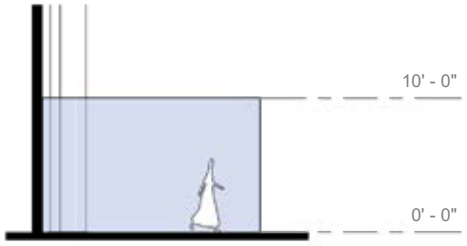
PRIMARY SIGNAGE » LARGE



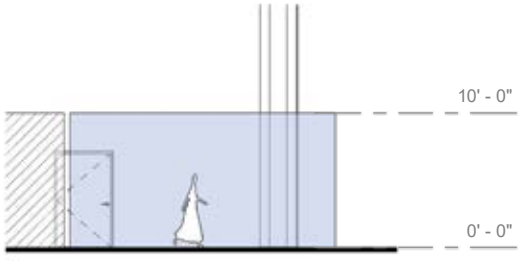
3D VIEW



PLAN

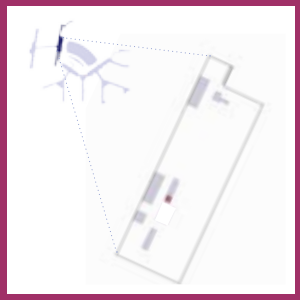


SECTION



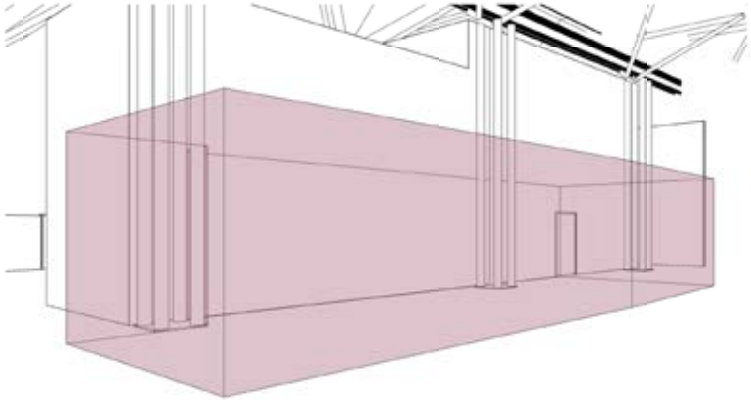
ELEVATION

KEY PLAN

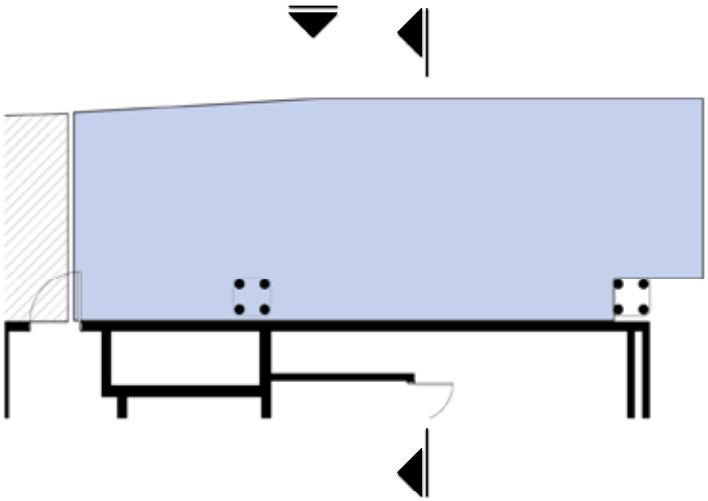


T1B.U.89.D

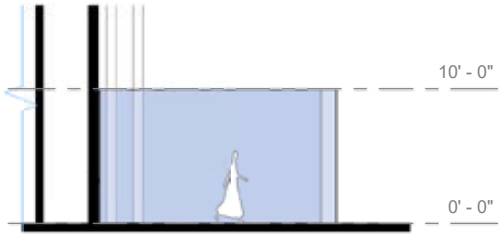
ATTACHED KIOSK



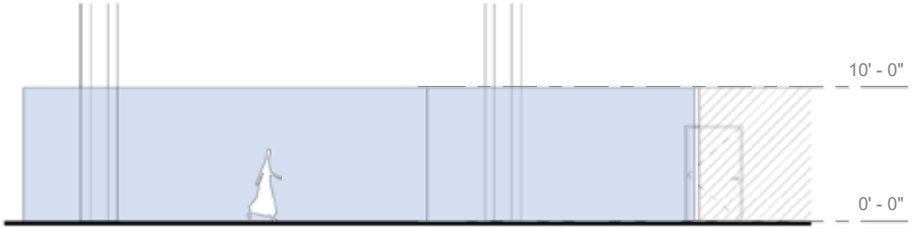
3D VIEW



PLAN

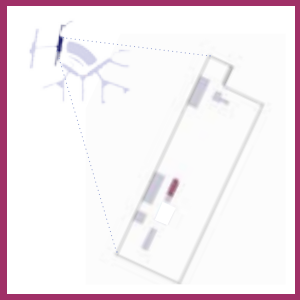


SECTION



ELEVATION

KEY PLAN

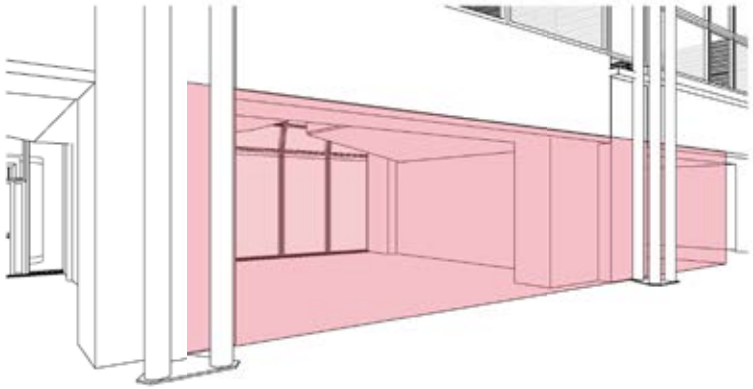


T1B.U.97.A

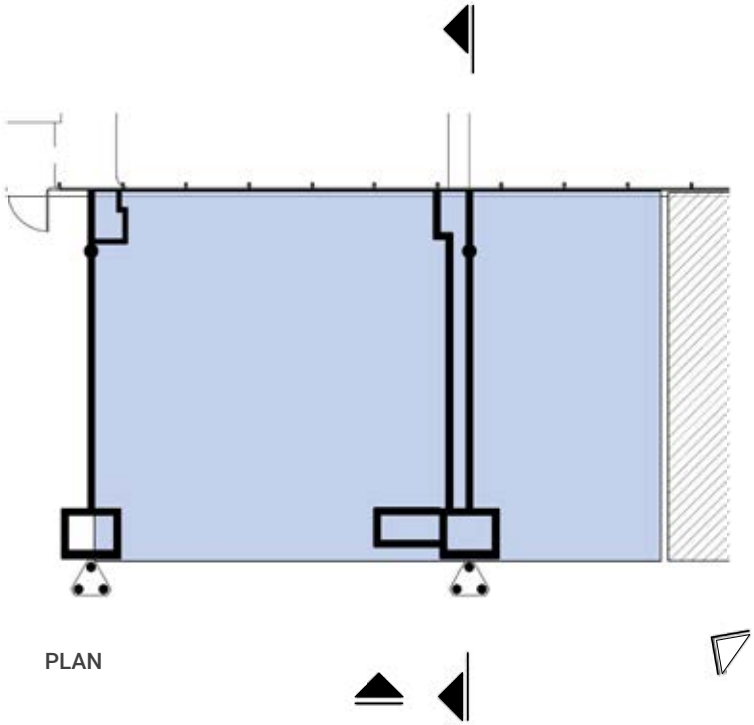
INLINE TYPE I

BLADE SIGN »
LARGE

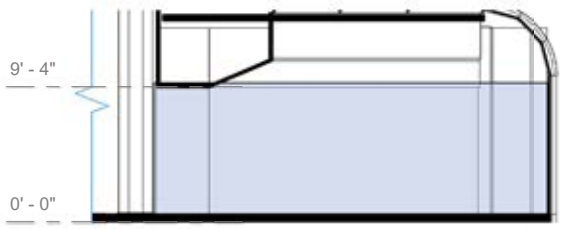
PRIMARY SIGNAGE »
LARGE



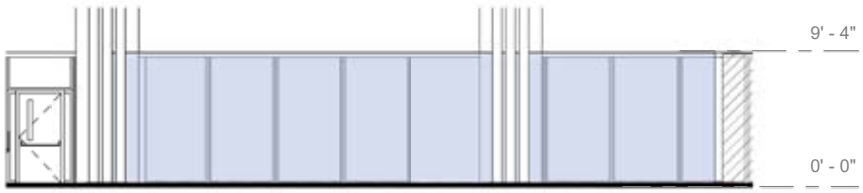
3D VIEW



PLAN

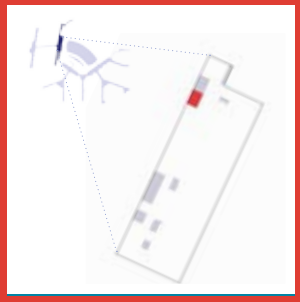


SECTION



ELEVATION

KEY PLAN

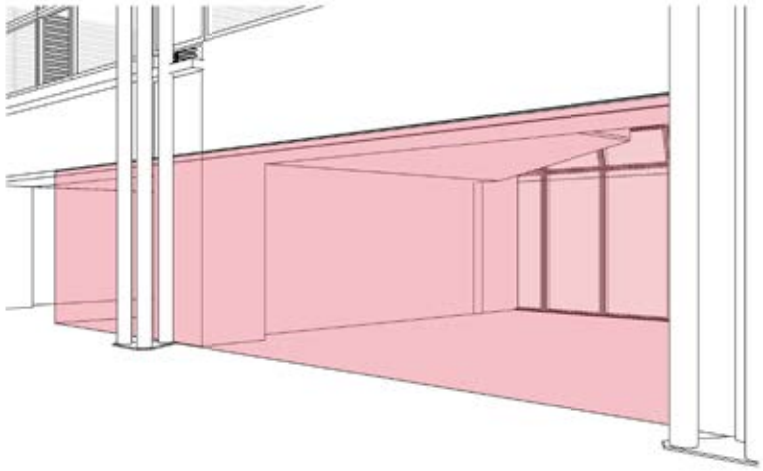


T1B.U.99.A

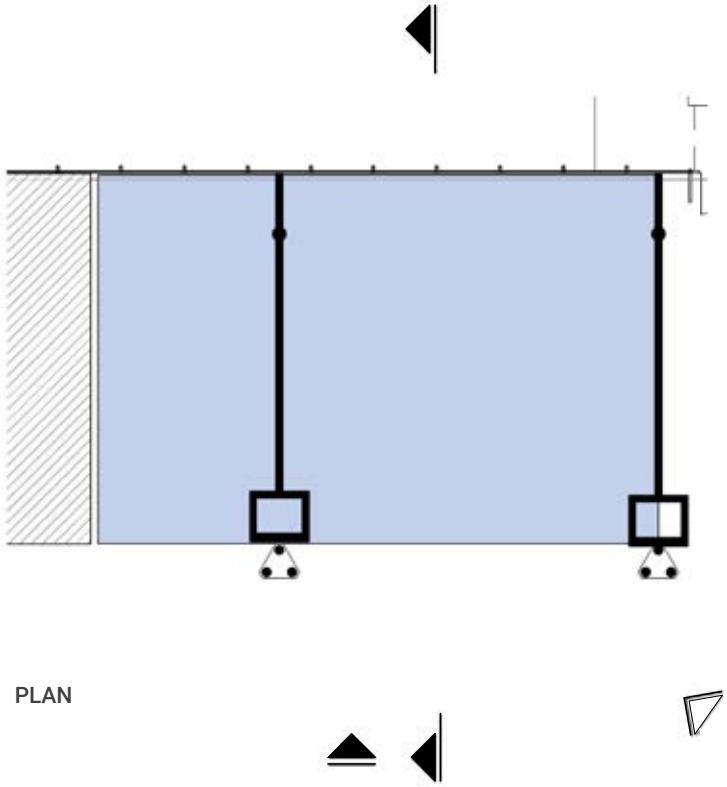
INLINE TYPE I

BLADE SIGN »
LARGE

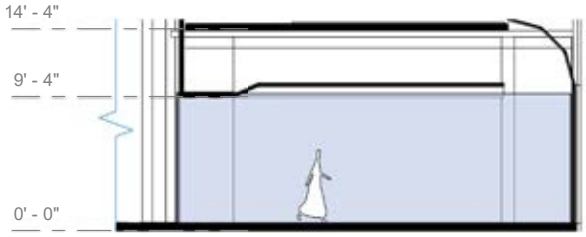
PRIMARY SIGNAGE »
LARGE



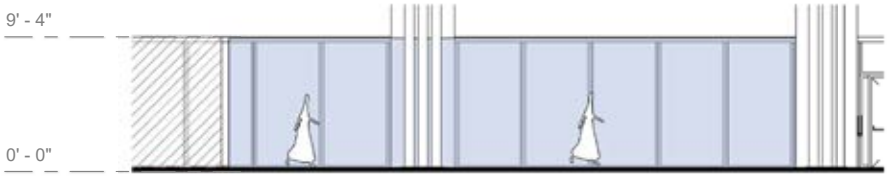
3D VIEW



PLAN

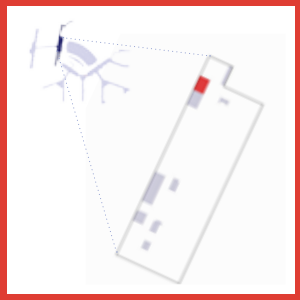


SECTION



ELEVATION

KEY PLAN

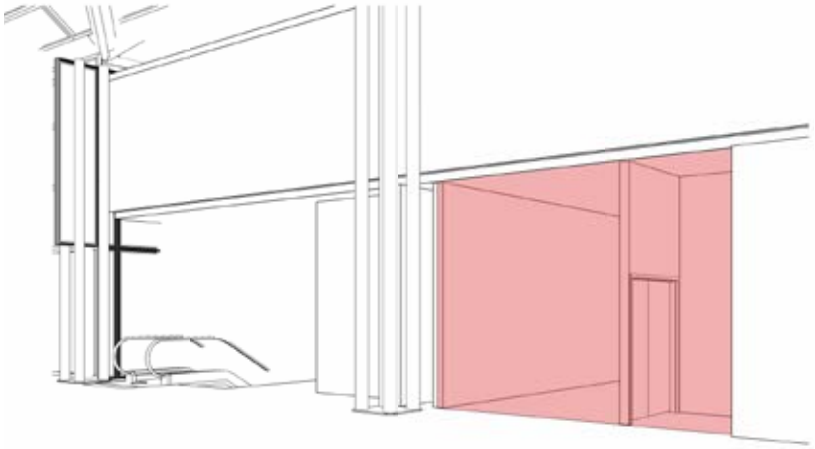


T1B.U.98.B

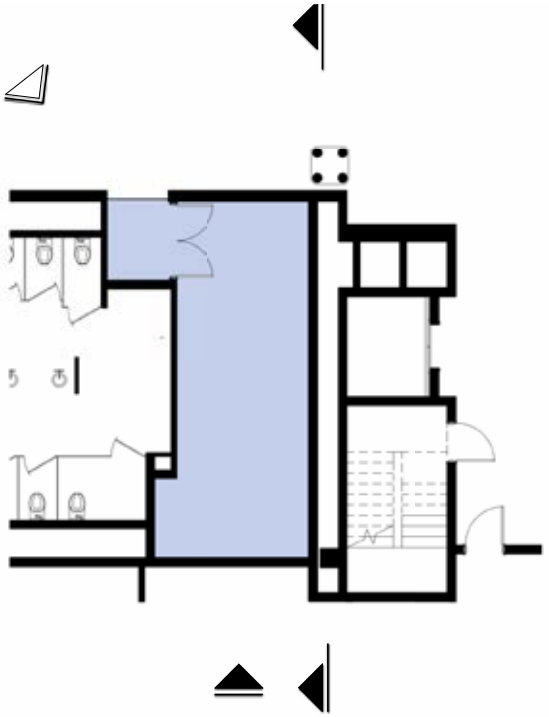
INLINE TYPE I

BLADE SIGN »
LARGE

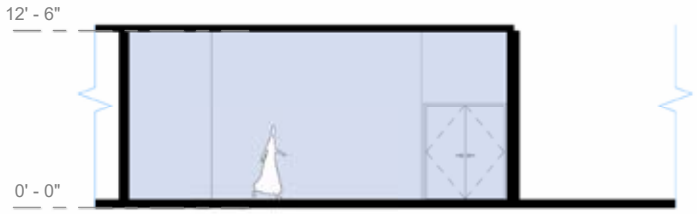
PRIMARY SIGNAGE »
LARGE



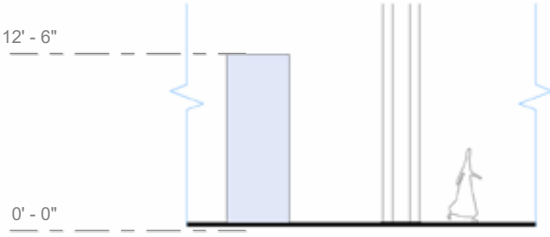
3D VIEW



PLAN

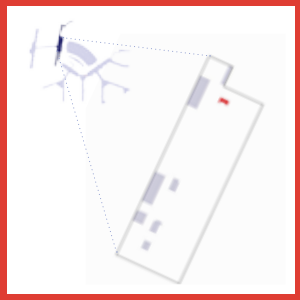


SECTION



ELEVATION

KEY PLAN

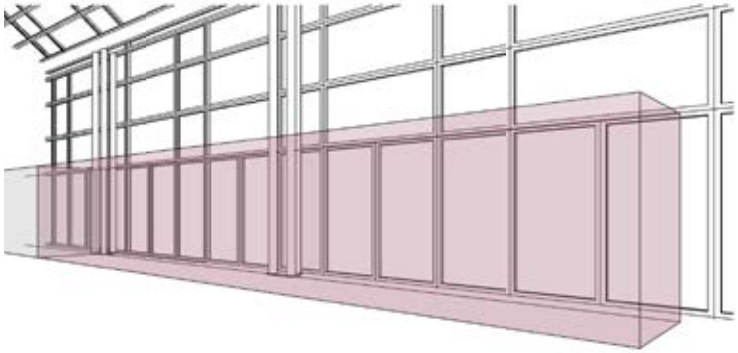


T1B.U.98.C

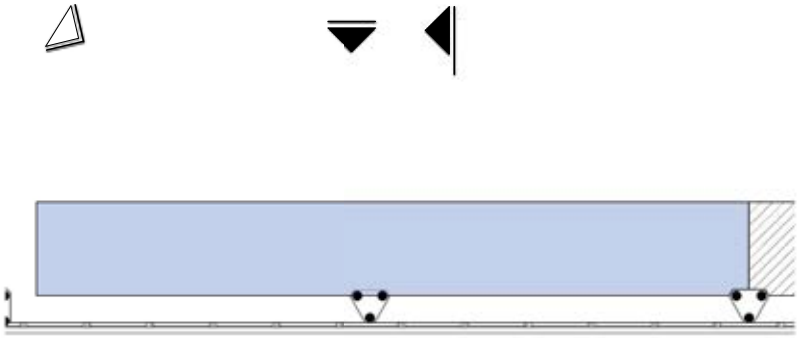
ATTACHED KIOSK

BLADE SIGN » LARGE

PRIMARY SIGNAGE » LARGE

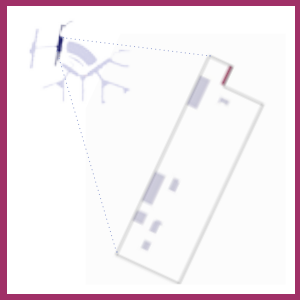


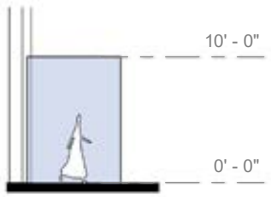
3D VIEW



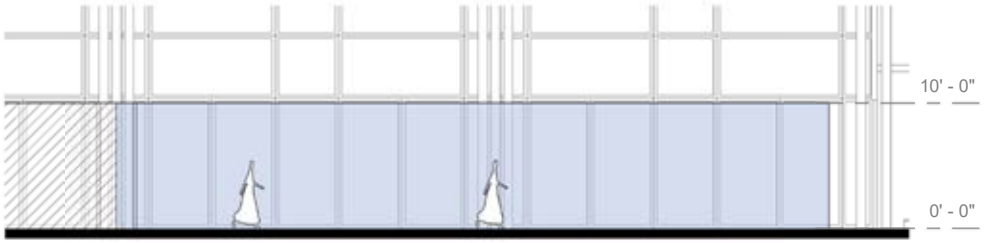
PLAN

KEY PLAN





SECTION



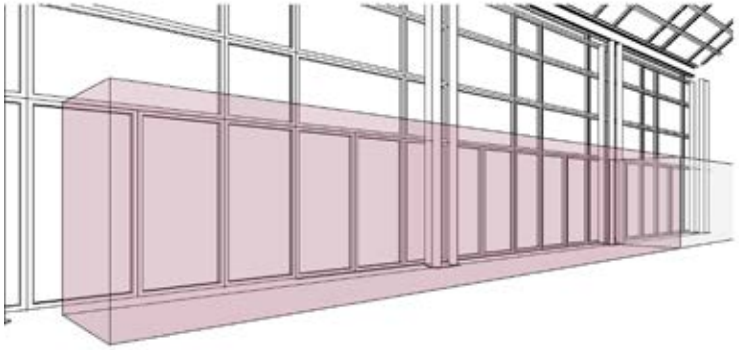
ELEVATION

T1B.U.98.A

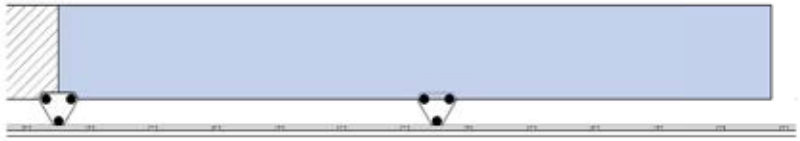
ATTACHED KIOSK

BLADE SIGN » LARGE

PRIMARY SIGNAGE » LARGE

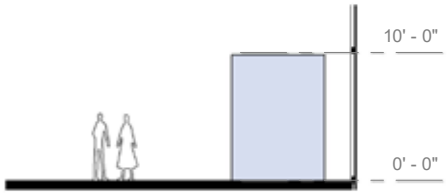


3D VIEW

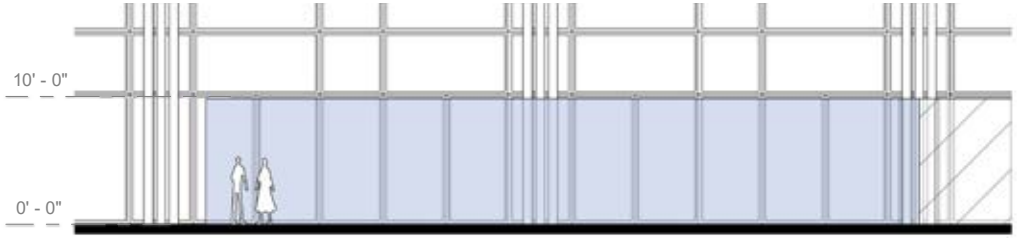


PLAN

PLAN

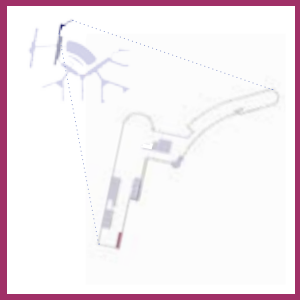


SECTION



ELEVATION

KEY PLAN

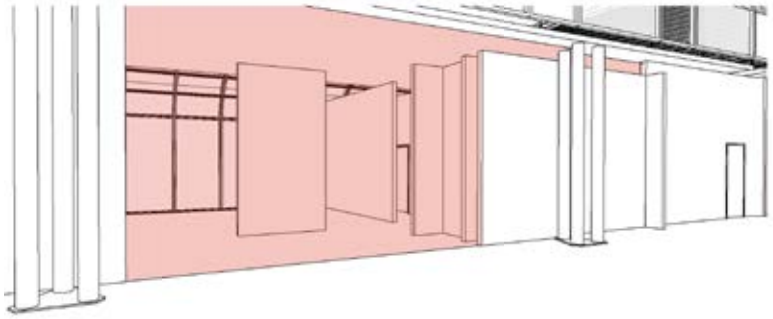


T1B.U.104.A

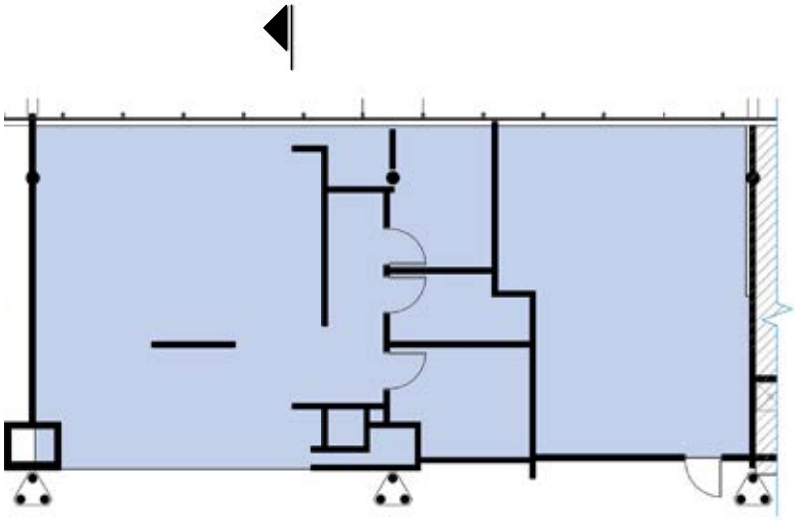
INLINE TYPE I

BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE

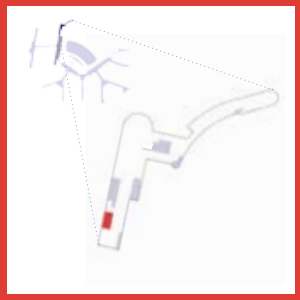


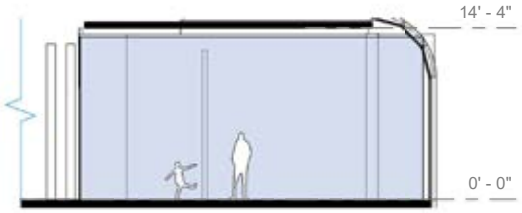
3D VIEW



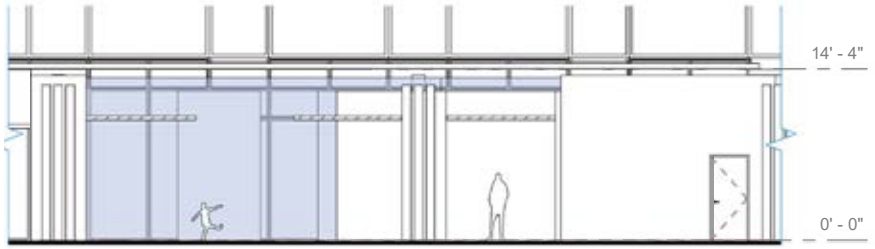
PLAN

KEY PLAN





SECTION



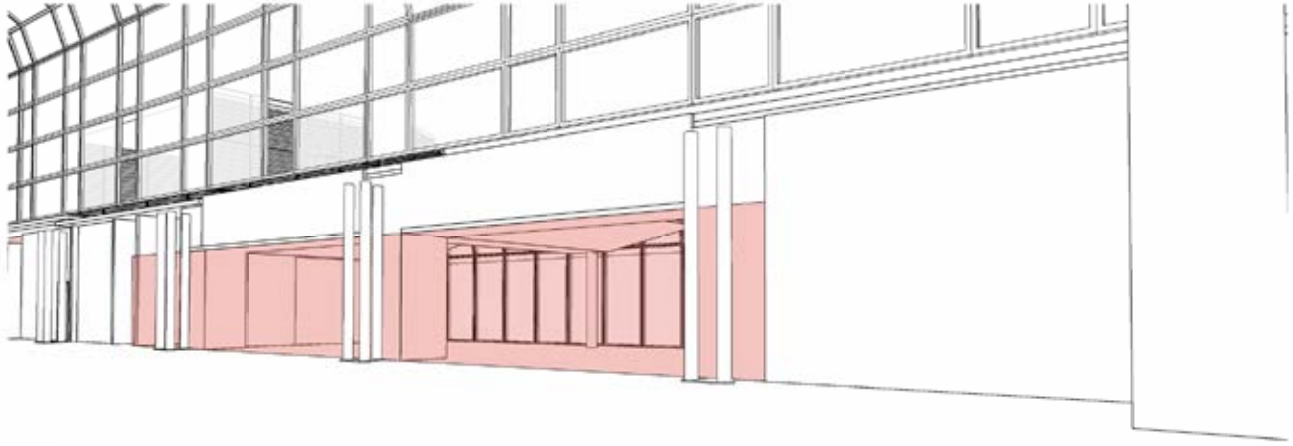
ELEVATION

T1B.U.107.A

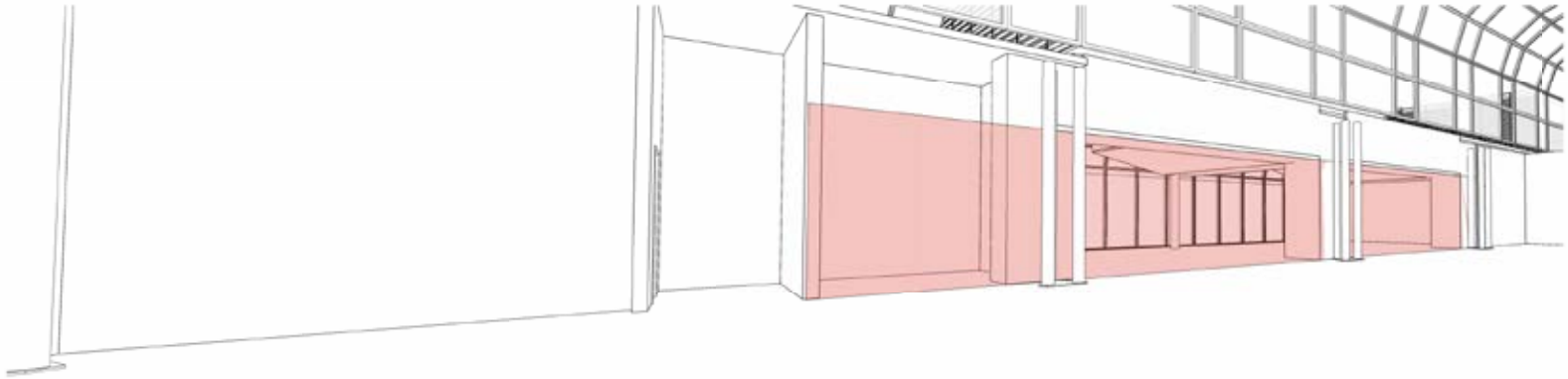
INLINE TYPE I

BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE

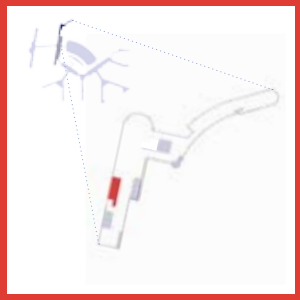


3D VIEW 1



3D VIEW 2

KEY PLAN

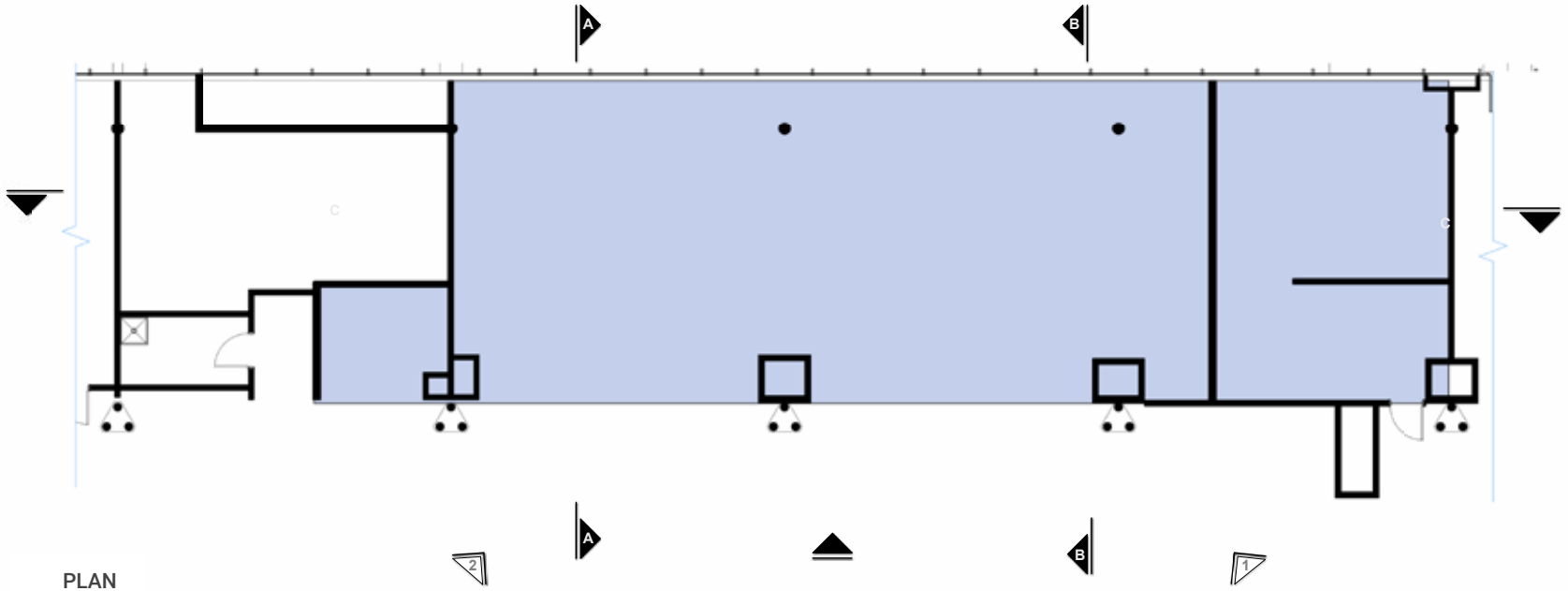


T1B.U.107.A

INLINE TYPE I

BLADE SIGN »
LARGE

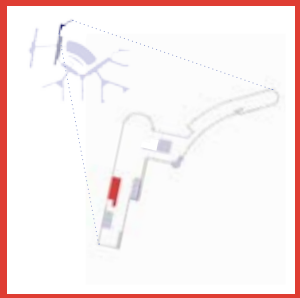
PRIMARY SIGNAGE »
LARGE



PLAN

ELEVATION

KEY PLAN

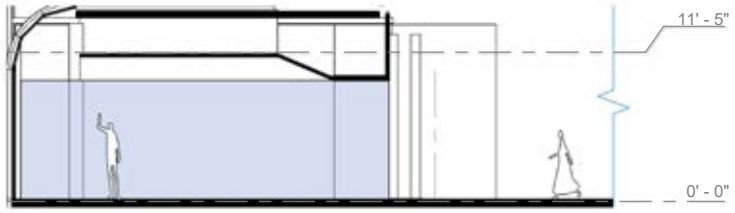


T1B.U.107.A

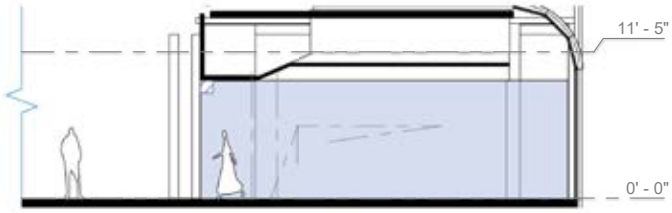
INLINE TYPE I

BLADE SIGN »
LARGE

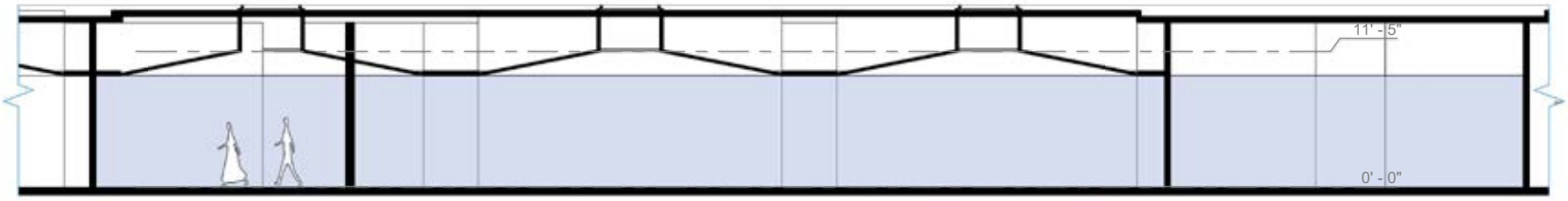
PRIMARY SIGNAGE »
LARGE



SECTION A

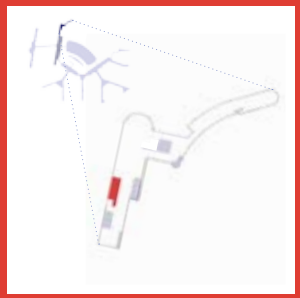


SECTION B



SECTION C

KEY PLAN

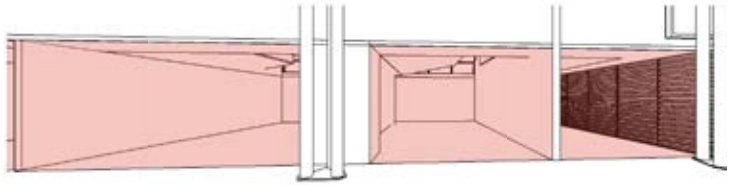


T1B.U.108.A

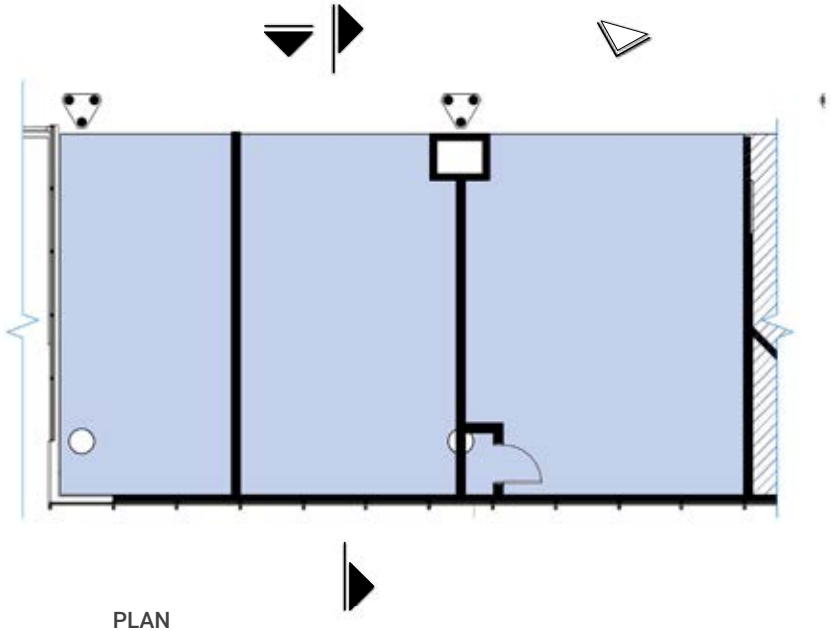
INLINE TYPE I

BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE

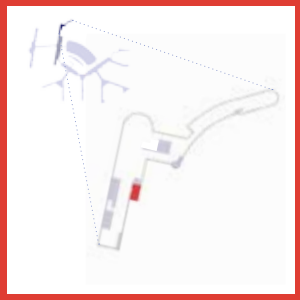


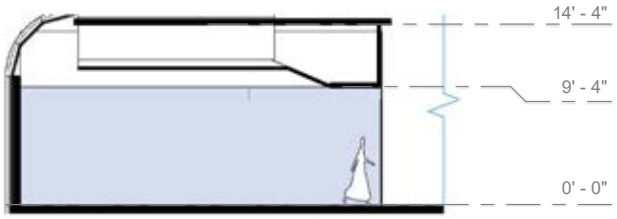
3D VIEW



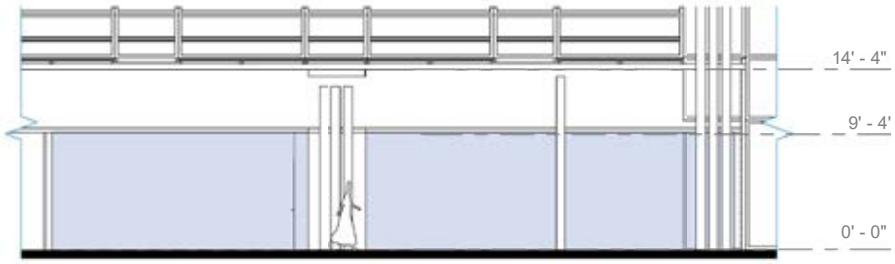
PLAN

KEY PLAN





SECTION



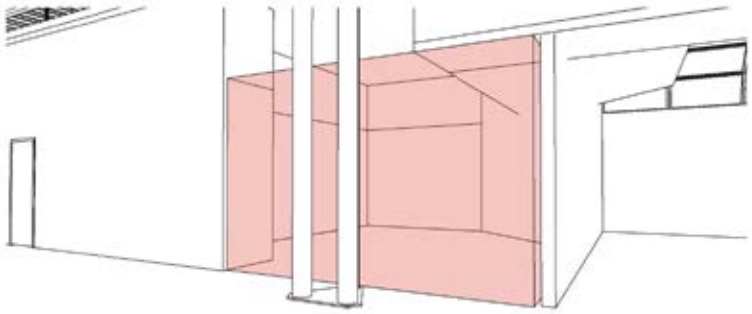
ELEVATION

T1B.U.108.B

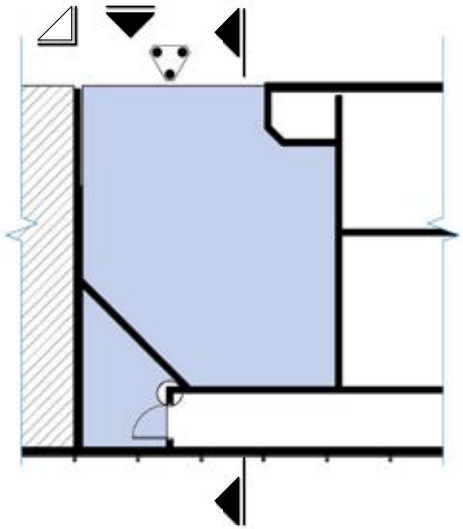
INLINE TYPE I

BLADE SIGN »
LARGE

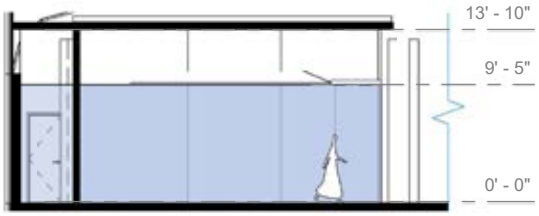
PRIMARY SIGNAGE »
LARGE



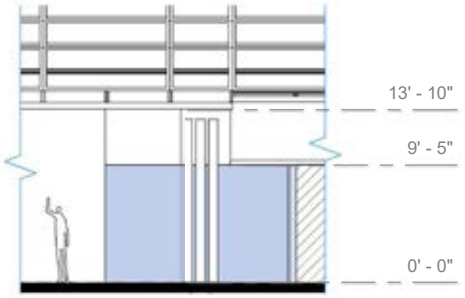
3D VIEW



PLAN

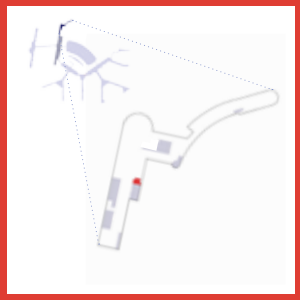


SECTION



ELEVATION

KEY PLAN

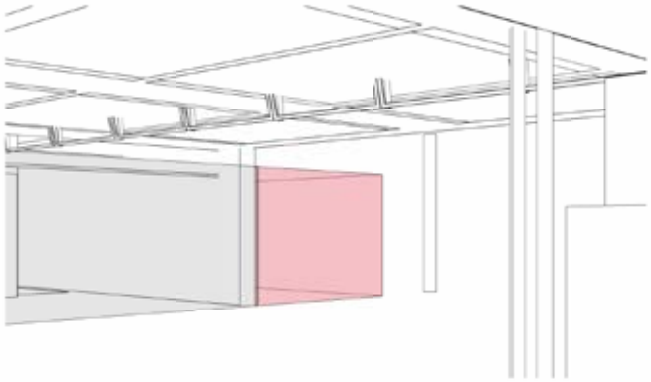


T1B.U.113.A

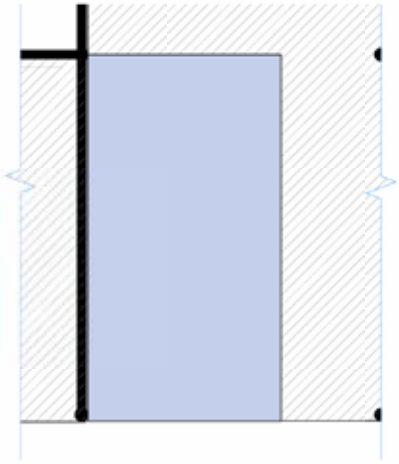
INLINE TYPE I

BLADE SIGN »
LARGE

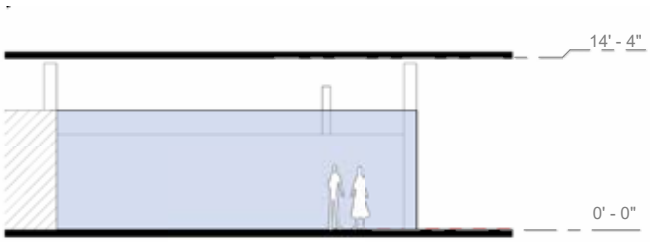
PRIMARY SIGNAGE »
LARGE



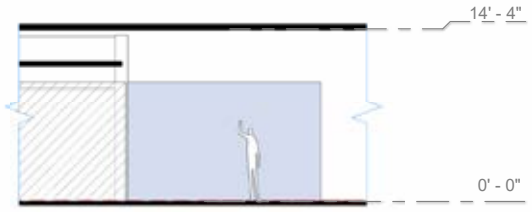
3D VIEW



PLAN

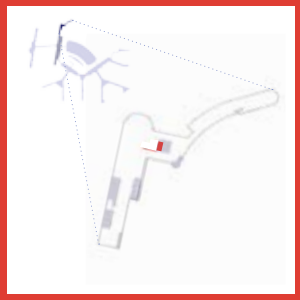


SECTION



ELEVATION

KEY PLAN

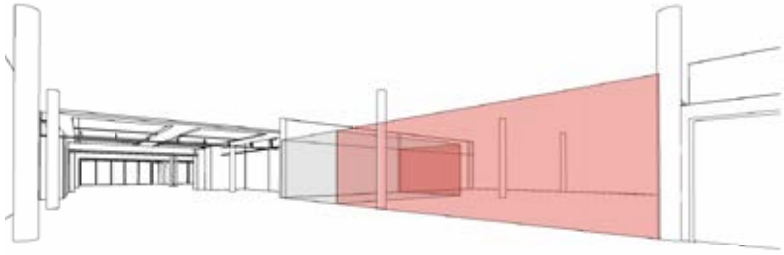


T1B.U.113.B

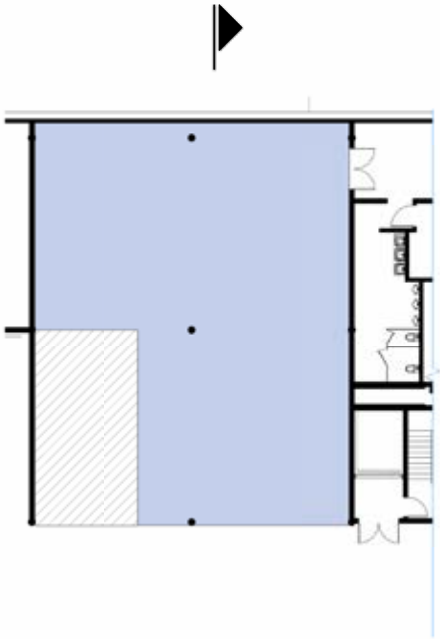
INLINE TYPE I

BLADE SIGN »
LARGE

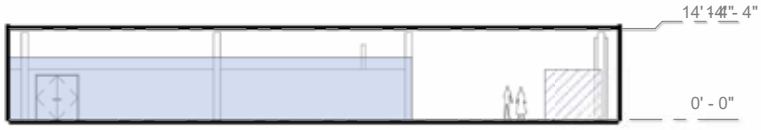
PRIMARY SIGNAGE »
LARGE



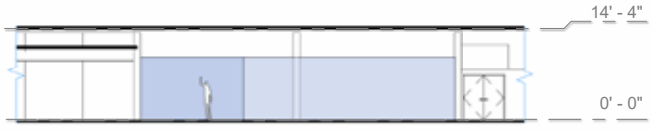
3D VIEW



PLAN

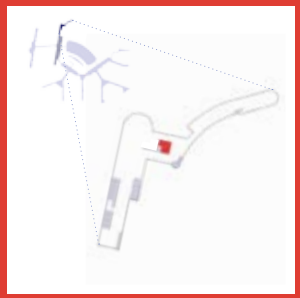


SECTION



ELEVATION

KEY PLAN

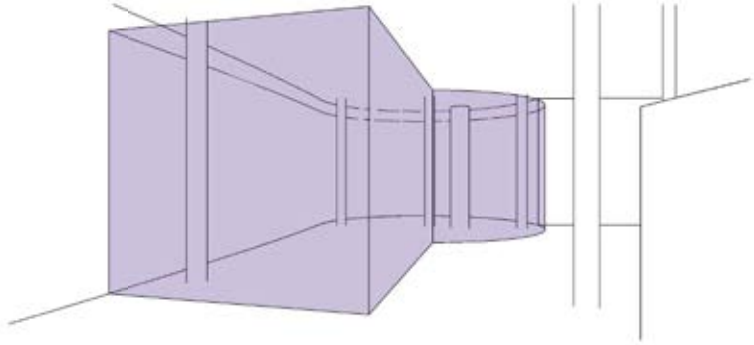


T1B.EC.A

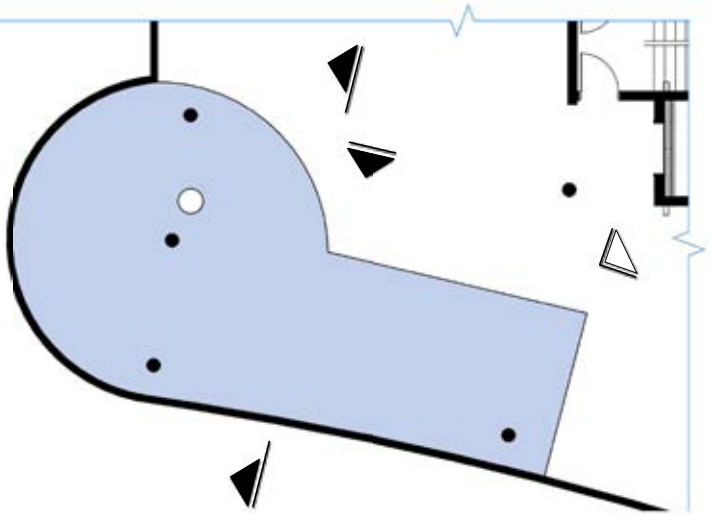
FREESTANDING KIOSK

BLADE SIGN » LARGE

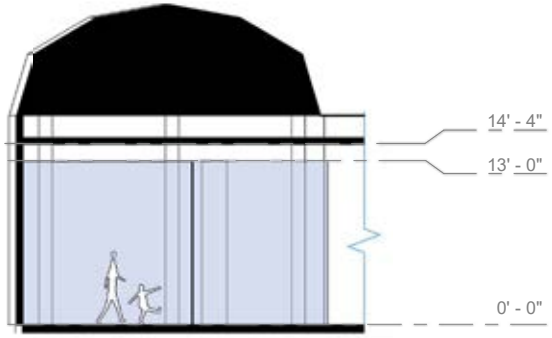
PRIMARY SIGNAGE » LARGE



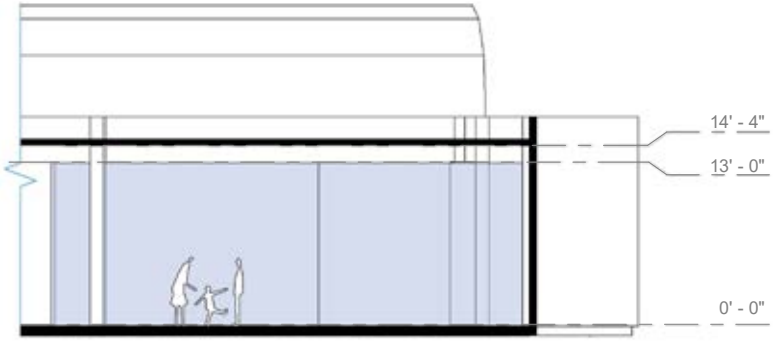
3D VIEW



PLAN

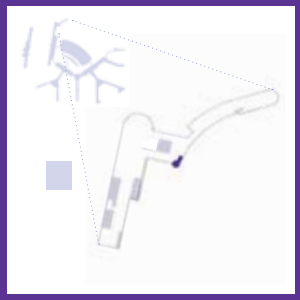


SECTION



ELEVATION

KEY PLAN

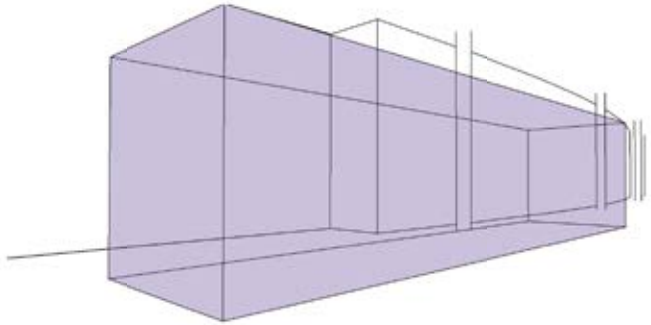


T1B.U.NC.E

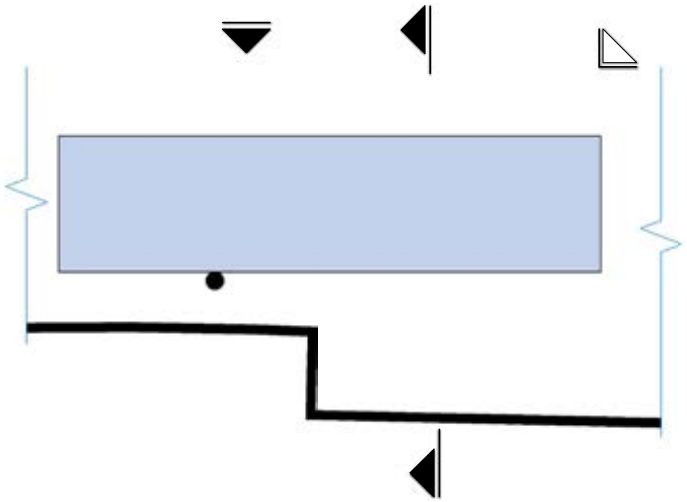
ATTACHED KIOSK

BLADE SIGN » LARGE

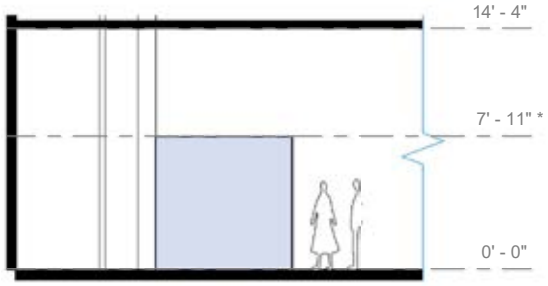
PRIMARY SIGNAGE » LARGE



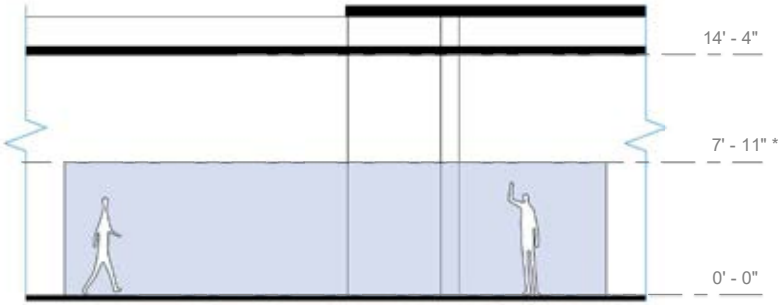
3D VIEW



PLAN

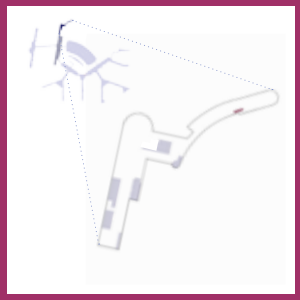


SECTION



ELEVATION

KEY PLAN



T1B.U.L80.B

ATTACHED KIOSK

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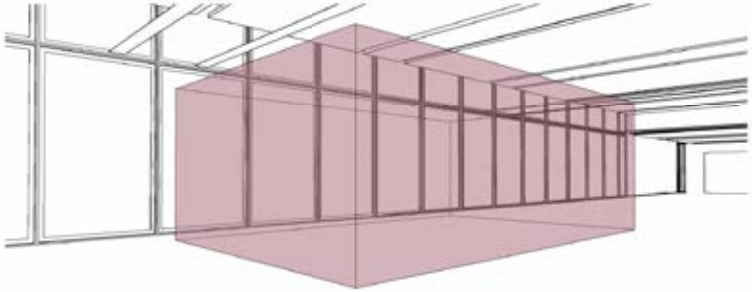
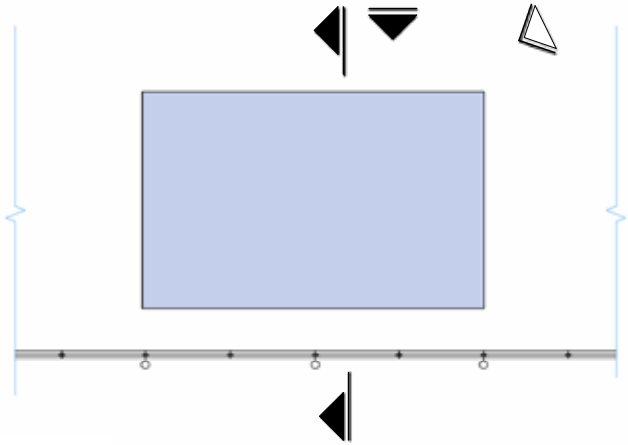
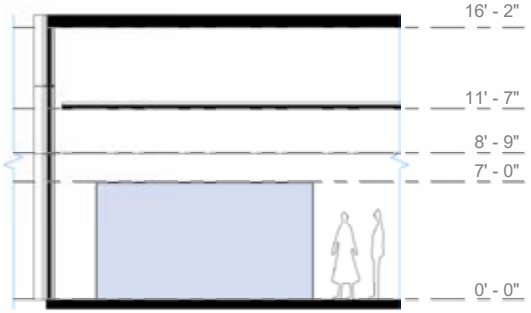
PRIMARY SIGNAGE » LARGE



3D VIEW



PLAN



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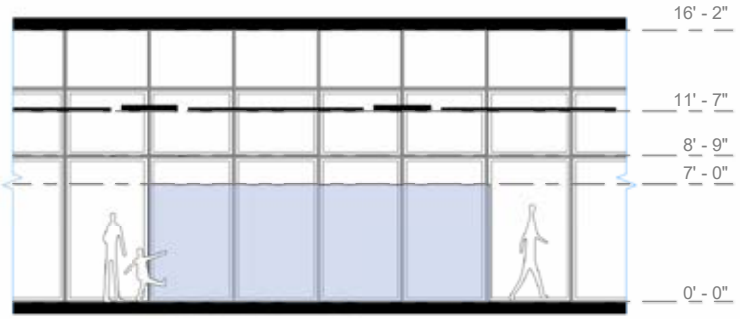
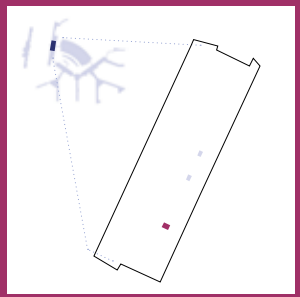


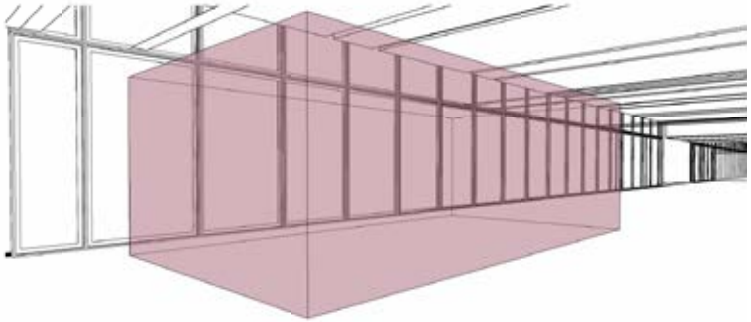
ELEVATION

KEY PLAN

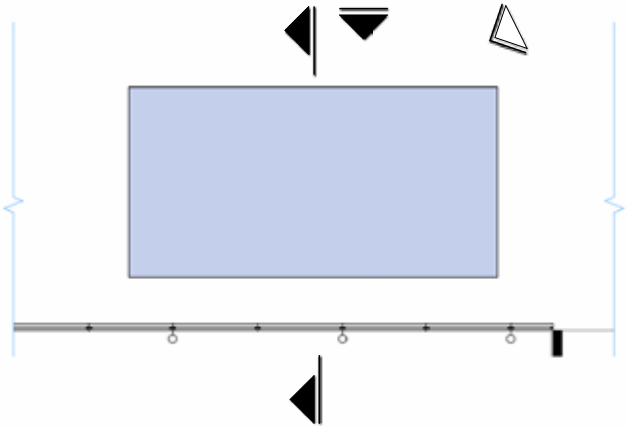


T1B.U.L85.H

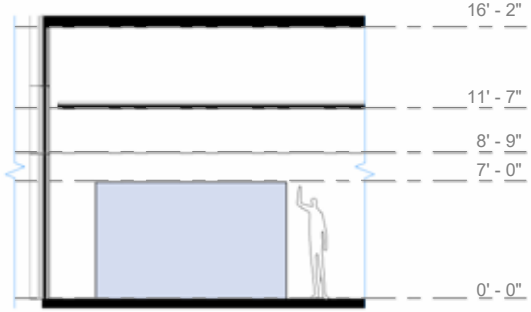
ATTACHED KIOSK



3D VIEW



PLAN



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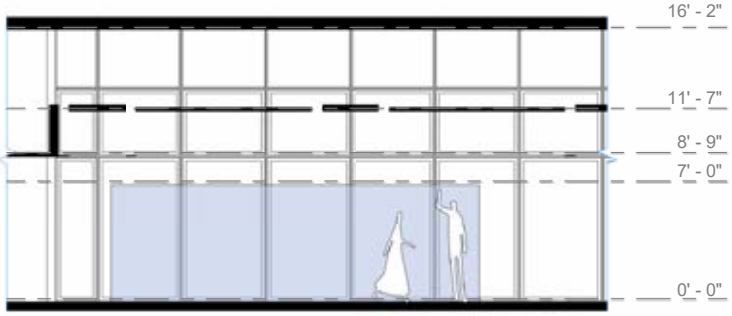
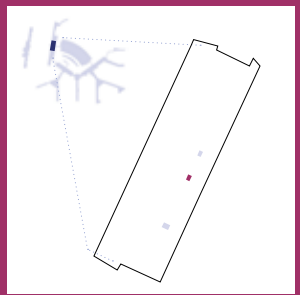


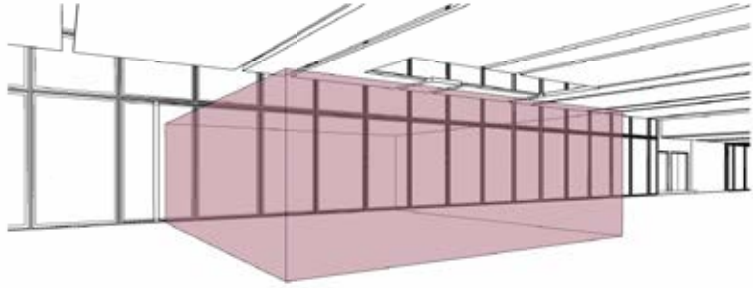
ELEVATION

KEY PLAN

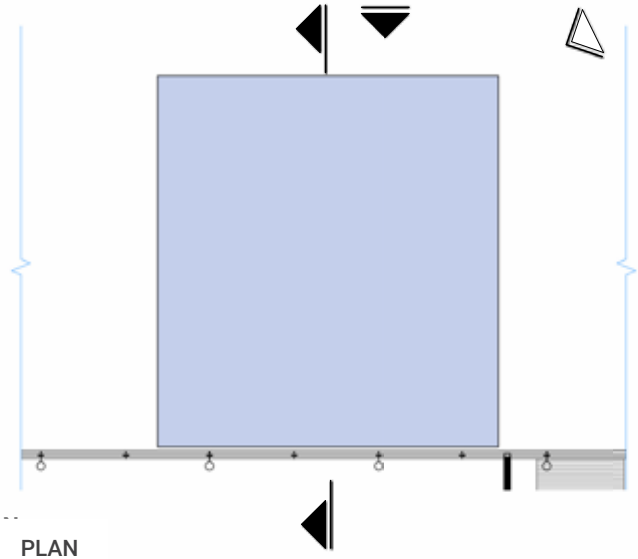


T1B.U.L88.I

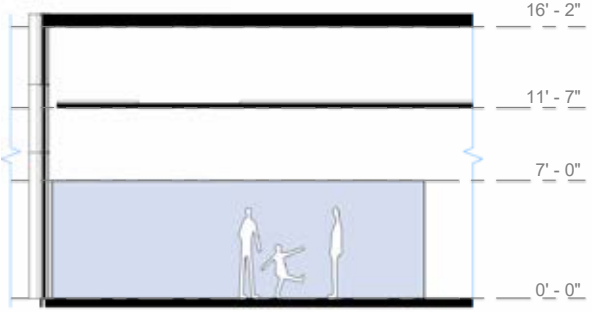
ATTACHED KIOSK



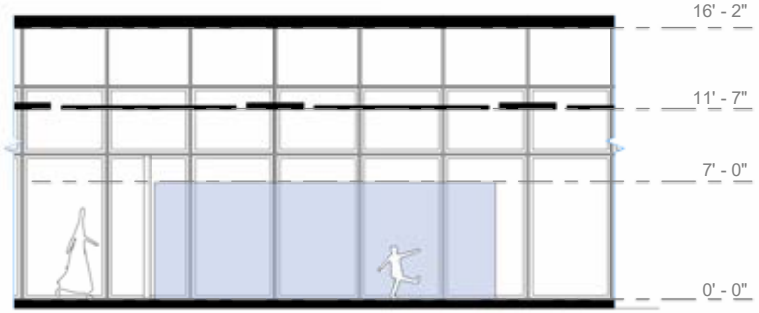
3D VIEW



PLAN

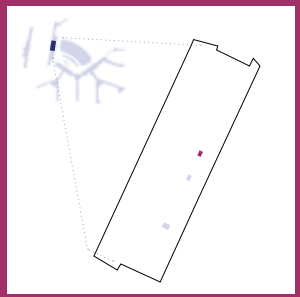


SECTION



ELEVATION

KEY PLAN



CATALOG OF LOCATIONS

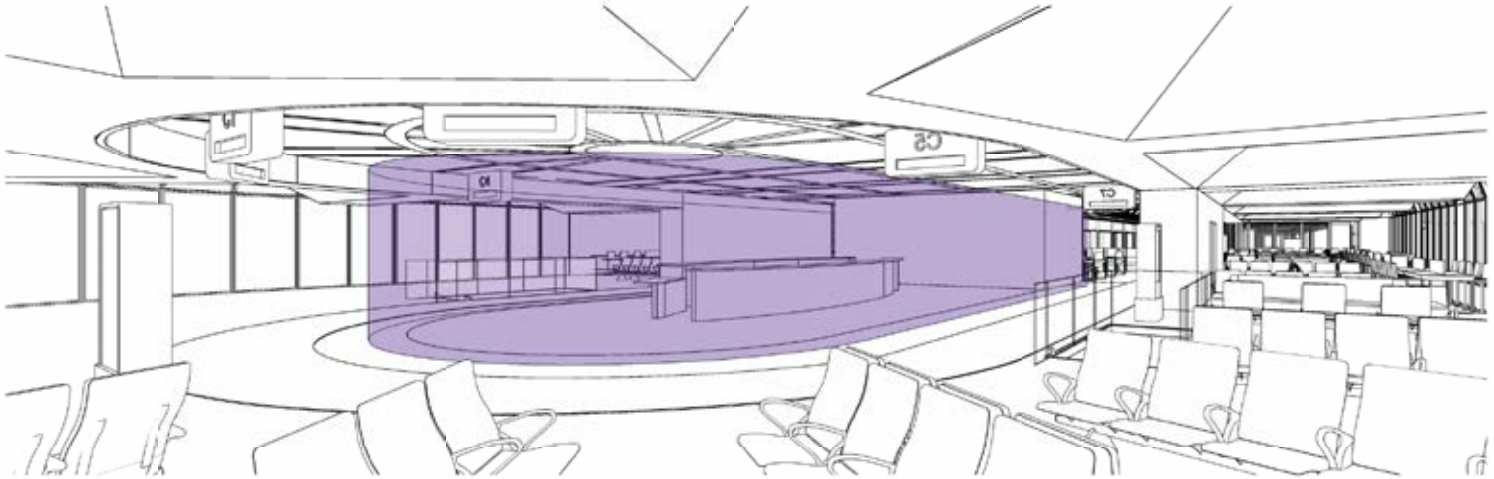
CONCOURSE C

T1C.U.1.I

FREESTANDING KIOSK

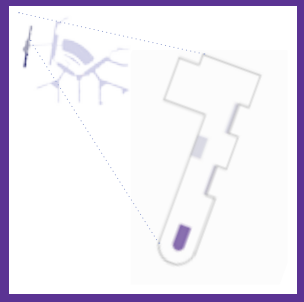
BLADE SIGN » LARGE

PRIMARY SIGNAGE » LARGE



3D VIEW 1

KEY PLAN



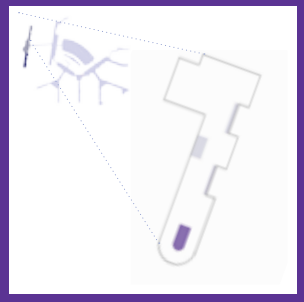
T1C.U.1.I

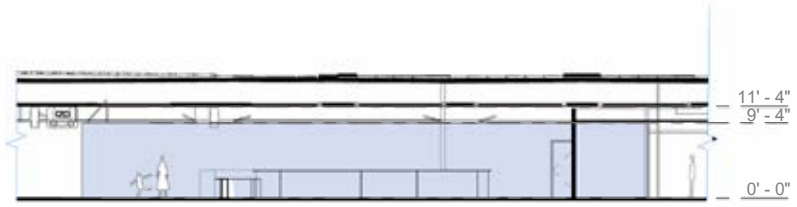
FREESTANDING KIOSK

BLADE SIGN » LARGE

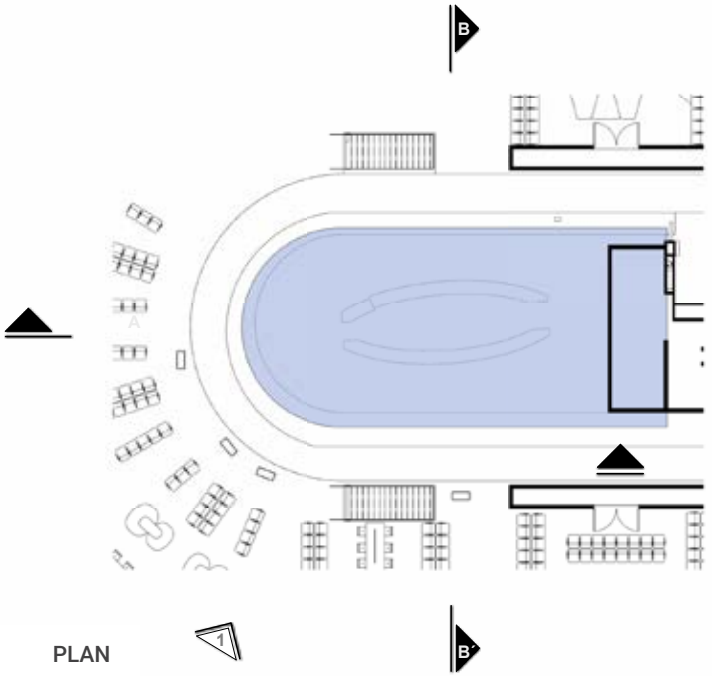
PRIMARY SIGNAGE » LARGE

KEY PLAN



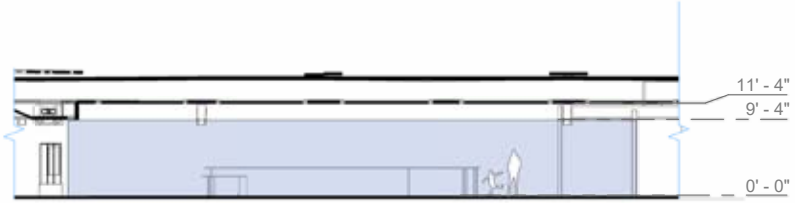


SECTION A - A'



PLAN

SECTION



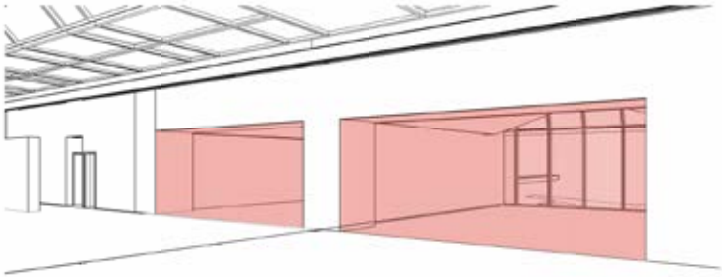
ELEVATION

T1C.U.10.A

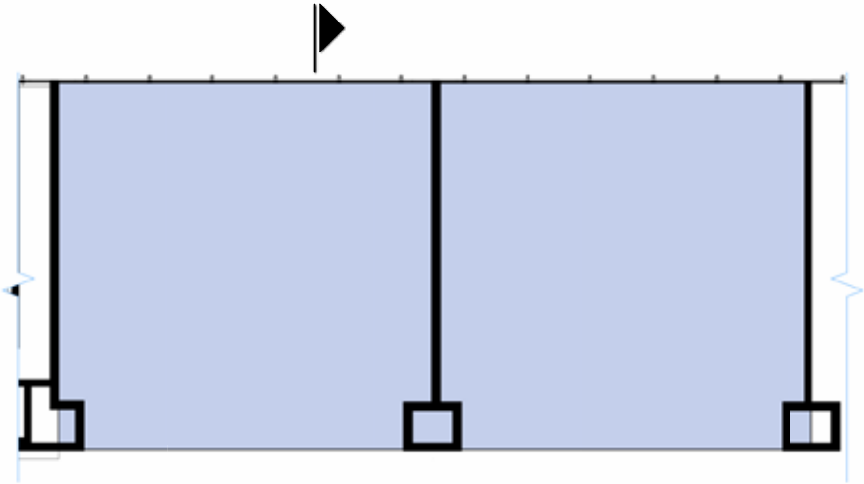
INLINE TYPE I

BLADE SIGN »
LARGE

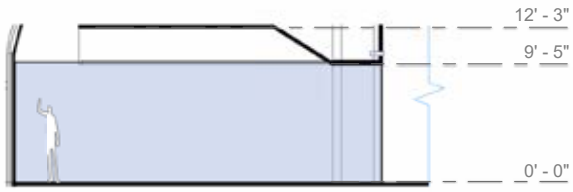
PRIMARY SIGNAGE »
LARGE



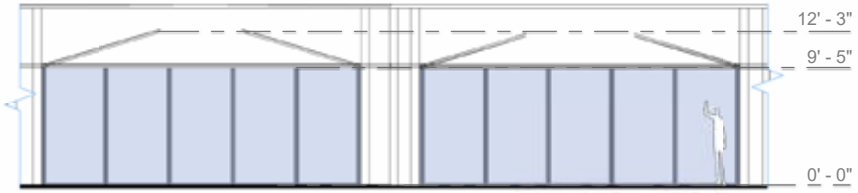
3D VIEW



PLAN

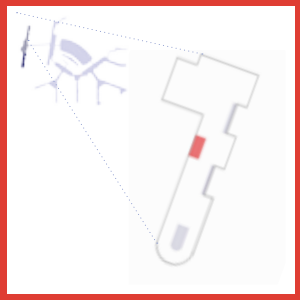


SECTION



ELEVATION

KEY PLAN

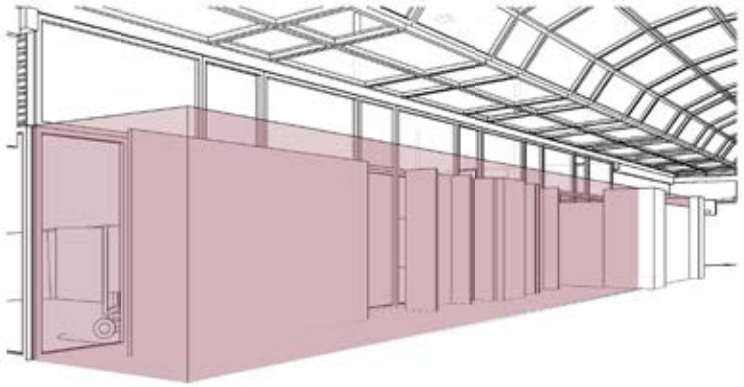


T1C.U.6.H

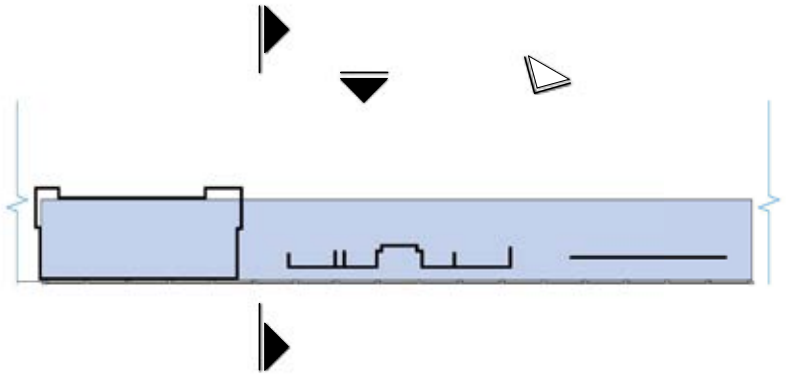
ATTACHED KIOSK

BLADE SIGN » LARGE

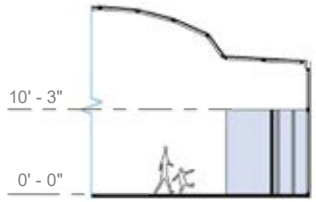
PRIMARY SIGNAGE » LARGE



3D VIEW



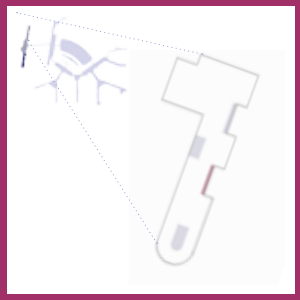
PLAN



SECTION

ELEVATION

KEY PLAN

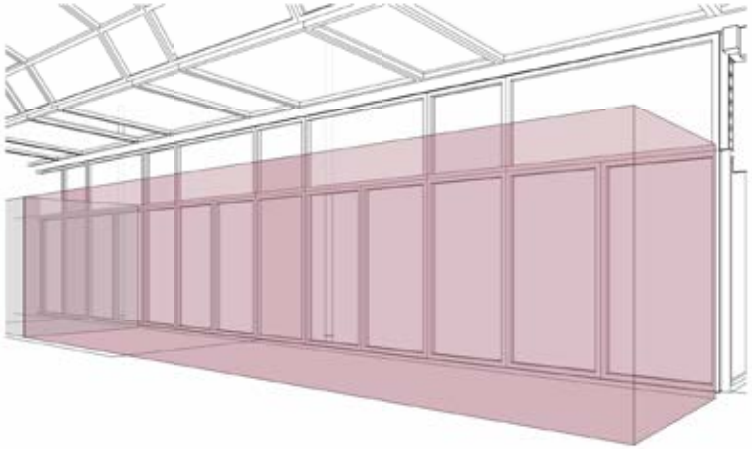


T1C.U.13.B

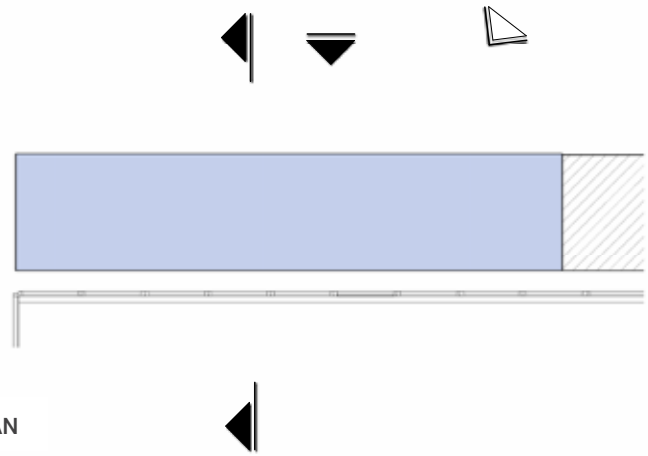
ATTACHED KIOSK

BLADE SIGN » LARGE

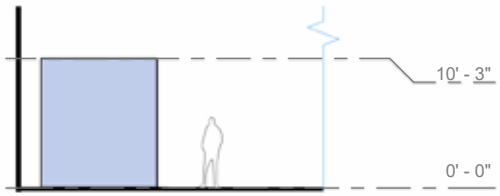
PRIMARY SIGNAGE » LARGE



3D VIEW



PLAN



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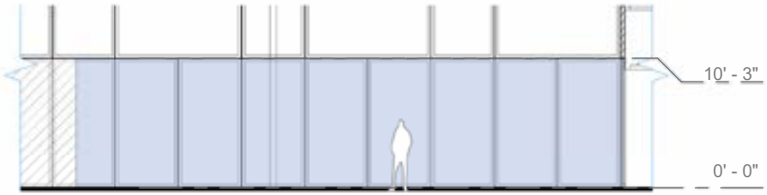
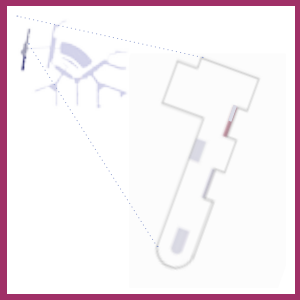


ELEVATION

KEY PLAN

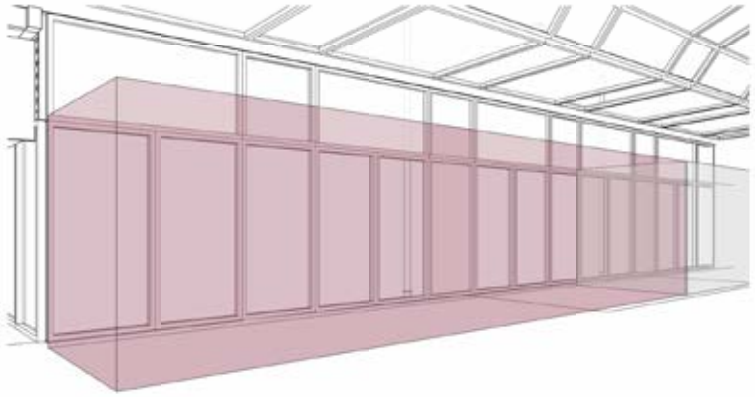


T1C.U.13.C

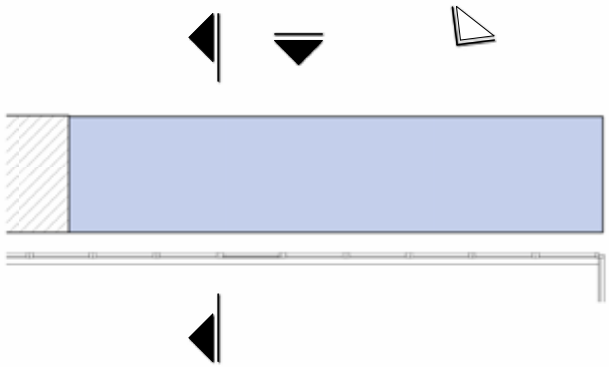
ATTACHED KIOSK

BLADE SIGN » LARGE

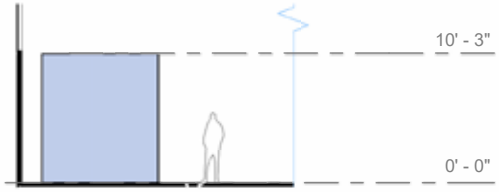
PRIMARY SIGNAGE » LARGE



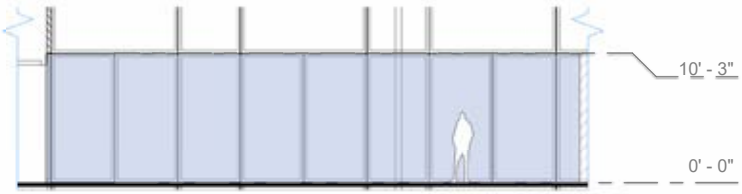
3D VIEW



PLAN

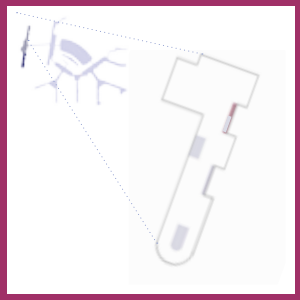


SECTION



ELEVATION

KEY PLAN



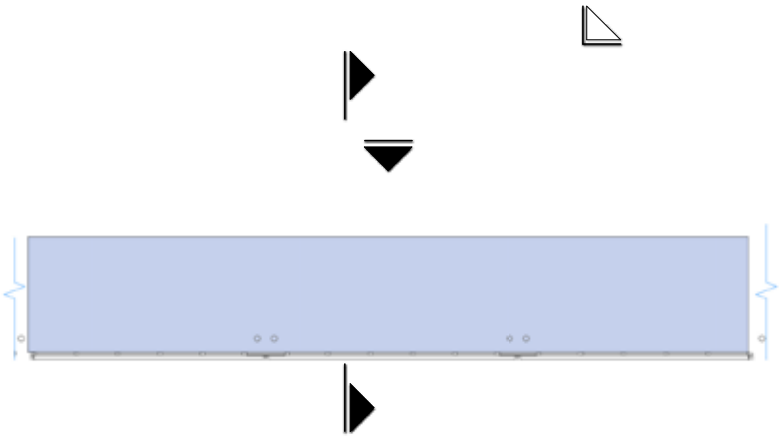
T1B.U.20.D

ATTACHED KIOSK

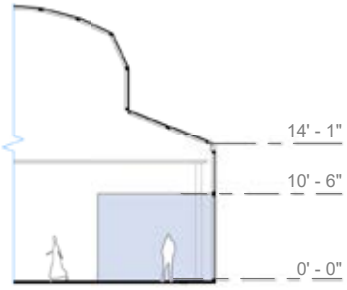
BLADE SIGN » LARGE

PRIMARY SIGNAGE » LARGE

3D VIEW



PLAN



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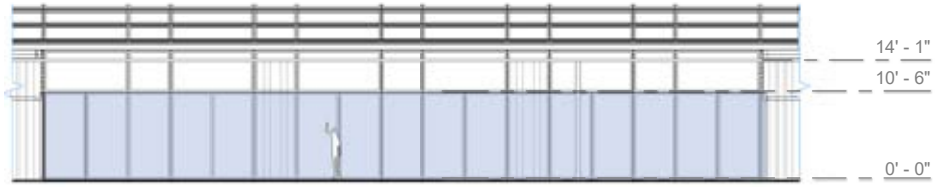
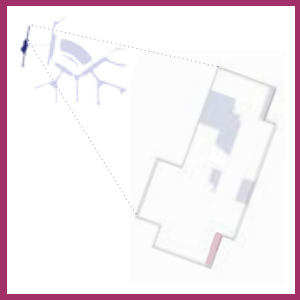


ELEVATION

KEY PLAN

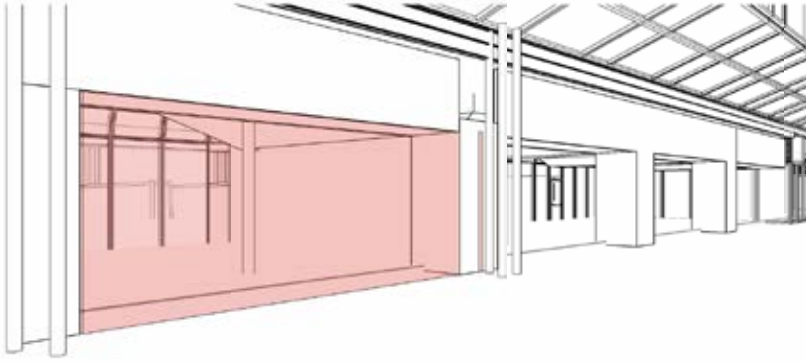


T1C.U.24.B

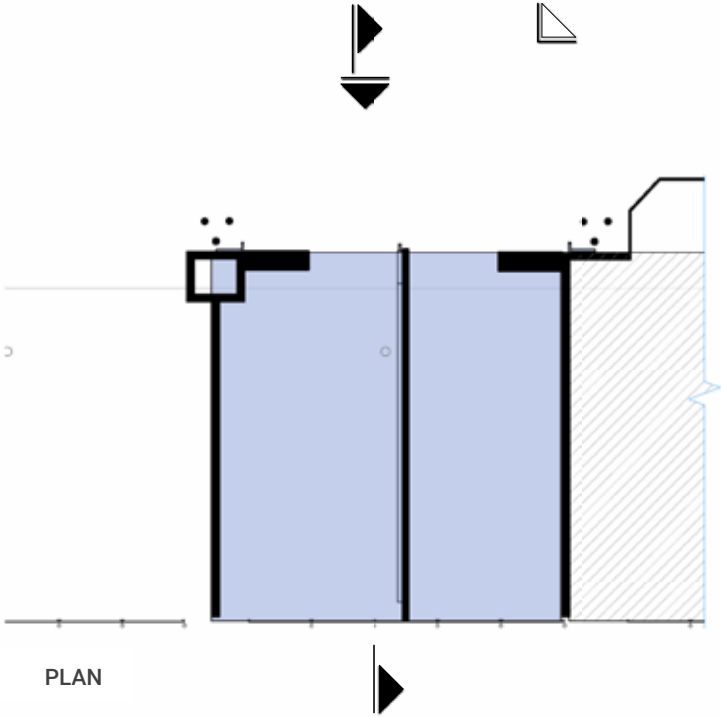
INLINE TYPE I

BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE

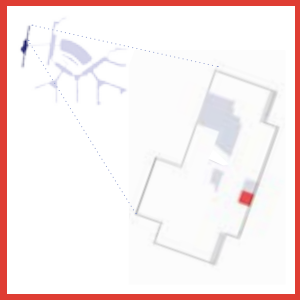


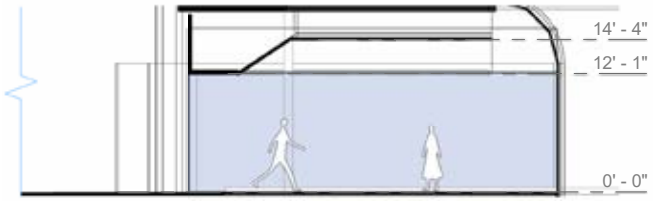
3D VIEW



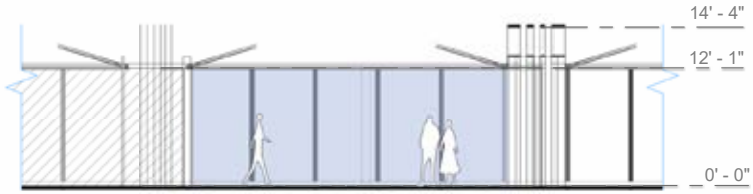
PLAN

KEY PLAN





SECTION



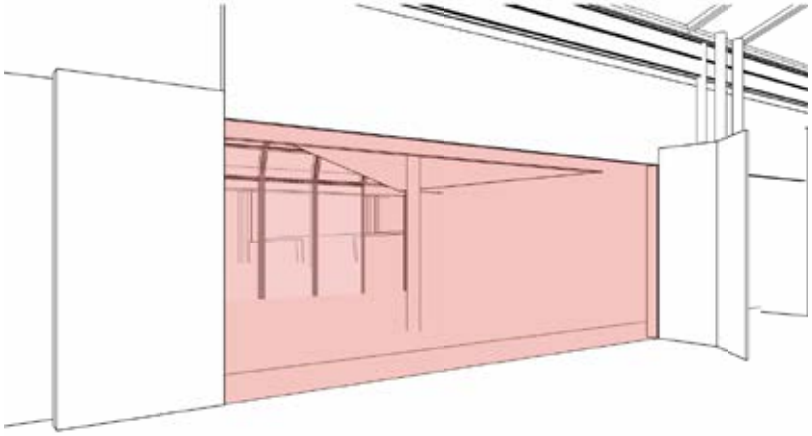
ELEVATION

T1C.U.24.E

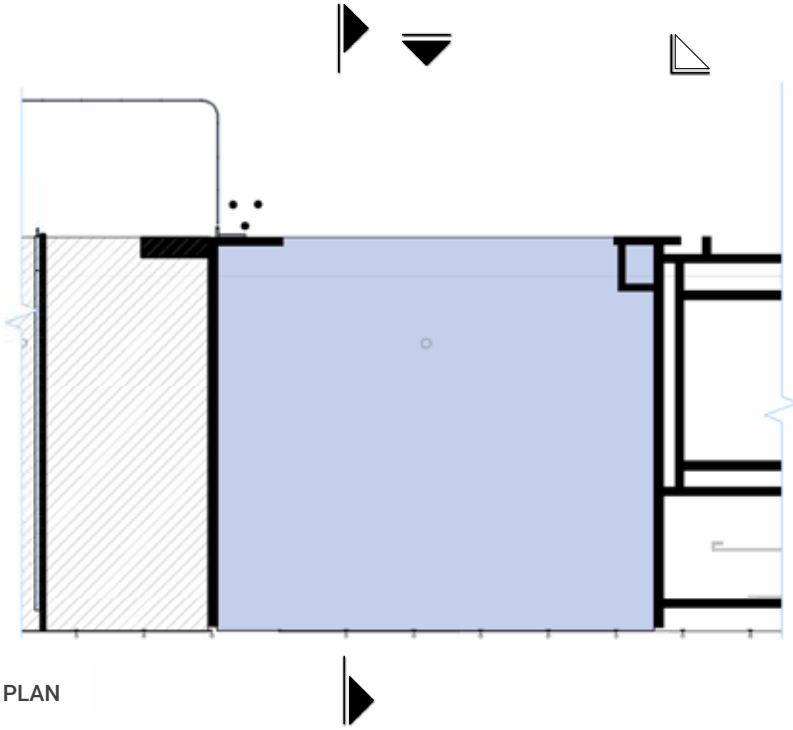
INLINE TYPE I

BLADE SIGN »
LARGE

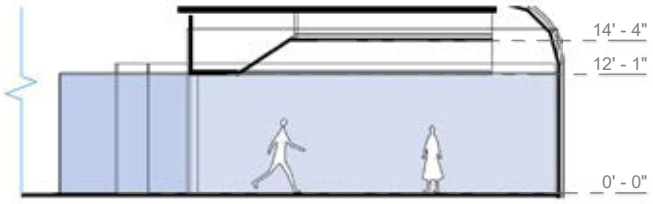
PRIMARY SIGNAGE »
LARGE



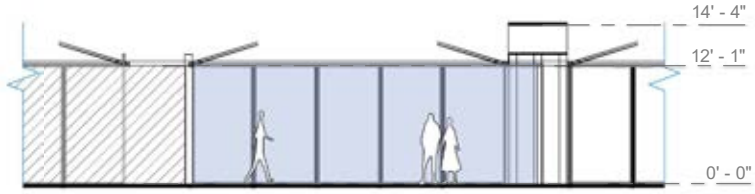
3D VIEW



PLAN

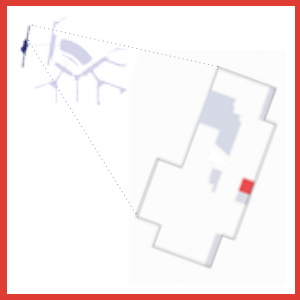


SECTION



ELEVATION

KEY PLAN

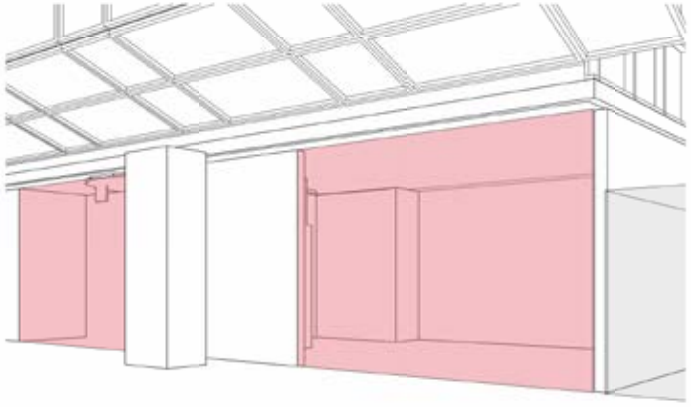


T1C.U.25.A

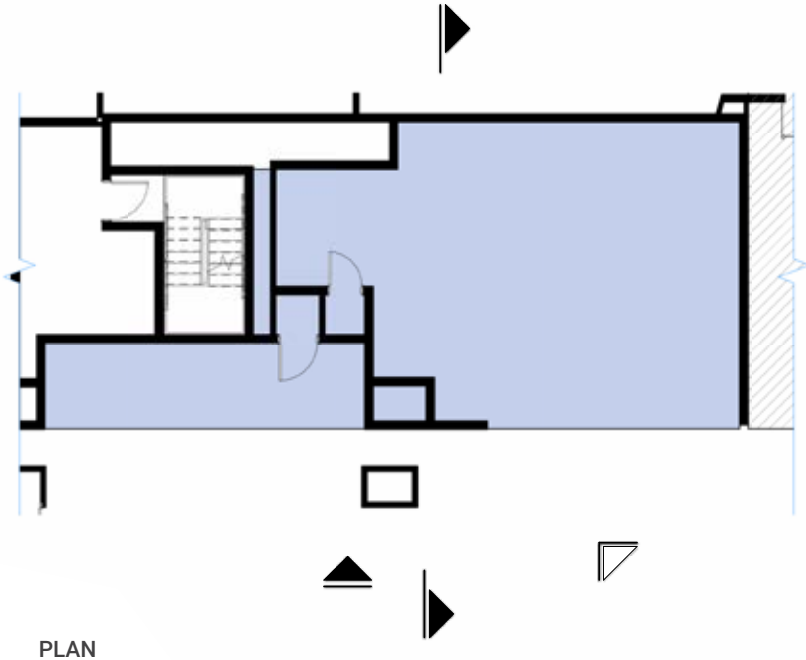
INLINE TYPE I

BLADE SIGN »
LARGE

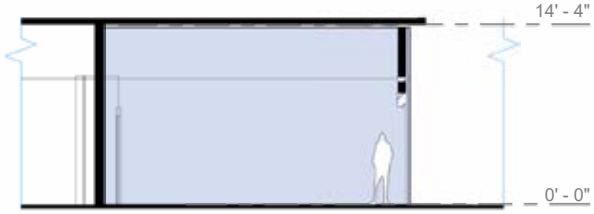
PRIMARY SIGNAGE »
LARGE



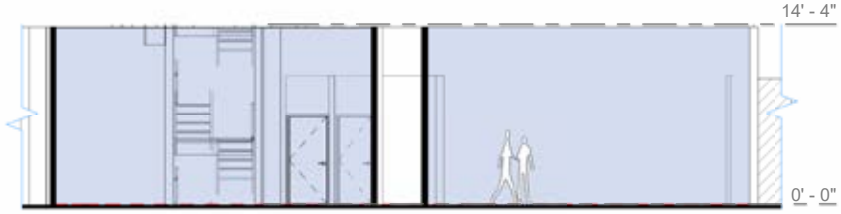
3D VIEW



PLAN

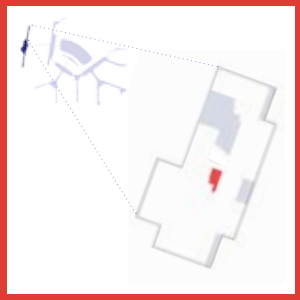


SECTION



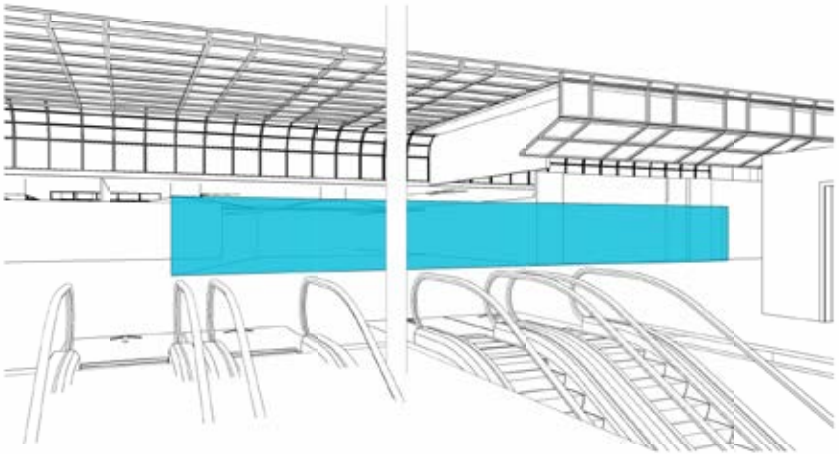
ELEVATION

KEY PLAN

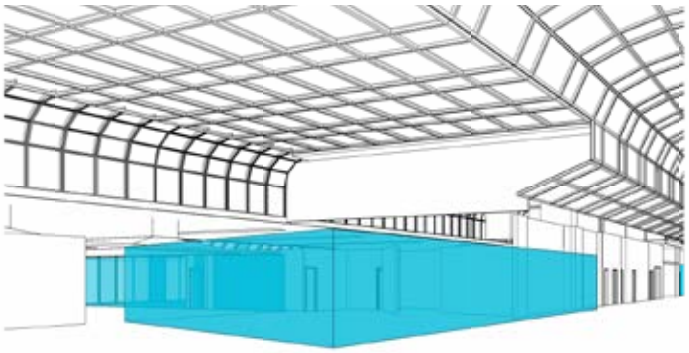


T1C.U.30

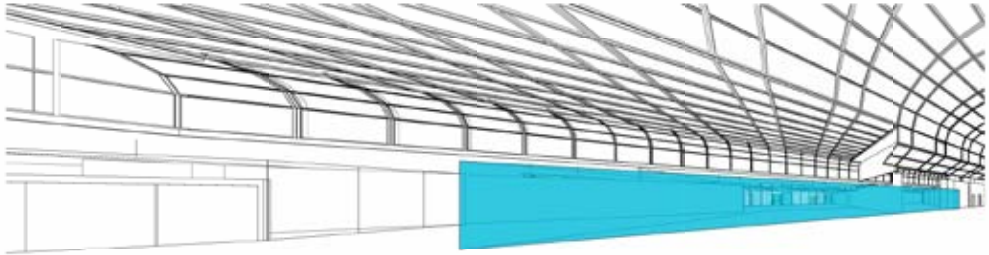
FOOD HALL



3D VIEW 1

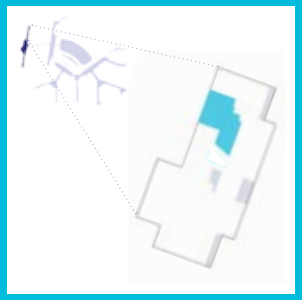


3D VIEW 2



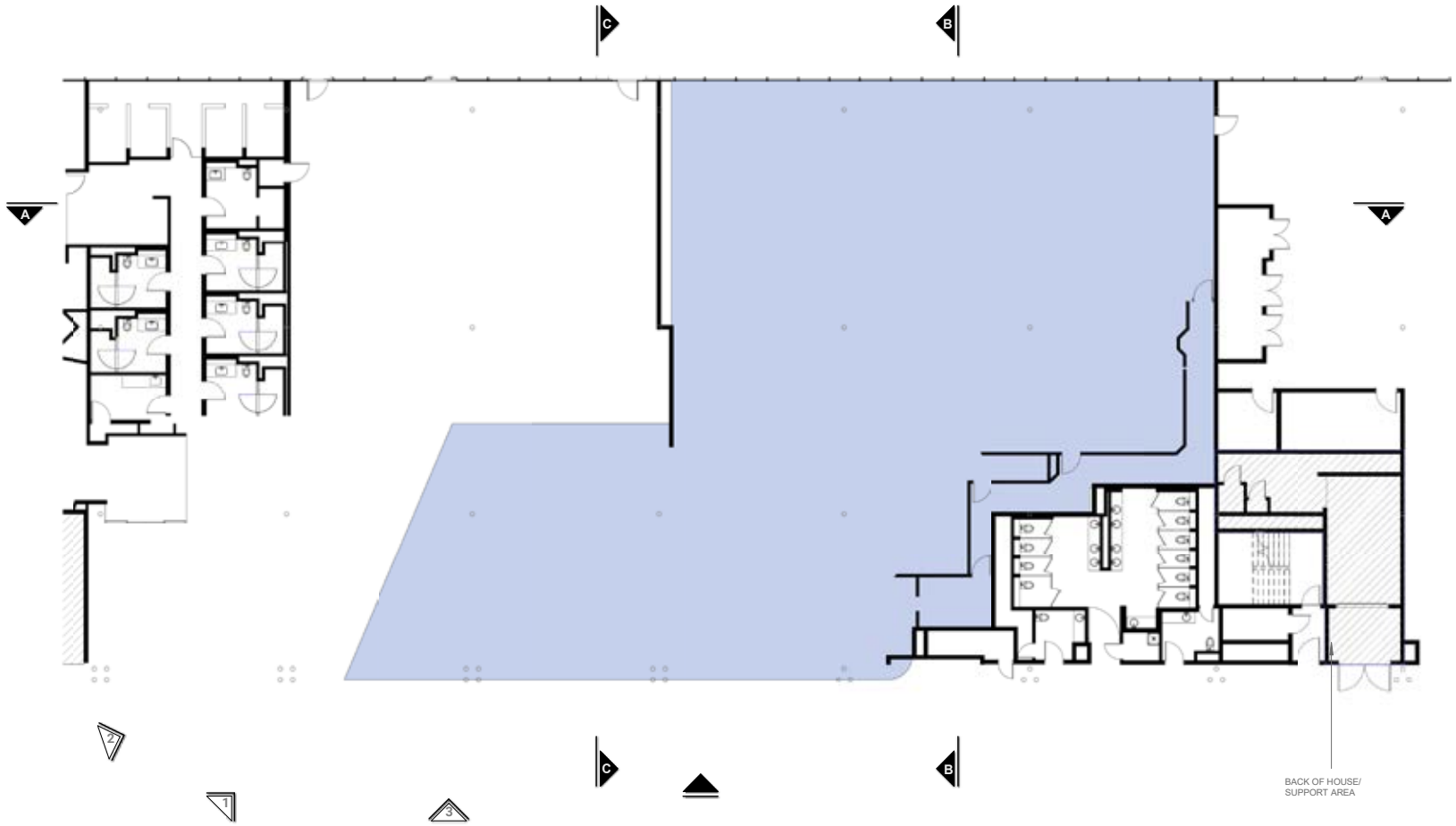
3D VIEW 3

KEY PLAN



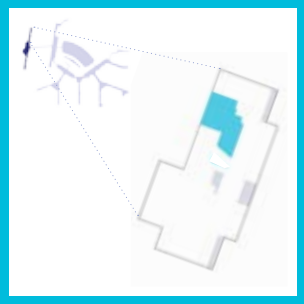
T1C.U.30

FOOD HALL



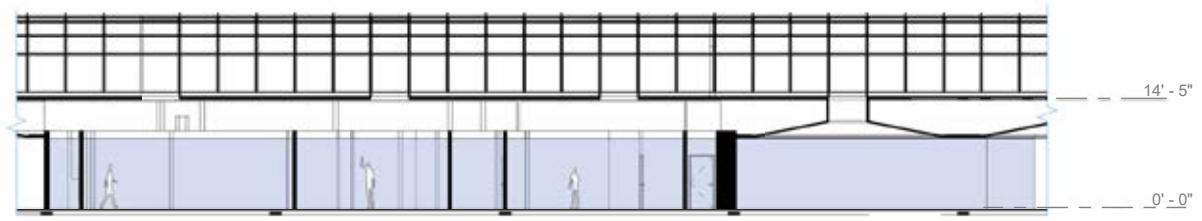
PLAN

KEY PLAN

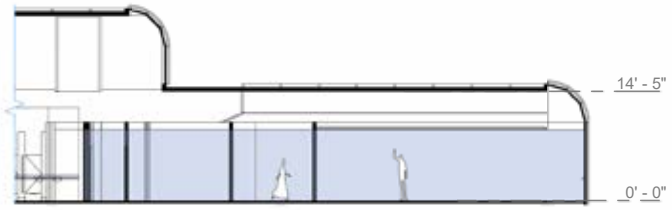


T1C.U.30

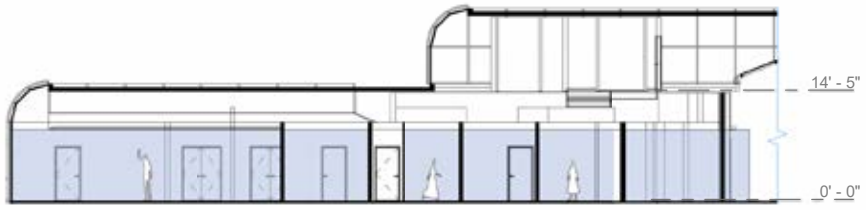
FOOD HALL



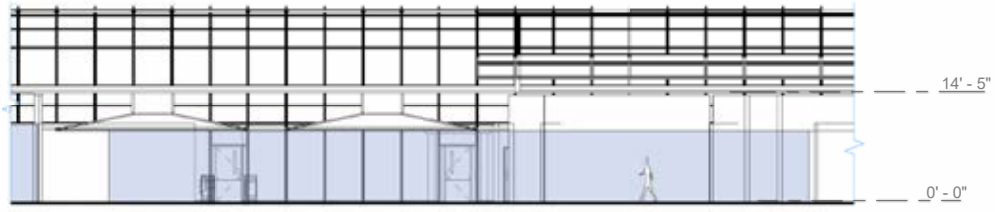
SECTION A



SECTION B

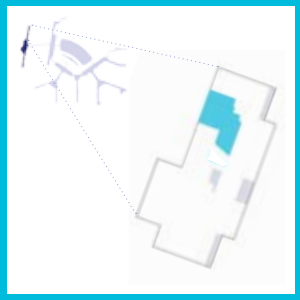


SECTION C



ELEVATION

KEY PLAN

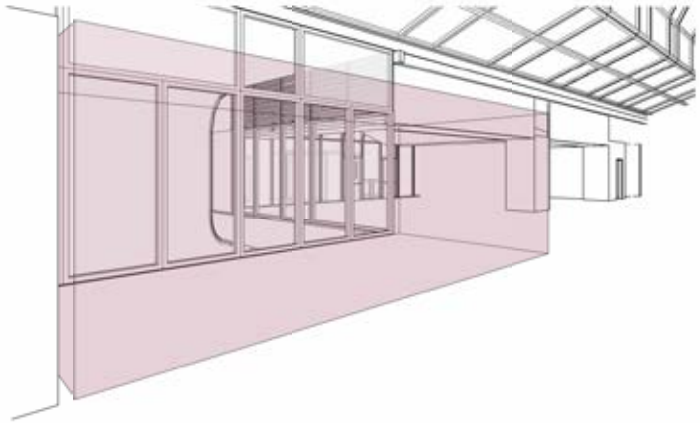


T1C.U.31.D

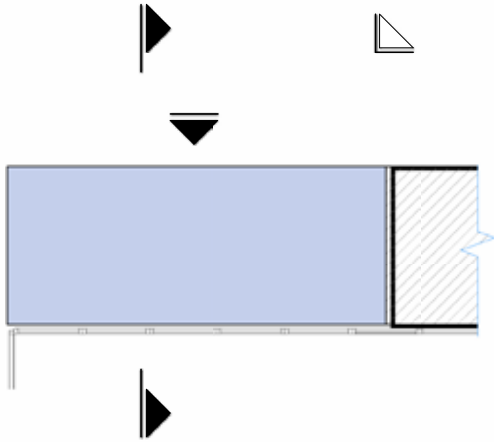
ATTACHED KIOSK

BLADE SIGN » LARGE

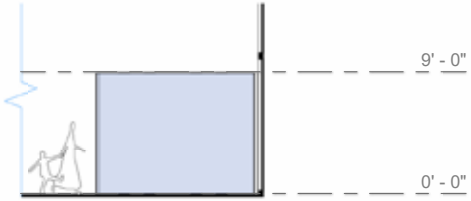
PRIMARY SIGNAGE » LARGE



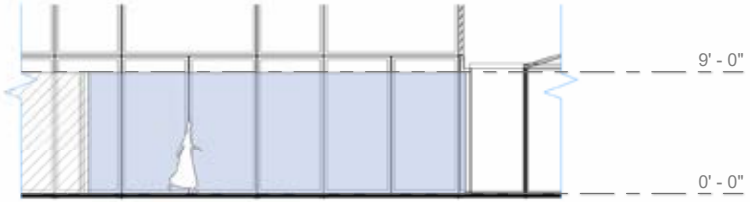
3D VIEW



PLAN

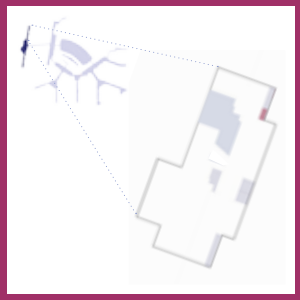


SECTION



ELEVATION

KEY PLAN

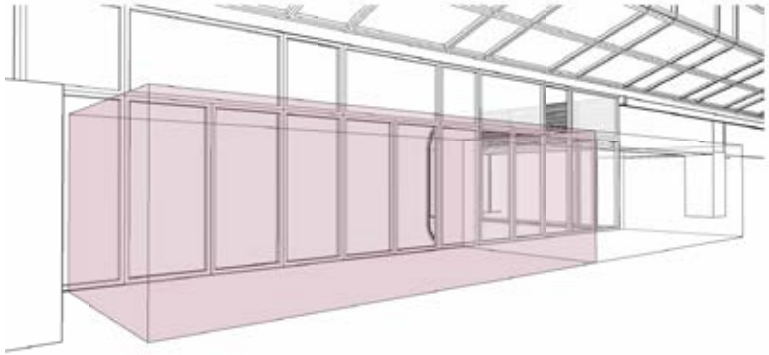


T1C.U.32.J

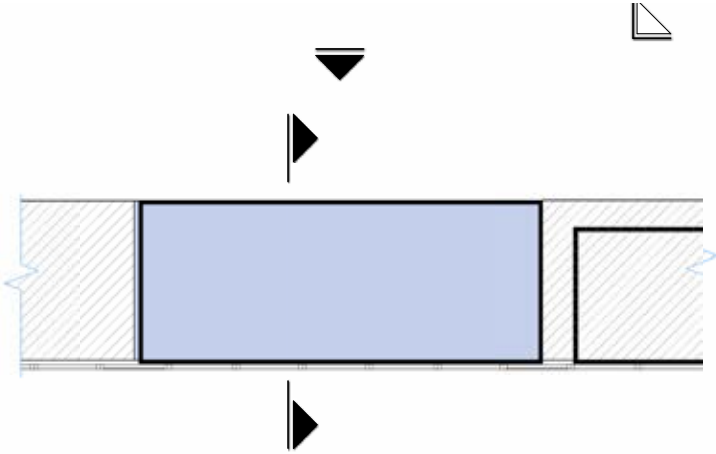
ATTACHED KIOSK

BLADE SIGN » LARGE

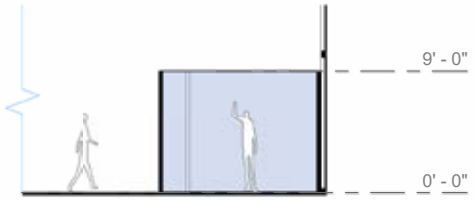
PRIMARY SIGNAGE » LARGE



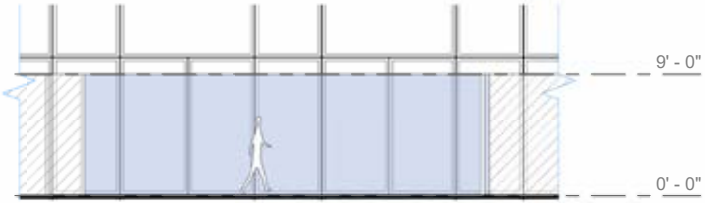
3D VIEW



PLAN

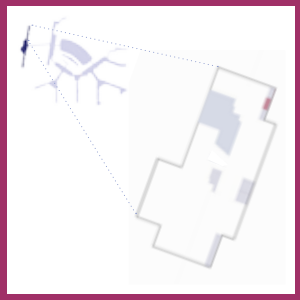


SECTION



ELEVATION

KEY PLAN

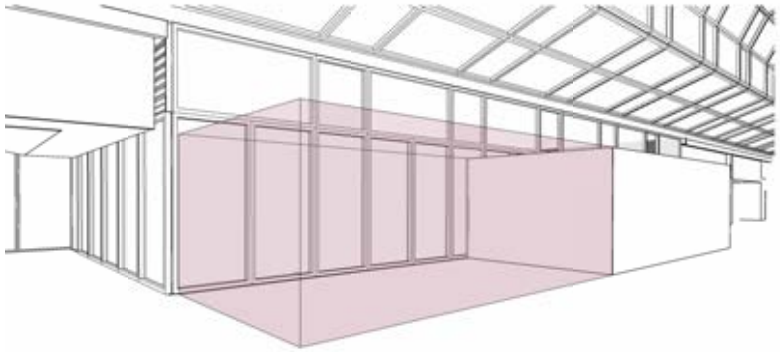


T1C.U.33.B

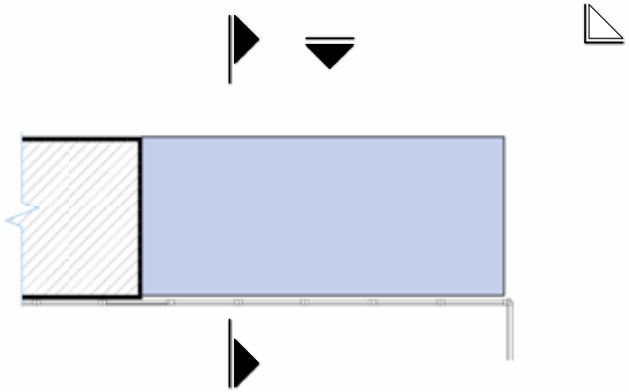
ATTACHED KIOSK

BLADE SIGN » LARGE

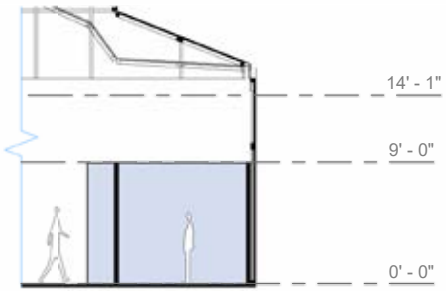
PRIMARY SIGNAGE » LARGE



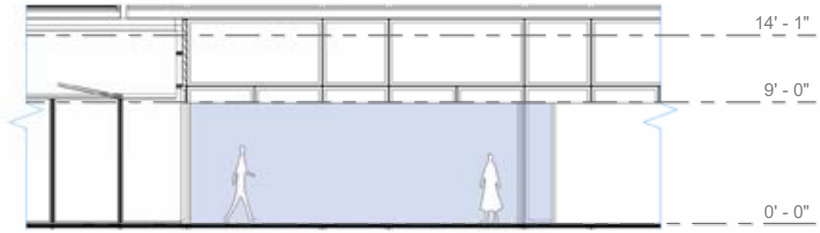
3D VIEW



PLAN

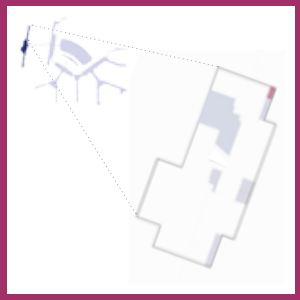


SECTION



ELEVATION

KEY PLAN

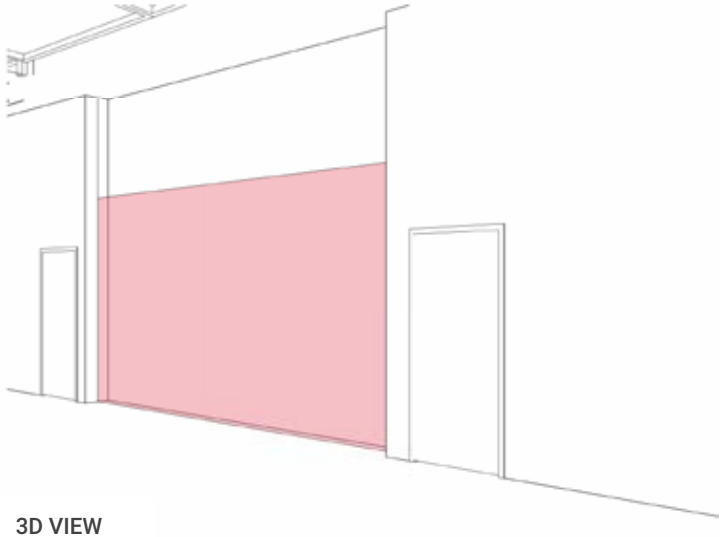


T1C.U.36.A

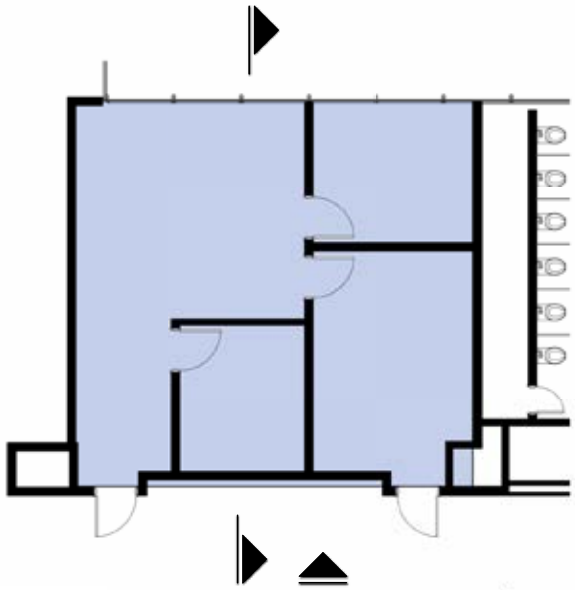
INLINE TYPE I

BLADE SIGN » LARGE

PRIMARY SIGNAGE » LARGE

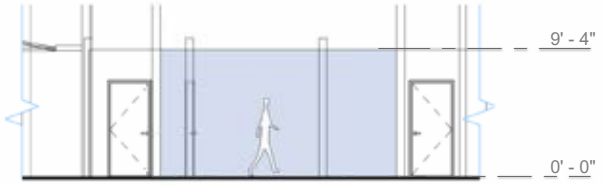


3D VIEW



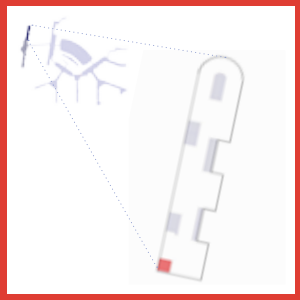
PLAN

SECTION



ELEVATION

KEY PLAN

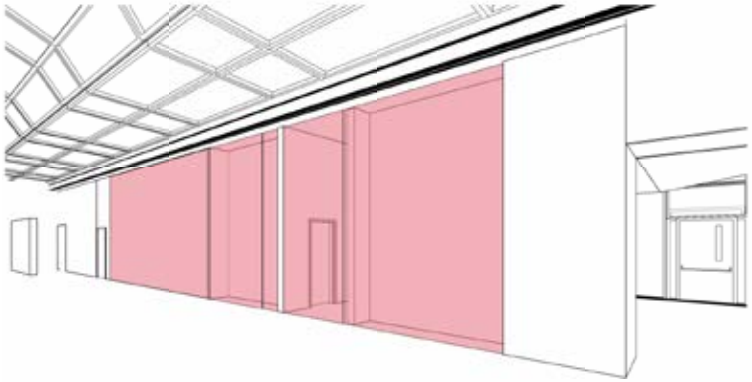


T1C.U.37.A

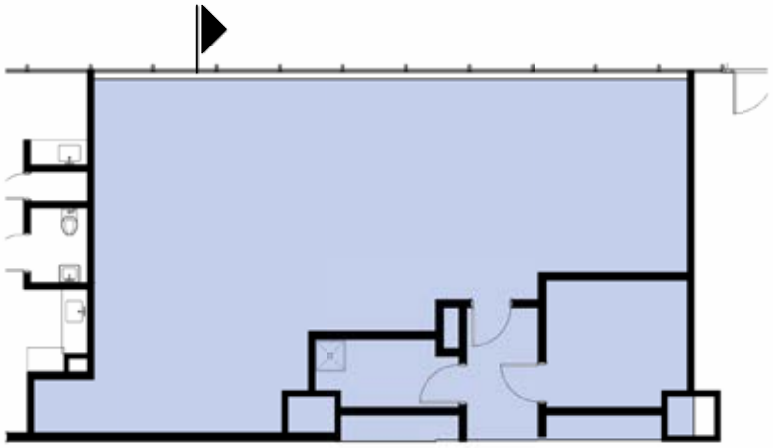
INLINE TYPE I

BLADE SIGN »
LARGE

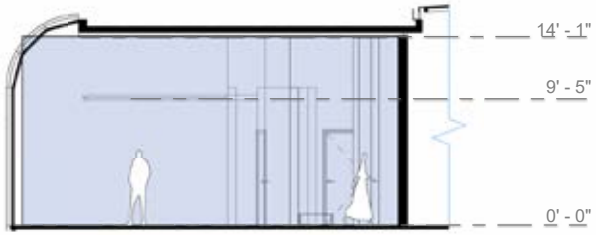
PRIMARY SIGNAGE »
LARGE



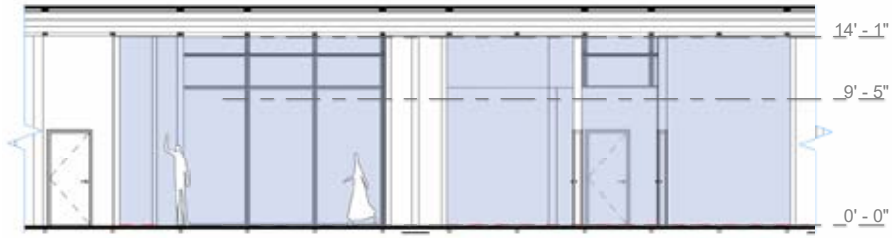
3D VIEW



PLAN

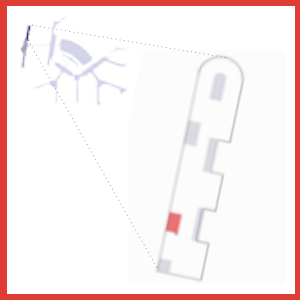


SECTION



ELEVATION

KEY PLAN

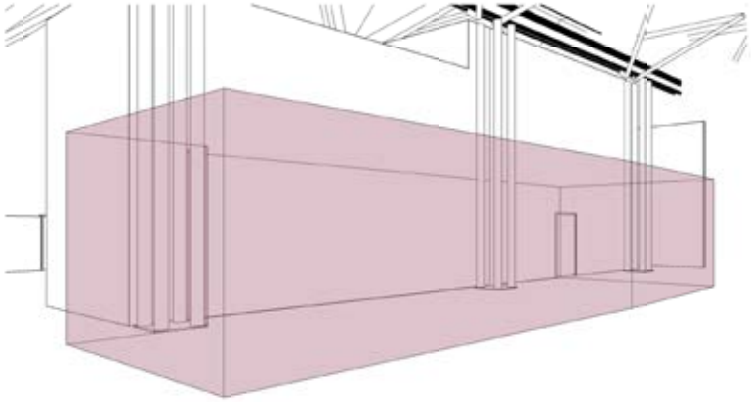


T1C.U.38.D

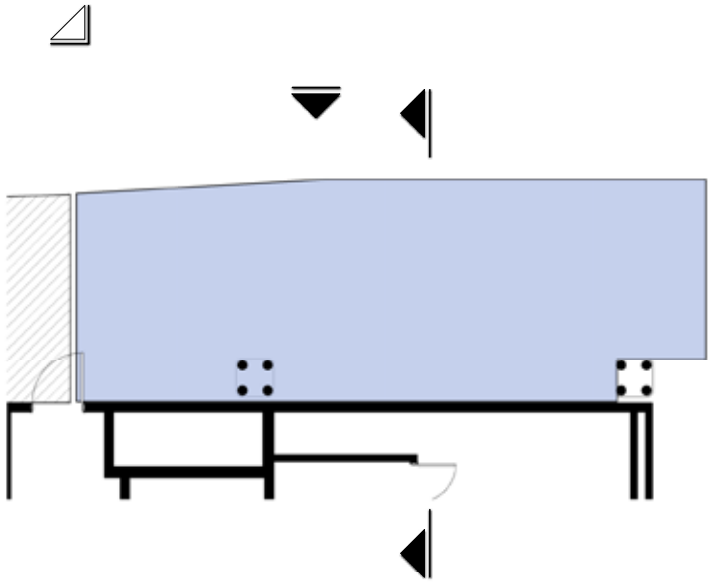
ATTACHED KIOSK

BLADE SIGN » LARGE

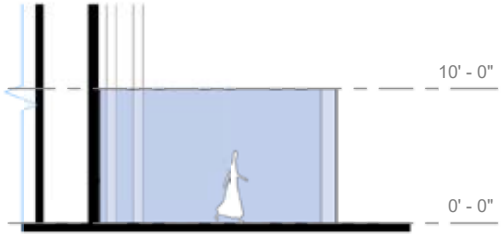
PRIMARY SIGNAGE » LARGE



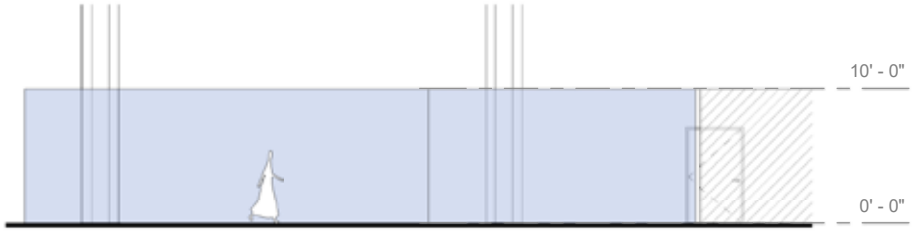
3D VIEW



PLAN

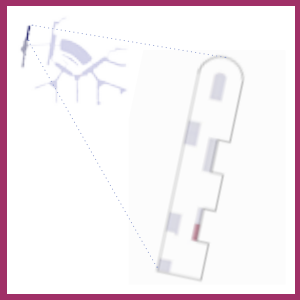


SECTION



ELEVATION

KEY PLAN



T1C.U.39.B

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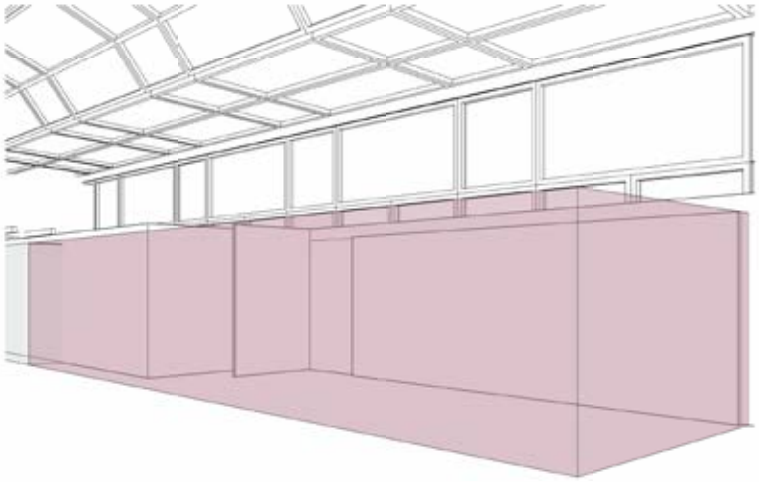
PRIMARY SIGNAGE » LARGE



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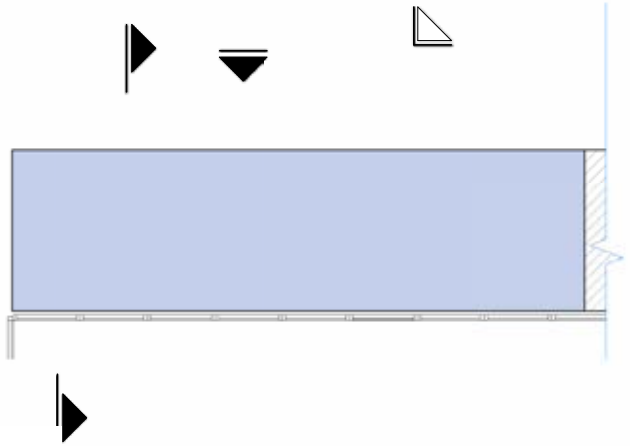

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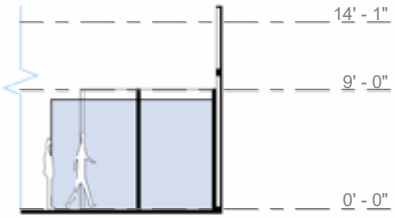

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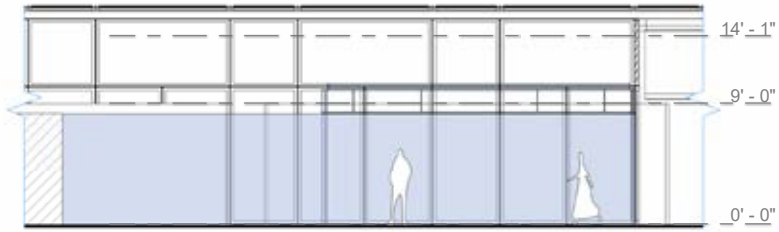

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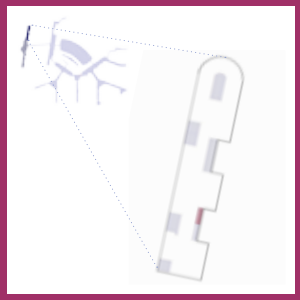

T1C.U.43.H

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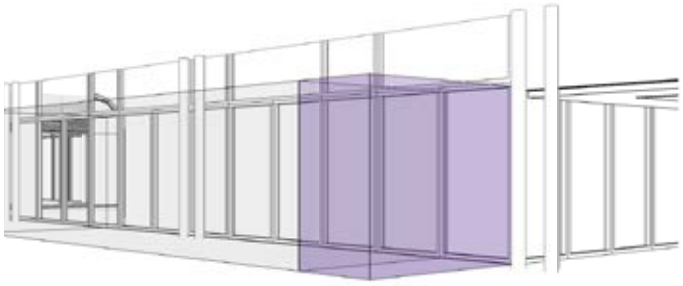

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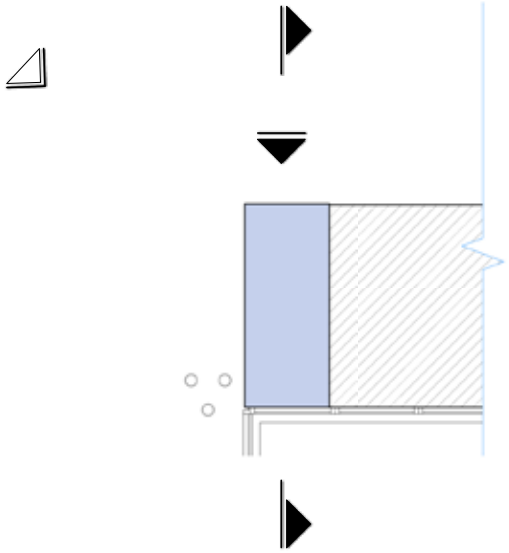

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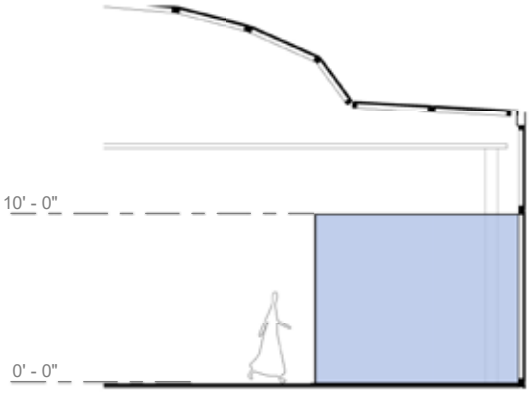

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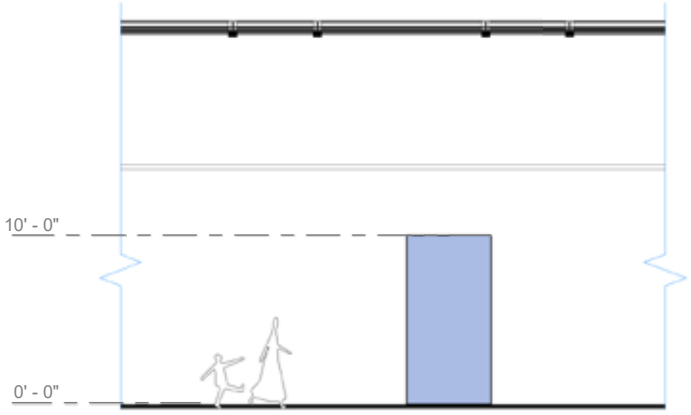

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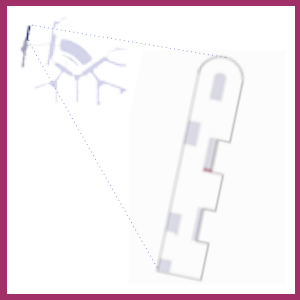
KEY PLAN



T1C.U.44.C

ATTACHED KIOSK

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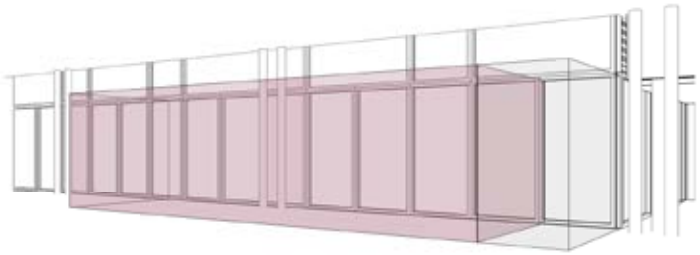
PRIMARY SIGNAGE » LARGE



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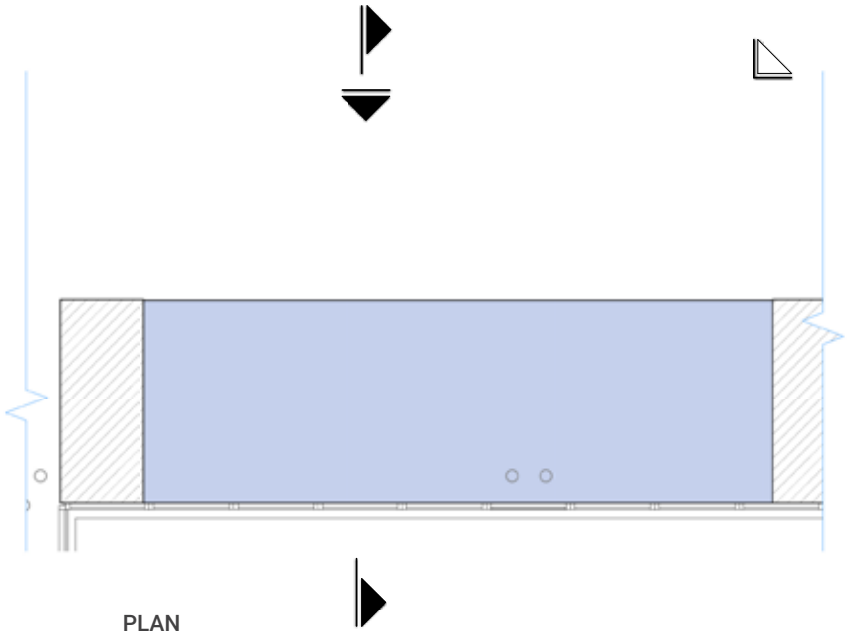
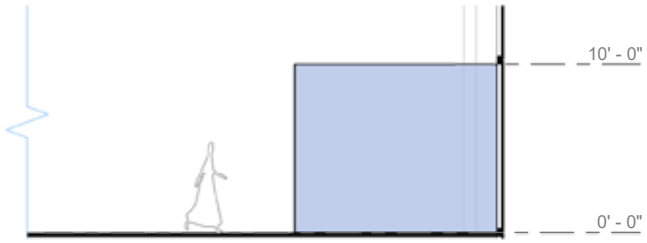


PLAN



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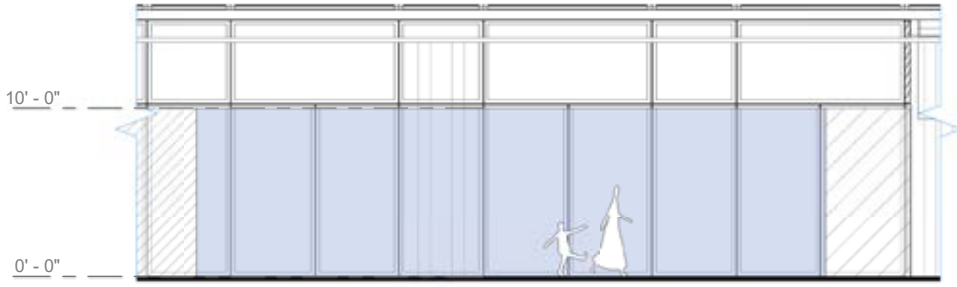

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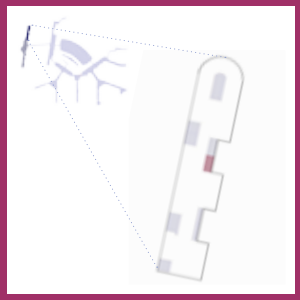
KEY PLAN



T1C.U.44.D

ATTACHED KIOSK

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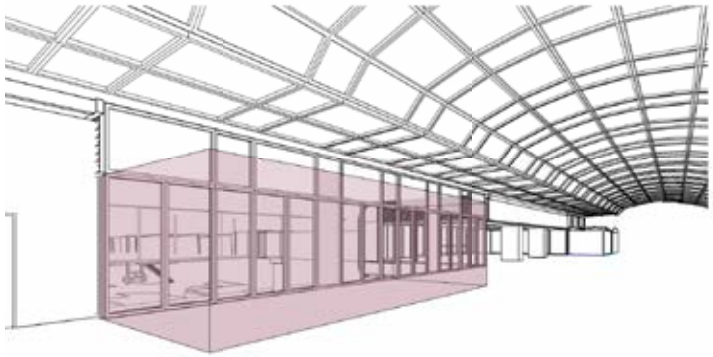
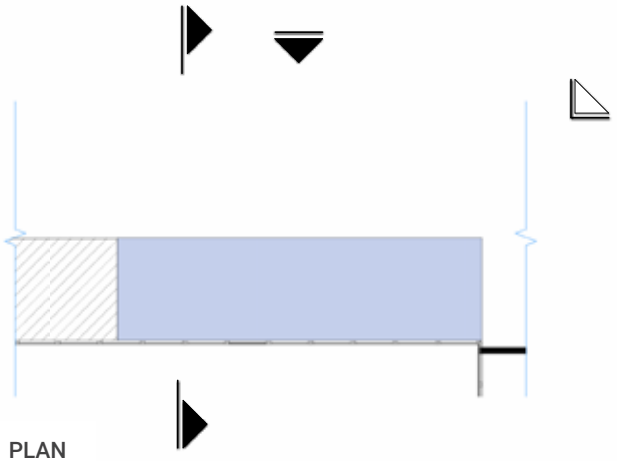
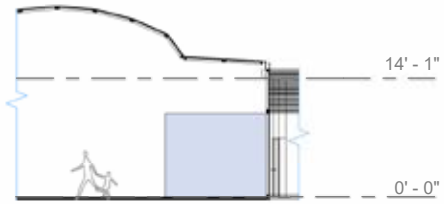
PRIMARY SIGNAGE » LARGE



3D VIEW



PLAN



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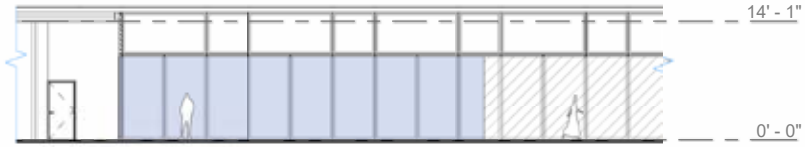

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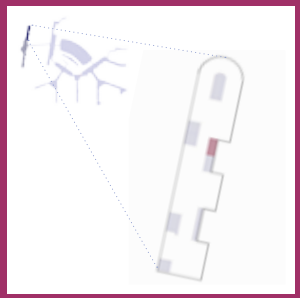
KEY PLAN

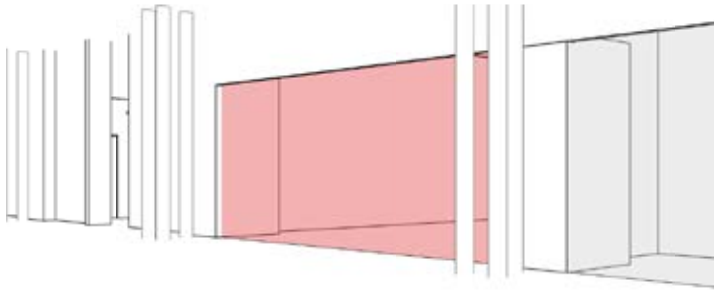


T1C.U.44.E

INLINE TYPE I

BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE



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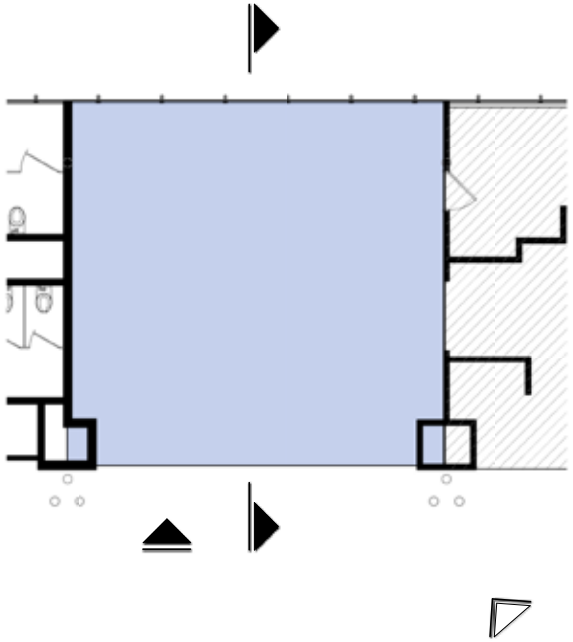

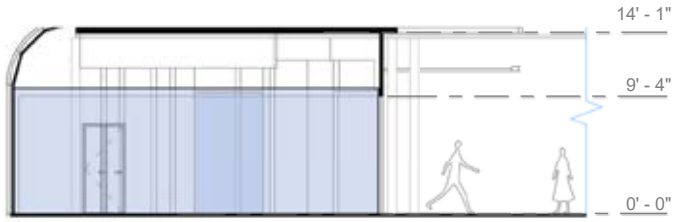

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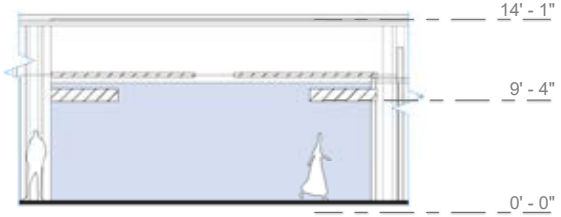

ELEVATION

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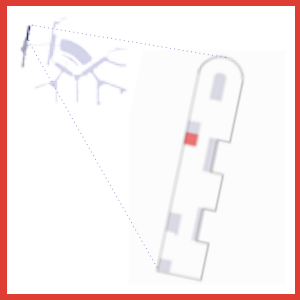
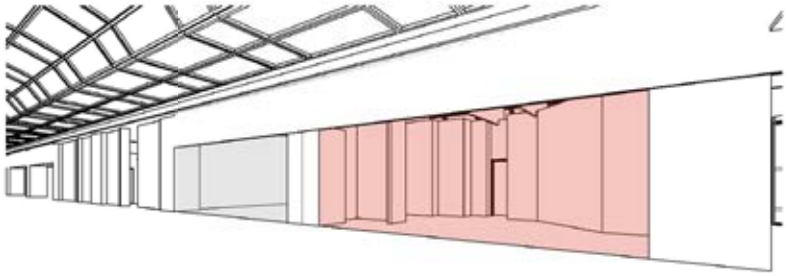


T1C.U.45.B

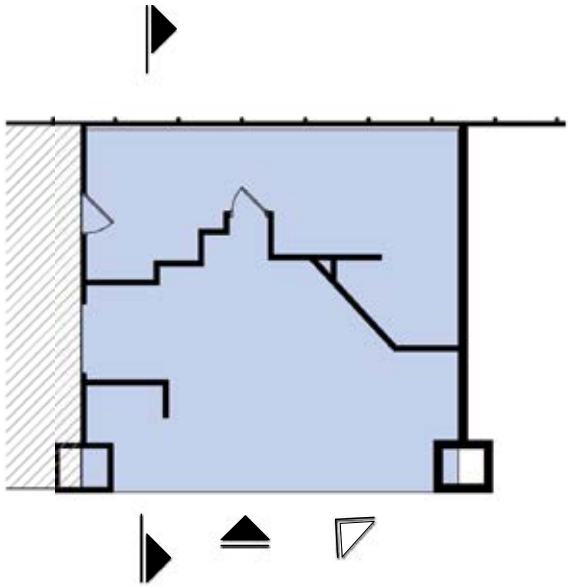
INLINE TYPE I

BLADE SIGN »
LARGE

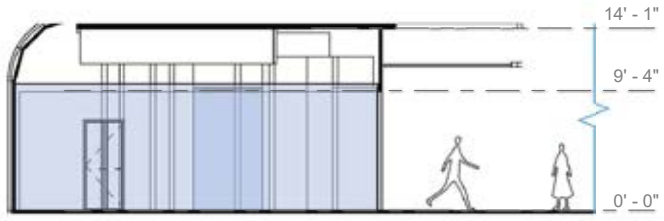
PRIMARY SIGNAGE »
LARGE



3D VIEW



PLAN



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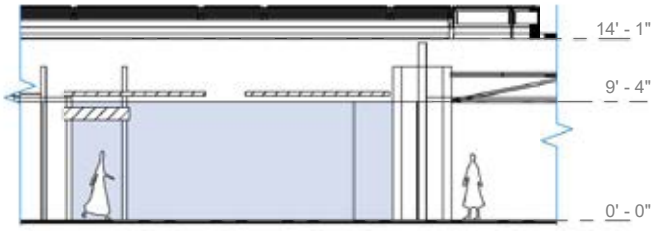

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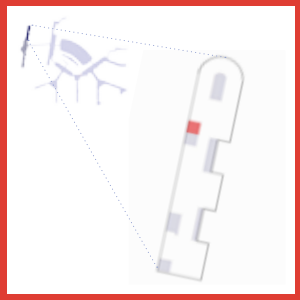
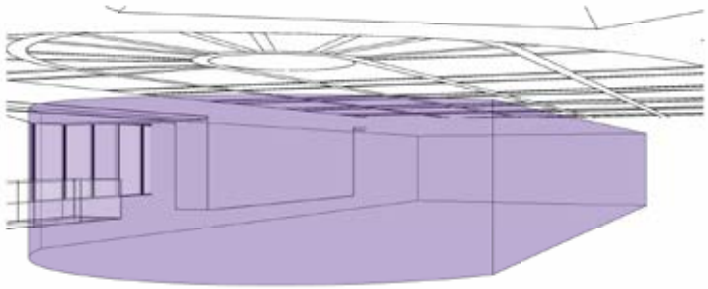


T1C.U.49.E

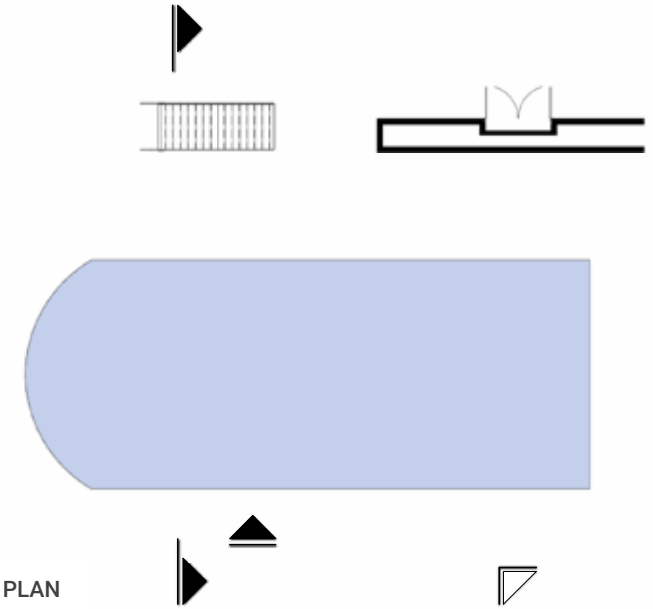
FREESTANDING KIOSK

BLADE SIGN » LARGE

PRIMARY SIGNAGE » LARGE

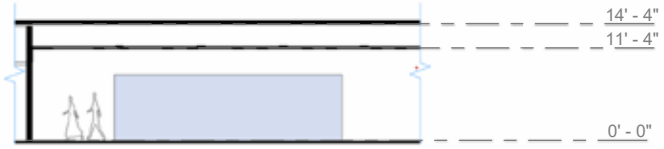


3D VIEW



PLAN

KEY PLAN



SECTION

ELEVATION

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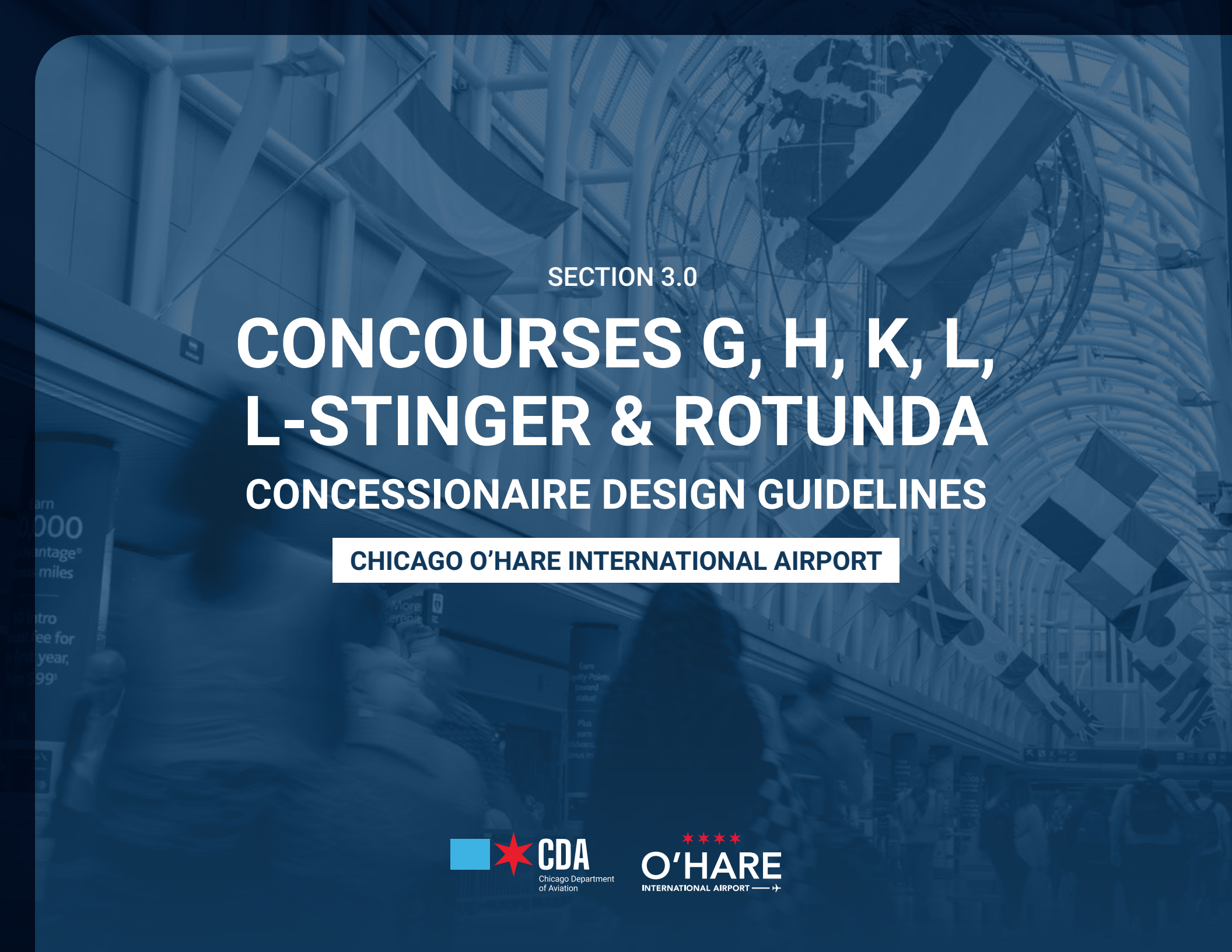

SECTION 3.0

CONCOURSES G, H, K, L, L-STINGER & ROTUNDA

CONCESSIONAIRE DESIGN GUIDELINES

CHICAGO O'HARE INTERNATIONAL AIRPORT

CDA Chicago Department of Aviation

O'HARE INTERNATIONAL AIRPORT

SECTION 3.0

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01 OVERVIEW

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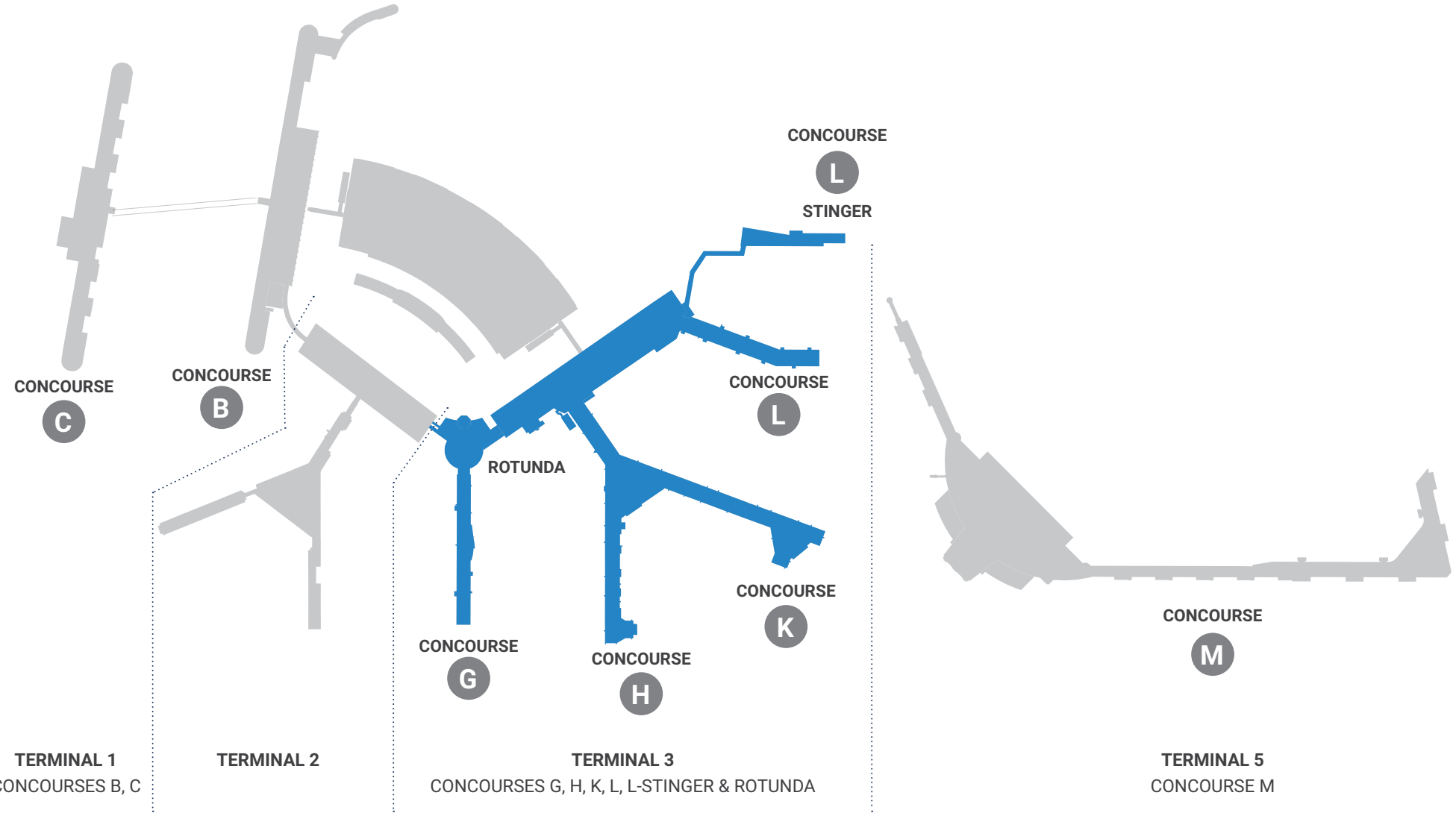
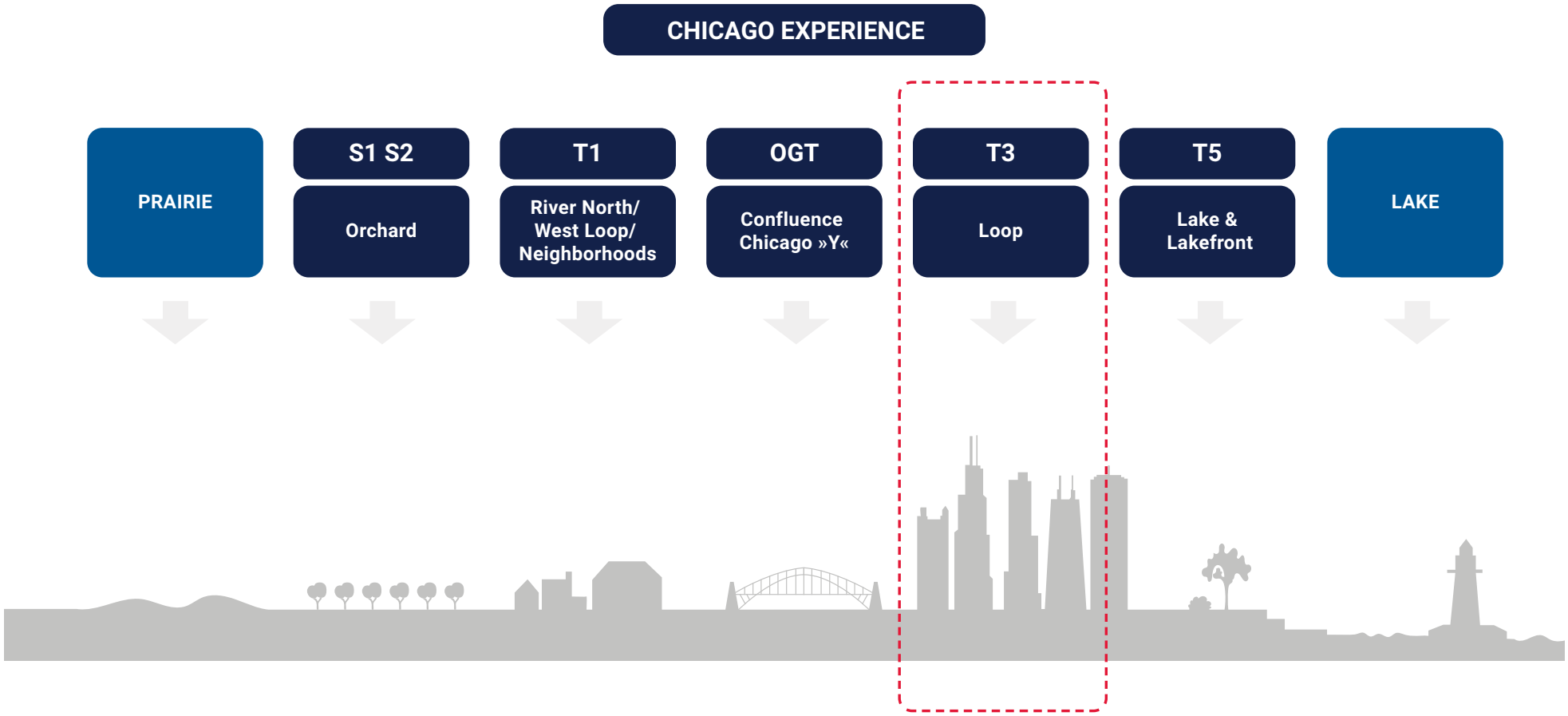
BEGIN CHAPTER

O'HARE TERMINALS » TERMINAL 3 » CONCOURSES G, H, K, L, L-STINGER & ROTUNDA



CONCEPT » CHICAGO EXPERIENCE

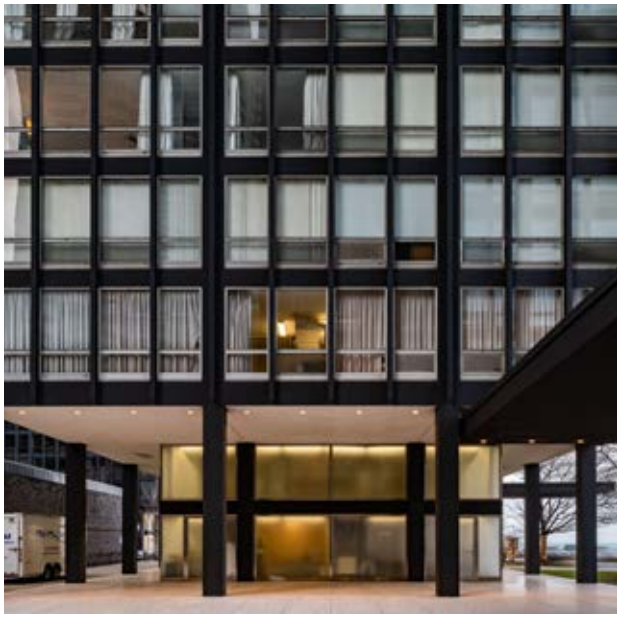


CONCEPT » O'HARE'S HISTORY

The Terminal 3 design style is rooted in the **Bauhaus** era, which was most prominent between 1919 and 1933. The Bauhaus style is evident in Terminal 3's **functional** and **minimalistic** architecture and **clear architectural language**.

While Terminal 3 was built in the 1960's, some of its unique characteristics have remained despite adjustments and design alterations over the years. The most prominent example is the Rotunda, which was designed by Gertrude Lempp Kerbis. Kerbis worked and studied under Carl Koch, Walter Gropius, and Ludwig Mies van der Rohe; all architects of the Bauhaus movement.

CONCEPT » CHICAGO INSPIRATION



CONTINUITY

860-880 N Lake Shore Dr Building, 1949
Ludwig Mies v.d. Rohe

SIMPLICITY & LIGHTNESS

Richard J. Daley Center, 1965
Murphy Associates

GRID - MATHEMATICAL RHYTHM

Inland Steel Building, 1956
SOM

IDEA

The goal for the updated style in Terminal 3 seeks to modernize the design while maintaining the functional and minimalistic traits of the original design. This is achieved (in part) through new materials, simple yet refined details, and continuous grand gestures. The new design concept keeps the sophistication of Bauhaus, with a modern interpretation.

02 TYPOLOGIES

SECTION TABLE OF CONTENTS

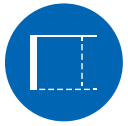
BEGIN CHAPTER

TYPOLOGY CHARACTERISTICS

The design criteria of this document focus on six typologies, which represent the typical Concessionaire spaces currently available in T3. The following pages outline characteristics of each typology, and provides design criteria for storefronts, signage, security and more.

Inline Type I

Inline Type I is integrated into the base building and is enclosed on three sides. Demising walls may be solid or glass/transparent. Units whose back wall faces the airfield should strive to maintain 25% transparency on the back wall to allow for clear sightlines out to the airfield (does not apply if windows are not part of the base building at the back wall). This typology may be adjacent to other retailers, restroom facilities, holdrooms or other spaces. Inline Type I may be split into two Concessionaire spaces.



Inline Type II

The Inline Type II typology is integrated into / attached to the base building on at least one side and is open on more than one side. Units whose back wall faces the airfield should strive to maintain 25% transparency on the back wall to allow for clear sightlines out to the airfield (does not apply if windows are not part of the base building at the back wall). This typology may be adjacent to other retailers, restroom facilities, holdrooms or other spaces. The Inline Type II may feature a bulkhead design that is either enclosed or open.

Attached Kiosk

Attached kiosks connect to the airport base building at the back. These kiosks can feature wall structures with varying degrees of materiality. There are two variations of the attached kiosk, which depend on the size of the lease space. Deep kiosk spaces may include side walls, while shallow kiosk spaces will likely not feature side walls to maximize openness.

Freestanding Kiosk

Freestanding kiosks are not attached to any base building walls. These kiosks can feature wall structures with varying degrees of transparency and materiality. When freestanding kiosks are adjacent to holdrooms, a minimum of 50% of the space above head height must be clear to allow clear sightlines to wayfinding and gate signage.

Food Hall

The food hall typology features multiple food and beverage vendors in an open-air market style. Each unique Food & Beverage space must accommodate queuing that does not interfere with circulation. Food hall seating should be highly varied, including bar top seating, communal seating, small group seating, and more. The food hall should utilize as much daylight as possible within the design, as well as greenery and other elements found in nature to offer comfort and a sense of well being. Food hall should open to holdrooms when possible with windows, walkways or other transparent materials.

Vending

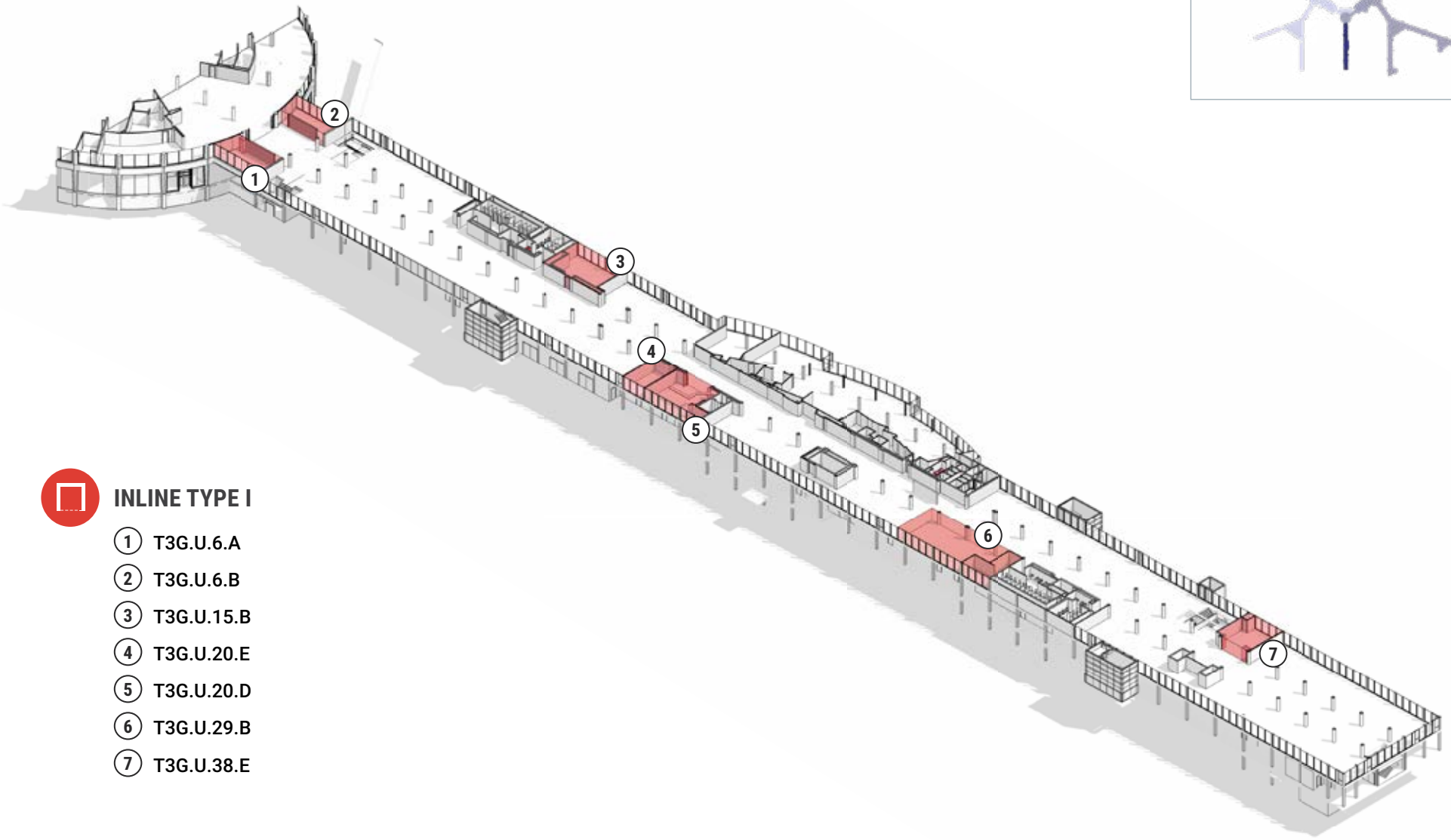
Open ceiling concept, integration with airport architecture. Perimetral frame structure to house assorted vending machines.

TYPOLOGY LOCATION OVERVIEW

CONCOURSE G

MAP OVERVIEW

KEY PLAN



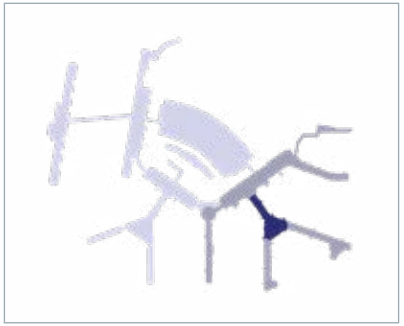
INLINE TYPE I

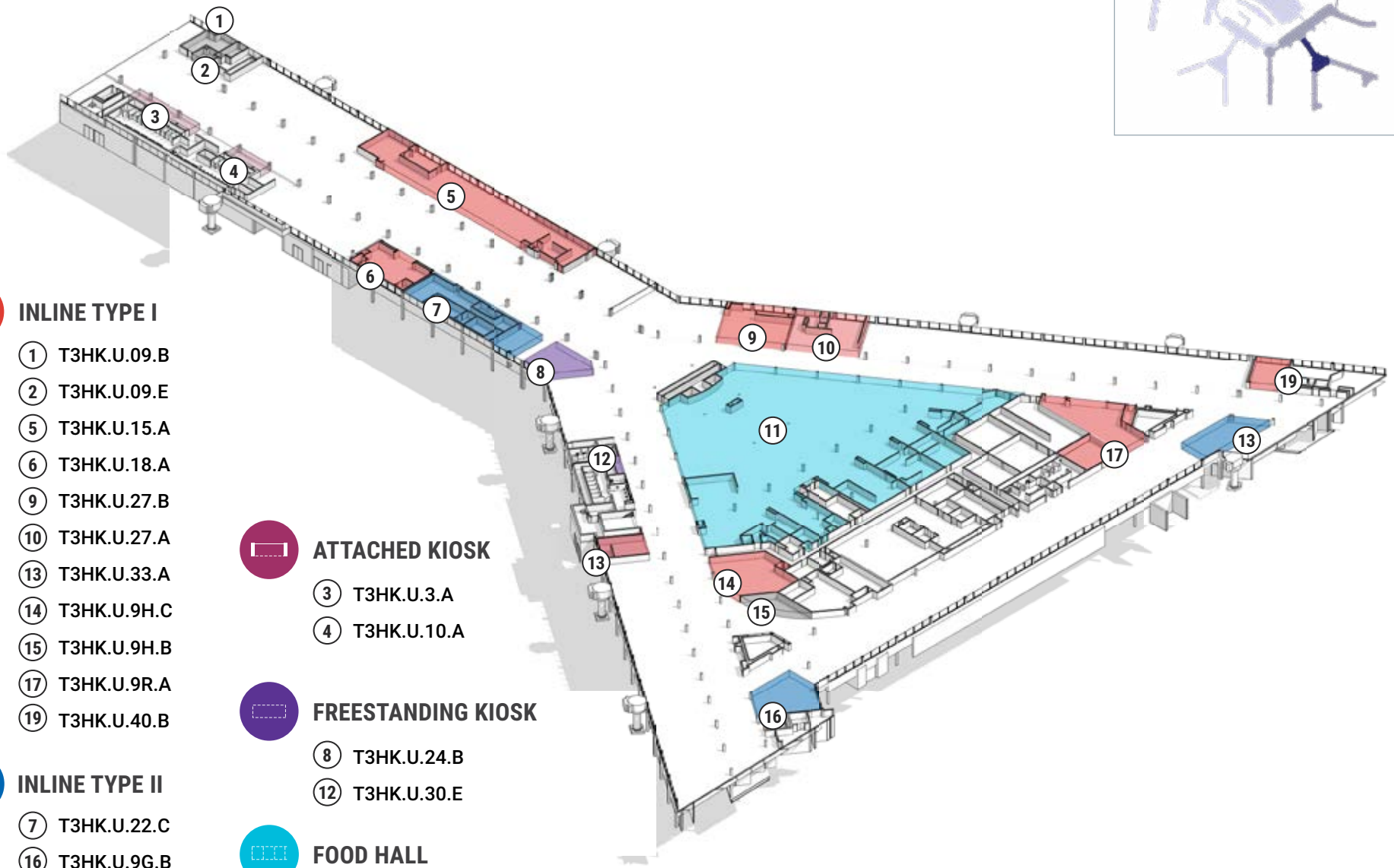
1. T3G.U.6.A
2. T3G.U.6.B
3. T3G.U.15.B
4. T3G.U.20.E
5. T3G.U.20.D
6. T3G.U.29.B
7. T3G.U.38.E

CONCOURSES H, K

MAP OVERVIEW

KEY PLAN





INLINE TYPE I

- 1 T3HK.U.09.B
- 2 T3HK.U.09.E
- 5 T3HK.U.15.A
- 6 T3HK.U.18.A
- 9 T3HK.U.27.B
- 10 T3HK.U.27.A
- 13 T3HK.U.33.A
- 14 T3HK.U.9H.C
- 15 T3HK.U.9H.B
- 17 T3HK.U.9R.A
- 19 T3HK.U.40.B

INLINE TYPE II

- 7 T3HK.U.22.C
- 16 T3HK.U.9G.B
- 18 T3HK.U.90.E

ATTACHED KIOSK

- 3 T3HK.U.3.A
- 4 T3HK.U.10.A

FREESTANDING KIOSK

- 8 T3HK.U.24.B
- 12 T3HK.U.30.E

FOOD HALL

- 11 T3HK.U.9L.D

CONCOURSE H

MAP OVERVIEW

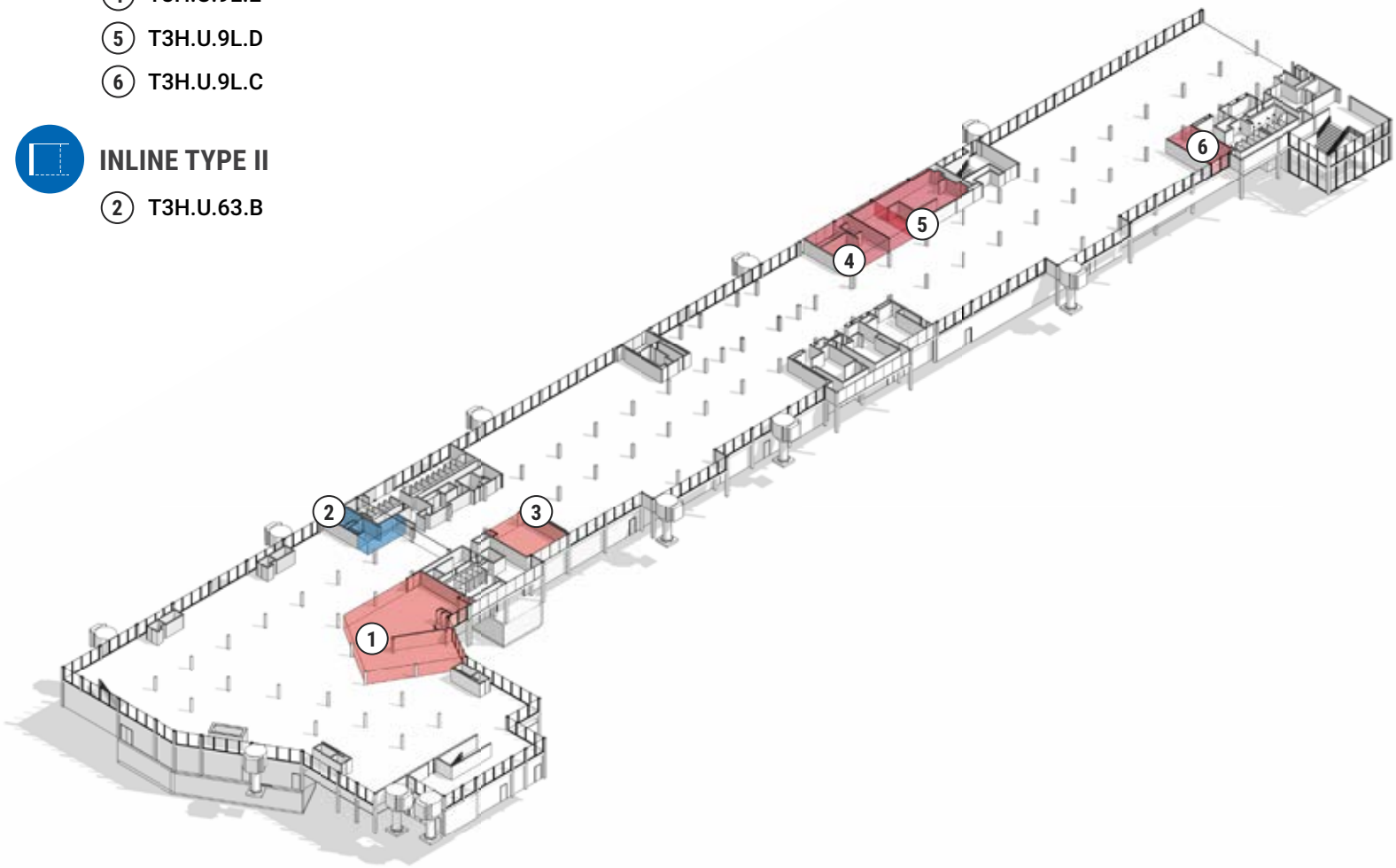
KEY PLAN

INLINE TYPE I

1. T3H.U.65.A
3. T3H.U.62.A
4. T3H.U.9L.E
5. T3H.U.9L.D
6. T3H.U.9L.C

INLINE TYPE II

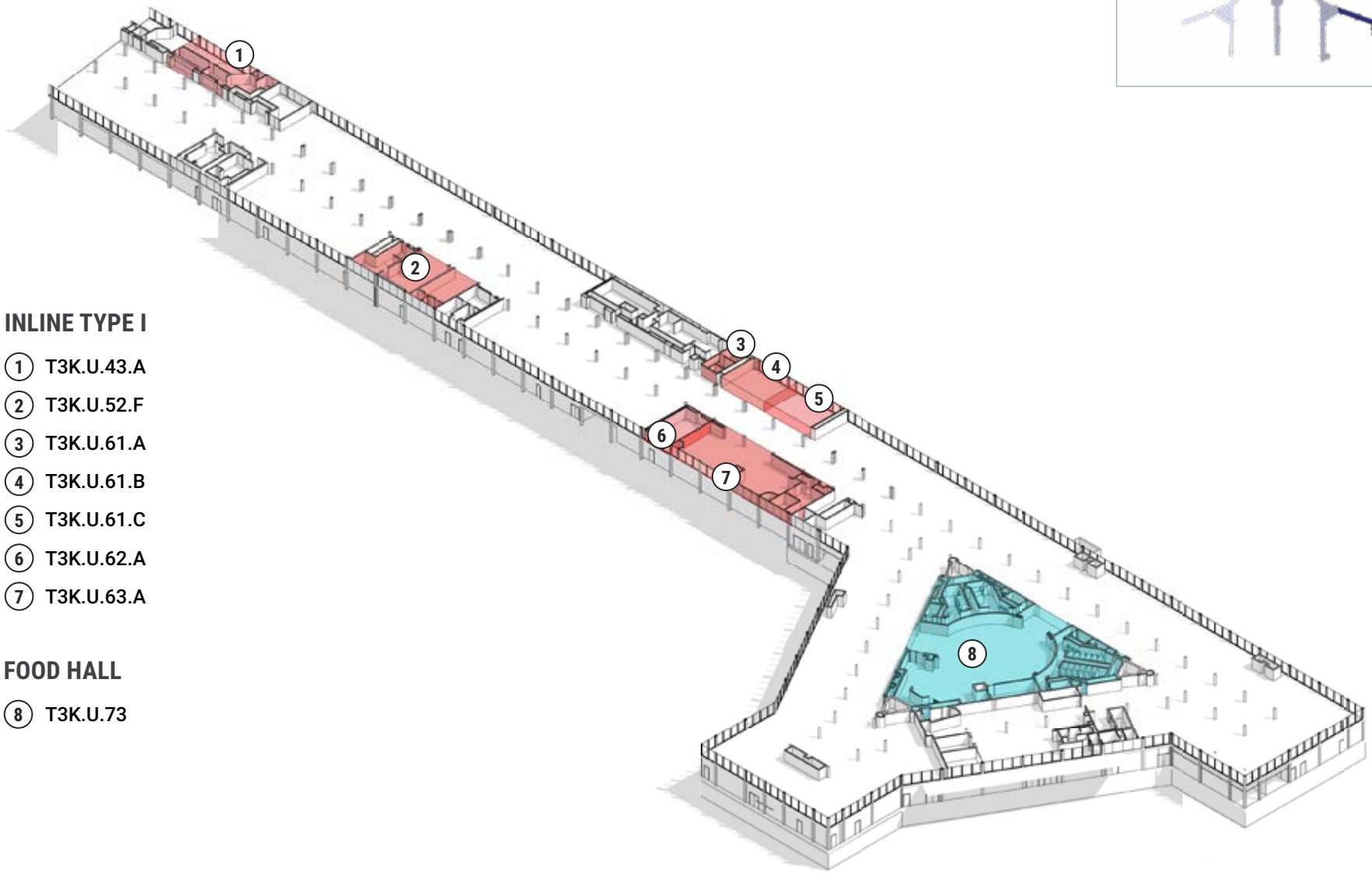
2. T3H.U.63.B



CONCOURSE K

MAP OVERVIEW

KEY PLAN



INLINE TYPE I

1. T3K.U.43.A
2. T3K.U.52.F
3. T3K.U.61.A
4. T3K.U.61.B
5. T3K.U.61.C
6. T3K.U.62.A
7. T3K.U.63.A

FOOD HALL

8. T3K.U.73

HEADHOUSE » UPPER LEVEL

MAP OVERVIEW

KEY PLAN

INLINE TYPE I

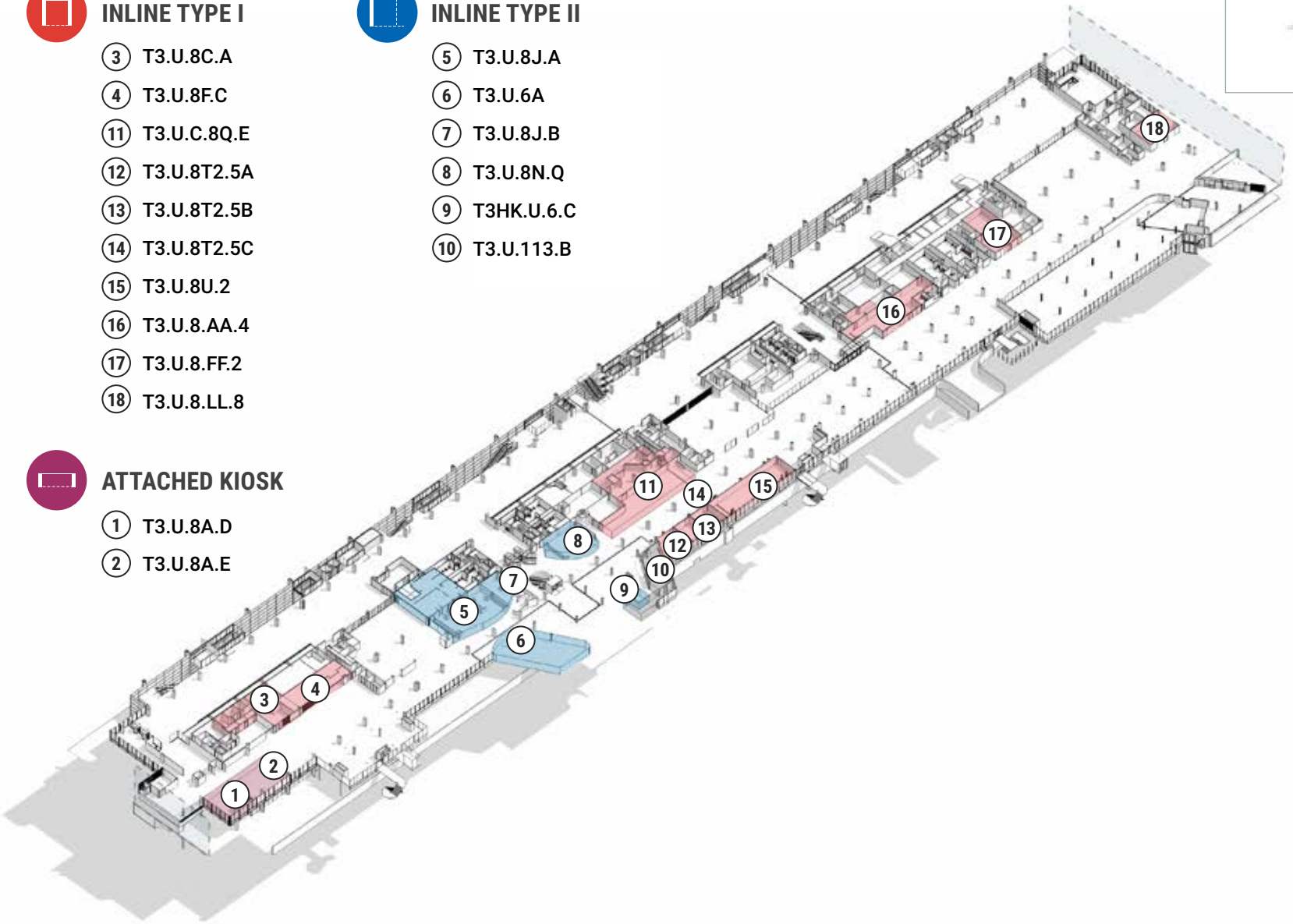
3. T3.U.8C.A
4. T3.U.8F.C
11. T3.U.C.8Q.E
12. T3.U.8T2.5A
13. T3.U.8T2.5B
14. T3.U.8T2.5C
15. T3.U.8U.2
16. T3.U.8.AA.4
17. T3.U.8.FF.2
18. T3.U.8.LL.8

INLINE TYPE II

5. T3.U.8J.A
6. T3.U.6A
7. T3.U.8J.B
8. T3.U.8N.Q
9. T3HK.U.6.C
10. T3.U.113.B

ATTACHED KIOSK

1. T3.U.8A.D
2. T3.U.8A.E



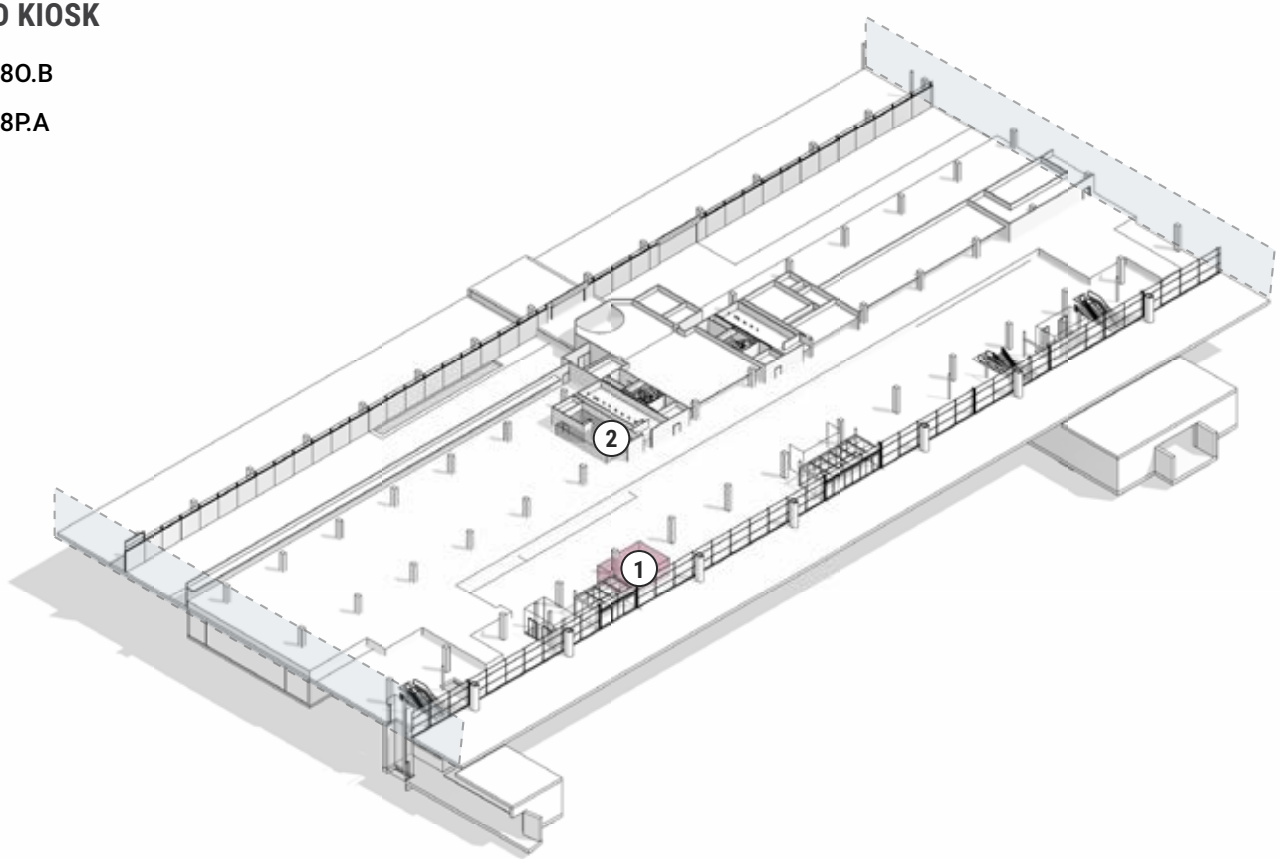
HEADHOUSE » LOWER LEVEL

MAP OVERVIEW

KEY PLAN

ATTACHED KIOSK

1. T3.U.L.8O.B
2. T3.U.L.8P.A



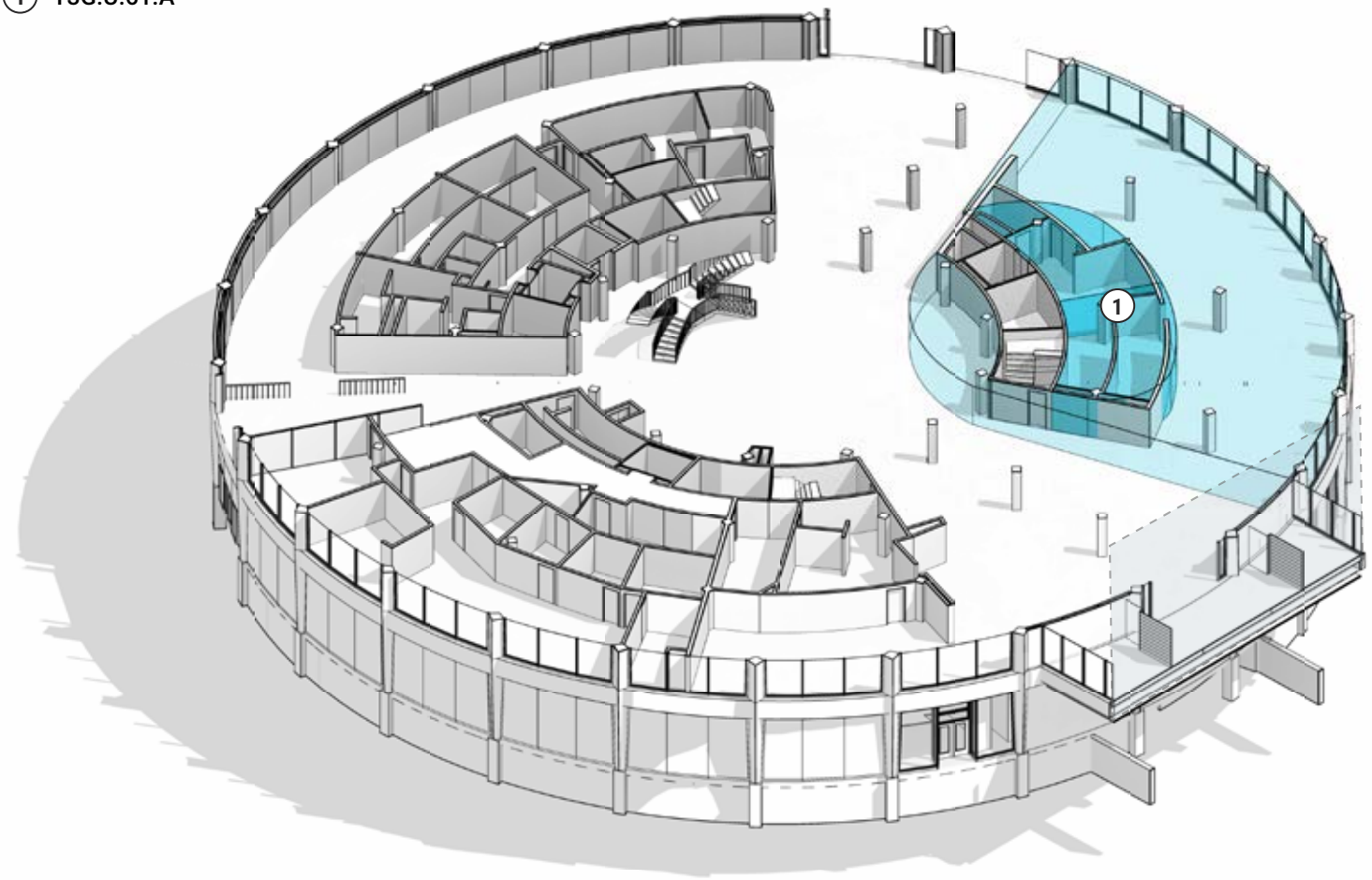
ROTUNDA

MAP OVERVIEW

KEY PLAN

FOOD HALL

① T3G.U.61.A



TYPOLOGY DESIGN CRITERIA

HOW TO USE TYPOLOGY CUTSHEETS

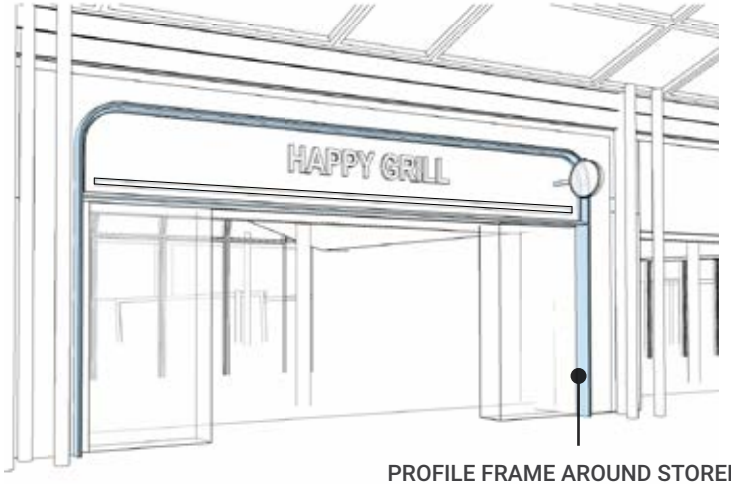
This section provides visual design guidelines including material specifications. There are several design elements characteristic to Terminal 3 Concourses G, H, K & Rotunda to understand.

PROFILE FRAME AROUND STOREFRONT

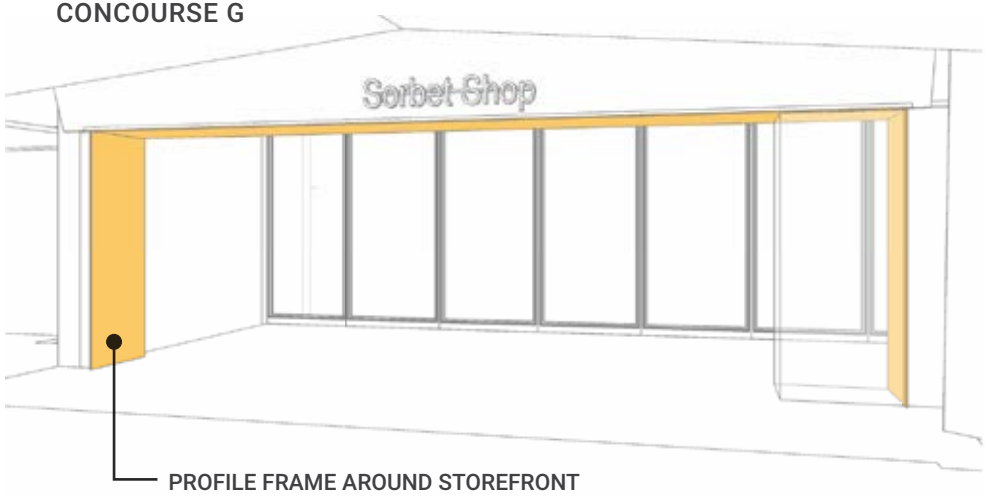
Refers to the **profile frame that outlines (or surrounds) the store entrance on all three sides**. The profile frame is intended to 'encase' your storefront entrance to offer a polished, cohesive design that lets the Concessionaire's brand elements shine.

It is recommended that the same material is utilized for the entire profile frame.

CONCOURSES H, K



CONCOURSE G



HOW TO USE TYPOLOGY CUTSHEETS

SIDE WALL

For storefront designs that incorporate security pockets, volumetric walls or shelving units that extrude into the entrance (parallel with the storefront LOD), 'side wall' refers to the side of that structure which is parallel to the profile frame.

The minimum width of the side wall should equal the depth of the soffit/ bulkhead. In other words, the depth of the entire extruded structure should be equal to the depth of the overhead soffit/bulkhead to ensure the storefront architectural dimensions remain balanced. See illustration.

> **Side walls are NOT to be confused with demising walls that separate units, or walls that are constructed parallel to the lease line.**

Concessionaires that wish to include side walls in their design shall follow all provided guidelines for construction, material selection and other design considerations.

METAL SOFFIT SUPPORT FRAMING

To maintain cohesion within the architecture, many of the designs presented use metal support framing that is very similar to the profile frame and is used widely throughout the typology designs.

These metal elements support signage, the soffit, the profile frame structure, and in some cases lighting.

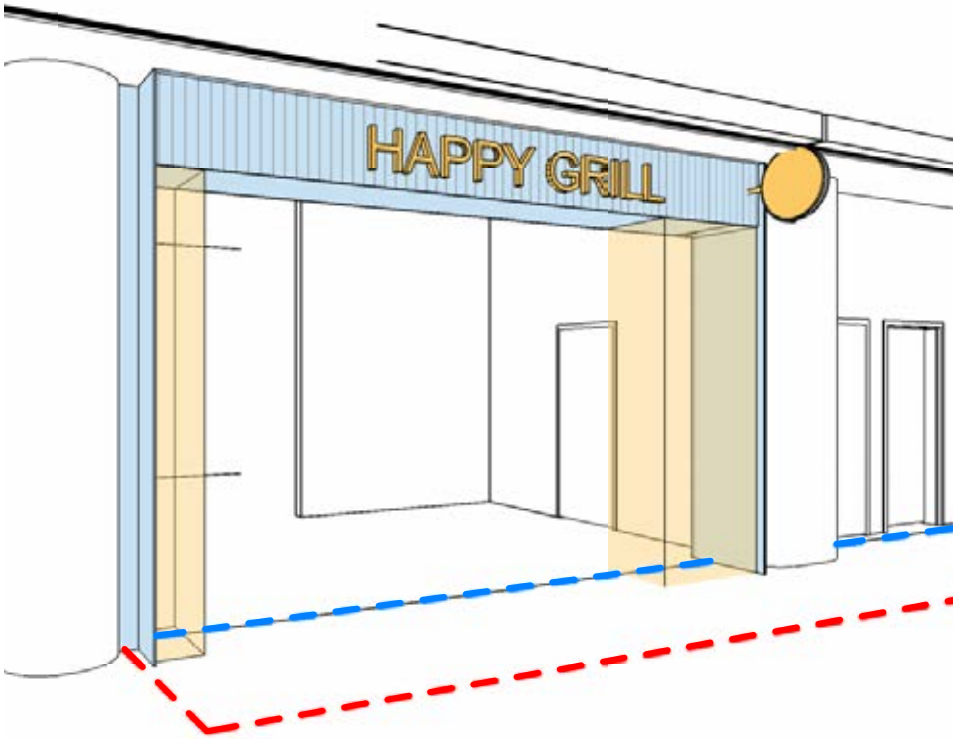
FRONT WALLS AND PERIMETRAL PARTITIONS

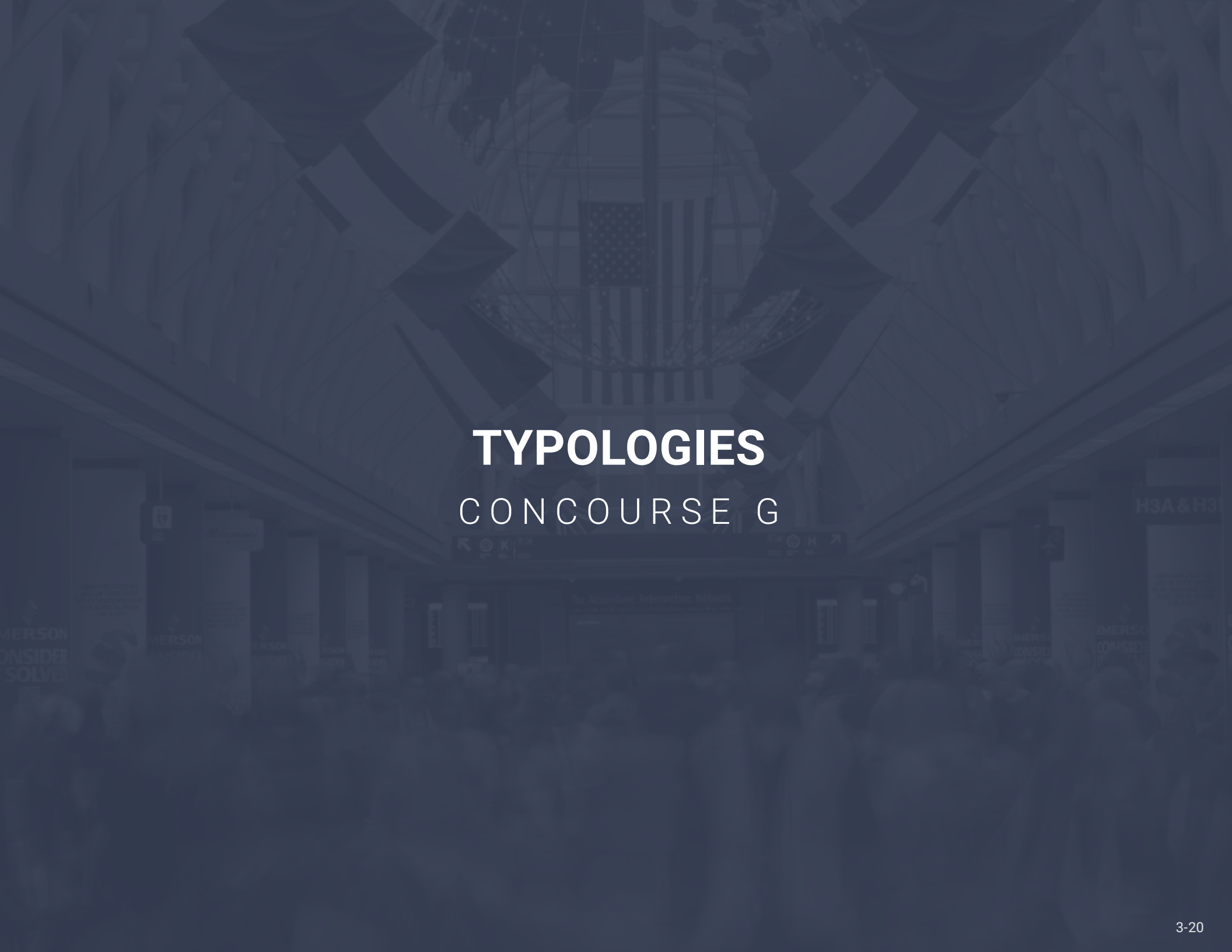
New wall construction in Concessionaire unit design is very common. For these guidelines, front wall refers to any solid, permanent wall installed or constructed by the Concessionaire. These walls are parallel with the lease line. Some typologies may include perimetral partitions as an alternate to solid wall construction. These permanent partitions are also are parallel with the lease line.

HOW TO USE TYPOLOGY CUTSHEETS

SECTION ORGANIZATION & COLOR CODING

- Each typology begins with conceptual ideas to help illustrate the basics of the typology.
- Next follow the Design Guidelines, also referred to as “cutsheets” which are spec drawings.
  - The specifications for elements shaded in blue are memorialized in this document, and are to be fully adhered to per spec.
  - Elements shaded in yellow offer more flexibility in material selections, and creativity when incorporating your brand into the design.





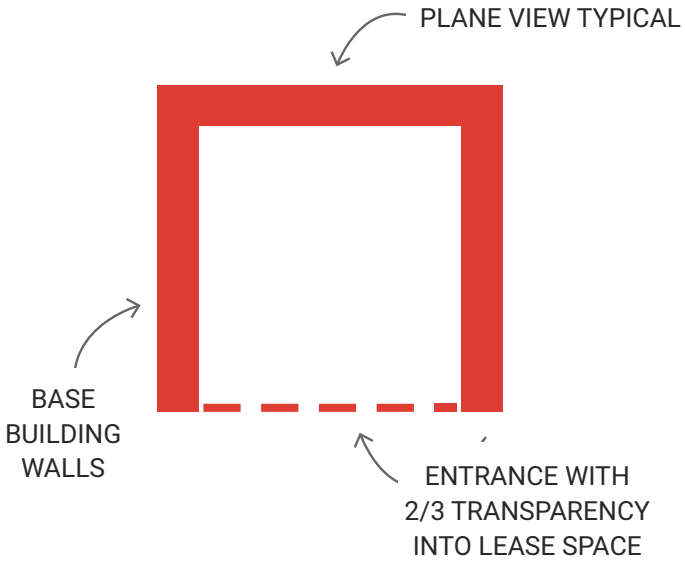
TYPOLOGIES

CONCOURSE G

INLINE

TYPE I

Inline Type I is integrated into the base building and is enclosed on three sides. Demising walls may be solid or glass/transparent. Units whose back wall faces the airfield should strive to maintain 25% transparency on the back wall to allow for clear sightlines out to the airfield (does not apply if windows are not part of the base building at the back wall). This typology may be adjacent to other retailers, restroom facilities, holdrooms or other spaces. Inline Type I may be split into two Concessionaire spaces.

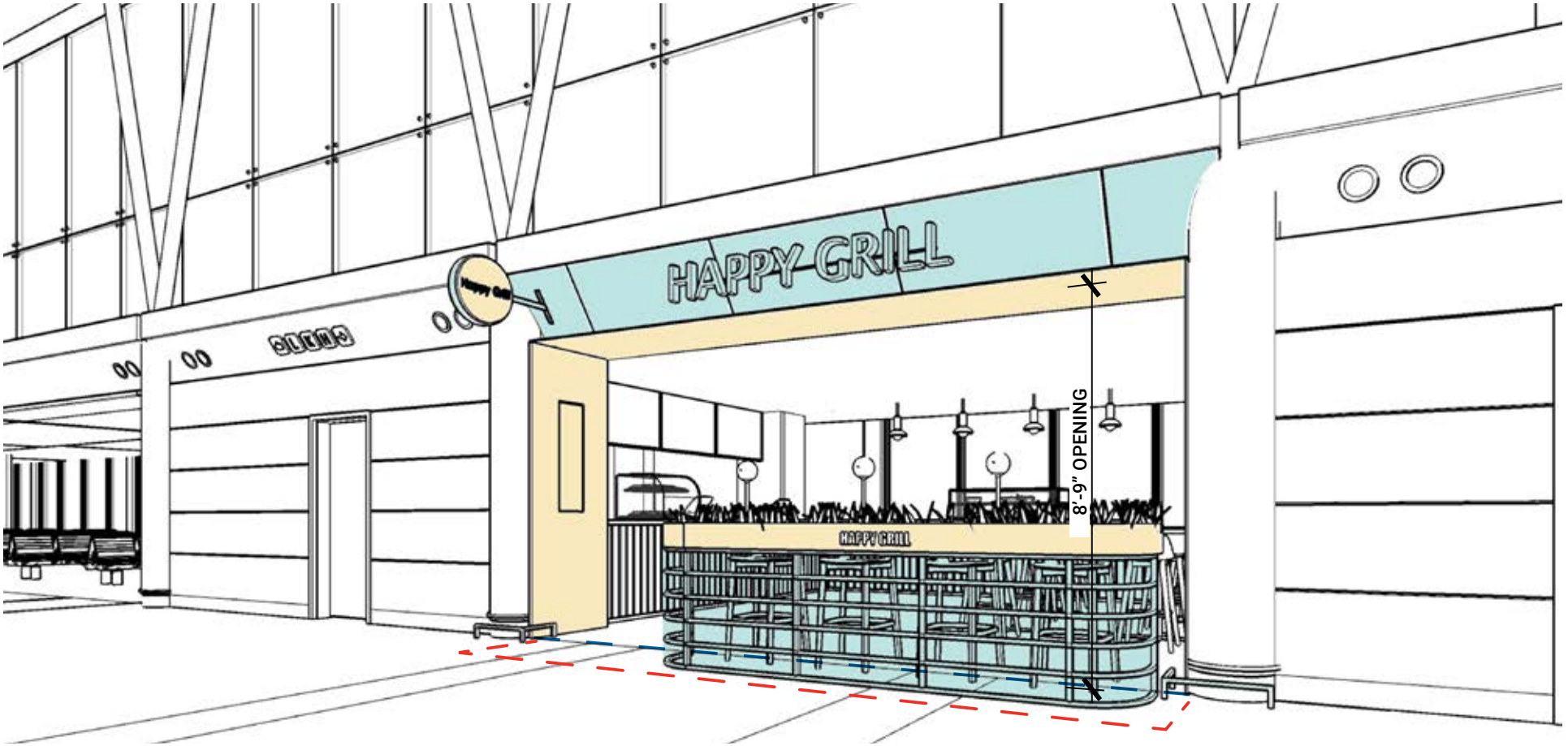


CONCEPT IDEA » CONCOURSE G

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA » CONCOURSE G

FOR ILLUSTRATIVE PURPOSES ONLY



BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

DESIGN GUIDELINES

KEY REQUIRED ELEMENTS

- Visual continuity
- Consistent datum height
- Integrated into the base building
- Flooring inside lease line to be decided by tenant.

BY TENANT PER GUIDELINE

(A) Soffit. See page 1-22 for details.

MATERIALITY BY TENANT

(1) Primary signage. See page 1-32 for details. Limited to one location per tenant

(2) Large blade sign. Mounting height 9'-7" A.F.F. See page 1-28 for details. Limited to one location per tenant

(3) Profile frame around storefront. Plate on underside of soffit and side walls. Material and color to be determined by tenant. Minimum width to match underside of the soffit.

(4) Back to remain minimum 25% open. See page 1-39 for details.

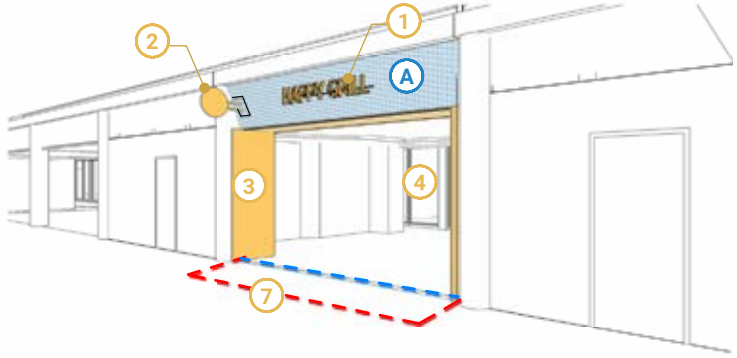
(5) Front to remain minimum 66% open per side. See page 1-39 for details.

(6) All new partitions must be offset 18" from mullions for Airport access. See page 40 for details.

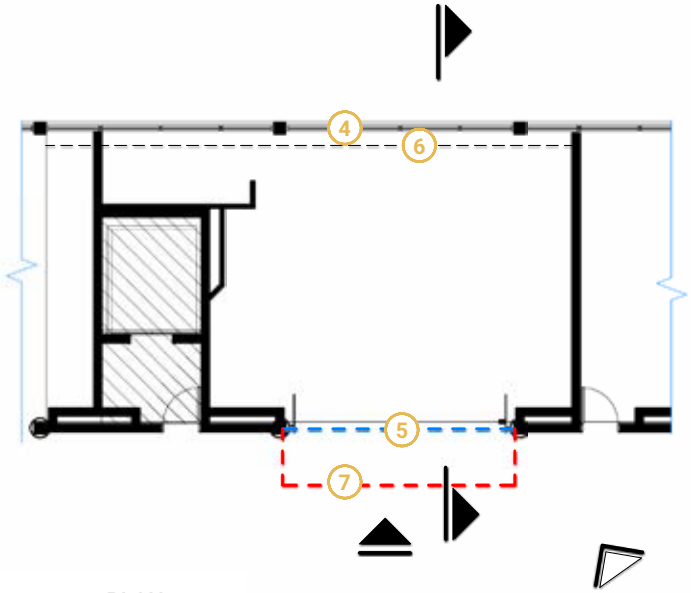
(7) Spill out zone. Refer to LOD for size and location.

SPILL OUT ZONE

LEASE LINE

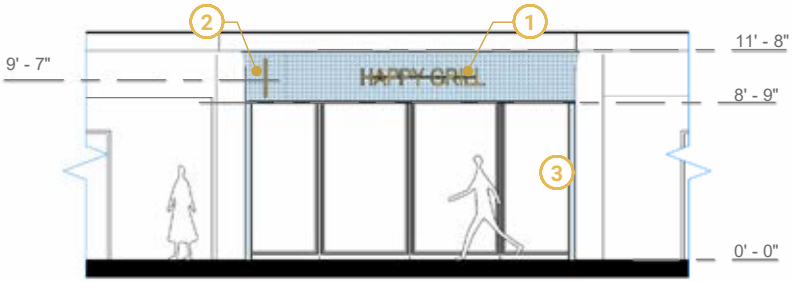


3D VIEW



PLAN

SECTION



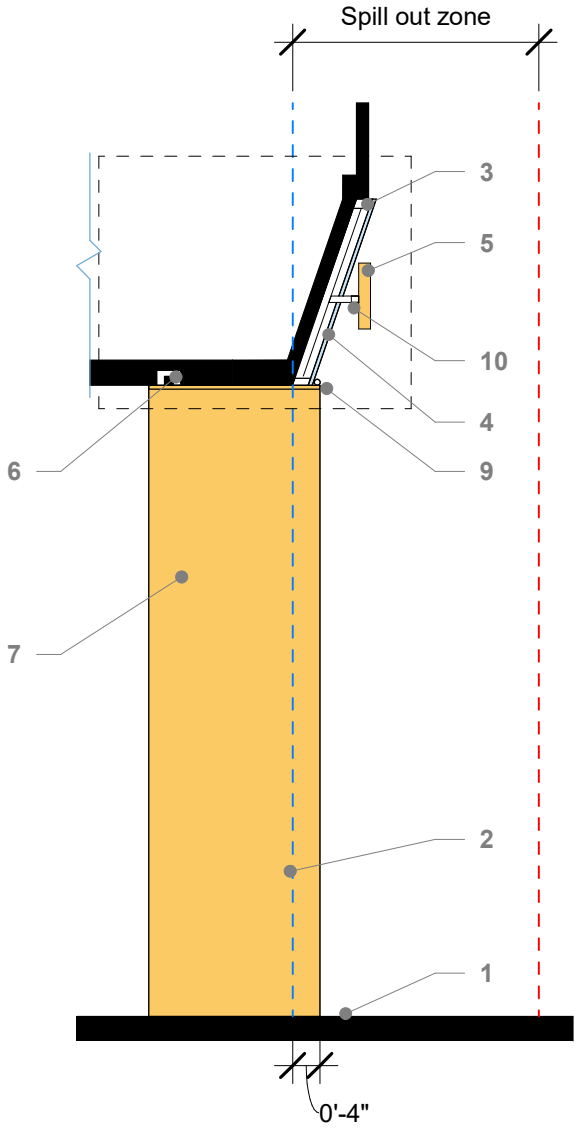
ELEVATION

SOFFIT STRUCTURE SUPPORT AND DETAILS

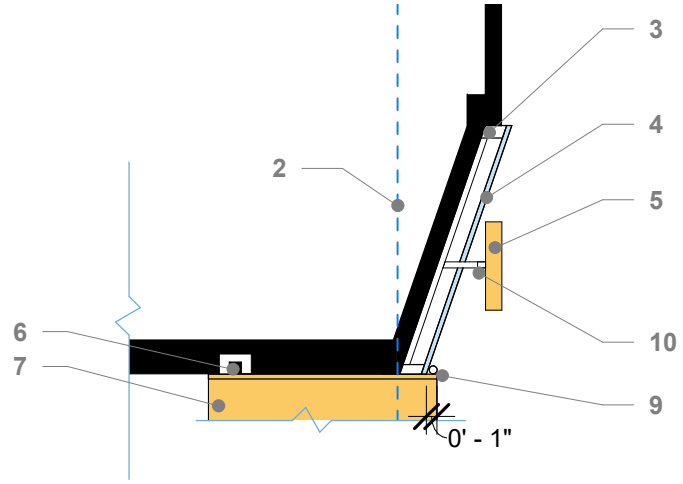
1 Finished floor level
2 Lease line
3 Interior framing support
4 Soffit. Perforated metal panel. RAL 7043, Traffc grey.
5 Primary signage
6 Security gate track
7 Profile frame around storefront. Panel thickness 1/2"—1 1/2"
8 Metal panel filler. RAL 7043, Traffic grey
9 Linear LED luminaire, LED 5000K
10 Signage support structure concealing power source and electric

Proposed soffit panels will have to be coordinated with existing Public Announcement systems and HVAC system

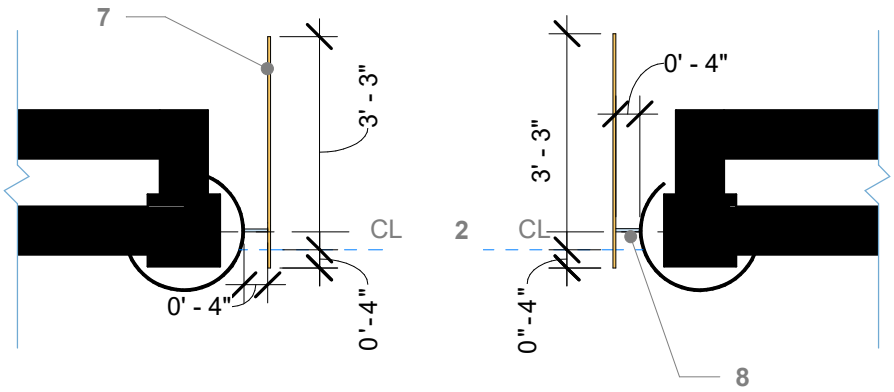
BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE



SECTION



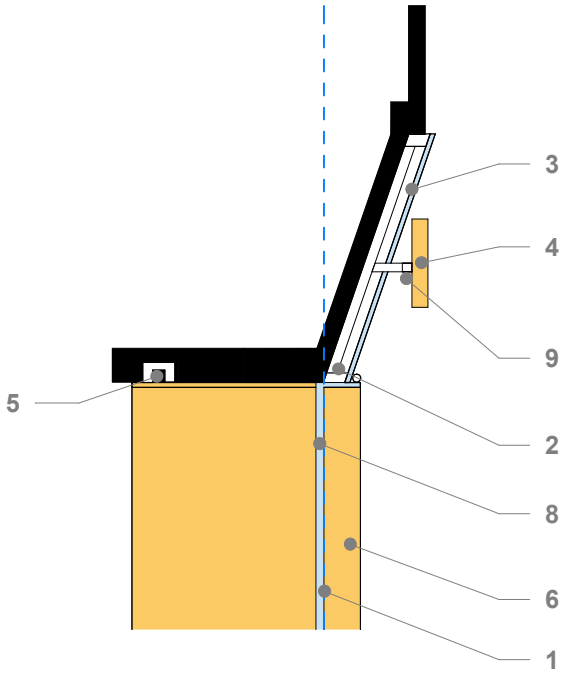
SECTION DETAIL



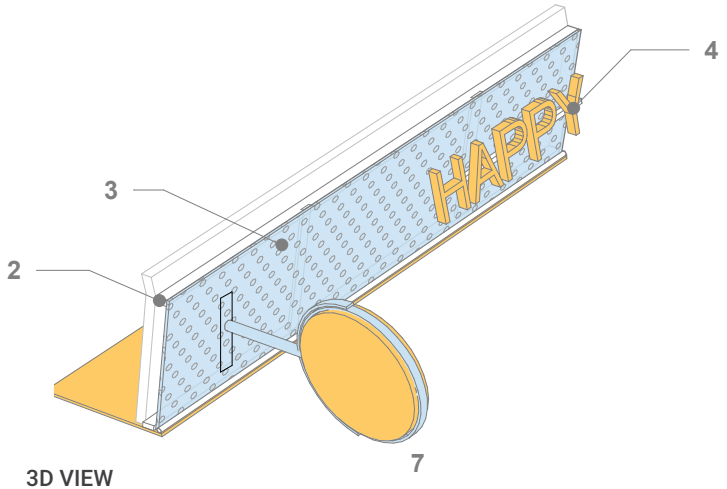
PLAN DETAIL

SOFFIT STRUCTURE SUPPORT AND DETAILS

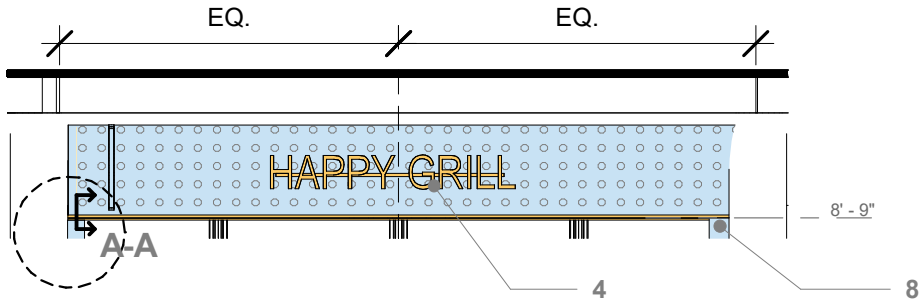
1 Lease line
2 Interior support framing
3 Perforated metal soffit
4 Primary signage
5 Security gate track
6 Profile frame around storefront, panel thickness 1/2"—1 1/2"
7 Blade sign
8 Metal filler panel
9 Signage support structure concealing power source and electric



A-A SECTION



3D VIEW



ELEVATION

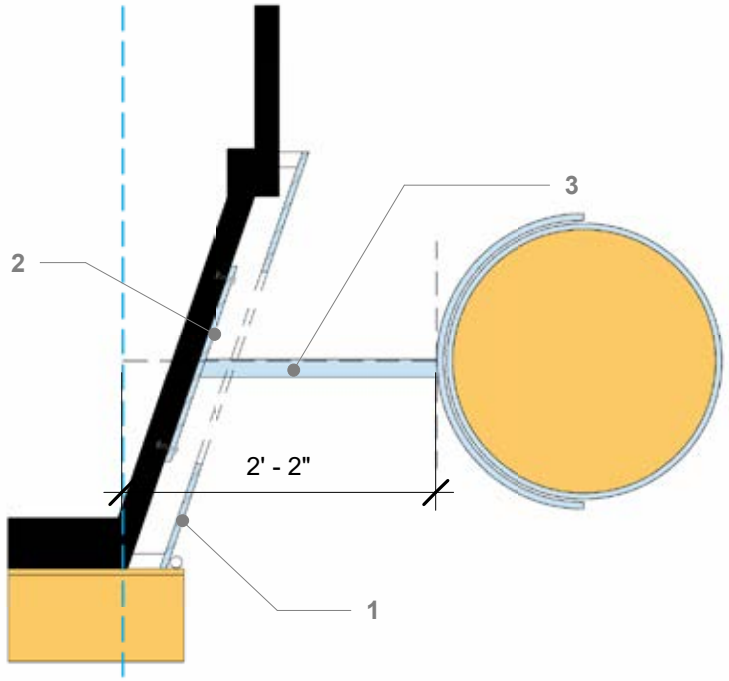
BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

SOFFIT STRUCTURE SUPPORT AND DETAILS

1 Perforated metal soffit

2 Blade sign support plate

3 Blade sign support arm concealing power source and electric.
RAL 7043, Traffic grey.
Mounting height:
see Elevation plans



SECTION DETAIL

ELEVATION DETAIL

BY TENANT PER GUIDELINE

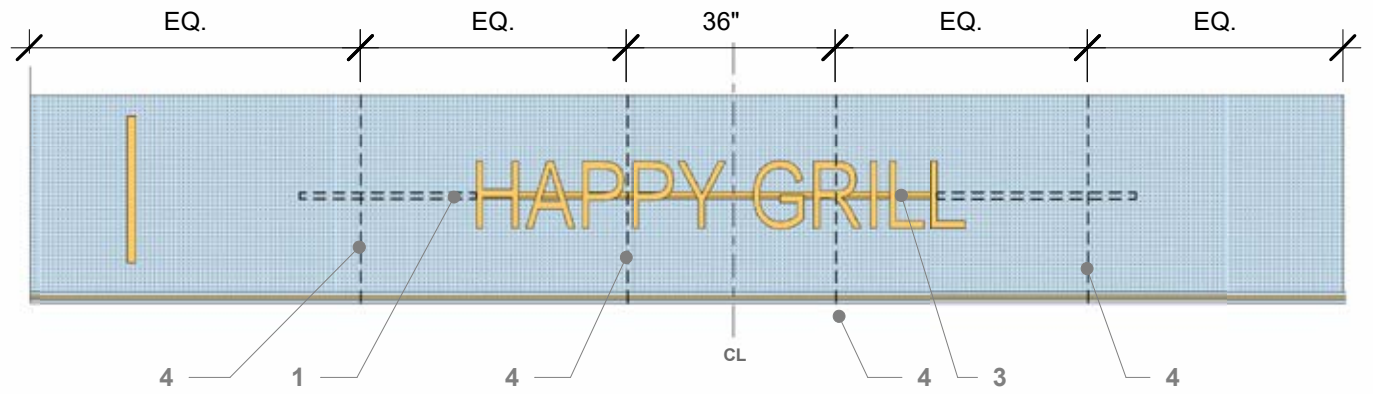
MATERIALITY BY TENANT

SPILL OUT ZONE

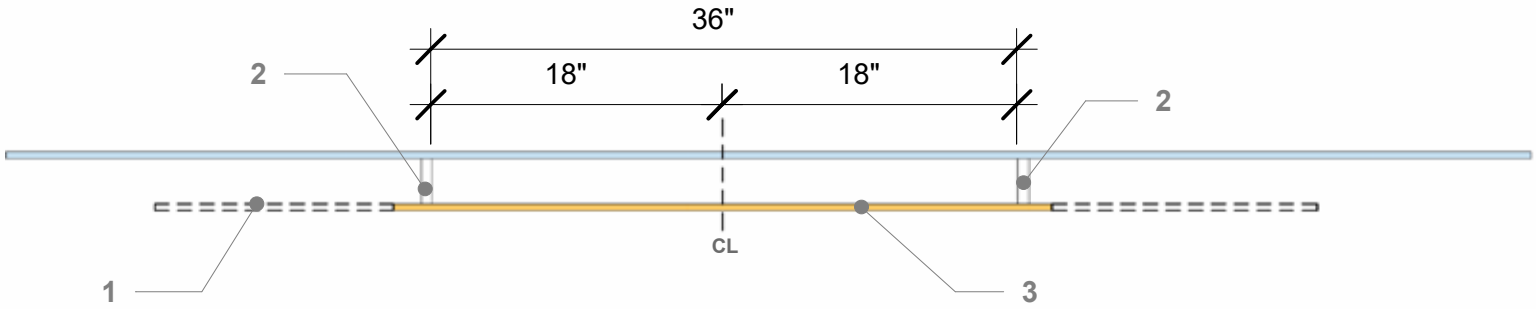
LEASE LINE

SOFFIT STRUCTURE SUPPORT AND DETAILS

1 Telescoping rod on mounting bracket
2 Mounting brackets located at the seams of the central panel
3 Primary signage
4 Soffit panel seams



ELEVATION DETAIL

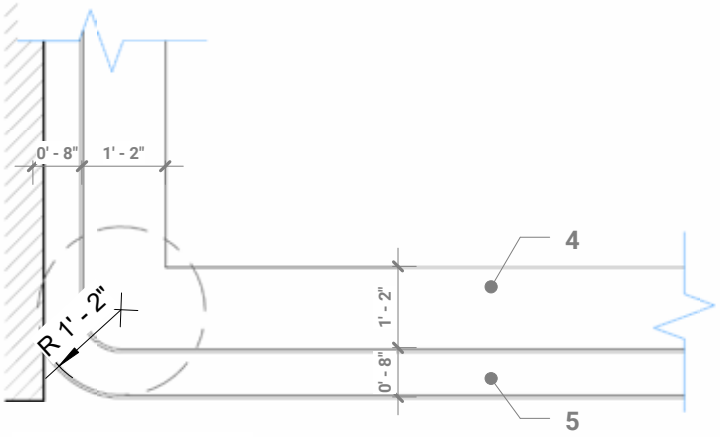


PLAN DETAIL

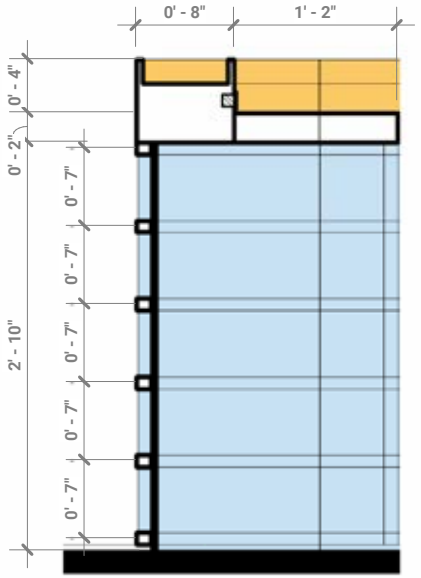
BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

GUARDRAIL DETAIL

1 Finished floor level
2 Railing support
3 Privacy panel: semi-transparent
4 metal mesh or perforated metal
5 Counter top. Provide power, outlet with USB connection
6 Planter



PLAN



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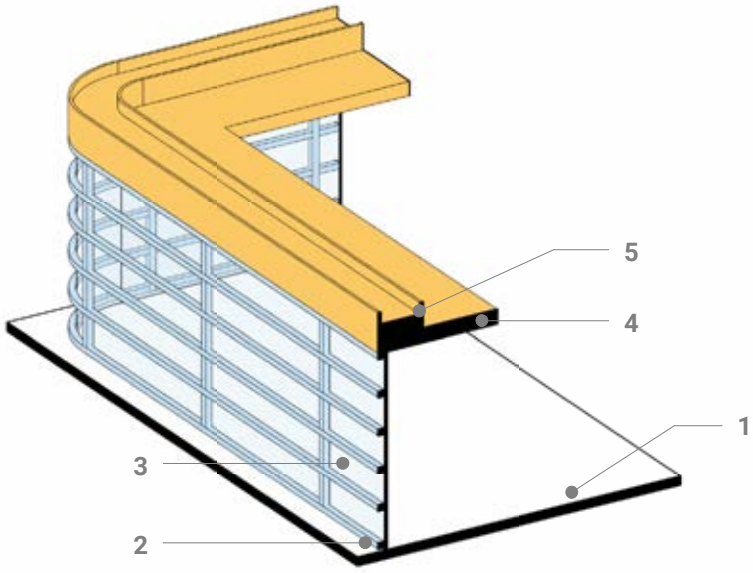


3D VIEW

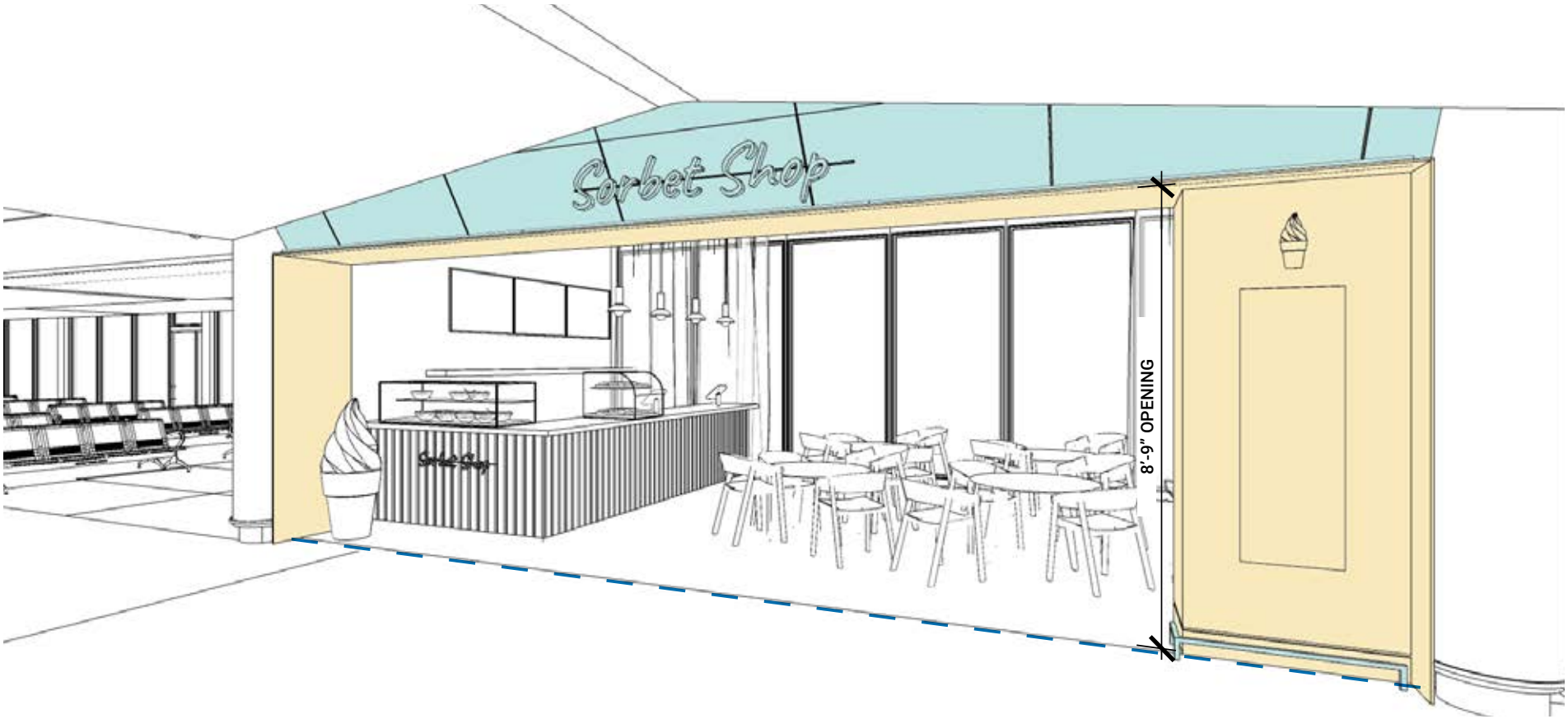
BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

CONCEPT IDEA » CONCOURSE G

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA » CONCOURSE G

FOR ILLUSTRATIVE PURPOSES ONLY



BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

DESIGN GUIDELINES

KEY REQUIRED ELEMENTS

- Visual continuity
- Consistent datum height
- Integrated into the base building
- Flooring inside lease line to be decided by tenant

BY TENANT PER GUIDELINE

(A) Soffit. See page 1-22 for details.

MATERIALITY BY TENANT

(1) Primary signage. See page 1-32 for details. Limited to one location per tenant.

(2) Profile frame around storefront. Plate on underside of soffit and side wall. Material and color to be determined by tenant. Minimum width to match underside of the soffit.

(3) Side wall material to be determined by tenant. Minimum width to match underside of the soffit metal panel.

(4) Back to remain minimum 25% open. See page 1-39 for details.

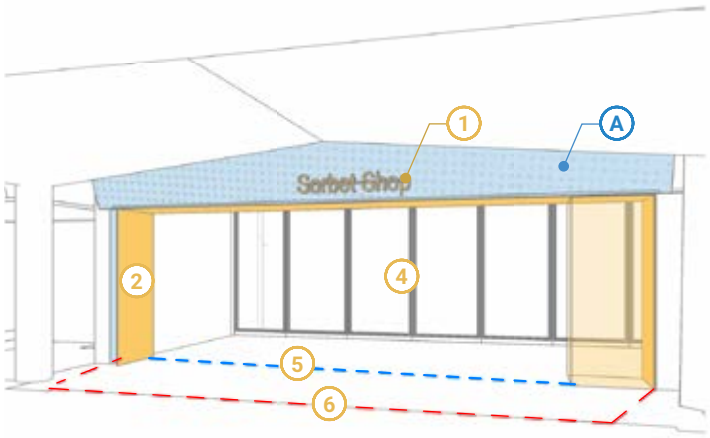
(5) Front to remain minimum 66% open per side. See page 1-39 for details.

(6) Spill out zone. Refer to LOD for size and location.

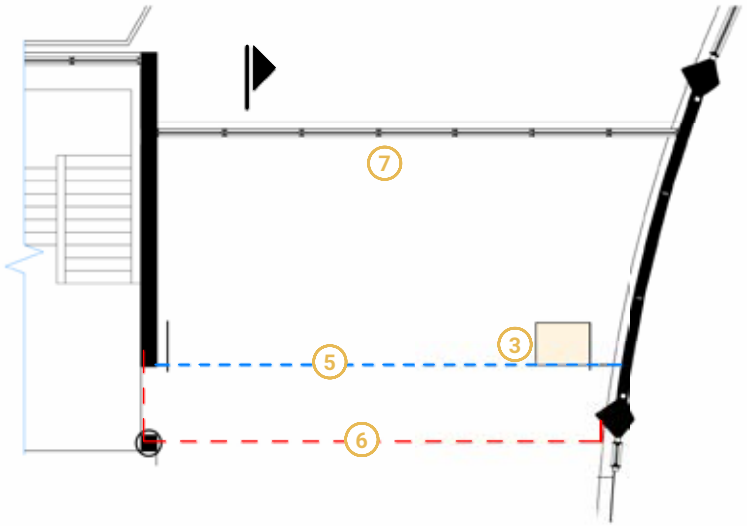
(7) All new partitions must be offset 18" from mullions for Airport access. See page 1-40 for details.

SPILL OUT ZONE

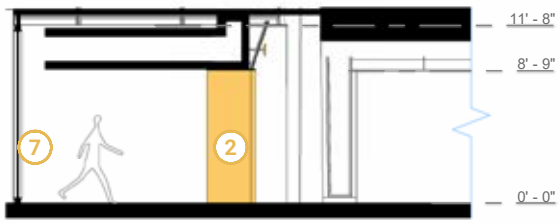
LEASE LINE



3D VIEW



PLAN



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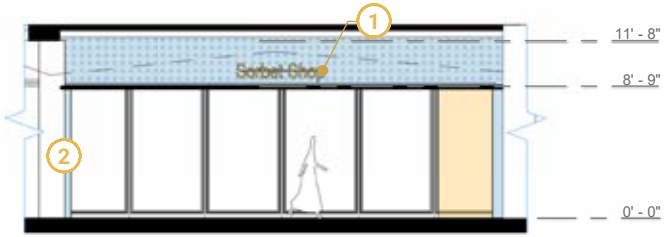
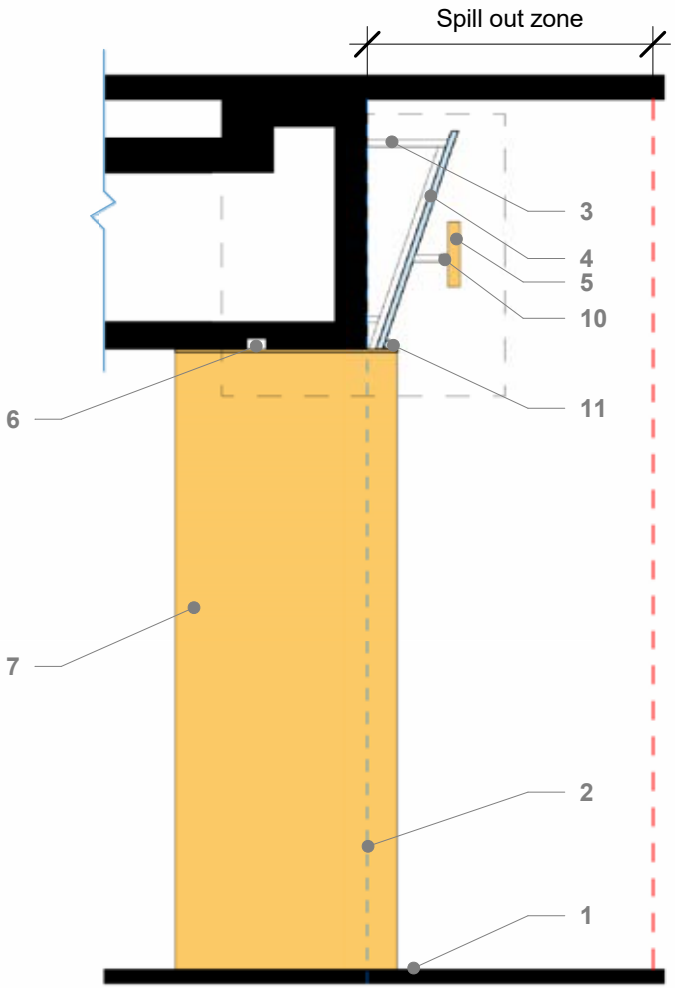


ELEVATION

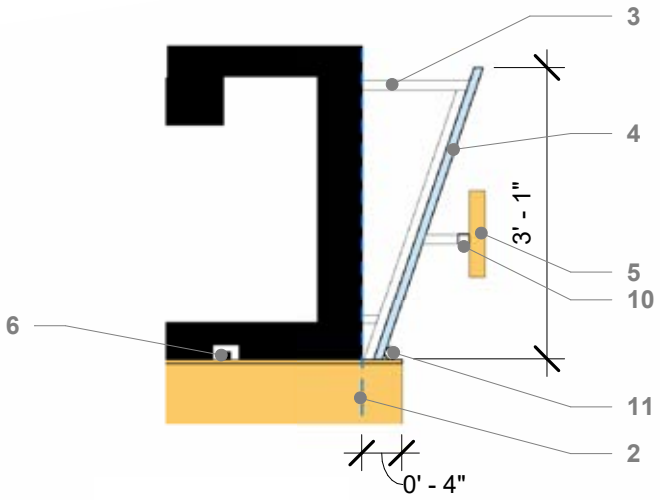
SOFFIT STRUCTURE SUPPORT AND DETAILS

1 Finished floor level
2 Lease line
3 Interior support framing
4 Perforated metal soffit. RAL 7043, Traffc grey.
5 Primary signage
6 Security gate track
7 Profile frame around storefront. Panel thickness 1/2"—1 1/2"
8 Security pocket
9 Metal filler panel. RAL 7043, Traffic grey
10 Signage support structure concealing power source and electric
11 Linear LED luminaire, LED 5000K

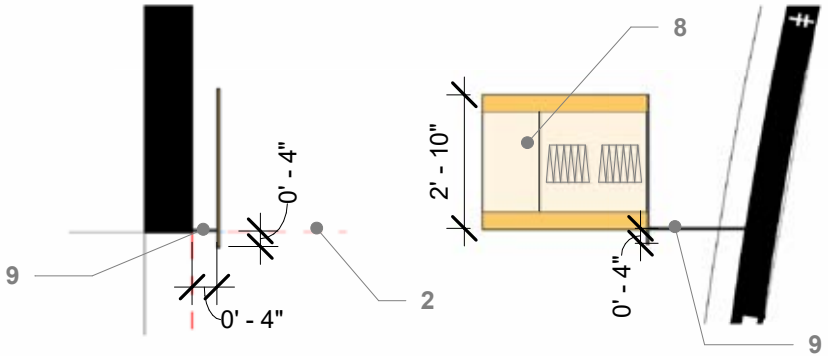
Proposed soffit panels will have to be coordinated with existing Public Announcement systems and HVAC system



SECTION



SECTION DETAIL

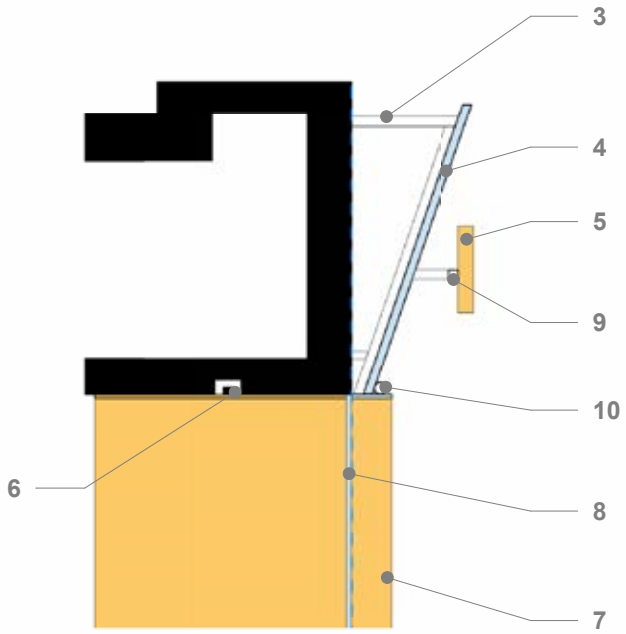


PLAN DETAIL

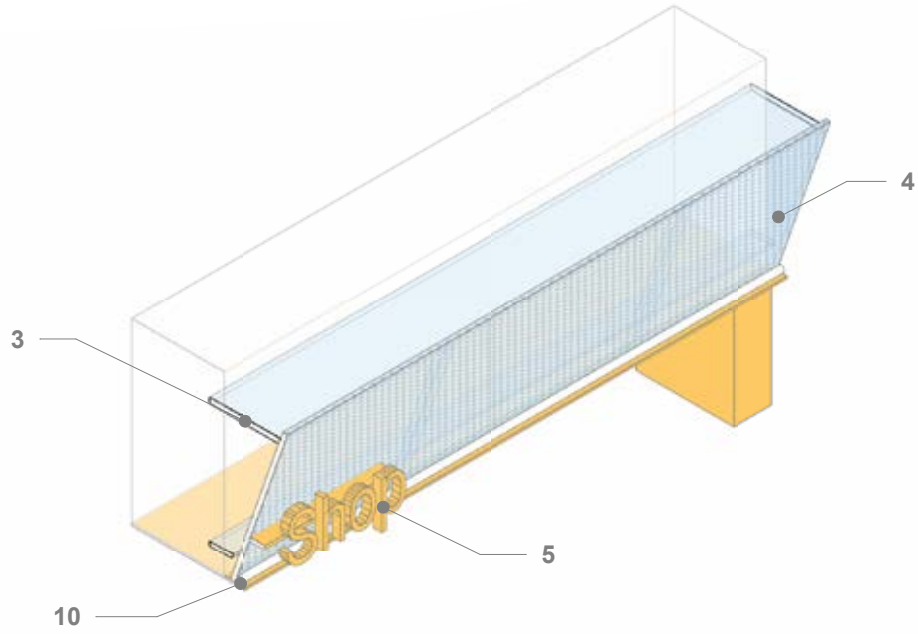
BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

SOFFIT STRUCTURE SUPPORT AND DETAILS

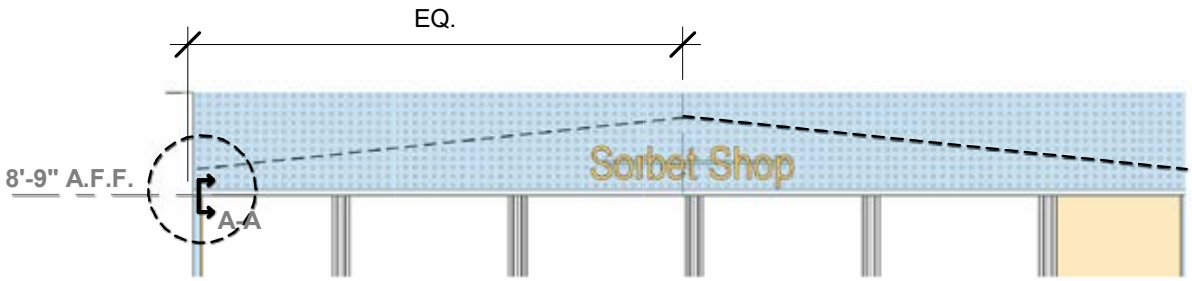
1 Finished floor level
2 Lease line
3 Interior support framing
4 Perforated metal soffit RAL 7043, Traffc grey. .
5 Primary signage
6 Security gate track
7 Profile frame around storefront, panel thickness 1/2"—1 1/2"
8 Metal filler panel. RAL 7043, Traffic grey
9 Signage support structure concealing power source and electric
10 Linear LED luminaire, LED 5000K



A-A SECTION DETAIL



3D VIEW - DETAIL



ELEVATION

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

DESIGN GUIDELINES

KEY REQUIRED ELEMENTS

- Visual continuity
- Consistent datum height
- Integrated into the base building
- Flooring inside lease line to be decided by tenant

BY TENANT PER GUIDELINE

(A) Soffit. See page 1-22 for details.

MATERIALITY BY TENANT

(1) Primary signage. See page 1-32 for details. Limited to one location per tenant

(2) Profile frame around storefront. Plate on underside of soffit and side wall. Material and color to be determined by tenant. Minimum width to match underside of the soffit.

(3) Side wall material to be determined by tenant. Minimum width to match underside of the soffit metal panel.

(4) Back to remain minimum 25% open. See page 1-39 for details.

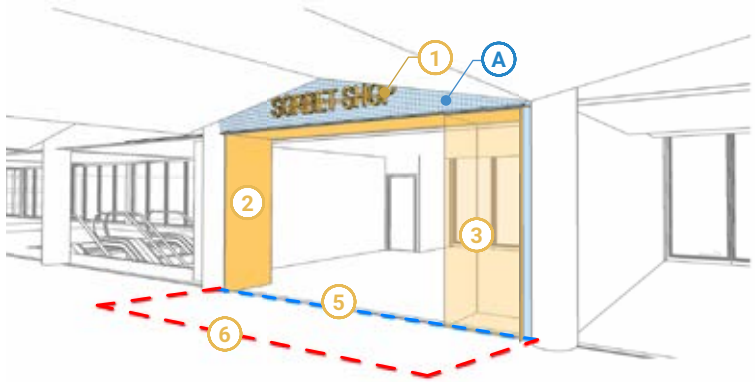
(5) Front to remain minimum 66% open per side. See page 1-39 for details.

(6) Spill out zone. Refer to LOD for size and location.

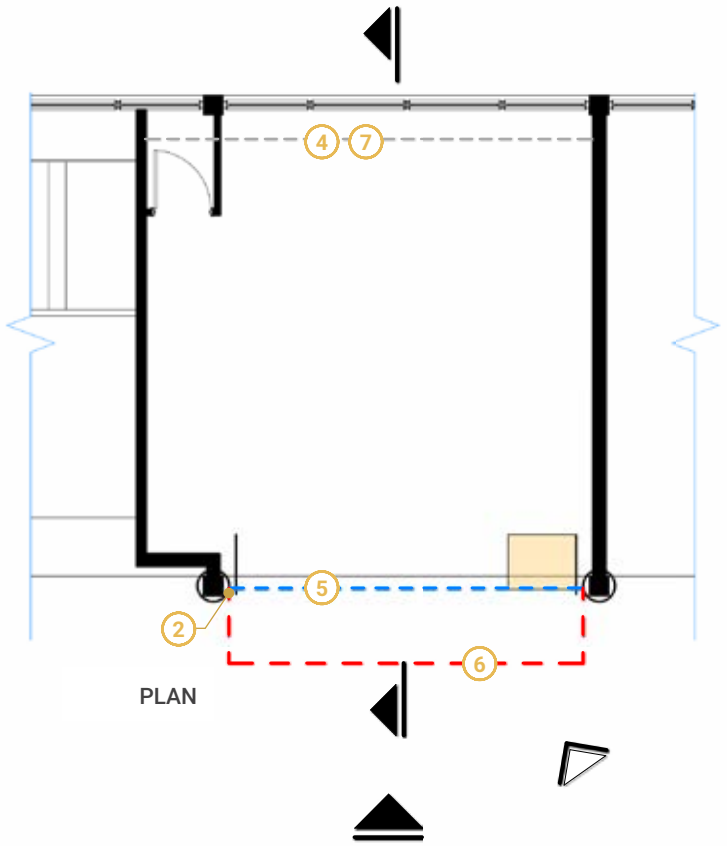
(7) All new partitions must be offset 18" from mullions for Airport access. See page 1-40 for details.

SPILL OUT ZONE

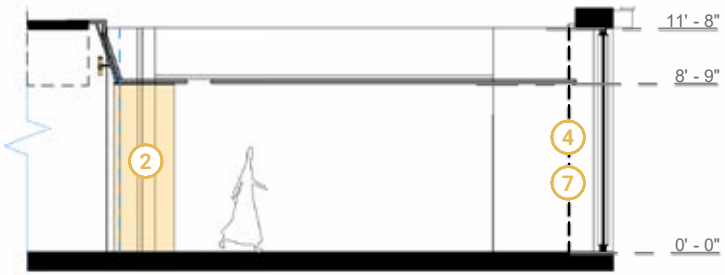
LEASE LINE



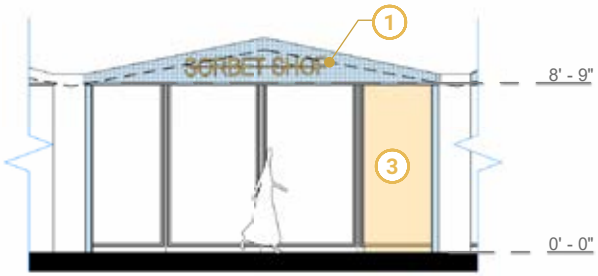
3D VIEW



PLAN



SECTION

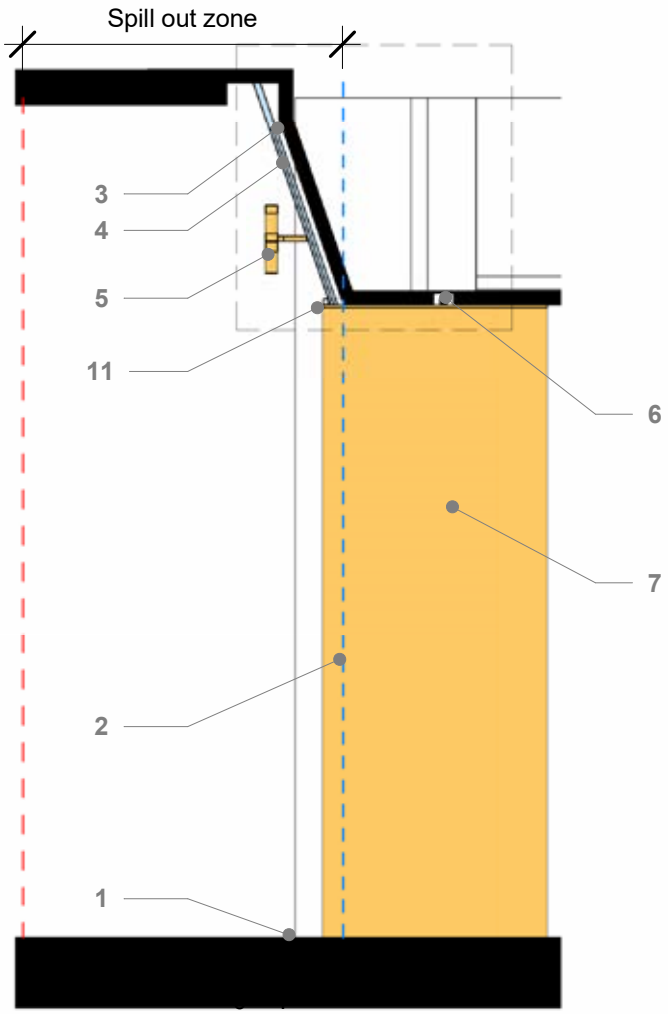


ELEVATION

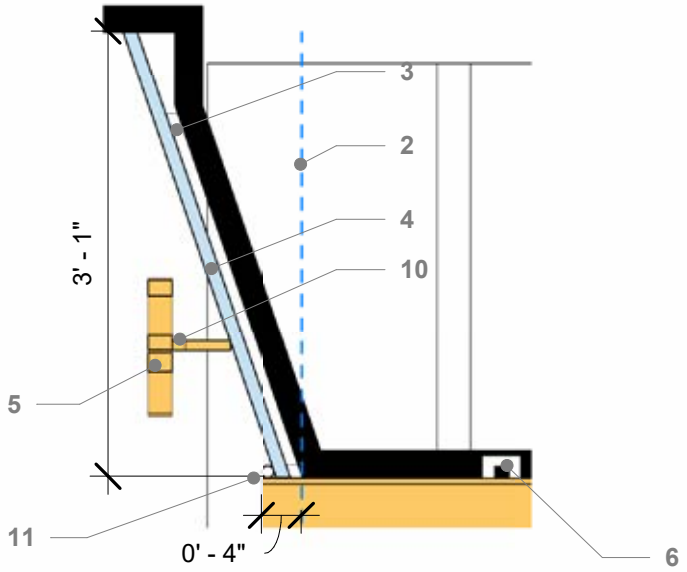
SOFFIT STRUCTURE SUPPORT AND DETAILS

1 Finished floor level
2 Lease line
3 Interior support framing
4 Perforated metal soffit. RAL 7043, Traffc grey.
5 Primary signage
6 Security gate track
7 Profile frame around storefront. Panel thickness 1/2”—1 1/2”
8 Security pocket
9 Metal filler panel. RAL 7043, Traffic grey
10 Signage support structure concealing power source and electric
11 Linear LED luminaire, LED 5000K

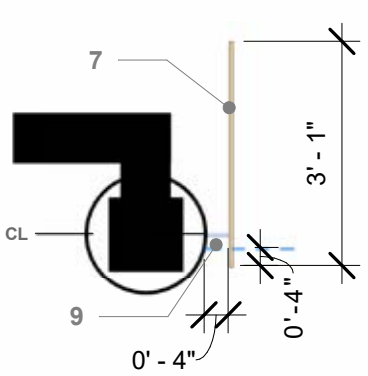
BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

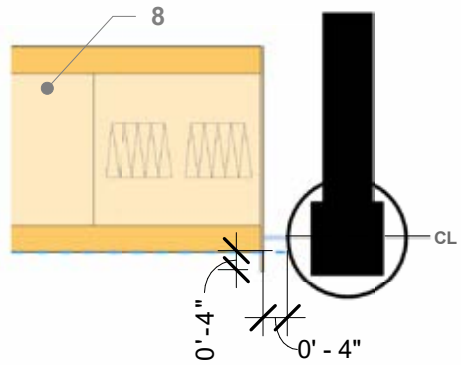


SECTION



SECTION DETAIL

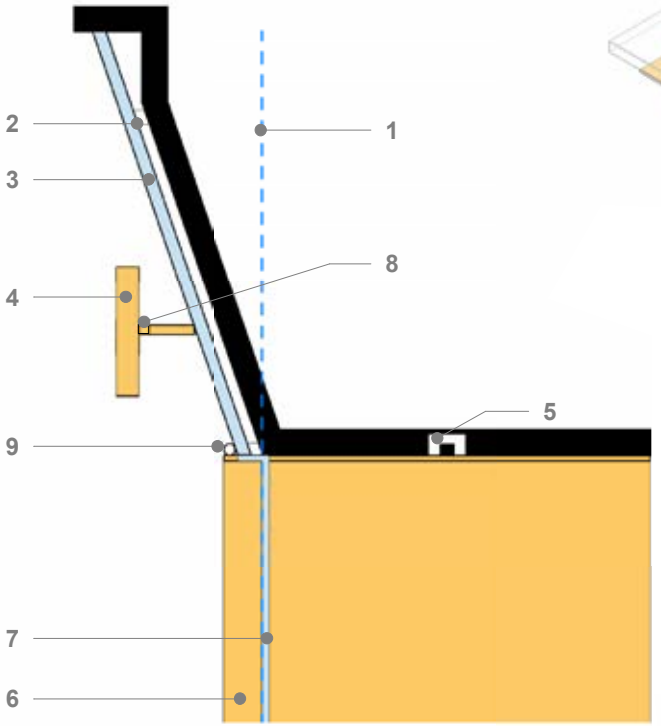




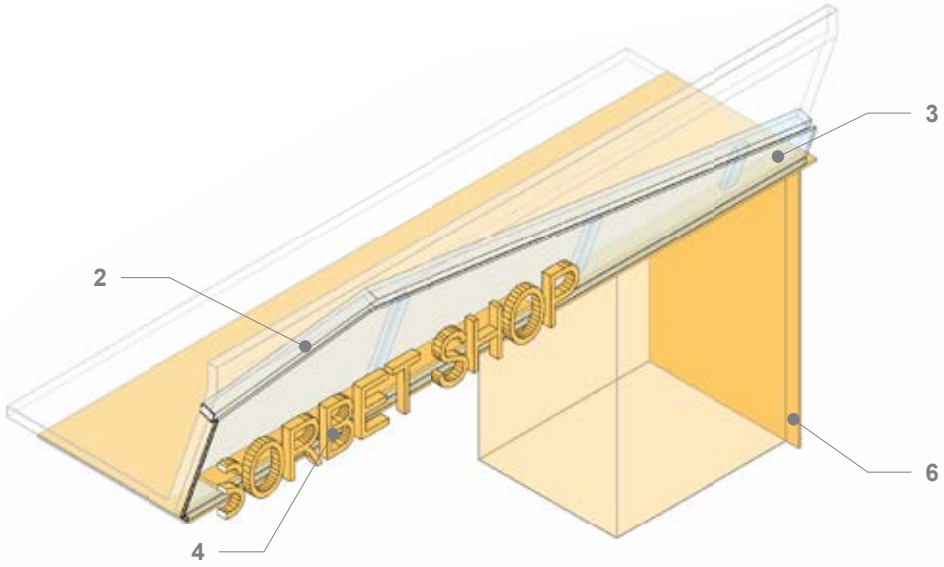
PLAN DETAIL

SOFFIT STRUCTURE SUPPORT AND DETAILS

1 Lease line
2 Interior framing support
3 Perforated metal soffit. RAL 7043, Traffc grey.
4 Primary signage
5 Security gate track
6 Profile frame around storefront. Panel thickness 1/2”—1 1/2”
7 Metal filler panel; RAL 7043, Traffic grey
8 Signage support structure concealing power source and electric
9 Linear LED luminaire, LED 5000K



A-A SECTION DETAIL



3D DETAIL

ELEVATION DETAIL

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

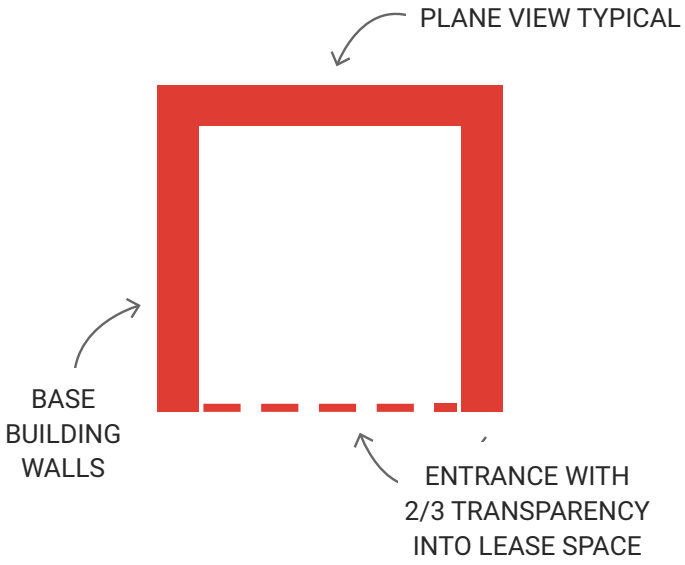
TYPOLOGIES

CONCOURSES H, K

INLINE

TYPE I

Inline Type I is integrated into the base building and is enclosed on three sides. Demising walls may be solid or glass/transparent. Units whose back wall faces the airfield should strive to maintain 25% transparency on the back wall to allow for clear sightlines out to the airfield (does not apply if windows are not part of the base building at the back wall). This typology may be adjacent to other retailers, restroom facilities, holdrooms or other spaces. Inline Type I may be split into two Concessionaire spaces.



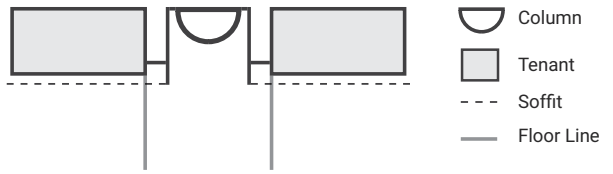
CONCEPT IDEA » CONCOURSES H, K

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA » CONCOURSES H, K

FOR ILLUSTRATIVE PURPOSES ONLY

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE



DESIGN GUIDELINES

KEY REQUIRED ELEMENTS

- Visual continuity
- Consistent datum height
- Integrated into the base building
- Flooring inside lease line to be decided by tenant

BY TENANT PER GUIDELINE

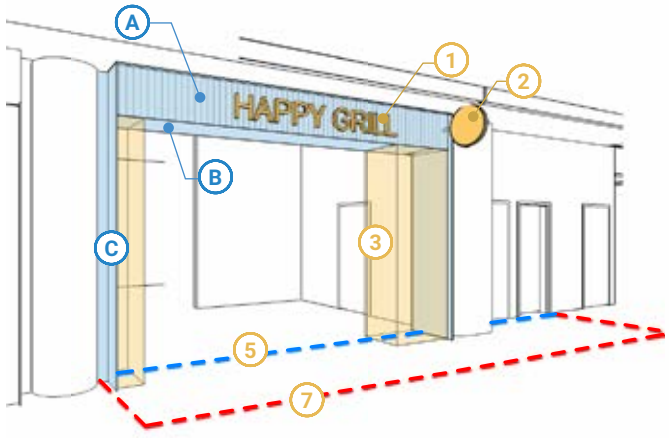
- (A) Soffit. See page 1-22 for details.
- (B) Metal plate on the underside of the soffit.
- (C) Profile frame around storefront.

MATERIALITY BY TENANT

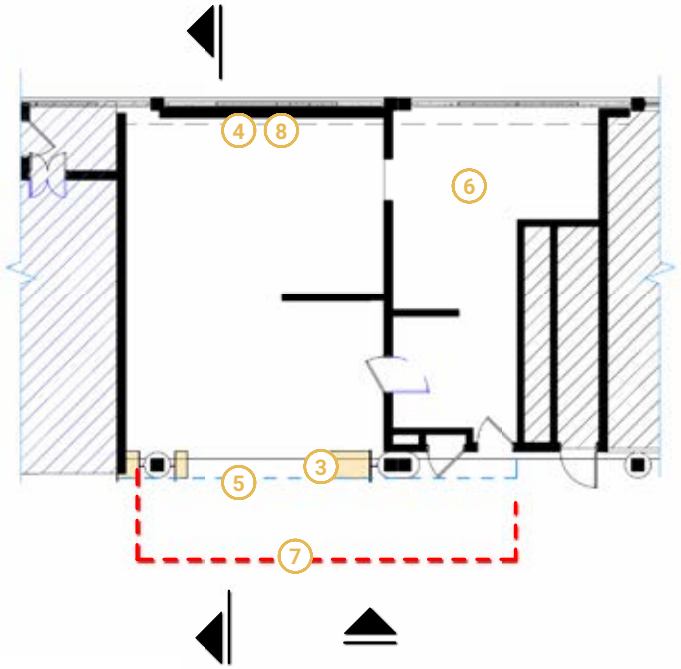
- (1) Primary signage. See page 1-32 for details. Limited to one location per tenant
- (2) Large blade sign. Mounting height 9'-10" A.F.F. See page 1-28 for details. Limited to one location per tenant
- (3) Side wall material to be determined by tenant
- (4) Back to remain minimum 25% open. See page 1-39 for details.
- (5) Front to remain minimum 66% open per side. See page 1-39 for details.
- (6) Back of house area
- (7) Spill out zone. Refer to LOD for size and location.
- (8) All new partitions must be offset 18" from mullions for Airport access. See page 1-40 for details.

SPILL OUT ZONE

LEASE LINE

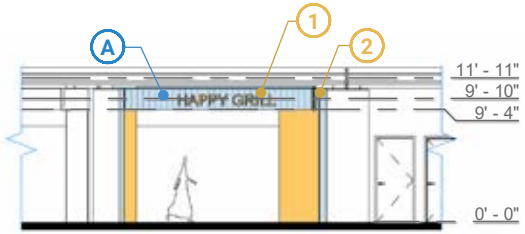


3D VIEW



PLAN

SECTION

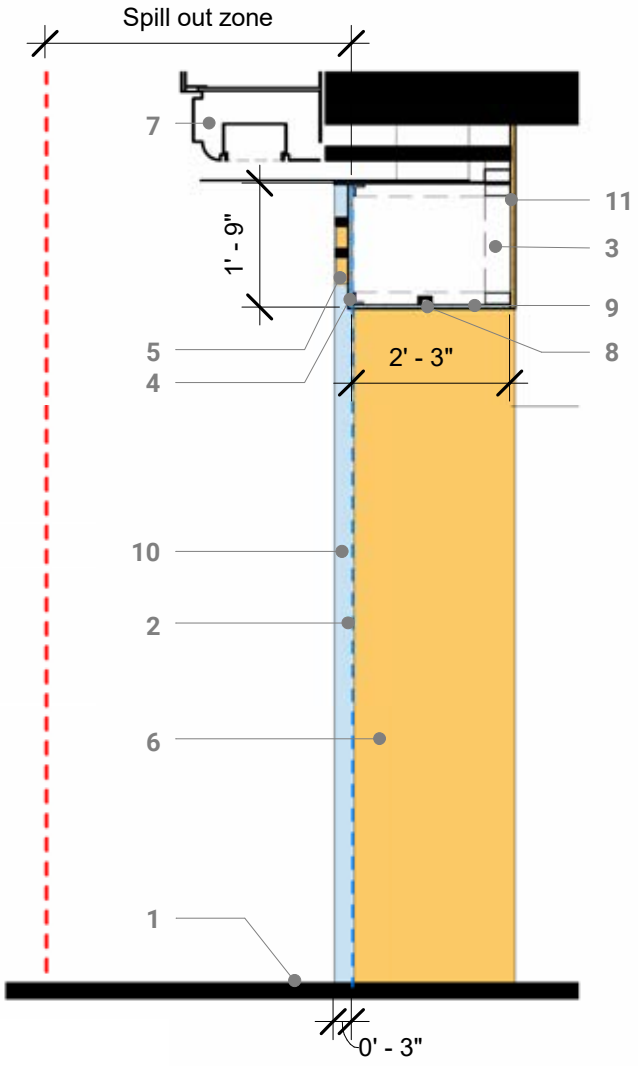


ELEVATION

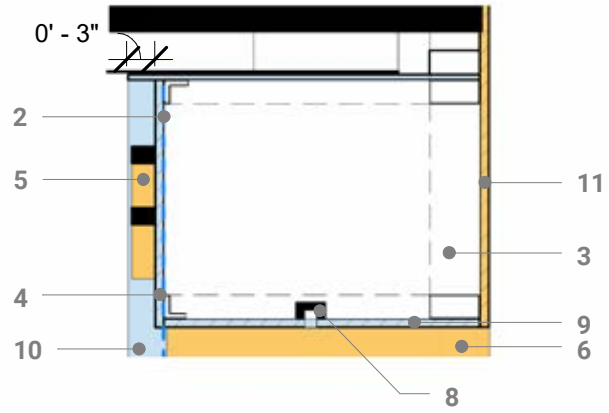
SOFFIT STRUCTURE SUPPORT AND DETAILS

1 Finished floor level
2 Lease line
3 Interior support framing
4 Fluted metal soffit.
RAL 7043, Traffic grey.
5 Primary signage
6 Side wall
7 Existing soffit
8 Security gate track
9 Metal plate on underside of soffit.
RAL 7043, Traffic grey
10 Profile frame around storefront.
Panel thickness 1/2”–1 1/2”.
RAL 7043, Traffic grey
11 Interior finish panel. Color by Tenant
12 Airport column
13 Metal panel filler.
RAL 7043, Traffic grey

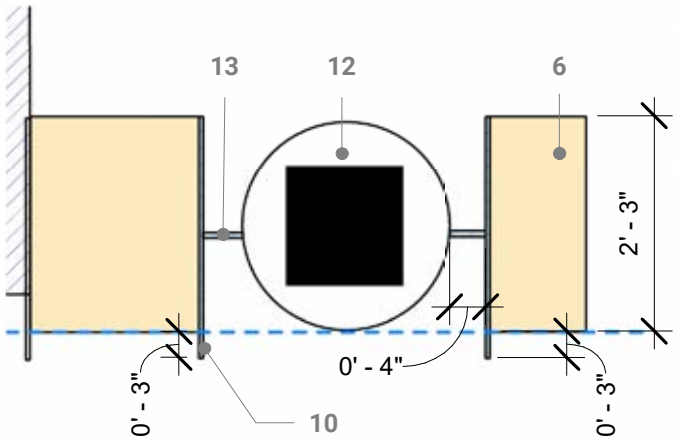
BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE



SECTION



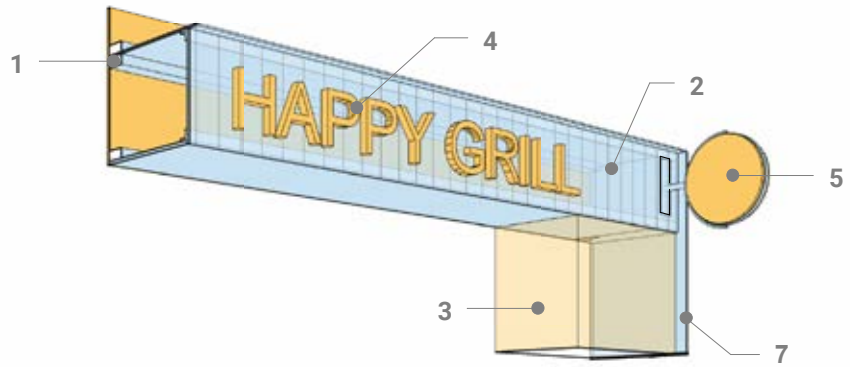
SECTION DETAIL



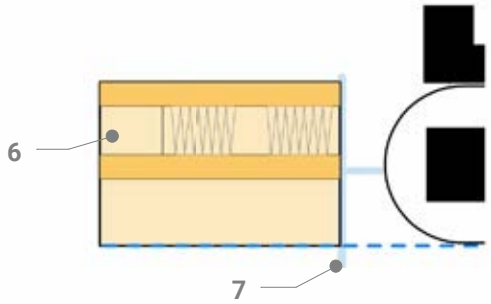
PLAN DETAIL

SOFFIT STRUCTURE SUPPORT AND DETAILS

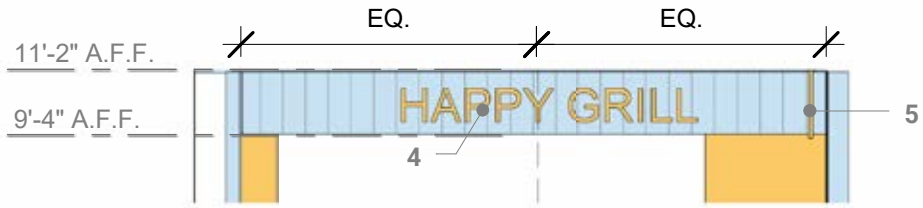
1 Interior support framing
2 Fluted metal soffit.
RAL 7043, Traffc grey.
3 Side wall
4 Primary signage
5 Large blade sign
6 Security pocket
7 Profile frame around storefront.
Panel thickness 1/2”—1 1/2”.
RAL 7043, Traffic grey



3D VIEW DETAIL



SECURITY POCKET DETAIL



ELEVATION

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

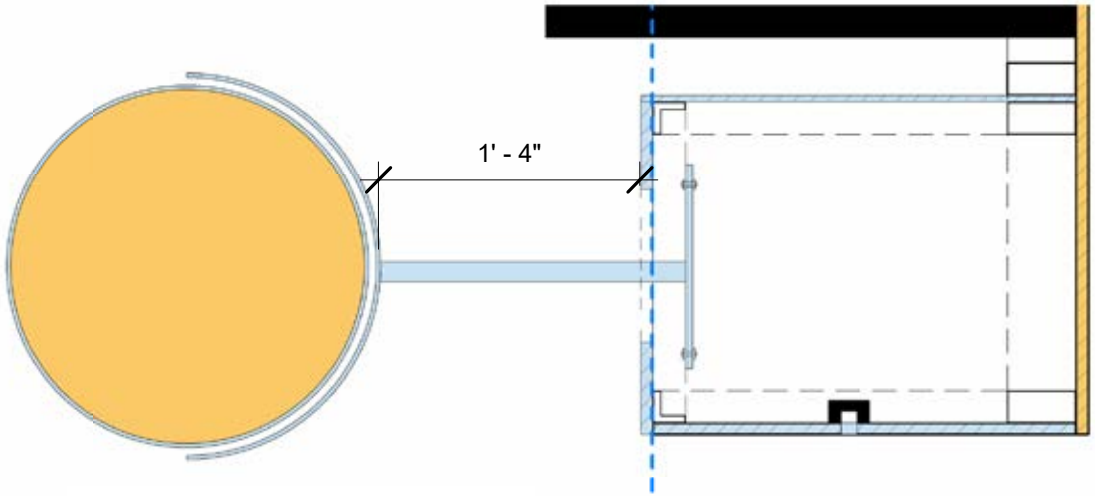
SOFFIT STRUCTURE SUPPORT AND DETAILS

1 Fluted metal soffit.
RAL 7043, Traffc grey.

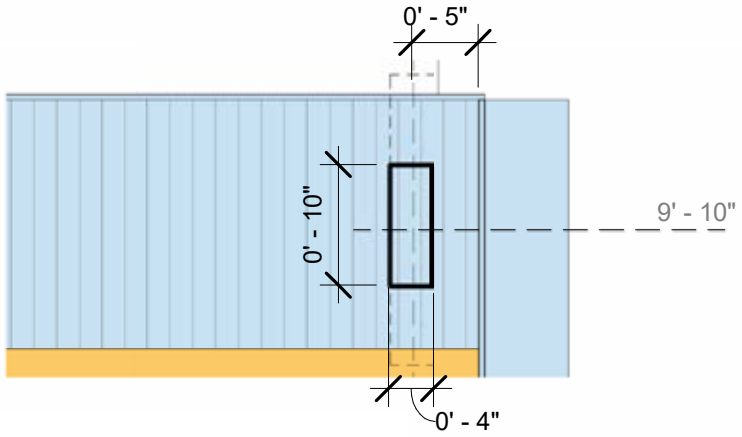
2 Existing ceiling

3 Blade sign support plate

4 Blade sign support arm concealing power source and electric.
RAL 7043, Traffic grey.
Mounting height:
see Elevation plans



BLADE SIGN ATTACHMENT DETAIL



SOFFIT PANEL OPENING DETAIL

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

CONCEPT IDEA » CONCOURSES H, K

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA » CONCOURSES H, K

FOR ILLUSTRATIVE PURPOSES ONLY

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

DESIGN GUIDELINES

KEY REQUIRED ELEMENTS

- Visual continuity
- Consistent datum height
- Integrated into the base building
- Flooring inside lease line to be decided by tenant

BY TENANT PER GUIDELINE

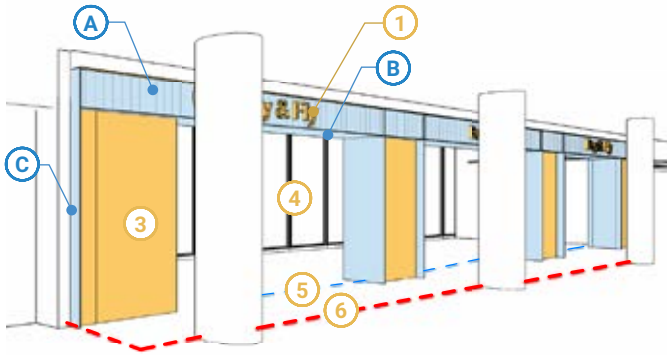
- (A) Soffit. See page 1-22 for details.
- (B) Metal plate on the underside of the soffit.
- (C) Profile frame around storefront.

MATERIALITY BY TENANT

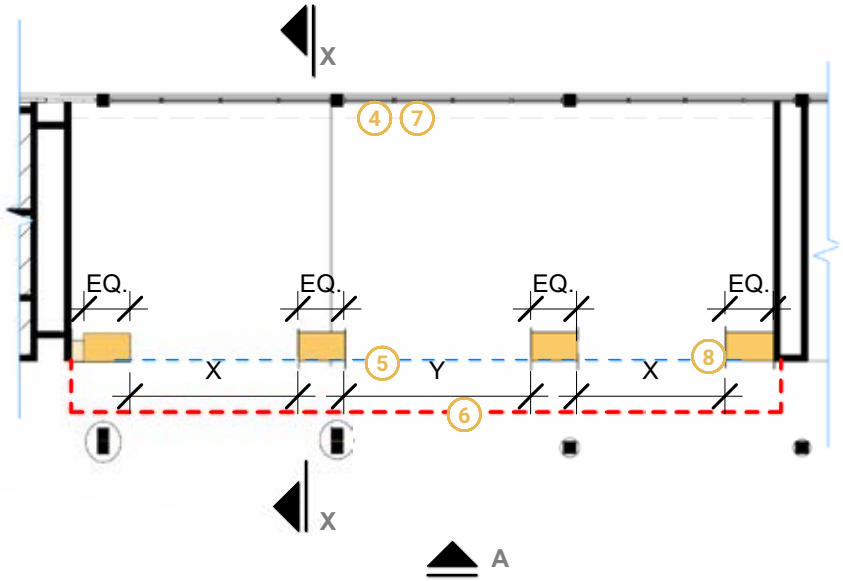
- (1) Primary signage. See page 1-32 for details. Tenant spaces with more than one bay are limited to one location per bay.
- (2) Large blade sign. Mounting height 9'-8" A.F.F. See page 1-28 for details. Limited to one location per tenant
- (3) Side wall material to be determined by tenant
- (4) Back to remain minimum 25% open. See page 1-39 for details.
- (5) Front to remain minimum 66% open per side. See page 1-39 for details.
- (6) Spill out zone. Refer to LOD for size and location.
- (7) All new partitions must be offset 18" from mullions for Airport access. See page 1-40 for details.
- (8) Security pocket

SPILL OUT ZONE

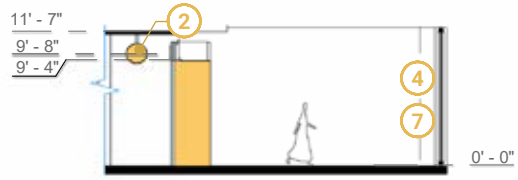
LEASE LINE



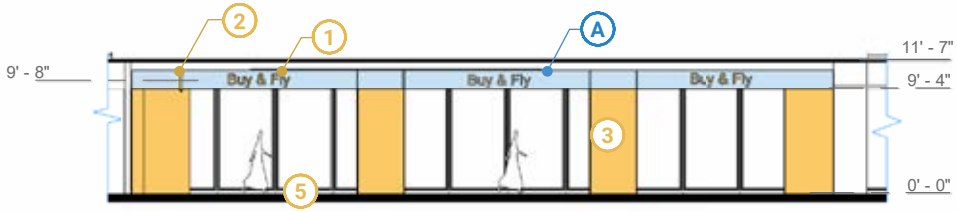
3D VIEW



PLAN



SECTION

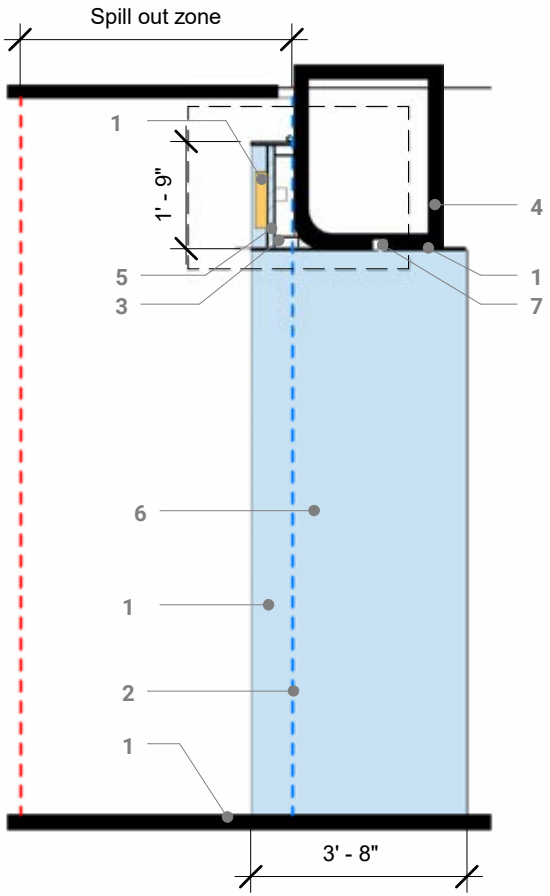


ELEVATION

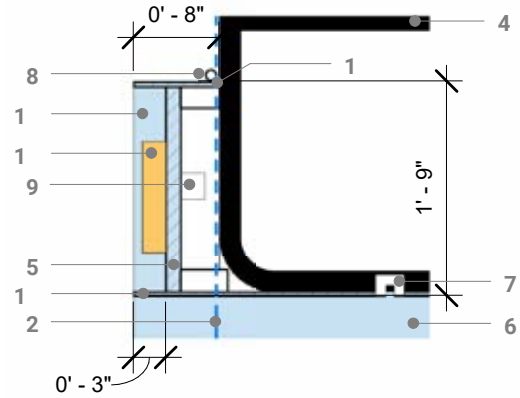
SOFFIT STRUCTURE SUPPORT AND DETAILS

1 Finished floor level
2 Lease line
3 Interior framing support
4 Existing bulkhead
5 Fluted metal soffit.
RAL 7043, Traffc grey.
6 Side wall
7 Security gate track
8 Linear LED luminaire, LED 5000K
9 Primary sign illumination power source / electric
10 Primary signage
11 Profile frame around storefront.
Panel thickness 1/2”—1 1/2”
RAL 7043, Traffic grey
12 Metal plate on underside of soffit.
RAL 7043, Traffic grey
13 Metal soffit support framing.
RAL 7043, Traffic grey
14 Security pocket

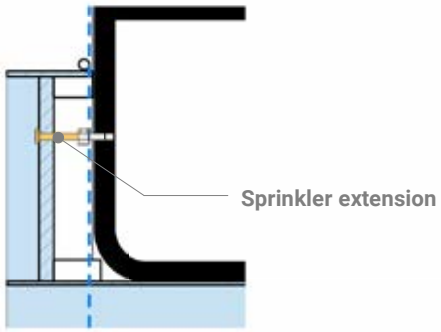
BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE



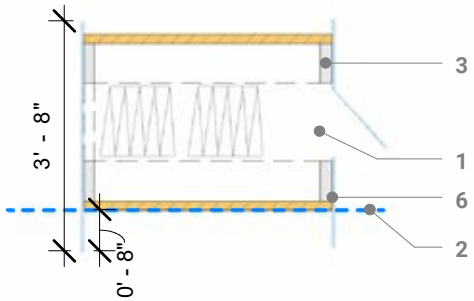
SECTION



SECTION DETAIL



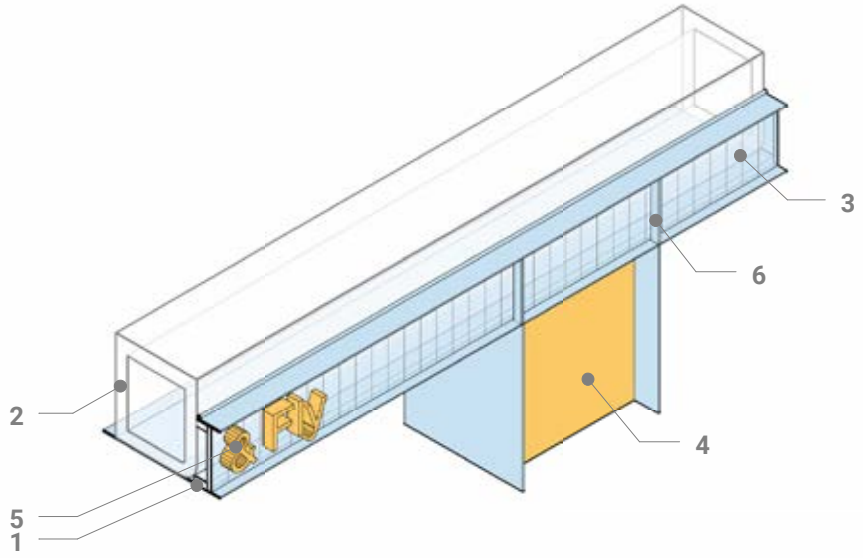
SPRINKLER DETAIL



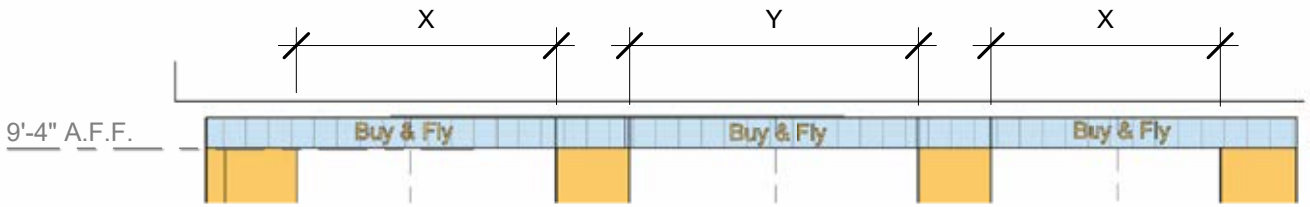
PLAN DETAIL

SOFFIT STRUCTURE SUPPORT AND DETAILS

1 Interior support framing
2 Existing buikhead
3 Fluted metal soffit.
RAL 7043, Traffc grey
4 Front wall
5 Primary signage
6 Metal soffit support framing.
RAL 7043, Traffic grey



3D VIEW DETAIL



ELEVATION

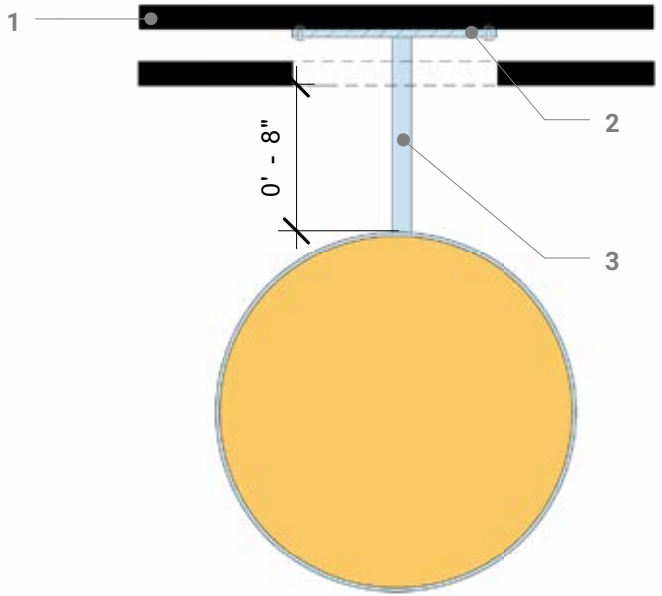
BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

SOFFIT STRUCTURE SUPPORT AND DETAILS

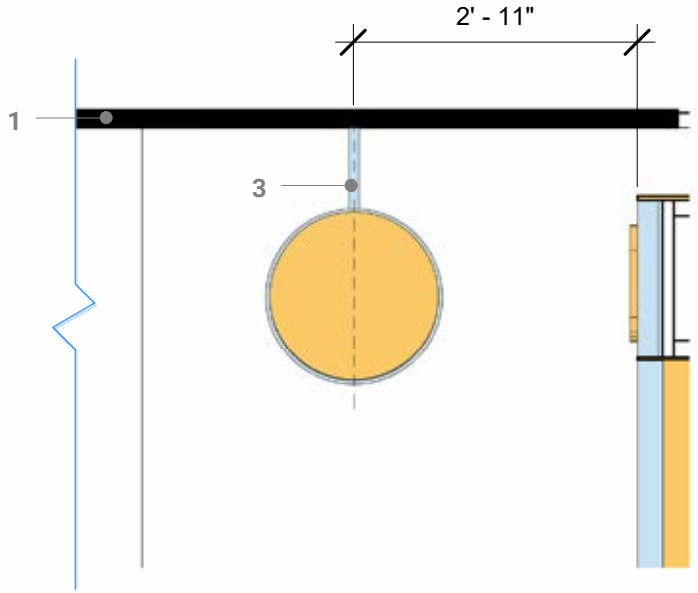
1 Existing ceiling

2 Blade sign support plate

3 Blade sign support arm concealing power source and electric. RAL 7043, Traffic grey. Mounting height: see Elevation plans.



BLADE SIGN ATTACHMENT DETAIL



BLADE SIGN ATTACHMENT DETAIL

BY TENANT PER GUIDELINE

MATERIALITY BY TENANT

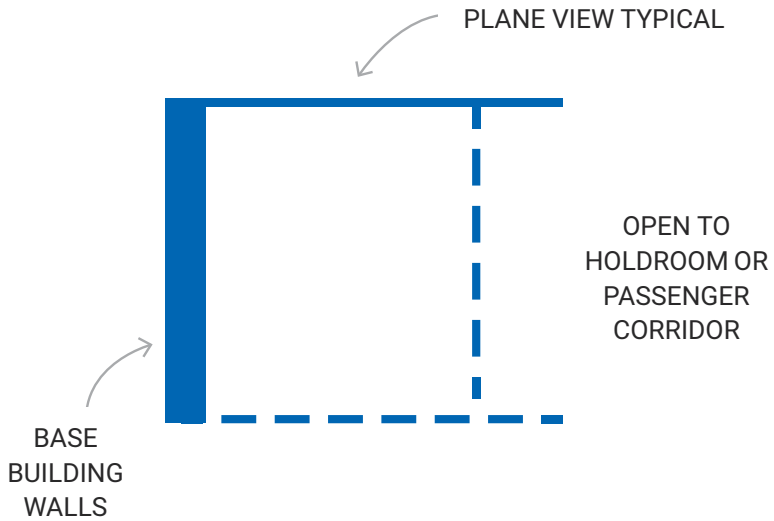
SPILL OUT ZONE

LEASE LINE

INLINE

TYPE II

The Inline Type II typology is integrated into / attached to the base building on at least one side and is open on more than one side. Units whose back wall faces the airfield should strive to maintain 25% transparency on the back wall to allow for clear sightlines out to the airfield (does not apply if windows are not part of the base building at the back wall). This typology may be adjacent to other retailers, restroom facilities, holdrooms or other spaces. The Inline Type II may feature a bulkhead design that is either enclosed or open.

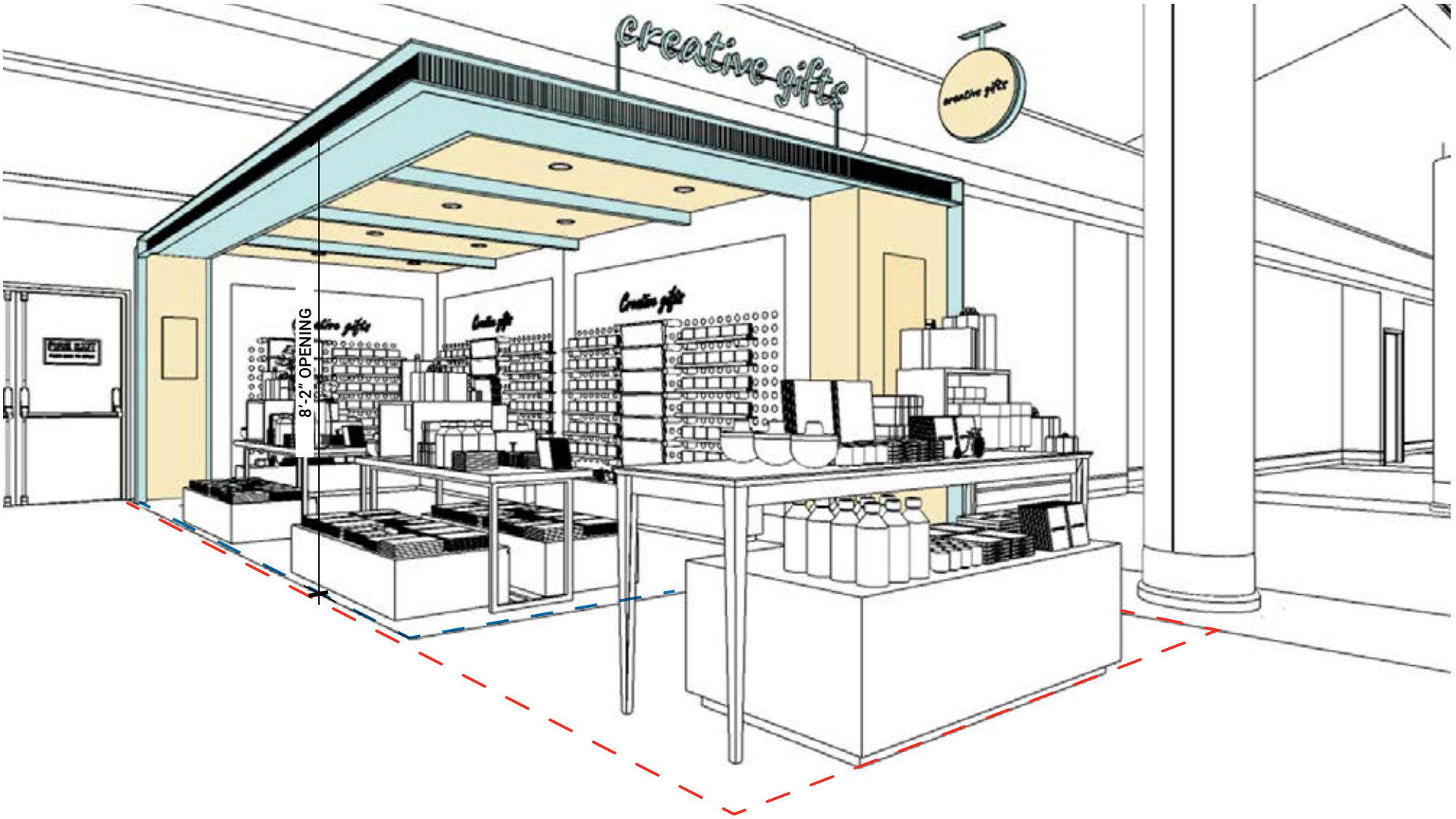


CONCEPT IDEA » CONCOURSES H, K

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA » CONCOURSES H, K

FOR ILLUSTRATIVE PURPOSES ONLY



BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

DESIGN GUIDELINES

KEY REQUIRED ELEMENTS

- Visual continuity
- Consistent datum height
- Integrated into the base building
- Flooring inside lease line to be decided by tenant

BY TENANT PER GUIDELINE

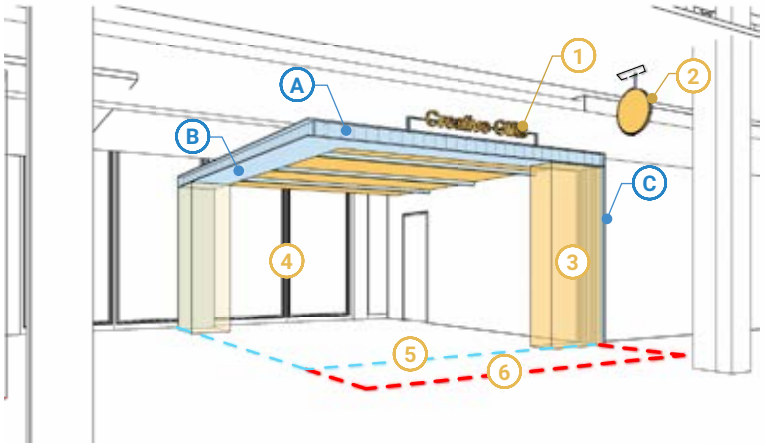
- (A) Soffit. See page 1-22 for details.
- (B) Metal plate on the underside of the soffit.
- (C) Profile frame around storefront.

MATERIALITY BY TENANT

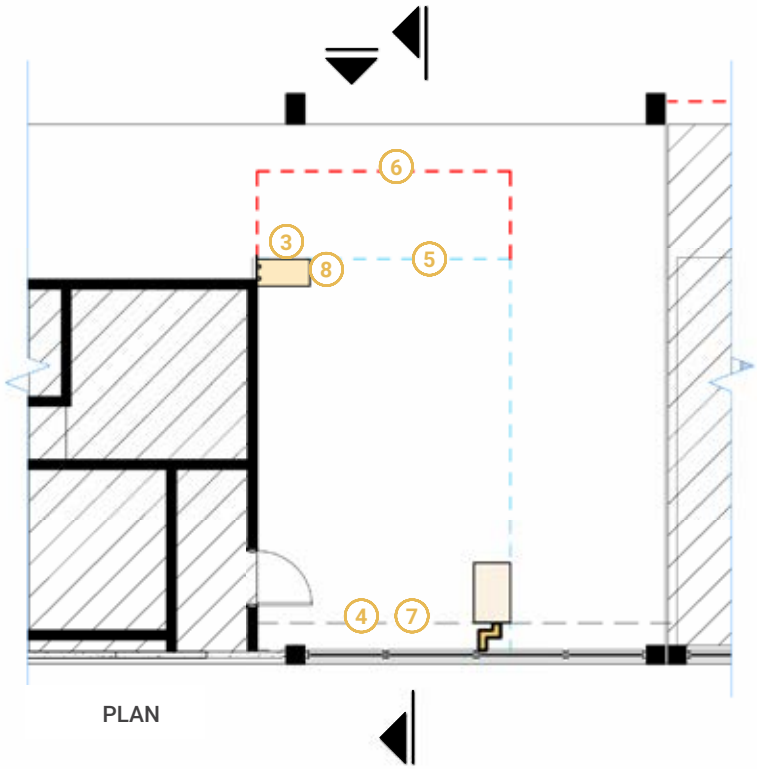
- (1) Primary signage. See page 1-32 for details. Limited to one location per tenant
- (2) Large blade sign. Mounting height 9'-2" A.F.F. See page 1-28 for details. Limited to one location per tenant
- (3) Side wall material to be determined by tenant.
- (4) Back to remain minimum 25% open. See page 1-39 for details.
- (5) Front to remain minimum 66% open per side. See page 1-39 for details.
- (6) Spill out zone. Refer to LOD for size and location.
- (7) All new partitions must be offset 18" from mullions for Airport access. See page 1-40 for details.
- (8) Security pocket

SPILL OUT ZONE

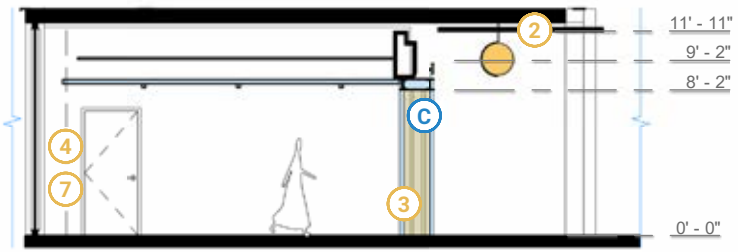
LEASE LINE



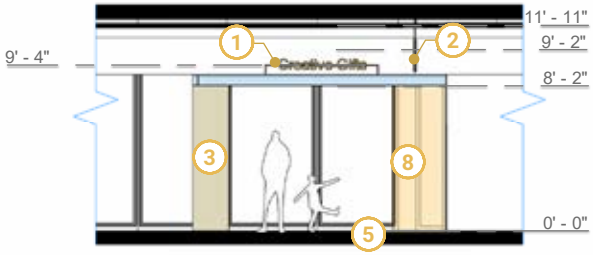
3D VIEW



PLAN



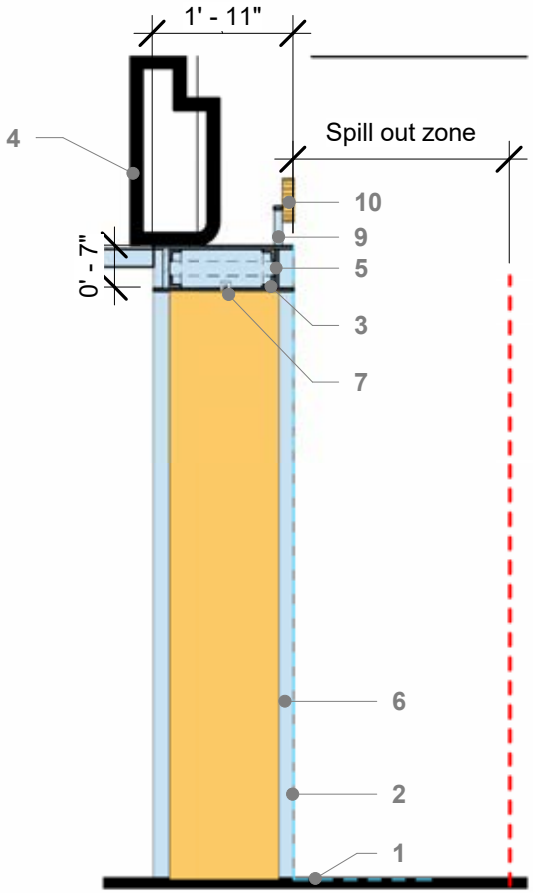
SECTION



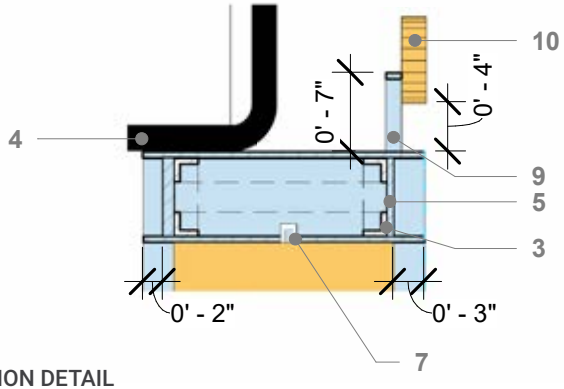
ELEVATION

SOFFIT STRUCTURE SUPPORT AND DETAILS

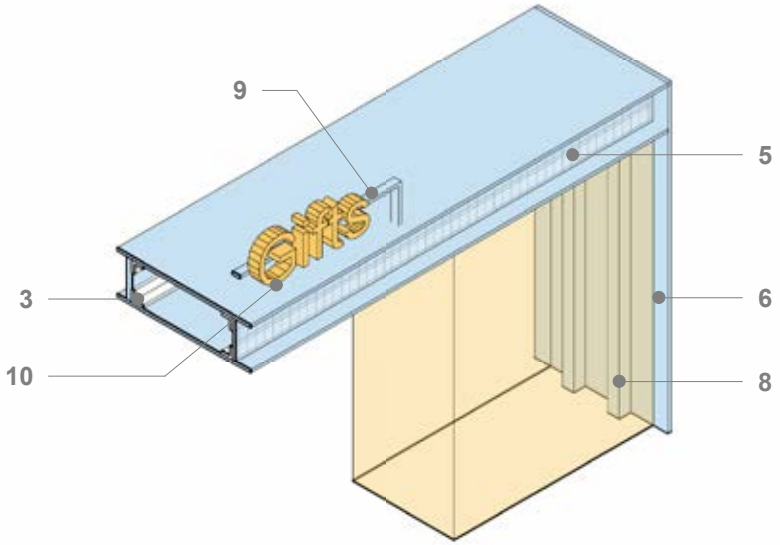
1 Finished floor level
2 Lease line
3 Interior support framing
4 Existing soffit
5 Fluted metal soffit.
RAL 7043, Traffc grey.
6 Profile frame around storefront.
Panel thickness 1/2”—1 1/2”
RAL 7043, Traffic grey
7 Security gate track
8 Metal support column integrated within wall
9 Signage support structure concealing power source and electric
10 Primary signage
11 Blade sign



SECTION



SECTION DETAIL



PLAN DETAIL

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

SOFFIT STRUCTURE SUPPORT AND DETAILS

1 Fluted metal soffit.
RAL 7043, Traffc grey.

2 Profile frame around storefront.
Panel thickness 1/2”—1 1/2”
RAL 7043, Traffic grey

3 Primary signage

4 Signage support structure concealing power source and electric

5 Existing ceiling

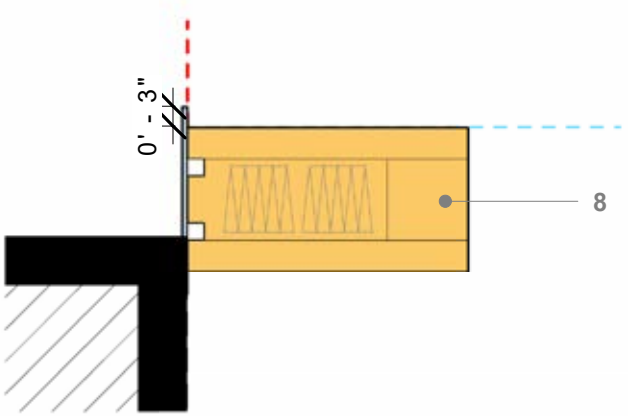
6 Blade sign support plate

7 Blade sign support arm concealing power source and electric.
RAL 7043, Traffic grey.
Mounting height:
see Elevation plans

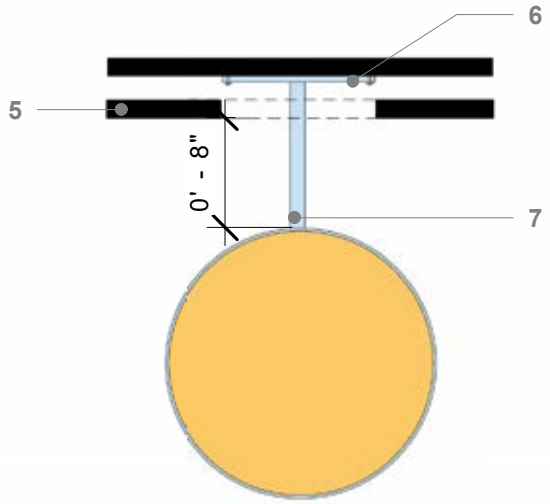
8 Security pocket

9 Blade sign

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE



PLAN DETAIL



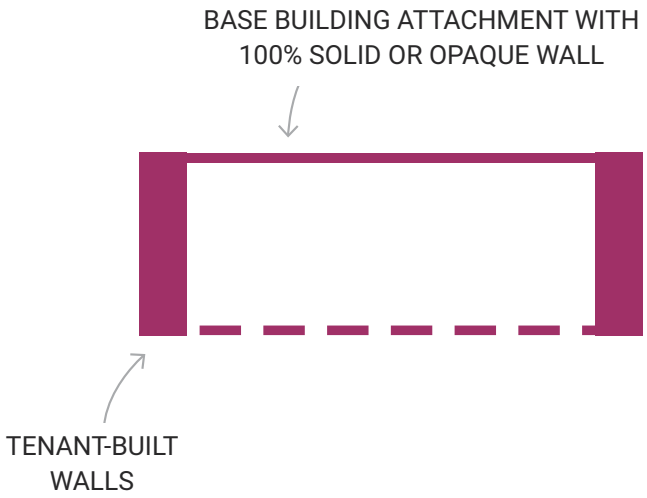
BLADE SIGN DETAIL

ELEVATION

ATTACHED

KIOSK

Attached kiosks connect to the airport base building at the back. These kiosks can feature wall structures with varying degrees of transparency and materiality. There are two variations of the attached kiosk, which depend on the size of the lease space. Deep kiosk spaces may include side walls, while shallow kiosk spaces will likely not feature side walls to maximize openness.



CONCEPT IDEA » CONCOURSES H, K

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA » CONCOURSES H, K

FOR ILLUSTRATIVE PURPOSES ONLY

BY TENANT PER GUIDELINE

MATERIALITY BY TENANT

SPILL OUT ZONE

LEASE LINE

DESIGN GUIDELINES

KEY REQUIRED ELEMENTS

- Visual continuity
- Consistent datum height
- Integrated into the base building

BY TENANT PER GUIDELINE

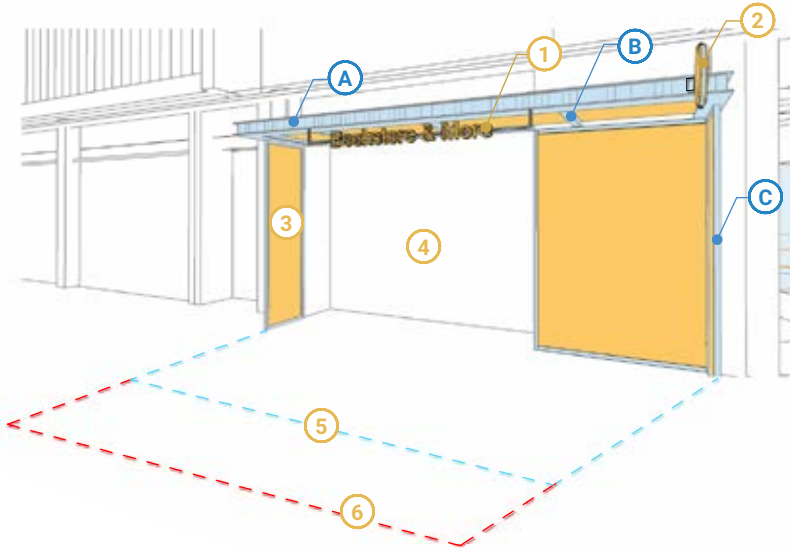
- (A) Soffit. See page 1-22 for details.
- (B) Metal canopy support framing. RAL 7043, Traffic grey
- (C) Metal canopy support column. RAL 7043, Traffic grey

MATERIALITY BY TENANT

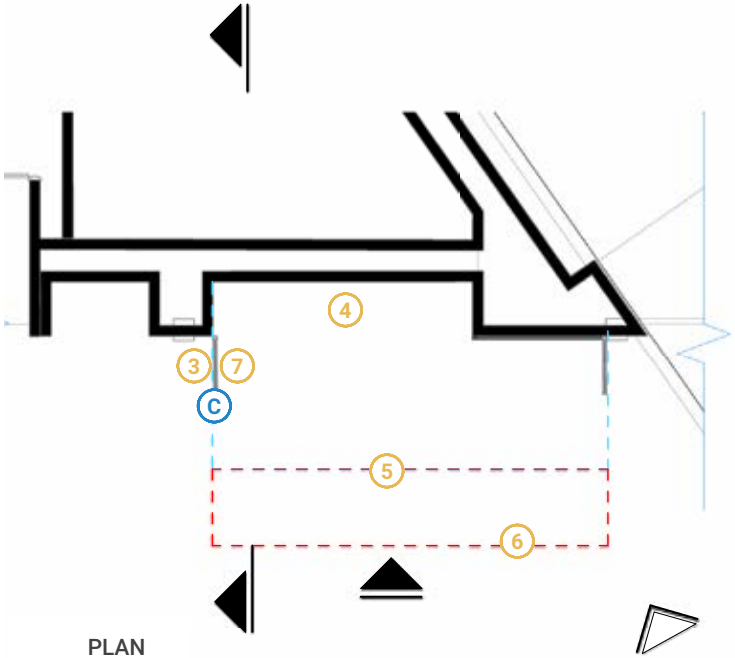
- (1) Primary signage. See page 1-32 for details. Limited to one location per tenant
- (2) Large blade sign. Mounting height 9'-8" A.F.F. See page 1-28 for details. Limited to one location per tenant.
- (3) Side wall material to be determined by tenant. Minimum width to match underside of the metal soffit plate.
- (4) Back to remain minimum 25% open. See page 1-39 for details.
- (5) Front to remain minimum 66% open per side. See page 1-39 for details.
- (6) Spill out zone. Refer to LOD for size and location.
- (7) Recommended canopy depth to be 4'-6". Canopy should have a minimum depth of '4'-6' and can project up to the lease line.

SPILL OUT ZONE

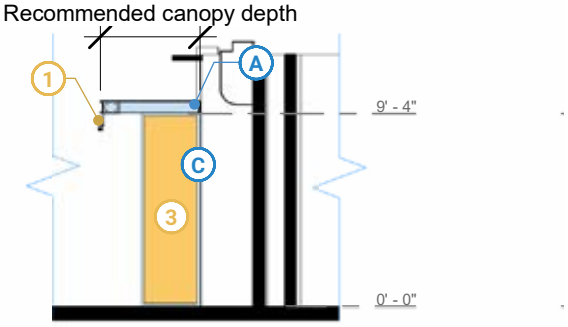
LEASE LINE



3D VIEW



PLAN

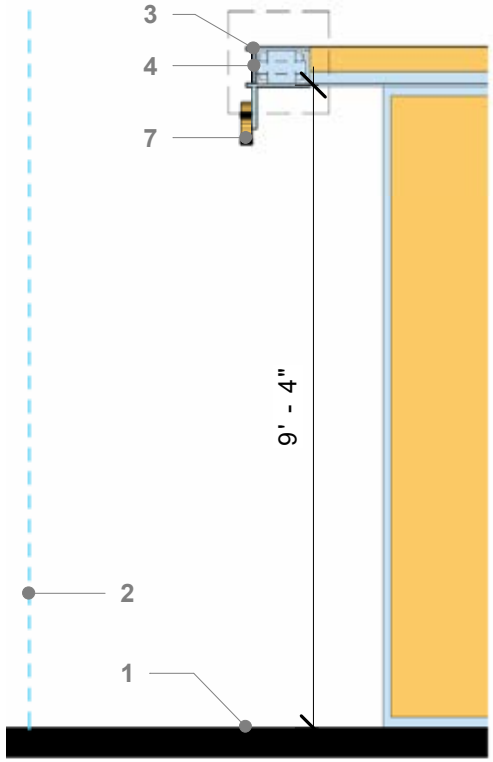


SECTION

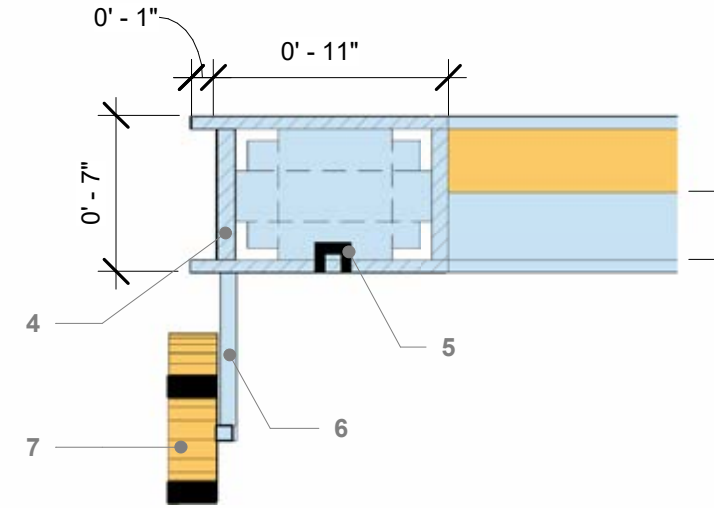
ELEVATION

SOFFIT STRUCTURE SUPPORT AND DETAILS

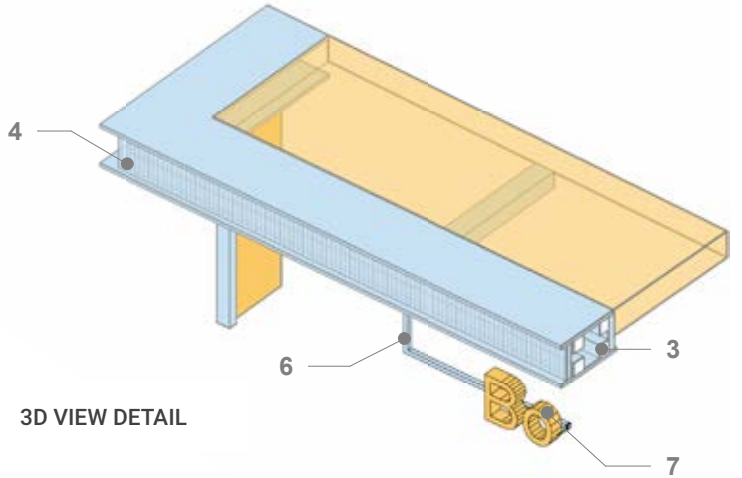
1 Finished floor level
2 Lease line
3 Interior support framing
4 Fluted metal soffit. RAL 7043, Traffc grey.
5 Security gate track
6 Signage support structure concealing power source and electric
7 Primary signage
8 Large blade sign



SECTION



SECTION DETAIL



3D VIEW DETAIL

ELEVATION

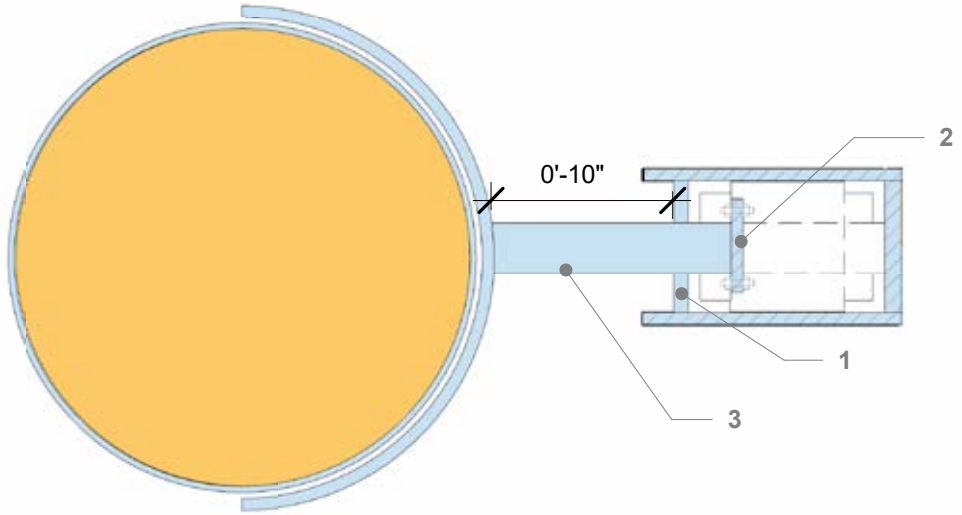
BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

SOFFIT STRUCTURE SUPPORT AND DETAILS

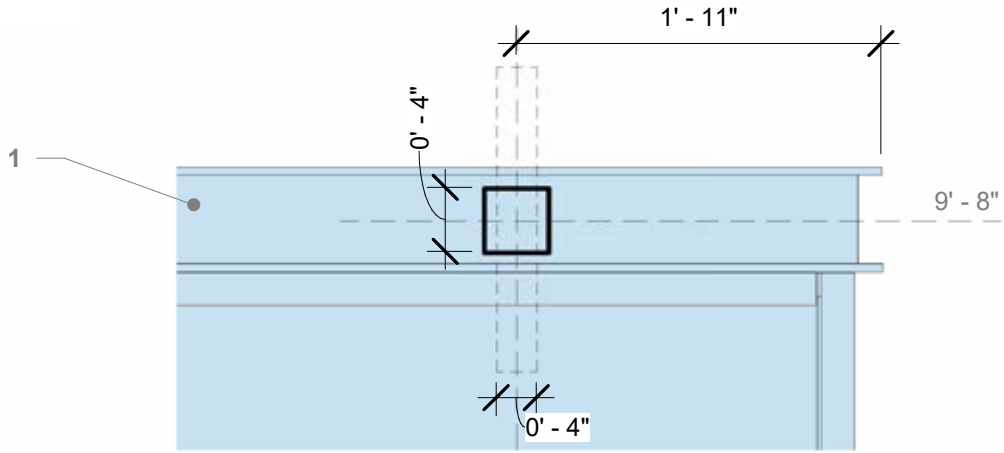
1 Fluted metal soffit.
RAL 7043, Traffc grey.

2 Blade sign support plate

3 Blade sign support arm concealing power source and electric.
RAL 7043, Traffic grey.
Mounting height:
see Elevation plans



BLADE SIGN ATTACHMENT DETAIL



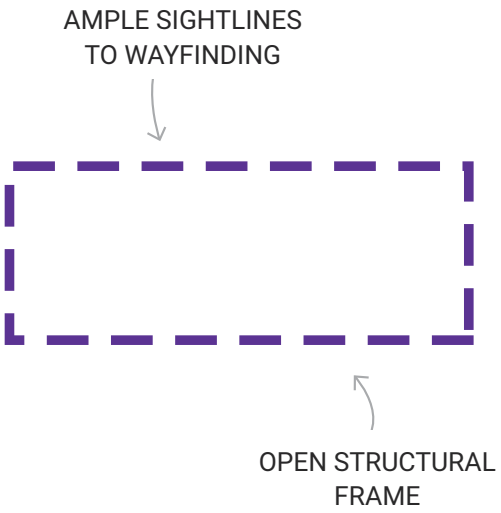
SOFFIT PANEL OPENING DETAIL

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

FREESTANDING

KIOSK

Freestanding kiosks are not attached to any base building walls. These kiosks can feature wall structures with varying degrees of transparency and materiality. When freestanding kiosks are adjacent to holdrooms, a minimum of 50% of the space above head height must be clear to allow clear sightlines to wayfinding and gate signage.



CONCEPT IDEA » CONCOURSES H, K

FOR ILLUSTRATIVE PURPOSES ONLY

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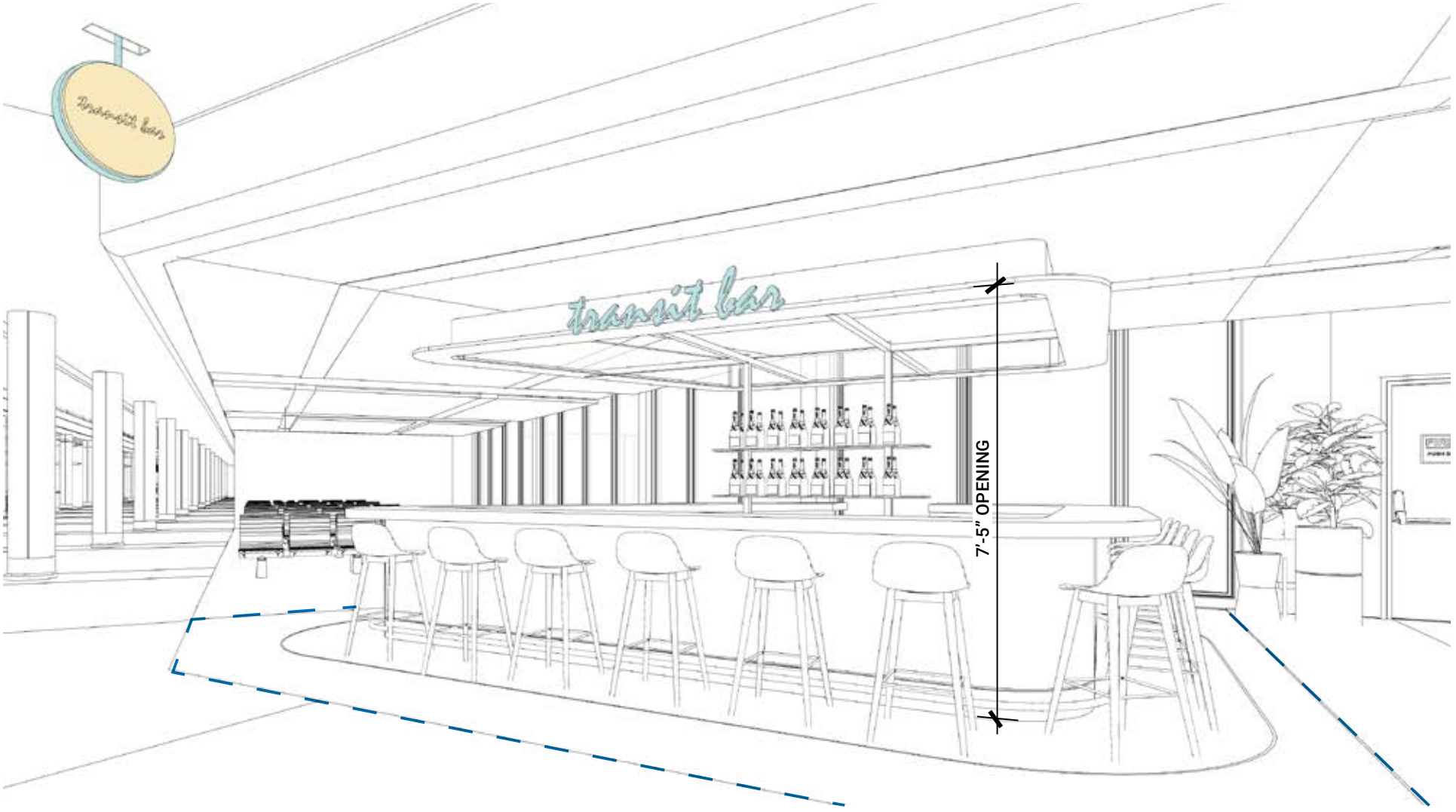
CONCEPT IDEA » CONCOURSES H, K

FOR ILLUSTRATIVE PURPOSES ONLY



BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

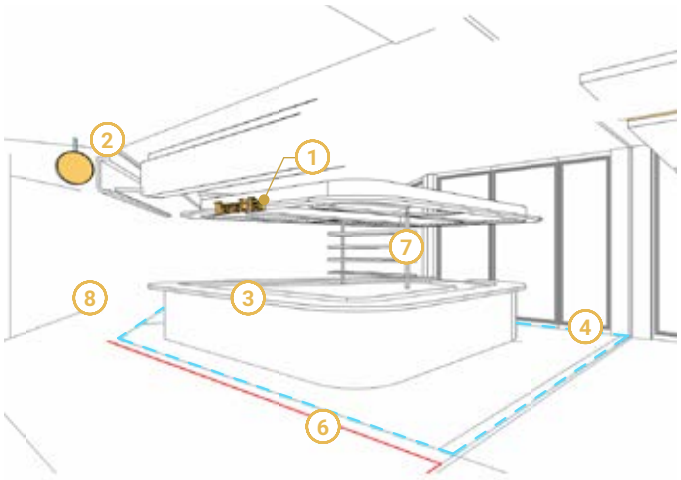
DESIGN GUIDELINES

KEY REQUIRED ELEMENTS

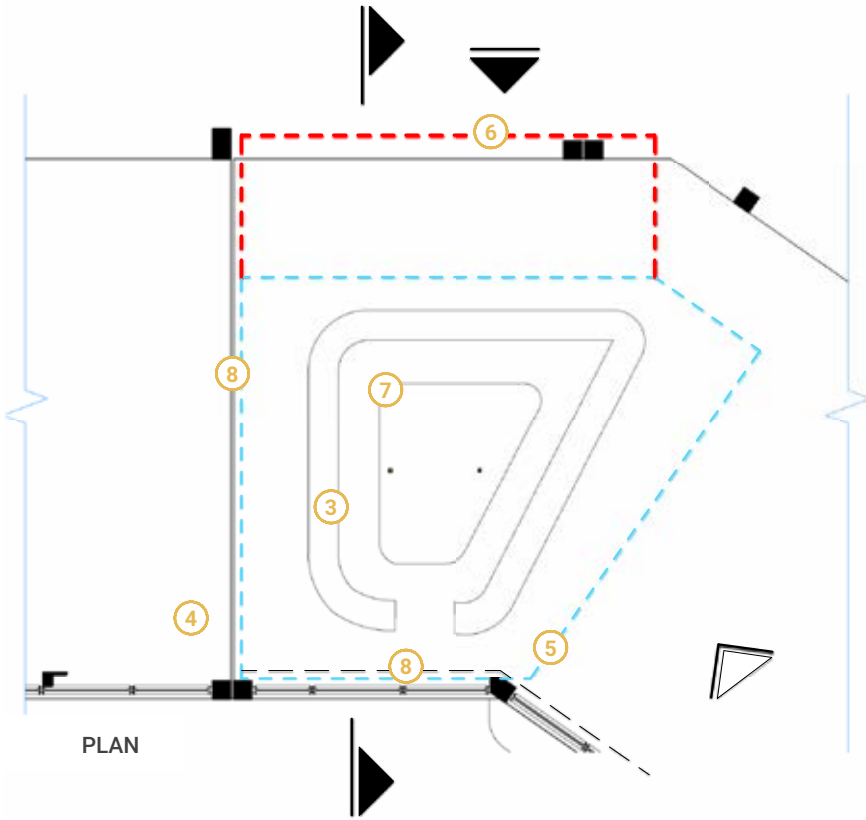
- Visual continuity
- Consistent datum height
- Integrated into the base building
- Flooring inside lease line to be decided by tenant

MATERIALITY BY TENANT

1. Primary signage. See page 1-32 for details. Limited to one location per tenant
2. Large blade sign. Mounting height 10'-0" A.F.F. See page 1-28 for details. Limited to one location per tenant.
3. Counter
4. Back to remain minimum 25% open. See page 1-39 for details.
5. All new partitions must be offset 18" from mullions for Airport access. See page 1-40 for details.
6. Queuing
7. Metal support frame
8. Clear circulation area between exterior wall and any proposed element

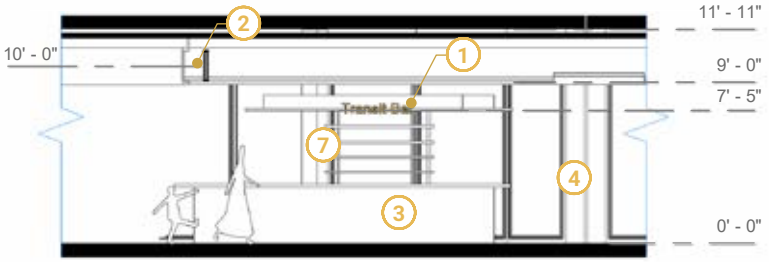


3D VIEW



PLAN

SECTION



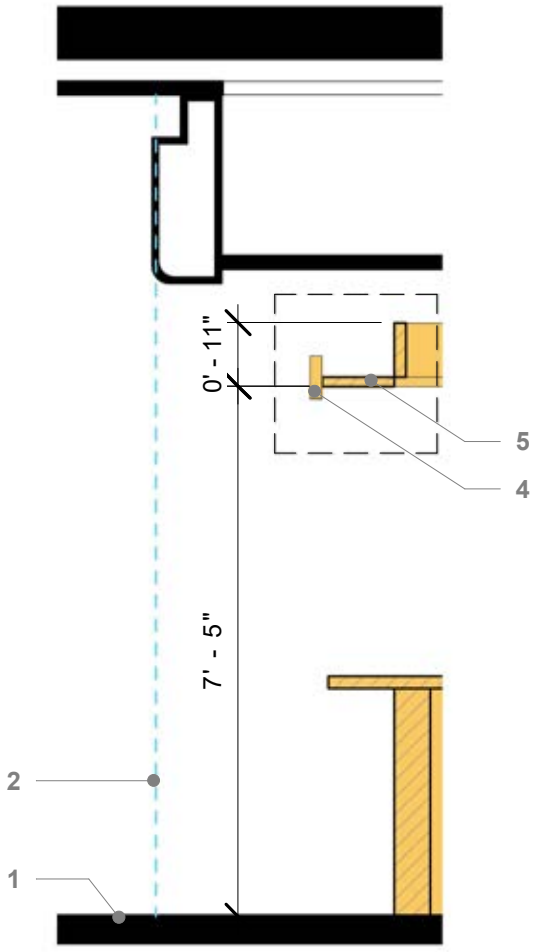
ELEVATION

SPILL OUT ZONE

LEASE LINE

SOFFIT STRUCTURE SUPPORT AND DETAILS

1 Finished floor level
2 Lease line
3 Metal support frame
4 Primary signage
5 Mounting bracket concealing power source and electric
6 Metal canopy support framing. Electrical power and lighting system incorporated.



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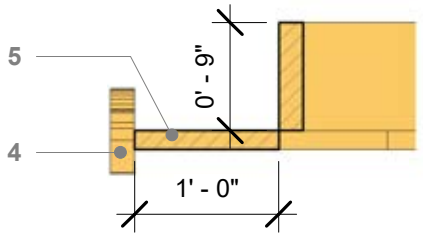
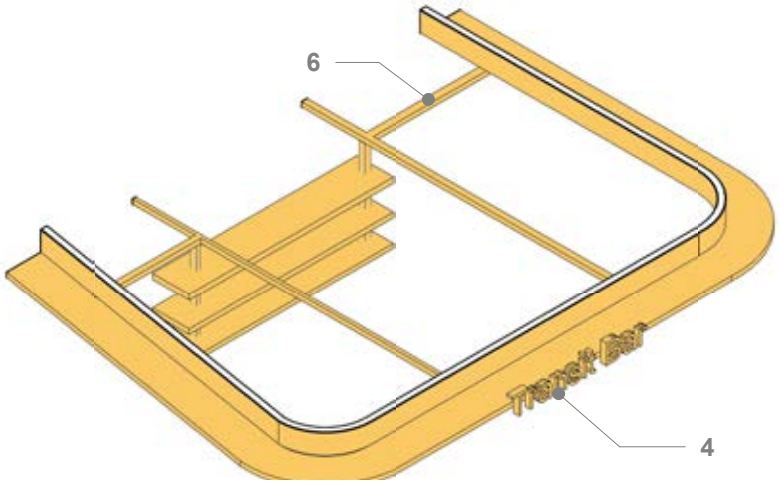
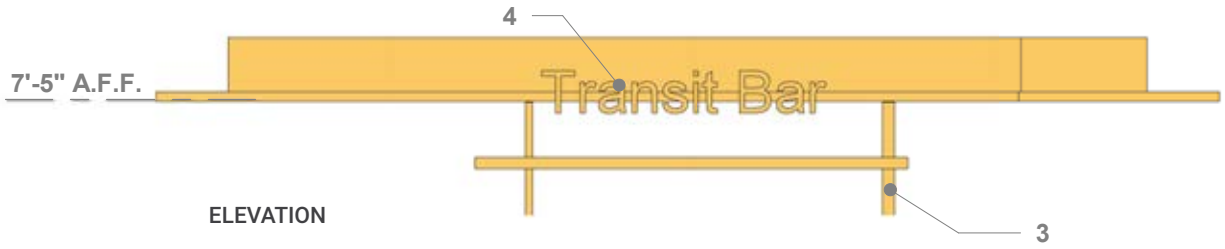


SECTION DETAIL



3D VIEW

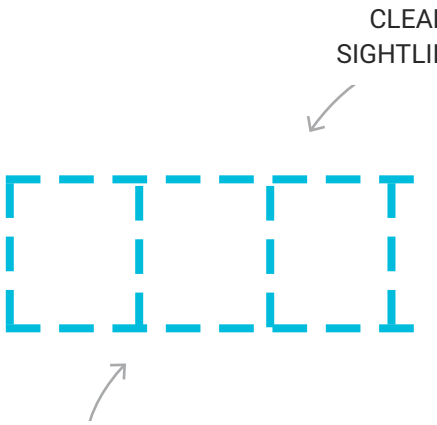


ELEVATION

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

FOOD HALL

The food hall typology features multiple food and beverage vendors in an open-air market style. Each unique F&B space must accommodate queuing that does not interfere with circulation. Food hall seating should be highly varied, including bar top seating, communal seating, small group seating, and more. The food hall should utilize as much daylight as possible within the design, as well as greenery and other elements found in nature to offer comfort and a sense of well being. Food hall should open to holdrooms when possible with windows, walkways or other transparent materials.



CONCEPT IDEA » HK FOOD HALL

EXISTING

American Airlines Club	4,740 SF
Office Space	2,865 SF
Grab'n Go & Quick Service	6,630 SF
Full Service Restaurant	3,320 SF
Food Hall Seating	5,950 SF
Queuing	1.385 SF
Overall Food Hall Area*	9,950 SF

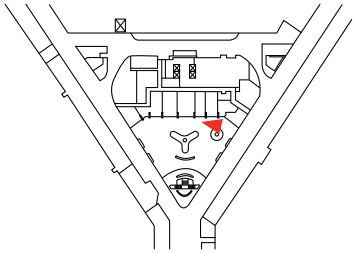
Grab'n Go & Quick Serve : Food Hall Seating | 52.7 % : 47.3 %

* *All concessions, including Full Service Restaurants, Grab'n Go, Quick Service*

CONCEPT IDEA » HK FOOD HALL

FOR ILLUSTRATIVE PURPOSES ONLY

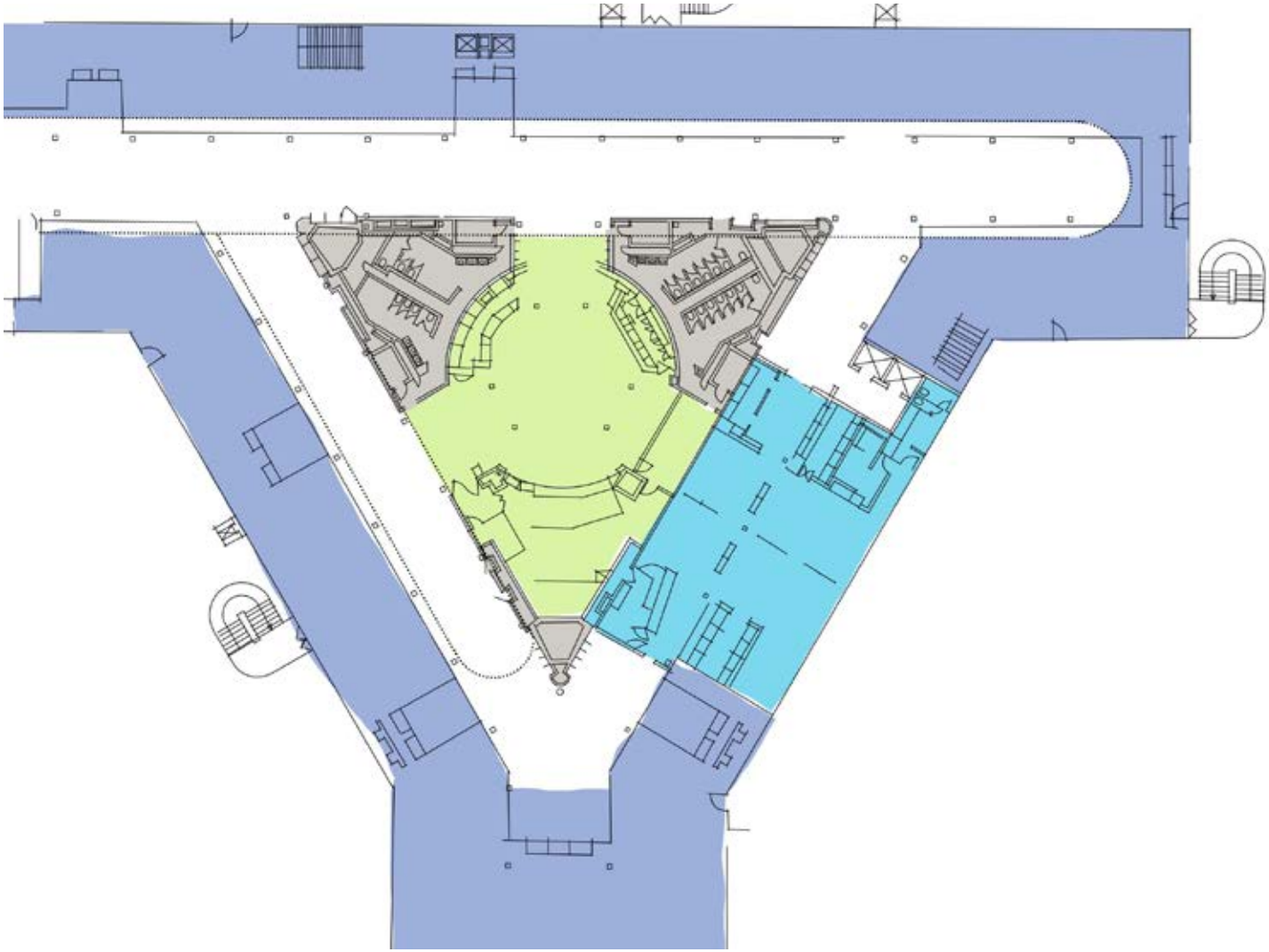
▲ EXISTING CONDITION



CONCEPT IDEA » CONCOURSE K FOOD HALL

EXISTING

▲ EXISTING CONDITION



CONCEPT IDEA » CONCOURSE K FOOD HALL

FOR ILLUSTRATIVE PURPOSES ONLY

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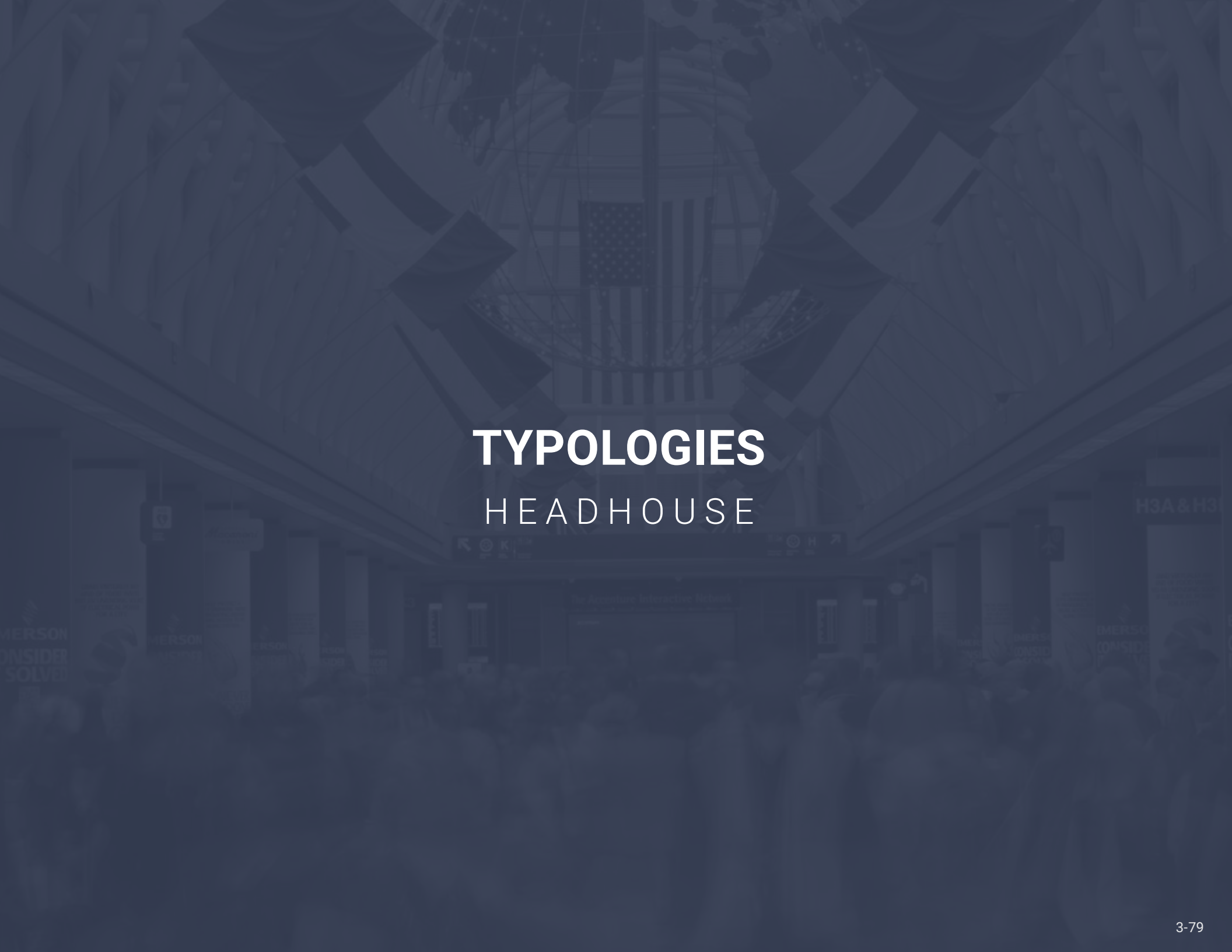


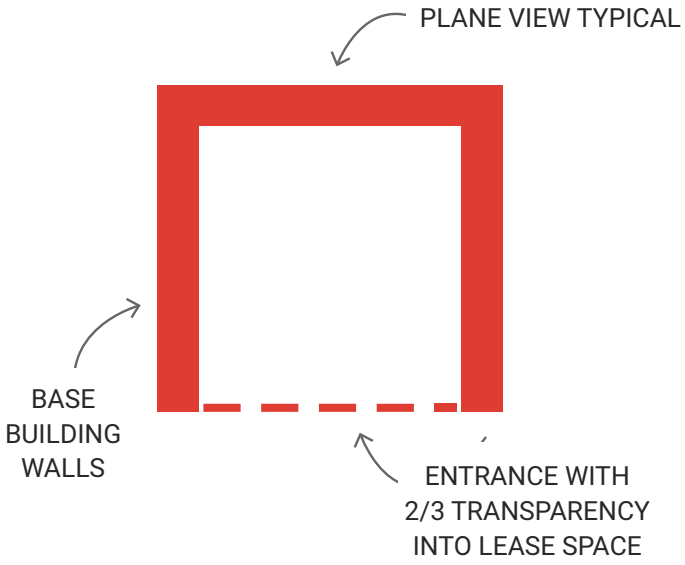
TYPOLOGIES

HEADHOUSE

INLINE

TYPE I

Inline Type I is integrated into the base building and is enclosed on three sides. Demising walls may be solid or glass/transparent. Units whose back wall faces the airfield should strive to maintain 25% transparency on the back wall to allow for clear sightlines out to the airfield (does not apply if windows are not part of the base building at the back wall). This typology may be adjacent to other retailers, restroom facilities, holdrooms or other spaces. Inline Type I may be split into two Concessionaire spaces.



CONCEPT IDEA » HEADHOUSE

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA » HEADHOUSE

FOR ILLUSTRATIVE PURPOSES ONLY

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

DESIGN GUIDELINES

KEY REQUIRED ELEMENTS

- Visual continuity
- Consistent datum height
- Integrated into the base building
- Flooring inside lease line to be decided by tenant

BY TENANT PER GUIDELINE

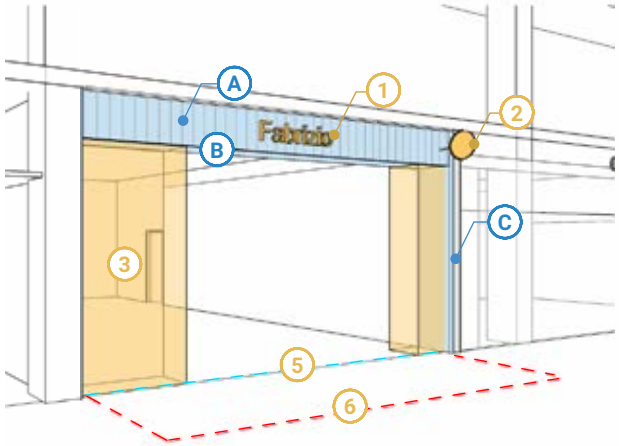
- (A) Soffit. See page 1-22 for details.
- (B) Metal plate on the underside of the soffit.
- (C) Profile frame around storefront.

MATERIALITY BY TENANT

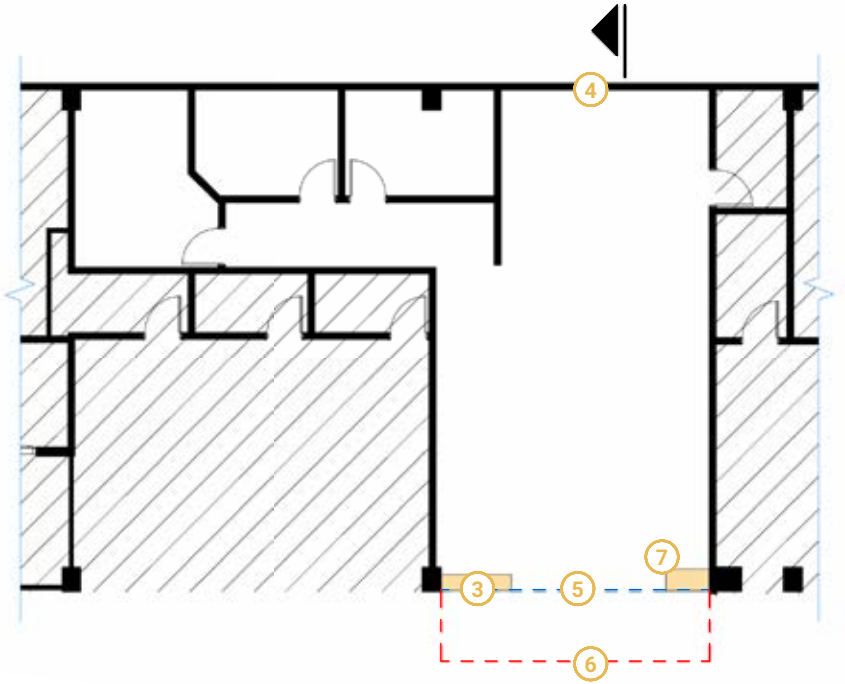
- (1) Primary signage. 11'-5" A.F.F. See page 1-32 for details. One primary sign placement is permitted, and it must be centered horizontally and vertically within the soffit area.
- (2) Large blade sign. Mounting height 11'-5" A.F.F. See page 1-28 for details. Limited to one location per tenant
- (3) Front and side wall material to be determined by tenant. Minimum width to match underside of the soffit metal panel.
- (4) Back to remain minimum 25% open. See page 1-39 for details.
- (5) Front to remain minimum 66% open. See page 1-39 for details.
- (6) Spill out zone. Refer to LOD for size and location.
- (7) Security pocket

SPILL OUT ZONE

LEASE LINE

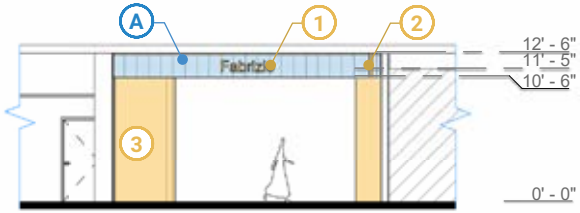


3D VIEW



PLAN

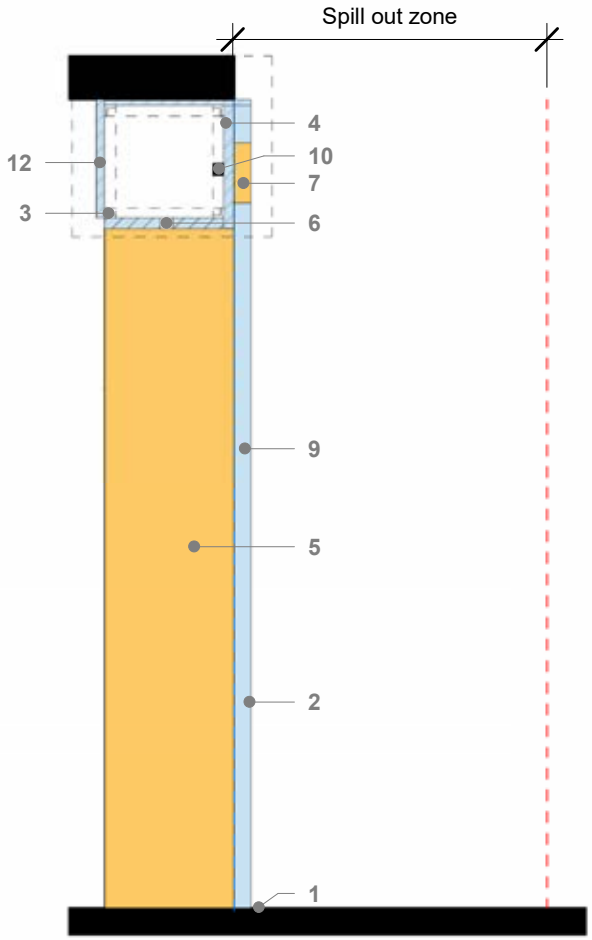
SECTION



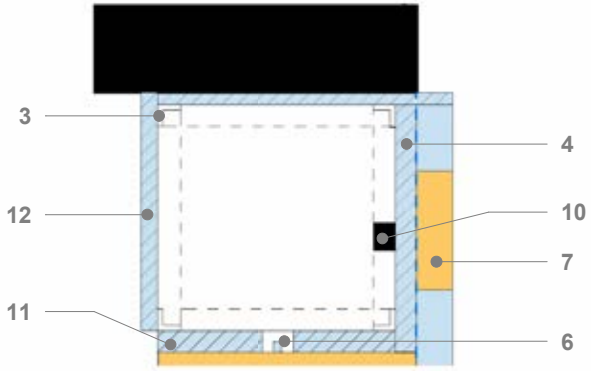
ELEVATION

SOFFIT STRUCTURE SUPPORT AND DETAILS

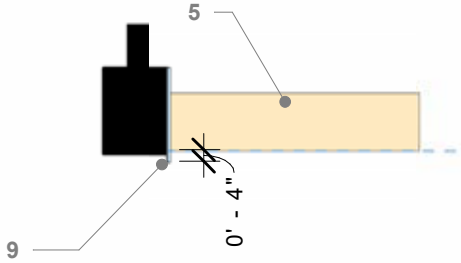
1 Finished floor level
2 Lease line
3 Interior support framing
4 Fluted metal soffit. RAL 7043, Traffc grey.
5 Side wall
6 Security gate track
7 Primary signage
8 Security pocket
9 Profile frame around storefront. Panel thickness 1/2”—1 1/2”. RAL 7043, Traffc grey.
10 Signage support structure concealing power source and electric
11 Metal plate on the underside of the soffit. RAL 7043, Traffic grey
12 Interior finish panel. Color by Tenant



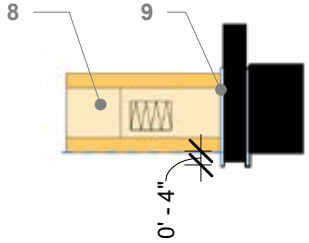
SECTION DETAIL



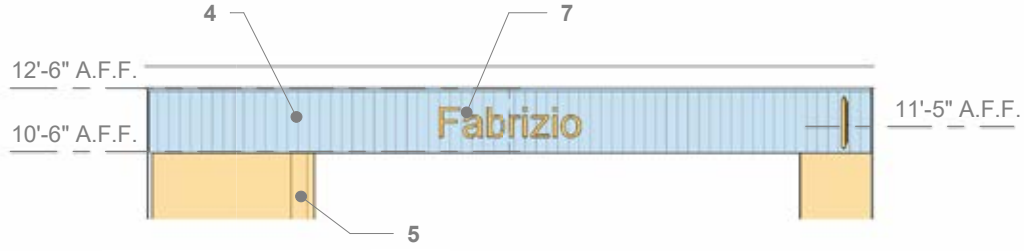
SECTION DETAIL



PLAN DETAIL



SECURITY POCKET DETAIL



ELEVATION

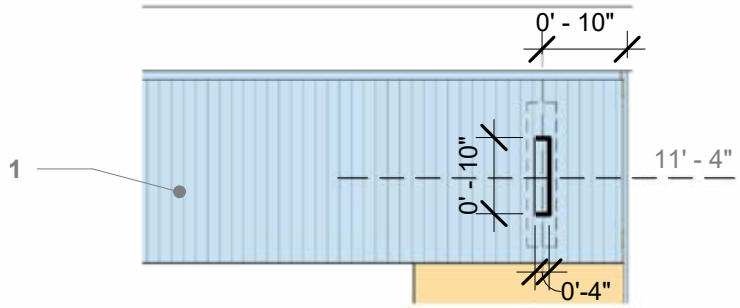
BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

SOFFIT STRUCTURE SUPPORT AND DETAILS

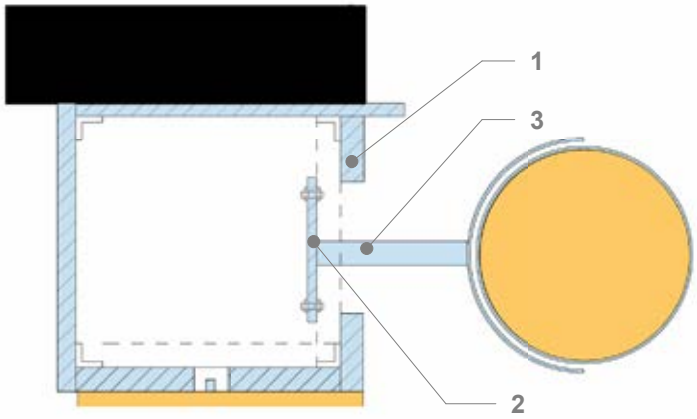
1 Fluted metal soffit.
RAL 7043, Traffc grey.

2 Blade sign support plate

3 Blade sign support arm concealing power source and electric.
RAL 7043, Traffic grey.
Mounting height:
see elevation plans



ELEVATION DETAIL



SECTION DETAIL

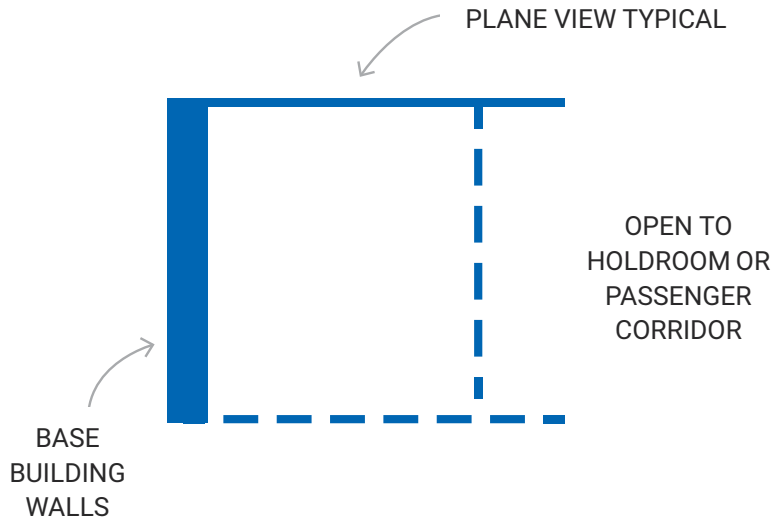
3D VIEW

BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

INLINE

TYPE II

The Inline Type II typology is integrated into / attached to the base building on at least one side and is open on more than one side. Units whose back wall faces the airfield should strive to maintain 25% transparency on the back wall to allow for clear sightlines out to the airfield (does not apply if windows are not part of the base building at the back wall). This typology may be adjacent to other retailers, restroom facilities, holdrooms or other spaces. The Inline Type II may feature a bulkhead design that is either enclosed or open.



CONCEPT IDEA » CONCOURSE HK CULTURAL HUB

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA » CONCOURSE HK CULTURAL HUB

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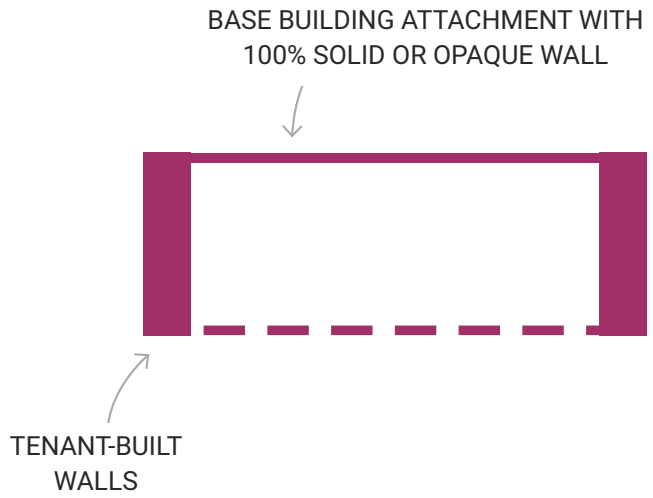
ATTACHED

KIOSK

Attached kiosks connect to the airport base building at the back. These kiosks can feature wall structures with varying degrees of transparency and materiality. There are two variations of the attached kiosk, which depend on the size of the lease space. Deep kiosk spaces may include side walls, while shallow kiosk spaces will likely not feature side walls to maximize openness.



CONCEPT IDEA » HEADHOUSE

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA » HEADHOUSE

FOR ILLUSTRATIVE PURPOSES ONLY

DESIGN GUIDELINES

KEY REQUIRED ELEMENTS

- Visual continuity
- Consistent datum height
- Integrated into the base building

BY TENANT PER GUIDELINE

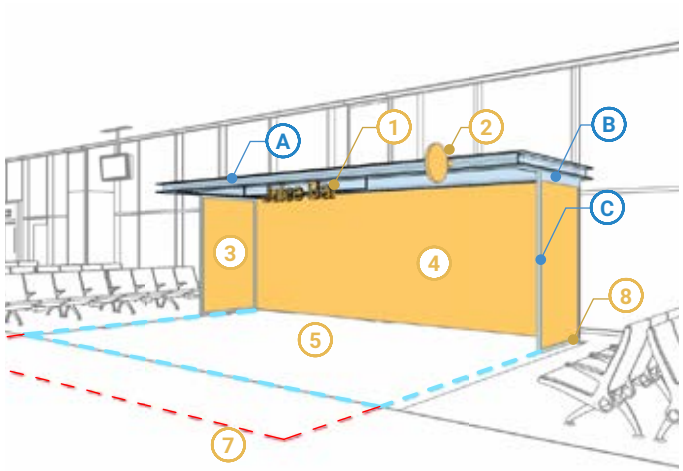
- (A) Soffit. See page 1-22 for details.
- (B) Metal canopy support framing. RAL 7043, Traffic grey
- (C) Metal canopy support column. RAL 7043, Traffic grey

MATERIALITY BY TENANT

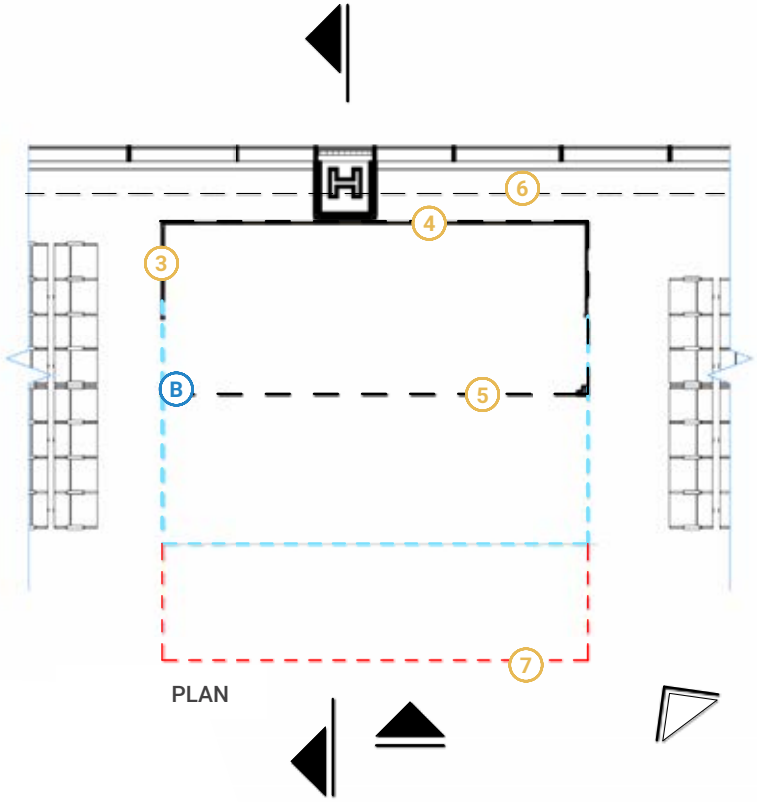
- (1) Primary signage. See page 1-32 for details. Limited to one location per tenant
- (2) Large blade sign. Mounting height 9'-7" A.F.F. See page 1-28 for details. Limited to one location per tenant
- (3) Perimetral partition material to be determined by tenant. Minimum width to match underside of the metal soffit plate.
- (4) Back to remain minimum 25% open. See page 1-39 for details.
- (5) Front to remain minimum 66% open per side. See page 1-39 for details.
- (6) All new partitions must be offset 18" from mullions for Airport access. See page 1-40 for details.
- (7) Spill out zone. Refer to LOD for size and location.
- (8) Recommended canopy depth to be 4'-6". Canopy should have a minimum depth of '4'-6' and can project up to the lease line.

SPILL OUT ZONE

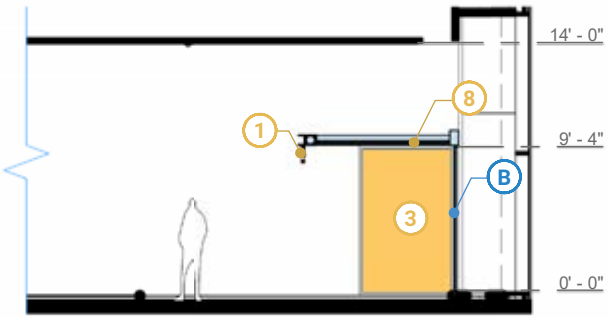
LEASE LINE



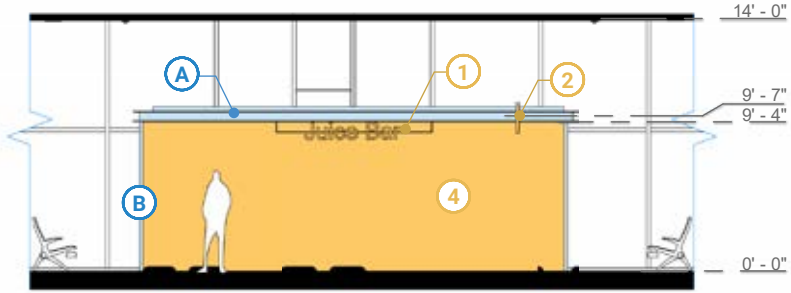
3D VIEW



PLAN



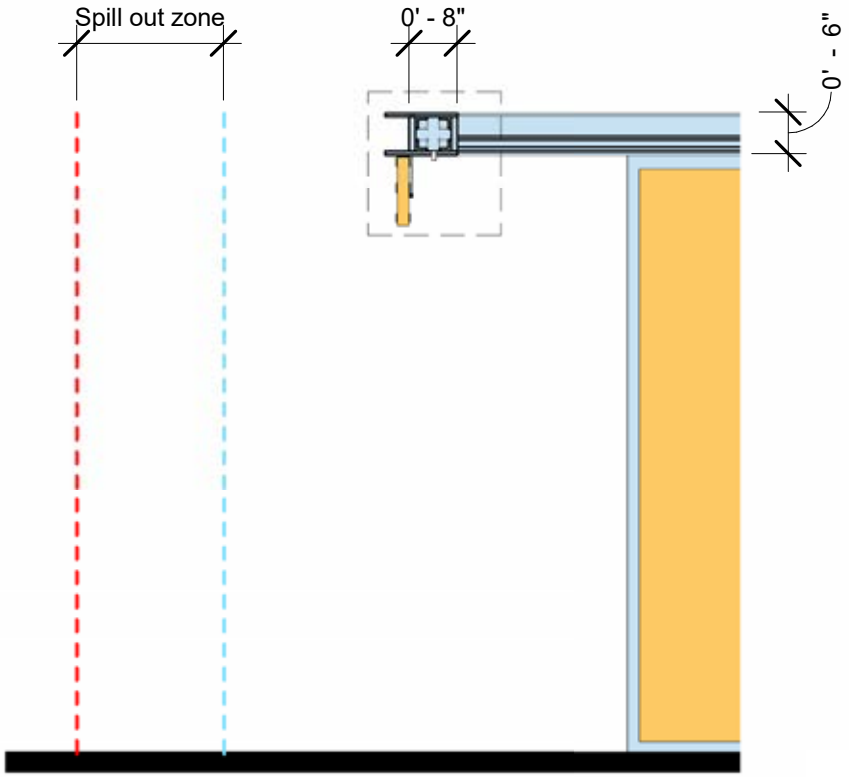
SECTION



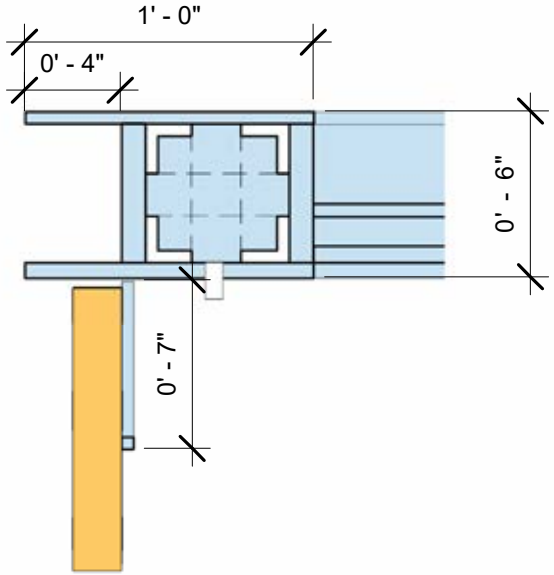
ELEVATION

SOFFIT STRUCTURE SUPPORT AND DETAILS

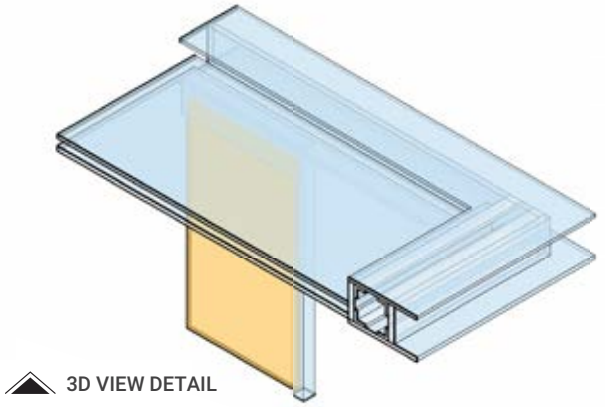
1. Finished floor level
2. Lease line
3. Interior support framing
4. Fluted metal soffit. RAL 7043, Traffc grey.
5. Security gate track
6. Signage support structure with power supply
7. Primary signage
8. Large blade sign



SECTION DETAIL



SECTION DETAIL



3D VIEW DETAIL

ELEVATION

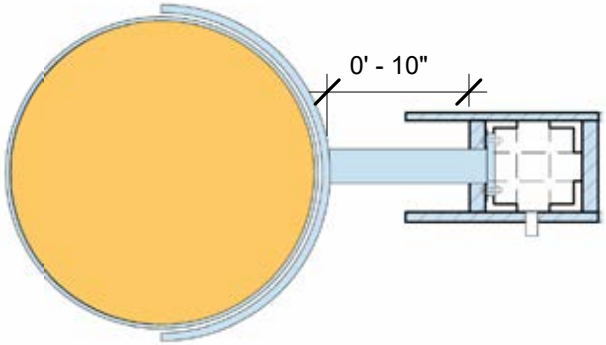
BY TENANT PER GUIDELINE
MATERIALITY BY TENANT
SPILL OUT ZONE
LEASE LINE

SOFFIT STRUCTURE SUPPORT AND DETAILS

1 Fluted metal soffit.
RAL 7043, Traffc grey.

2 Blade sign support plate

3 Blade sign support arm.
RAL 7043, Traffic grey.
Mounting height:
see Elevation for details



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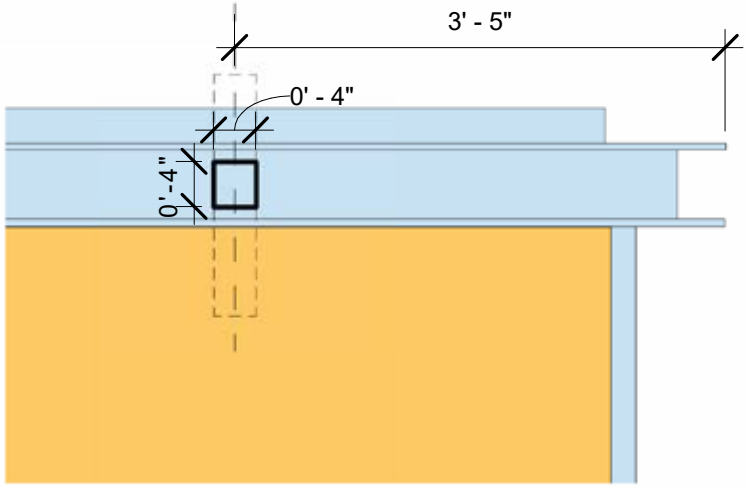


ELEVATION DETAIL

SPILL OUT ZONE
LEASE LINE

03 CATALOG OF LOCATIONS

SECTION TABLE OF CONTENTS

BEGIN CHAPTER

CATALOG OF LOCATIONS

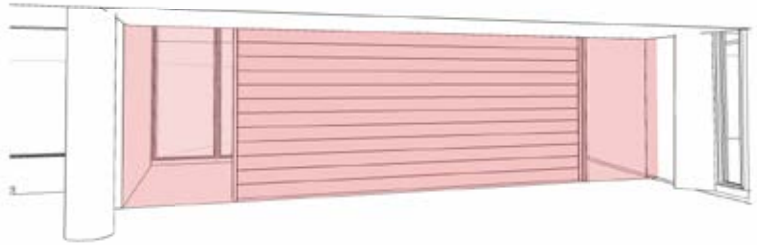
CONCOURSE G

T3G.U.6.A

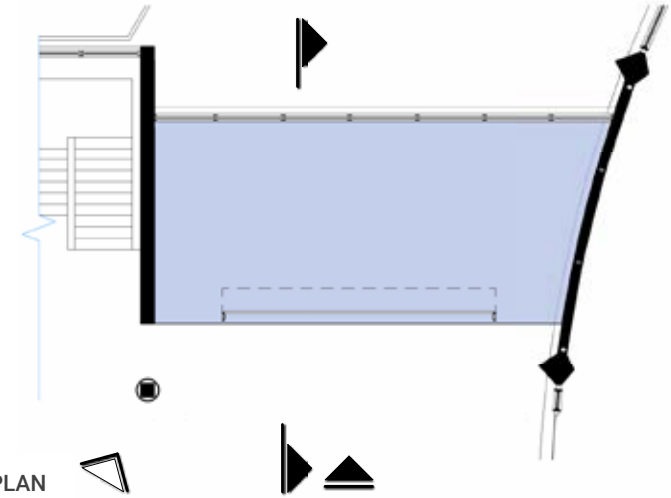
INLINE TYPE I - B

BLADE SIGN »
NONE

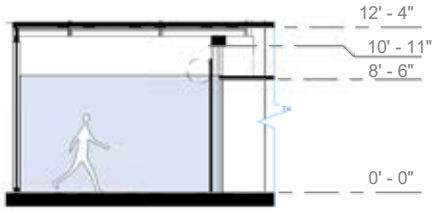
PRIMARY SIGNAGE »
LARGE



3D VIEW



PLAN



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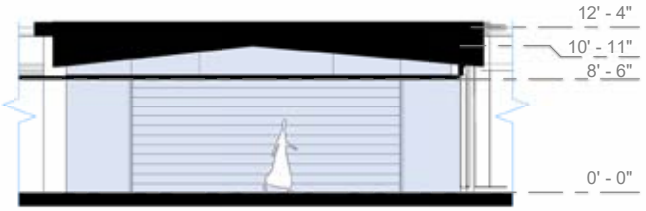
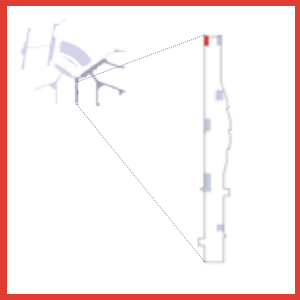


ELEVATION

KEY PLAN

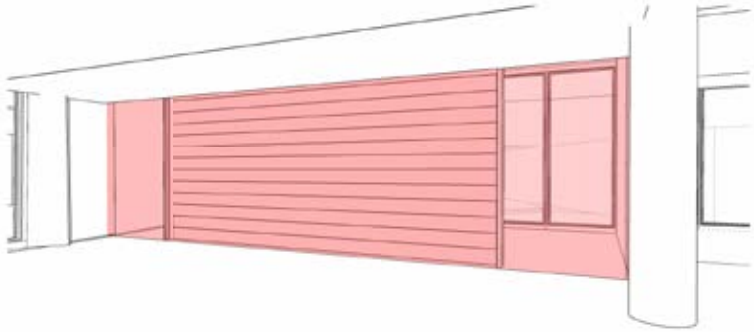


T3G.U.6.B

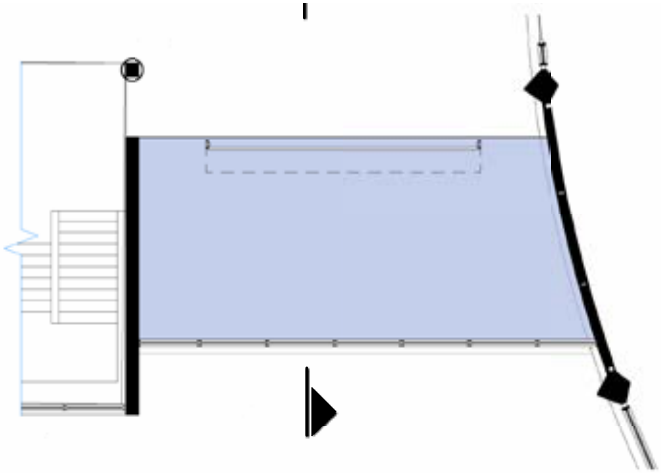
INLINE TYPE I - B

BLADE SIGN »
NONE

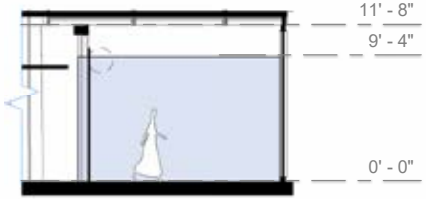
PRIMARY SIGNAGE »
LARGE



3D VIEW



PLAN



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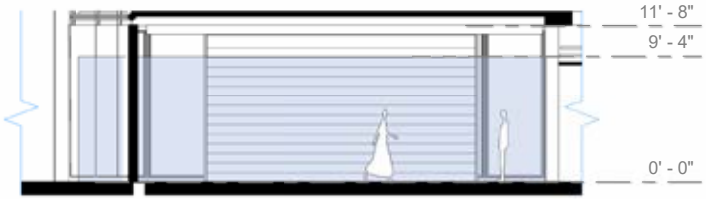
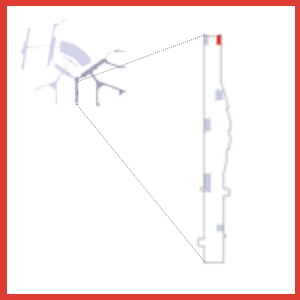


ELEVATION

KEY PLAN

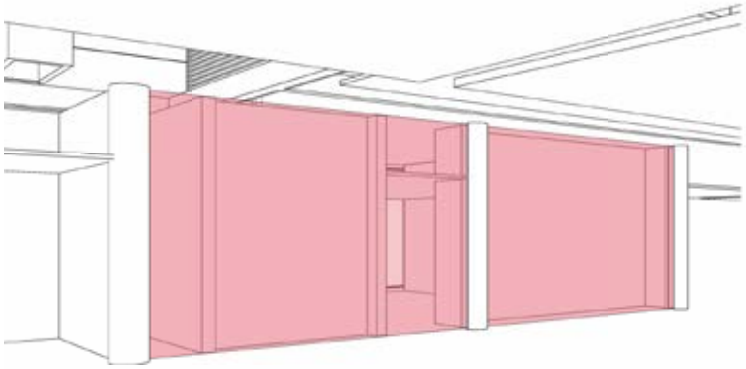


T3G.U.15.B

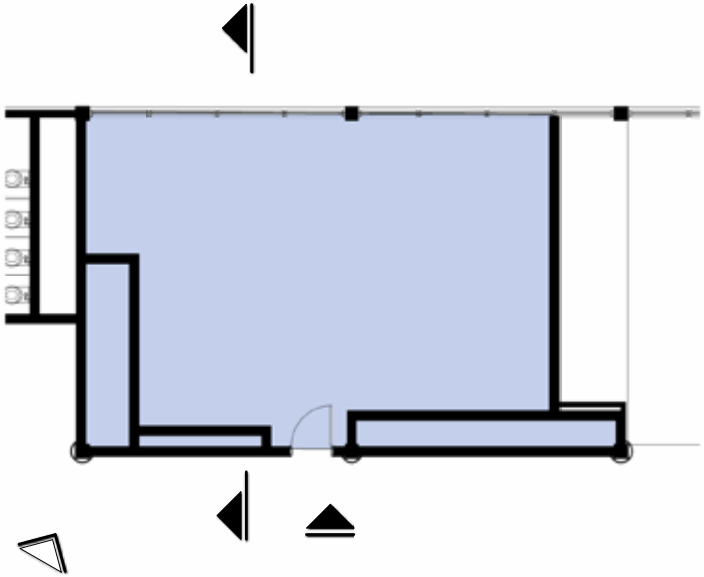
INLINE TYPE I - C

BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE

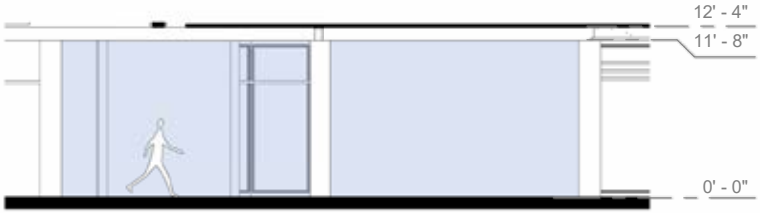


3D VIEW



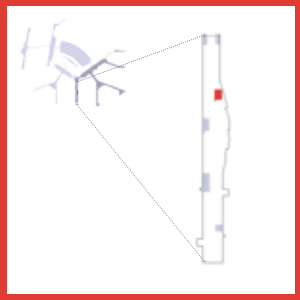
PLAN

SECTION



ELEVATION

KEY PLAN

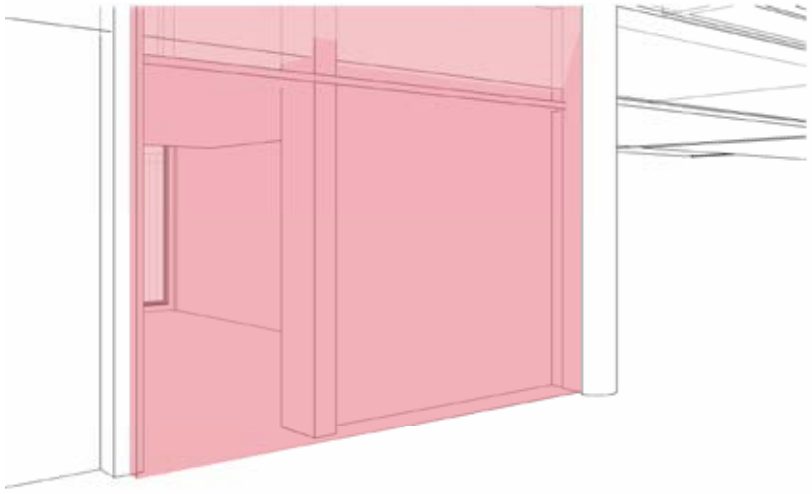


T3G.U.20.E

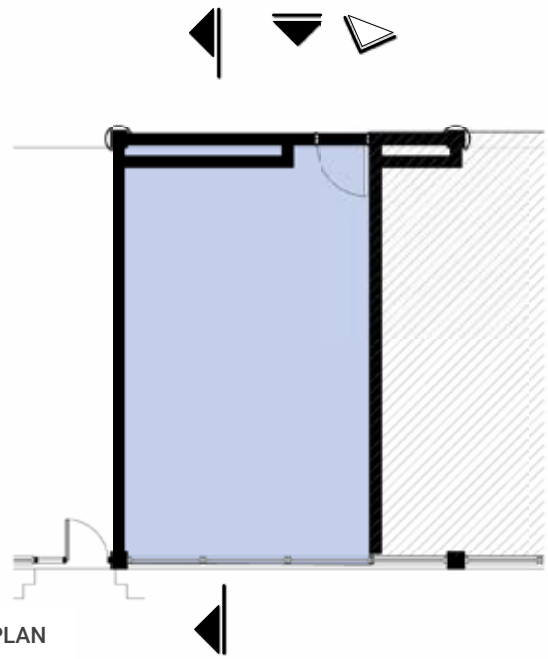
INLINE TYPE I - C

BLADE SIGN »
LARGE

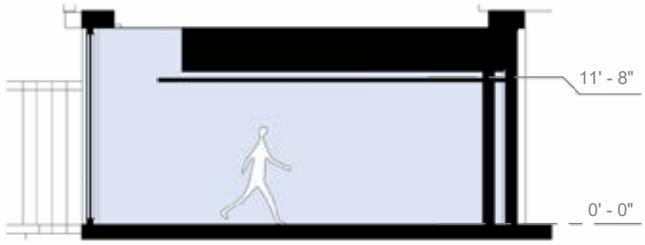
PRIMARY SIGNAGE »
LARGE



3D VIEW



PLAN



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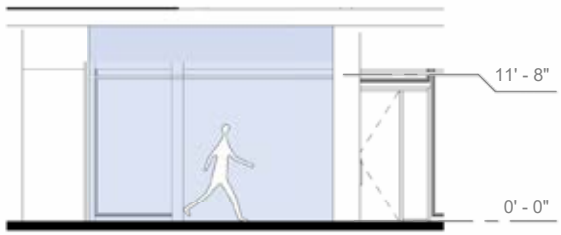
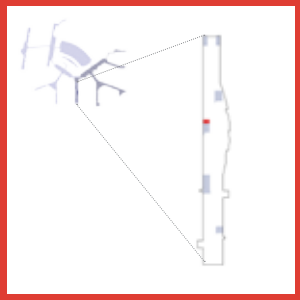


ELEVATION

KEY PLAN

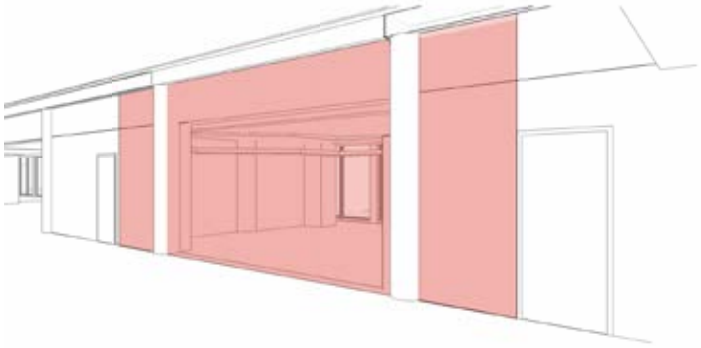


T3G.U.20.D

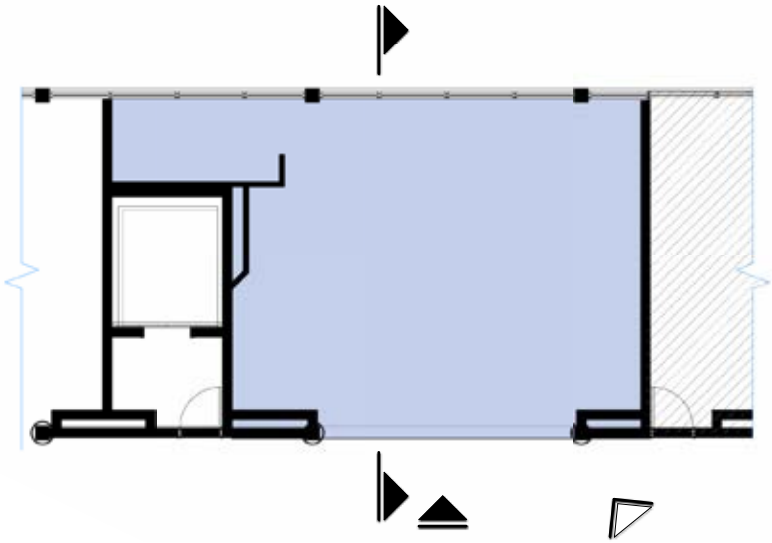
INLINE TYPE I - C

BLADE SIGN »
LARGE

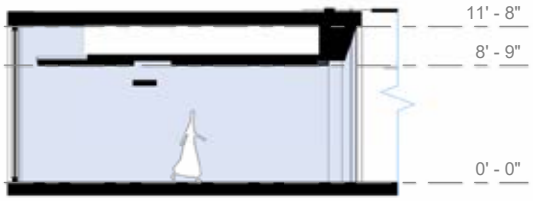
PRIMARY SIGNAGE »
LARGE



3D VIEW



PLAN



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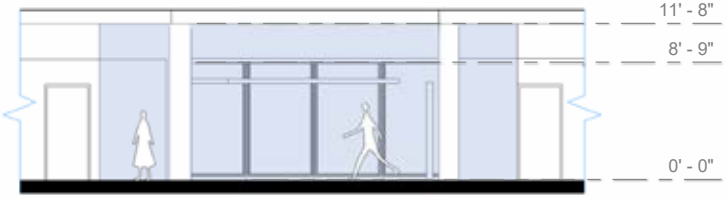
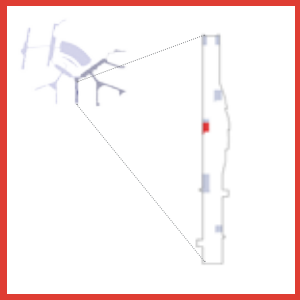


ELEVATION

KEY PLAN



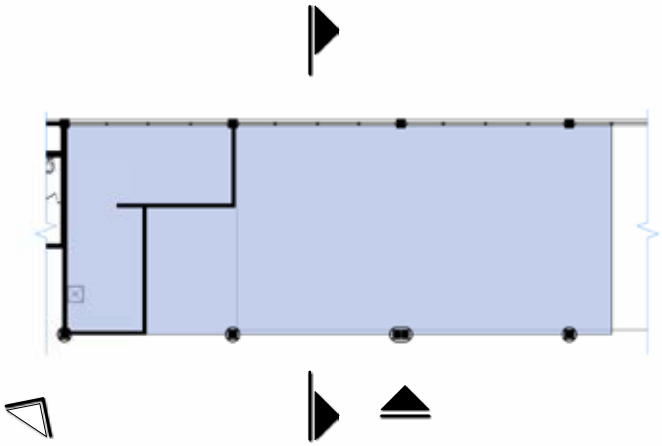
T3G.U.29.B

INLINE TYPE I - B ALT

BLADE SIGN »
LARGE

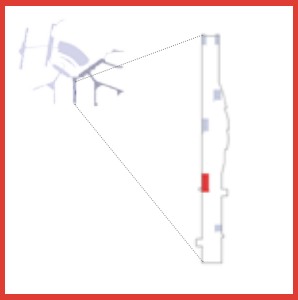
PRIMARY SIGNAGE »
LARGE

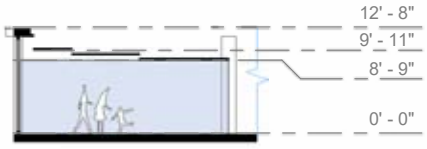
3D VIEW



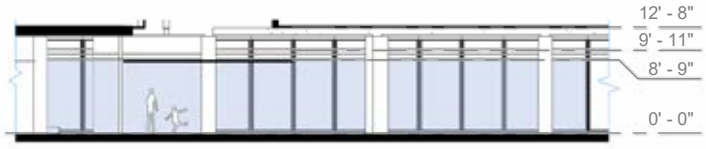
PLAN

KEY PLAN





SECTION



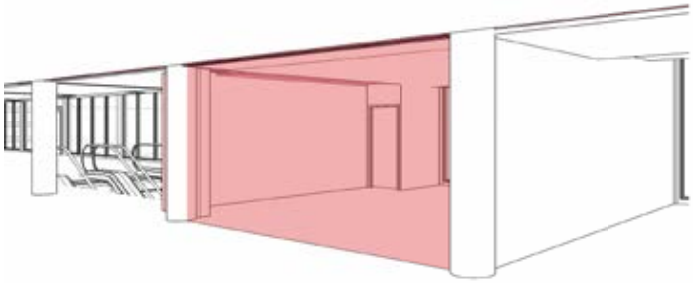
ELEVATION

T3G.U.38.E

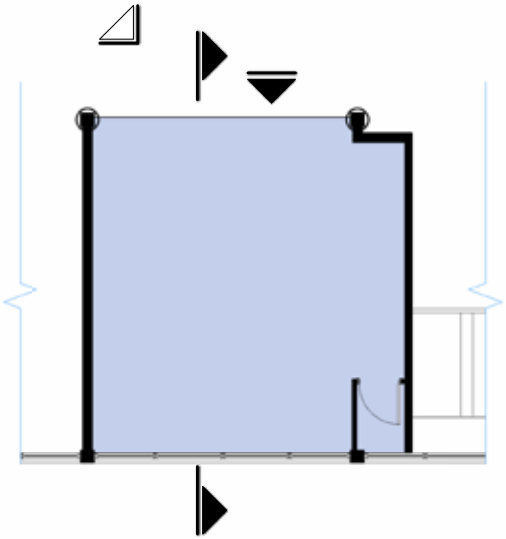
INLINE TYPE I - B ALT

BLADE SIGN »
LARGE

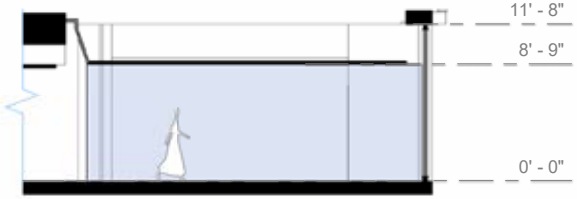
PRIMARY SIGNAGE »
LARGE



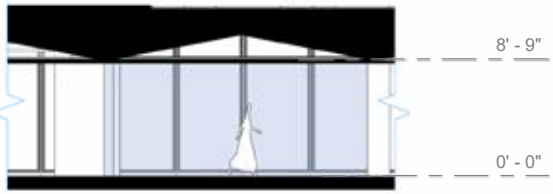
3D VIEW



PLAN

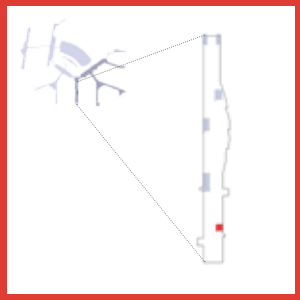


SECTION



ELEVATION

KEY PLAN



CATALOG OF LOCATIONS

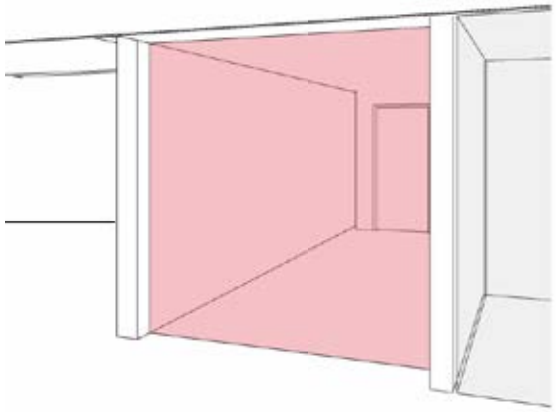
CONCOURSES H, K

T3HK.U.09.B

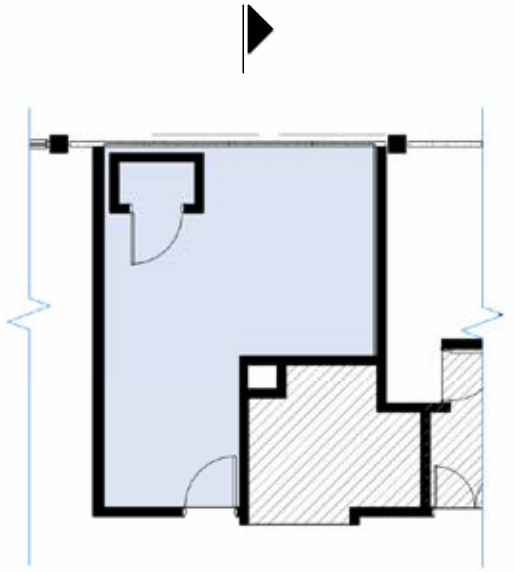
INLINE TYPE I - B

BLADE SIGN »
LARGE

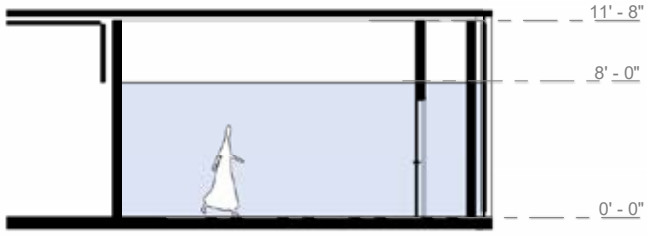
PRIMARY SIGNAGE »
LARGE



3D VIEW



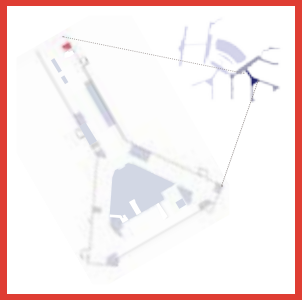
PLAN



SECTION

ELEVATION

KEY PLAN

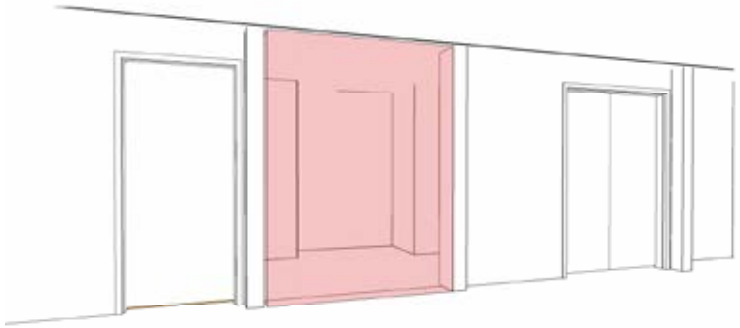


T3HK.U.09.E

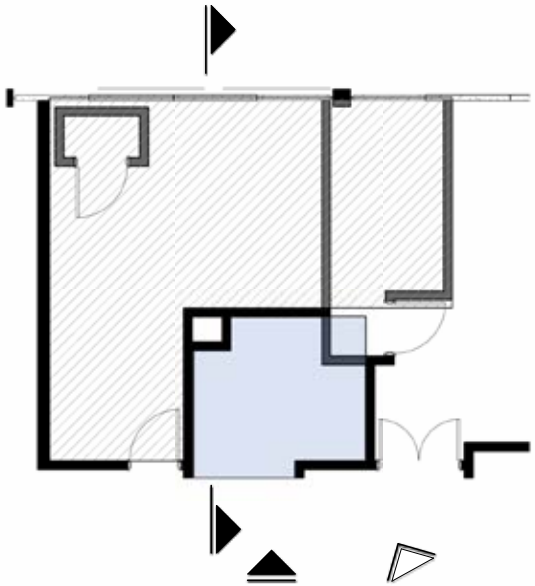
INLINE TYPE I - B

BLADE SIGN »
LARGE

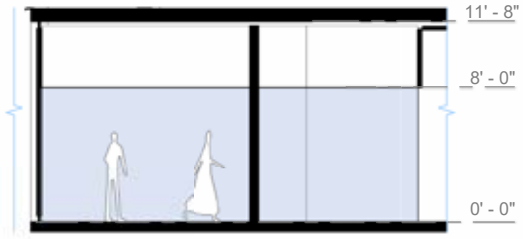
PRIMARY SIGNAGE »
LARGE



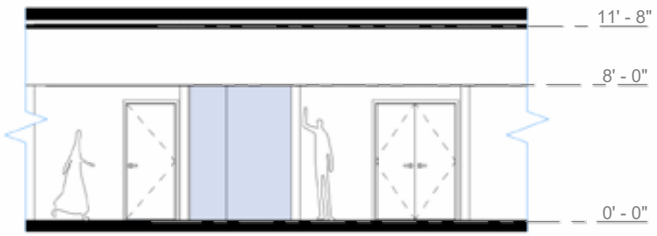
3D VIEW



PLAN

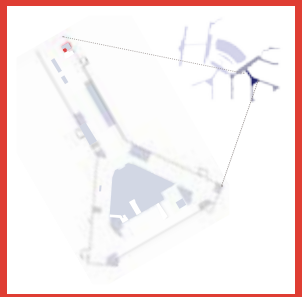


SECTION



ELEVATION

KEY PLAN



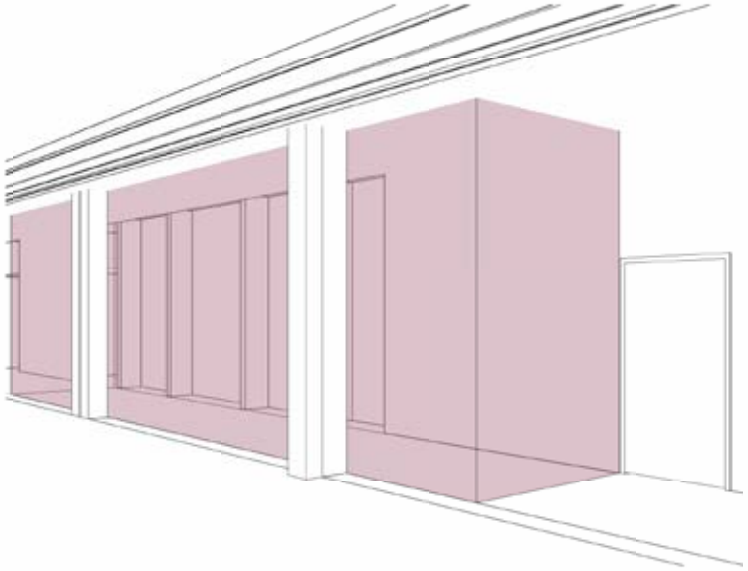
T3HK.U.3.A

ATTACHED KIOSK

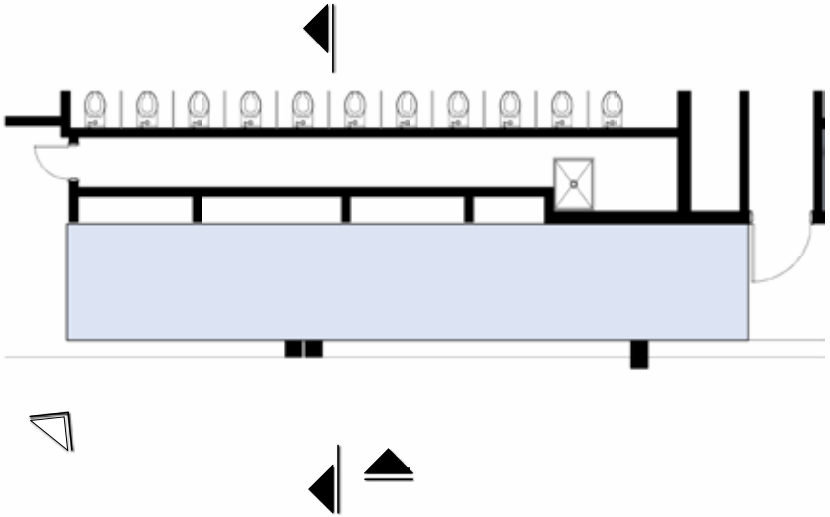
BLADE SIGN » LARGE

PRIMARY SIGNAGE » LARGE

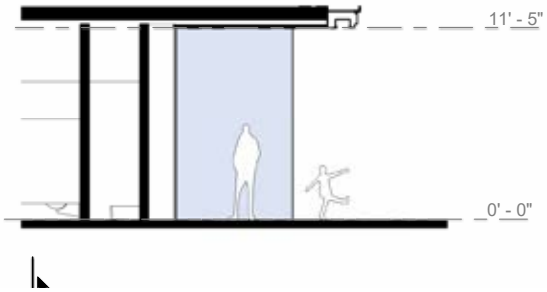
KEY PLAN REFLECT OLDER GRAY SHADING



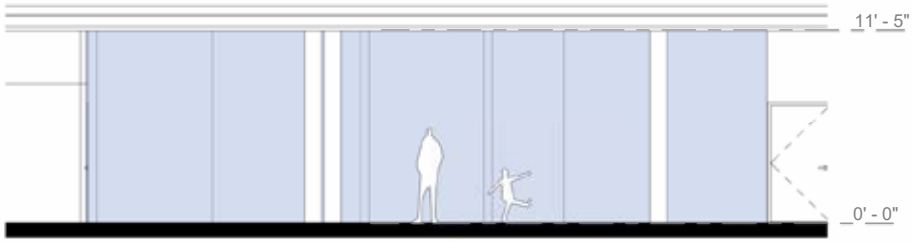
3D VIEW



PLAN

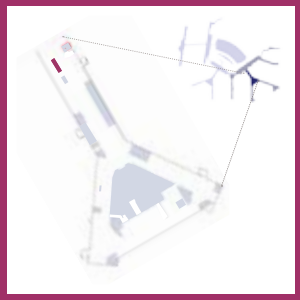


SECTION



ELEVATION

KEY PLAN



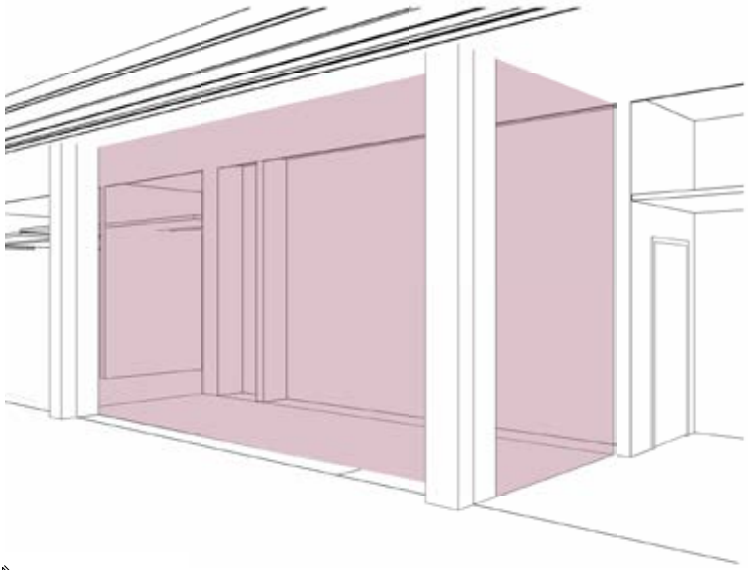
T3HK.U.10.A

ATTACHED KIOSK

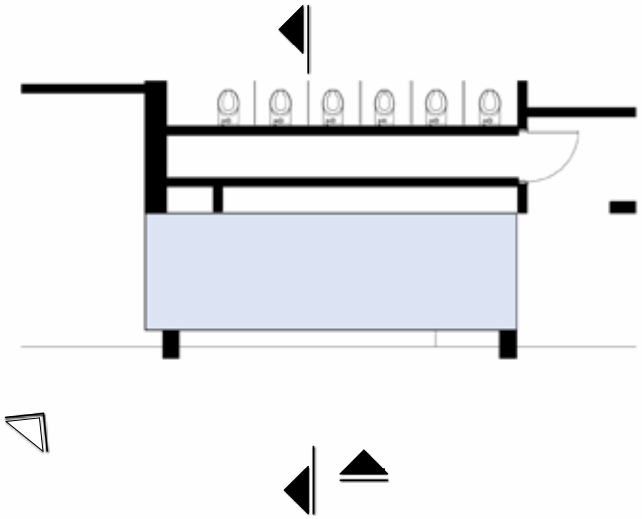
BLADE SIGN » LARGE

PRIMARY SIGNAGE » LARGE

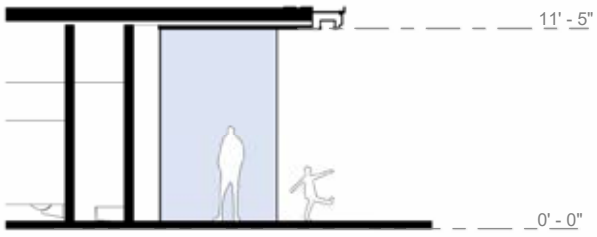
KEY PLAN REFLECT OLDER GRAY SHADING



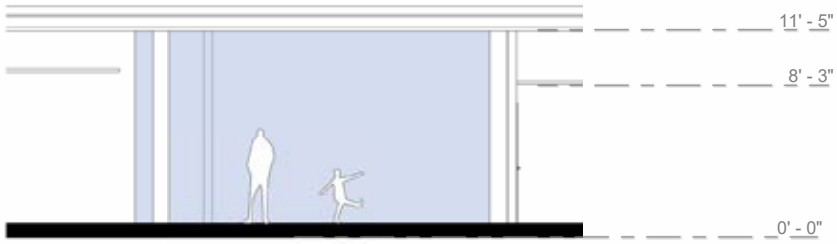
3D VIEW



PLAN

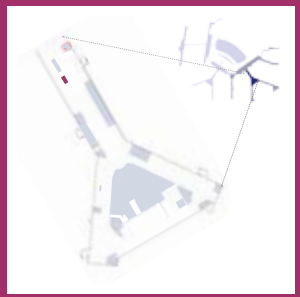


SECTION



ELEVATION

KEY PLAN

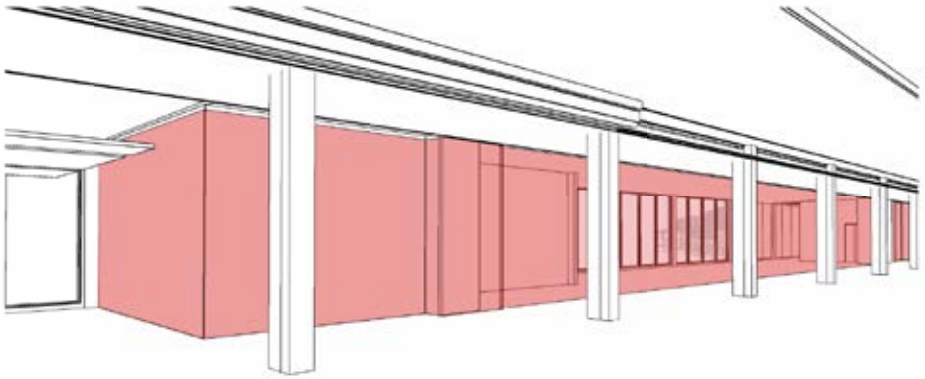


T3HK.U.15.A

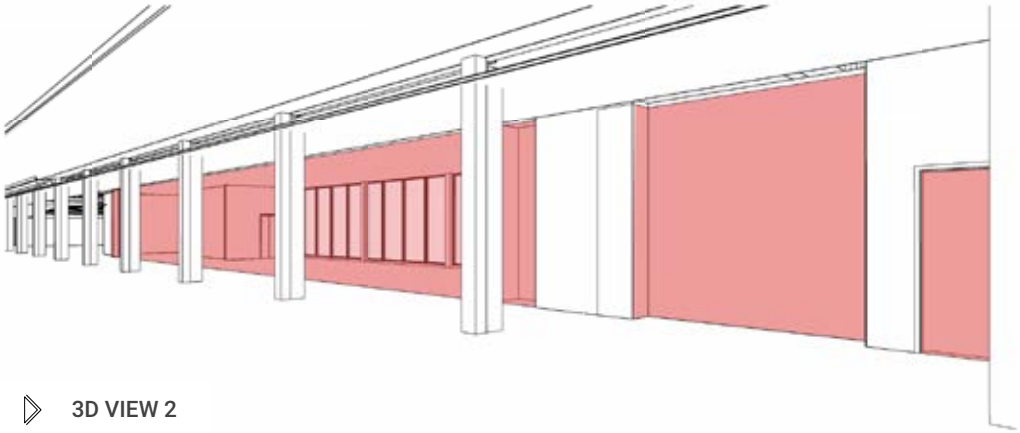
INLINE TYPE I - B

BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE

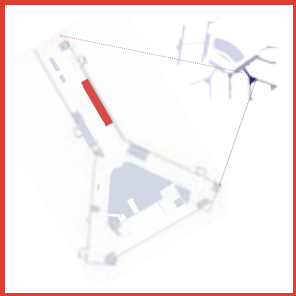


3D VIEW 1



3D VIEW 2

KEY PLAN

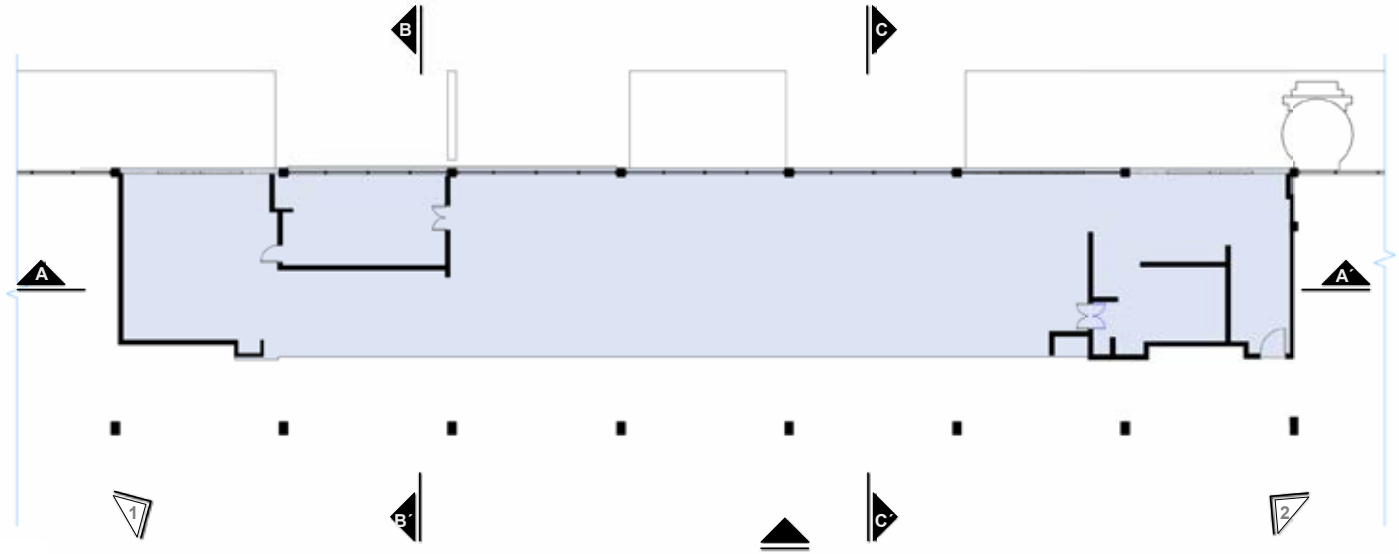


T3HK.U.15.A

INLINE TYPE I - B

BLADE SIGN »
LARGE

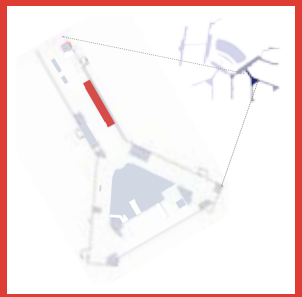
PRIMARY SIGNAGE »
LARGE



PLAN

ELEVATION

KEY PLAN



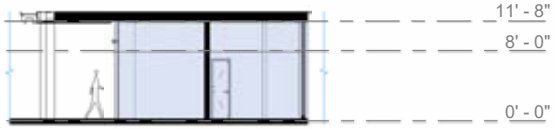
T3HK.U.15.A

INLINE TYPE I - B

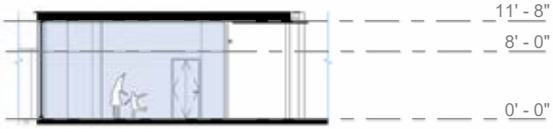
BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE

SECTION A - A´

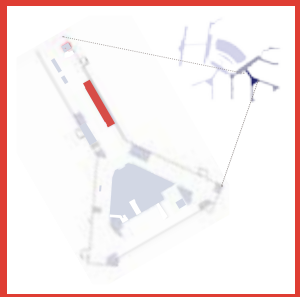


SECTION B - B´



SECTION C - C´

KEY PLAN

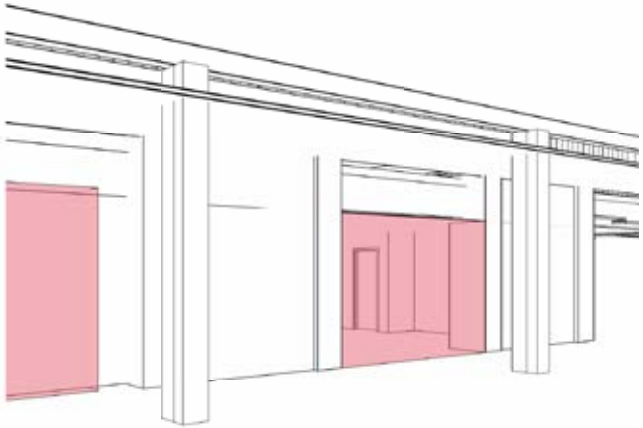


T3HK.U.18.A

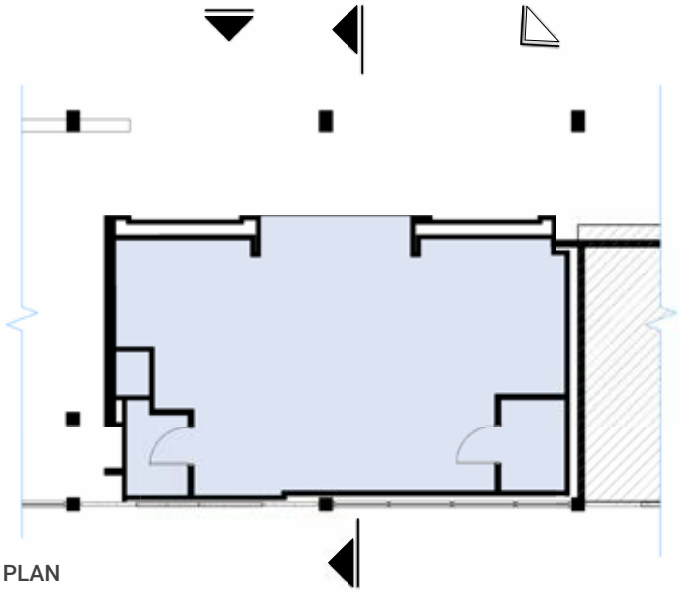
INLINE TYPE I - B

BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE

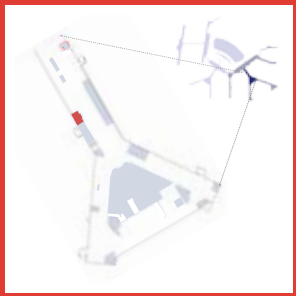


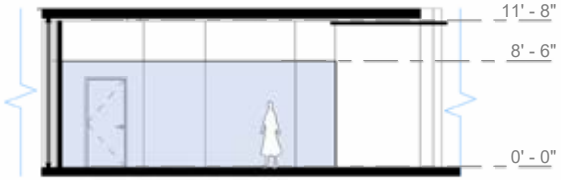
3D VIEW



PLAN

KEY PLAN





SECTION

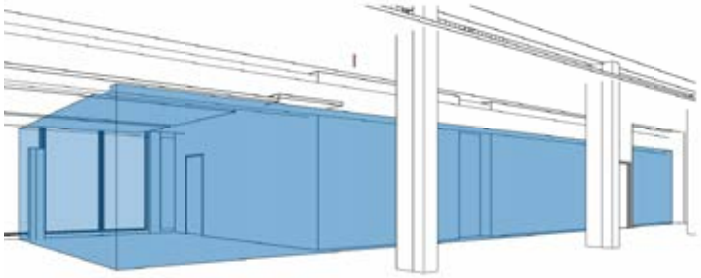
ELEVATION

T3HK.U.22.C

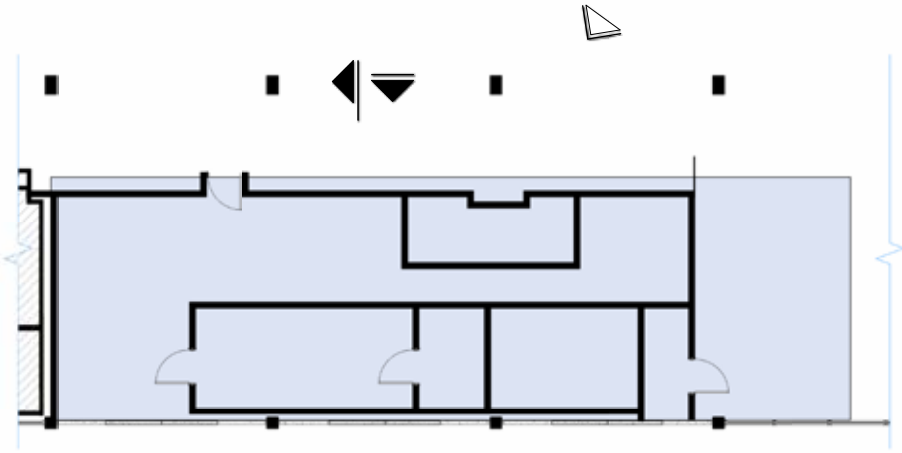
INLINE TYPE II - A

BLADE SIGN »
LARGE

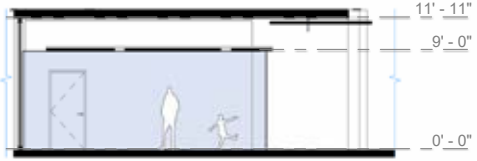
PRIMARY SIGNAGE »
LARGE



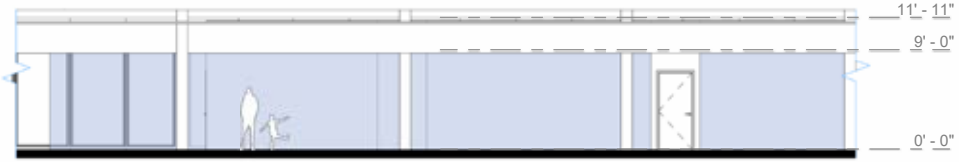
3D VIEW



PLAN

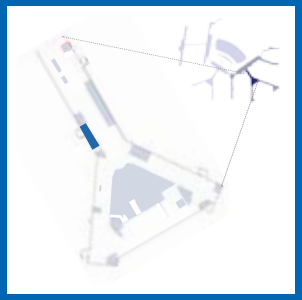


SECTION



ELEVATION

KEY PLAN

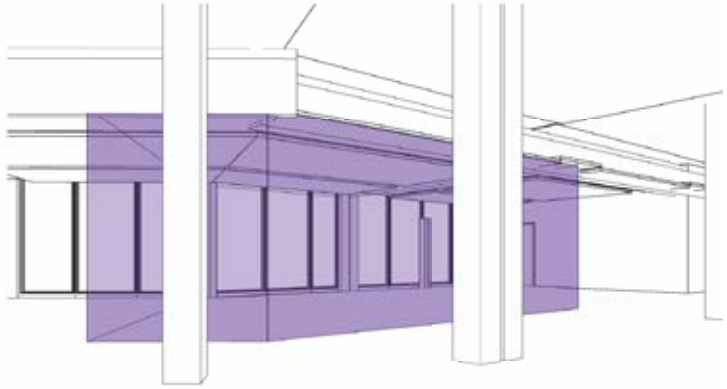


T3HK.U.24.B

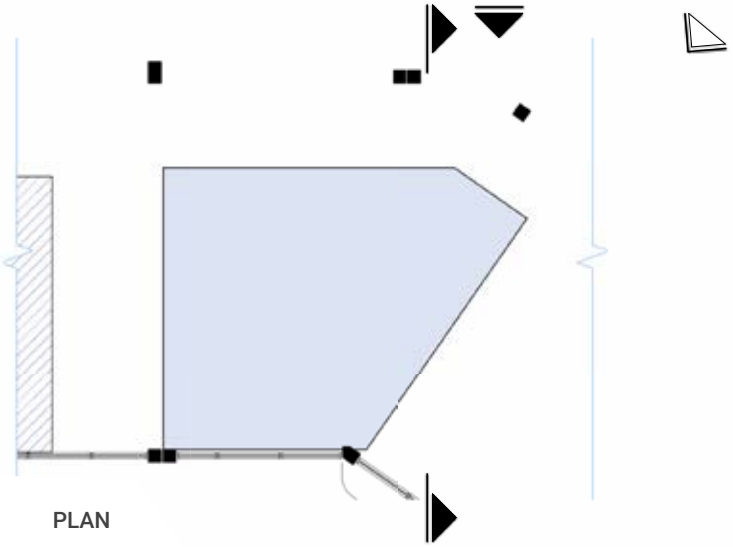
FREESTANDING KIOSK

BLADE SIGN » SMALL

PRIMARY SIGNAGE » LARGE

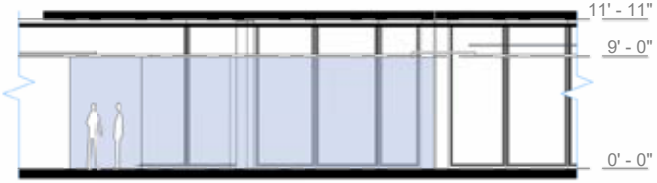


3D VIEW



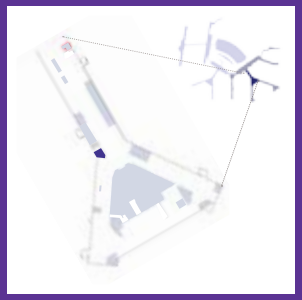
PLAN

SECTION



ELEVATION

KEY PLAN



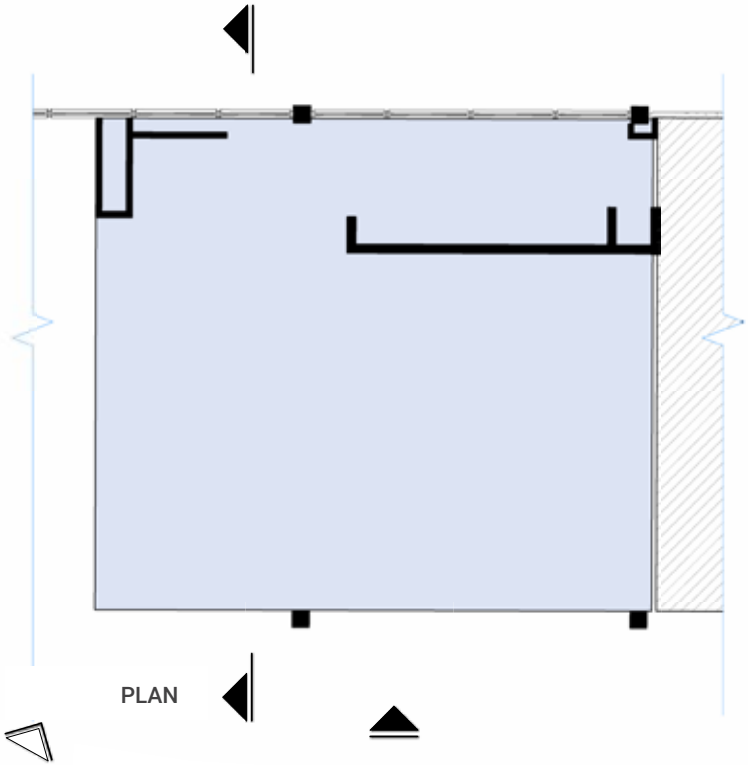
T3HK.U.27.B

INLINE TYPE I - B

BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE

3D VIEW

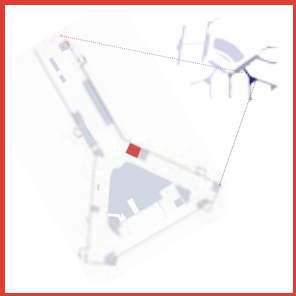


PLAN

SECTION

ELEVATION

KEY PLAN



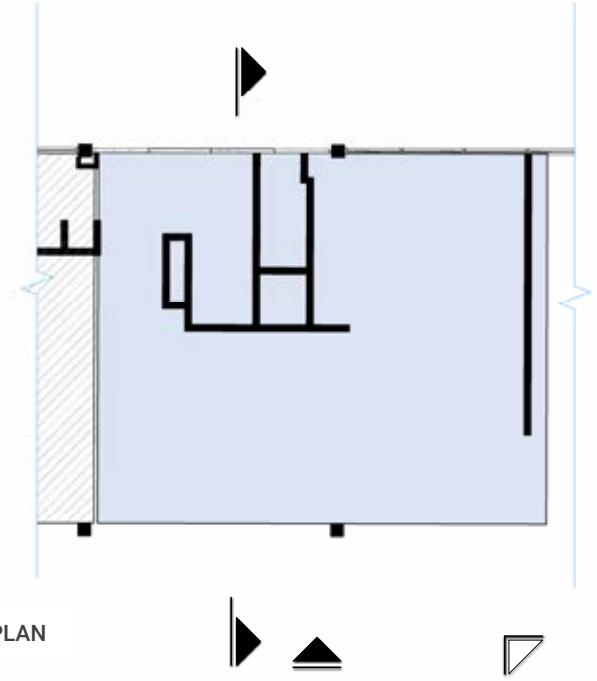
T3HK.U.27.A

INLINE TYPE I - B

BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE

3D VIEW

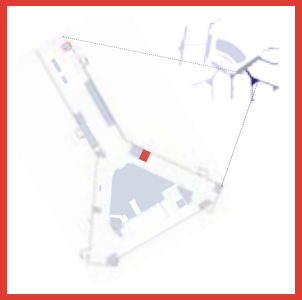


PLAN

SECTION

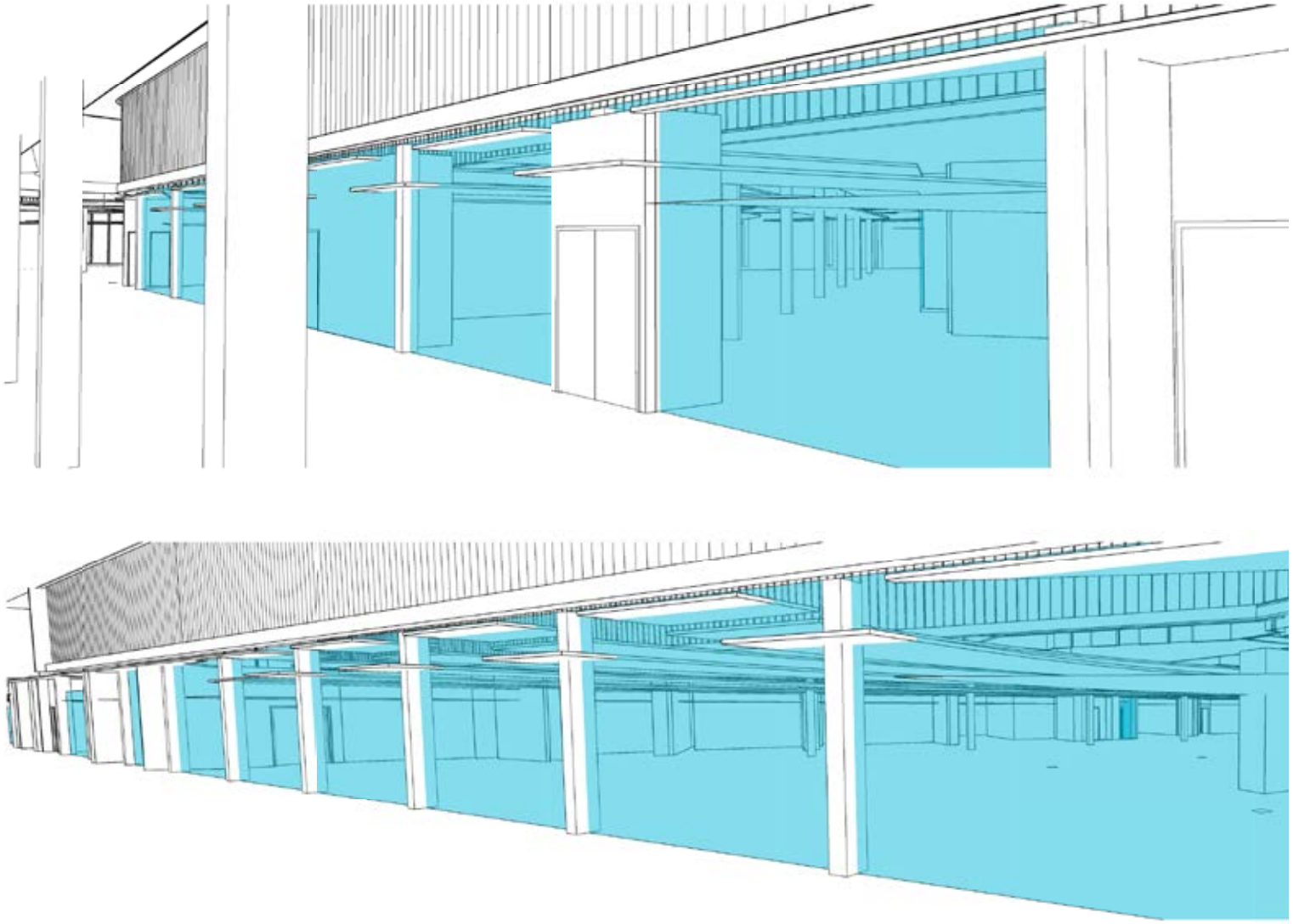
ELEVATION

KEY PLAN



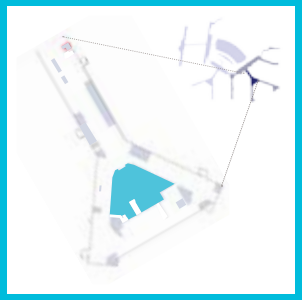
T3HK.U.9L.D

FOOD HALL



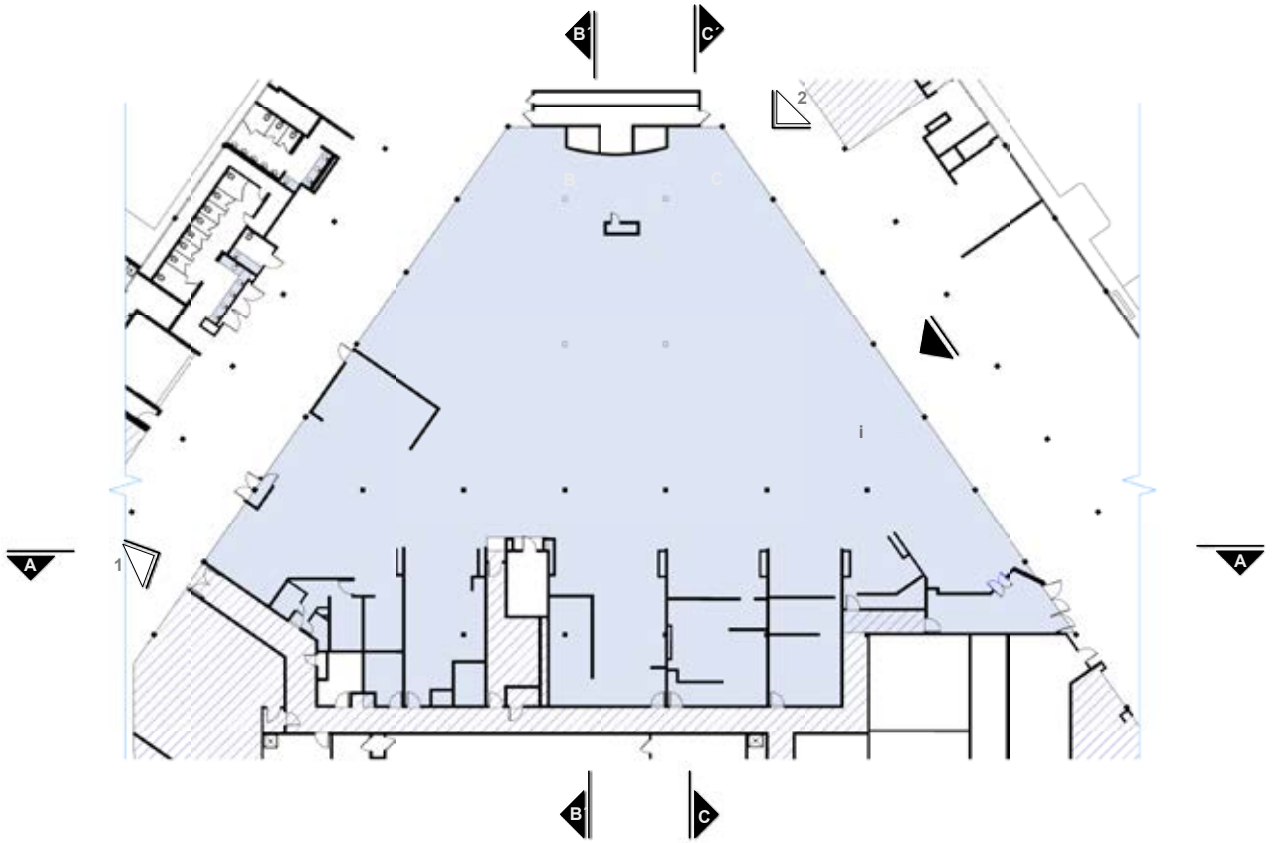
3D VIEW

KEY PLAN



T3HK.U.9L.D

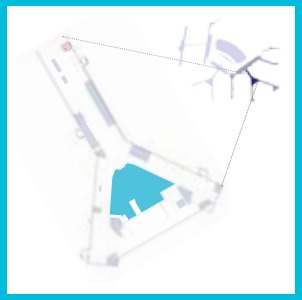
FOOD HALL



PLAN

ELEVATION

KEY PLAN

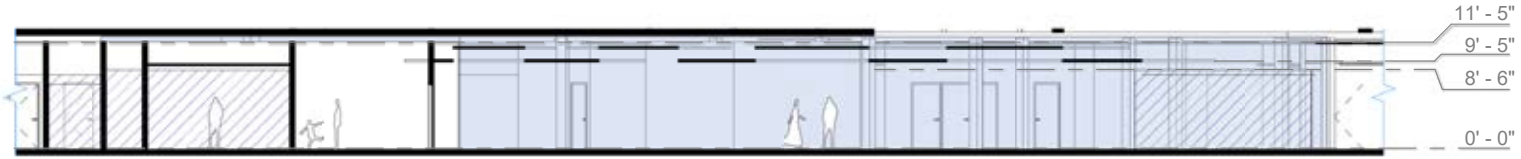


T3HK.U.9L.D

FOOD HALL

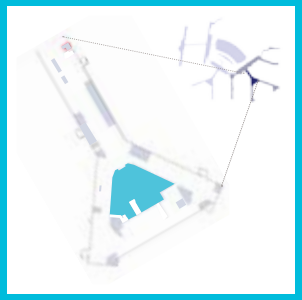
SECTION A - A´

SECTION B - B´



SECTION C - C´

KEY PLAN



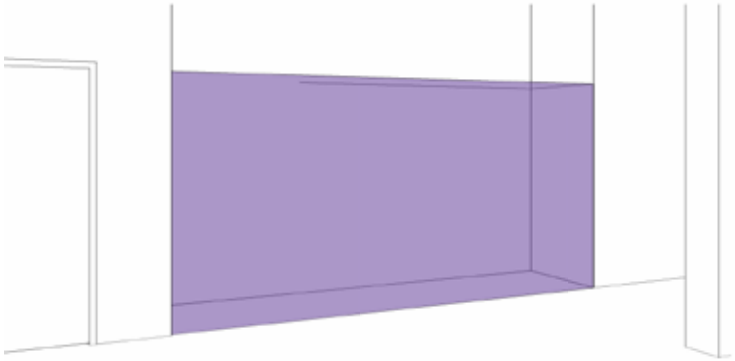
T3HK.U.30.E

MISSING

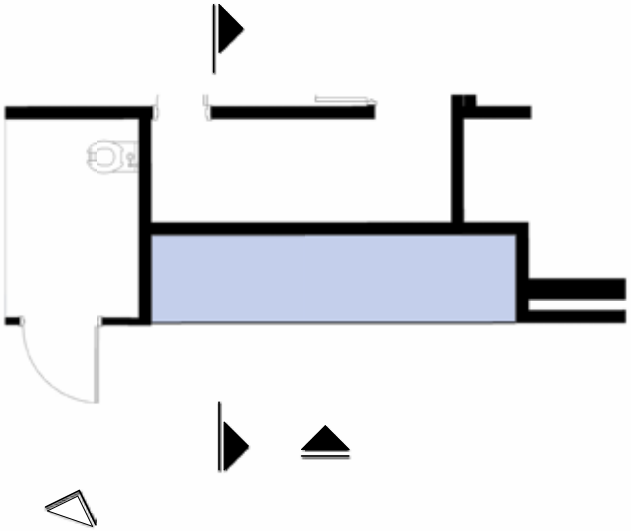
FREESTANDING KIOSK

BLADE SIGN » LARGE

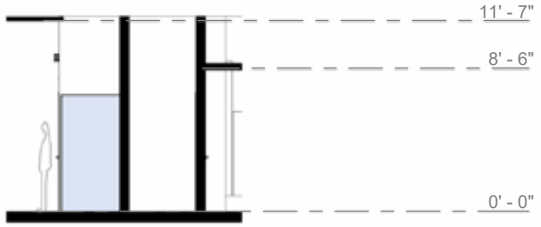
PRIMARY SIGNAGE » LARGE



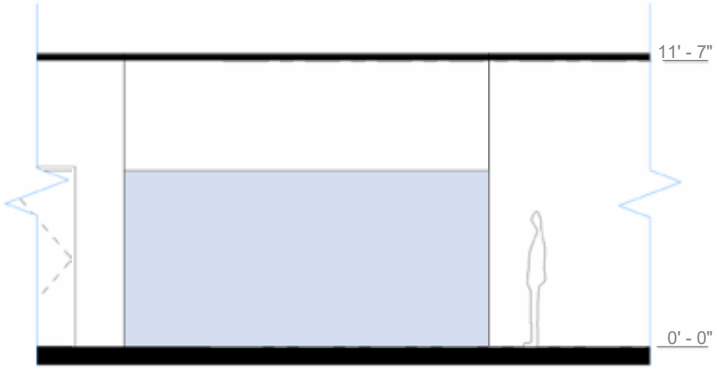
3D VIEW



PLAN

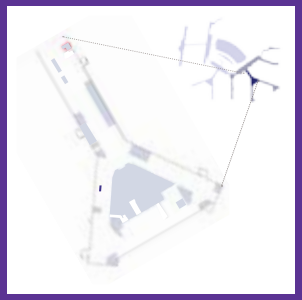


SECTION



ELEVATION

KEY PLAN

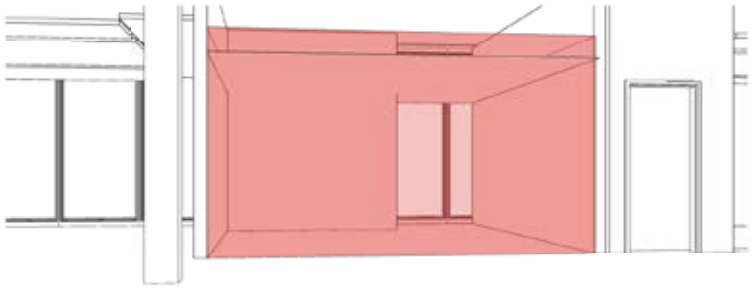


T3HK.U33.A

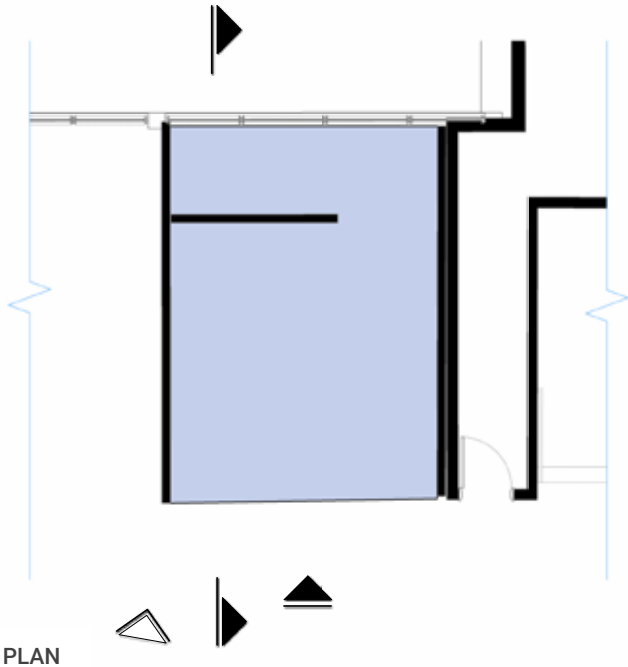
INLINE TYPE I - A

**BLADE SIGN »
LARGE**

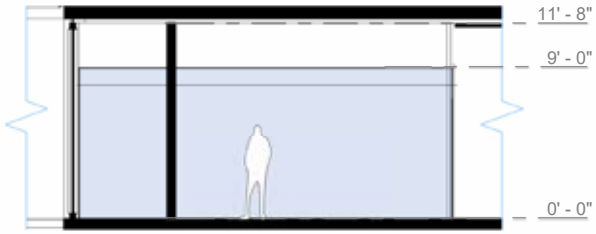
**PRIMARY SIGNAGE »
LARGE**



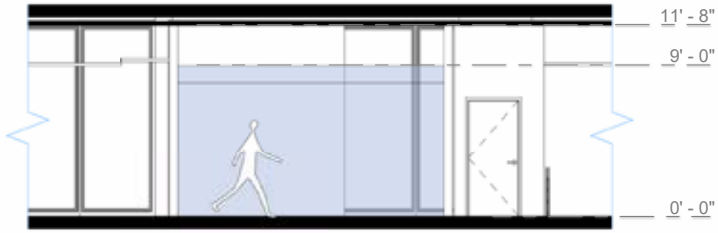
3D VIEW



PLAN

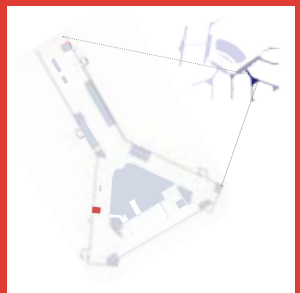


SECTION



ELEVATION

KEY PLAN



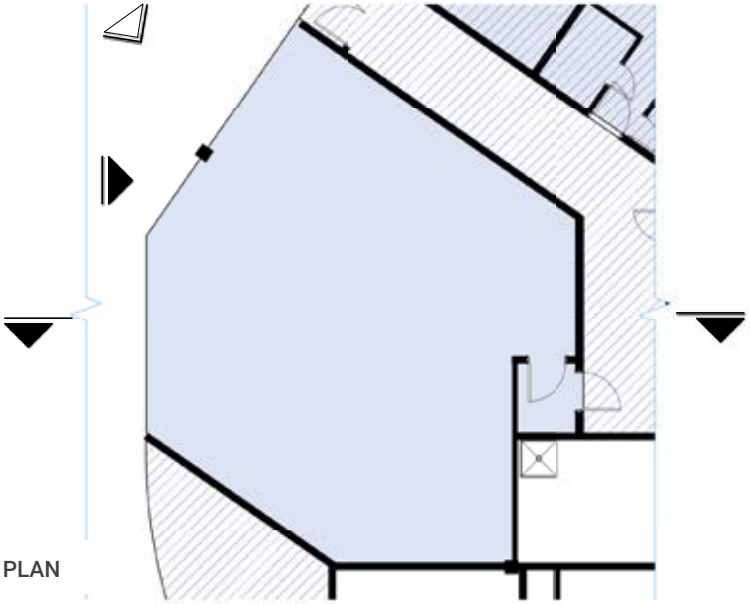
T3HK.U.9H.C

INLINE TYPE I - B

BLADE SIGN »
LARGE

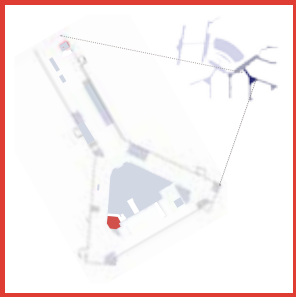
PRIMARY SIGNAGE »
LARGE

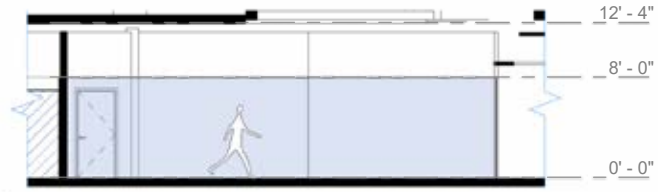
3D VIEW



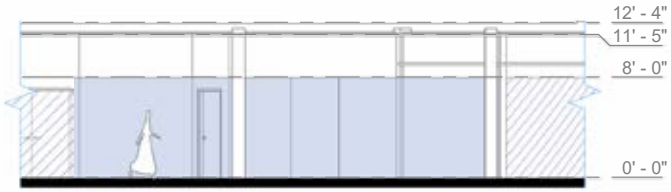
PLAN

KEY PLAN





SECTION



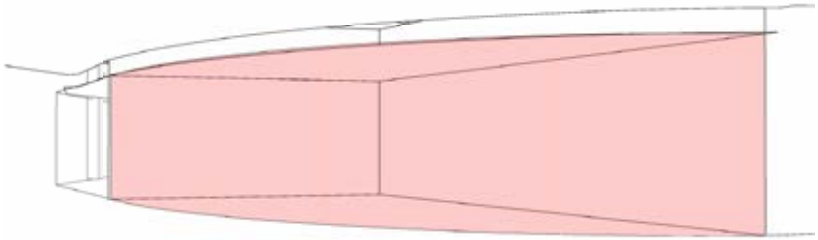
ELEVATION

T3HK.U.9.H.B.

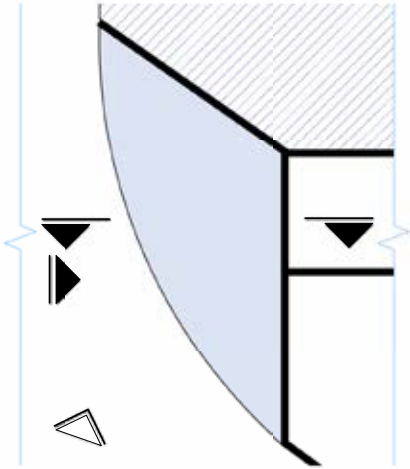
INLINE TYPE I - A

BLADE SIGN »
LARGE

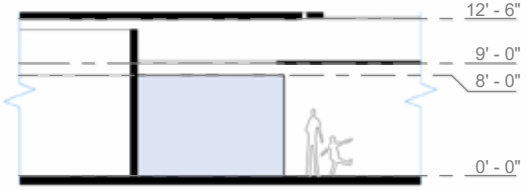
PRIMARY SIGNAGE »
LARGE



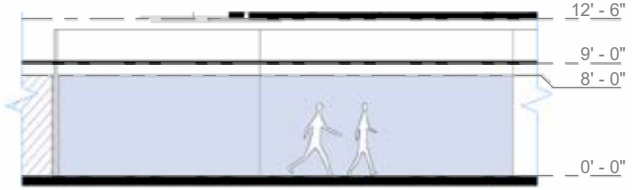
3D VIEW



PLAN

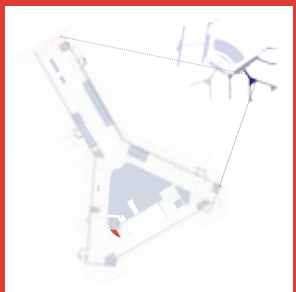


SECTION



ELEVATION

KEY PLAN

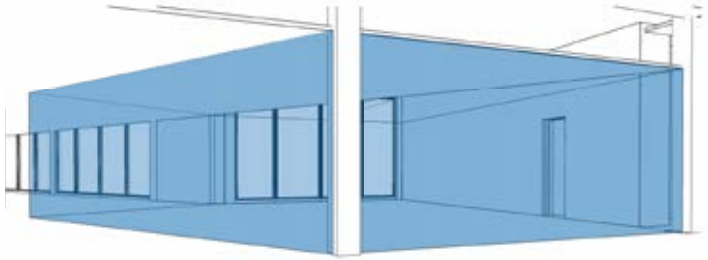


T3HK.U.9G.B

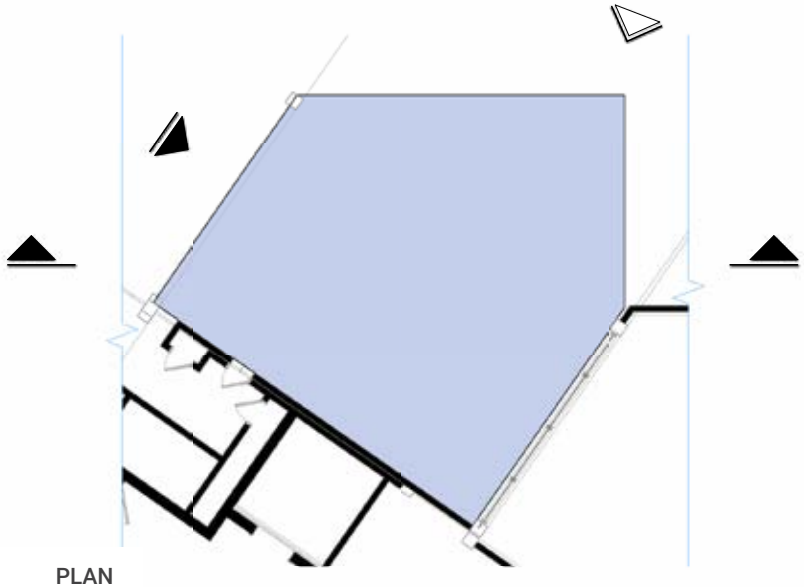
INLINE TYPE II

BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE

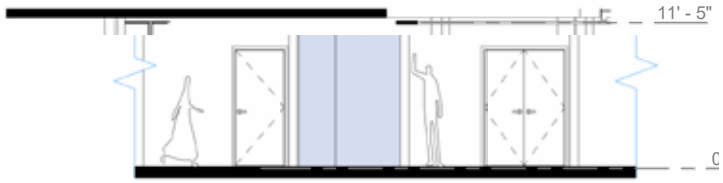


3D VIEW



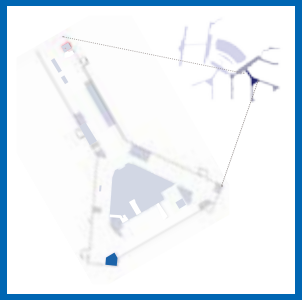
PLAN

SECTION



ELEVATION

KEY PLAN



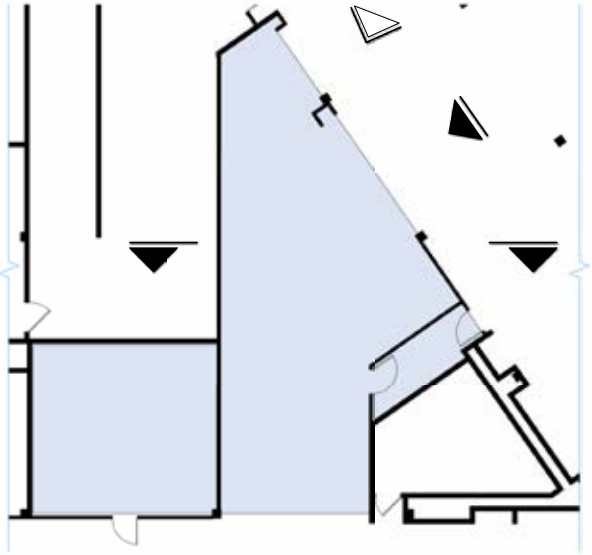
T3HK.U.9R.A

INLINE TYPE I

BLADE SIGN »
LARGE

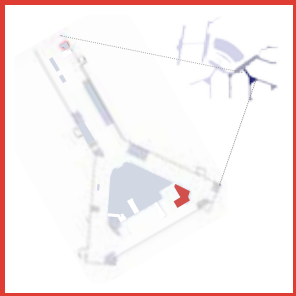
PRIMARY SIGNAGE »
LARGE

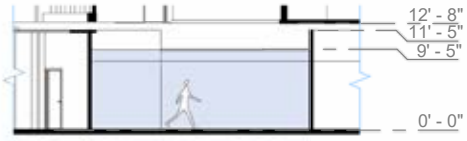
3D VIEW



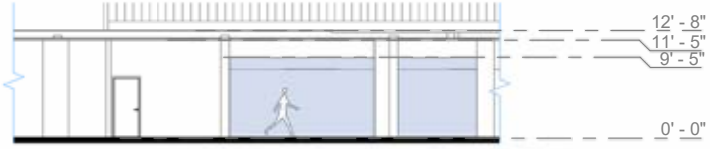
PLAN

KEY PLAN





SECTION



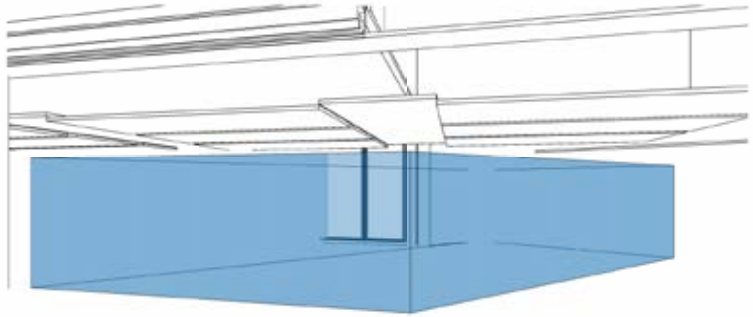
ELEVATION

T3HK.U.90.E

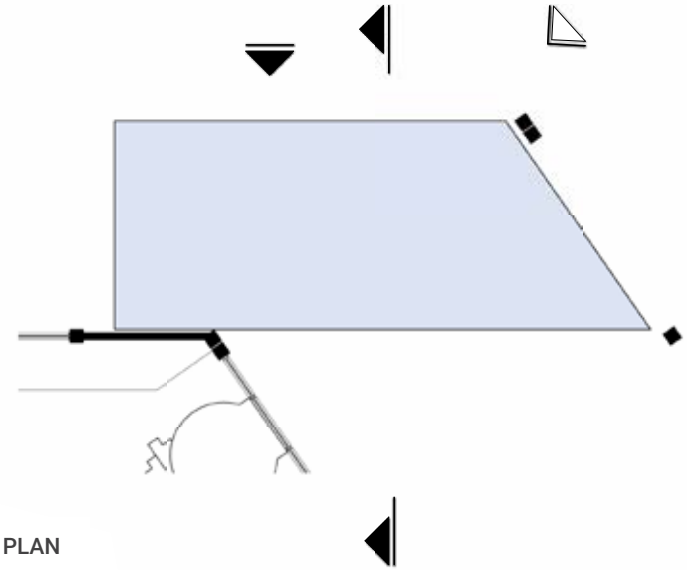
INLINE TYPE II - A

BLADE SIGN »
LARGE

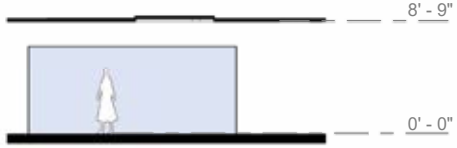
PRIMARY SIGNAGE »
LARGE



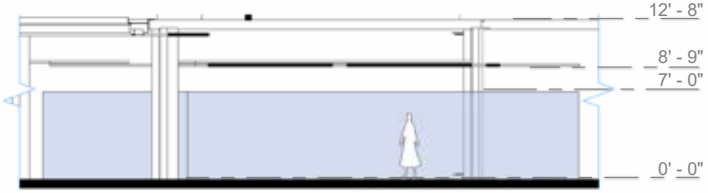
3D VIEW



PLAN

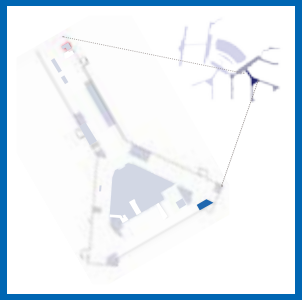


SECTION



ELEVATION

KEY PLAN

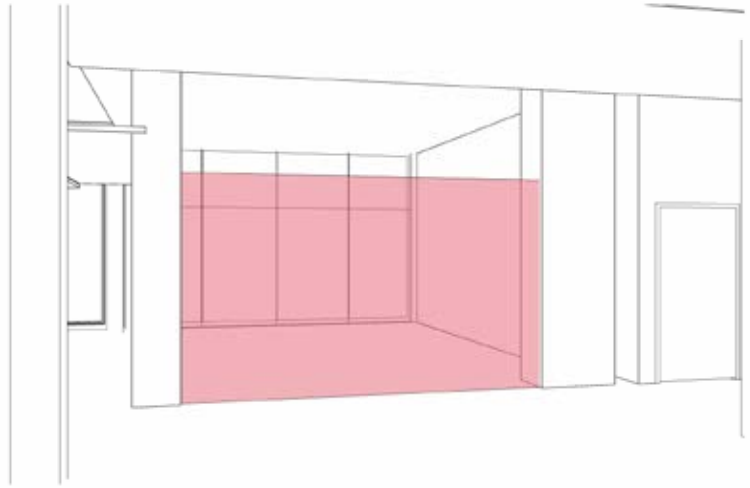


T3HK.U.40.B

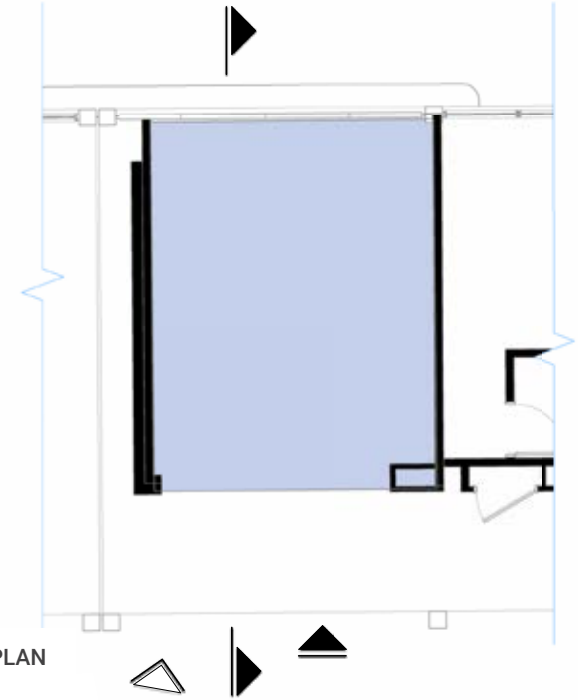
INLINE TYPE I - A

BLADE SIGN »
LARGE

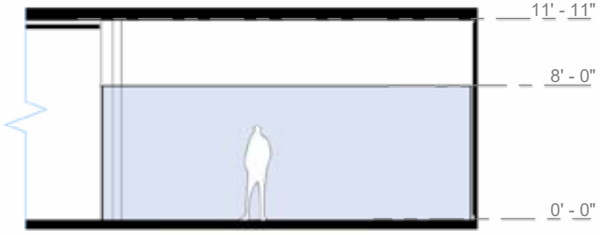
PRIMARY SIGNAGE »
LARGE



3D VIEW



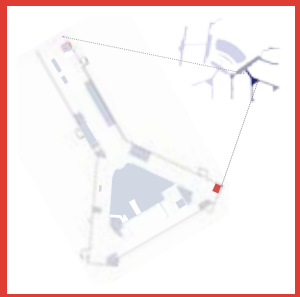
PLAN



SECTION

ELEVATION

KEY PLAN



CATALOG OF LOCATIONS

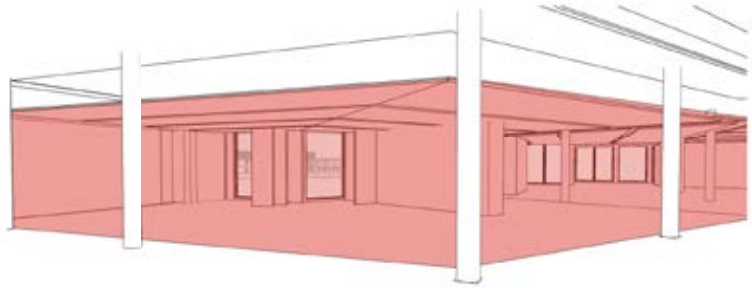
CONCOURSE H

T3H.U.65.A

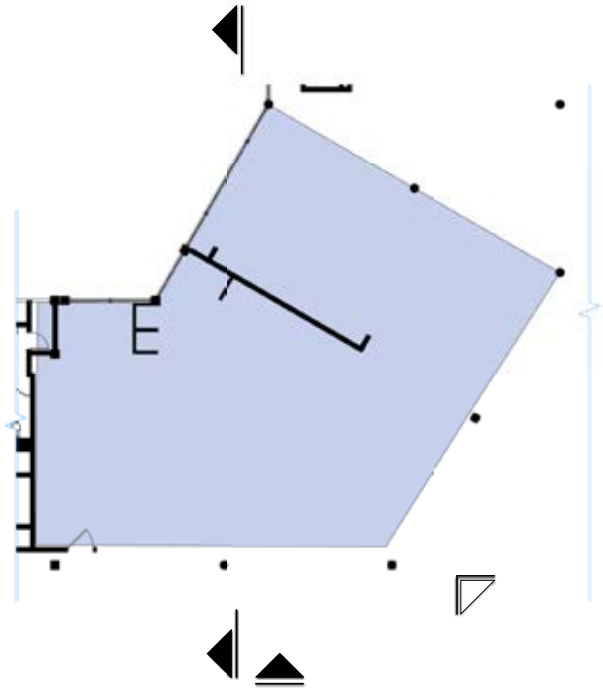
INLINE TYPE I - A

BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE

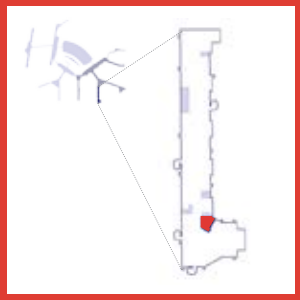


3D VIEW

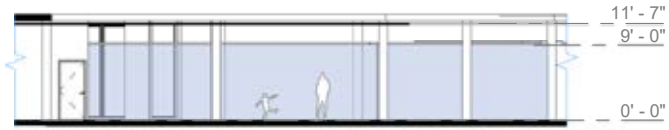


PLAN

KEY PLAN



SECTION



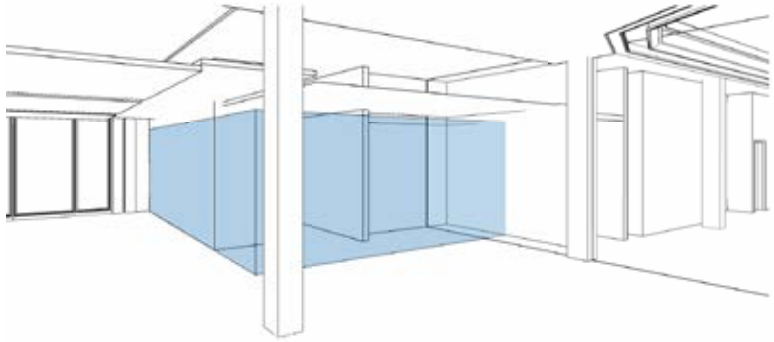
ELEVATION

T3H.U.63.B

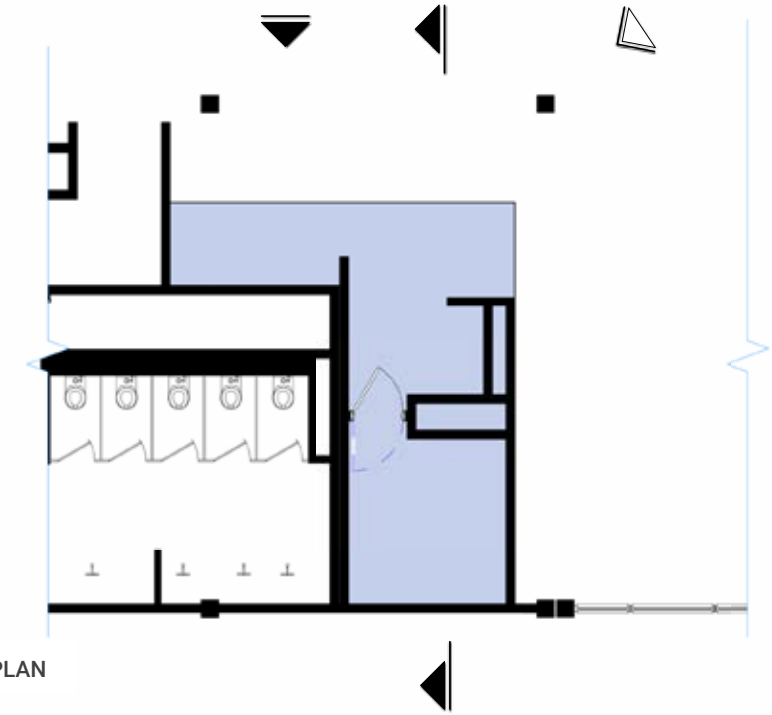
INLINE TYPE II - A

BLADE SIGN »
LARGE

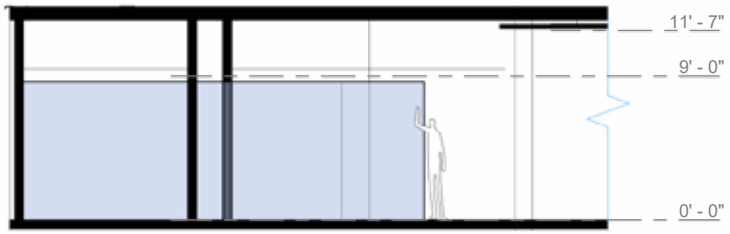
PRIMARY SIGNAGE »
LARGE



3D VIEW



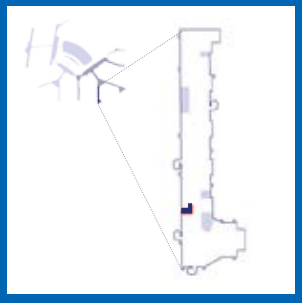
PLAN



SECTION

ELEVATION

KEY PLAN

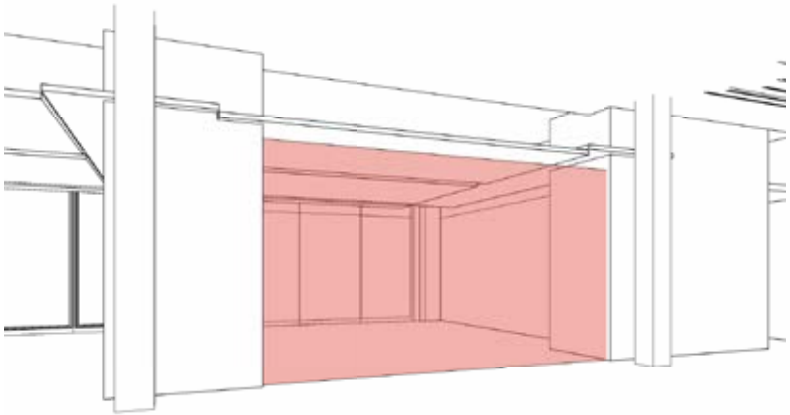


T3H.U.62.A

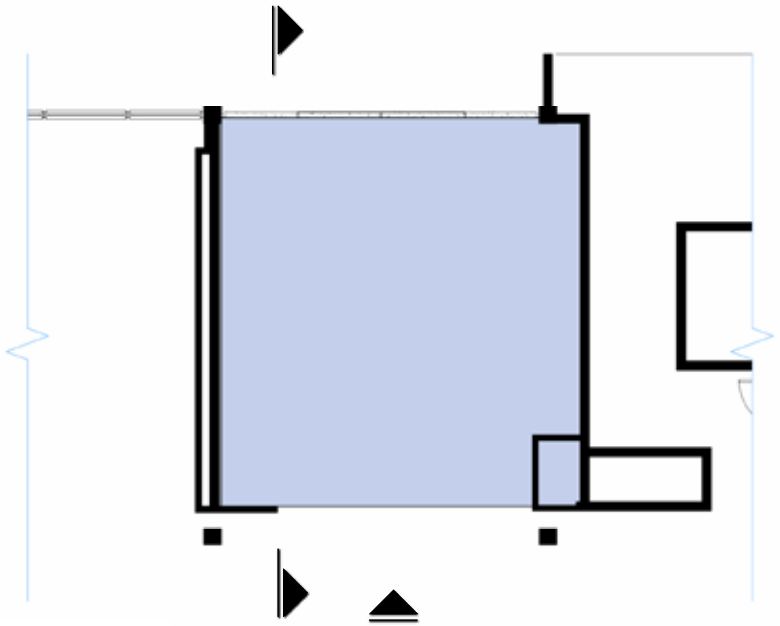
INLINE TYPE I - A

BLADE SIGN »
LARGE

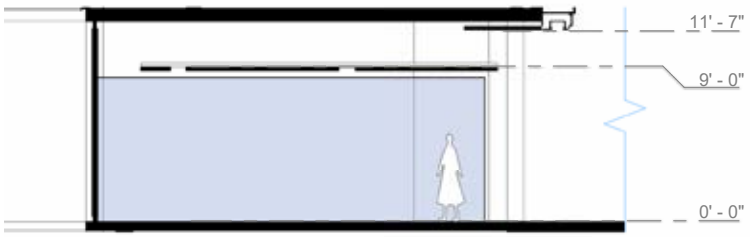
PRIMARY SIGNAGE »
LARGE



3D VIEW



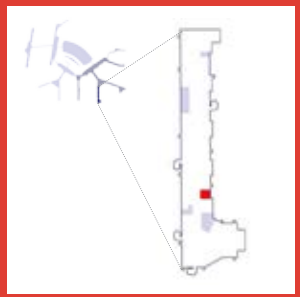
PLAN



SECTION

ELEVATION

KEY PLAN

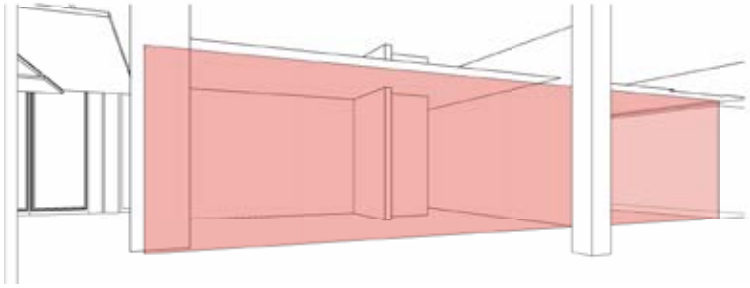


T3H.U.9L.E

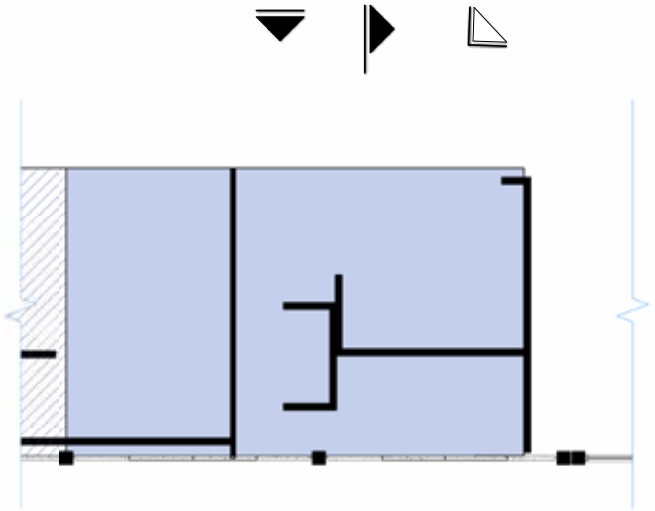
INLINE TYPE I - B

BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE

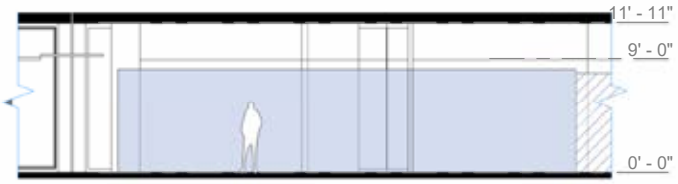


3D VIEW



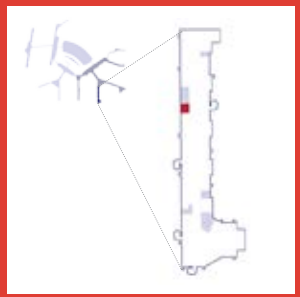
PLAN

SECTION



ELEVATION

KEY PLAN

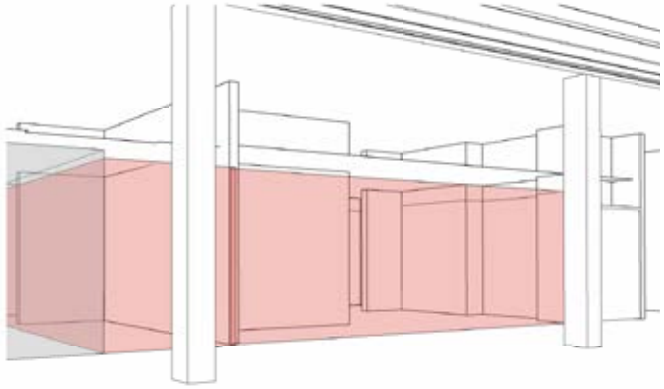


T3H.U.9L.D

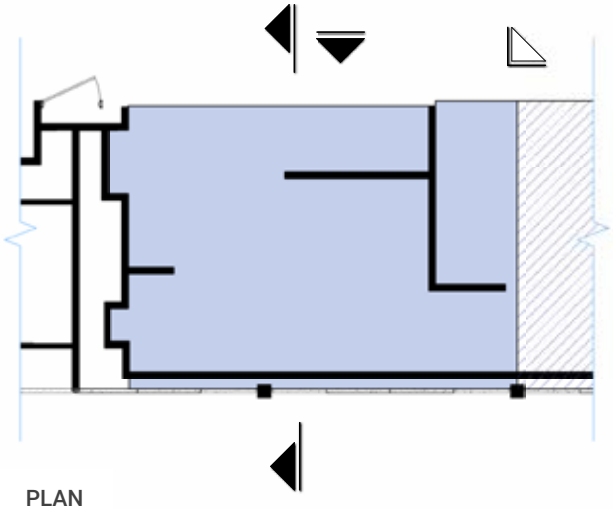
INLINE TYPE I - B

BLADE SIGN »
LARGE

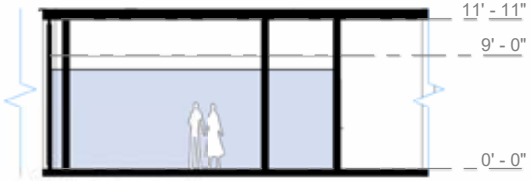
PRIMARY SIGNAGE »
LARGE



3D VIEW



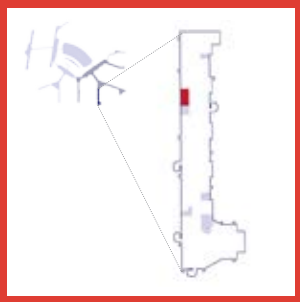
PLAN



SECTION

ELEVATION

KEY PLAN

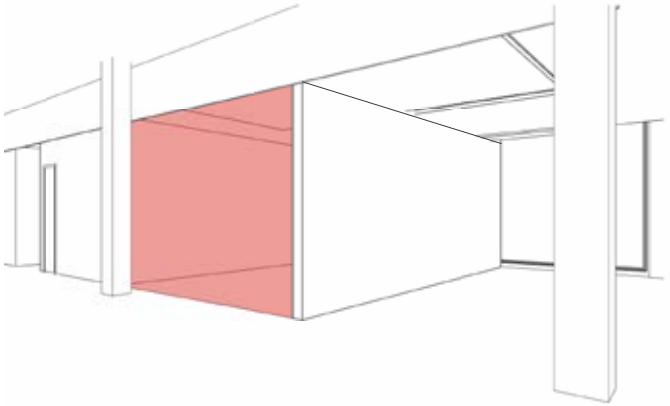


T3H.U.9L.C

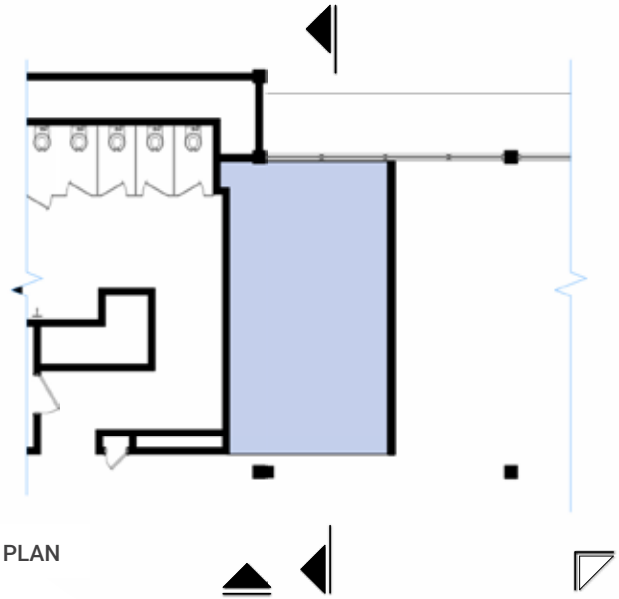
INLINE TYPE I - A

BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE



3D VIEW

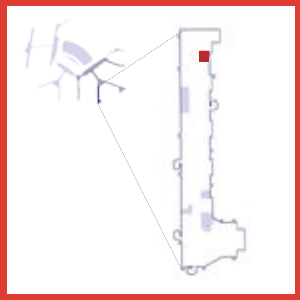


PLAN

SECTION

ELEVATION

KEY PLAN



CATALOG OF LOCATIONS

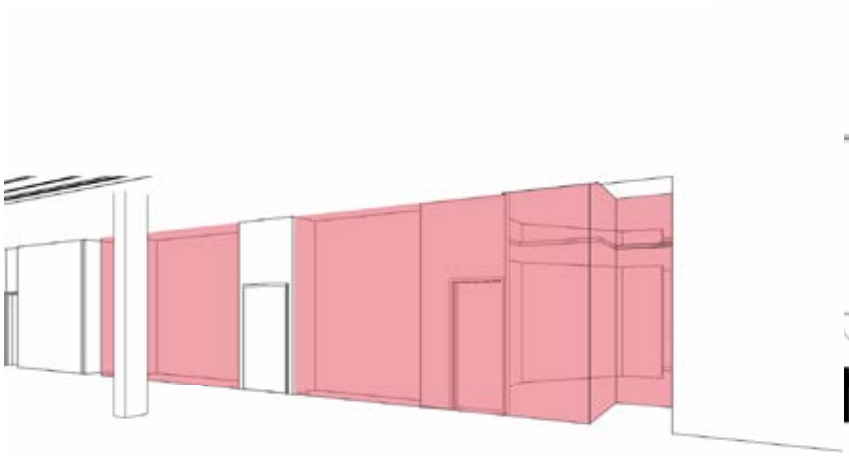
CONCOURSE K

T3K.U.43.A

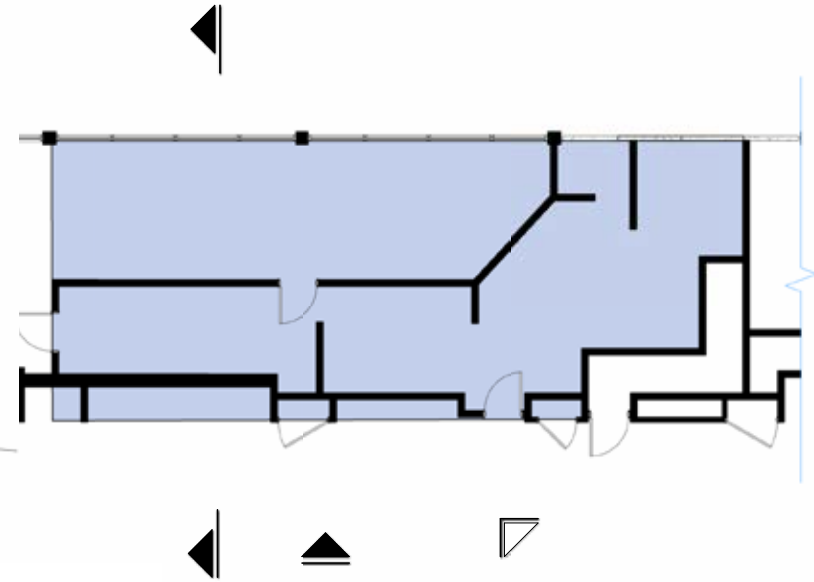
INLINE TYPE I - B

BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE

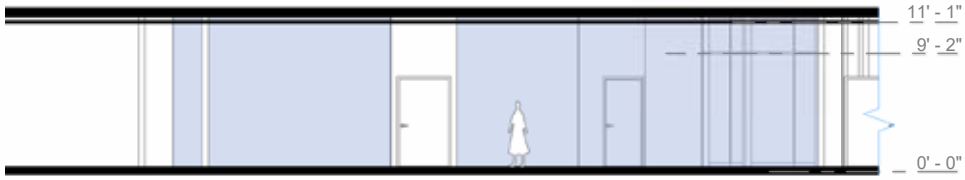


3D VIEW



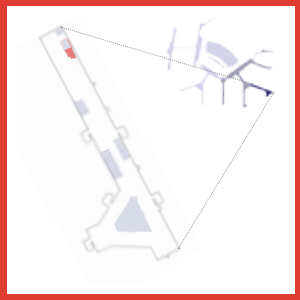
PLAN

SECTION



ELEVATION

KEY PLAN

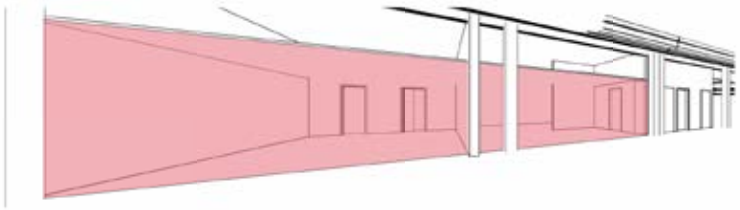


T3K.U.52.F

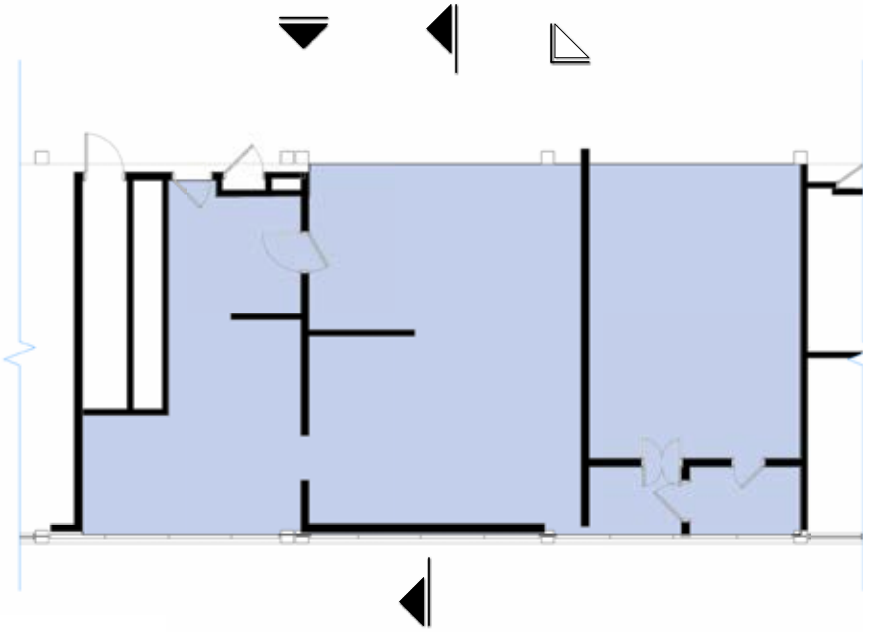
INLINE TYPE I - A

BLADE SIGN »
LARGE

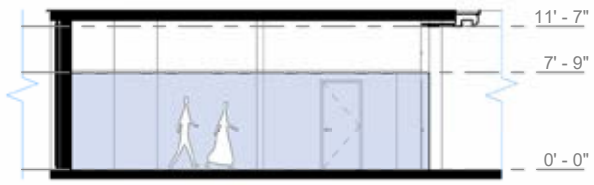
PRIMARY SIGNAGE »
LARGE



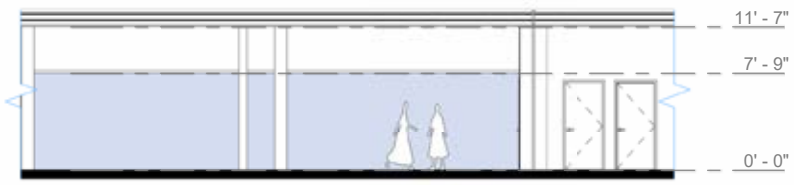
3D VIEW



PLAN

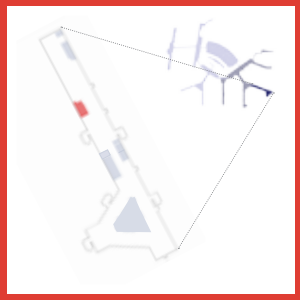


SECTION



ELEVATION

KEY PLAN

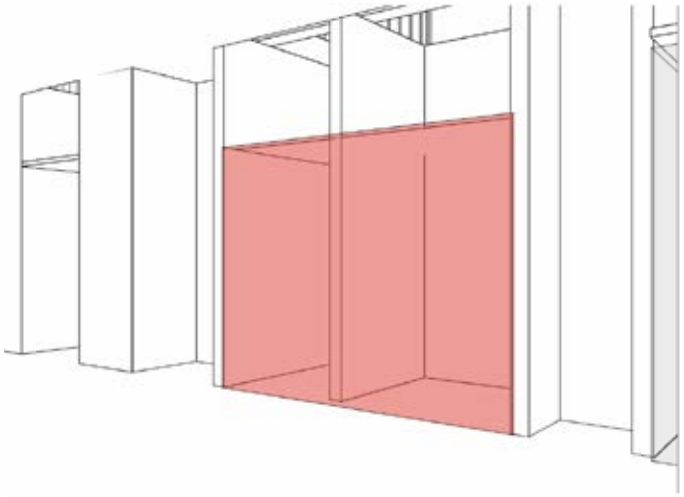


T3K.U.61.A

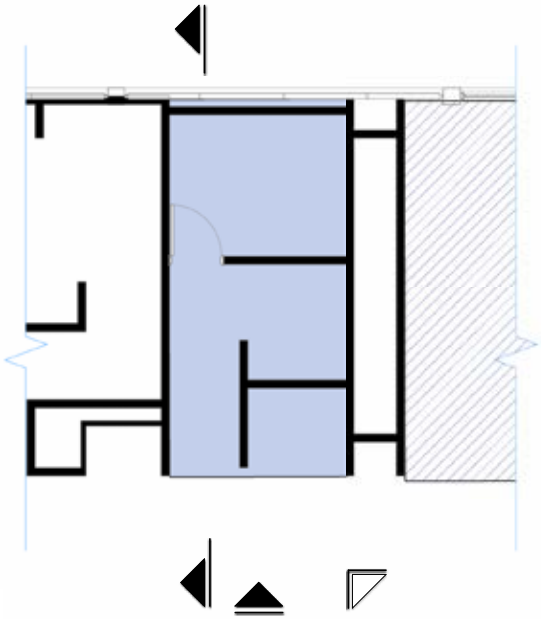
INLINE TYPE I - B

BLADE SIGN »
LARGE

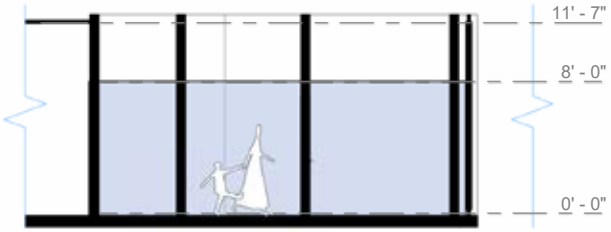
PRIMARY SIGNAGE »
LARGE



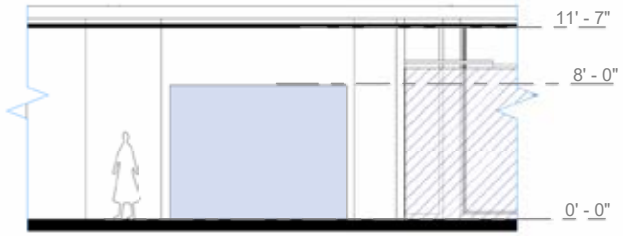
3D VIEW



PLAN

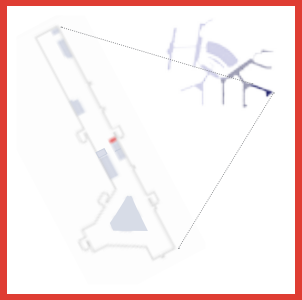


SECTION



ELEVATION

KEY PLAN

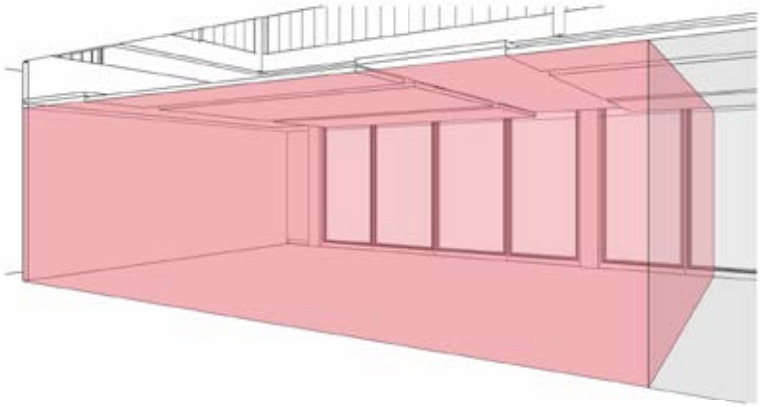


T3K.U.61.B

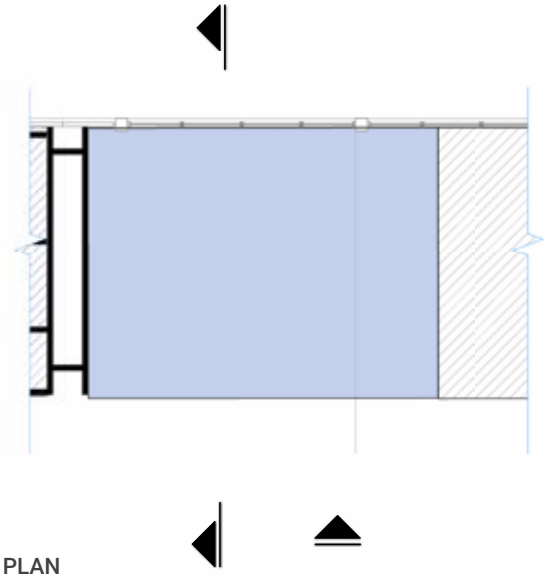
INLINE TYPE I - B

BLADE SIGN »
LARGE

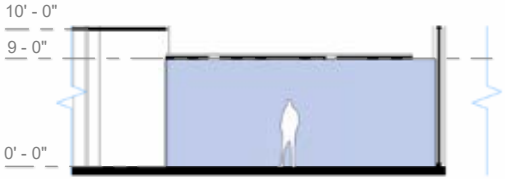
PRIMARY SIGNAGE »
LARGE



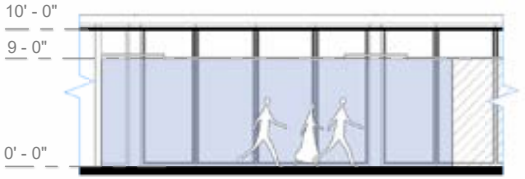
3D VIEW



PLAN

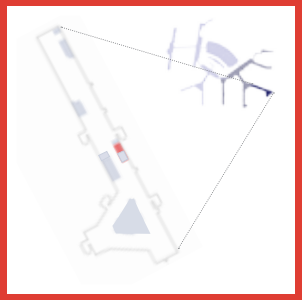


SECTION



ELEVATION

KEY PLAN



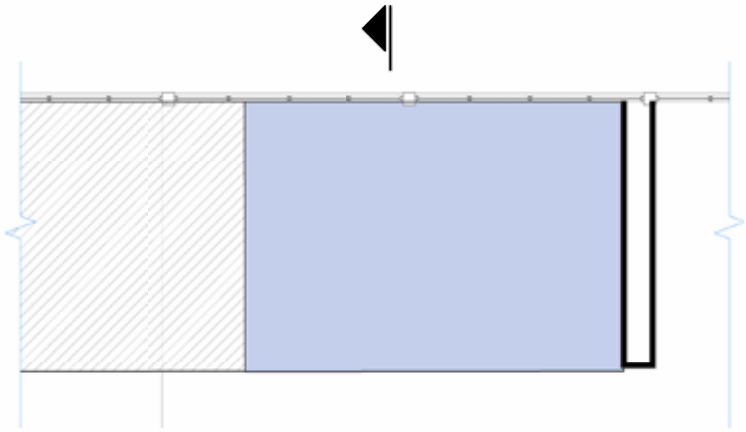
T3K.U.61.C

INLINE TYPE I - B

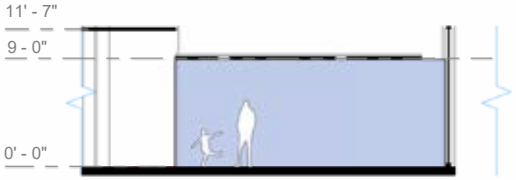
BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE

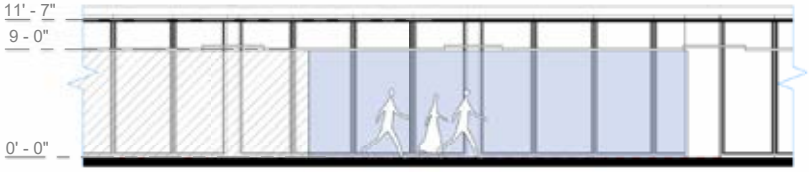
3D VIEW



PLAN

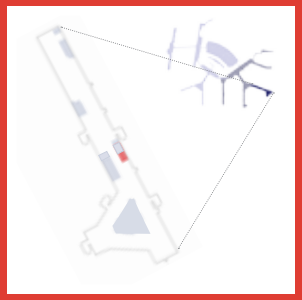


SECTION



ELEVATION

KEY PLAN

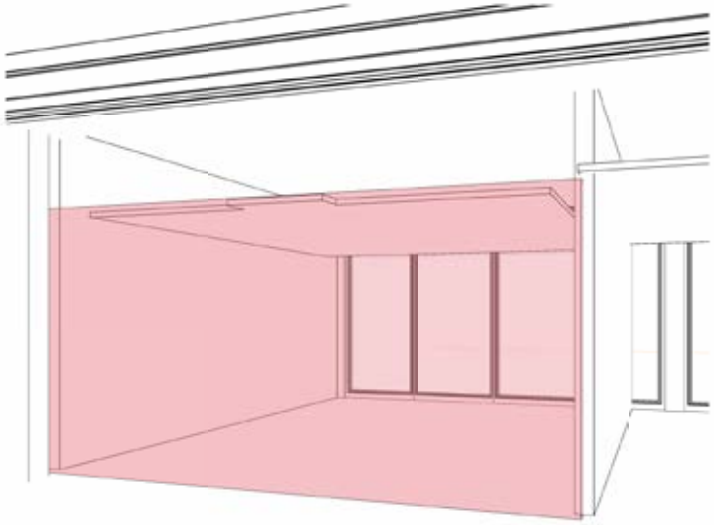


T3K.U.62.A

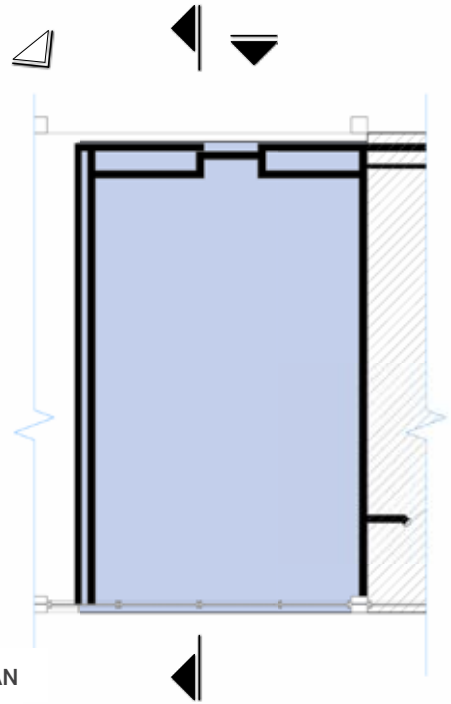
INLINE TYPE I - A

BLADE SIGN »
LARGE

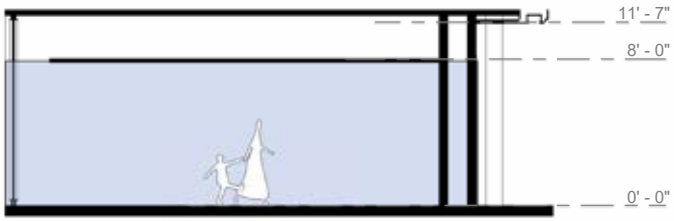
PRIMARY SIGNAGE »
LARGE



3D VIEW



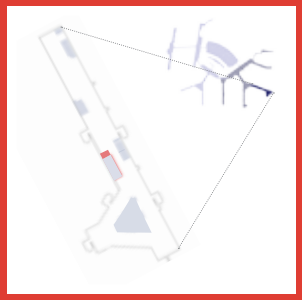
PLAN



SECTION

ELEVATION

KEY PLAN

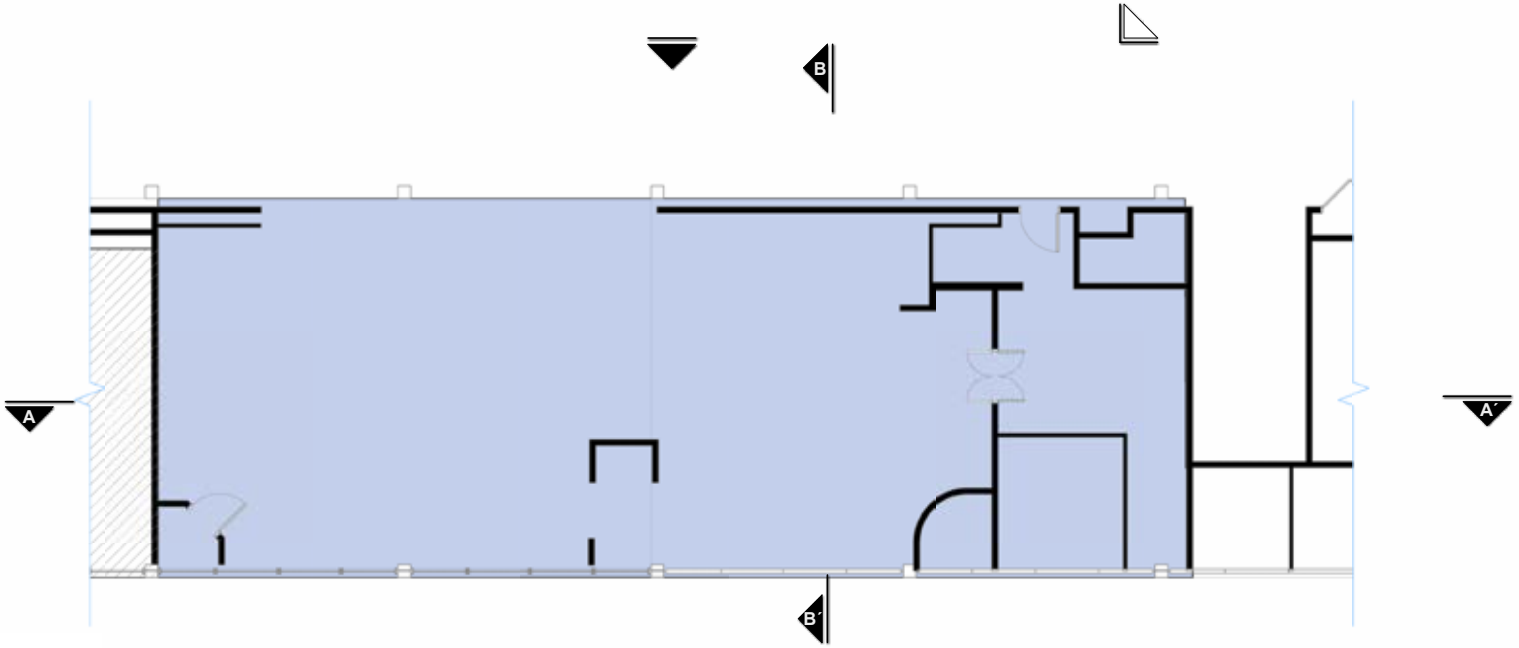


T3K.U.63.A

INLINE TYPE I - A

BLADE SIGN »
LARGE

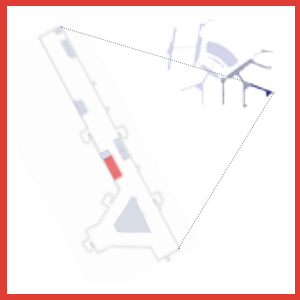
PRIMARY SIGNAGE »
LARGE



PLAN

ELEVATION

KEY PLAN

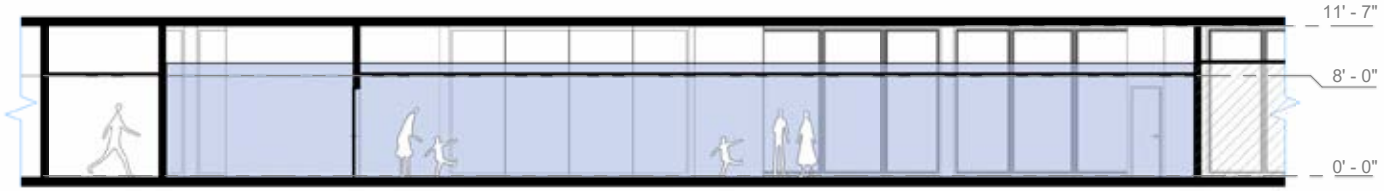


T3K.U.63.A

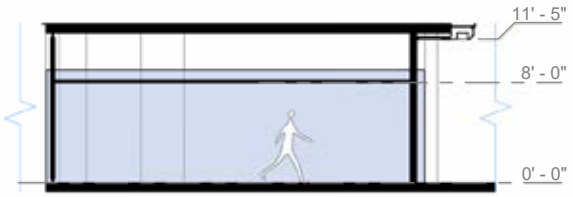
INLINE TYPE I - A

BLADE SIGN »
LARGE

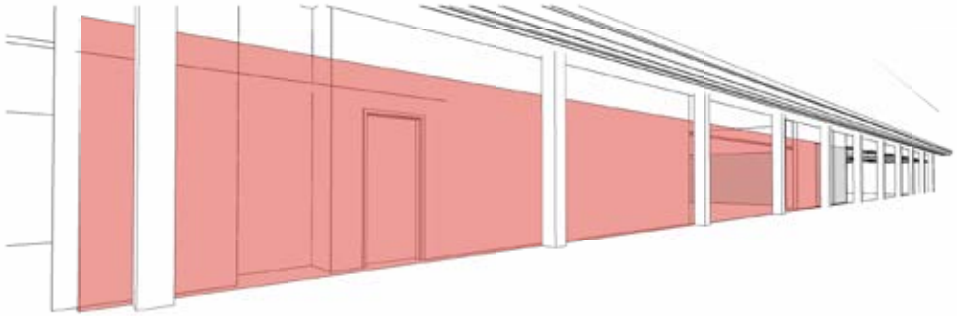
PRIMARY SIGNAGE »
LARGE



SECTION A - A´

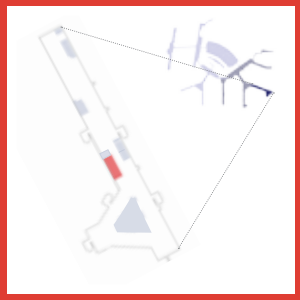


SECTION B - B´



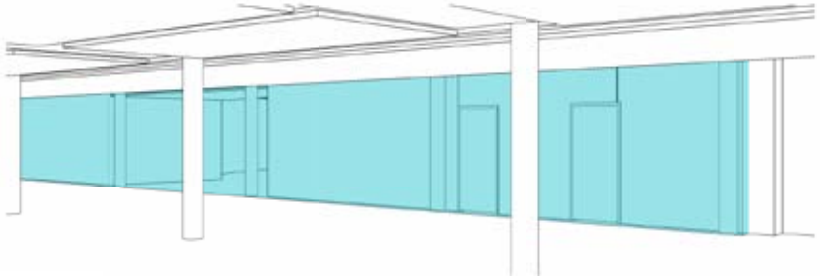
3D VIEW

KEY PLAN

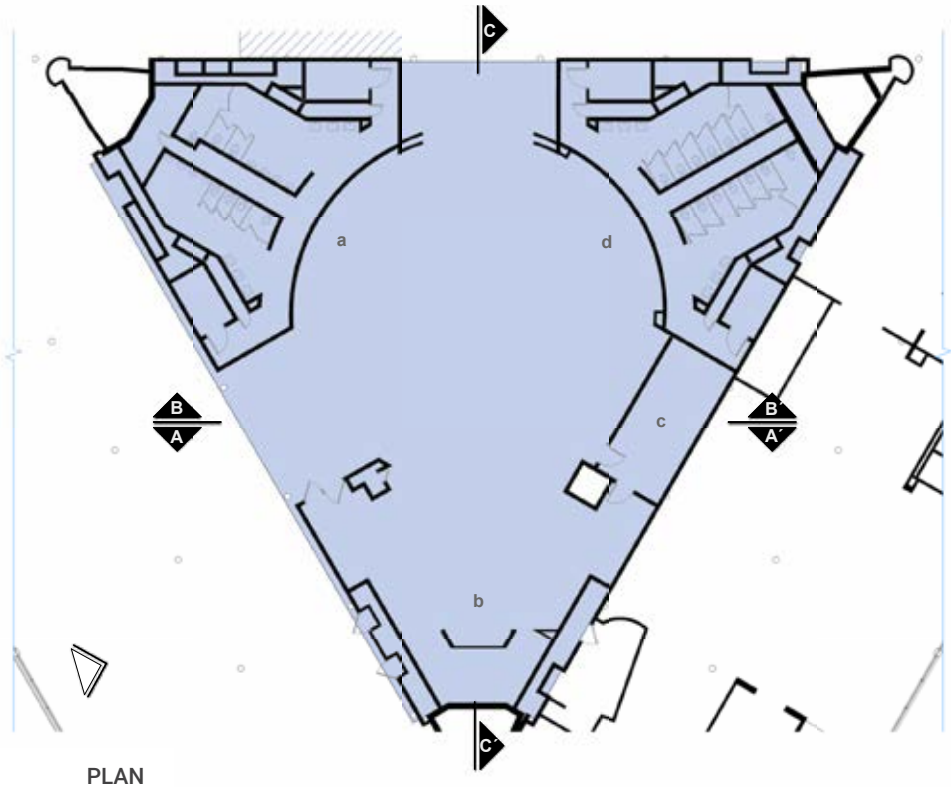


T3K.U.73

FOOD HALL

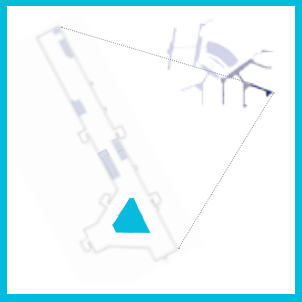


3D VIEW



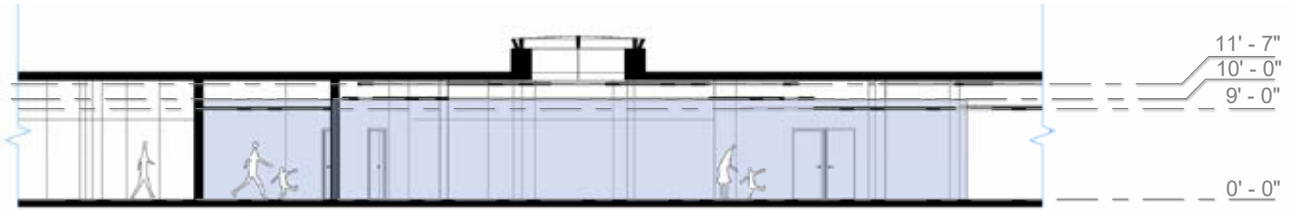
PLAN

KEY PLAN

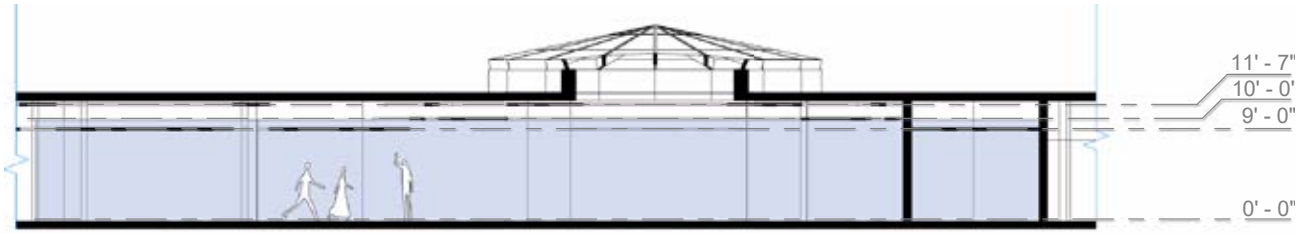


T3K.U.73

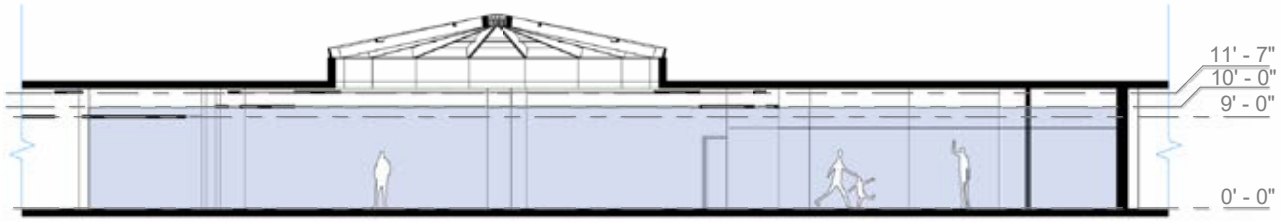
FOOD HALL



SECTION A - A´

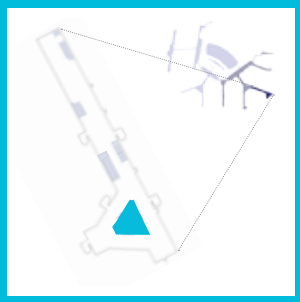


SECTION B - B´



SECTION C - C´

KEY PLAN



CATALOG OF LOCATIONS

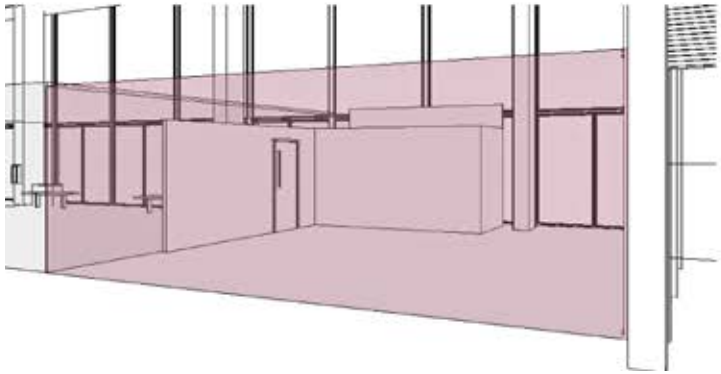
HEADHOUSE

T3.U.8A.D

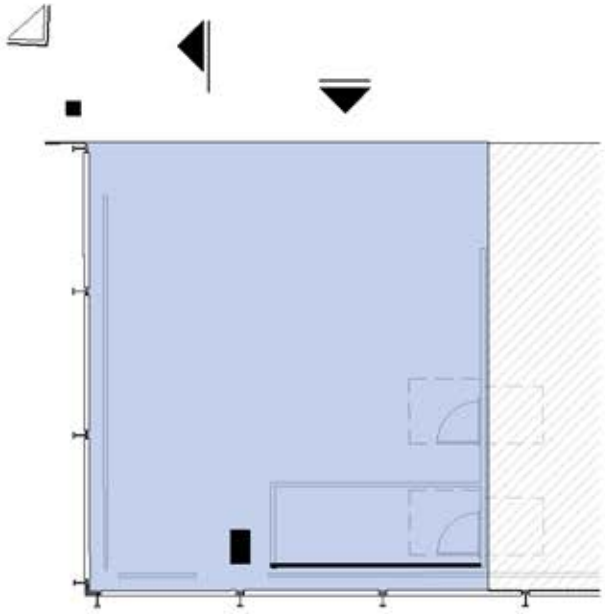
FREESTANDING KIOSK

BLADE SIGN » LARGE

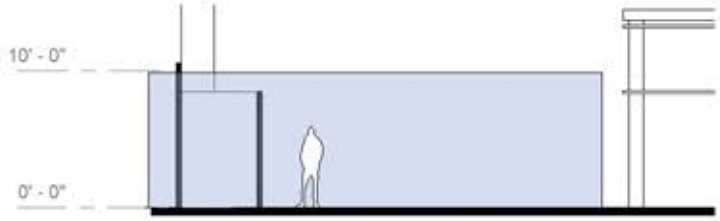
PRIMARY SIGNAGE » LARGE



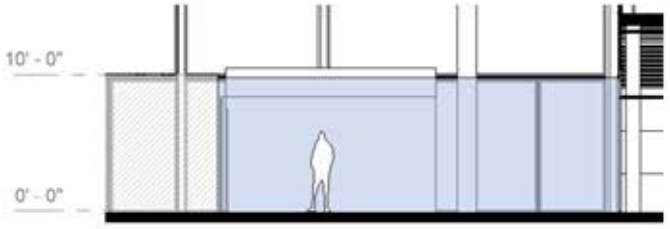
3D VIEW



PLAN

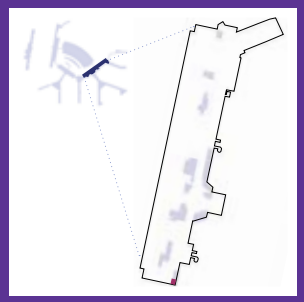


SECTION



ELEVATION

KEY PLAN

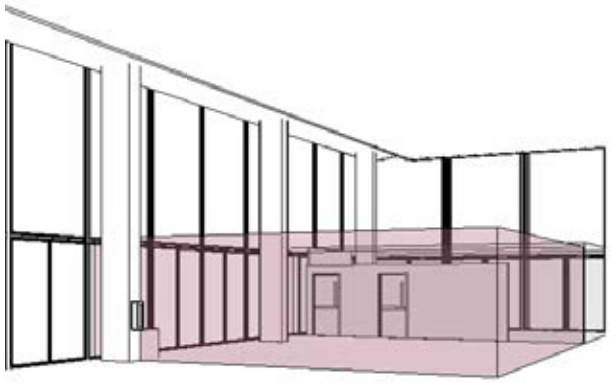


T3.U.8A.E

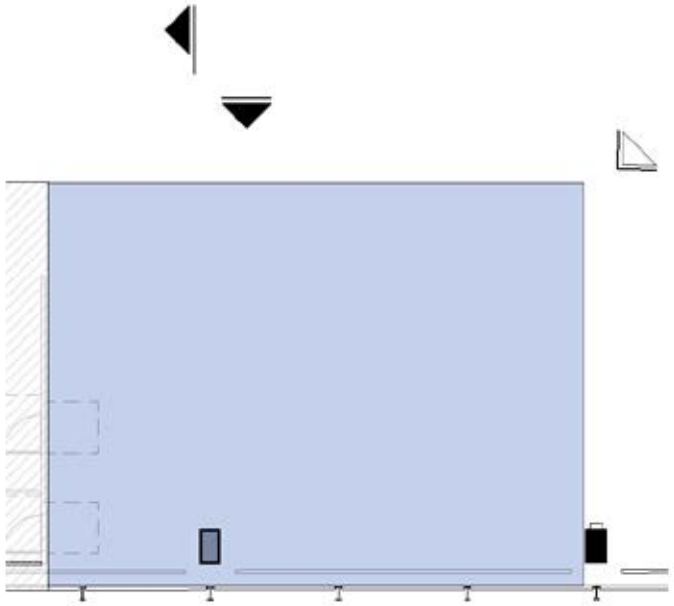
FREESTANDING KIOSK

BLADE SIGN » LARGE

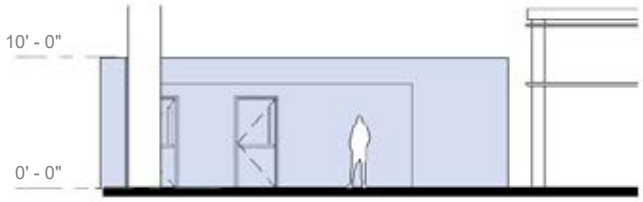
PRIMARY SIGNAGE » LARGE



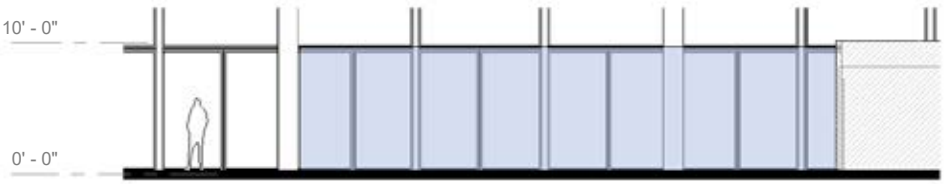
3D VIEW



PLAN

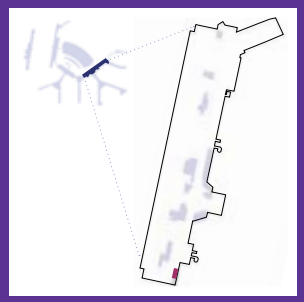


SECTION



ELEVATION

KEY PLAN

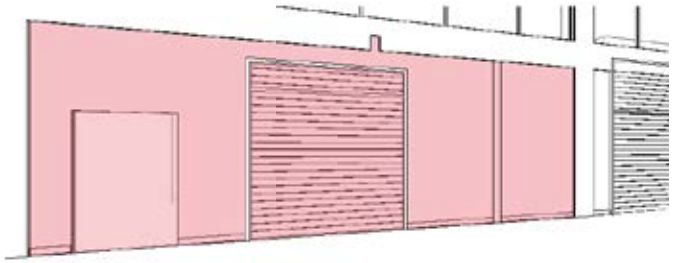


T3.U.8C.A

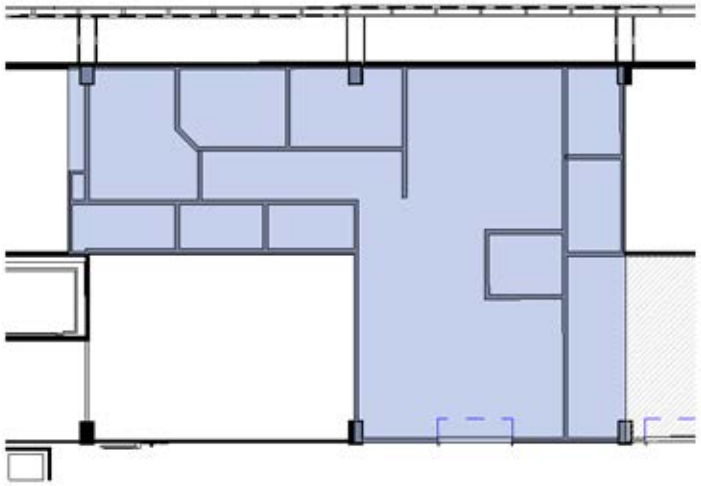
INLINE TYPE I

BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE

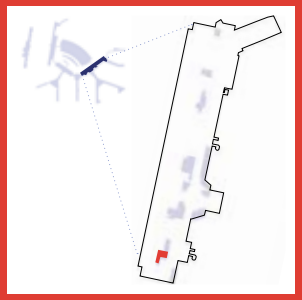


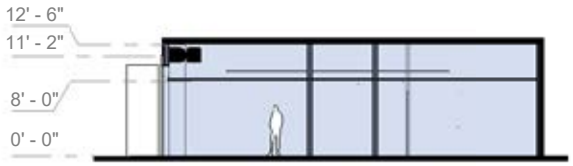
3D VIEW



PLAN

KEY PLAN





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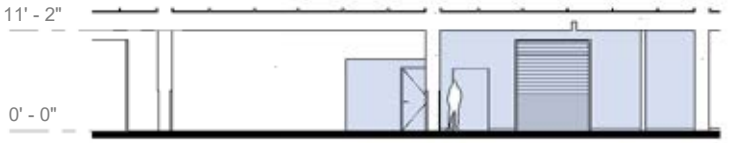


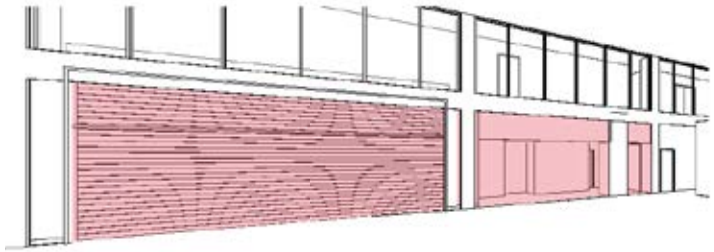
ELEVATION

T3.U.8F.C

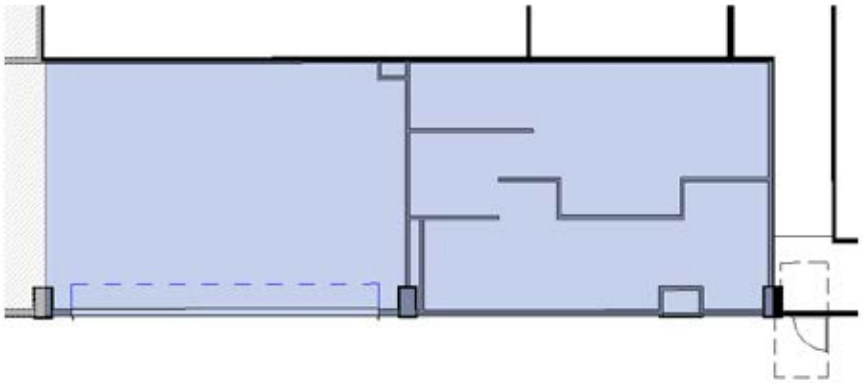
INLINE TYPE I

BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE

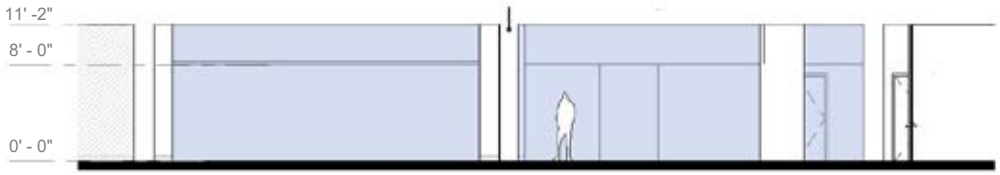


3D VIEW



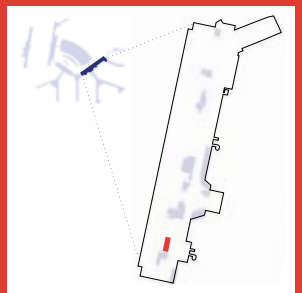
PLAN

SECTION



ELEVATION

KEY PLAN

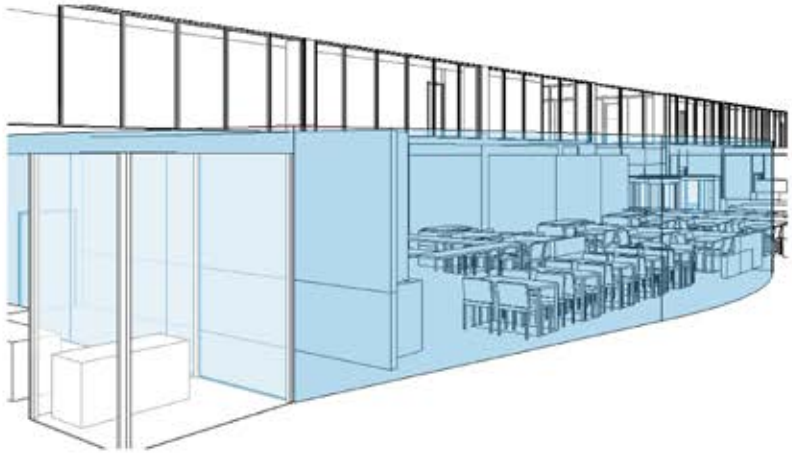


T3.U.8J.A

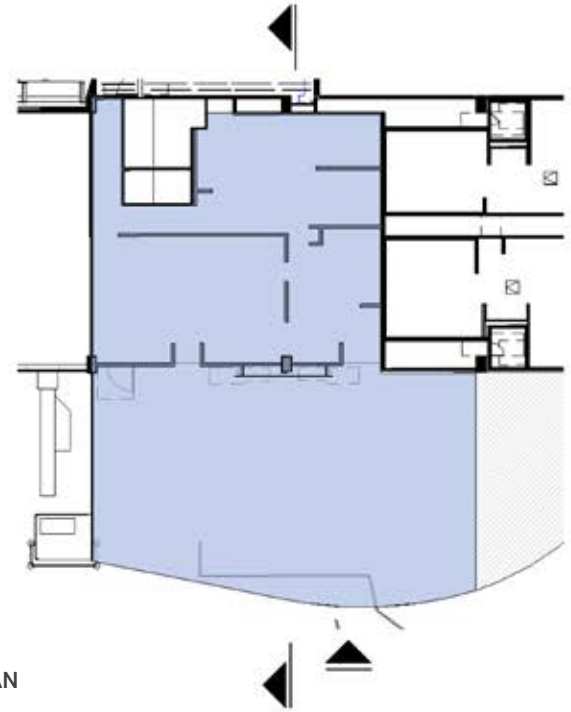
INLINE TYPE I

BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE

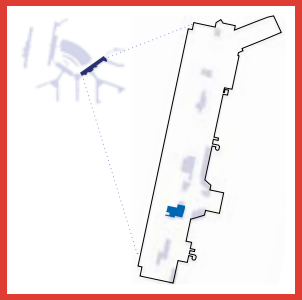


3D VIEW

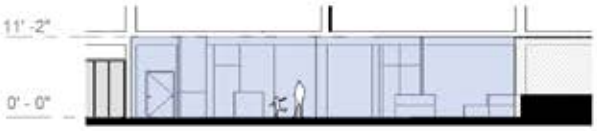


PLAN

KEY PLAN



SECTION



ELEVATION

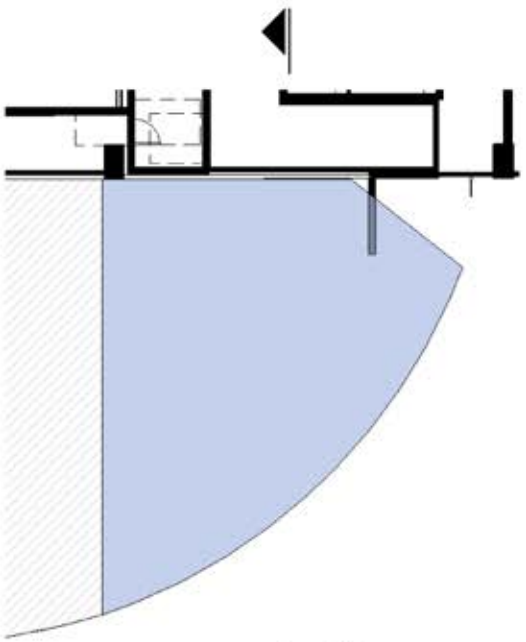
T3.U.8J.B

INLINE TYPE II

BLADE SIGN »
LARGE

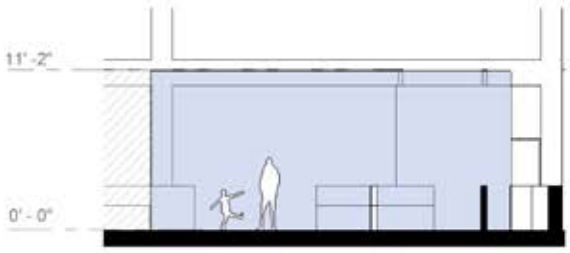
PRIMARY SIGNAGE »
LARGE

3D VIEW



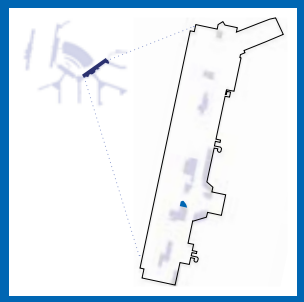
PLAN

SECTION



ELEVATION

KEY PLAN



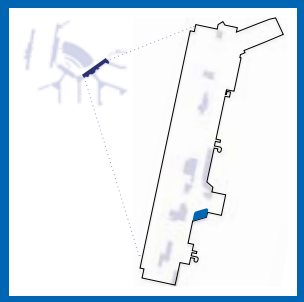
T3.U.6A

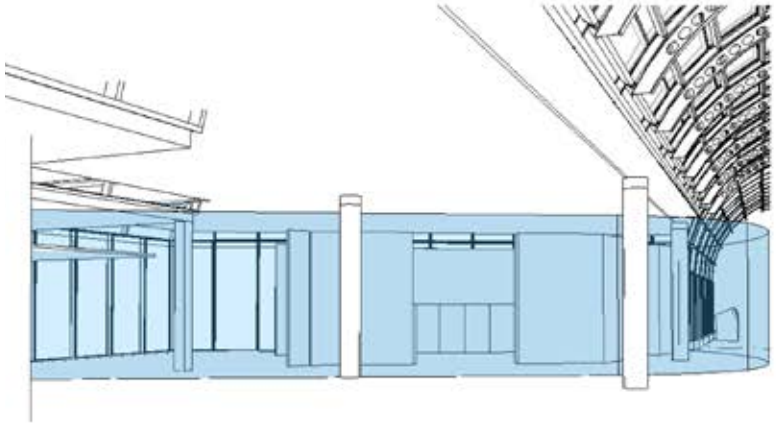
INLINE TYPE II

BLADE SIGN »
LARGE

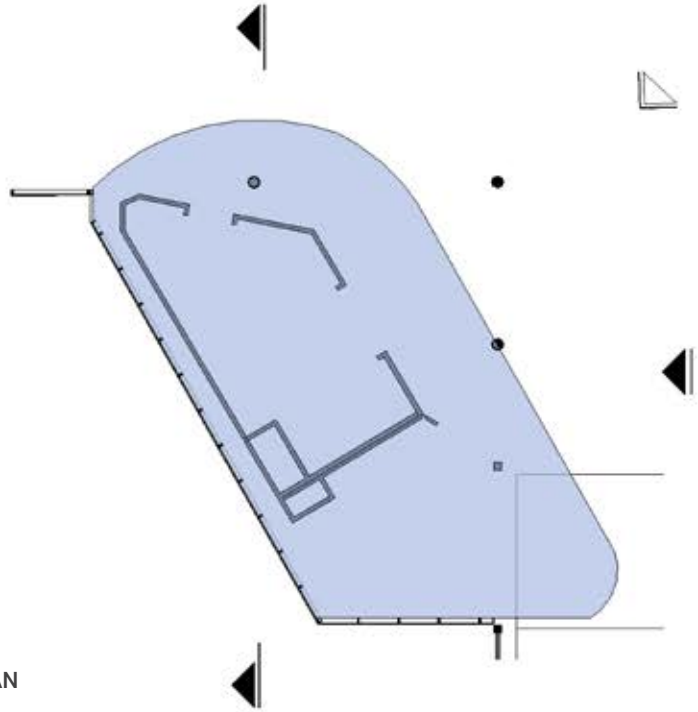
PRIMARY SIGNAGE »
LARGE

KEY PLAN

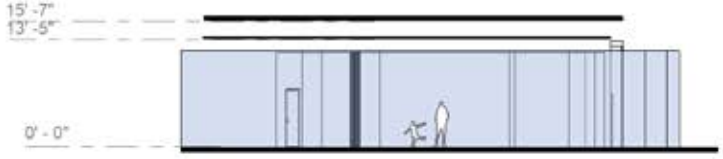




3D VIEW



PLAN



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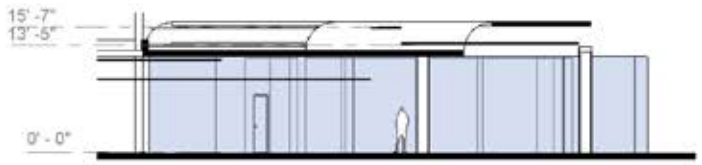


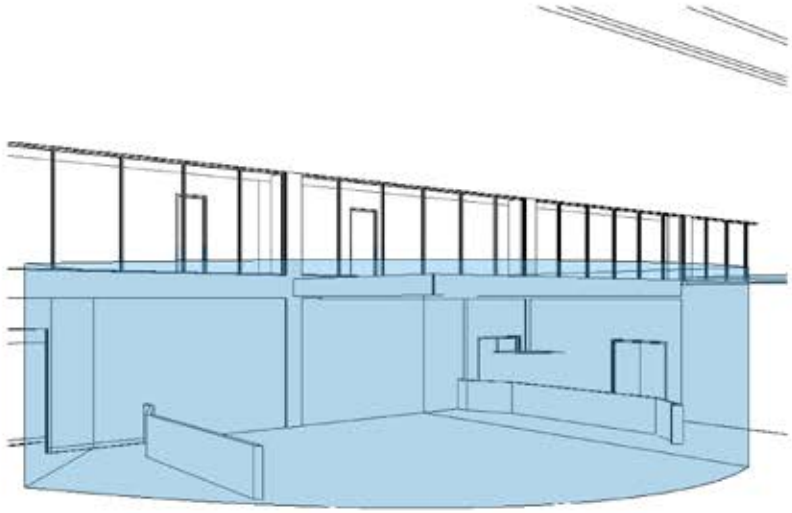
ELEVATION

T3.U.8N.Q

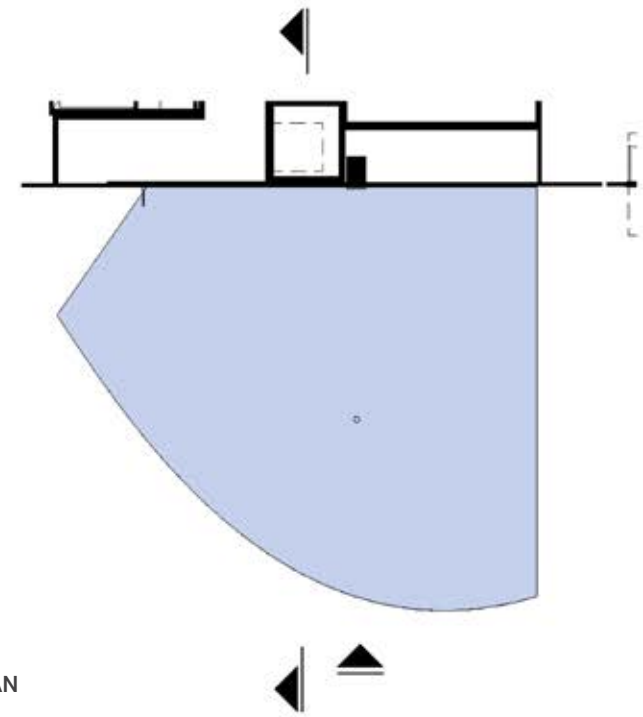
INLINE TYPE II

BLADE SIGN »
LARGE

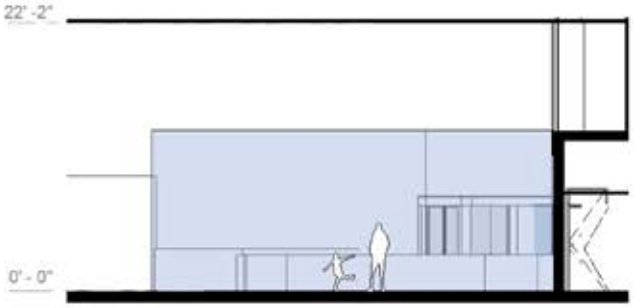
PRIMARY SIGNAGE »
LARGE



3D VIEW



PLAN



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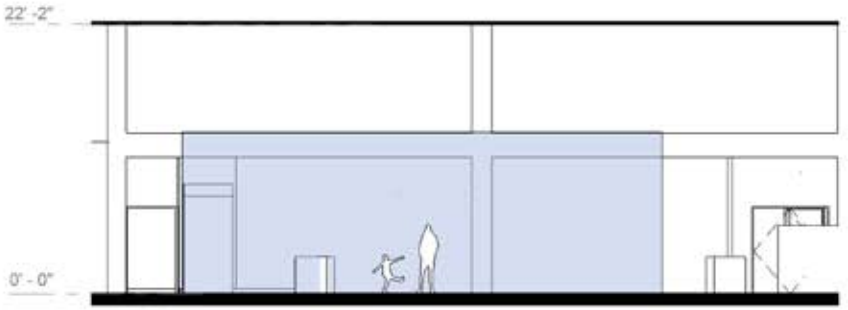
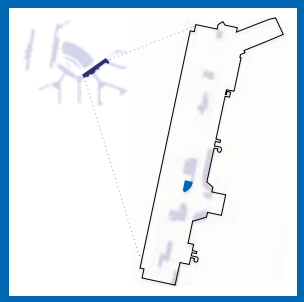


ELEVATION

KEY PLAN

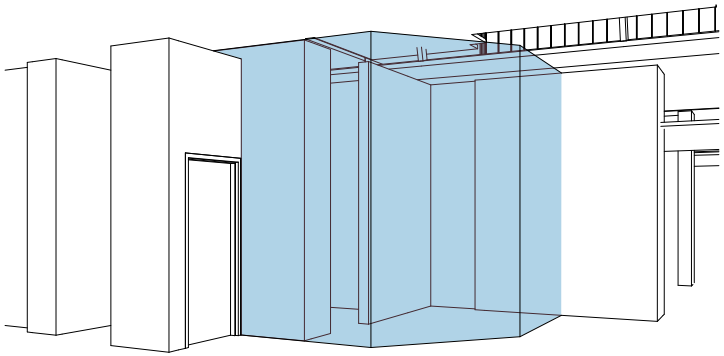


T3HK.U.6C

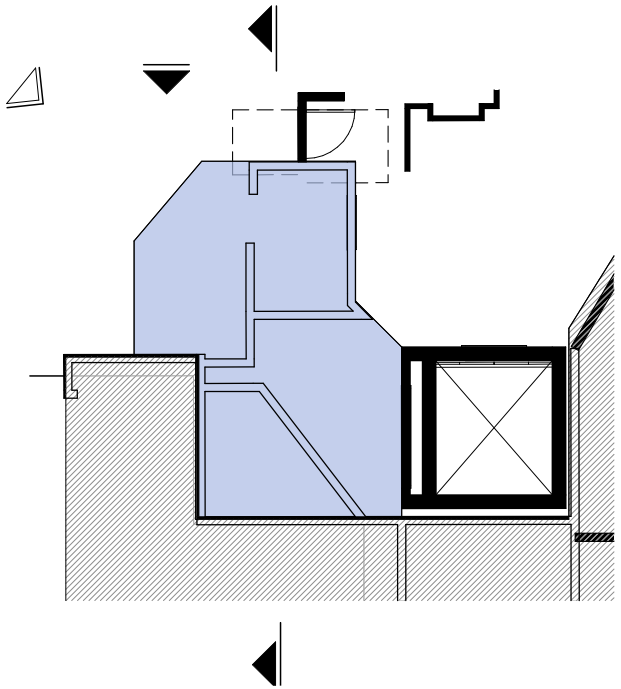
INLINE TYPE II

BLADE SIGN »
LARGE

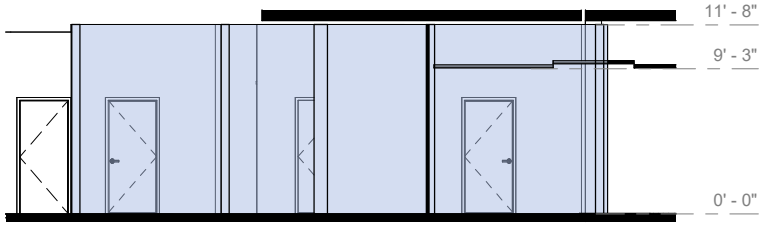
PRIMARY SIGNAGE »
LARGE



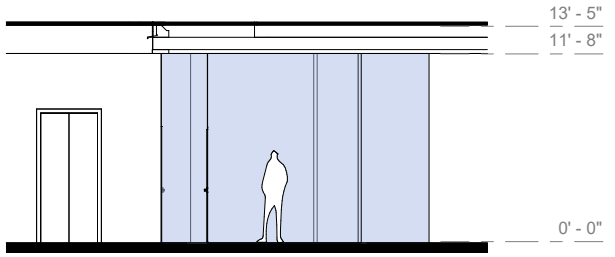
3D VIEW



PLAN

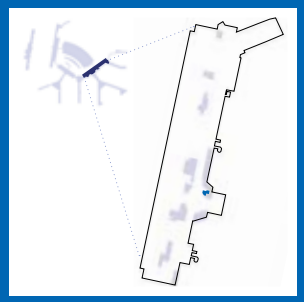


SECTION



ELEVATION

KEY PLAN

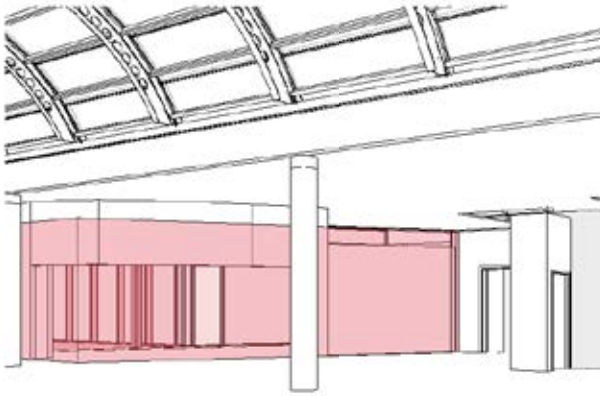


T3.U.113.B

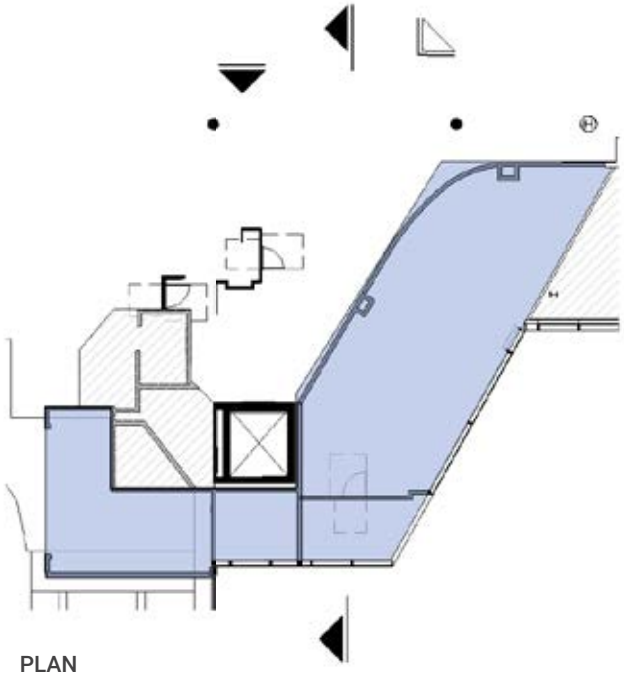
INLINE TYPE I

BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE

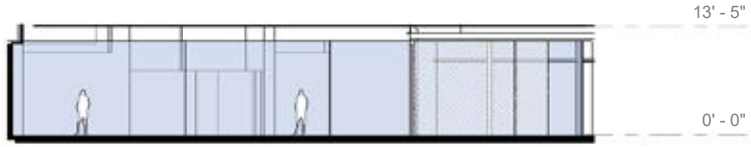


3D VIEW



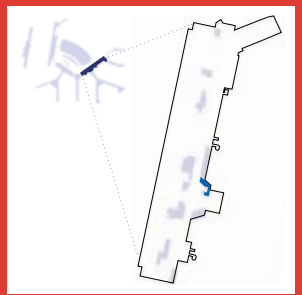
PLAN

SECTION



ELEVATION

KEY PLAN

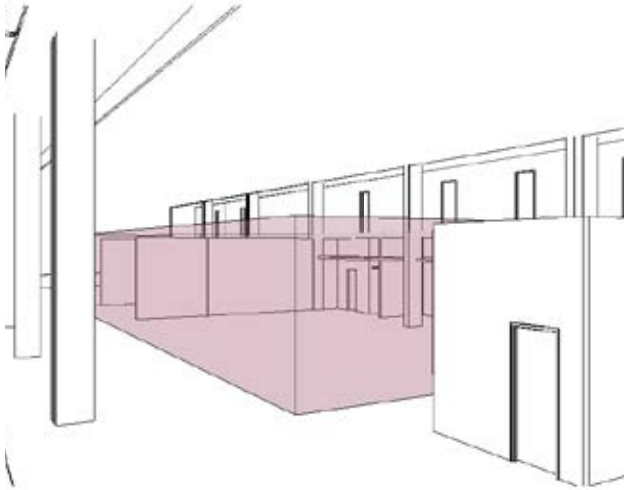


T3.U.C.8Q.E

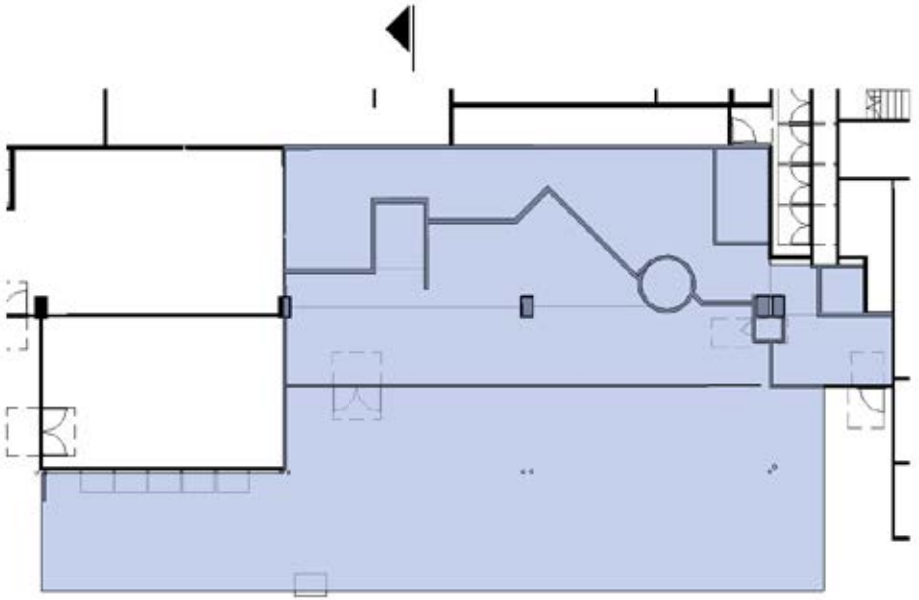
INLINE TYPE I

BLADE SIGN »
LARGE

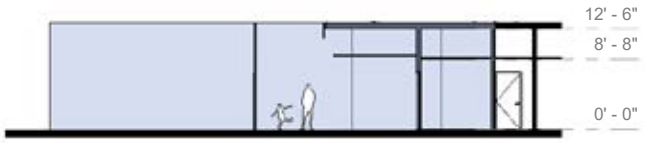
PRIMARY SIGNAGE »
LARGE



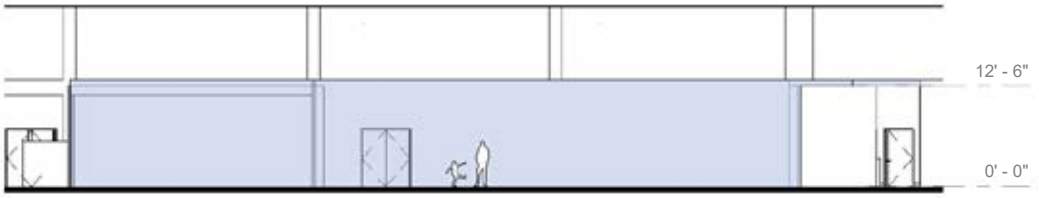
3D VIEW



PLAN

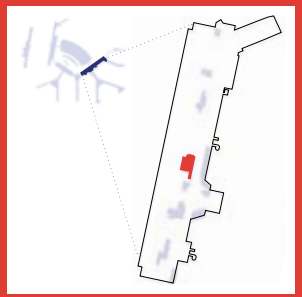


SECTION



ELEVATION

KEY PLAN

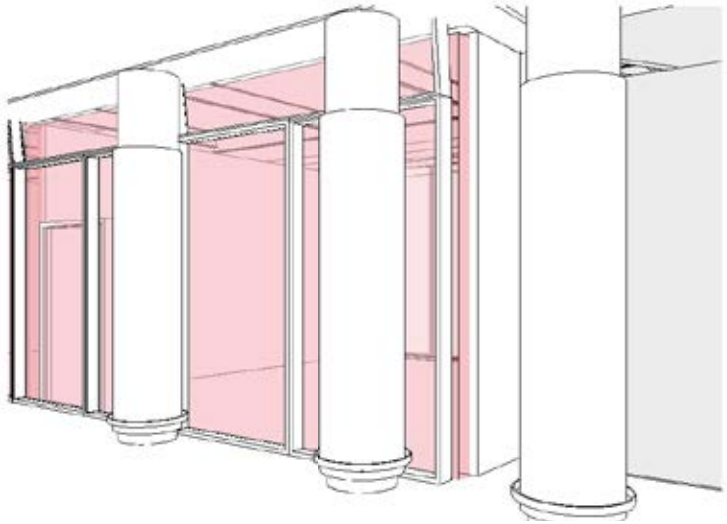


T3.U.8T2.5A

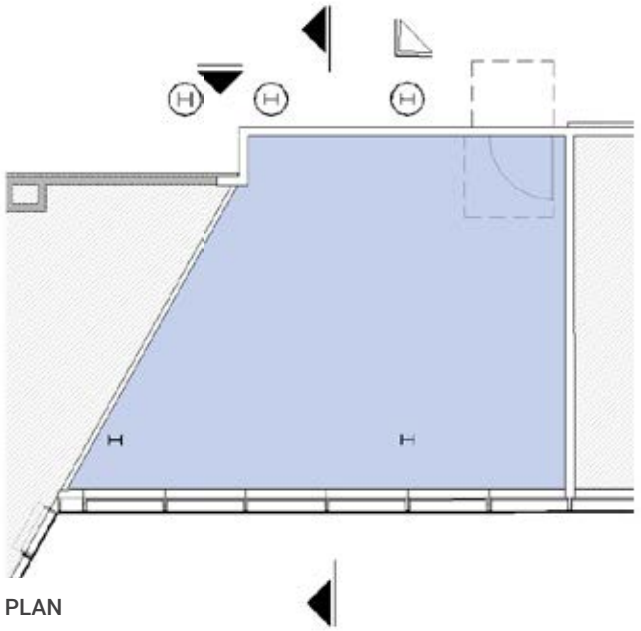
INLINE TYPE I

BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE

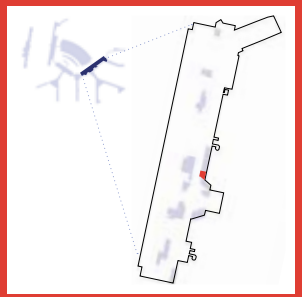


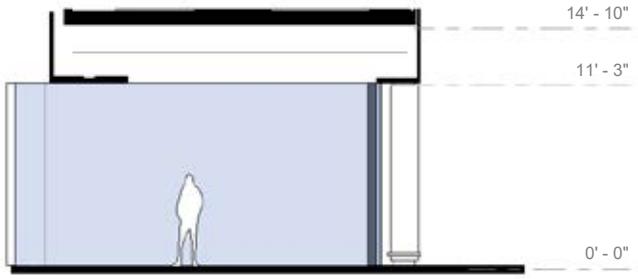
3D VIEW



PLAN

KEY PLAN





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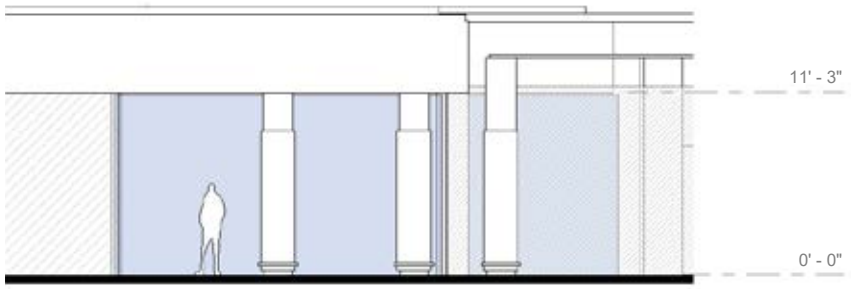


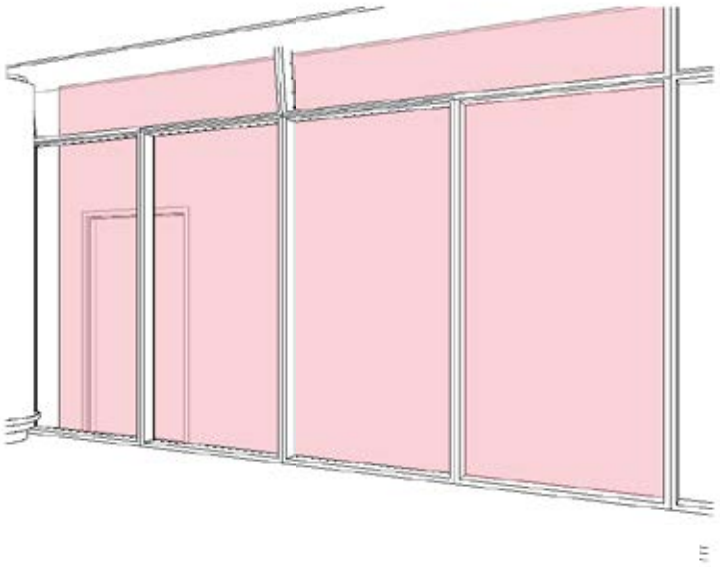
ELEVATION

T3.U.8T2.5B

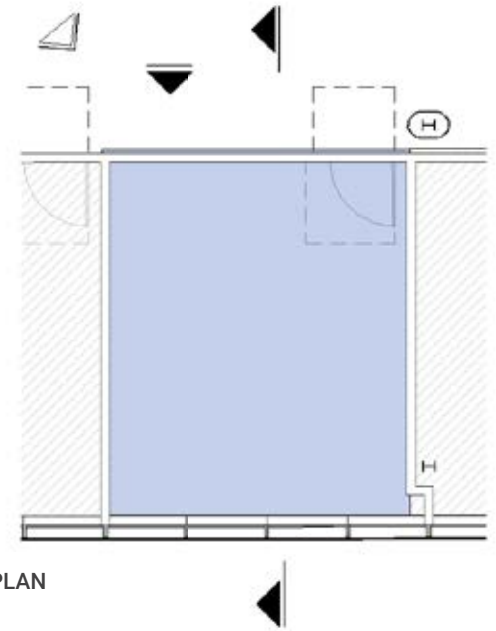
INLINE TYPE I

BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE



3D VIEW



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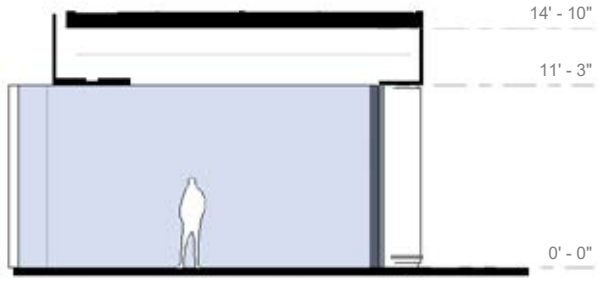

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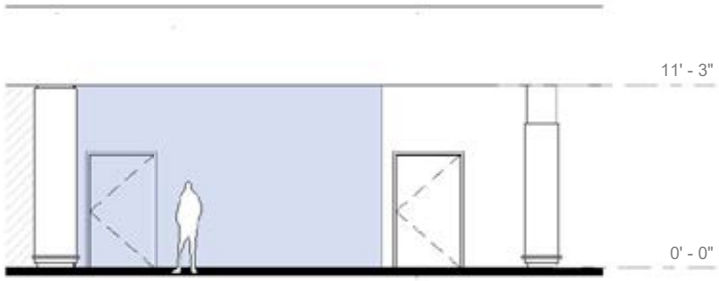

ELEVATION

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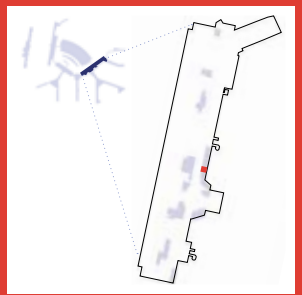

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INLINE TYPE I

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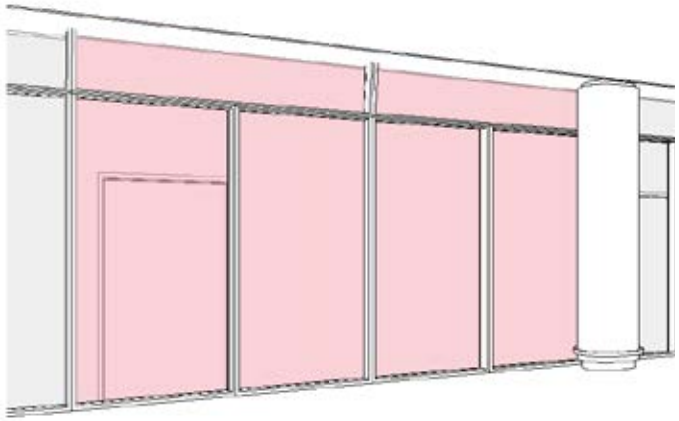
PRIMARY SIGNAGE »
LARGE



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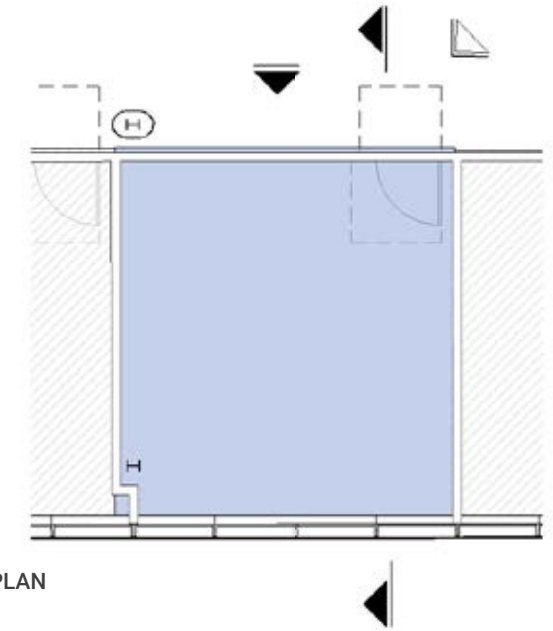

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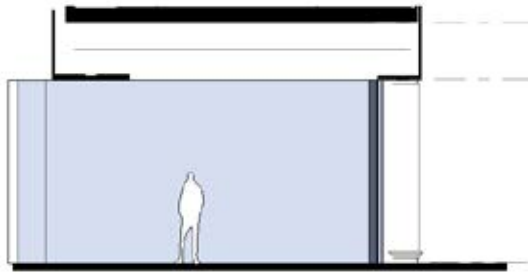

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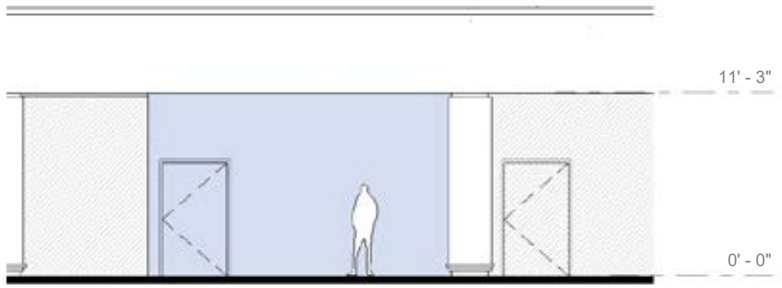

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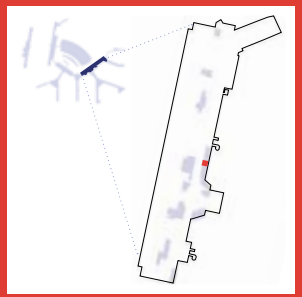

T3.U.8U.2

INLINE TYPE I

BLADE SIGN »
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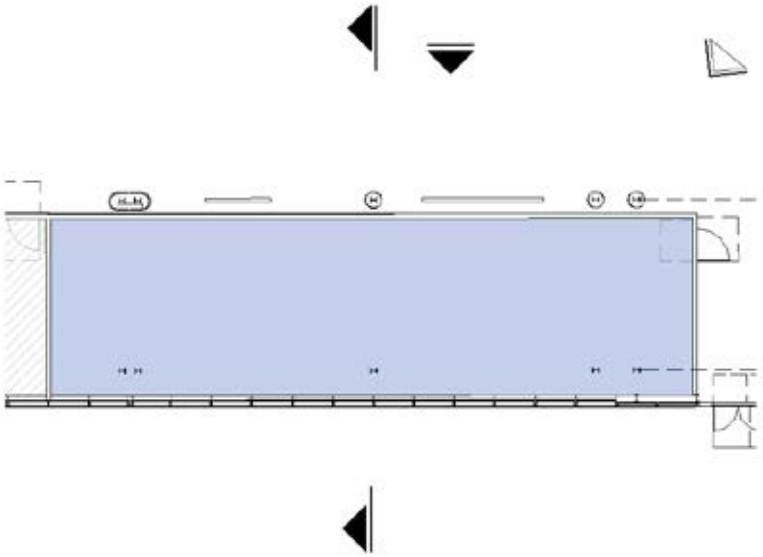
PRIMARY SIGNAGE »
LARGE

3D VIEW



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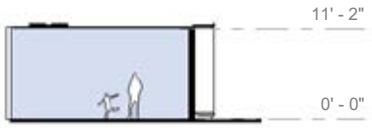

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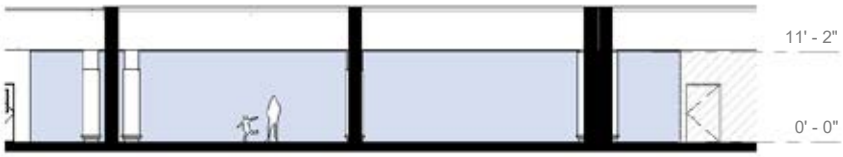
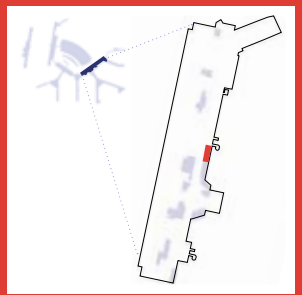


ELEVATION

KEY PLAN



T3.U.8.AA.4

INLINE TYPE I

BLADE SIGN »
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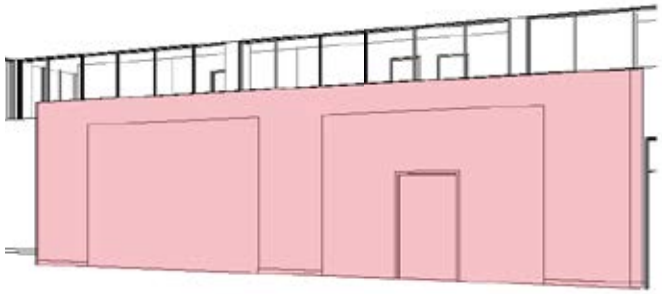
PRIMARY SIGNAGE »
LARGE



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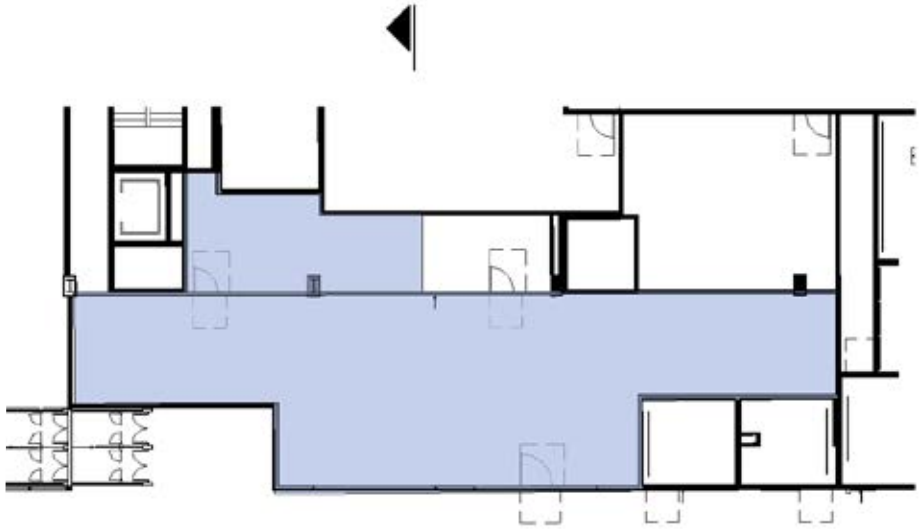

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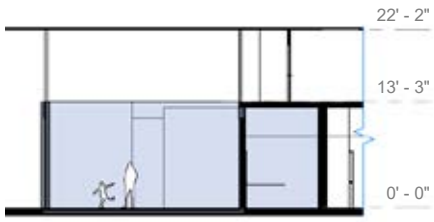

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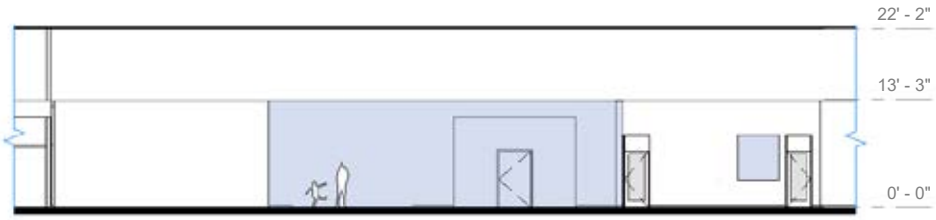

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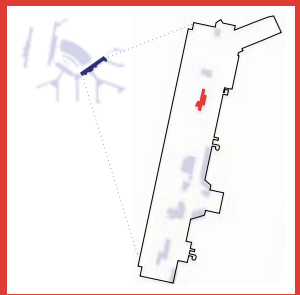
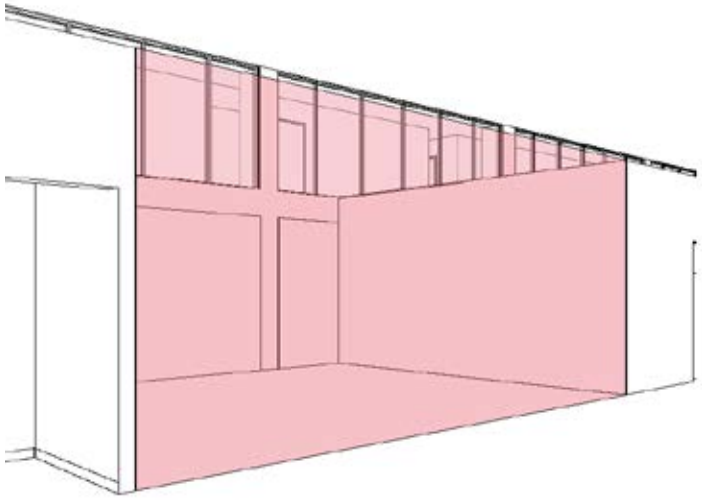


T3.U.8.FF.2

INLINE TYPE I

BLADE SIGN »
LARGE

PRIMARY SIGNAGE »
LARGE



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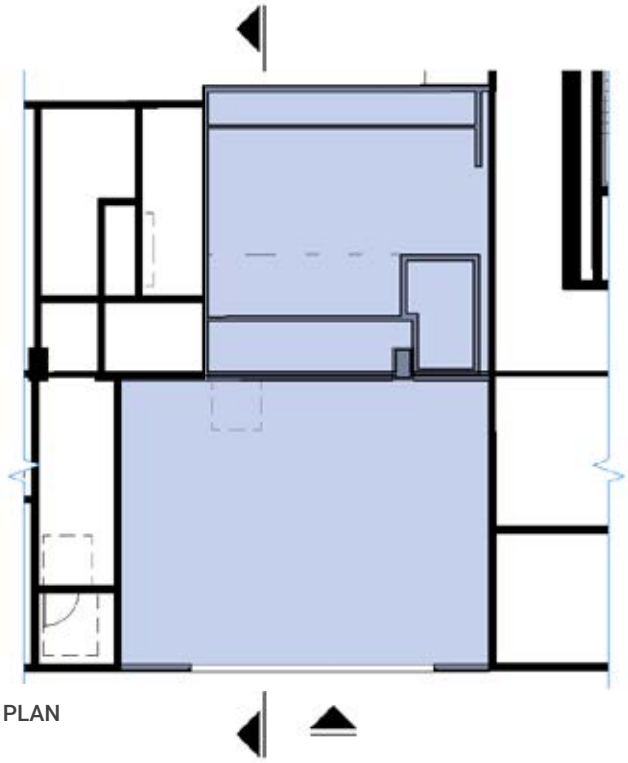

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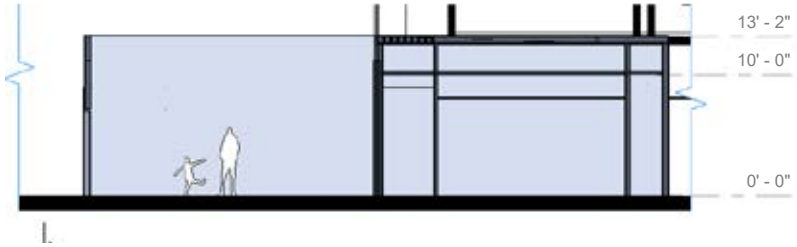

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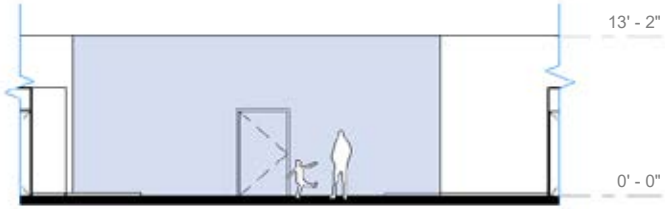

ELEVATION

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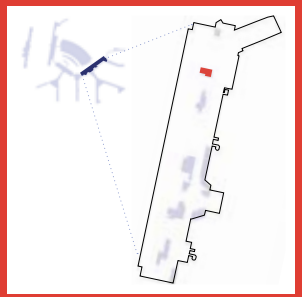

T3.U.8.LL.8

INLINE TYPE I

BLADE SIGN »
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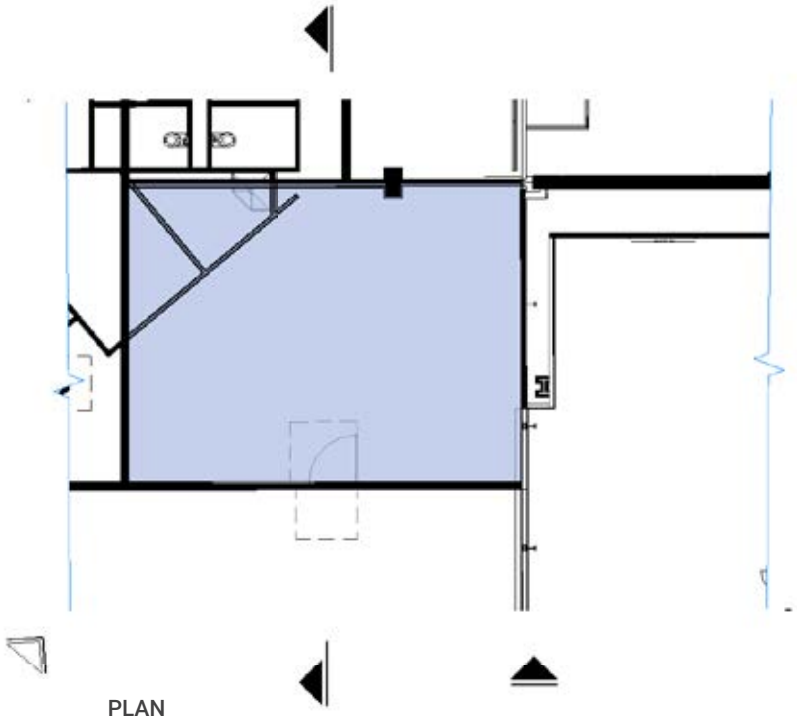
PRIMARY SIGNAGE »
LARGE

3D VIEW



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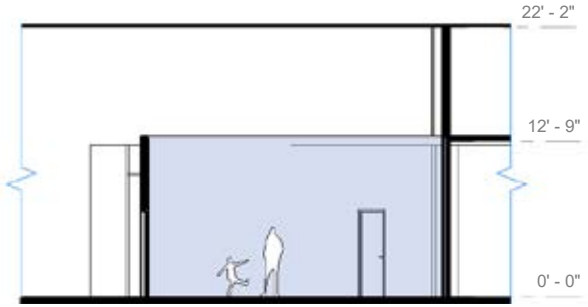

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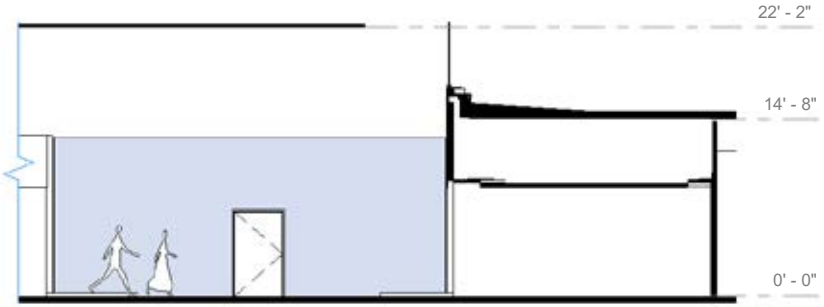

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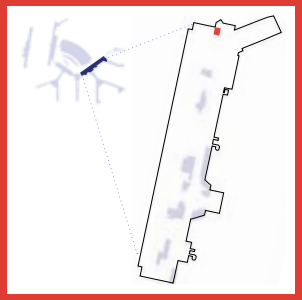
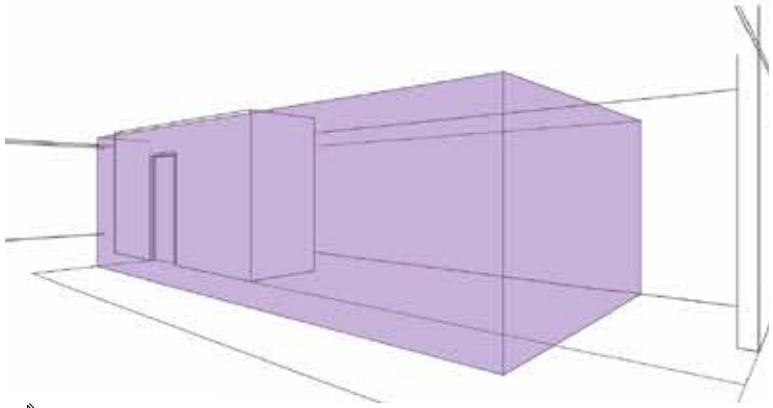


T3.U.L.8O.B

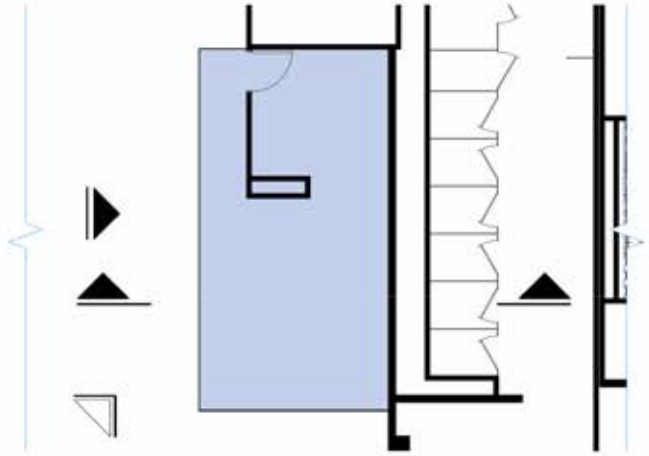
FREESTANDING KIOSK

BLADE SIGN » LARGE

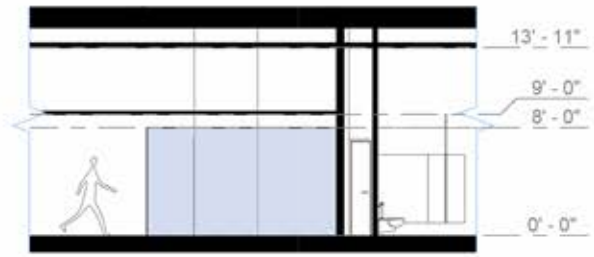
PRIMARY SIGNAGE » LARGE



3D VIEW



PLAN



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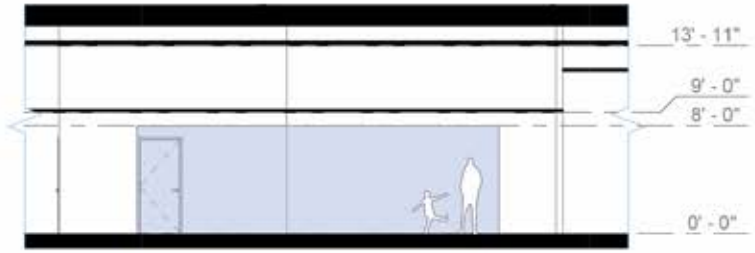

ELEVATION

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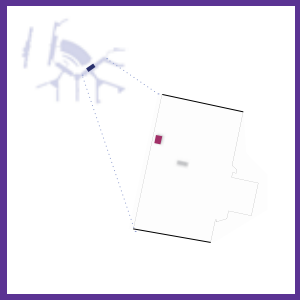

T3.U.L.8P.A

FREESTANDING KIOSK

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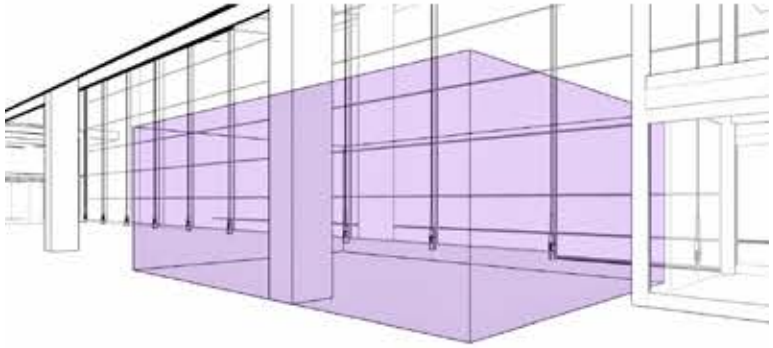
PRIMARY SIGNAGE » LARGE



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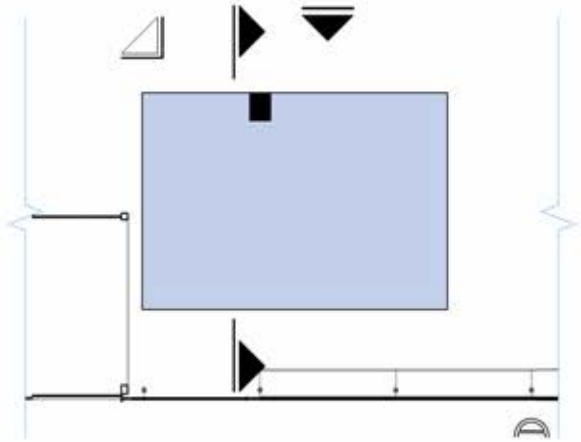

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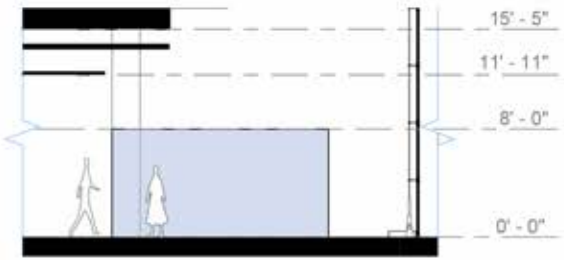

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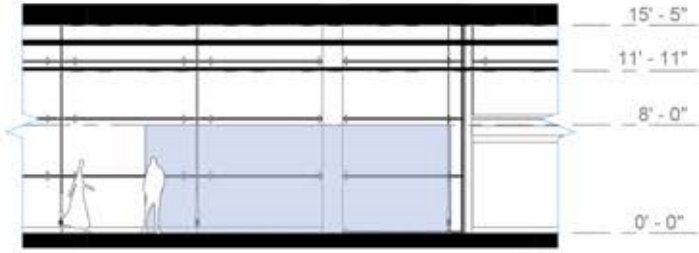

ELEVATION

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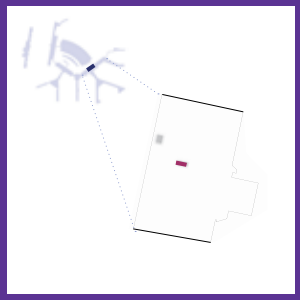
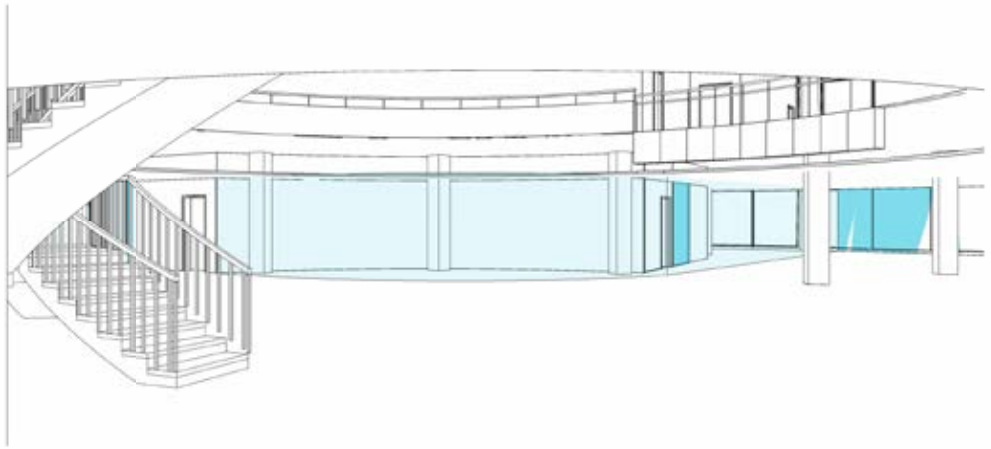


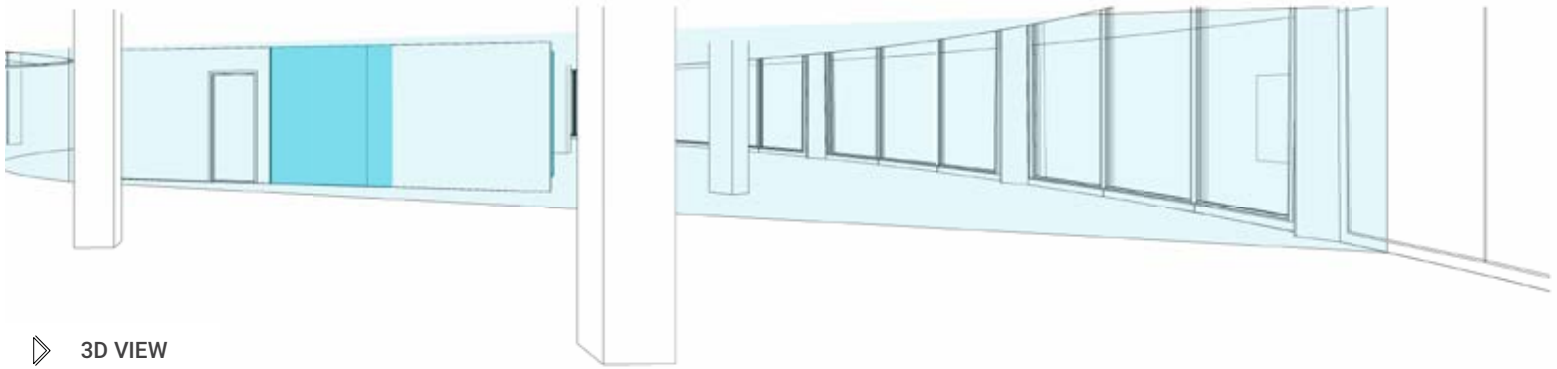
CATALOG OF LOCATIONS

ROTUNDA

T3G.U.61.A

FOOD HALL





3D VIEW

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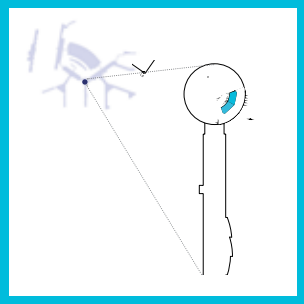
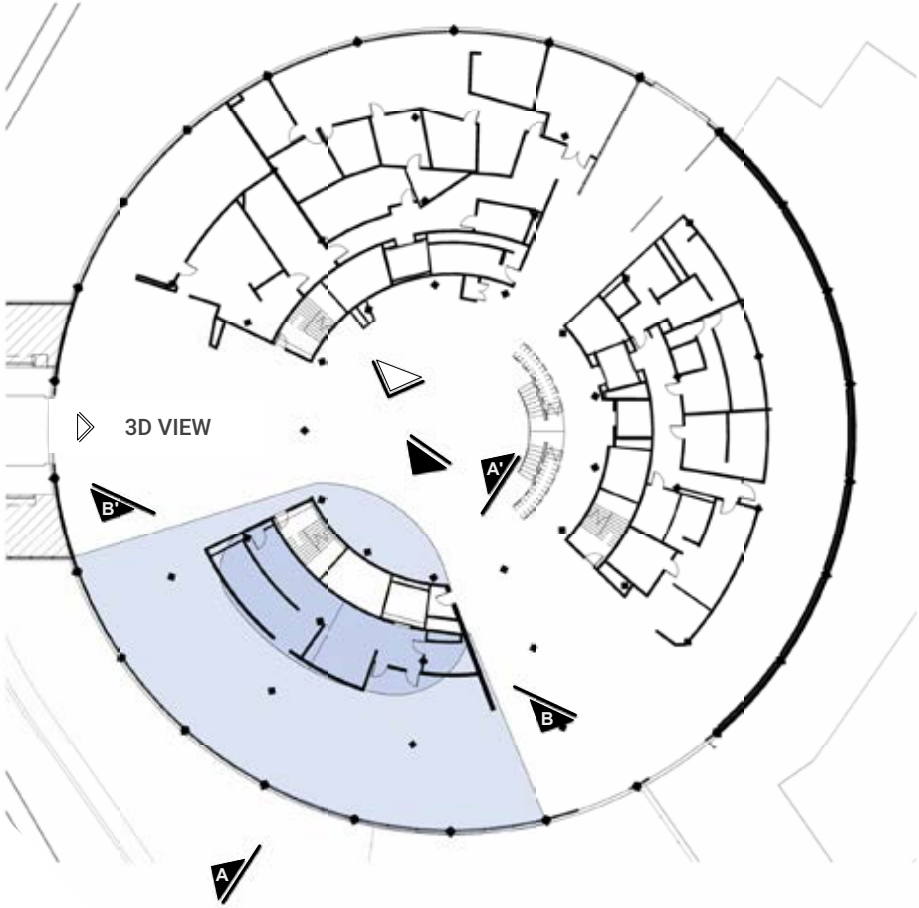


T3G.U.61.A

FOOD HALL



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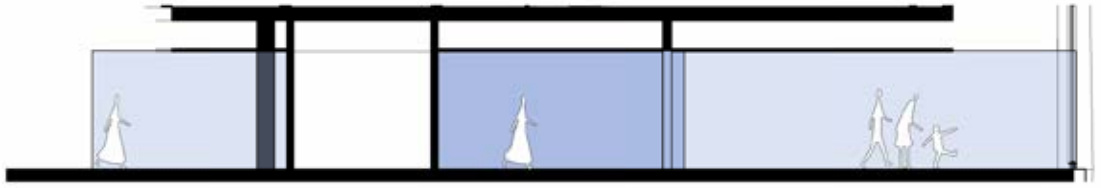
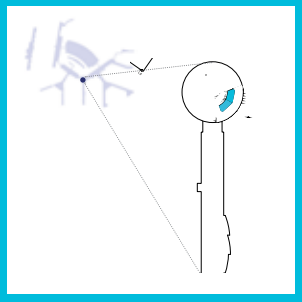


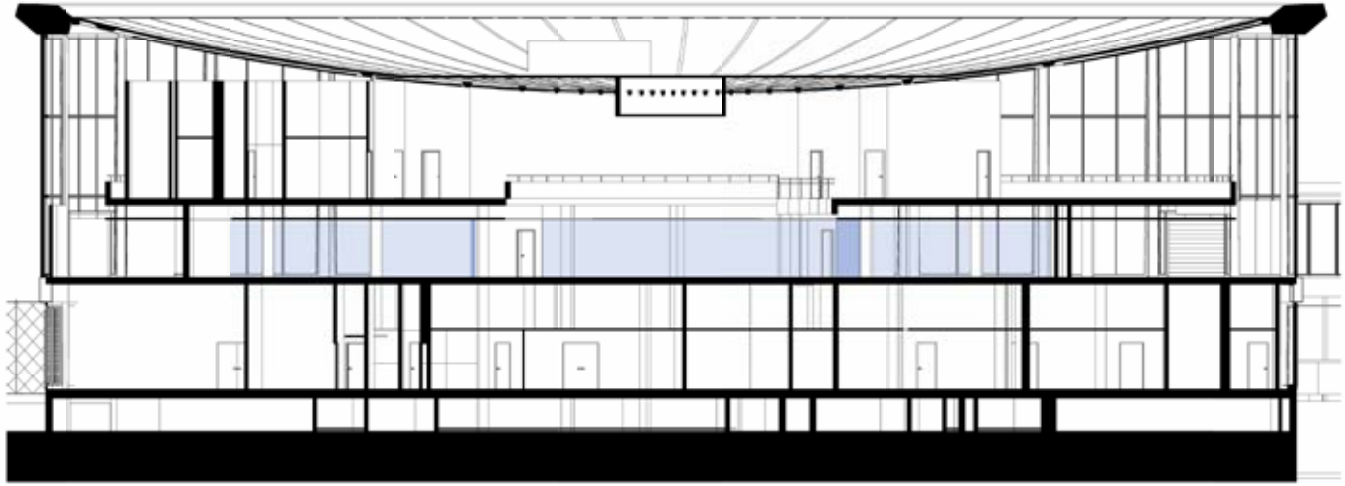
SECTION A - A´

KEY PLAN



T3G.U.61.A

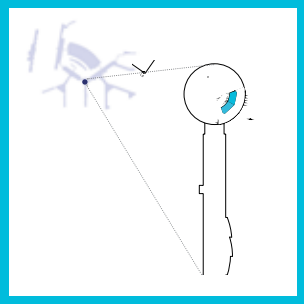
FOOD HALL



ELEVATION

SECTION B - B´

KEY PLAN



CATALOG OF LOCATIONS

CONCOURSE L & L-STINGER

EXHIBITS COMING SOON

[END OF SECTION 3.0]

CDA
Chicago Department of Aviation

O'HARE
INTERNATIONAL AIRPORT

CHICAGO O'HARE INTERNATIONAL AIRPORT

TERMINAL 5
EAST/WEST CONCOURSES
CONCESSIONAIRE DESIGN GUIDELINES

SECTION 4.0

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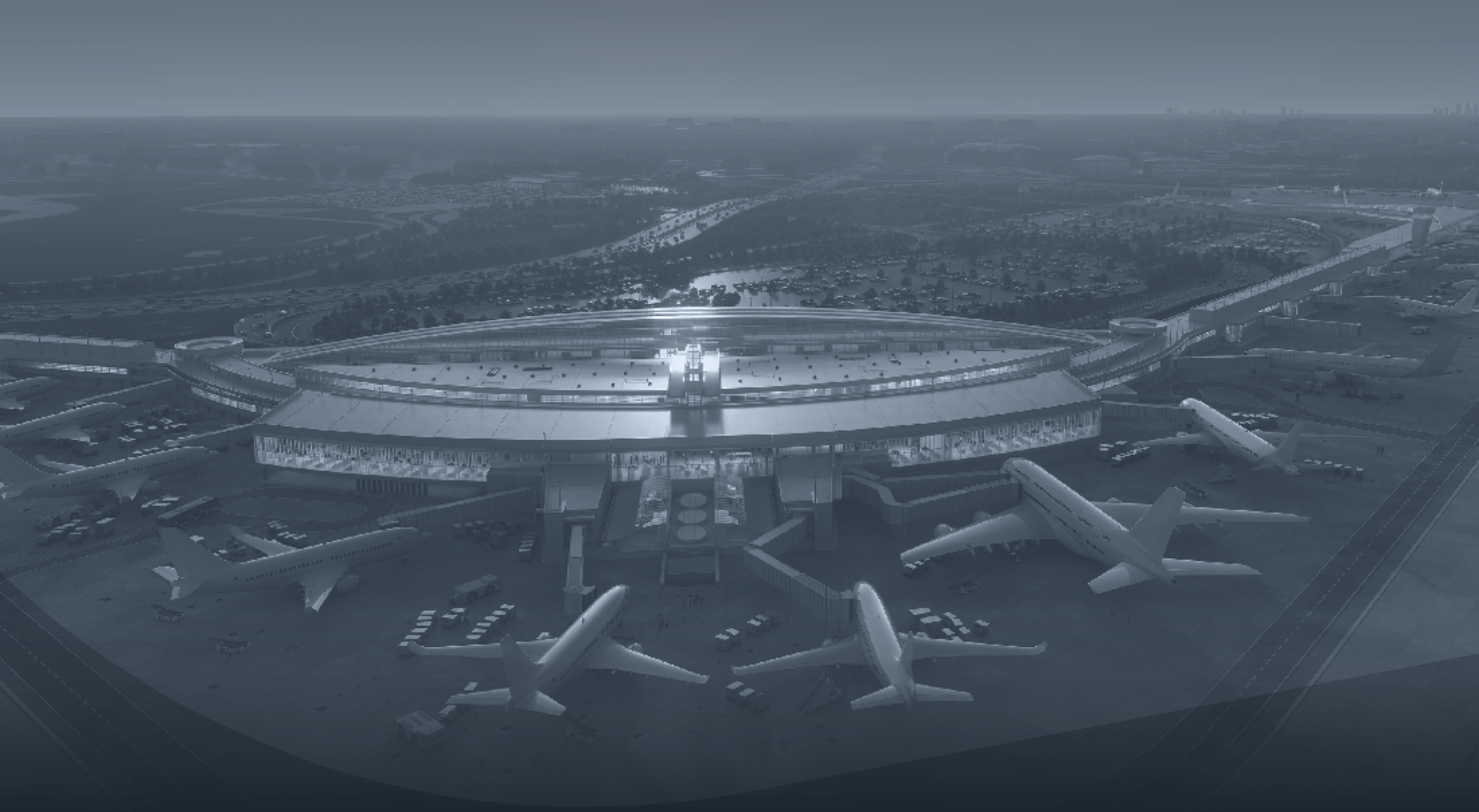


01 INTRODUCTION

SECTION TABLE OF CONTENTS | BEGIN CHAPTER

TERMINAL 5 SECTION UPDATES

We've revamped the Terminal 5 section to align with our new design guidelines. While we've tried to seamlessly integrate these changes into the main O'Hare Concessionaire Design Guidelines document, there might be a few inconsistencies. If you spot one, don't hesitate to reach out to your CDA Point of Contact (POC) for clarification.

WHAT'S NEW (AND WHAT'S GONE):

We've streamlined the document by removing the following:

- Terminal 5 Expansion information (it's already implemented)
- Mission Statements (replaced by the new guidelines)
- Project Description and Design Principles (replaced by the new guidelines)
- Specific Design Criteria (now incorporated into the new guidelines)
- General Information (replaced by the new guidelines)

This refresh ensures you have the most up-to-date design information for your projects.

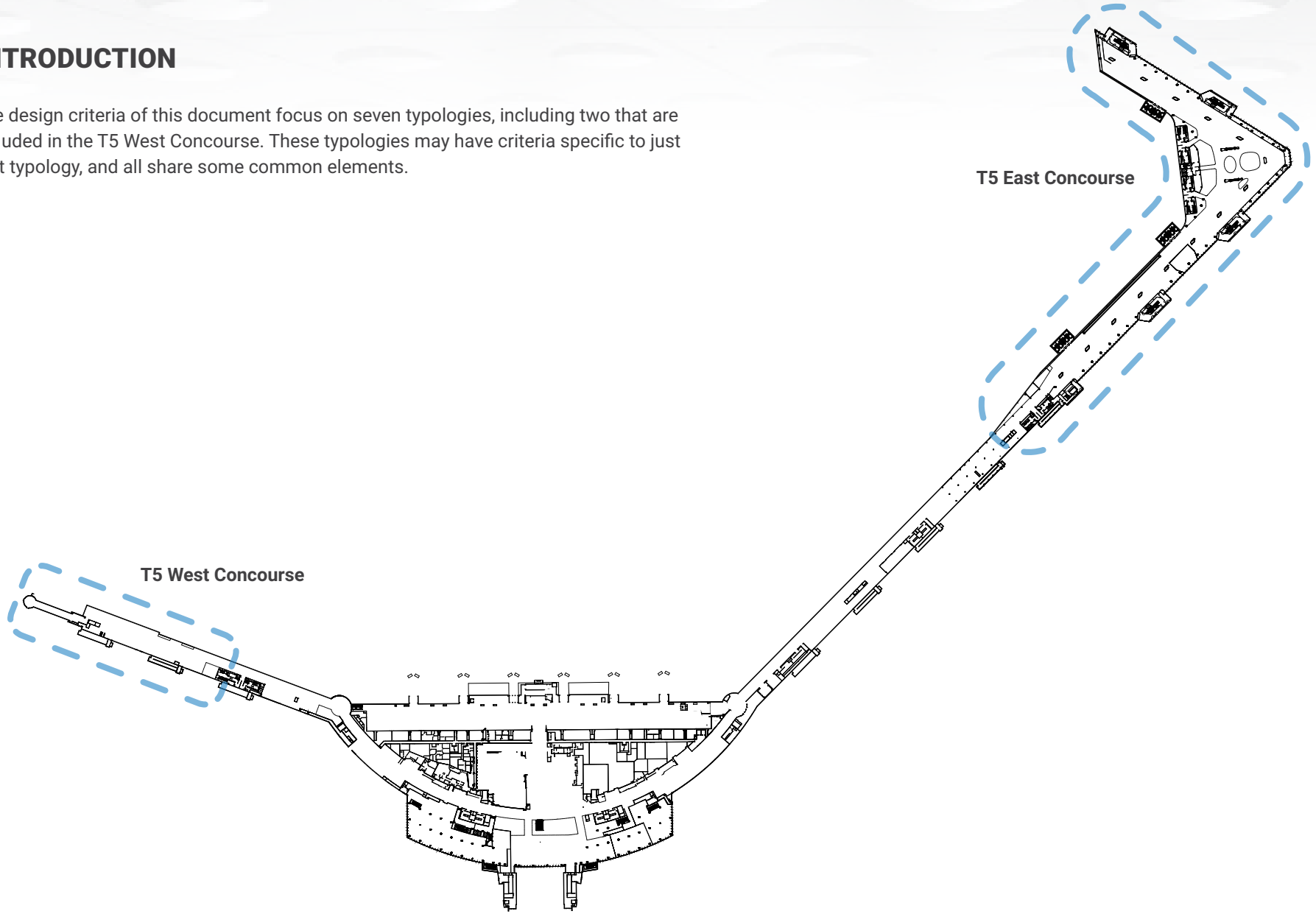
02 TYPOLOGIES

SECTION TABLE OF CONTENTS

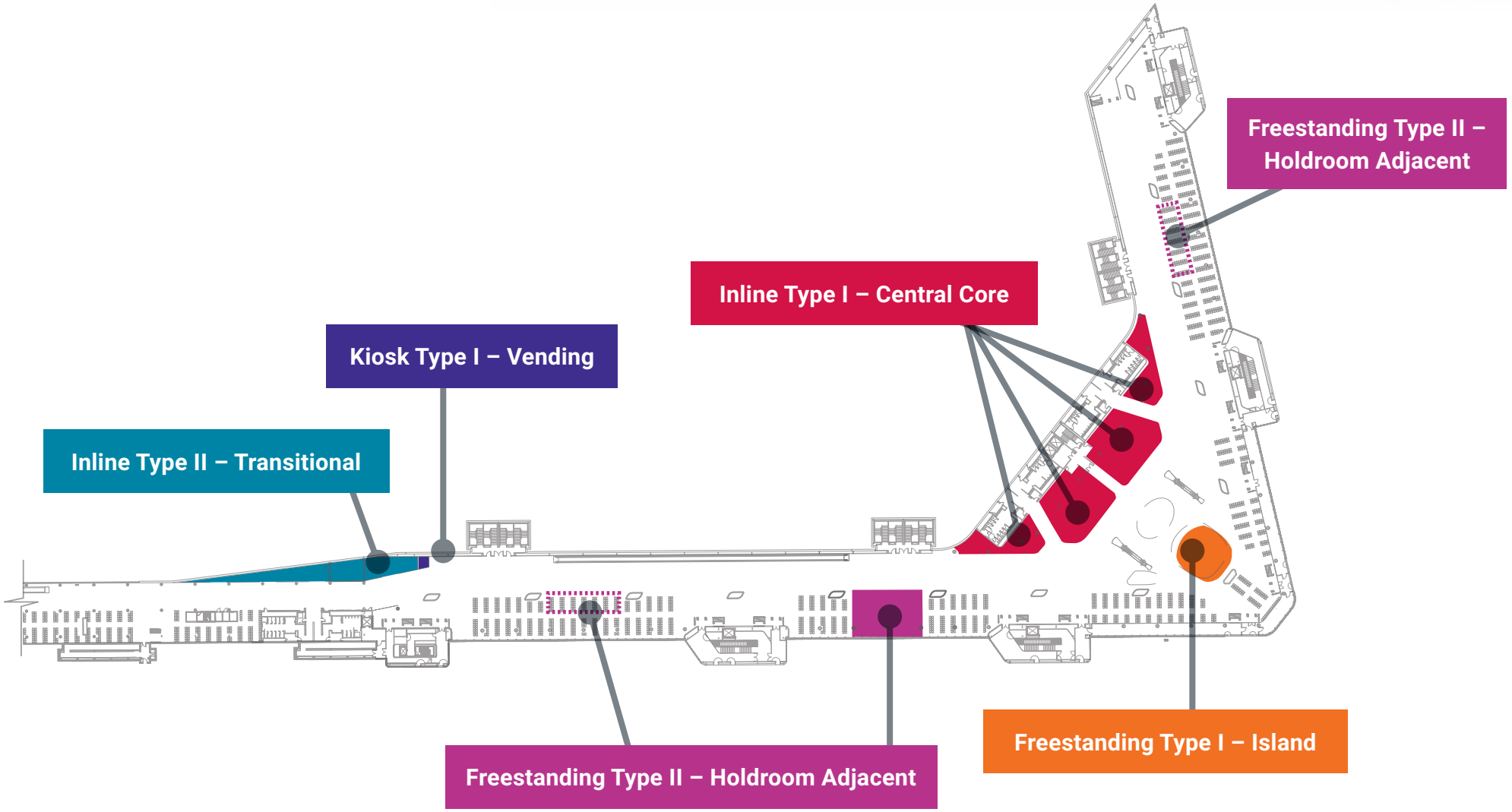
BEGIN CHAPTER

INTRODUCTION

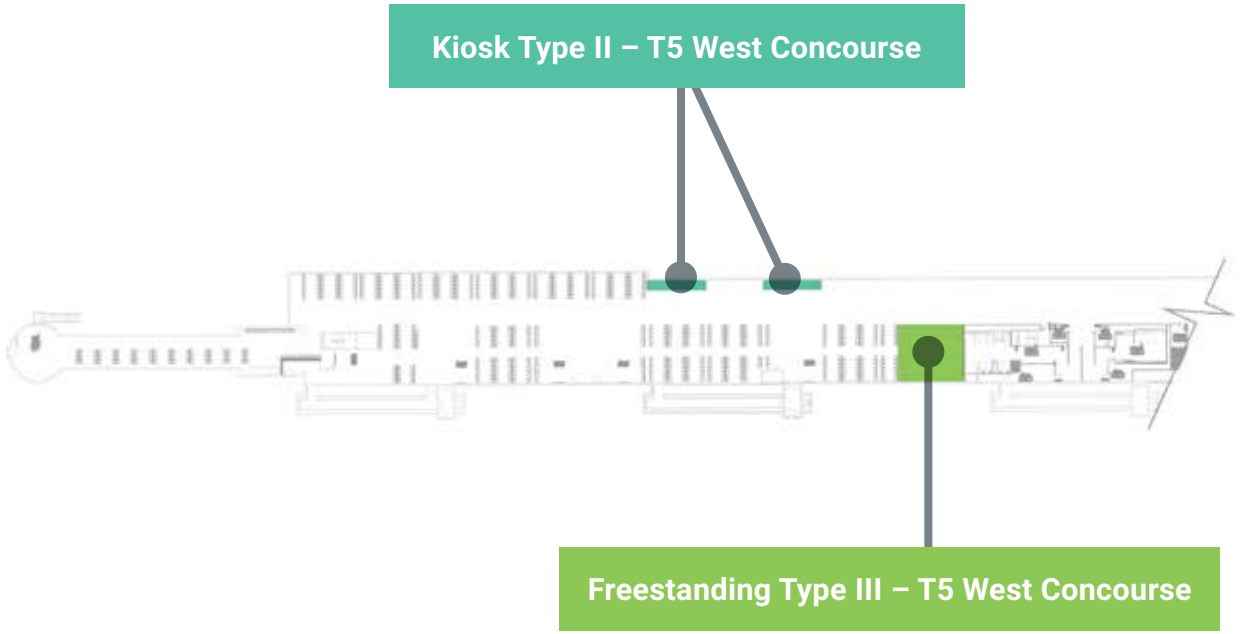
The design criteria of this document focus on seven typologies, including two that are included in the T5 West Concourse. These typologies may have criteria specific to just that typology, and all share some common elements.



T5 EAST CONCOURSE TYPOLOGY LOCATIONS



T5 WEST CONCOURSE TYPOLOGY LOCATIONS



T5 TYPOLOGY CHARACTERISTICS

Inline Type I – Central Core	• Solid back wall, open ceiling, ample entry space, and lots of open sightlines • Perforated metal soffit using soft curves and upward angles, blade signage • Demising walls as necessary for merchandising (retail only), F&B lease space will not be defined by solid walls
Inline Type II – Transitional	• Transitional space designed for heavy footfall and passenger traffic • Minimal soffit to maximize ceiling height, large entries, columns (versus solid walls), and transparent materials to maximize openness to travelers, as well as maximizing available natural light from indirect sources • Solid back wall with no direct connection to glass windows • May also consider food theater
Freestanding Type I – Island	• Open ceiling and no solid demising walls to keep views open—maintaining visual sightlines and travel paths naturally through the space • Unique floor plan shape that maximizes function, revenue potential, and artistic beauty
Freestanding Type II – Holdroom Adjacent	• Open ceiling, transparent back wall to maintain 50% of sightlines to the airfield, merchandise needs to be kept 4-5 feet from curtain wall, extra-large entrance to maximize passenger flows and sightlines • Perforated metal soffit using soft curves and upward angles, blade signage • Angled entry wall with branding to welcome travelers and encourage footfall
Kiosk Type I – Vending	• Open ceiling concept, Integration with airport architecture • Perimetral frame structure to house assorted vending machines
Freestanding Type III – T5 West Concourse	• Existing ceiling, solid wall adjacent to restrooms, open to concourse on one side, and open to the holdroom on another to maximize sightlines into and through the space. • Minimal soffit, large solid wall for branding, and blade sign
Kiosk Type II –T5 West Concourse	• Natural daylight at window, not blocking the window views • Integrates elements from T5 East Concourse with the T5 West Concourse renovations • Enclose the sides to create a roomlike experience • Additional opportunities for vending at the column

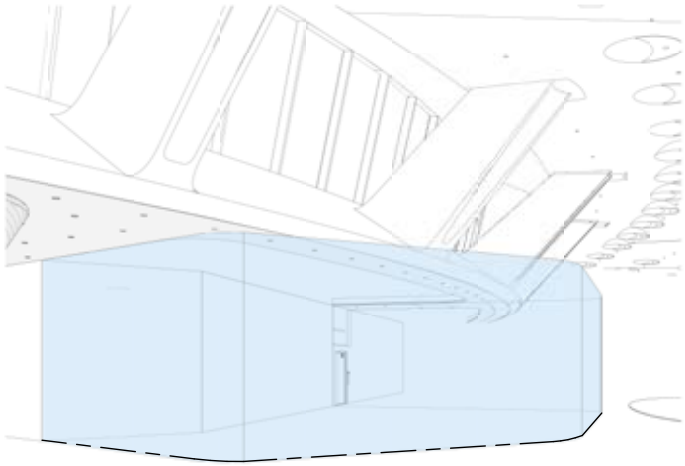
INLINE

TYPE I – CENTRAL CORE

Intended for a mix of Food and Beverage and Retail, Inline Type I – Central Core is set in a high-traffic area. The intent for this space is to match the openness of the East Concourse, while creating an intimate dining and/or shopping environment for travelers who want a comfortable place to retreat.

Drawing inspiration from restaurants and retail along Chicago's lakefront, this space gives travelers the feeling of being in Downtown Chicago.

Within the central core is are two sub-typologies – Type A and Type B, which are mirrored – meaning there are two each of Types A and B.

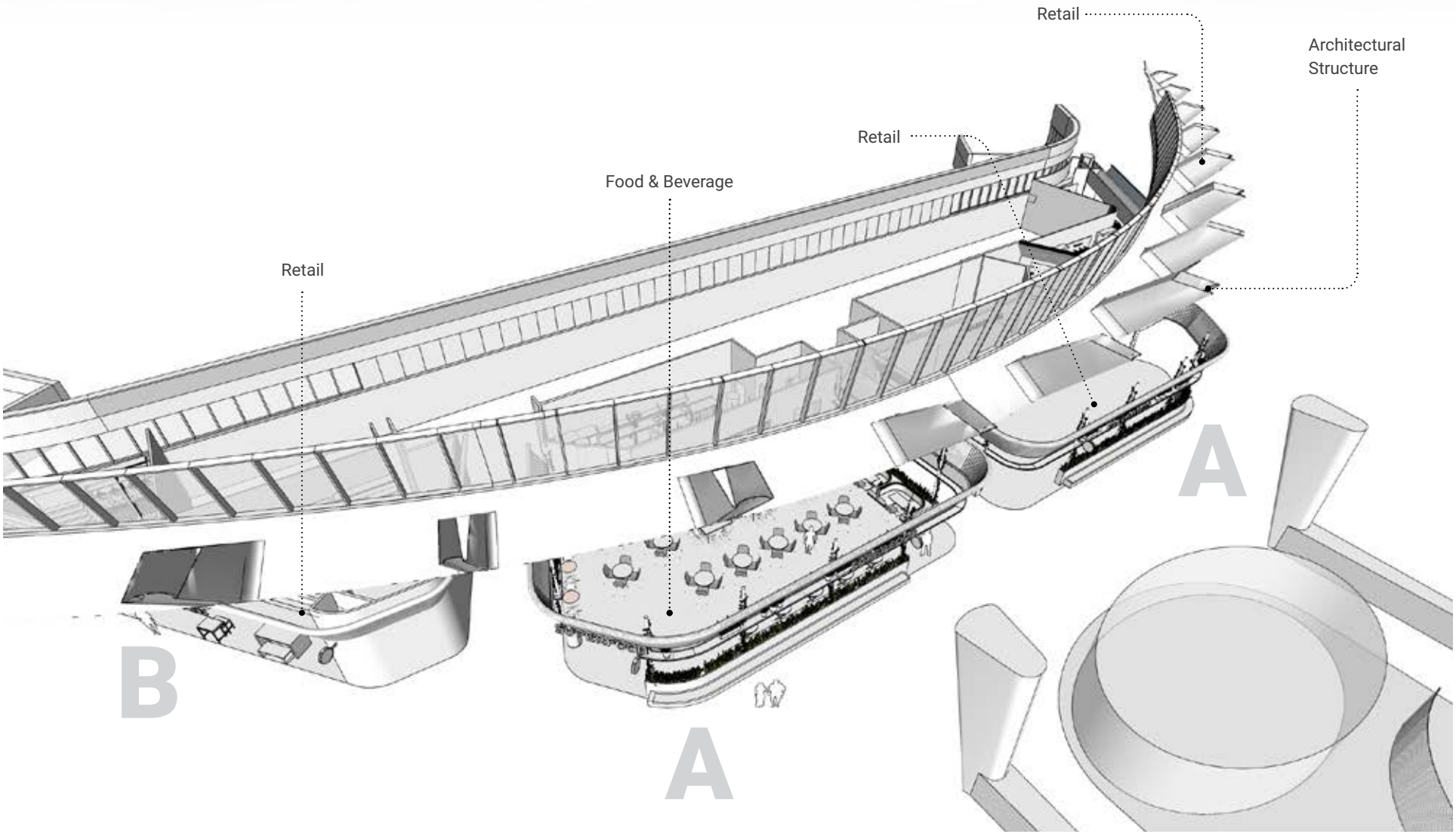


INLINE

TYPE I – CENTRAL CORE

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA

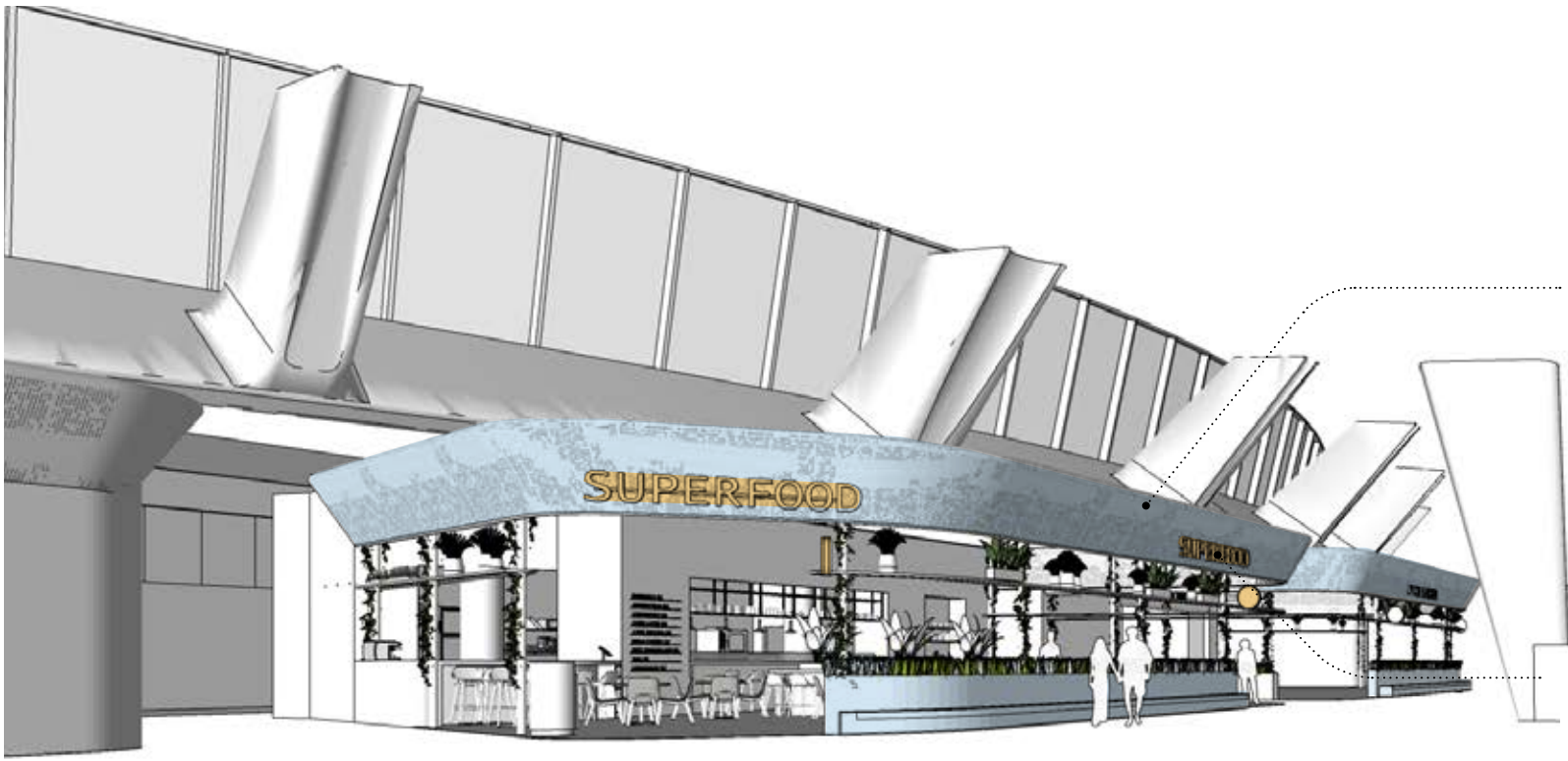


INLINE

TYPE I – CENTRAL CORE » TENANCY A

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA



Canopy: aerodynamic shape, perforated metal, translucent.

Perforation shows city lights of Chicago's skyline. The shape illustrates the Architecture of Flight.

Single 3D letters with consistent dimensions throughout for a more elevated overall look and feel.

Design and materiality as per O'Hare Concessionaire Design Guidelines; refer to page 4-47 for perforated metal soffit criteria

Design as per O'Hare Concessionaire Design Guidelines, materiality by tenant; refer to General Design Guidelines page 1-28 for blade sign and primary signage criteria

INLINE

TYPE I – CENTRAL CORE » TENANCY A

KEY REQUIRED ELEMENTS

- Visual continuity and transparency
- Open ceiling concept
- Integration with airport architecture / change in height conditions

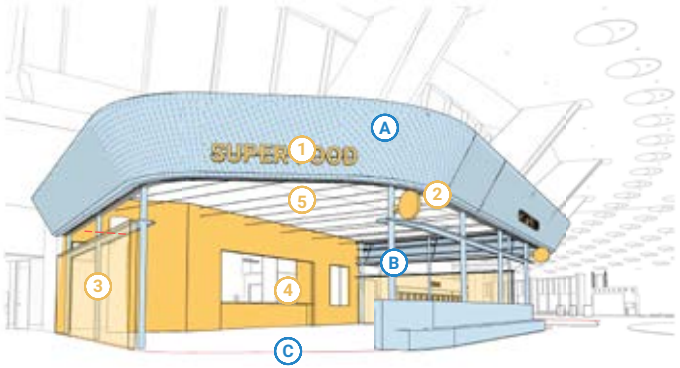
BY TENANT PER GUIDELINE

- (A) Perforated metal canopy
- (B) Supporting structure
- (C) Provide 1/4 of perimeter length clear for access points

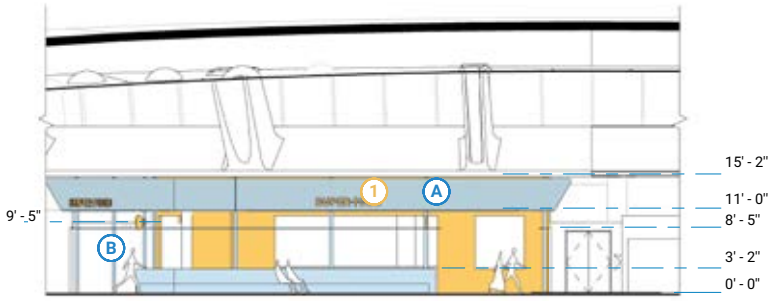
MATERIALITY BY TENANT

- (1) Primary bulkhead signage: see graphics for recommended locations. Refer to page General Design Guidelines page 1-34[1] for criteria
- (2) Large blade sign: see graphics for allowed locations. Mounting height 9'-5" A.F.F. Refer to page 1-28 in the General Design Guidelines for details
- (3) Full height partitions / barrier elements. Limited to secondary circulation areas. Partition height limited to decorative shelf level (8'-5")[1]
- (4) Security pocket
- (5) Lighting system[1]

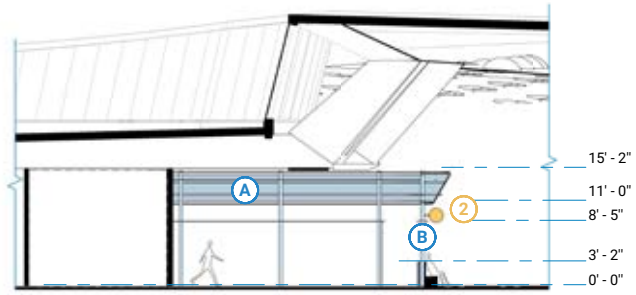
[1] Tenant must follow specified guidelines



3D VIEW



ELEVATION



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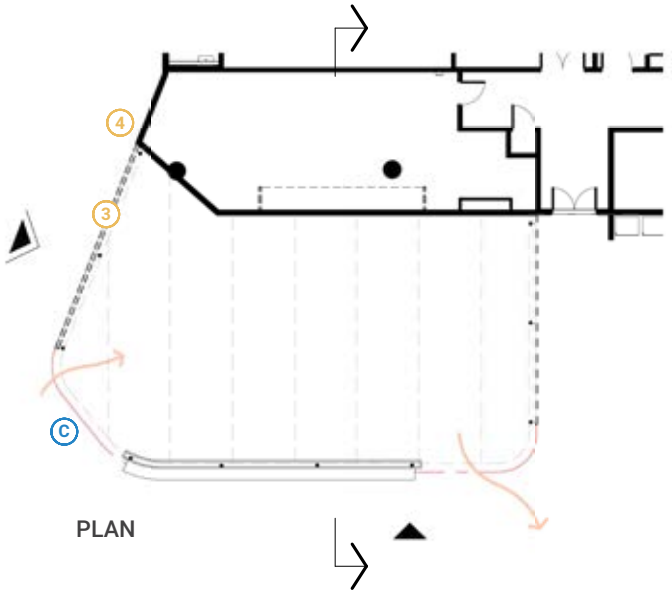


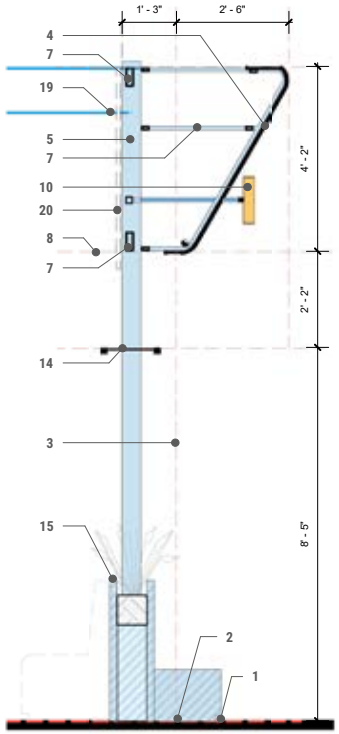
PLAN

INLINE

TYPE I – CENTRAL CORE » TENANCY A

BULKHEAD DETAIL

1 Finished floor
2 Floor transition
3 Lease line
4 Perforated metal panel for canopy / Color: Benjamin Moore »Cascade Mountains« No. 862, matte; Perforation: diameter large ¾" and diameter small ¼" (Manufacturer: Moz Design). Refer to page 4-47 for details
5 Structural support – column / Color: Benjamin Moore »Cascade Mountains« No. 862, matte
6 Acrylic panel backing
7 Support frame / Color: Benjamin Moore »Cascade Mountains« No. 862, matte
8 Bulkhead base height
9 Bulkhead inclination angle
10 Primary bulkhead signage
11 Rear mounting guide track / mounting bracket concealing power source and electric
12 Signage support structure / arms support
13 Linear LED Luminaire, backlit, LED 5000K
14 Decorative shelving
15 Planter box cladding / Quartz: "Big Sur Mist Matte" (Manufacturer: Cambria)
16 Bench with Quartz with wood inset / Quartz: "Big Sur Mist Matte" (Manufacturer: Cambria); Wood inset: wood veneer laminate White Oak Groove, No. 60219 (Manufacturer: Treefog)
17 USB charger
18 LED light strip, LED 5000K
19 Lighting system
20 Recommended covering panel/ backboard



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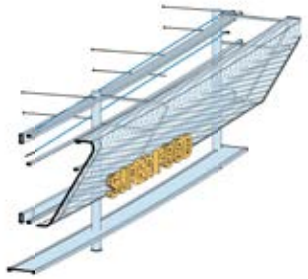
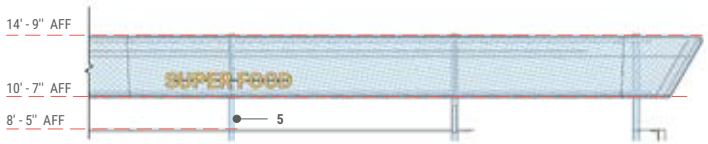
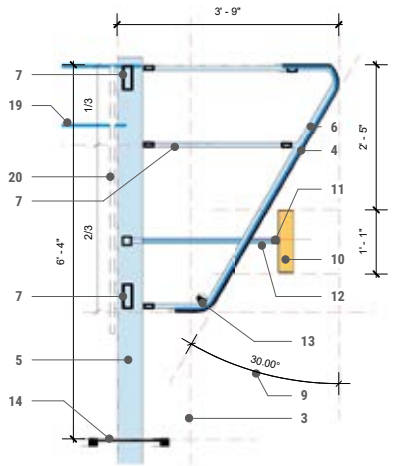


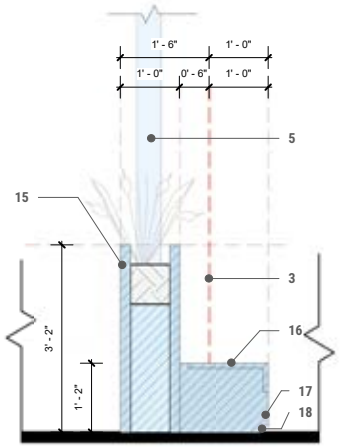
3D DETAIL



ELEVATION



SECTION DETAIL



SECTION DETAIL

INLINE

TYPE I – CENTRAL CORE » TENANCY B

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA

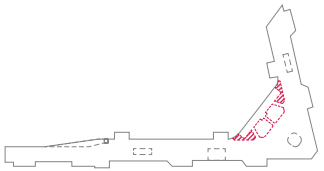
Canopy: aerodynamic shape, perforated metal, translucent.

Perforation shows city lights of Chicago's skyline.

Soffit: aerodynamic shape, GFRG (Glass Fiber Reinforced Gypsum).

Design and materiality as per O'Hare Concessionaire Design Guidelines; refer to page 4-47 for perforated metal soffit criteria

Design as per O'Hare Concessionaire Design Guidelines, materiality by tenant; refer to General Design Guidelines page 1-20 for material recommendations and 1-28 for blade sign criteria



INLINE

TYPE I – CENTRAL CORE » TENANCY B

KEY REQUIRED ELEMENTS

- Airport ceiling restrictions
- Integration with airport architecture and structure / change in height conditions

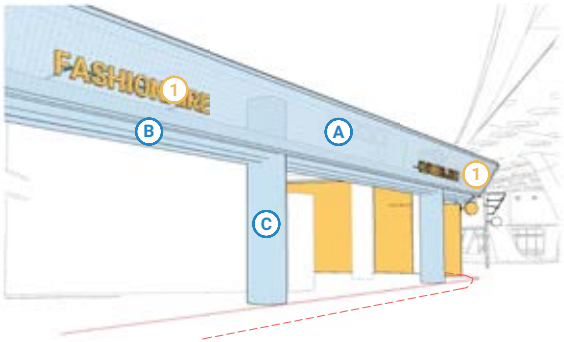
BY TENANT PER GUIDELINE

- (A) Perforated metal bulkhead
- (B) Glass Fiber Reinforced Gypsum (GFRG) bulkhead
- (C) Supporting Structure: mimics airport column covers round shape and finishes
- (D) Concessions Storyboard: see page 1-38 in the General Design Guidelines for more detail.

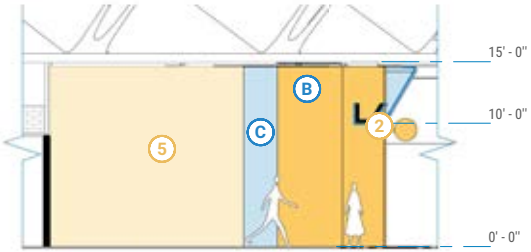
MATERIALITY BY TENANT

- (1) Primary bulkhead signage: see graphic for recommended location. Limited to one location per tenant[1]
- (2) Large blade sign: see graphics for allowed locations. Mounting height 9'-5" A.F.F. Refer to page 1-28 in the General Design Guidelines for details. Limited to one location per tenant[1]
- (3) Security pocket

[1] Tenant must follow specified guidelines

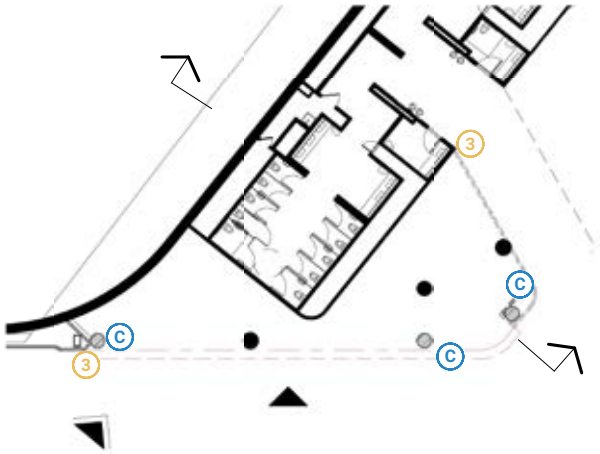


3D VIEW



SECTION

ELEVATION



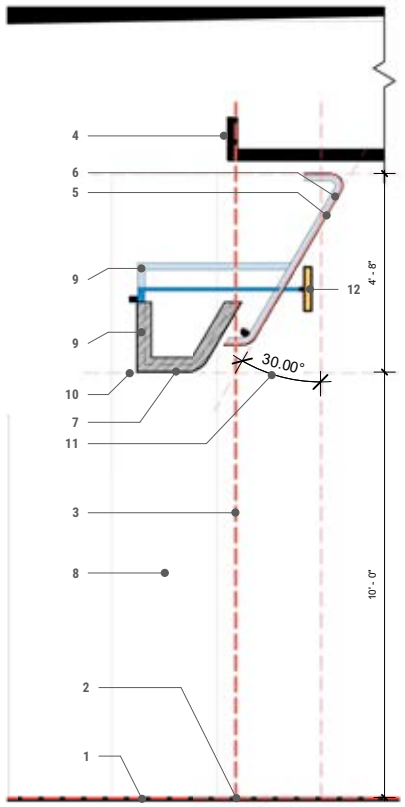
PLAN

INLINE

TYPE I – CENTRAL CORE » TENANCY B

BULKHEAD DETAIL

1 Finished floor
2 Floor transition
3 Lease line
4 Airport ceiling
5 Perforated metal panel for canopy. Color: Benjamin Moore »Cascade Mountains« No. 862, matte; Perforation: diameter large ¾" and diameter small ¼" (Manufacturer: Moz Design). Refer to page 4-47 for details
6 Acrylic panel backing
7 Glass Fiber Reinforced Gypsum (GFRG) panel
8 Structural support – Column
9 Support frame
10 Bulkhead base height
11 Bulkhead inclination angle
12 Primary bulkhead signage
13 Rear mounting guide track / mounting bracket concealing power source and electric
14 Signage support structure / arms support
15 Guide track with power source
16 Linear LED Luminaire, backlit, LED 5000K



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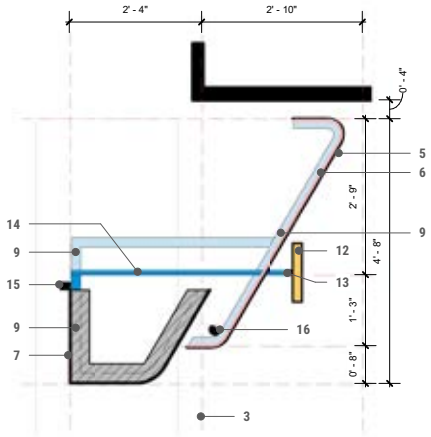
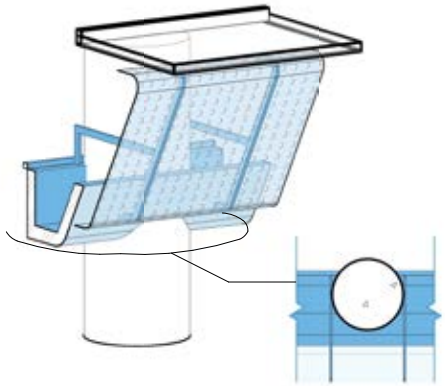
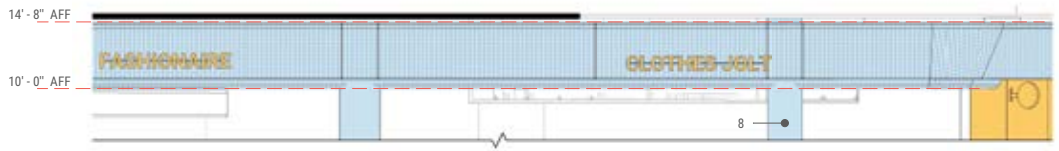


SECTION DETAIL



3D DETAIL

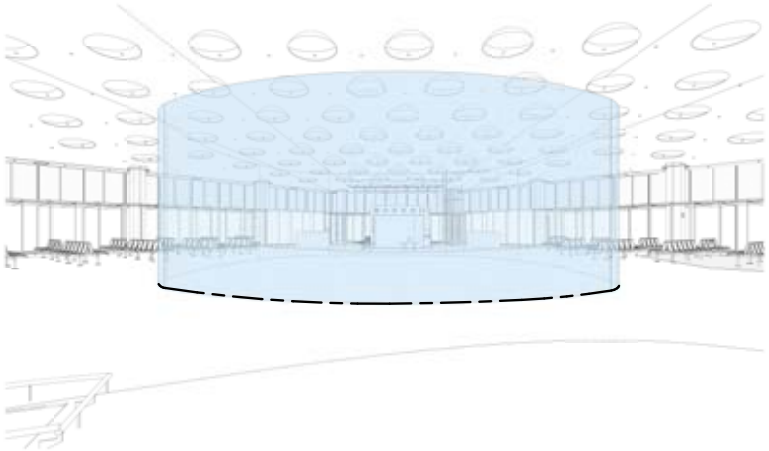


ELEVATION

FREESTANDING

TYPE I – ISLAND

Intended for a Champagne and/or Cocktail Bar, this typology is uniquely Chicago—with its accessibility from all sides, clear sightlines through to the rest of the terminal, and the beautiful installation above the bar, nodding to the fog that rolls through downtown because of Lake Michigan. This is T5's "wow factor": with its exciting and inviting energy, travelers will get a true taste of the ways travelers and locals experience Chicago.

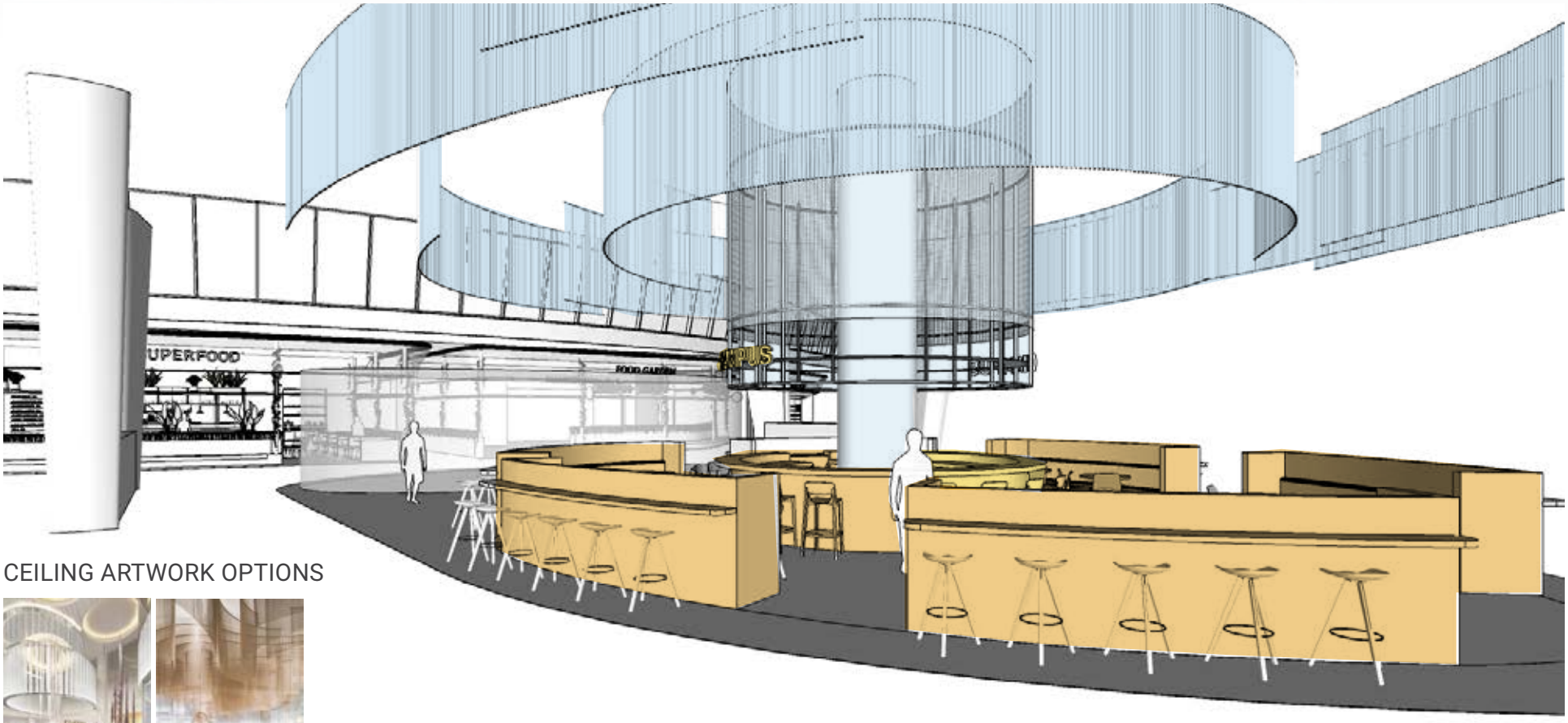


FREESTANDING

TYPE I – ISLAND » CEILING SCULPTURE » THE FOG

FOR ILLUSTRATIVE PURPOSES ONLY

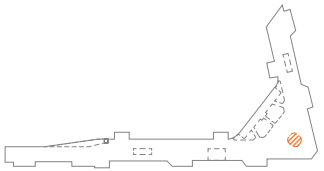
CONCEPT IDEA



CEILING ARTWORK OPTIONS

Design and materiality as per O'Hare Concessionaire Design Guidelines

Design as per O'Hare Concessionaire Design Guidelines, materiality by tenant; refer to General Design Guidelines page 1-20 for material recommendations and 1-28 for blade sign criteria

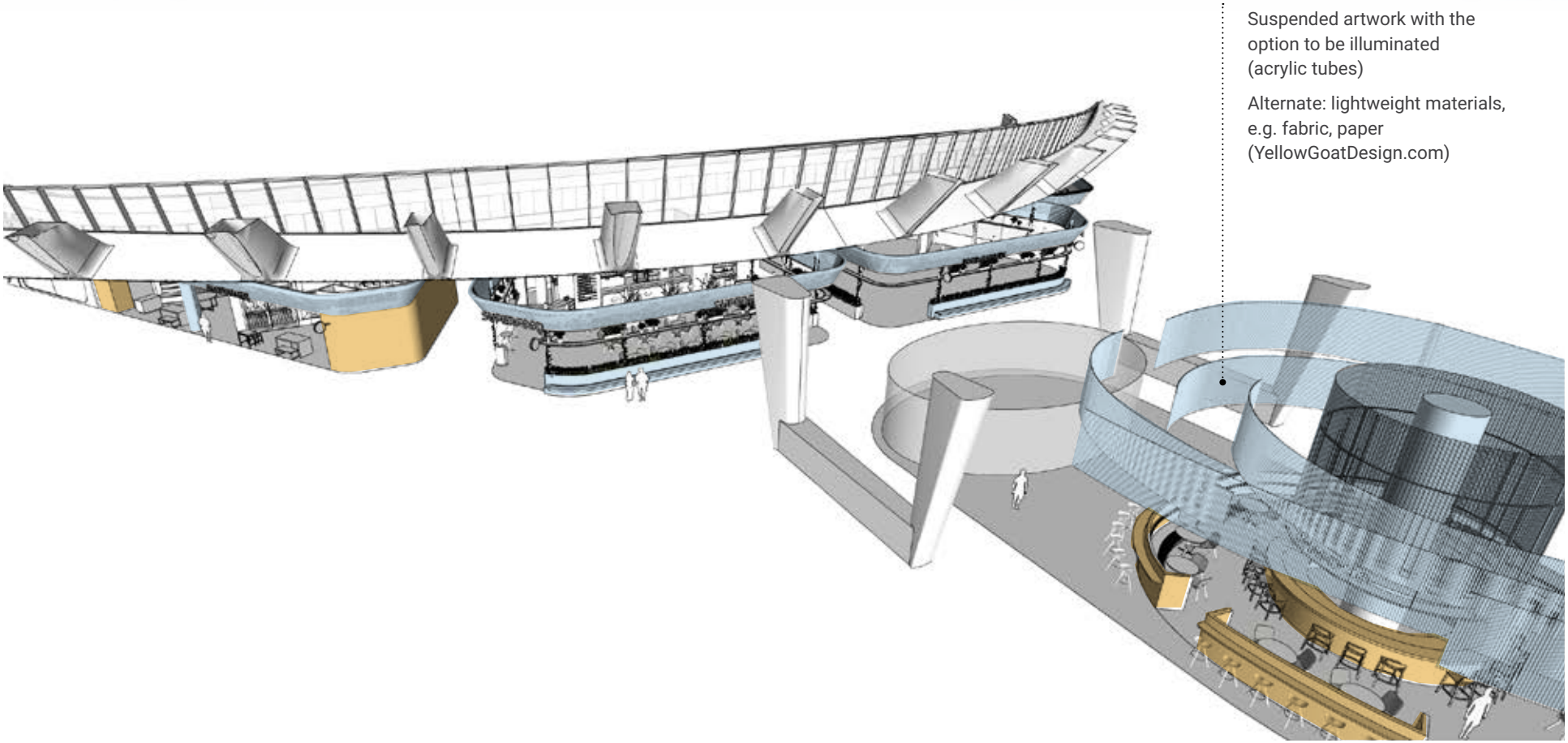


FREESTANDING

TYPE I – ISLAND » WITH CENTRAL CORE

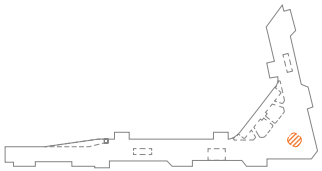
FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA



Design and materiality as per O'Hare Concessionaire Design Guidelines

Design as per O'Hare Concessionaire Design Guidelines, materiality by tenant; refer to General Design Guidelines page 1-20 for material recommendations and 1-28 for blade sign criteria



FREESTANDING

TYPE I – ISLAND

KEY REQUIRED ELEMENTS

- Visual continuity and transparency
- Open ceiling concept
- Lighthouse / vertical element / visual reference

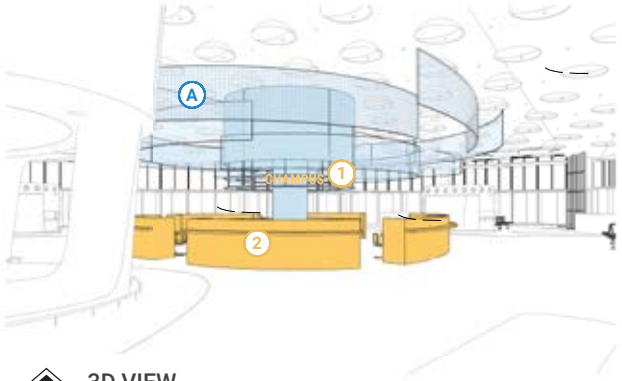
BY TENANT PER GUIDELINE

- (A) Fog / suspended translucent element (material to be determined)
- (B) Lighthouse / cylindrical central space anchoring element
- (C) Circular bar / serving area
- (D) Concessions Storyboard: see page 1-38 in the General Design Guidelines for more detail

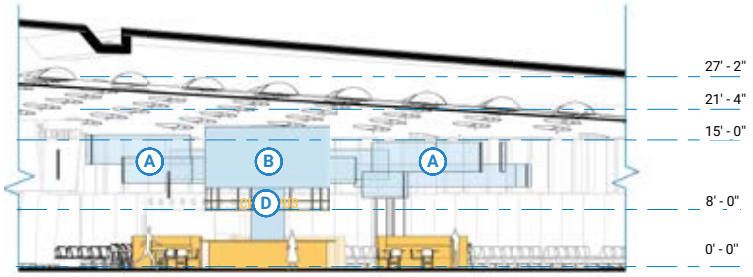
MATERIALITY BY TENANT

- (1) Primary bulkhead signage: see graphics for recommended locations. Refer to page 1-32 in the General Design Guidelines for details[1]
- (2) Perimetral serving zones / seating area. Divided in 5 sections minimum, maintaining through circulation

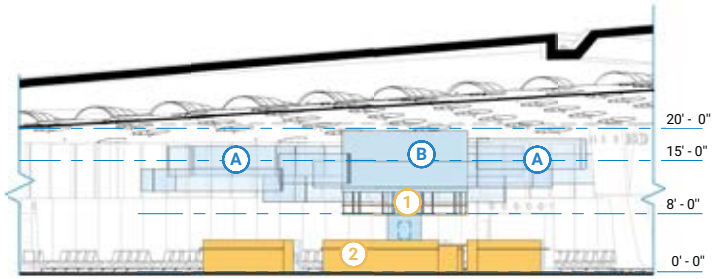
[1] Tenant must follow specified guidelines



3D VIEW



SECTION



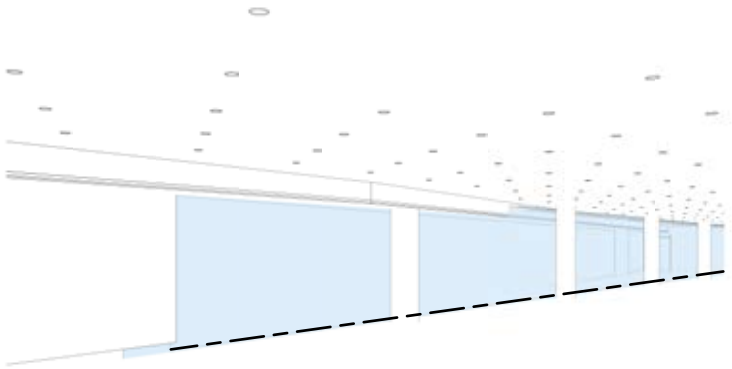
ELEVATION

PLAN

INLINE

TYPE II – TRANSITIONAL

Intended for Food and Beverage, Inline Type II – Transitional is intended to provide a resting place for travelers between T5 (City of Chicago) into the open, organic space of the T5's East Concourse (Lake Michigan). Much like the lock system, there is a period of dwelling in between both spaces.



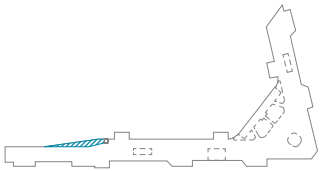
INLINE

TYPE II – TRANSITIONAL

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA

Design as per O'Hare Concessionaire Design Guidelines, materiality by tenant; refer to General Design Guidelines page 1-20 for material criteria, page 1-25 for guardrail criteria, and 1-28 for blade sign criteria

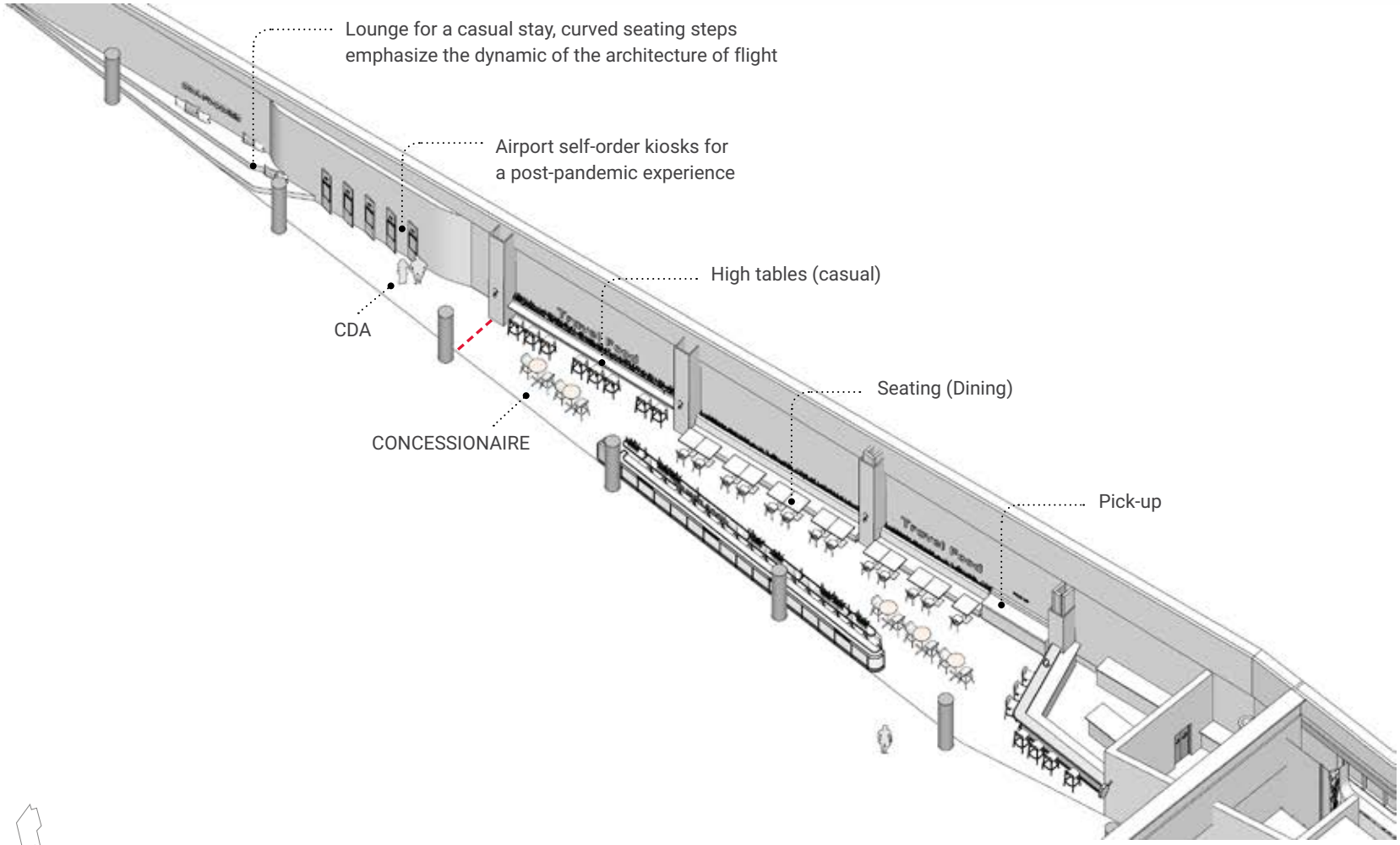


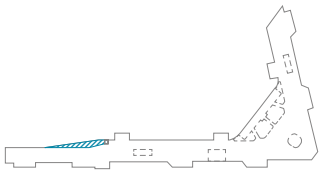
INLINE

TYPE II – TRANSITIONAL

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA





INLINE

TYPE II – TRANSITIONAL

CDA CONTROLLED SPACE

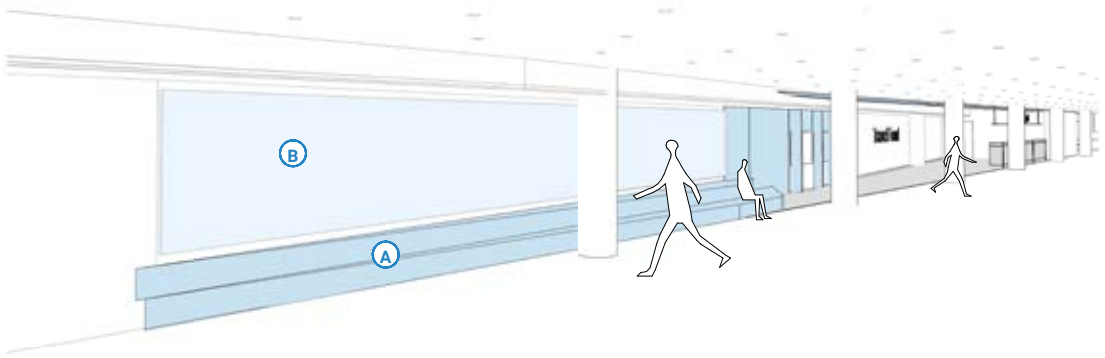
KEY REQUIRED ELEMENTS

- Impressive introduction to new terminal
- Visual / spatial continuity
- Integration with airport architecture / change in scale conditions

BY CDA PER GUIDELINE

- (A) Stepped seating zone
- (B) Wall space for art installations
- (C) Airport-wide self-ordering kiosks
- (D) Buffer zone next to concession space
- (E) Storefront bulkhead: see page 4-29 for details[1]

[1] CDA to follow specified guidelines



3D VIEW

3D VIEW

INLINE

TYPE II – TRANSITIONAL

CDA CONTROLLED SPACE

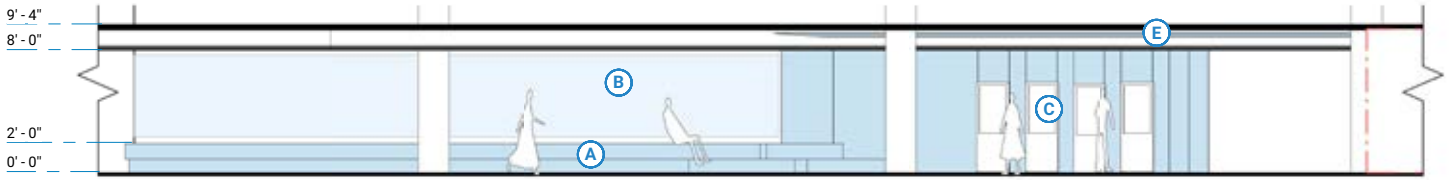
KEY REQUIRED ELEMENTS

- Impressive introduction to new terminal
- Visual / spatial continuity
- Integration with airport architecture / change in scale conditions

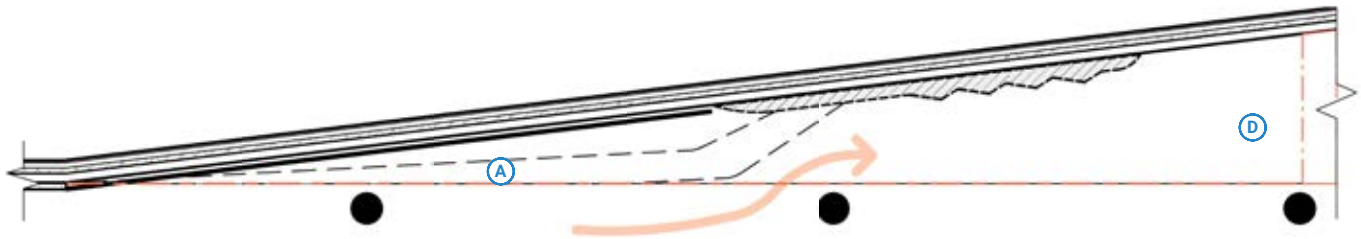
BY CDA PER GUIDELINE

- (A) Stepped seating zone
- (B) Wall space for art installations
- (C) Airport-wide self-ordering kiosks
- (D) Buffer zone next to concession space
- (E) Storefront bulkhead: see page 4-29 for details[1]

[1] CDA to follow specified guidelines



ELEVATION



PLAN

INLINE

TYPE II – TRANSITIONAL

KEY REQUIRED ELEMENTS

- Visual / spatial continuity
- Integration with airport architecture / change in scale conditions
- Airport ceiling
- Airport columns
- Lease line

BY TENANT PER GUIDELINE

(A) Concessions Storyboard: see page 1-38 in the General Design Guidelines for more detail.

MATERIALITY BY TENANT

(1) Primary bulkhead signage: see graphics for recommended locations. Refer to page 1-32 in the General Design Guidelines for details

(2) Small blade sign: see graphics for allowed locations. Mounting height 8'-0" A.F.F. Refer to page 1-28 in the General Design Guidelines for details

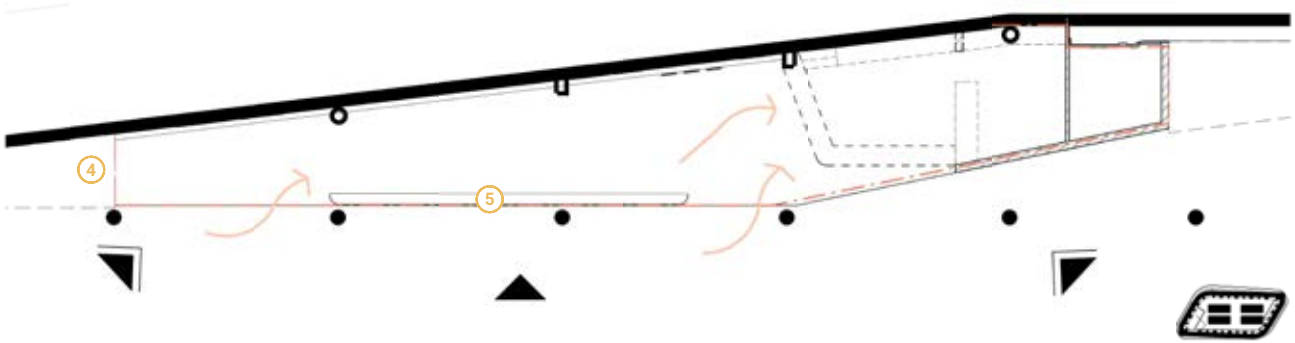
(3) Storefront bulkhead: see page 4-29 for details[1]

(4) Security pocket

(5) Guardrail: see page 4-29 for details[1]

[1] Tenant must follow specified guidelines

ELEVATION



PLAN

INLINE

TYPE II – TRANSITIONAL

KEY REQUIRED ELEMENTS

- Visual / spatial continuity
- Integration with airport architecture / change in scale conditions
- Airport ceiling
- Airport columns
- Lease line

BY TENANT PER GUIDELINE

(A) Concessions Storyboard: see page 1-38 in the General Design Guidelines for more detail.

MATERIALITY BY TENANT

(1) Primary bulkhead signage: see graphics for recommended locations. Refer to page 1-32 in the General Design Guidelines for details

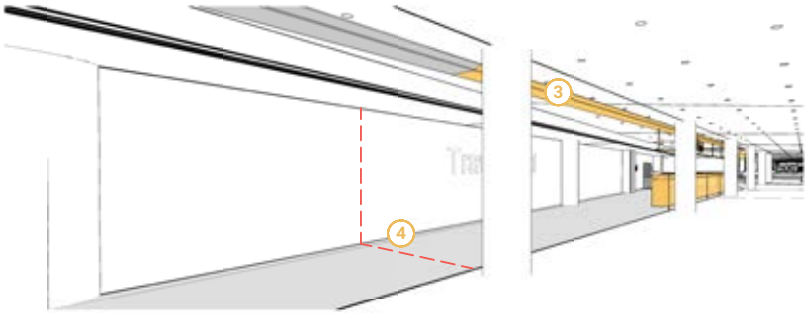
(2) Small blade sign: see graphics for allowed locations. Mounting height 8'-0" A.F.F. Refer to page 1-28 in the General Design Guidelines for details

(3) Storefront bulkhead: see page 4-29 for details[1]

(4) Security pocket

(5) Guardrail: see page 4-29 for details[1]

[1] Tenant must follow specified guidelines



3D VIEW

3D VIEW

INLINE

TYPE II – TRANSITIONAL

KEY REQUIRED ELEMENTS

- Visual / spatial continuity
- Integration with airport architecture / change in scale conditions
- Airport ceiling
- Airport columns
- Lease line

BY TENANT PER GUIDELINE

(A) Concessions Storyboard: see page 1-38 in the General Design Guidelines for more detail.

MATERIALITY BY TENANT

(1) Primary bulkhead signage: see graphics for recommended locations. Refer to page 1-32 in the General Design Guidelines for details

(2) Small blade sign: see graphics for allowed locations. Mounting height 8'-0" A.F.F. Refer to page 1-28 in the General Design Guidelines for details

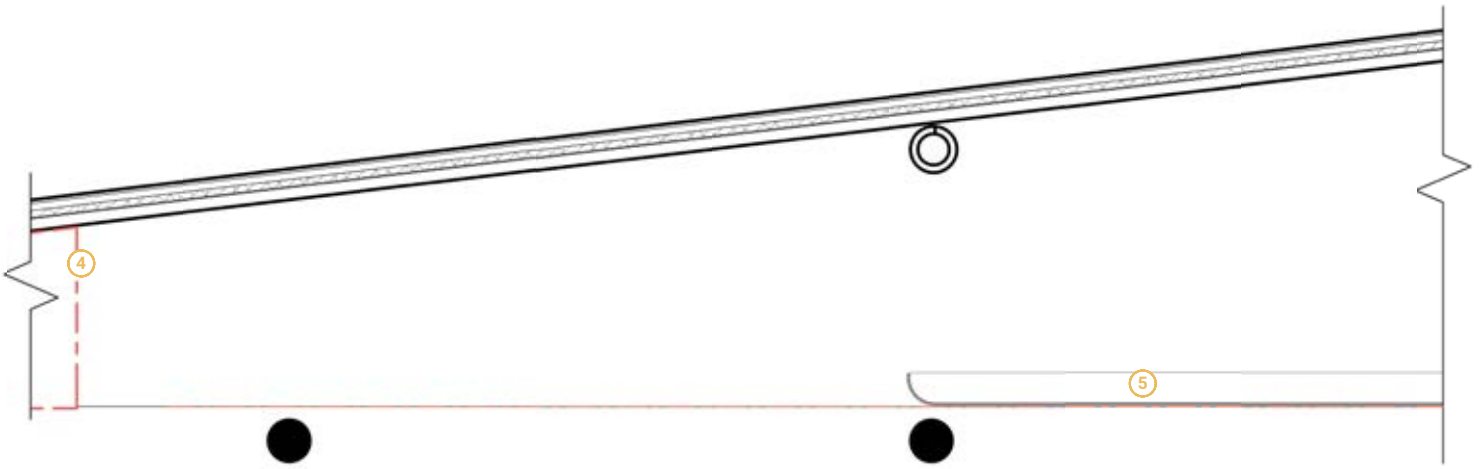
(3) Storefront bulkhead: see page 4-29 for details[1]

(4) Security pocket

(5) Guardrail: see page 4-29 for details[1]

[1] Tenant must follow specified guidelines

ELEVATION



PLAN

INLINE

TYPE II – TRANSITIONAL

KEY REQUIRED ELEMENTS

- Visual / spatial continuity
- Integration with airport architecture / change in scale conditions
- Airport ceiling
- Airport columns
- Lease line

BY TENANT PER GUIDELINE

(A) Concessions Storyboard: see page 1-38 in the General Design Guidelines for more detail.

MATERIALITY BY TENANT

(1) Primary bulkhead signage: see graphics for recommended locations. Refer to page 1-32 in the General Design Guidelines for details

(2) Small blade sign: see graphics for allowed locations. Mounting height 8'-0" A.F.F. Refer to page 1-28 in the General Design Guidelines for details

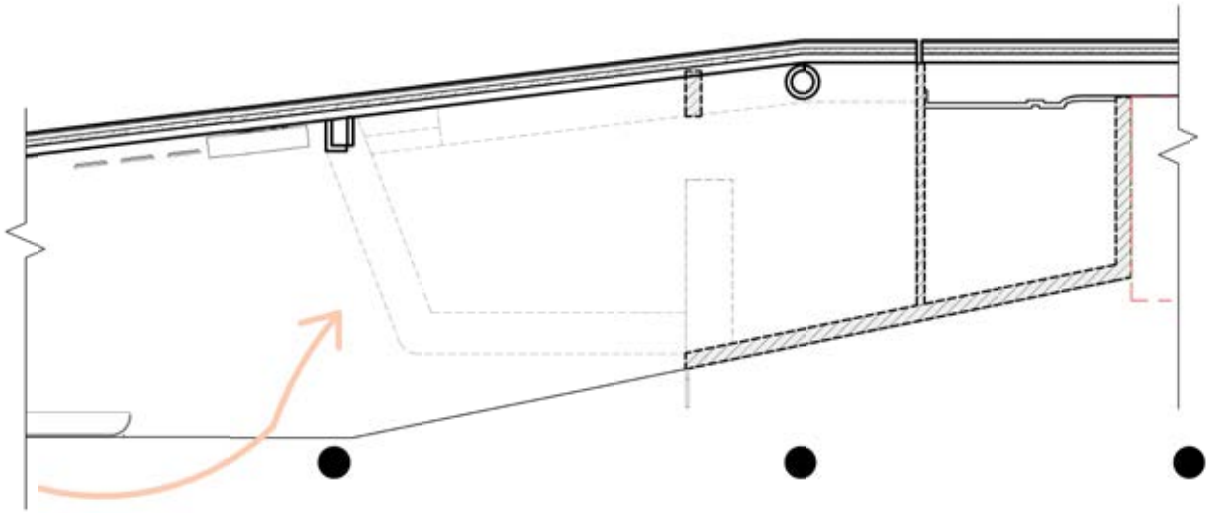
(3) Storefront bulkhead: see page 4-29 for details[1]

(4) Security pocket

(5) Guardrail: see page 4-29 for details[1]

[1] Tenant must follow specified guidelines

ELEVATION



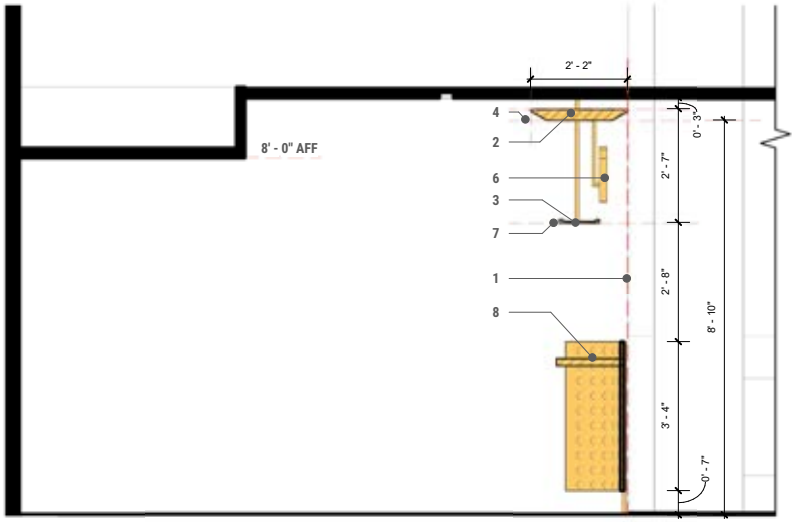
PLAN

INLINE

TYPE II – TRANSITIONAL

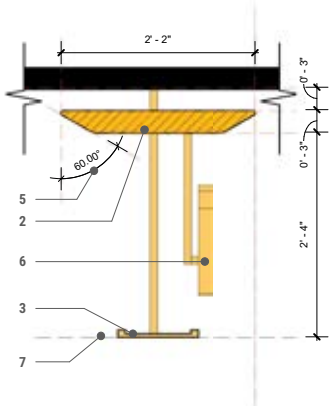
BULKHEAD DETAIL

1. Lease line
2. Storefront bulkhead
3. Pending shelving opportunity
4. Bulkhead base height
5. Bulkhead inclination angle
6. Primary bulkhead signage
7. Pending shelving base height
8. Guardrail: refer to page 1-25 in the General Design Guidelines for guardrail criteria



SECTION

ELEVATION



SECTION DETAIL

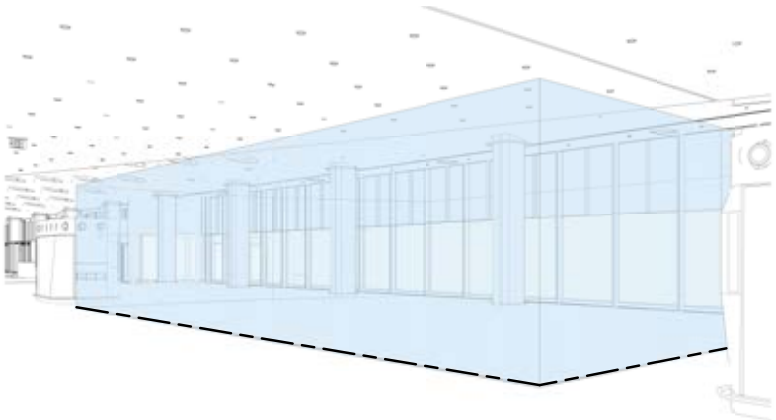
3D DETAIL

FREESTANDING

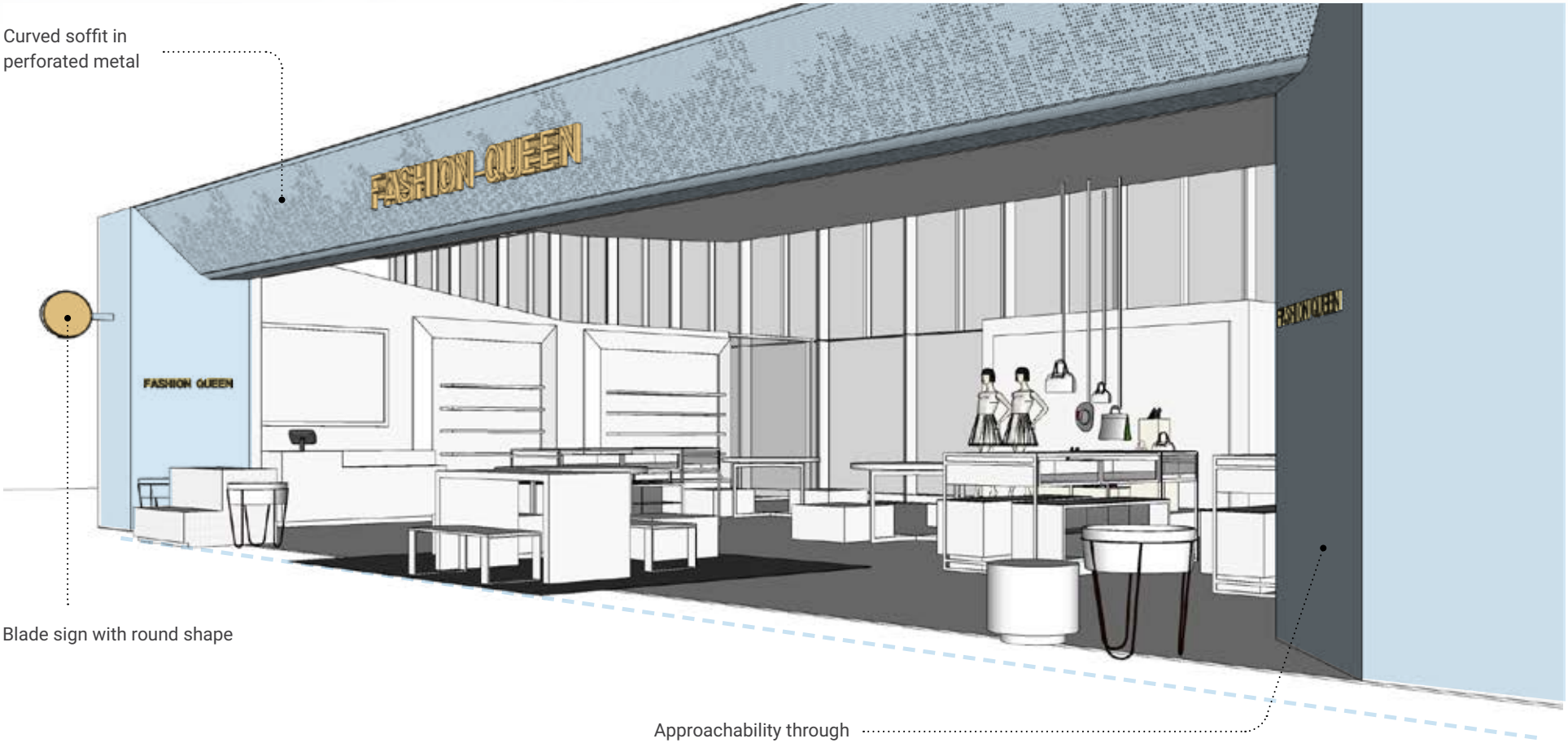
TYPE II – HOLDROOM ADJACENT

The Type II – Holdroom Adjacent is a freestanding typology intended for retail. This space allows for ample merchandising throughout the space and walls, while maintaining visibility through parts of the space to let in natural light and maintain through lines in the overall concept of transparency.

With low encasing walls, an open ceiling, and use of transparent materials, this space welcomes travelers in a bright, airy environment.

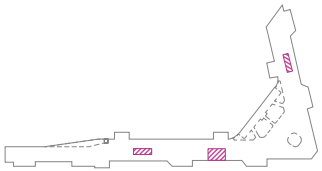


FREESTANDING



Design and materiality as per O'Hare Concessionaire Design Guidelines, see page 4-47 for specific criteria

Design as per O'Hare Concessionaire Design Guidelines, materiality by tenant, refer to General Design Guidelines page 1-20 for material criteria, 1-28 for blade sign criteria, and 1-32 for primary signage criteria



FREESTANDING

TYPE II – HOLDROOM ADJACENT

KEY REQUIRED ELEMENTS

- Visual continuity to apron / airfield
- Main entrance visual continuity
- Open ceiling concept
- Integration with airport architecture / recreate airport ceiling slope

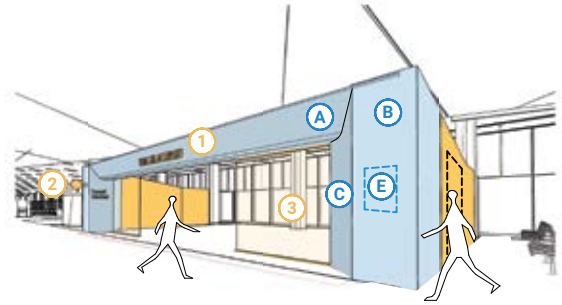
BY TENANT PER GUIDELINE

- (A) Perforated metal bulkhead
- (B) Supporting lateral walls / painted drywall: Benjamin Moore »Cascade Mountains« No. 862, matte
- (C) Supporting lateral walls / non-perforated metal panel: Benjamin Moore »Cascade Mountains« No. 862, matte
- (D) Translucent partition adjacent to airport exterior wall
- (E) Concessions Storyboard: see page 1-38 in the General Design Guidelines for more detail.

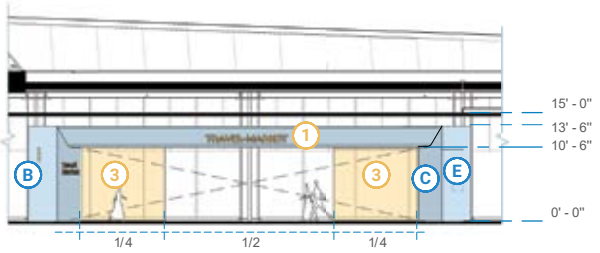
MATERIALITY BY TENANT

- (1) Primary bulkhead signage: see graphics for recommended locations. Refer to page 1-32 in the General Design Guidelines for details
- (2) Large blade sign: see graphics for allowed locations. Mounting height 9'-5" A.F.F. Refer to page 1-28 in the General Design Guidelines for details
- (3) Translucent division / glass partition
- (4) Alternative entrance point
- (5) Security pocket
- (6) Lighting system[1]

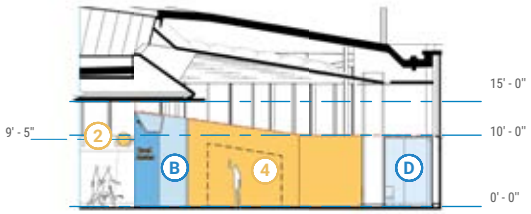
[1] Tenant must follow specified guidelines



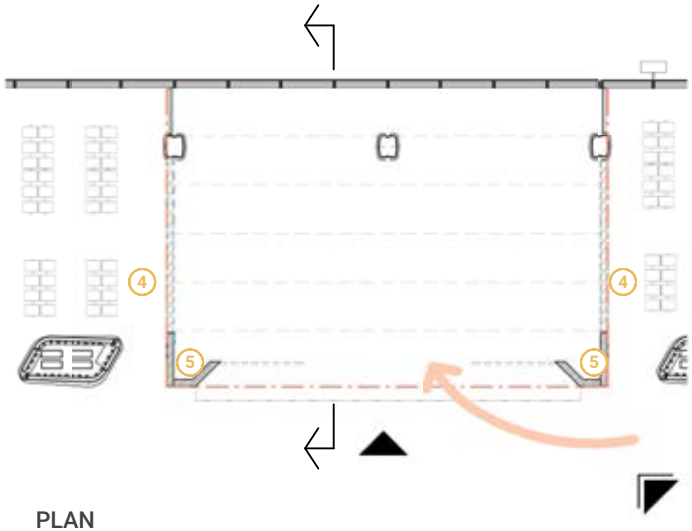
3D VIEW



ELEVATION



SECTION



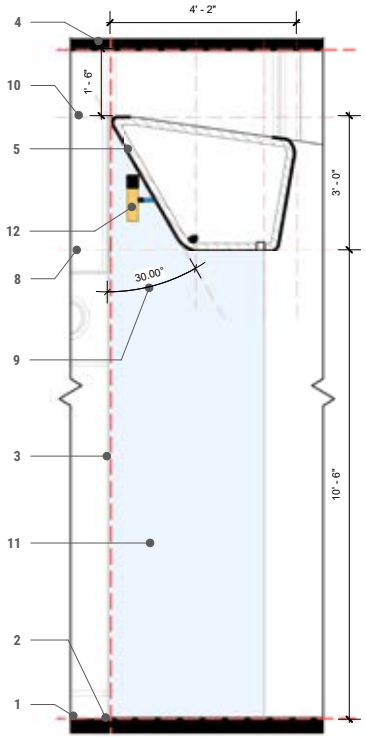
PLAN

FREESTANDING

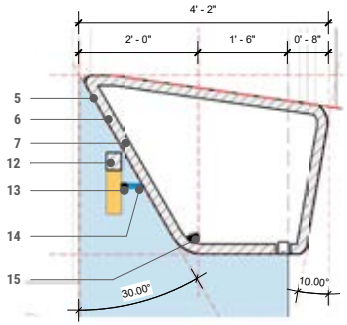
TYPE II – HOLDROOM ADJACENT

BULKHEAD DETAIL

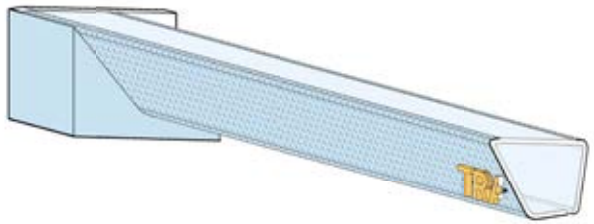
1 Finished floor
2 Floor transition
3 Lease line
4 Airport ceiling
5 Perforated metal panel / Color: Benjamin Moore »Cascade Mountains« No. 862, matte; Perforation: diameter large ¾" and diameter small ¼" (Manufacturer: Moz Design). Refer to page 63 for details
6 Acrylic panel backing
7 Structural support framework
8 Bulkhead base height
9 Bulkhead inclination angle
10 Minimum clearance from airport ceiling
11 Supporting wall structure / non-perforated metal panel: Benjamin Moore »Cascade Mountains« No. 862, matte
12 Primary bulkhead signage
13 Rear mounting guide track / mounting bracket concealing power source and electric
14 Signage support structure / arms support
15 Linear LED Luminaire, LED, 5000K



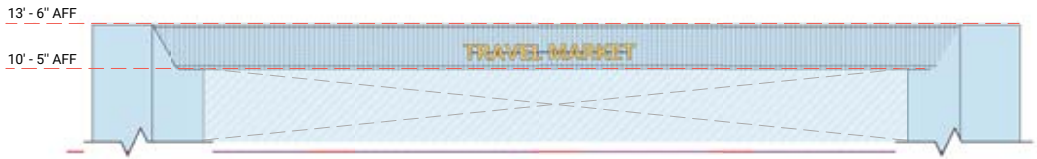
SECTION



SECTION DETAIL



3D DETAIL

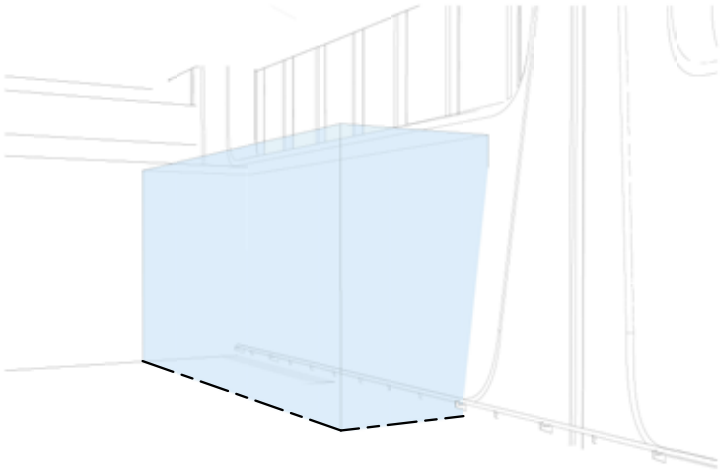


ELEVATION

KIOSK

TYPE I – VENDING

Vending location next to Inline Type II, in the transition space between the existing T5 and the East Concourse. This space will accommodate a range of vending offerings, with varying machine widths, depths, and heights. This space will open to the concourse for easy access.



KIOSK

TYPE I – VENDING

CDA CONTROLLED SPACE

KEY REQUIRED ELEMENTS

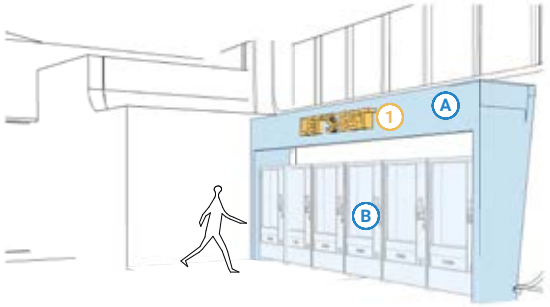
- Open ceiling concept
- Integration with airport architecture

BY CDA PER GUIDELINE

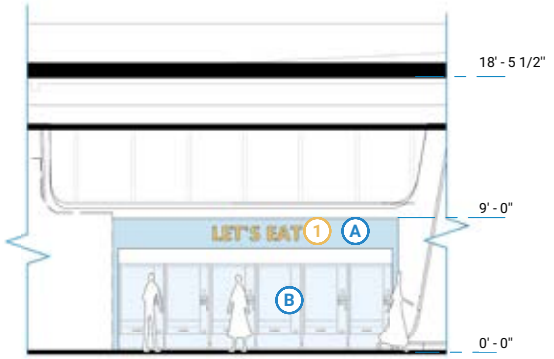
- (A) Perimetral frame structure
- (B) Vending machines

MATERIALITY BY TENANT

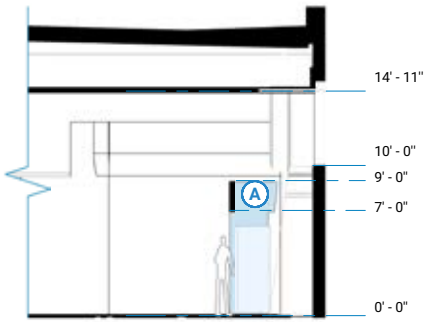
- (1) Primary bulkhead signage



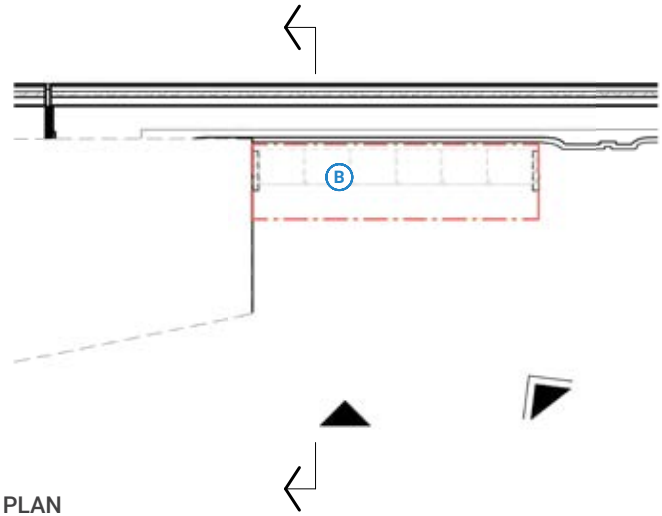
3D VIEW



ELEVATION



SECTION

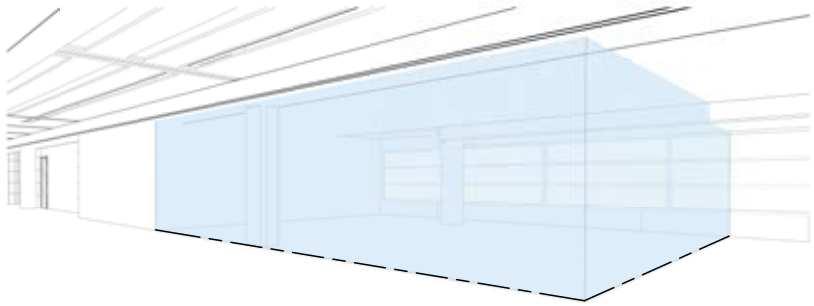


PLAN

FREESTANDING

TYPE III – T5 WEST CONCOURSE

This freestanding lease space will offer an inviting and easily accessible F&B offering for travelers in the T5 West Concourse. Moored by one demising wall to the east, and one glass wall facing the runway, this space utilizes the existing ceiling height, and ample square footage for branding and revenue-generating seating.

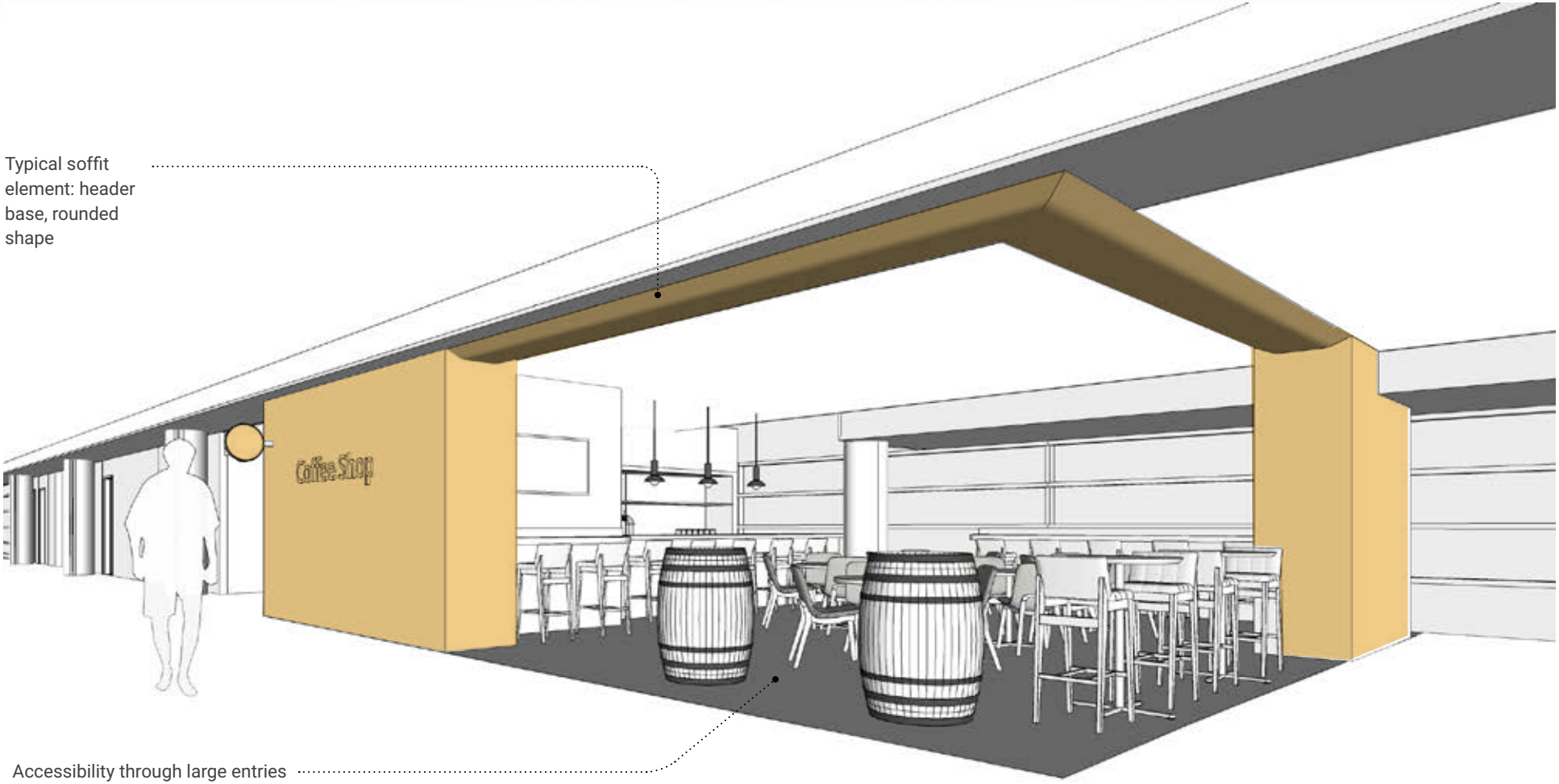


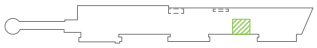
FREESTANDING

TYPE III – T5 WEST CONCOURSE

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA





Design as per O'Hare Concessionaire Design Guidelines, materiality by tenant; refer to General Design Guidelines page 1-20 for material recommendations and 1-28 for blade sign criteria

FREESTANDING

TYPE III – T5 WEST CONCOURSE

KEY REQUIRED ELEMENTS

- Visual continuity to apron / airfield
- Integration with airport architecture
- Airport ceiling
- Airport columns

BY TENANT PER GUIDELINE

(A) Concessions Storyboard: see page 1-38 in the General Design Guidelines for more detail.

MATERIALITY BY TENANT

(1) Primary bulkhead signage: see graphics for recommended locations. Refer to page 1-32 in the General Design Guidelines for details

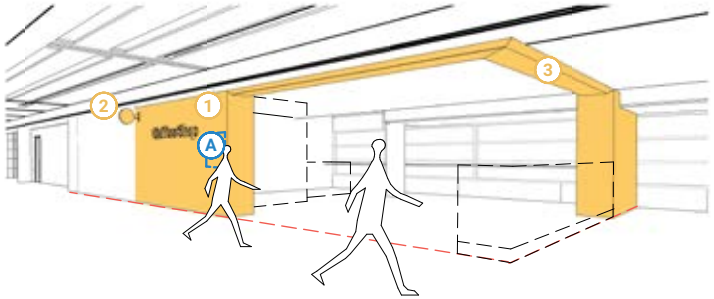
(2) Small blade sign: see graphics for allowed locations. Mounting height 8'-0" A.F.F. Refer to page 1-28 in the General Design Guidelines for details

(3) Storefront bulkhead: refer to page 4-39 for criteria[1]

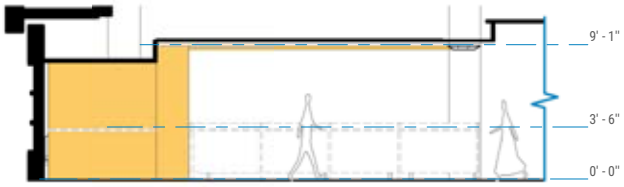
(4) Solid partition to integrate / surround airport column

(5) Security pocket

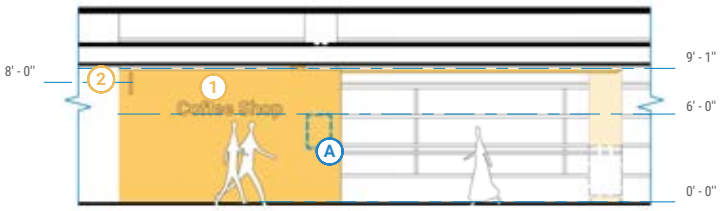
[1] Tenant must follow specified guidelines



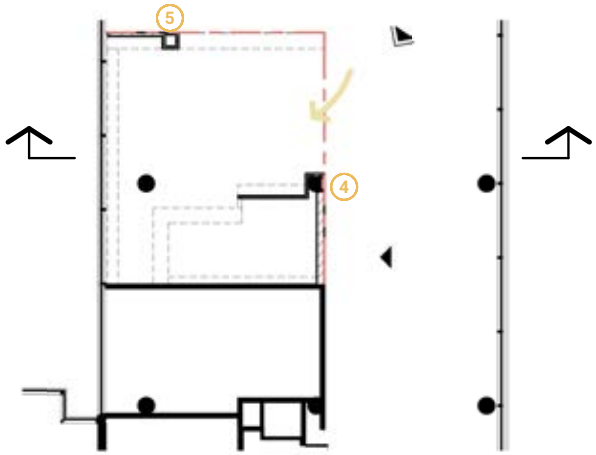
3D VIEW



ELEVATION



SECTION



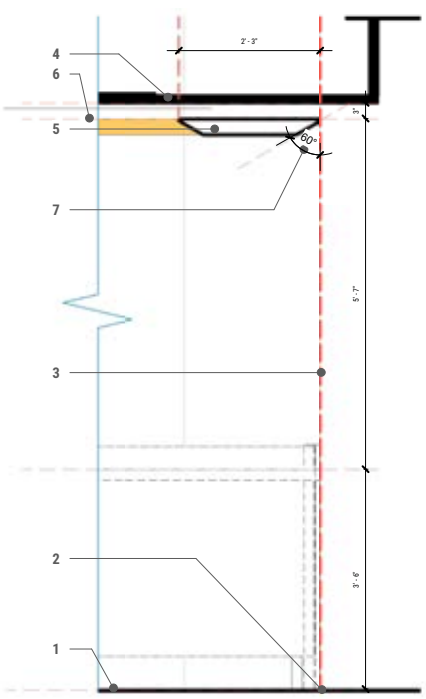
PLAN

FREESTANDING

TYPE III – T5 WEST CONCOURSE

BULKHEAD DETAIL

1. Finished floor
2. Floor transition
3. Lease line
4. Airport ceiling
5. Storefront bulkhead
6. Bulkhead base height
7. Bulkhead inclination angle
8. Minimum clearance from airport ceiling



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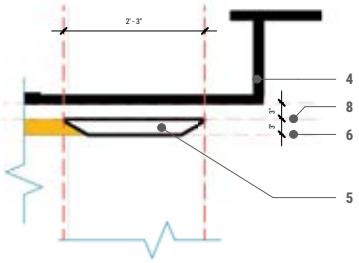
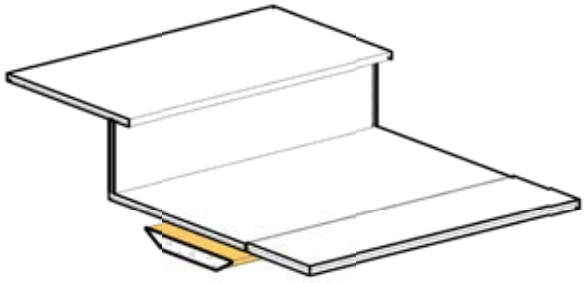


SECTION DETAIL



3D DETAIL

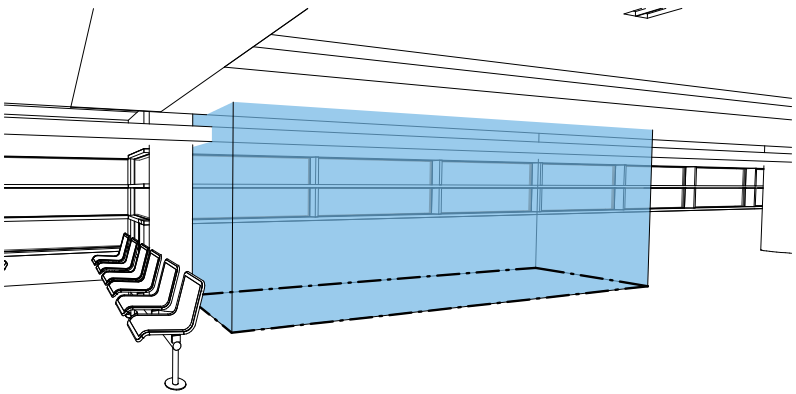
ELEVATION

KIOSK

TYPE II – T5 WEST CONCOURSE

These two kiosk spaces are located in the T5 West Concourse. Tenancy A accommodates quick-service offerings that can include a mix of grab-and-go options, cashierless ordering, and quick service.

Tenancy B provides space for traditional vending, but with more space for varied offerings.

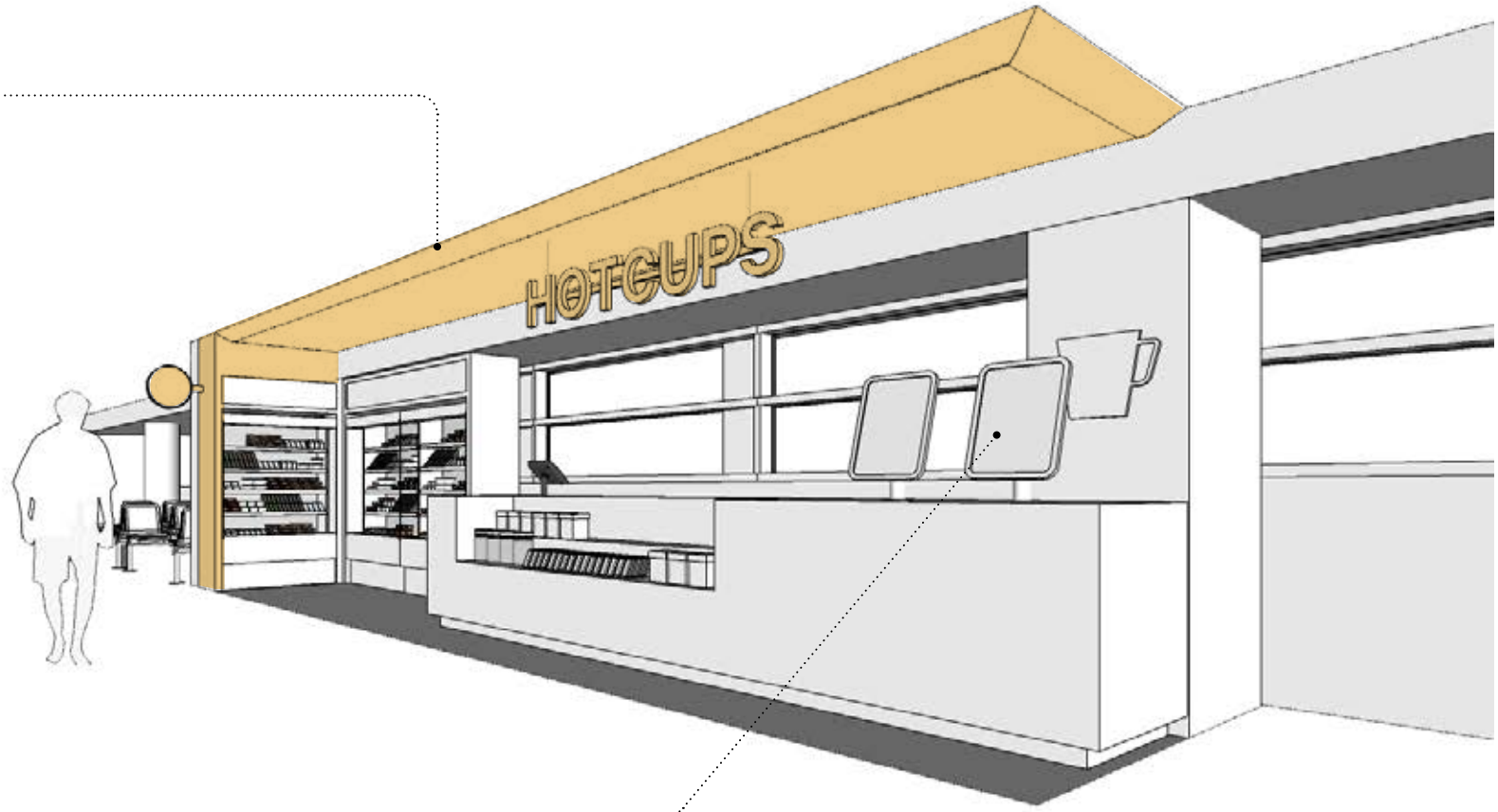


KIOSK

TYPE II – T5 WEST CONCOURSE » TENANCY A

FOR ILLUSTRATIVE PURPOSES ONLY
CONCEPT IDEA

Typical soffit element: header base, rounded shape



Self-order kiosks for a post-pandemic experience

Design as per O'Hare Concessionaire Design Guidelines, materiality by tenant; refer to General Design Guidelines page 1-20 for material recommendations, 1-28 for blade sign criteria, and 1-32 for primary signage criteria.

KIOSK

TYPE II – T5 WEST CONCOURSE » TENANCY A

KEY REQUIRED ELEMENTS

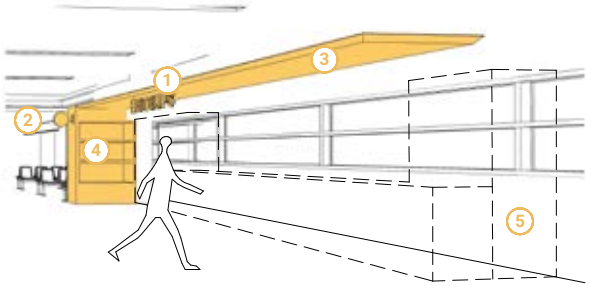
- Visual continuity to exterior
- Integration with airport architecture
- Airport ceiling

BY TENANT PER GUIDELINE

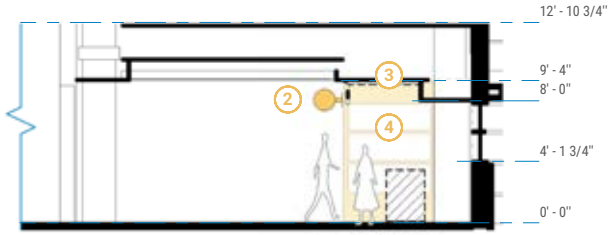
MATERIALITY BY TENANT

1. Primary bulkhead signage: Refer to page 1-32 in the General Design Guidelines for details
2. Small blade sign: see graphics for allowed locations. Mounting height 8'-0" A.F.F. Refer to page 1-28 in the General Design Guidelines for details
3. Storefront bulkhead: refer to pages 4-43 for guidelines[1]
4. Refrigerated food case. Maintain a minimum of 18" clearance from glass / window[1]
5. Perimetral solid partition / edge wall. Integrate /cover airport columns

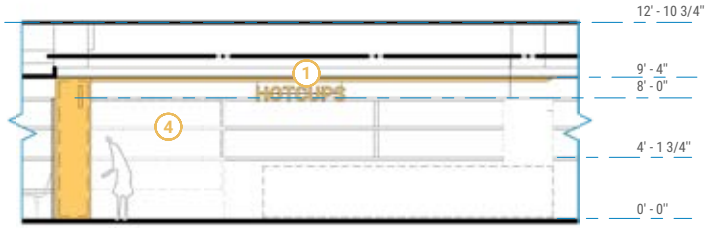
[1] Tenant must follow specified guidelines



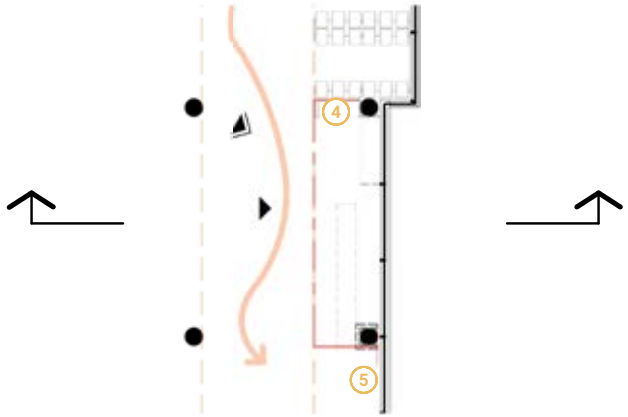
3D VIEW



SECTION



ELEVATION



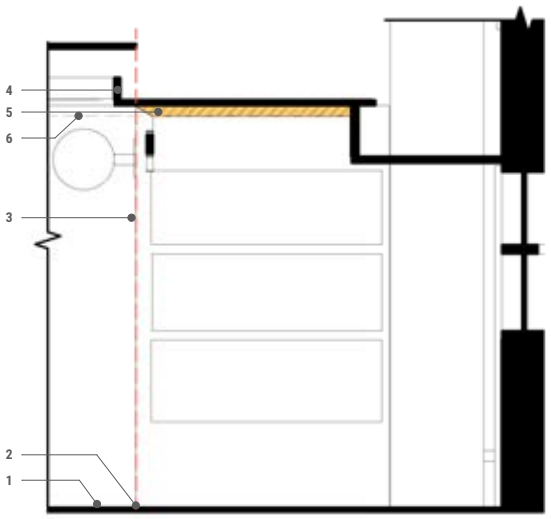
PLAN

KIOSK

TYPE II – T5 WEST CONCOURSE » TENANCY A

BULKHEAD DETAIL

1 Finished floor
2 Floor transition
3 Lease line
4 Airport ceiling
5 Storefront bulkhead
6 Bulkhead base height
7 Bulkhead inclination angle



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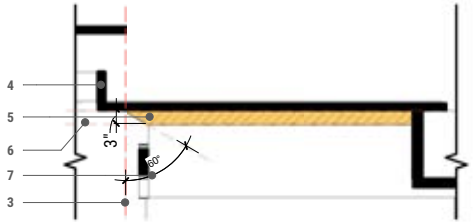
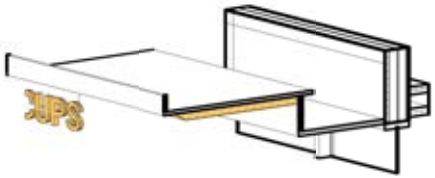


SECTION DETAIL



3D VIEW

ELEVATION

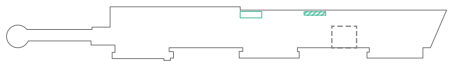
KIOSK

TYPE II – T5 WEST CONCOURSE » TENANCY B

FOR ILLUSTRATIVE PURPOSES ONLY

CONCEPT IDEA

Design as per O'Hare Concessionaire Design Guidelines, materiality by tenant; refer to General Design Guidelines page 1-20 for material recommendations and 1-28 for blade sign criteria.



KIOSK

TYPE II – T5 WEST CONCOURSE » TENANCY B

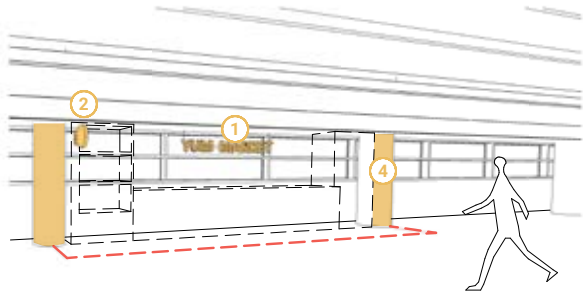
KEY REQUIRED ELEMENTS

- Visual continuity to exterior
- Integration with airport architecture
- Airport ceiling

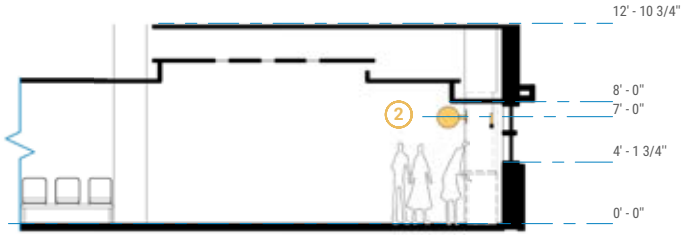
MATERIALITY BY TENANT

1. Primary bulkhead signage: Refer to page 1-32 in the General Design Guidelines for details
2. Small blade sign. See graphics for allowed locations. Mounting height 8'-0" A.F.F. Refer to page 1-28 in the General Design Guidelines for details
3. Opportunity for refrigerated food case or vending machine. Maintain a minimum of 18" clearance from glass / window[1]
4. Perimetral solid partition / edge wall. Integrate / cover airport columns

[1] Tenant must follow specified guidelines



3D VIEW



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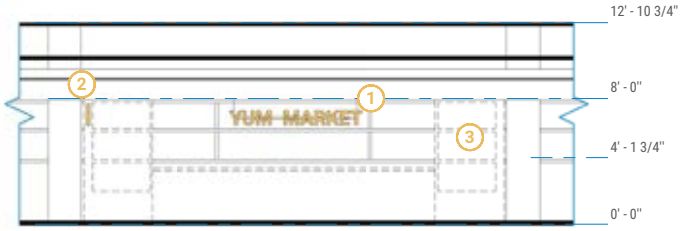
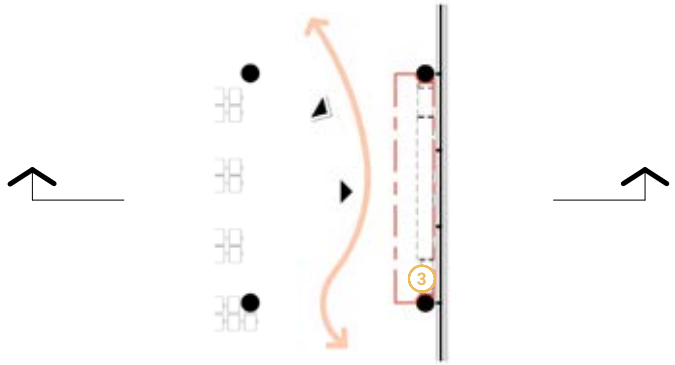


ELEVATION

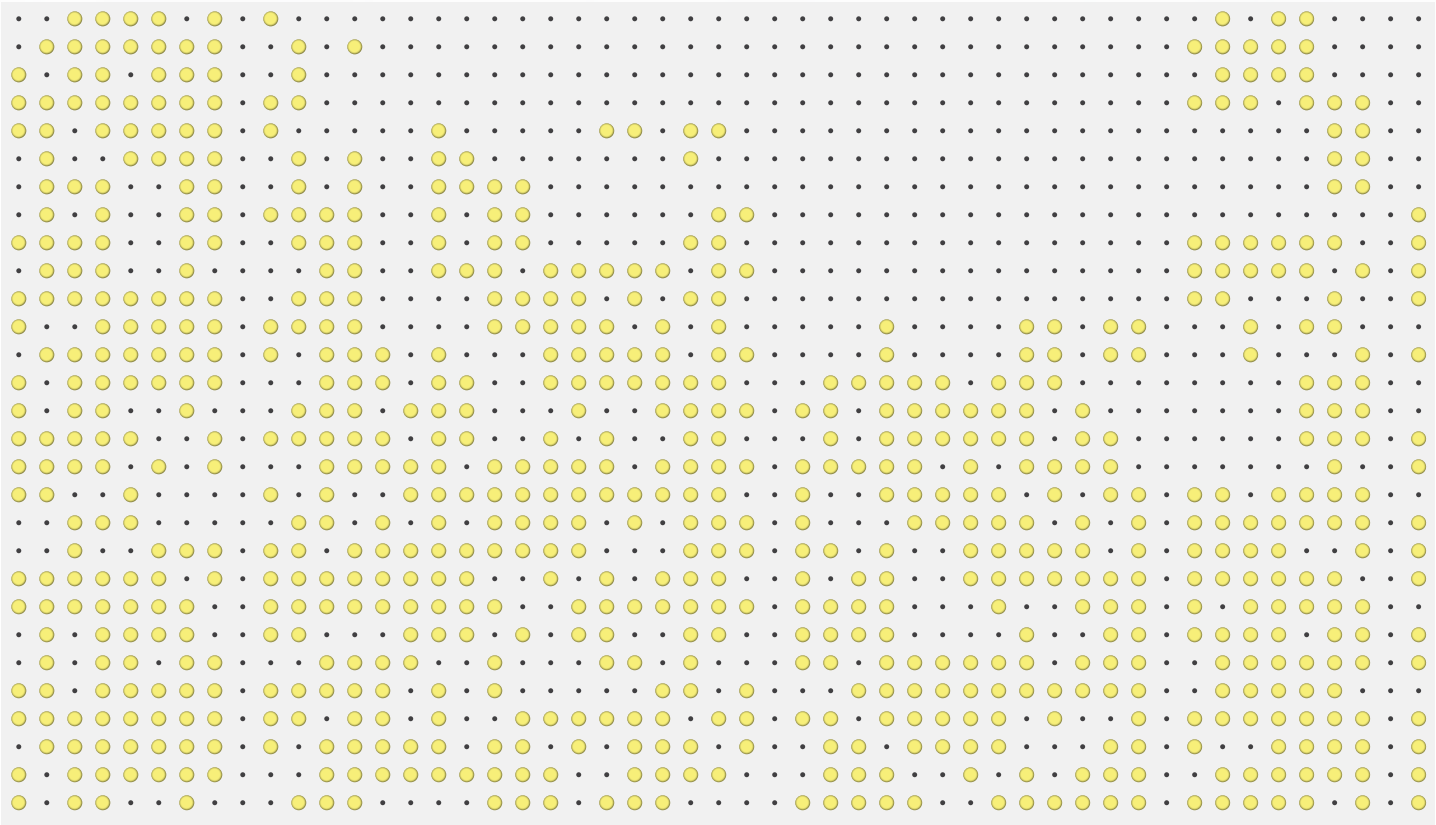


PLAN

03 SPECIFIC DESIGN CRITERIA

SECTION TABLE OF CONTENTS | BEGIN CHAPTER

INTERIOR MATERIALS – SOFFIT » CITY LIGHTS



Graphic language of the perforation at soffits showcase the city lights of Chicago's skyline

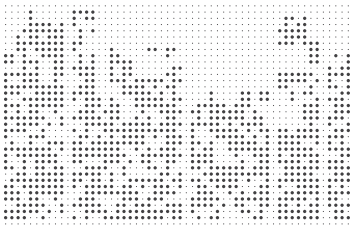
Perforated metal panel

Backlit:
Linear LED Luminaire, LED, 5000K

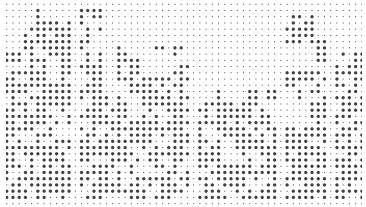
Color:
Benjamin Moore
»Cascade Mountains«
No. 862, matte

Perforation:
Diameter large ¾"
Diameter small ¼"

Manufacturer: Moz Design



Location: Freestanding Type 2
Modular system, around 80" x 50"



Locations: Inline Type 1 (A+B)
Modular system, around 80" x 46"

CDA to provide design template for perforated metal soffit / canopy / bulkhead upon request.

Inspiration »City lights of Chicago«

[END OF SECTION 4.0]

CDA
Chicago Department
of Aviation
O'HARE
INTERNATIONAL AIRPORT

08.2024.V1