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Interior Design Standards

San Diego International Airport
San Diego County Regional Airport Authority
San Diego, California

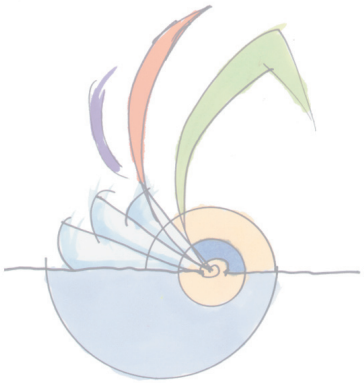
2003

San Diego International Airport

is a first class facility that aims to provide consistent first class service to millions of passengers annually. The employees of San Diego International Airport maintain the highest operational standards both landside and airside in all terminals. It is the continual goal of SDIA to establish and maintain an atmosphere that enhances customer satisfaction, improves the appearance of the terminals and increases the operational and economic performance of SDIA's concessions.

The objective for establishing Interior Design Standards is to create and maintain a high quality interior environment for passengers as they transition through the terminal. The Interior Design Standards will help to establish and maintain functional, durable, and aesthetically pleasing interior building elements and materials in areas that the public encounters. The Interior Design Standards will aid in ensuring consistent high-quality design by providing the owner - San Diego International Airport, designers, project managers and tenants, Interior Design Standards for all building-interior projects that involve publicly accessible areas.

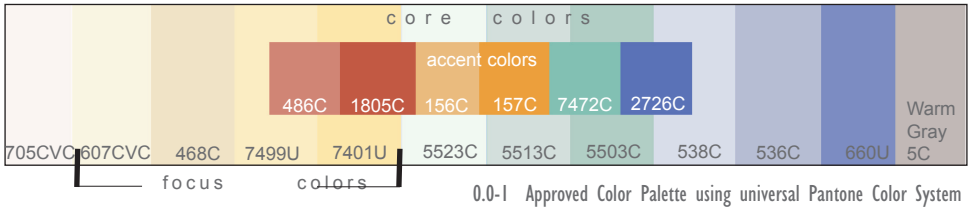
This manual for the Interior Design Standards is a "live" document, which allows San Diego International Airport to update the standards as necessary. Stakeholders, designers and managers are required to reference and adhere to these standards throughout the design process with the goal of supporting the adopted unified aesthetic and functional vision of SDIA. All projects will go through a design review process at key project transition dates in order to assure adherence to the goals of the standards.



The theme of Sun, Sand, Sea and Aviation serves as a major source of inspiration and influence in achieving high quality design. Every project and design should take into consideration this theme and subtly utilize its essence within various design elements and materials.

All materials used throughout each terminal should fall within or complement the approved color palette. The palette is categorized into broad-use core colors and those reserved for smaller accent colors only. The warmer focus colors within the core colors are the main field for high traffic, high volume areas.

The use of stainless steel as a reference to aviation is reserved primarily for individual elements such as casework, monitors, display cases, or exposed mechanical devices such as air vents .

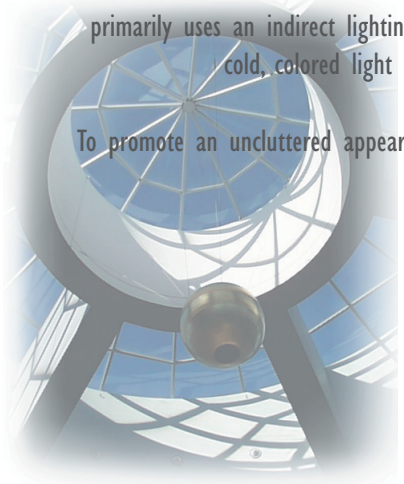


0.0-1 Approved Color Palette using universal Pantone Color System

SDIA provides various concession venues with strong national and regional brand presence as an amenity for travelers. These stores and restaurants should be well designed and promote the spirit of the theme Sun, Sand, Sea and Aviation when appropriate.

SDIA encourages the use of aesthetically pleasing, provocative, 3-dimensional storefronts to promote this unique shopping environment. Individual store tenants and designers should adhere to the guidelines in the SDIA Concession Tenant Criteria Manual and Concession Master Plan.

SDIA maintains the general philosophy that designers should incorporate natural light when possible in high profile areas, where it does not contribute to glare. For artificial lighting, a general illumination method should be employed that primarily uses an indirect lighting system, while always incorporating energy efficient lighting control strategies. Warm, not cold, colored light (3000k-3500k) should be used consistently throughout all public areas, in every terminal.



To promote an uncluttered appearance and better circulation, SDIA encourages the construction of built-in elements instead of freestanding where possible. This philosophy applies to all amenities such as lockers, display systems, electronic ticket machines, vending machines and similar such elements.

The table of contents shows the standards categorized into one of two areas: Interior Materials or Interior Elements. Standards for Interior Materials describe applied materials (paint, carpet, wall-covering) that are accepted by SDIA. Standards for Interior Elements describe either aesthetic or service-oriented, three-dimensional objects and equipment commonly utilized by SDIA and most airports.

Each description lists the location of acceptable materials and elements designated by terminal zones. The user of this booklet should refer to the zones listed in Item 0.0-2 when determining the location of a material or element. Fold-out 11x17 plans labeled with the zones described below are located behind this page.

The standards do not take the place of specifications, but rather help the manager/designer understand the aesthetic and durability requirements by SDIA. These standards can aid the consultant in writing specifications for each project. The individual designer should research the suitability of every specified product.

Questions pertaining to any of the requirements outlined in this booklet should be directed to the SDIA Project Manager or Project Architect for the particular project at hand. Other SDIA reference manuals should be obtained as it pertains to their project.

Every project is required to go through a design review process at SDIA. SDIA will review each project development at 0%, 30%, 60% and 90%. These review times should be established at the beginning of the project and should occur as part of the overall project schedule.

The required version of governmental and local building codes, as well as California Title 24 (ADA) requirements shall be followed throughout design and construction, and are the sole responsibility of the consultant.

Zone 1: Curbside Entry
Zone 1a - Exterior Plaza
Zone 1b - Main Vestibules/Doors

Zone 2: Ticketing
Zone 2a - Airline space between ticket counter and airline ticket offices
Zone 2b - Queuing area in front of ticket counter
Zone 2c - Circulation parallel to ticket counter queuing
Zone 2d - Seating/Waiting
Zone 2e - Information/Passenger Services
Zone 2f - E-Ticket
Zone 2e - Wayfinding Transition Area

Zone 3: Security Checkpoint
Enplaning, X-ray Queuing Area and Deplaning Exiting

Zone 4: Concourse
Zone 4a - Wayfinding transition area
Zone 4b - Concessions entry area
Zone 4c - Restrooms entry area
Zone 4d - Gatehold entry area
Zone 4e - Main Corridor Circulation
Zone 4f - Business Centers
Zone 4g - Information/Passenger Services
Zone 4h - Seating

Zone 5: Gatehold
Zone 5a - Seating
Zone 5b - Gate podium
Zone 5c - E-Ticket

Zone 6: Loading Bridge Portals
Zone 6a - Door
Zone 6b - Tunnel
Zone 6c - Cab

Zone 7: Baggage Claim
Zone 7a - Claim Device and Oversize Luggage Pickup
Zone 7b - Circulation
Zone 7c - Information/Passenger Services
Zone 7d - Seating/Waiting

Zone 8: Restrooms
Zone 8a - Entry vestibules
Zone 8b - Lavatory
Zone 8c - Toilet
Zone 8d - Common/Family/Unisex

Zone 9: Concessions
Zone 9a - Food and Beverage
Zone 9b - Retail
Zone 9c - Food Court
Zone 9d - Food and Beverage Kiosk
Zone 9e - Retail Kiosk
Zone 9f - Business Center
Zone 9g - Automatic Teller Machines
Zone 9h - Information

Item 0.0-2
Terminal Zone Designations (see appendix for plan layouts)

Terminal 1

Floors

Zone 1b - Floor Mat
Zone 2 - Terrazzo, Carpet
Zone 3 - Carpet
Zone 4 - Carpet
Zone 5 - Carpet
Zone 6 - Carpet
Zone 7 - Terrazzo
Zone 8 - Porcelain Tile
Zone 9 - Porcelain Tile *

Walls

Zone 2a - Stainless Steel, Stretched Fabric Wall System, Paint
Zone 3 - Stainless Steel, Textured Paint, Wall-Covering
Zone 4 - Stainless Steel, Textured Paint, Wall-Covering
Zone 5 - Stainless Steel, Textured Paint, Wall-Covering
Zone 6 - Glass, Stainless Steel
Zone 7 - Stainless Steel, Textured Paint, Wall-Covering
Zone 8 - Porcelain Tile

Ceiling

Zones 2-3 - Skylights, Exposed Structure, Acoustical Ceiling Tile
Zone 4 - Acoustical Ceiling Tile, Paint
Zone 5 - Acoustical Ceiling Tile
Zone 7 - Acoustical Ceiling Tile
Zone 8 - Paint
Zone 9 - Paint, Acoustical Ceiling Tile *

Terminal 2 East

Floors

Zone 1b - Floor Mat
Zone 2 - Carpet, Tile
Zone 3 - Carpet
Zone 4 - Carpet
Zone 5 - Carpet
Zone 6 - Carpet
Zone 8 - Porcelain Tile
Zone 9 - Porcelain Tile *

Walls

Zone 2a - Stainless Steel, Stretched Fabric Wall System, Paint
Zone 3 - Stainless Steel, Textured Paint, Wall-Covering
Zone 4 - Stainless Steel, Textured Paint, Wall-Covering
Zone 5 - Stainless Steel, Textured Paint, Wall-Covering
Zone 6 - Glass, Stainless Steel
Zone 8 - Porcelain Tile

Ceiling

Zones 2-3 - Skylights, Exposed Structure, Acoustical Ceiling Tile
Zone 4 - Acoustical Ceiling Tile, Paint
Zone 5 - Acoustical Ceiling Tile
Zone 8 - Paint
Zone 9 - Paint, Acoustical Ceiling Tile *

Terminal 2 West

Floors

Zone 1b - Floor Mat
Zone 2a - Carpet, Stone
Zone 3 - Stone
Zone 4 - Stone
Zone 5 - Carpet
Zone 6 - Carpet
Zone 7 - Stone
Zone 8 - Porcelain Tile
Zone 9 - Stone *

Walls

Zone 2a - Stainless Steel, Stretched Fabric Wall System, Paint
Zone 3 - Stone, Stainless Steel, Wood Panels
Zone 4a - Stone
Zone 4c - Mosaic Tile (Art), Stainless Steel
Zone 4e - Stone
Zone 5 - Stone, Stainless Steel, Textured Paint Finish
Zone 6 - Glass, Stainless Steel
Zone 7 - Stone
Zone 8 - Porcelain Tile

Ceiling

Zone 2 - Skylights
Zone 3 - Paint, Metal Ceiling Panels
Zone 4a - Paint, Metal Ceiling Panels
Zone 4e - Paint, Metal Ceiling Panels
Zone 4f - Acoustical Ceiling Panel
Zone 5 - Acoustical Ceiling Tile
Zone 7 - Metal Ceiling Panels
Zone 8 - Paint
Zone 9 - Paint, Acoustical Ceiling Tile *

Commuter Terminal

Floors

Zone 1b - Floor Mat
Zone 2a - Carpet
Zones 2b-2e - Tile
Zone 3 - Tile
Zone 4 - Tile
Zone 5 - Carpet, Tile
Zone 7 - Carpet, Tile
Zone 8 - Ceramic Tile

Walls

Zone 2a - Stainless Steel, Stretched Fabric Wall System, Paint
Zone 3 - Wood Panels
Zone 4 - Wood Panels, Paint, Textured Paint
Zone 5 - Wall Covering, Textured Paint, Wood Panels
Zone 7 - Textured Paint Finish, Wall Covering, Stainless Steel
Zone 8 - Ceramic Tile

Ceiling

Zone 2 - Paint, Acoustical Ceiling Tile
Zone 3 - Acoustical Ceiling Tile
Zone 4 - Acoustical Ceiling Tile
Zone 5 - Acoustical Ceiling Tile
Zone 7 - Metal Ceiling Panels
Zone 8 - Paint

* refer to Retail Tenant Criteria Manual

Ceiling

The following list includes the only accepted materials for ceiling application in areas as indicated in the 'Material Designations' section of the booklet. Any materials not listed are subject to approval. See page 5 for the approved ceiling material designations for each terminal zone.

All systems listed below should also strictly follow manufacturer and code installation guidelines.

Acoustical Ceiling Tile

Unless otherwise indicated, acoustical ceiling tile should:

. . . be USG's "Millenia Clima Plus", #76907

. . . be 2'x2' in dimension with a Fine Bevel Edge

. . . be the color *white*

. . . use a metal grid system of 15/16" wide in a white finish

Paint

Unless otherwise indicated, paint should:

. . . have a flat finish

. . . use neutral colors when applied over a large surface area and may use accent colors when applied over small surface areas

Exposed Structure

Exposed Structure is not allowed except by special approval from the airport. With special approval, any exposed structure should:

. . . paint all metal with a semi-gloss finish

. . . paint all exposed components of building systems, such as electrical conduit, mechanical ducts and equipment and fire protection piping

. . . paint all exposed ceiling concrete structure with a flat finish

. . . use neutral colors when applied over a large surface area and may use accent colors when applied over small surface areas

Image 1.2-1
Exposed Structure

Ceiling (continued)

Image 1.2-2
Metal Ceiling Application in Terminal 2W

Metal Ceiling Panels

Unless otherwise indicated, metal ceiling panels should:

. . . use the metal ceiling panels in T2W for design style influence (see image 1.2-2)

. . . have continuous acoustical backing

. . . NOT be reflective or have a mirrored surface

Skylights

Unless otherwise indicated, skylights should:

. . . be located in transitional wayfinding areas

. . . not be directly over a ticket counter area

. . . adhere to manufacturer installation guidelines

. . . have concealed lighting (hidden fixtures) that is accessible for cleaning and maintenance

Image 1.2-3
Skylight

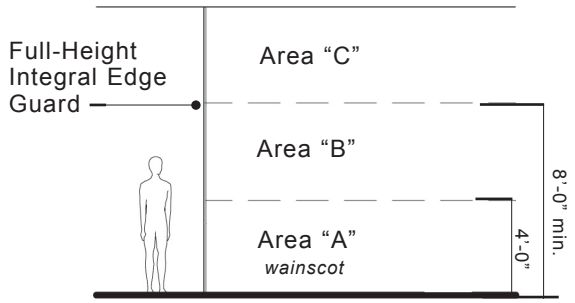
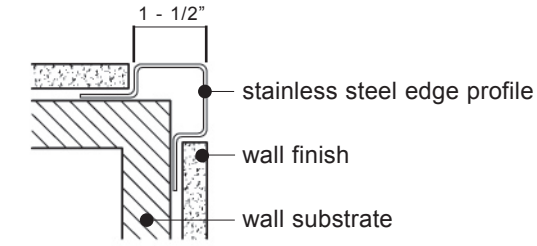
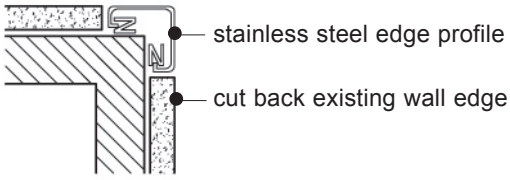


Image 1.2-4
Wall Height Zones



(new construction)



(existing conditions)

Image 1.2-5
Section Detail of Integral Edge Guard

Wall and Column Materials

The following list includes the only accepted materials for wall application in areas as indicated in the 'Material Designations' section of the booklet. Any materials not listed are subject to approval. See page 5 for the approved wall material designations for each terminal zone.

All systems listed below should strictly follow manufacturer and code installation guidelines. Additionally, all exposed corners of walls should incorporate an integral stainless steel edge guard from floor to ceiling in all zones.

Paint

Unless otherwise indicated, all paint should:

. . . be located above 8'-0" in Area C only

. . . use neutral colors when applied over a large surface area and may use accent colors when applied over small surface areas

. . . use an eggshell finish on all painted wall surfaces in public areas

Stainless Steel

Unless otherwise indicated, all stainless steel should:

. . . be used as a wainscot in areas as indicated in the 'Material Designations' section of this booklet

. . . use stainless steel bumpers on lower wall surfaces and column surrounds in high traffic areas where excessive damage could occur

. . . be 20 gauge with a #4 finish and backed

Textured Paint Finish

Unless otherwise indicated, all textured finish should:

. . . be used in Areas B and C only

. . . be used on all hollow metal door frames in a darker color in order to hide chipping

. . . use a product such as 'ScuffMaster' or 'Zolatone' that achieves industry standards in durability

. . . use neutral colors when applied over a large surface area and may use accent colors when applied over small surface areas

Wall and Column Materials (continued)

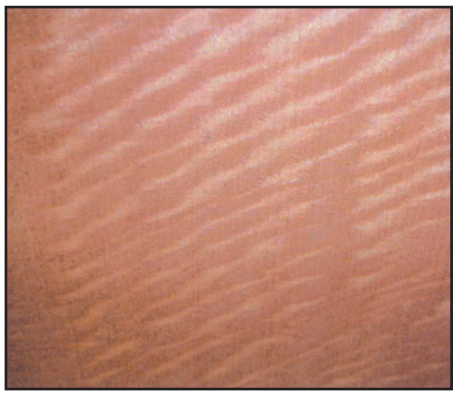


Image 1.2-6
Light Wood Grain Pattern Inspired by Theme

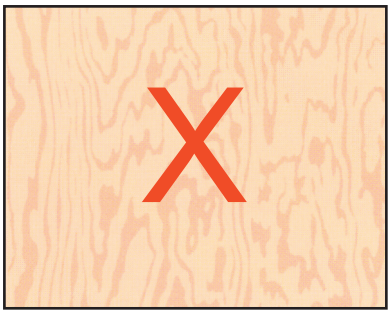


Image 1.2-7
Undesirable "Busy", Rotary Cut Grain

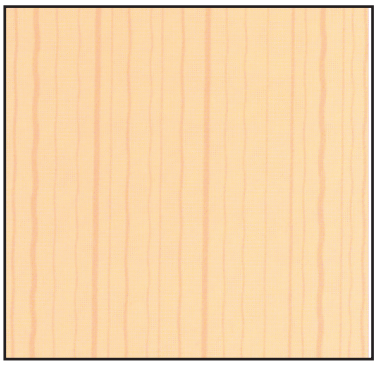


Image 1.2-8
Desirable Simple Cut Grain

Wall Covering

Unless otherwise indicated, all wall covering should:

. . . be used in Areas B and C only

. . . use Carnegie's 'Xorel' as the only accepted wall covering product (all others must be approved and should be made of polyethalyne, 'Acrovyn' is not an approved material for public areas)

. . . require the installer to replace the knife blade after EACH cut during installation

. . . use neutral colors when applied over a large surface area and accent colors when applied over small areas (see color palette on page 3)

Composite Panel

Unless otherwise indicated, all composite panels should:

. . . use an environmental, composite panel such as 'Trespa' at either full height or as a wainscot, in approved areas

. . . NOT use Metal Composite Panels in Area A

. . . use neutral colors when applied over a large surface area and may use accent colors when applied over small surface areas

. . . apply integral stainless steel corner/edge profile at all exposed corners and edges from floor to ceiling

. . . have all fasteners hidden

Wood Panel

Unless otherwise indicated, all wood panels should:

. . . incorporate wood paneling at either full height or as a wainscot in approved areas

. . . use a wood species and module consistently throughout all terminals, unless otherwise determined

. . . use 3/16" joints, with veneer returned at all exposed surfaces, including joint interiors have species and stains that complement accent colors and be most similar to the natural wood colors depicted in the color palette

. . . NOT use rotary and other "busy" cuts (*image1.2-7*)

. . . use satin or matte finishes

. . . use a solid wood along all exposed edges

. . . have all fasteners hidden

. . . use light colored species such as Maple or Cherry for broad use, and dark species such as Walnut for accent only

Wall and Column Materials (continued)

Stone Tile

Unless otherwise indicated, all wall stone tile should:

. . . have minimum joints, no greater than 1/8" if possible

. . . coordinate stone joint layout and location of all expansion joints with all adjacent finishes

. . . NOT have pores or ridges that collect dirt and make maintenance difficult

Ceramic/Porcelain Tile

Unless otherwise indicated, all wall ceramic tile should:

. . . use ceramic tile from floor to ceiling on all 'wet' walls

. . . NOT be smaller than 8"x8" for on all main field tile

. . . use a stain proof epoxy grout

. . . use a neutral, darker color (not black) grout that is complementary to the tile color

. . . see section 2.3 for approved tiles in restrooms

Stretched Fabric Wall Systems

Unless otherwise indicated, stretched fabric wall systems should:

. . . use the 'Snap-Tex' Acoustical Fabric Mounting System

. . . use Carnegie's 'Xorel' as the stretched fabric in Area A

. . . use Stretched Fabric other than 'Xorel' only above Area A in approved locations

. . . NOT have excessive mis-weaves, poor color match

. . . NOT have visible vertical or horizontal sewn seams

. . . be installed with consistent orientation of weave pattern

. . . wrap around all exposed sides of individual panels

. . . be tight and void of any metal, plastic or other such separate reveal piece

. . . use neutral colors when applied over a large surface area and accent colors when applied over small surface areas

Wall and Column Materials (continued)

Plaster

Unless otherwise indicated, <u>decorative finish</u> plaster should:

. . . be used above 4'-0" in areas as indicated on page 5

. . . use control and modular joints at a maximum of ½", caulked in a similar color, and void of any metal, plastic or other such separate reveal piece

. . . use nationally recognized products such as, "Rivesto"

. . . apply finish wax or other protector

. . . avoid a glossy finish, unless in a small accent area

Unless otherwise indicated, <u>substrate</u> plaster should:

. . . be used to smooth wall surfaces prior to applying wall covering when necessary

Wall Base

Unless otherwise indicated, wall base should:

. . . use 20" ((2) 10" Tiles Stacked) Stone Base in areas where a wainscot is not used, and wall tile is used

. . . use 6" Black Cambrian Granite Base in all other areas where stacked tile base is not used

. . . use matching base from project to project - individual designer is responsible for obtaining existing samples

. . . use Carpet and Vinyl base in non-public areas only

Floor Materials

Description and Goals

The following list includes the only accepted materials for floor application in areas as indicated in the 'Material Designations' section of the booklet. Any materials not listed are subject to approval. See page 5 for the approved floor material designations for each terminal zone.

All systems listed below should also strictly follow manufacturer and code installation guidelines.

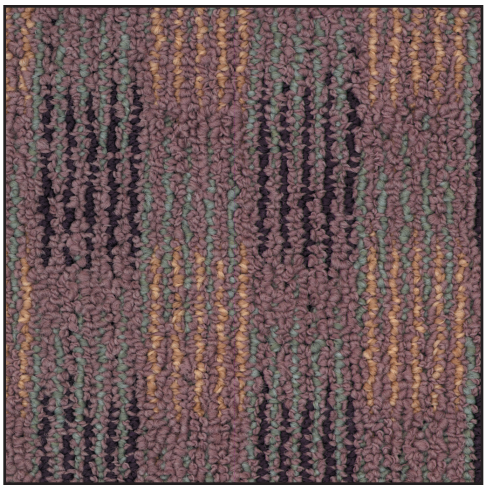


Image 1.2-9
Approved Main Field Carpet Pattern and Color for Terminal 1 and Terminal 2E

Carpet

Unless otherwise indicated, all carpet should:

. . . use the following sole source manufacturer for all carpet throughout all terminals:

Field : *(all zones)*
Lees Carpet, (broadloom)
Pattern: T-74488-TB, Textured Patterned Loop
Pattern Repeat: 3 1/8"x4"
Maximum Pattern Bow: 1.5 inches
Color: Gray (Multi-color) *(T1E, T1)*
Green (Multi-color) *(T2W - match existing)*

Border : *(all zones)*
Lees Carpet, (broadloom)
Pattern: T-79760-TB, Graphic Loop
Color: Dark Gray (Multi-color)

Security : *(zone 3)*
Lees Commercial Carpet Tiles
Pattern: First Step L8512
Colors: Dark Gray Multi-color No. 438 and Black Multi-color No. 508

Artistic Inlays: *(logo, color relief)*
Lees Carpet, (broadloom)
Patterns: Quartz DE066, Granite DE056, Rifts DE076
Colors: All that compliment adjacent field carpet and the art itself
Usage: Broader areas of color within art design

Lees Carpet (broadloom)
Patterns: Buncrana-Glanmire, Buncrana-Kildare
Colors: Can be custom dyed for colors within art
Usage: Small accent colors within art design

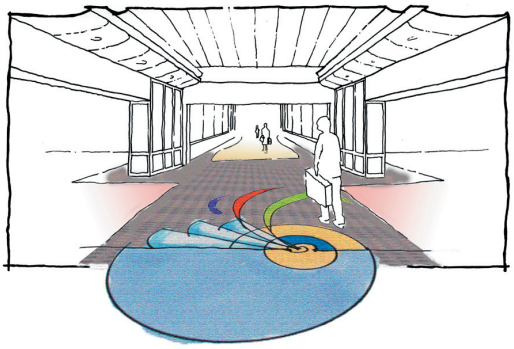


Image 1.2-10
Artist Inlay Example

. . . use carpet fibers that are premier yarn dyed fibers such as Dupont Antron Legacy with Duracolor dye

. . . use border carpet to break up large field areas

. . . use Unibond Lees backing material applied with hot melt thermoplastic

. . . be aligned as tufted with full pattern match

. . . make change of color on a line centering under the door when closed where different colors occur in adjoining rooms

Floor Materials (continued)

Carpet (continued)

. . . lay broadloom carpet in the same direction unless specifically shown otherwise

. . . quarter-turn each carpet tile

. . . use gray vinyl carpet transition strips

. . . have a consistent border width throughout all terminals

. . . be installed in accordance with carpet manufacturer's and CRI 104 recommendations for installation, including seaming techniques and seaming cement. All seams shall be securely cemented to form an invisible seam. Trim edges to make pile height even.

. . . verify carpet match before cutting to ensure minimal variation between dye lots

. . . locate seams in area of least traffic, out of areas of pivoting traffic and parallel to main traffic

. . . NOT locate seams perpendicular through door openings

. . . align run of pile in same direction as anticipated traffic and in same direction on adjacent pieces

. . . be installed providing monolithic color, pattern and texture match within any one area

. . . NOT have bulges, buckling, poor seams, or improper fitting as it may be rejected

Stone Tile

Unless otherwise indicated, all Stone Tile should:

. . . be used in areas as indicated on page 5

. . . have joint layout and location of all expansion joints that coordinate with all adjacent finishes.

. . . not have pores or ridges that collect dirt and make maintenance difficult

. . . have minimum compression strength of 16,000 psi., with a minimum abrasion resistance index of 30 in heavy traffic, open area public spaces

. . . apply a penetration sealing on all stone tile floors

. . . have joints no more than 1/8" thick nominal maximum, equal in all directions

. . . NOT use polished finishes in areas exposed to wet conditions such as food courts, beverage service areas and building entrances

. . . meet the minimum criteria for ADA slip resistance

. . . provide anti-fracture membrane below tile at existing floor control joints and cracks

. . . use the following finish guidelines for these types of stones:

granite: flamed or polished finish
marble: polished finish
limestone: honed finish

Floor Materials (continued)

Porcelain Tile

Unless otherwise indicated, all porcelain tile should:

. . . be used in areas as indicated on page 5

. . . be of larger dimension, such as 8”x8” or greater

. . . use stain proof epoxy grout that is a neutral, darker color (not black) complementary to the tile

. . . NOT have pores or ridges that collect dirt and make maintenance difficult

. . . have joints be no more than ¼” maximum be through-body color and pattern

. . . provide anti-fracture and waterproof membrane below tile at existing floor control joints and cracks

. . . use a penetrating sealer

Terrazzo

Unless otherwise indicated, all Terrazzo floors should:

. . . be used in areas as indicated on page 5

. . . use divider strips of 1/8” stainless steel or zinc

. . . provide anti-fracture and waterproofing membrane below tile at existing floor control joints and cracks

. . . use a epoxy matrix with colors selected to complement adjacent surfaces

. . . use marble or glass aggregate

. . . NOT use a pure surface coating or wax sealer

. . . use a penetrating sealer to protect the pores from absorption

Floor Mat

Unless otherwise indicated, all floor mats should:

. . . be **Lees Commercial Carpet Tiles,**
Pattern: First Step L8512
Color: Dark Gray Multi-color No. 438

. . . be located at all public entrances from the exterior

. . . lie in an approximate 2” built-in recess, such that a 1 ¾” mat lies flush with the surrounding floor

. . . extend approximately no less than 7’-0” and no greater than 8’-0” toward the interior space from the doors

. . . extend 6” on either side of the door opening.

Automated Teller Machine (ATM)

Description and Goals

ATMs provide convenience for the traveler by allowing access to banking services. ATMs must be highly visible and accessible, yet maintain visual compatibility with contextual architectural elements.

The most commonly used forms of ATMs are as follows:

Type 1: Free-Standing
Type 2: Built-In

Locations

The location of ATMs should:

. . . be in an alcove when possible

. . . be adjacent to the natural path of travel

. . . not impede or create an impediment to the natural path of travel

. . . be allowed in the following **Zones: 2e, 4b, 4g, 7c, 9g**

General Characteristics

Unless otherwise indicated, all ATMs should:

. . . conform to all applicable codes, regulations, and accessibility guidelines

. . . be distinct yet complimentary to the overall architectural context

. . . be securely fastened

. . . be easily de-mountable without causing damage to the underlying architectural materials or such that the vendor returns the area to original state upon ATM removal

. . . have no sharp edges

. . . have a large and easily viewable screen

. . . provide ample spacing to locate luggage adjacent to the unit

. . . be finished on all sides

. . . be protected with corner guards

. . . have no exposed fasteners

Automated Teller Machine (ATM) (continued)

Materials
Unless otherwise indicated, all ATMs should:

. . . be made of a highly durable material, not plastic laminate

. . . have a 6” stainless steel base

Type 1: Free-Standing
Unless otherwise indicated, Free Standing ATMs should:

. . . have no visible wires

. . . NOT be placed in front of a window unless unit can function at front and back

. . . NOT have a height greater than 6’-0”

. . . NOT block the view of other tenants or vendors

Type 2: Built-In
Unless otherwise indicated, Built-In ATMs should:

. . . be serviceable from the front of the unit

. . . NOT utilize the wall surface adjacent to the unit as part of the corporate identification

. . . have a distinct, yet complimentary finished surface adjacent to the unit that is visually divisible from the corporate identity

E-Ticket Machine - ETM (Self Service/Easy Check-In)

Description and Goals

E-ticketing is a service that provides an electronic airline ticket, rather than paper, for the passenger until they check in at the airport. All information is stored electronically in the airline's computer database until check-in. An ETM is the machine that provides an interface to this database and prints out boarding passes at the airport. Each airline has its own ETM equipment that must be easily identifiable and located. The objective of this standard is to regulate ETM formats to allow for equal visual presence, and maintain a consistent application to the intent of the theming and architectural goals of the SDIA.

ETMs can be housed in a variety of ways. **Free Standing Kiosks are NOT encouraged**. The following are the approved types of ETM kiosks:

Type 1: Built In Wall Units
Type 2: Ticket Counter Built In Units

Locations

The location of ETMs should:

. . . be in a convenient and visually evident position

. . . be in an area protected from the elements

. . . NOT impede or create an impediment to the natural path of travel

. . . NOT be located along curbside, exterior

. . . NOT interfere with circulation and view of other tenants

. . . be limited to the following **Zones: 2f, 5c**

General Characteristics

Unless otherwise indicated, all ETMs should:

. . . conform to all applicable codes and regulations

. . . have all units conform to ADA guidelines

. . . be grouped in a continuous bank of units, and not dispersed individually

. . . be reviewed by the Airport Authority in consultation with a Design Professional

. . . support overall intent of the SDIA Theming Guidelines

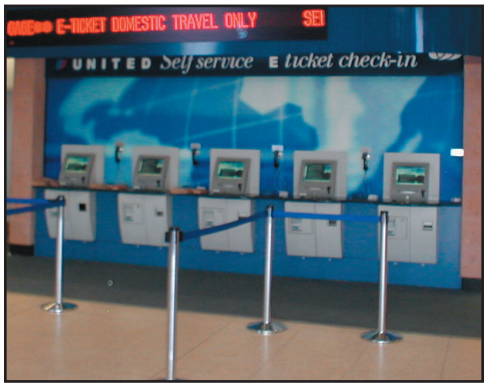


Image 2.1-1
Type 2 ETM: Built In Wall Unit

E-Ticket Machine - ETM (continued)

Image 2.1-2
Type 2 Ticket Counter Built-In Unit

Image 2.1-3
Type 2 Ticket Counter Built-In Unit

General Characteristics (continued)

Unless otherwise indicated, all ETMs should:

. . . be distinct yet complimentary to the overall architectural context

. . . be securely fastened, with no visible wires

. . . be easily de-mountable without causing damage to the underlying architectural materials

. . . have finished edges and projections

. . . provide ample spacing to locate luggage adjacent to the unit

. . . be finished on all sides

. . . have no advertising other than the airline identity and logo

. . . be made of a highly durable material that conforms to the accepted wall materials section of this booklet

. . . NOT distract passenger views and understanding of Directional/Wayfinding Signs

Type 1: Built-In Wall Units

Unless otherwise indicated, Built-In ETMs should:

. . . be serviceable from the front of the unit

. . . not utilize the wall surface on either side parallel to the grouped units as part of the corporate identification

. . . have a distinct, yet complimentary finished surface adjacent to the units that is unrelated from the corporate identity of the airline

Type 2: Ticket Counter Built-In Units

Unless otherwise indicated, Ticket Counter Built-In ETMs should:

. . . not include a LED sign as part of defining area unless it is a continuation of the SDIA standard ticket signage

. . . have distinct, yet complimentary finishes to the adjacent standard ticket counter for SDIA

. . . be in-line with main ticket counter (*image 2.1-3*)

Hotel / Motel Boards

Image 2.1-4
Hotel/Motel Board Design Style

Image 2.1-5
Company Graphic and Information Panel

Image 2.1-6
Companies Listed Alphabetically, Color-coded by Region

Description and Goals

Hotel/Motel Boards primarily serve to inform the traveler of regional and local hotels, motels and car rental agencies by giving only the necessary telephone numbers and addresses of each business. Typically the unit also includes company's advertising images, telephones, and a writing surface. An Hotel/Motel Boards should be centrally located just prior to exiting the terminal, convenient to the path of a deplaning visitor to the area.

Locations

Unless otherwise indicated, (1) Hotel/Motel Board should be located in **Zone 7c** for all terminals and in the exterior transit plaza.

SECTION CURRENTLY BEING REVISED . . .

Materials

Unless otherwise indicated, the hotel/motel boards should use stainless steel similar to unit in image 2.1-4.

General Characteristics

Unless otherwise indicated, Hotel/Motel Boards should:

. . . include a minimum of (4) telephones and corresponding ADA compliant writing surface

. . . color-code accommodations in the main listing as they relate to a color-coded map according to commonly referred to city regions (Downtown, Coronado, etc.) (*image 2.1-6*)

. . . include a separate, concise alphabetical list of all companies with phone numbers

. . . keep rental cars more distinct from hotels by spacing and signage

. . . reduce company graphics and add generic information plate to each panel with telephone number *(image 2.1-5)*

. . . have an overall height and form to be at comfortable viewing height for all, with minimum ADA compliance

. . . be freestanding, and two-sided when possible

. . . modify the design style shown in image 2.1-4 to fit proportionately as either a 2-sided or 1-sided system depending on the available space

. . . be internally illuminated

. . . list all hotel/motels and rental car companies in its entirety on one side

. . . have stainless steel finish, advertising or other information on the side opposite the hotel information

Luggage Carts

Image 2.1-7
Luggage Cart and Image Panel

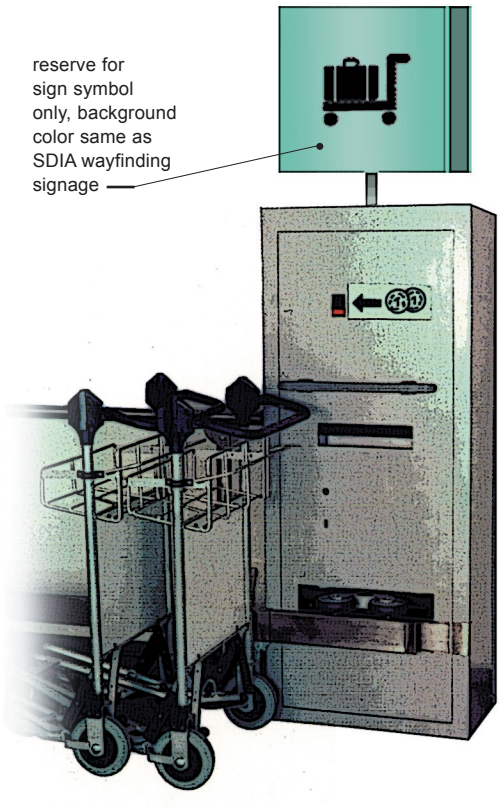


Image 2.1-8
Luggage Cart Dispenser Unit and Cart Stack

Description and Goals

Luggage carts are an amenity that help passengers transport luggage through the terminals. Although purchased from an off-site vendor, the luggage carts at SDIA will be owned and operated by the airport. There are on-site design decisions that can enhance the ready-made cart once it is on site.

Locations

Unless otherwise indicated, Luggage Carts and Dispenser Units should be located in **Zones 2e, 7c and exterior parking lots.** Luggage carts and Dispenser Units should be adjacent to the natural path of travel so that it does not create an impediment to the circulation.

Materials

Unless otherwise indicated, the carts and dispensers should be made of brushed or powder coated stainless steel with a signage color matching other wayfinding signage throughout the airport.

General Characteristics

Unless otherwise indicated, Luggage Carts should:

. . . be by “Expresso”, model Compact Mark II long (*image 2.1-7*)

. . . have no sharp edges

. . . have highly durable wheels and bumpers

. . . have wheels that do not make skid marks on the floor

. . . have one identification sign on the front that displays the SDIA logo with an accent color frame and one advertising panel on the back with the same accent color frame as the front (*image 2.1-7*)

. . . have a floor space clearance of no less than 5’-0” in front of and behind the Dispenser Unit

. . . have a Dispenser Unit that does not display any advertising

. . . have a Dispenser Unit that only displays the international luggage cart symbol on a sign post mounted to the top of the unit at an acceptable viewing height (*image 2.1-8*)

. . . NOT have any exposed wires on the Dispenser Unit

Public Rental Lockers

Description and Goals

Public Lockers provide convenience for the traveler by providing temporary storage for their belongings. This freedom helps facilitate the use of retail and restaurant facilities and helps alleviate traffic congestion within these spaces.

Locations

Unless otherwise indicated, Public Lockers should:

. . . be located behind security

. . . be located adjacent to the natural path of travel

. . . NOT impede or create an impediment to the natural path of travel

. . . be limited to the **Zone 4g**

Materials

Unless otherwise dictated in a specific section all Public Lockers should:

. . . be made of a highly durable material such as solid phenolic, stainless steel or 'Trespa' product

. . . NOT be plastic laminate or powder-coated metal

General Characteristics

Unless otherwise indicated, all Public Lockers should:

. . . conform to all applicable codes and regulations

. . . conform to local and ADA accessibility guidelines

. . . be reviewed by the Airport Authority in consultation with a Design Professional

. . . be distinct yet complimentary to the overall architectural context

. . . be securely fastened

. . . be easily de-mountable without causing to damage to the underlying architectural materials.

. . . have no sharp edges

. . . be finished on all sides

. . . have no advertising

. . . be built-in or located in an alcove when possible

. . . have conveniently located individual locker instructions

. . . have no visible wires

. . . be externally illuminated

. . . incorporate SDIA standard informational sign for easy identification

. . . NOT have a vertical height of more than 78"

Public Telephones

Image 2.1-9
Type1, Approved Free-Standing Style

Image 2.1-10
Type 2, Approved Wall Hung Style

Description and Goals

Public Telephones or Pay Phones provide a necessary and diverse services to all passengers in various locations throughout all terminals. There are 3 Types of public telephones at SDIA:

Type 1: Free-Standing
Type 2: Wall Hung
Type 3: Sit Down

Locations

The location of Public Telephones should:

. . . locate Types 2 & 3 in **ZONES 2, 4, 5, 7, 9** at regular distances of approximately 100'-0" apart

. . . locate Type 3 in or near Baggage Claim, **Zone 7c**

Materials

Unless otherwise indicated, Public Telephones should:

. . . be of the same manufacturer make and model for wall hung and freestanding units as seen in Images 2.1-9 and 2.1-10 respectively

General Characteristics

Unless otherwise indicated, Public Telephones should:

. . . conform to all applicable codes, regulations and accessibility guidelines

. . . be grouped in a phone bank with a minimum of 3 phones whenever possible

. . . include a TDD phone for the hearing impaired at each phone bank

. . . include 1 internet access phone that includes a laptop panel for every 4 regular phones in a bank of Type 1 or Type 2 telephones

. . . have internet access at all Type 3 telephones

. . . be all stainless steel with a cushioned seat for Type 3, Sit-down telephones

. . . all be hung at ADA height when wall hung

. . . include a continuous writing surface when wall hung

. . . include one regional yellow page directory for every two telephones stored under the phone in a durable cover

. . . NOT have a separate, free-standing unit to hold multiple telephone books

. . . utilize the same design in every terminal and zone

. . . have no sharp edges

. . . be installed with tamper-proof security screws and be vandal resistant

. . . include a standard wall mounted SDIA identification and TDD sign at every location for easy identification

White Courtesy Phones

Description and Goals

White Courtesy Phones augment the airports informational and wayfinding programs and provide a level of comfort, security and convenience for the traveler. The goal of this standard is to regulate the design of White Courtesy Phones to complement the Theming and Architectural goals of the SDIA.

Locations

The location of White Courtesy Phones should:

. . . be in major paths of travel

. . . be located in ALL ZONES at regular distances of approximately 100'-0" apart

General Characteristics

Unless otherwise indicated, White Courtesy Phones should:

. . . conform to all applicable codes, regulations and accessibility guidelines

. . . be located at a height compliant with ADA Accessibility Guidelines

. . . utilize the same design and colors in every terminal and zone

. . . be reviewed by the Airport Authority in consultation with a Design Professional

. . . have no sharp edges

. . . have hidden connections in surround wall plate

. . . be installed with tamper-proof security screws

. . . be vandal resistant

. . . be flush mounted when possible

. . . include a standard wall mounted SDIA informational sign at every location for easy identification

Materials

Unless otherwise indicated, White Courtesy Phones should:

. . . have a backer wall plate made of heavy gauge stainless steel

. . . have an armor-corded handset

. . . be made of a white, highly durable material

. . . have a chrome plated cast metal cradle

Airport Information Areas

Description and Goals

Airport Information Areas include multi-use elements used for the dissemination of information. The objective of this standard is to regulate the design, and location of these structures to insure a consistent application of the Theming and Architectural goals of the SDIA.

The following most commonly used and consistently used forms of Information Areas will be identified:

Type 1: Staffed Information Kiosk
Type 2: Flight Information Display Kiosk
Type 3: Built-In or Wall Mounted Directory

Locations

Unless otherwise indicated, the all kiosk types should be limited to the following zones in each terminal:
Zones 2e, 4g, 7c, 9h

General Characteristics

Unless otherwise dictated in a specific section all Information Areas should:

. . . conform to all applicable codes and regulations

. . . be reviewed by the Airport in consultation with a Design Professional

. . . complement overall aesthetics and design of Directional/Wayfinding Signage Program

. . . be distinct yet complimentary to the overall architecture

. . . have an ADA accessible transaction surface

. . . have built in lockable storage where storage is required

. . . have hidden connections (no exposed hardware)

. . . have no visible wires or controls

. . . have any laminate edges finished with solid stock or proper finishing accessory

. . . have a minimum 6” kick or base made of a highly durable material

. . . conform to ADA for placement and all signage legibility

. . . be illuminated

. . . have unit and/or signage identification viewable from 130 degrees from the kiosk center, for each viewable direction of travel

. . . NOT distract passenger views and understanding of Directional/Wayfinding Signs Materials

Airport Information Area (continued)

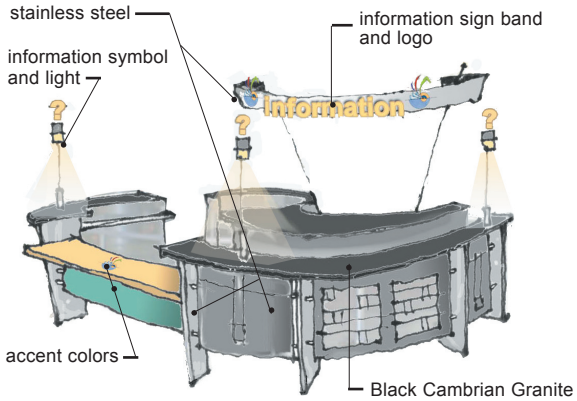


Image 2.2-1
Type 1, Staffed Information Kiosk

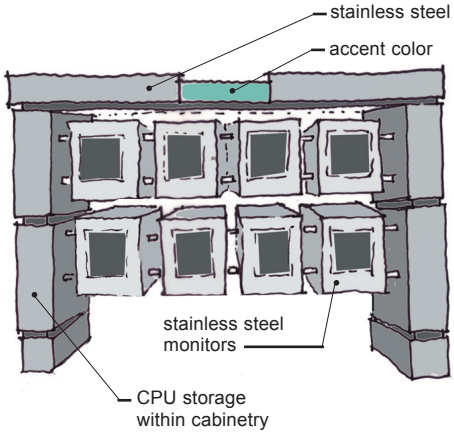


Image 2.2-2
Type 2, Flight Information Display Kiosk

Image 2.2-3
Type 3, Wall Mounted Directory

Materials

Unless otherwise dictated in a specific section all Kiosks should have color, layout and materials consistent with the Materials section of this document.

Type 1: Staffed Information Kiosk

Unless otherwise dictated in a specific section Staffed Information Kiosks should:

. . . be similar in style and materials to image 2.2-1
. . . have a height not greater than 10'-0" A.F.F to the top most portion of the structure
. . . be open above
. . . have one identification sign with type no higher than 10"
. . . have a built-in brochure system

Type 2: Flight Information Displays

Unless otherwise dictated in a specific section Free Standing Flight Information Displays should:

. . . be similar in style and materials to image 2.2-2
. . . be finished on all sides for visibility on all sides
. . . have all sides finished
. . . be securely anchored
. . . have no visible wires
. . . not obscure the path of travel
. . . not have an overall height greater than 8'-0"
. . . conform to ADA viewing height requirements

Type 3: Wall Mounted or Built-In Directories

Unless Otherwise Dictated in a Specific Section Wall Mounted Information Kiosks should:

. . . be similar in style and materials to image 2.2-3
. . . be integrated with the Architectural Theme
. . . have easily de-mountable access panels
. . . have all access panels and fasteners integrated with the architecture
. . . have signage visibly distinct and separate from the wall system
. . . have all background graphics contribute to the allowable copy area
. . . conform to a minimum of ADA guidelines for proper wall placement and text legibility

Security Checkpoint

To Be Determined . . .

SECTION CURRENTLY BEING REVISED . . .

Shoe Shine Stands

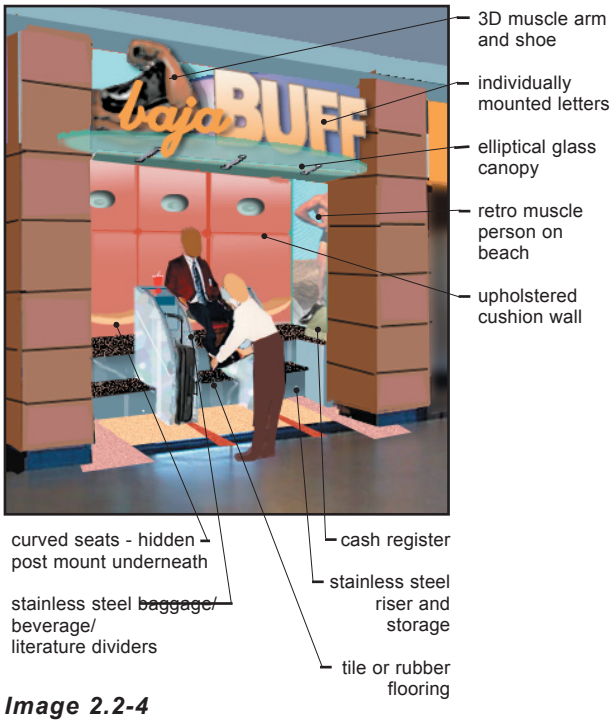


Image 2.2-4
Shoe Shine Stand

Description and Goals

Shoe Shine Stands are generally classified as a concession. However, because they are a traditional airport amenity with special casework, they are listed here as a standard separate from concessions.

Locations

The locations of Shoe Shine Stands should:

. . . be adjacent to concession areas if possible

. . . not create an impediment to the natural path of travel

. . . be allowed in the following **Zones: 5, 9b, 9f**

Materials

Unless otherwise indicated, all Shoe Shine Stand materials should:

. . . be similar to recommended materials in image 2.2-4

. . . have a stainless steel base

. . . NOT use plastic laminate or porous materials

. . . use a non-skid surface on all flooring surfaces

General Characteristics

Unless otherwise indicated, all Shoe Shine Stands should:

. . . be similar in style to image 2.2-4

. . . use the name “Baja Buff” in all locations

. . . be built in an alcove when possible

. . . incorporate 3-dimensional signage of the stand name

. . . provide sufficient storage so that products are hidden when not in use

. . . provide at least 2 to 3 customer chairs for service

Staffed Counter Areas

Note

See page 49 for Backwall Ticket Counter Graphics Standards

Image 2.2-3
Approved Ticket Counter and Gate Podium design

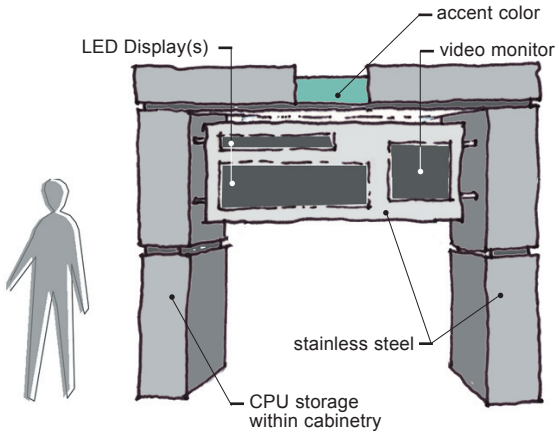


Image 2.2-4
Approved Gate Podium Backwall Unit Concept

Description and Goals

Ticket Counters are generally leased by Airline Tenants and owned and maintained by the Airport. SDIA provides the counter shells to the airlines. Ticket Counters must function seamlessly and allow for an easy, comfortable transaction between the airline ticket agent and passenger. As a high profile element, the counters should utilize the same design throughout the terminals when possible. Since the ticket counters are in use the majority of the time, they must be highly durable and efficient on both the airline and passenger sides.

There are two types of uses for counters at SDIA:

Type 1: Ticket Counter
Type 2: Gate Podium and Backwall Unit

Locations

Counters are located in the main ticketing lobby of each terminal, at each gate check-point, baggage claim and baggage claim services

Zones 2, 5b, 7c

Materials

Unless otherwise stated, all ticket counters and backwall units should match the stainless steel and accent color of the existing ticket counter materials in the approved locations as indicated above *(images 2.2-3, 2.2-4)*

General Characteristics

Unless otherwise indicated, all ticket counters should:

. . . be ADA compliant on both the passenger and agent sides of every unit

. . . match the existing ticket counter design in the approved locations as indicated above

. . . include a bag well on both sides of the unit at all ticket counter locations (not gatehold check-in) that matches the measurements and stainless steel material of the approved bag wells currently in use

. . . NOT have any gaps where bag wells meet the counter

. . . NOT use any laminate other than a small color accent

. . . use a stainless steel surround at all baggage belt locations

. . . have a stainless steel wainscot at a minimum height of 2'-6" on the wall behind the baggage belt

. . . open from the front of the unit for maintenance

Restrooms

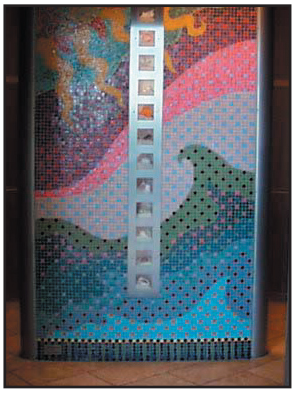


Image 2.3-1
Outside view of artistic entry/exit privacy wall currently in use in T2W

Description and Goals

Airport Restrooms are one of the few airport areas that are in continual use every hour of the day. The restroom environment must be tranquil, functional, maintenance friendly and made of the most durable materials, hardware and construction possible. Additionally, all restrooms should be designed with security in mind, keeping the space free of hiding places and vandal proof as much as possible. All design features should conform to all applicable codes and regulations, including ADA for restrooms and restroom signage.

Locations

See Existing Conditions Terminal Master Plans for current locations. Future locations to be determined by SDIA.

Image 2.3-2
Inside view of curved perforated wall panel at entry/exit

Walls, Floor and Ceiling

Unless otherwise indicated, all restrooms should:

. . . match stone, porcelain tile and countertop color currently in use in T2W for floors and walls OR use the following approved substitute as a second option *(image 2.3-3*):

Main Field Color : Daltile Diamante Crema
Accent Field Color : Daltile Diamante Rosa
Accent Color : Daltile Design Blu Avio

. . . match stone and porcelain tile currently in use for floors and walls

. . . use cove base at all walls

. . . have 2 separate entrance/exits or a double sided main entry/exit when possible

. . . include a curved, perforated Stainless Steel Wall Panel similar to those currently in T2W Restrooms in each restroom entry when possible*(image 2.3-2*)

. . . use porcelain tile or stone to full wall height on every wall (no wall covering or paint)

. . . abide by code regulations for sufficient abrasive index for slip resistant flooring

. . . have a floor drain to the side of main traffic flow

. . . NOT have an expansion joint in the middle of the restroom floor

. . . use a painted gypsum board ceiling, not acoustical ceiling tile, throughout for security reasons and

Image 2.3-3
Approved substitute porcelain tile

Restrooms (continued)

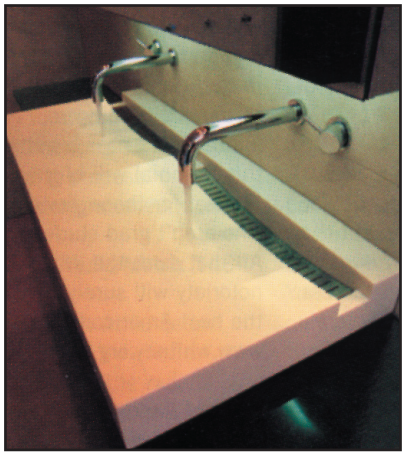


Image 2.3-4
Continuous Corian Washplane

Toilets and Stall Partitions

Unless otherwise indicated, all restrooms should:

. . . have wall hung toilets and urinals with automatic sensor hardware for flushing

. . . have floor-mounted Stainless Steel Toilet and Urinal Partitions

. . . have individually hung urinals with shelf above each

. . . have a coat hook and fold down shelf in each toilet stall

. . . have either deep enough stall for 1 person and a 1 pull-behind luggage (deeper than average) or swing stall doors out (with stop pin at a 30 degrees or less) into main space

Lavatories

Unless otherwise indicated, all restrooms should:

. . . use continuous Corian Washplane (*image 2.3-4*) as first choice and continuous Corian Counter/Wash Basin as second choice for lavatories

(T1 & T2E) Corian Lavender
(T2W) Match countertop color currently in use

. . . have a 6” to 8” skirt along the front exposed edge of the counter

. . . use automatic sensor faucet hardware with battery backup in case of power outage

. . . maintain built-in low water pressure to avoid excessive splashing

. . . have flush mounted, non-automatic, built-in soap dispensers at each basin positioned such that the soap spout falls over the basin to catch overflow

. . . have a continuous under counter soap dispenser reservoir

. . . use a continuous, linear drain grate behind the wash plane surface when used (*image 2.3-4*)

. . . located hose bibs behind an accessible stainless steel panel under lavatory counter

. . . have a trash receptacle built-in under and adjacent to each basin with a cut-out hole in the counter for dispensing

. . . cover exposed pipes with pipe boots under each basin (no skirt is preferred)

. . . have a separate vanity counter with no basin in all restrooms

continued . . .

Restrooms (continued)

Mirrors

Unless otherwise indicated, all restrooms should:

. . . have a continuous mirror over the entire length of the main wash area

. . . have a continuous mirror over the separate vanity counter area in all restrooms

. . . provide one full-length mirror in all restrooms

. . . provide a baby mirror adjacent to a built-in baby changing unit for the child to view when laying down

Lighting

Unless otherwise indicated, all restrooms should:

. . . provide continuous overhead lighting and wall-hung vertical sconce lighting at each mirror/lavatory basin area

. . . provide continuous overhead lighting or individual can lights for each toilet stall

. . . provide sufficient lighting levels overall for safety and ambience

Accessories

Unless otherwise indicated, all restrooms should:

. . . have one courtesy phone

. . . have dual toilet tissue dispensers

. . . have sanitary seat cover dispensers in all stalls

. . . have a personal products disposal for each stall in the women's restroom

. . . have 1 personal products dispenser located adjacent or near the lavatory area in all women's restrooms

. . . have a built-in paper towel dispenser positioned on the wall behind each basin and a built-in paper towel dispenser/receptacle on the walls at both ends of the counter

. . . have built-in paging speakers within the ceiling

. . . have a distinct area for a built-in, materially integrated baby changing station in both men's and women's restrooms (surface mounted, commercial product baby changing stations are not encouraged)(baby stations located in toilet stalls are not encouraged)

. . . provide sufficient, separate if necessary, ventilation above baby changing station

. . . provide built-in diaper dispensing unit adjacent to baby changing station

. . . NOT locate mop sinks inside open restroom space

Drinking Fountains

Image 2.3-5
Approved Drinking Fountain Style

Description and Goals

Drinking Fountains should be provided frequently and be of the same manufacturer make and model throughout all terminals.

Locations

Unless otherwise indicated, all drinking fountains should be located:

. . . in an alcove

. . . between all men's and women's restrooms

. . . within or near all food courts

Materials

Unless otherwise indicated, all drinking fountains should:

. . . be Bobrick or an approved equal throughout all terminals
(*image 2.3-5*)

General Characteristics

Unless otherwise indicated, all drinking fountains should:

. . . conform to all applicable codes and regulations, including ADA for drinking fountains and drinking fountain signage

. . . always provide ADA accessible fountain when standard size is also provided

Public to Private Area Doors

Description and Goals

Although the general public will rarely have to use interior doors (other than restroom stall doors), there are numerous doors that are seen by the public and hence affect terminal aesthetics. On the public viewing side, these doors and their frames should blend with their surrounding context and colors. These doors are used frequently by airport and airline staff and therefore should also be durable.

Materials

All doors should be painted hollow metal or stainless steel where appropriate. All door frames should be painted metal or stainless steel where appropriate. Laminate is not an acceptable material for doors or door frames.

General Characteristics

Unless otherwise indicated, all doors and frames should:

. . . be primed in a dark gray color, consistent throughout all terminals

. . . be painted in a darker color as chosen from the SDIA color palette in order to better hide when primer is exposed by chipping

. . . have a 18” high stainless steel kick plate with hidden fasteners on high traffic doors

. . . use a brushed white metal lever handle that is ADA compliant

. . . be either lockable or accessible through card entry on the public side

. . . have a viewing or peep hole in doors that lead to secure areas

Boarding Bridge Portal

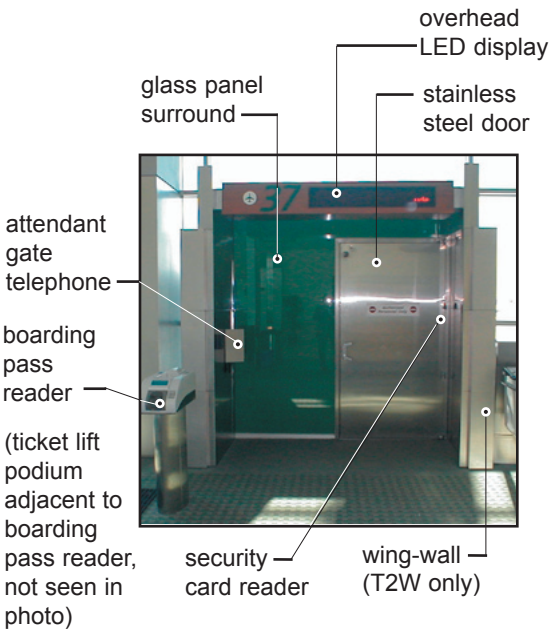


Image 2.4-1
Boarding Bridge Portal

Description and Goals

As the very first and last impressions of the airport and region, the Boarding Bridge Portals should be a threshold of architectural significance. This gateway to and from the aircraft should complement the surrounding gatehold area, aid in queuing and have a defined boundary from other nearby functions.

There is currently two types of an acceptable design style for the boarding bridge portal in all terminals. Image 2.4-1 portrays **Type 1** that includes the following elements: stainless steel door, glass surround panel, LED display, attendant gate telephone, security card reader, boarding pass reader, and wing walls. **Type 2** is similar in style but is a scaled down version of Type 1 that contains all the same elements except: wing walls. The LED display in Type 2 is attached to the wall above the door.

Locations

Type 1: T2W
Type 2: T1, T2E, Commuter Terminal

Materials

When possible, all portal doors and their surroundings, including wing-walls, should match the materials used in the existing portals as seen in Terminal 2W (*Image 2.4-1*).

General Characteristics

Unless otherwise indicated, all portals should:

. . . use a 4'-0" wide stainless steel door

. . . only use wingwalls in Terminal 2W

. . . include a wingwall pocket for door hold open with a 2" clearance around door sides and back when wing-walls are used in Terminal 2W

. . . include a card reader for employees at door opening

. . . be ADA compliant

. . . be modified proportionately in height and width according to the given space

. . . incorporate the Boarding Pass Reader, the Attendant Gate Telephone and LED Display into the design

. . . NOT utilize the LED Display for anything other than Airline, flight number and arrival and departure information

Window Treatments

Description and Goals

In general window treatments are discouraged unless sun glare prohibits terminal activities from functioning efficiently. In such areas where glare is a problem but exterior views are desired, built-in window treatments should be used.

Locations

If a window or set of windows has potential glare that prohibits terminal activities from functioning efficiently, built-in window treatments should be used on those windows and all surrounding similar windows within visual proximity, whether or not they contribute to the glare.

Materials

A system such as “MechoShade”, “ElectroShade” or an approved equal is the only type of method approved to mitigate glare. Other methods such as applied vinyl or curtains are not approved.

General Characteristics

Unless otherwise indicated, all window treatments should:

. . . be grouped to open and close together electrically

. . . have built-in, hidden track

. . . be the color black, with maximum visibility to the exterior, while still mitigating glare

. . . have hidden electrical controls, not accessible by the public

Public Concessions

Image 2.5-1
Type 1, In-Line Tenant Stores and
Type 6, Restaurant
Image Represents SDIA Theme Intent

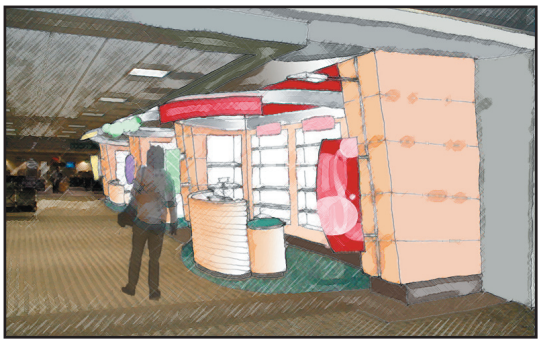


Image 2.5-2
Type 2, In-Line Shallow Retail

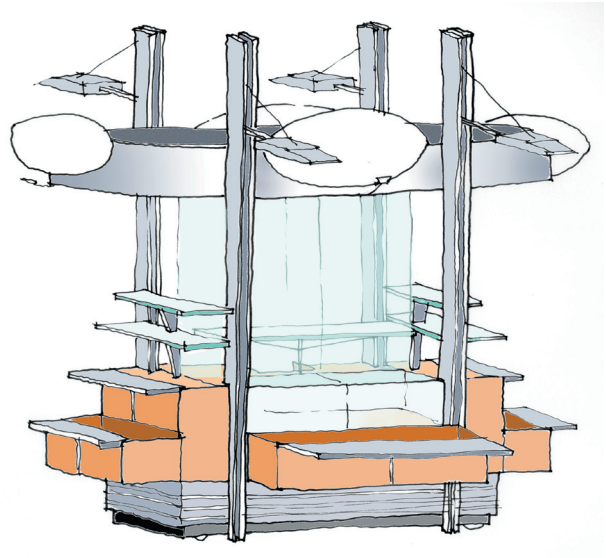


Image 2.5-3
Type 2 Retail Merchandise Units

Description and Goals

Public Concessions are a crucial aspect to customer satisfaction, airport function, revenue and identity. Both regional and national stores should be proportionately represented. The approved SDIA Theme has great opportunity for display in these areas.

There are 6 types of Public Concession Areas:

Type 1: In-Line Tenant Store
Type 2: In-Line Shallow Retail
Type 3: Retail Merchandise Unit (RMU) (mobile)
Type 4: Retail Kiosk (open above, attached)
Type 5: Walk-Up Food and Beverage / Food Court
Type 6: Restaurant
Type 7: Vending Machines (Includes: Phone Card Machines, Postal Machines, Luggage Carts, Food and Beverage Machines)

Locations

See Interior Element Organization Plan for all Concession locations.

Materials

Acceptable materials include those listed in the Material Descriptions portion of this manual, as well as those permitted by the SDIA Retail Tenant Criteria Manual. Use of light colored woods and stainless steel edging are encouraged.

General Notes

Unless otherwise indicated, all Public Concessions Types should:

. . . follow the goals of a separate Concessions Master Plan

. . . follow the SDIA Theme Guidelines

. . . require tenants to adhere to the SDIA Retail Tenant Criteria Manual

. . . promote innovative, 3-dimensional solutions wherever possible

. . . utilize the same approved base design style for Type 2, RMUs throughout all terminals

. . . NOT encourage placement of food and beverage vending machines in any public area

. . . NOT have any visible storage or wires

Life Safety Equipment

Image 2.6-1
Approved Fire Extinguisher Cabinet Type

Description and Goals

Fire Extinguishers, Fire Hose Cabinets and Automated External Defibrillators should be easily accessible and frequently placed according to local codes.

Locations

All Life Safety Equipment locations should be placed according to building code and fire code regulations.

General Characteristics

Unless otherwise indicated, all Life Safety Equipment should:

. . . have a #4 finish, stainless steel cabinet that is not painted

. . . have the words “Fire Extinguisher” or “Fire Hose” embossed as appropriate, painted red and displayed vertically as seen in image 2.6-1

. . . be identified with SDIA identification signage standards, including sign color and font

. . . be latched close, but easy to open upon emergency

. . . be placed at a height as regulated by building code and ADA

. . . have a wall mounted SDIA identification sign above Automated External Defibrillators for easy identification

Seating

Description and Goals

Airport seating provides comfort and convenience for the Airline Passenger. The demands placed on airport seating require that the seating be durable, comfortable and easy to clean. The design should also be aesthetically pleasing, affordable and easy to replace.

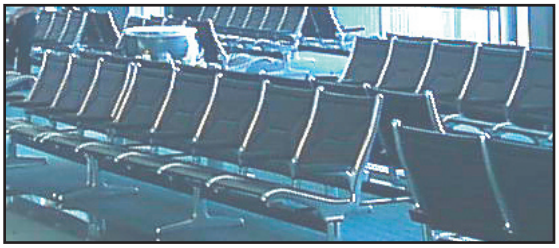


Image 2.7-1
Type 1, Terminal Seating

The following most commonly and consistently used forms of airport seating will be identified:

Type 1: Terminal Seating
Type 2: Food Court Seating
Type 3: Soft Seating
Type 4: Exterior Seating

Locations

Unless otherwise indicated, the following seating types should be located in the following specific zones for each terminal:

Type 1: Zones 4e, 5a, 7d
Type 2: Zones 9c
Type 3: Zones 4f
Type 4: Zones 1a, 9c

Image 2.7-2
Type 4, Exterior Seating

General Characteristics

Unless otherwise dictated in a specific section all Airport Seating should:

. . . conform to all applicable codes and regulations
. . . be reviewed by the Airport Authority in consultation with a Design Professional
. . . have rounded edges or projections
. . . have no sharp edges
. . . be easy to maintain
. . . have an extremely durable structure
. . . be functional and comfortable

Seating continued . . .

Seating (continued)

Image 2.7-3
Airport Approved Terminal Seating
Herman Miller, Eames Tandem Sling Seating

Image 2.7-4
Type 2, Food court Seating Example within the theme context

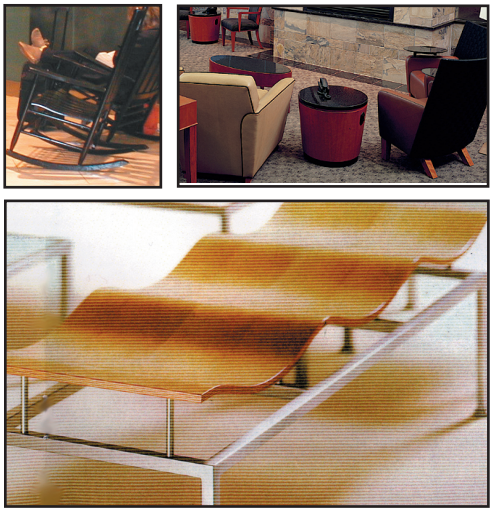


Image 2.7-5
Relief Seating Examples for Terminals

Type 1: Terminal Seating

Unless otherwise indicated, all Terminal Seating should:

. . . be Herman Miller Eames Tandem Sling Seating, color black for gatehold areas

. . . use a durability factor no less than 100,000 Double Rubs when using vinyl upholstery

. . . have field replaceable seats and backrests

. . . have a minimum of exposed seams

. . . have a satin finish for all exposed metal

. . . be joined with a connector when arranged back to back

. . . include a wall-standoff piece when against a wall

. . . consider area of themed or Type 3 seating other than Herman Miller Eames Tandem in concourse and ticketing areas for areas of relief per SDIA approval *(image 2.7-5)*

Type 2: Food Court Seating

Unless otherwise indicated, all Food Court Seating should:

. . . be covered in an extremely durable upholstery with a durability factor no less than 100,000 Double Rubs

. . . provide an opening between the seat and backrests to eliminate debris

. . . have field replaceable seats and backrests

. . . have a minimum of exposed seams

. . . encourage the SDIA Theme

. . . NOT be made of wood

Type 3: Soft Seating

Unless otherwise indicated, all Soft Seating should:

. . . be covered with an extremely durable upholstery with a durability factor no less than 100,000 Double Rubs

. . . have field replaceable seats and backrests

. . . have a minimum of exposed seams

. . . encourage the SDIA Theme

Type 4: Exterior Seating

Unless otherwise indicated, all Exterior Seating should:

. . . be constructed of durable weather resistant material

. . . be stackable for exterior food court seating

. . . be a bench for all other exterior seating than food court

. . . have an exterior grade finish, no wood

. . . be easily secured

. . . encourage the SDIA Theme

. . . see image 2.7-2 for example currently in use

Plants

Image 2.7-6
Range of Lunaform planter colors suitable for SDIA

Milano
height 51.5”
rim diameter 20”
opening 16”
weight 525 lbs.

Ebro
height 33”
width 25”
rim diameter 17”
opening 11.5”
weight 240 lbs.

Sm. Calabria
height 17”
wide 24”
rim diameter 24”
opening 19”
weight 115 lbs.

Catino
height 14”
wide 39”
rim diameter 39”
opening 35.5”
weight 300 lbs.

Image 2.7-7
Range of Lunaform planter styles suitable for SDIA

Image 2.7-8
Example of Well-Planned Interior Plantscape

Description and Goals

Plants visually soften the hard edges and surfaces of a public facility. Aside from their decorative properties, live plants can improve interior air quality through a natural filtration process.

Locations

The location of Plants should:

. . . not impede or create an impediment to the natural path of travel

. . . be limited to the following **Zones: 1a, 2d, 2e, 4e, 4f, 4g, 5a, 7c, 9**

General Characteristics

Unless otherwise indicated, all Plants/Containers should:

. . . be live plants in allowable light conditions

. . . be indigenous to the San Diego region and as listed by acceptable plant type on the following page

. . . use preserved (not silk) trees when live trees are not possible

. . . use dried or silk flowers when live flowers are not possible

. . . conform to all applicable codes and regulations

. . . be reviewed by the Airport Authority in consultation with a Design Professional

. . . use pot/planter colors, size, style and materials the same as or equal to those shown in image 2.7-6,7 by Lunaform

. . . avoid single stand-alone plants/pots that are not clearly visible as part of a broader plant design concept

. . . be able to grow in low light and tolerate considerable dryness

. . . be easy to care for and NOT poisonous

. . . potted in highly durable and vandal resistant pots with drainage plug

. . . potted in pots of proportionate size to both plant and surrounding space

. . . NOT use mulch to cover or conceal soil

. . . utilize creative displays within approved zones

. . . NOT block any directional or informational signage or impede on circulation

. . . utilize 100 lbs. of pea rock fill supplemented with styrofoam peanut fill in the “Milano” container

. . . utilize styrofoam peanut fill in all containers and add 2” layer of styrofoam at the fill top to support inserted plastic container for live plant

. . . use custom SDIA logo or color tile imprint/insert on individual containers as allowed by Lunaform

Waste Receptacles

Image 2.7-9
Waste and Recycle Receptacle Design by Forms+Surfaces

Image 2.7-10
Cigarette Disposal Design by Forms+Surfaces

Description and Goals

Waste Receptacles allow patrons to conveniently dispose of their trash and, in exterior applications, extinguish cigarettes. Recycling containers are also part of the SDIA program. Waste Receptacles form a part of the maintenance program of the airport and are typically located in sight of any public area.

Type 1: Interior
Type 2: Food Court
Type 3: Exterior
Type 4: Recycling

Locations

The location of Waste Receptacles should:

. . . be visible from all public spaces, spaced no more than 50'-0" from each other.

. . . be along natural paths of travel or assemblage

. . . be located within 50' of each other within food courts

. . . locate a Type 4, Recycling Unit at every other waste receptacle location

Materials

Unless otherwise indicated, Waste Receptacles should be made of highly durable material such as cementitious materials or stainless steel. Food Court receptacles should have a solid surface, non-porous top such as Corian or Granite.

General Characteristics

Unless otherwise indicated, all Waste Receptacles should:

. . . use the same style by Forms+Surfaces as represented in Image 2.7-9 for all receptacles in all terminals

. . . have automatic sensor closure/opening panels for disposal in all food court settings so that the user does not touch the trash unit

. . . conform to all applicable codes and regulations

. . . be non-combustible

. . . be Vandal Resistant

. . . be easily de-mountable without causing damage to the underlying architectural materials.

. . . have a replaceable stain resistant liner

. . . have no advertising

. . . have concealed connections and hardware

. . . use the same style by Forms+Surfaces represented in image 2.7-10 for all exterior cigarette disposal

. . . have a minimum capacity of 35 gallons

. . . be securely fastened or of a design and weight to prevent tipping, blowing over and theft

Art

Image 2.8-1
Type 5, Architecturally Integrated Display

Image 2.8-2
Type 2, Freestanding Display, Exterior

Description and Goals

Art programs help create a feeling, or mood that when well planned, aid in the overall identity and positive perception of the Airport Experience. Art can positively affect the subconscious and conscious mind of the passenger, which, in turn, can create a more stimulating or relaxing environment.

It is not the intent of this standard to regulate or censure the 'work' itself other than to say it should be appropriate to the Airport Environment. These standards have been developed to provide guidelines for display of the 'work' to insure a consistent application of the Theme and Architectural goals of SDIA.

The following most commonly and consistently used forms of 'art containment units' will be described:

Type 1: Wall Surface Mounted Display
Type 2: Freestanding Display
Type 3: Suspended Ceiling Mounted Displays
Type 4: Built In Showcases
Type 5: Architecturally Integrated Display
Type 6: Temporary Art Cases

Locations

The airport is a primary gateway and inherent ambassador to the San Diego region. Memorable spaces that create your first and last impression of SDIA and the city are primary candidates for Art. Secondary Spaces such as lounges, and corridors are also a consideration. Unless otherwise indicated, the types of art should occur in certain zones as indicated below:

Type 1: Zones 2c, 2d, 3, 4, 5a, 7d, 8a, 9
Type 2: Zones 1a, 7d, 9c, 5a, 10
Type 3: Zones 2e, 4a, 7b, 7d, 9c
Type 4: Zones 2e, 4e, 4f, 5a, 7d, 9c, 9f
Type 5: Zones 1a, 1b, 2c, 2d, 2e, 4a, 4b, 4c, 4e, 4e, 5a 7b, 7c, 7d, 8, 9
Type 6: Zones 1a, 4e, 9c

Art continued . . .

Art (continued)

Image 2.8-3
Artist Plaque

Image 2.8-4
Ineffective use of Mural Art

Image 2.8-5
Type 1, Surface Mounted Wall Display

General Characteristics

Unless otherwise dictated in a specific section all Art and Art Container Types should:

. . . conform to all applicable codes and regulations

. . . be reviewed by the Airport Authority in consultation with a Design Professional

. . . complement overall aesthetics and design of Directional/Wayfinding Signage and Graphics Program

. . . have stainless steel artist plaques mounted nearby the art piece where possible

. . . include a stainless steel commemoration and building dedication plaque located near the front entry of each architectural addition or renovation as appropriate

. . . be well illuminated

. . . exhibit clean and simple lines

. . . have edge conditions to be finished with an edge trim or solid stock

. . . NOT distract passenger views and understanding of Directional/Wayfinding Signs

. . . NOT accept wallpaper murals as Art

Materials

Unless otherwise indicated, all Art Container Types should:

. . . have primary material to be white metals such as Stainless Steel or Brushed Anodized Aluminum (not polished)

. . . incorporate anti-glare, shatter proof covers on 2-Dimensional artwork when within human reach

Type 1: Surface Mounted Wall Display

Unless otherwise indicated, all Surface Mounted Displays and Accessories should:

. . . have its vertical center at an average eye level of 60” above finish floor, but not its lowest height less than 38” above finish floor unless dictated otherwise by applicable codes

. . . have hidden connections (no exposed hardware)

. . . be securely fastened to the internal wall structure

. . . be easily secured and accessed from the front

. . . NOT project more than 4” from the wall surface

Art (continued)

Image 2.8-6
Type 2, Free-Standing Display

Type 2: Free-standing Display

Unless otherwise indicated, all Free Standing Displays and Accessories should:

. . . have no visible wires or controls

. . . have any laminate edges finished with solid stock or proper finishing accessory

. . . have a minimum 6" kick or base made of a Stainless Steel

. . . be semi-permanent, with the ability to be easily de-mountable without causing damage to the underlying architectural materials

Type 3: Suspended Displays

Unless otherwise indicated, all Suspended Displays and Accessories should:

. . . be securely fastened to the ceiling structure with clean, simple connections

. . . be laterally braced as required by governing codes and regulations.

. . . NOT be accessible by an unauthorized individual

Image 2.8-7
Type 4, Built-in Wall Showcase Examples

Type 4: Built-in Wall Showcases

Unless otherwise indicated, all Built In Showcases should:

. . . have hidden connections (no exposed hardware)

. . . have artwork securely fastened to the internal wall structure

. . . be easily secured and accessible from the front

. . . use a clear, tempered glass in a lockable, sliding door

. . . have a durable base, flush with the surrounding wall surface

. . . be securely fastened to structural elements beneath wall and ceiling surfaces

. . . have recessed or hidden illumination systems

Art Continued . . .

Art (continued)

Image 2.8-8
Type 5, Floor Medallion

Type 5: Architecturally Integrated Displays (Floor or Wall Medallions, Carpet Inlays)

Unless otherwise dictated in a specific section all Architecturally Integrated Displays should:

. . . have all dissimilar materials transition properly

. . . have a non-directional design when applied on the floor

. . . not project over the base surface forming a tripping hazard

. . . be permanently affixed to the substrate

. . . use materials that are compatible with maintenance standards of the field area.

. . . use durable materials consistent with the 'wear properties' of the base surface.

Image 2.8-9
Type 6, Temporary Art Cases

Type 6: Temporary Art Cases

Unless otherwise indicated, all Temporary Art cases should:

. . . be the same design as indicated in image 2.8-9 throughout all terminals

. . . incorporate a clear, shatter-proof glass case along sides of unit

. . . have a Stainless Steel base and frame surround

. . . mobile, yet able to be locked into position

. . . have no exposed wires

. . . viewable from all sides

. . . have a piece of art or product in display at all times

Product Display Cases

Image 2.9-1
Product Display Cases

Description and Goals

Various companies and organizations have the opportunity to display their products on a temporary basis in Product Display Cases throughout the airport. These cases are the same design as used for the Temporary Art Cases.

Locations

Product Display cases should be located in **Zones 4, 5 and 7**

Characteristics

Unless otherwise indicated, all Product Display Cases should:

. . . be the same design style as seen in image 2.9-1

. . . incorporate a clear, shatter-proof glass case along sides of unit

. . . have a Stainless Steel base and frame surround

. . . mobile, yet able to be locked into position

. . . have no exposed wires

. . . viewable from all sides

. . . have product in display at all times

Advertisement Signage

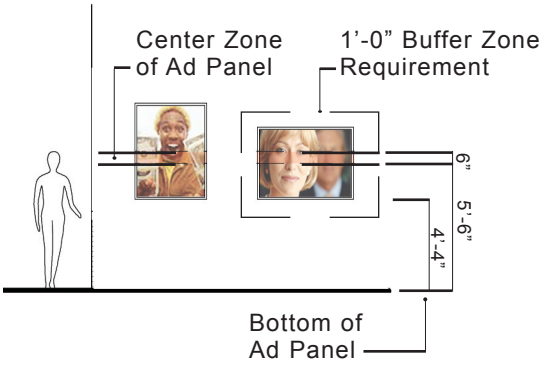


Image 2.10-1
Advertising Hanging Heights

Image 2.10-2
Good Example of an Advertising Zone

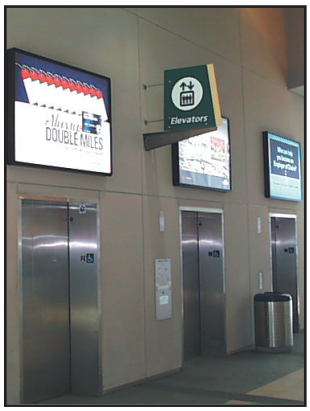


Image 2.10-3
Good Example of an Advertising Zone proportional to the Architecture. Special consideration given to hang in this area.

Description and Goals

Advertising primarily provides a visual image that conveys a thought, event, product or service that is unique to the marketing goals of a particular organization. In addition to adhering to the standards listed here, and the SDIA Advertising Master plan, consultants and designers should research creative, alternate and progressive advertising methods and designs not outlined in these standards.

The goal of this standard is to integrate the marketing, theming and architectural goals of SDIA, for each Advertising solution and to better serve the needs of the passenger, airport and organization in a consistent, effective, organized manner.

Advertising comes in a number of forms, the most commonly and consistently used forms of advertising will be described:

Type 1: 2-Dimensional Wall Mounted
Type 2: 3-Dimensional Wall Mounted Displays
Type 3: Free-Standing
Type 4: Spectacular Flush-Mounted

Locations

The airport is a primary gateway and inherent ambassador to the San Diego region. Memorable spaces that create your first and last impression of SDIA and the city should be devoid of Advertising Programs that imprint a 'commercialized' impression of the airport and the city. Advertising should not fill more than 50% of any given wall surface. Only certain types of advertising should occur in the following zones:

Type 1: Zones 2c, 2d, 3, 4a, 4b, 4e, 4f, 4g, 4e, 5a, 7b, 7c, 7d, 9, 10

Type 2: Zones 2e, 4a, 7d, 9

Type 3: Zones 7d, 9

Type 4: Zones 4g, 7d, 9c

Advertisement Signage (continued)

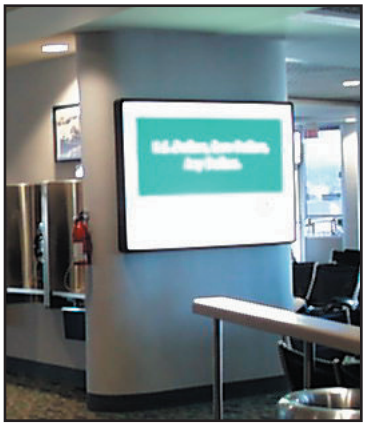


Image 2.10-4
Poor examples of Advertising Zones not proportional to the Architecture

General Characteristics

Unless otherwise indicated, all advertising should:

. . . conform to all applicable codes and regulations

. . . be reviewed by the Airport Authority in consultation with a Graphic Design Professional

. . . complement overall aesthetics and design of Wayfinding Signage and Graphics Program

. . . adhere to theming guidelines when in the form of a public service advertisement by displaying the message in such a manner that conveys some aspect of the theme Sun, Sand, Sea and Aviation

. . . have its vertical center at an average eye level of 60-66" above finish floor, but not its lowest height less than 42" above finish floor unless dictated otherwise by applicable codes or special circumstance (see figure 2.10-1)

. . . be flush mounted when possible

. . . have a buffer zone of at least 1'-0" at least for adjacent objects or other advertisement panel

. . . have graphics and text copy designed by Professional Graphic Designer

. . . exhibit clean and simple lines

. . . be complimentary to other airport elements' design

. . . have hidden connections (no exposed hardware)

. . . have no gaps between wall and unit greater than 1/16"

. . . be securely fastened

. . . maintain a reasonable footcandle output of illumination so as not to compete for attention, or cause extreme brightness

. . . have NO shadows in back-lit units

. . . NOT compete with or be similar to Wayfinding sign design

. . . NOT distract passenger views and understanding of Directional/Wayfinding Signs (see individual advertising type descriptions for zoned locations)

. . . NOT impede the natural path of travel

Materials

Unless otherwise indicated, all advertising should:

. . . have frames made of white metals such as Stainless Steel or Brushed Anodized Aluminum

. . . be of a high quality, non-fading inks and color processing for graphics and text

. . . have an anti-glare, matte finished screens and outermost, transparent, view-through panel where required

. . . have a shatterproof outermost assembly

Advertisement Signage (continued)

Image 2.10-5
Potential location for an artistic, high profile 3D Advertisement.

Type 1: 2-Dimensional Wall Mounted Advertising

Unless otherwise indicated, Wall Mounted Advertising should:

. . . be internally illuminated by neon, unless it is a plasma, digital or LED display

. . . incorporate Digital or LED display only with latest technology that enables display of characters, graphic images or realistic video images in full color with controlled timing devices

. . . be easily secured and accessed from the front

. . . allow for seamless repair of wall surface after removal

. . . use a temporary, airport approved, theme related image panel when there is no vendor for immediate replacement

. . . NOT project more than 4” from the wall surface

. . . NOT permanently damage the wall structure and surface

. . . NOT be without an image panel for more than the time it takes to replace an old panel

Type 2: 3-Dimensional Wall Mounted Advertising

Unless otherwise indicated, 3D advertising should:

. . . allow for seamless repair of wall surface after removal

. . . be illuminated

. . . NOT impede upon the path of travel

. . . NOT permanently damage the wall structure and surface

Type 3: Free-Standing

Unless otherwise indicated, Free-Standing advertising should:

. . . be viewable from all sides and designed on all sides

. . . allow for seamless repair of floor surface after removal

. . . NOT impede upon the path of travel

. . . NOT permanently damage the floor structure and surface

Type 4: Spectacular Flush-Mounted

Unless otherwise indicated, Spectacular Flush-Mounted advertising should:

. . . use kinetic, digital imagery through a plasma or flat screen projection unit

. . . NOT interfere with wayfinding signage

. . . only be placed in the allowable zones as indicated in the beginning part of this section

Back Wall Ticket Counter Graphics

Description and Goals

Back Wall Ticket Counter Graphics identify and establish the corporate identity of the airline tenant through the use of name and/or logo. They also function as a directional and wayfinding element for passengers. It is not the intent of this standard to restrict the expression of the Corporate Identity of the tenant, but rather to give provisions for equal visual presence and to reinforce the directional potential of Back Wall Ticket Counter Graphics.

No other graphics should be allowed except as follows:

Type 1: Corporate Symbol/Logo/Trademark

Image 2.10-6
Backwall Ticket Counter Graphics

Locations

The Corporate Identity Copy shall be limited to the 'logo area' to **Zones 2a.**

General Characteristics

Unless otherwise dictated in a specific section all Backwall Ticket Counter Graphics should:

. . . conform to all applicable codes and regulations

. . . be reviewed by the Airport Authority in consultation with a Design Professional

. . . NOT distract passenger views and understanding of Directional/Wayfinding Signs

. . . complement overall aesthetics and design of Directional/Wayfinding Signage and Graphics Program

. . . have hidden connections (no exposed hardware)

. . . have signage visibly distinct from the Architectural Wall System

. . . NOT project more than 2" from the wall surface

. . . be securely fastened to a signage mounting panel that will be replaced with a matching signage mounting panel upon relocation or vacation of premises by airline tenant

. . . be easily de-mountable without causing to damage to the underlying architectural materials.

. . . be externally illuminated

. . . utilize limited wall area as described in type descriptions in images 2.10-7,8

Back Wall Ticket Counter Graphics (continued)

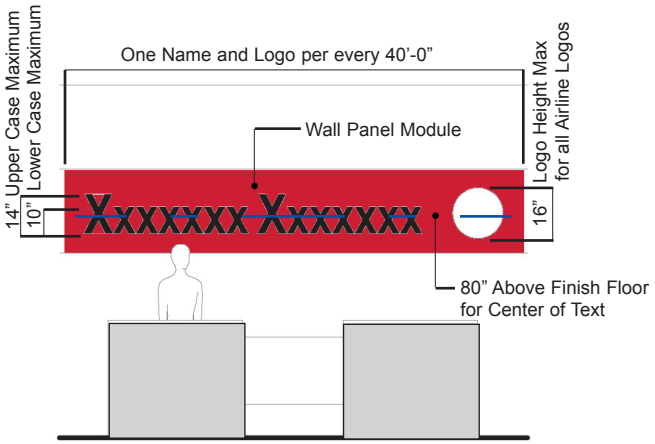


Image 2.10-7
Backwall Ticket Counter Text Height Limitations for an Upper and Lower Case Airline Name

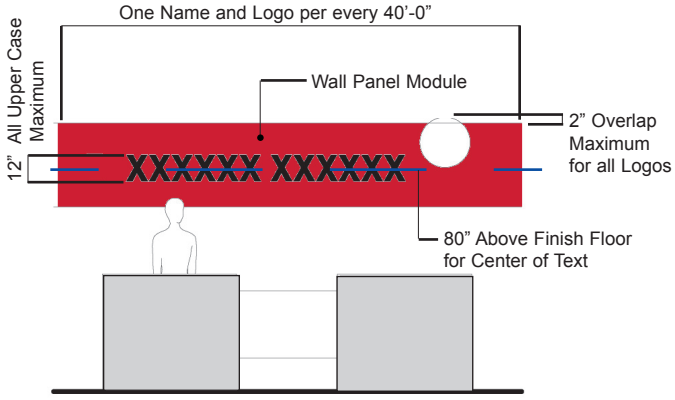


Image 2.10-8
Backwall Ticket Counter Text Height Limitations for an all Upper Case Airline Name

Materials

Unless otherwise indicated, all Backwall Ticket Counter Graphics should be either fabric, metal or opaque acrylic. Colors shall adhere to ADA signage contrast guidelines at a minimum, so as to stand out from the main wall color and aid in passenger wayfinding.

Type 1: Corporate Symbol/Logo/Trademark

Unless otherwise indicated, Copy area at Backwall Signage should:

. . . NOT exceed one name sign per 40 linear feet of leased ticket counter per tenant

. . . use one module height of wall panel system as designed by the airport for background color and mounted text (see guidelines below for text height limitations)

. . . have all background graphics contribute to the allowable name sign

. . . be limited in height where copy consists of one upper case letter, followed by lower case letters in each word. The uppercase letter shall be no higher than 14 “, and lower case letters shall be no higher than 10” with their vertical center at 80” AFF.

. . . be limited in height where the copy consists of all capital letters. The capital letters shall be no higher than 12” with their vertical center at 80” AFF.

. . . be limited in height where the copy consists of a logo and letters. The logo shall be no higher than 18” and not overlap the edges of the wall panel module by more than 2” in its placement

Items Not Included in this Manual

Elements and Materials not listed in this manual are subject to approval by SDIA. No assumptions should be made without consulting this manual or a SDIA Project Manager, Sponsor or Architect first.

Because this manual will be updated on a regular basis, the user should make sure they are consulting the latest version.

SDIA Wayfinding & Signage Guidelines

to be added at a later date . . .

Other SDIA Required Project Manuals:

For District Projects:

"Guide for Architects and Engineers Performing Services for the San Diego International Airport"
January 2003

For District and Tenant Projects:

"San Diego International Airport Airport Operational Safety & Security Requirements"
November 2000

"Lindbergh Field Design and Construction Standards, Tenant Improvements"
July 1997

"SDIA Contractor Security Instructions"