



ADDENDUM II

SUBJECT: Food Service and Retail Concessions for San Antonio International Airport, (RFP 26-073, 6100019609), Scheduled to Close: September 23, 2026; Date of Issue: July 10, 2026

FROM: Charisma Esparza
Procurement Administrator

DATE: August 7, 2026

THIS NOTICE SHALL SERVE AS ADDENDUM NO. II - TO THE ABOVE REFERENCED REQUEST FOR PROPOSALS

Respondents shall be responsible for reading the entire addendum. All addenda issued for this solicitation shall be attached to and become part of the solicitation and resulting contract documents for this project. By submitting a response to a City solicitation, respondent is acknowledging the receipt of this addendum.

By virtue of this addendum, the specifications, requirements and amendments stated below become a permanent addition to the solicitation referenced above and any other supporting solicitation documents and postings.

THE ABOVE-MENTIONED REQUEST FOR PROPOSALS IS HEREBY AMENDED AS FOLLOWS:

1. **REPLACE:** RFP Exhibit 10 - SAT Tenant Guidelines is replaced with Exhibit 10 - SAT Tenant Design Guidelines rev 3.27.26.
2. **ADD:** Exhibit 11 - Draft Concession Agreement, this document will be posted as a separate file.
3. **MODIFY:** RFP Section 004 - SCOPE OF SERVICE, 4.2 Concept and Package Descriptions, Package 3 Food Service Concession Opportunities, is revised to read as follows: *"The concessions included in Package 3 are located pre-security, in the Mercado, and in the North Concourse. There are approximately 15,454 square feet of leasable food service space included in this opportunity. There is approximately 2,990 square feet of support space allocated for concession storage for Package 3."*
4. **MODIFY:** RFP ATTACHMENT A, PART THREE, Proposed Concept Development (page 69), is revised to read as follows: *"Specific concept names and descriptions and how they would be incorporated into the Airport program."*
5. **MODIFY:** Deadline to submit questions regarding this RFP as stated in Section 11 – Restrictions on Communication, and Section 14 – Schedule of Events is extended to August 11, 2026.

**QUESTIONS SUBMITTED IN ACCORDANCE WITH SECTION 007, PRE- SUBMITTAL
CONFERENCE:**

On July 28, 2026, the City of San Antonio hosted a Pre-Submittal Conference to provide information and clarification for the Food Service and Retail Concessions for San Antonio International Airport solicitation. Below is a list of questions that were asked at or provided in advance of the pre-submittal conference. The City's official response to questions asked is as follows:

Question 1: Response:	Once TUCP certification reevaluation concludes, could an ACDBE goal be established for this contract, and would it apply to contracts awarded under this solicitation? No. An ACDBE contract-specific participation goal will not be established after completion of the TUCP certification reevaluation process for contracts awarded under this solicitation. Because the TUCP certification reevaluation process was still underway when the solicitation was issued, no ACDBE contract-specific participation goal was established. However, proposers are encouraged to utilize certified ACDBE firms where feasible. If a firm is certified as an ACDBE at the time it performs work under the contract, its participation may be counted as ACDBE-neutral participation for program reporting purposes, as applicable. No ACDBE contract-specific participation goal will be added after contract award. Any future ACDBE contract-specific participation goals would apply only to future solicitations.
Question 2: Response:	Given that proposals are submitted electronically through the portal, how and where should the original signed and notarized proposal bond be delivered? Original hard copies of proposal bonds are no longer required. The official seal must be visible in the electronic copy.
Question 3: Response:	Can the Airport provide passenger dispersement with new Terminal? The airlines to be in Terminal C include American Airlines, Delta Air Lines, Alaska Airlines and Southwest. All international flights will also depart from Terminal C.
Question 4: Response:	Which airlines will work at the new Terminal C? Please refer to the response to Question No. 3.
Question 5: Response:	Is there a living wage at the airport? Living Wage does not apply to this solicitation.
Question 6: Response:	Is the airport Unionized? The airport is not currently unionized.
Question 7: Response:	The mentioned 14 gates are plus remote gates? There are 18 contact gates (passenger loading bridges) in Terminal C. All gates are domestic capable with six of these gates international/Domestic capable. There are no remote gates.
Question 8: Response:	Regarding the Centralized receiving and distribution center (CRDC), what is the cost for this service? CRDC charges will be based on the volume of deliveries and reconciled at year-end. Based on this methodology, the CRDC costs are estimated to be: Retail: 0.75% to 1.25% of Gross Receipts Food Service: 1.25% to 2.0% of Gross Receipts

Question 9: Response:	Are there any restrictions regarding kitchen exhaust systems, grease ducts, or rooftop penetrations ? The base building includes provisions for ductwork right-of-ways (ROWs) from selected units through the roof for exhaust and make-up air as shown on individual LODs. The base building includes ventilation, plumbing, and electrical commensurate with the planned concession concept in each space. The spaces planned for food service include ventilation, plumbing, and electrical, while the retail spaces only have electrical connections. The City is providing this infrastructure to the concession lease line with the expectation that the selected concessionaire will connect to and distribute this infrastructure within the space. Exhaust ductwork is not provided. Roof penetrations are to be coordinated with the airport-provided exhaust ROWs. Any special penetration not currently accommodated will be coordinated with airport management for install by the airport's installer for warranty purposes as delineated in the agreement.
Question 10: Response:	Will tenants be allowed to modify the Food Hall mix during the contract term, subject to Airport approval? Yes, if a concept is underperforming or there is a preferred concept, the City would consider allowing the Concessionaire to make a modification.
Question 11: Response:	How heavily will local brands be weighted during evaluation? There are no points specifically allocated to local brands, but proposed brands will be considered as part of the overall scoring for the Respondent's Proposed Concept Development.
Question 12: Response:	Are self-order kiosks permitted? Yes, self-order kiosks are permitted.
Question 13: Response:	Are additional concession opportunities anticipated in Terminal C following this RFP? Additional concession spaces will be leased in Terminal C to meet the needs of future passenger demand. As passenger counts grow, the concession program will grow.
Question 14: Response:	When can we expect to receive the CAD files for each space? CAD files will be made available to the successful Respondents after award.
Question 15: Response:	What's the average percentage rent that today's concessionaires are paying to the airport? Approximate averages = 14% for food service, 15% for alcohol, and 18% for retail/duty-free.
Question 16: Response:	Can we have the historical sales per location of the actual offering? Including RPE per location? Locations included in this RFP are new spaces so there are no historical sales. Historical sales data for the concession program in Terminals A and B are included in Table 3.2, Concession Sales and Space Allocation, FY2022-FY2025 in the RFP.
Question 17: Response:	Which are the confirmed airlines that are moving to Terminal C at terminal opening? Please refer to the response to Question No. 3
Question 18: Response:	Is Southwest Airlines confirmed for 3 gates in Terminal C at terminal opening? Yes, please refer to the response to Question No. 3.

Question 19: Response:	If AA and United are moving entire operations from Terminal B to Terminal C when Terminal C opens, which airlines are going to backfill Terminal A? Please refer to the response to Question No. 3. The gate plan for United Airlines and the airlines to remain in Terminals A and B will be confirmed at a later date.
Question 20: Response:	What is the annual enplanement forecast for Terminal C at terminal opening, and each year for the first 5 years of operation? Respondents should derive their own assumptions to prepare their sales projections based upon airlines to be assigned to Terminal C. Total enplanements forecast through 2040 are included in the pro forma templates provided with the RFP for the purpose of evaluating proposals based on a consistent level of enplanements.
Question 21: Response:	Based on the comparison of the concession charts versus the concession map included in the Tenant Design Guideline booklet, Spaces C-2527 and C-1016 are not included in this RFP solicitation... please confirm. Confirmed; locations C2527 and C1016 are not included in the RFP.
Question 22: Response:	What is the current projected timeline and plan for those spaces to be developed and will then be included in a future RFP solicitation, or will the Prime Retail Operator at that time be expected to develop those locations in the future? Please refer to the response to Question No. 13.
Question 23: Response:	Will the TSA checkpoint at Terminal B close immediately when the TSA checkpoint at Terminal C opens? Yes, the City plans to close the Terminal B security checkpoint when Terminal C opens.
Question 24: Response:	Package 3's support space is described as "leasable" while Package 2's is "allocated for storage", is Package 3 storage space rent-bearing, and at what rate? No, Package 3's storage space is not rent bearing. See amendment #3 above.
Question 25: Response:	What is the rent structure for Package 3 (Minimum Annual Guarantee vs. percentage rent), and when does rent commence — at award, at delivery of premises, or at Terminal C opening? The Package 3 rent structure includes a Minimum Annual Guarantee set by the City and a fixed or tiered percentage rent to be proposed by the Respondent. Rent commences on the Rent Commencement Date as defined in the Draft Concession Agreement.
Question 26: Response:	If the Summer 2028 opening of Terminal C is delayed, how are rent commencement, buildout access, and the contract term adjusted? In the event the Terminal C opening is delayed, contract terms will be adjusted accordingly.
Question 27: Response:	What is the contract term for Package 3, and are there renewal options or mid-term refurbishment obligations? Please refer to the Package 3 table included in Section 4.1, Description of Opportunities, of the RFP for the Lease Term and Minimum Midterm Reinvestment requirement. There are no renewal options for any of the packages included in this RFP.
Question 28: Response:	Since no site visit will be held, will the City provide floor plans/CAD files, utility and infrastructure specifications, and design criteria for the Package 3 spaces?

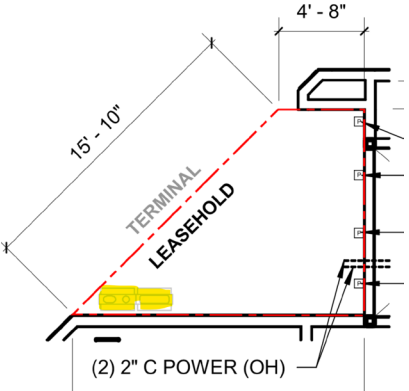
	Lease outline drawings (LODs) for each location as well as Tenant Design Guidelines have been issued with this RFP. Updated Tenant Design Guidelines have been issued with this Addendum II. Utility connection points are noted on the LODs.
Question 29: Response:	Will the City share enplanement projections and expected passenger throughput for the consolidated Terminal B/C security checkpoint and the Mercado? Please refer to the response to Question No. 20.
Question 30: Response:	May a respondent propose on, and be awarded, more than one package? Yes, a Respondent may propose on and be awarded more than one package.
Question 31: Response:	What format, quantity, and level of detail are expected for the required renders, and are there tenant improvement allowances or minimum capital investment requirements per square foot? Please see RFP Attachment A, Part Four - DESIGN, MATERIALS, AND CAPITAL INVESTMENT. There are no tenant improvement allowances.
Question 32: Response:	How does the DOT's Interim Final Rule and related Guidance dated September 30, 2025 impact the ACDBE and DBE requirements in this procurement? How are respondents supposed to move forward with ACDBEs whose certifications will or have been annulled as a result? The USDOT Interim Final Rule (IFR), the related September 30, 2025 guidance, and the statewide Texas Unified Certification Program (TUCP) certification reevaluation process affected the Airport's ability to establish an ACDBE contract-specific participation goal for this solicitation. As a result, no ACDBE contract-specific participation goal applies to this procurement. Respondents may include firms that are currently certified as ACDBEs or are undergoing TUCP certification reevaluation in their proposed business structure. TUCP is solely responsible for certification determinations, and the City cannot predict or influence certification outcomes. Respondents should prepare their proposals in accordance with the solicitation requirements. If a participating firm is certified as an ACDBE at the time it performs work under the contract, its participation may be counted as ACDBE-neutral participation for FAA reporting purposes, as applicable. Regardless of certification status, all required Attachment E forms must be submitted with the proposal.
Question 33: Response:	On Page 69, the airport is requesting Specific concept names and descriptions and how they would be incorporated into the Airport program, including any "interim" facilities. Does this mean temporary kiosks are required? No interim or temporary facilities are currently anticipated.
Question 34: Response:	To support accurate sales modeling and operational planning, could the City provide the anticipated airline assignments for each terminal once Terminal C becomes operational? Please refer to the response to Question No. 3.
Question 35: Response:	Will the Airport be releasing airline specific growth assumptions or anticipated changes in carrier market share that informed the total enplanement projections through 2040?

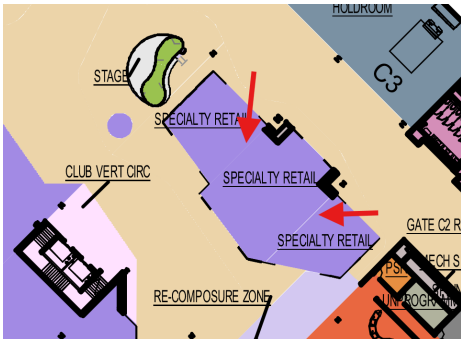
	The City's expectation is the airport/airline growth is based on the FAA TAF (Terminal Area Forecast).
Question 36: Response:	The RFP includes total airport enplanement projections through 2040. Will the City be releasing projected enplanements by terminal (A, B, and C) to help proposers align concepts, staffing, and financial commitments with expected passenger volumes? Please refer to the response to Question No. 20.
Question 37: Response:	We noticed that the MAG amounts listed for several packages represent unusually high percentages of projected sales. Could the City confirm whether the MAG values published in the RFP are final, or if they may be subject to correction? The Minimum Annual Guarantee (MAG) included in the solicitation is based on a conservative and well-supported assessment of expected performance at the Airport. Several key factors inform the MAG are as follows: <u>Historical program performance:</u> The current program's actual results serve as the baseline for the MAG assumptions. The existing performance provides a stable and proven foundation for projecting revenues. <u>Confirmed carrier activity:</u> The Airport continues to host all major carriers—Delta, American, Alaska, and all international operators in addition to Southwest having a presence in Terminals B and C. Their ongoing presence supports steady passenger volume expectations. <u>Contractual protections:</u> The Agreement includes provisions allowing renegotiation if passenger thresholds or financial benchmarks are not met. This ensures that operators are protected from unforeseen declines in enplanements or material changes in market conditions. <u>Bidder-developed pro forma:</u> The Airport encourages bidders to use their preferred forecasting methods, taking into account market presence, carrier schedules, and anticipated growth.
Question 38: Response:	Given the number of units included in the concessions program and the current uncertainties around Terminal C traffic levels, would the City consider adjusting the MAG structure? For example: eliminating the Year 1 MAG and beginning MAG in Year 2 at 85% of Year 1 paid rent, or alternatively allowing the Year 1 MAG to be biddable? Please refer to the response to Question No. 37.
Question 39: Response:	Will the City be releasing estimated CRDC cost schedules or ranges so proposers can accurately model operating expenses? Please refer to the response to Question No. 8.
Question 40: Response:	Can the City provide estimated cost ranges for the required fencing, doors, or wall installations for support spaces, or confirm whether these costs will be standardized across proposers? The City will fund and build the demising fencing and doors in the shared storage location, Unit C2340. The walls of Unit C2342, Duty Free/Duty Paid Storage on Level 2, will be funded and built as part of the base building as well.
Question 41:	Has the City conducted a demand analysis supporting the number of QSR units planned for the Food Hall, and can that analysis be shared with proposers?

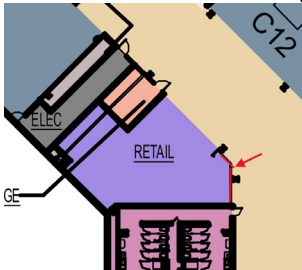
Response:	Yes, the City has conducted a demand analysis supporting the number of QSR units planned for the Food Hall. This detail cannot be provided.
Question 42: Response:	Will the City be providing a breakdown of janitorial responsibilities between the Airport and concessionaires, including any required participation in shared cleaning programs? Concessionaires will be responsible for all janitorial services within the leased areas in their contract, including the allocated storage, and trash removal for their operation.
Question 43: Response:	For the Food Hall, is the operator responsible for cleaning the seating area, or, will the airport janitorial group be responsible – similar to how it is handled in Terminals A & B currently? The Concessionaire will be responsible for cleaning all seating areas in their leased premises, including the seating area for the Food Hall.
Question 44: Response:	Given the significant amount of retail square footage already included in Terminal C, would the City/Airport consider postponing the activation of the RMU program during the initial operating period to allow passenger demand and retail performance to stabilize before introducing additional units? This could be considered and may be proposed as an option by the Respondent with full details included as part of the submitted Proposed Concept Development.
Question 45: Response:	Because the RMUs are intended to support local small businesses, would the Airport consider directly administering the RMU program, as several other airports have done—allowing shorter term opportunities (e.g., 6 month or 1-year commitments) - so more small businesses can participate without taking on a long term 12-year obligation, limiting their risk? No, the Airport is not currently considering administering direct RMU programs.
Question 46: Response:	The MAG requirements for several packages are not financially viable and, as currently structures, prevent us from submitting a bid. Please confirm whether the MAG can be revised down or made biddable? Please refer to the response to Question No. 37.
Question 47: Response:	Will the City/Airport work with the operators that are awarded alongside the base building contractor to place utilities in alignment with the various concept designs? Respondents should plan to work with the utility locations shown in the LODs. However, if an alternative layout would be significantly beneficial, changes could be considered. Any changes would be at the concessionaire's cost. Additionally, changes may not be possible if the utilities are already constructed at the time the final utility locations have been determined by the successful Respondent.
Question 48: Response:	Space C2909 (National Coffee) is currently listed at 457 sq. ft. Based on industry benchmarks and expected Terminal C passenger volumes, a larger footprint would materially improve throughput, queue management, and revenue performance. The listed square footage would not support the demand/volume. Has the Airport evaluated alternative layouts or an expanded square footage for this location? Alternative layouts were considered for this location. Please note that queueing and seating are not required within the 457 square feet shown on the LOD.
Question 49:	Please provide Exhibit 11: Draft Concession Agreement relating to this RFP.

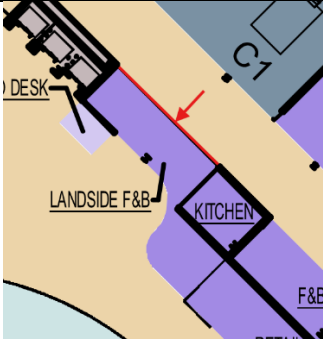
Response:	C2535, C2536, C2730, C2529, C2606, C2104, C2380, C2390 (Please ignore if spaces below have already asked for square footage confirmation). Please refer to Exhibit 14 - Lease Outline Drawings for the most accurate tenant space areas. The areas shown in the LODs are measured in accordance with Building Owners and Managers Association (BOMA) standards.
Question 58: Response:	In the food & beverage spaces, the LODs show existing services like water, electricity, etc. – do these all need to remain in the same spot or can they be covered up, relocated, etc.? The “existing” utility locations shown Exhibit 14 - Lease Outline Drawings represent the current base-building design conditions, which have not been installed yet, and should be used as the basis for tenant planning. These represent the point of connection (POC) for the tenant to extend the utilities to fit their design. They do not necessarily need to remain in the exact same location; however, any proposal to cover, cap, abandon, or relocate services must be coordinated with the airport and the project MEP team and is subject to review and approval. Required access, capacity, code compliance, and impacts to adjacent spaces or base-building systems must be maintained. Any tenant-requested modifications would be the tenant’s responsibility, coordinated and installed as per the airport’s direction.
Question 59: Response:	On page 104 of the Tenant Design Guidelines, there is supposed to be a diagram of the "Figure 137: Neutral frame reveal detail" but the space is blank, can this reveal detail be provided? Please refer to the version of the Tenant Design Guidelines issued with this Addendum II; Exhibit 10 - SAT Tenant Design Guidelines rev 3.27.26.
Question 60: Response:	Under Section 6 of the Tenant Design Guidelines, most the figures for the signage examples are not showing up, can we have a revised document showing those figures? (Figure 139-14) Please refer to the version of the Tenant Design Guidelines issued with this Addendum II; Exhibit 10 - SAT Tenant Design Guidelines rev 3.27.26
Question 61: Response:	Unit C2106: Can the storefront glazing be removed or replaced with solid walls, or partial height wall + glazing? Please refer to Exhibit 10 - SAT Tenant Design Guidelines rev 3.27.26, Section 5.1.2, Storefront and Transparency, and Section 5.2, Storefront Materials and Finish requirements.
Question 62: Response:	Unit C2106: The LOD shows power locations, can these be covered (millwork against wall, etc.) or does access need to be maintained? The power locations are provided for tenant connections and can be incorporated into the store design and millwork as needed.
Question 63: Response:	Unit C2106: In the basebuilding rendering, the overhead base building structure is noted as "perforated metal panel." Could you please confirm the material, colour, and finish of this element? The base building rendering of unit C2106 depicts MWP-5, Arktura Urban wall panel with acoustical backer, color matching to SW9141 Waterloo.
Question 64: Response:	Unit C2106: Could you please confirm the finish of the storefront glazing framing? Are tenants permitted to apply graphics or branding elements to the framing?

	The storefront glazing framing of Unit C2106 is in DURANAR SUNSTORM APPLE FIZZIE. Tenants may apply graphics or branding elements to the glazing, provided they comply with Tenant Design Guidelines, Section 5.1.2. Graphics and branding elements shall not be applied to the storefront mullions.
Question 65: Response:	Unit C2106: Could you please confirm the finish of the base building canopy? The base building canopy of unit C2106 is a WBC-3: ACGI wood blade canopy by Armstrong, finished in white oak veneer with steel support brackets and plates. Steel shall match the storefront mullion finish.
Question 66: Response:	Unit C2106: Are tenants permitted to conceal the base building canopy support posts within millwork or partition walls where they occur within the leased premises? Tenants may incorporate the base-building canopy support posts into millwork or partition walls where they occur within the leased premises, provided the work complies with the criteria outlined in the Tenant Design Guidelines, Section 5.1.4 and is subject to Airport management review and approval. The posts shall remain structurally unaltered and shall not be cut, drilled, welded to, relocated, or used to support tenant construction without prior written approval.
Question 67: Response:	Unit C2370: Current space has access from adjacent tenant space – does this opening/access need to be maintained or can it be closed off? The opening to the food hall should be maintained.
Question 68: Response:	Is the door at south end of the LOD an exit where public access has to be maintained? The door in the Southwest corner of the unit leads to the storage area assigned to Package 1.
Question 69: Response:	Unit C2406: Is this space meant to be accessible 24/7 or does it require a security closure? The automated retail in location C2406 should be accessible 24/7.
Question 70: Response:	Since this space is small, is a 3D visual render of this space still required as part of the proposal package? Yes, visual renderings should be provided for all spaces in proposal packages.
Question 71: Response:	C2406: Can the electrical services be relocated to the other long wall within the LOD? This infrastructure is already planned in this location. The successful concessionaire may include relocation of these items in their plan. The successful concessionaire may relocate electrical services to the long wall within Unit C2406, subject to coordination with the base-building electrical system and review and approval by the Airport management and project electrical engineer. The tenant shall verify capacity, routing, accessibility, code compliance, and impacts to adjacent spaces or building systems. Any relocation required to accommodate the tenant's layout shall be at the tenant's expense unless otherwise approved by Airport management.
Question 72:	Unit C2406: What are these yellow highlighted elements in the LOD and can they be relocated or removed?

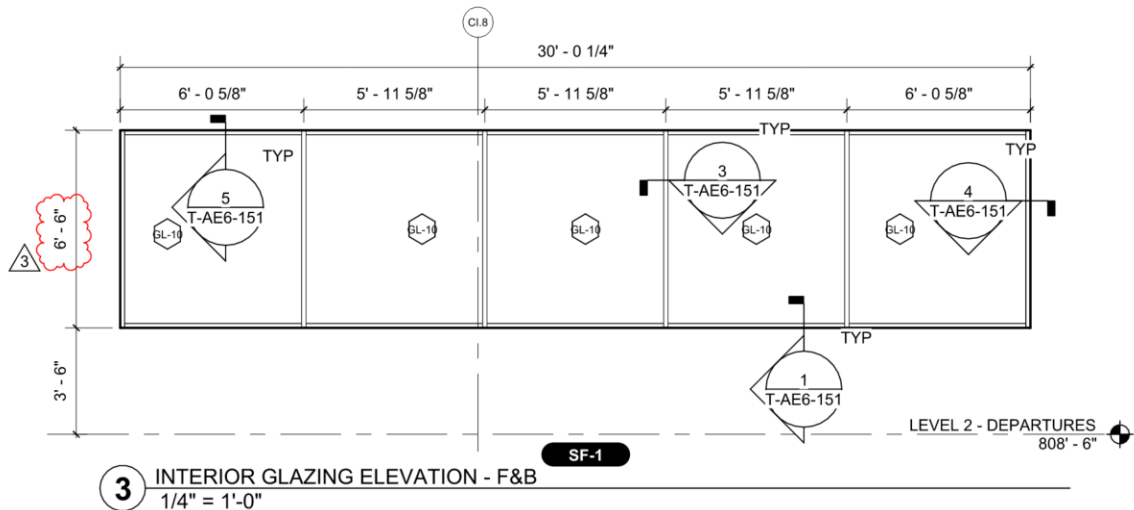
Response:	 These are Airport-provided trash and recycling units for public use. They can be relocated pending proposed Tenant layout.
Question 73: Response:	Unit C2523: Since this space is combined with C2524, can we show both spaces on one plan in our proposal or should they be shown separately? C2524 and C2523 may be shown on one plan if the Respondent is proposing one, combined multi-brand retail store. If the Respondent is proposing two separate concepts, then the two spaces must be shown separately.
Question 74: Response:	Units C2525 / C2531 / C2537: Is there an expectation or preference to have a prefabricated unit or custom millwork piece for these spaces? The design and construction of these units should be proposed by the Respondent.
Question 75: Response:	Units C2525 / C2531 / C2537: Since these spaces are small, are 3D visual render of each space still required as part of the proposal package? If proposing the same type of unit for each space, will one render of just the unit suffice? Visual renderings should be provided for all spaces in proposal packages. However, if only one RMU design is being proposed for the three locations, Respondent may provide one rendering.
Question 76: Response:	Units C2525 / C2531 / C2537: Can we get more information on the RMUs being stored in designated storage areas when not in operation? How long do the units need to be in operation per day, and where will the designated storage areas be? The RMUs will not need to be stored when not in operation. They may have a secure closure designed into the unit and remain in place.
Question 77: Response:	Units C2525 / C2531 / C2537: Are the RMUs expected to have one employee operating each unit, or can one employee operate all 3 at the same time? Given the distance between the RMUs, they are expected to have one employee operating each unit.
Question 78: Response:	Units C2525 / C2531 / C2537: Can you please confirm the square footage of C2531, in Exhibit 14 it shows a 5'-0" radius with 79 SF and in the RFP Document it says 113 SF. Please refer to Exhibit 14 - Lease Outline Drawings for the most accurate tenant space areas.
Question 79: Response:	Unit C2534: There is discrepancy between the RFP sq footage being listed as 777, and the LOD being listed as 907, which one is correct? Please refer to the response to Question No. 57.

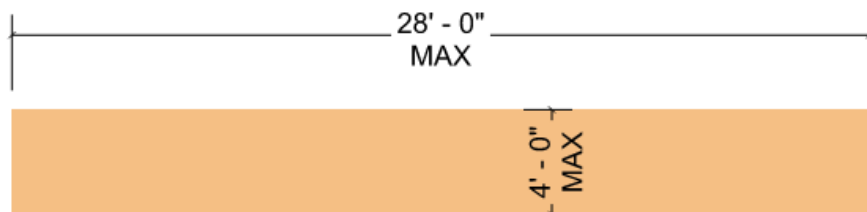
Question 80:	Unit C2534: Are the spaces C2523 and C2524 meant to be open to one another or can there be a dividing wall added?
Response:	The Selected Respondent may build a wall between units C2523 and C2524 if two concepts are proposed.
Question 81:	Unit C2534: Can the storefront openings/glazing be altered or does it need to remain as is?
Response:	Please refer to Exhibit 10 - SAT Tenant Design Guidelines rev 3.27.26, Section 5.1.2, Storefront and Transparency.
Question 82:	Unit C2534: What is the ceiling height in the space?
Response:	Please refer to Exhibit 10 - SAT Tenant Design Guidelines rev 3.27.26, Figure 92: Design Condition D1 Typical Section.
Question 83:	Unit C2535: Current space has access/is open from adjacent tenant spaces on both sides – does this opening/access need to be maintained or can it be closed off? Can sections of these opening be partially covered for back of house walls or does the entire length need to be maintained?
Response:	 Access to the adjacent tenant space may be enclosed. Some visual transparency between the units is encouraged. Openings providing access to base-building circulation shall remain unobstructed.
Question 84:	Unit C2535: The LOD lists the SQFT at 1,547 where as the RFP is 1,587 SQFT. Please advise on which one is the correct square footage?
Response:	Please refer to the response to Question No. 57.
Question 85:	Unit C2535: Can the storefront glazing be removed or replaced with solid walls, or partial height wall + glazing?
Response:	Please refer to Exhibit 10 - SAT Tenant Design Guidelines rev 3.27.26, Section 5.1.2, Storefront and Transparency, and Section 5.2, Storefront Materials and Finish Requirements.
Question 86:	Unit C2535: Are gateless tech closures acceptable? Or do we need horizontal/linear gate closures?
Response:	Gateless tech/virtual closures are acceptable. Security closure housings shall be recessed and concealed.
Question 87:	Unit C2536: Please confirm if the square footage is 800SF according to Exhibit 14 or 763 SF according to the RFP Document?
Response:	Please refer to the response to Question No. 57.

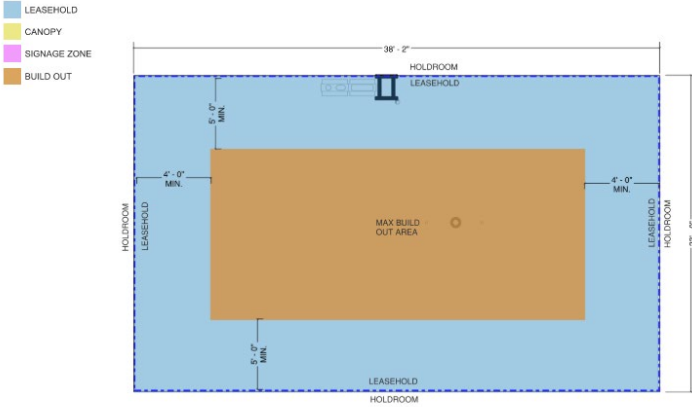
Question 88:	Unit C2536: Can we build out / add electricity or finishes to the base build columns within the LOD?
Response:	Tenants may add electrical service or finishes to the base-building columns located wholly within the LOD as long as they are consistent with Exhibit 10 - SAT Tenant Design Guidelines rev 3.27.26, subject to Airport management review and approval. All work shall be coordinated with the base-building electrical system and shall not compromise the structural integrity of the columns. Please review Section 2.2 of the Tenant Design Guidelines for the design intent against which modifications will be evaluated.
Question 89:	Unit C2730: Can the glazing here be removed and the space opened up to the concourse?
Response:	 Yes. These can be removed and opened up to the concourse.
Question 90:	Unit C2730: What is the ceiling height of the space?
Response:	Please refer to Exhibit 10 - SAT Tenant Design Guidelines rev 3.27.26, Section 4, Figure 54: Design Condition B2 Typical Section.
Question 91:	Unit C2730: The LOD lists the sq footage as 1632, and the RFP lists it as 1629, which number should we design off of?
Response:	Please refer to the response to Question No. 57.
Question 92:	Unit C2606: Is branded retail merchandise allowed in the grab and go area?
Response:	The grab and go area should have a variety of pre-packaged food items primarily related to the restaurant menu. Only a limited amount of retail merchandise pertaining to the restaurant brand would be allowed.
Question 93:	Unit C2606: Is there a percentage requirement for visibility through exterior glazing walls within LOD?
Response:	Exterior glazing within the LOD shall remain fully visible and may not be covered or obstructed by tenant construction, finishes, fixtures, graphics, or branding elements.
Question 94:	Unit C2606: Does the BOH/kitchen need to remain within the extents of the shaded area indicated on the LOD, or can it be shifted/increased?
Response:	The proposed layout can be revised in conjunction with the Tenant Design Guidelines. Tenants may plan back-of-house and kitchen functions within their leased premises. Any alterations or relocations of utility services are subject to Airport management review and approval and shall be performed at the tenant's expense.
Question 95:	Unit C2104: Can the glazing wall opposite the entrance be opened up at all?

Response:	 No, since this is a landside space, the glazing wall opposite the entrance cannot be opened up.
Question 96: Response:	Unit C2104: Can there be any canopy or trellis added to the outdoor seating area? A canopy or trellis may be installed within the tenant's leased premises, subject to Airport management review and approval.
Question 97: Response:	Unit C2104: Can the exterior wall/flooring finishes be altered in the outdoor seating area? Surface-applied branding elements may be applied to the seating area wall and flooring within the seating area, subject to Airport management review and approval. Alteration or replacement of the base-building finishes is not permitted in order to maintain the visual coherence of the base-building design.
Question 98: Response:	Unit C2104: What is the ceiling height in the space? Please refer to Exhibit 10 - SAT Tenant Design Guidelines rev 3.27.26, Section 4, Figure 43, Design Condition A3 Typical Section.
Question 99: Response:	Unit C2104: The LOD lists the sq footage as 1340 and the RFP as 1274, what is the correct sq footage? Please refer to the response to Question No. 57
Question 100: Response:	Unit C2380: Please confirm if the square footage is 7,680 SF according to Exhibit 14 or 7,654 SF according to the RFP Document? Please refer to the response to Question No. 57
Question 101: Response:	Unit C2380: Can we build out / add electricity or finishes to the base build columns within the LOD? Tenants may add electrical service to base-building columns located within the leased premises, subject to Airport management review and approval. All work shall be coordinated with the base-building electrical system and shall not compromise the structural integrity of the columns. Finish alterations and additional build-out are not permitted on the first row of columns adjacent to base-building circulation.
Question 102: Response:	Unit C2380: Are we allowed to propose a sit-down bar with liquor sales, and if so, can the seating from the bar contribute to the 3,500 SF allocation for seating/queuing? A freestanding bar may be included in the Food Hall.
Question 103: Response:	Unit C2380: If the bar is allowed, can it replace one of the required Quick Service Restaurants (QSR)? (Ex. One bar uses an allocated kitchen space for their Back of House (BOH) + 3 QSR's)

	Respondents should propose concepts that comply with the concept descriptions included in the RFP. Respondents may also propose an alternative. If an alternative concept plan is proposed, Respondent must also include a separate set of pro formas, capital investment forms, and financial offer form.
Question 104: Response:	Unit C2390: Please confirm if the square footage is 4252 SF in the LOD or 4253 SF according to the RFP Document? Please refer to the response to Question No. 57.
Question 105: Response:	Unit C2390: Can a demising wall be located between the Lease Line and the adjacent tenant space? Only the kitchen area should be built out with a demising wall in this location. The intent is an open, free-flowing condition between the food hall and the gourmet market.
Question 106: Response:	Unit C2390: Does the Terrazzo Flooring Stop Line indicate that the terrazzo flooring extends from the corridor within the Lease Line? Yes, the Terrazzo Flooring Stop Line indicates that the terrazzo flooring extends from the corridor within the Lease Line.
Question 107: Response:	Unit C2390: Is gateless security technology permitted within this space? Please refer to the response to Question No. 86.
Question 108: Response:	Unit C2390: Must the Design Control Zone remain free of all unfixed seating? Are bar-height eating rails permitted within the Design Control Zone? Respondents may propose seating and/or eating rails in the design control zone of Unit C2390.
Question 109: Response:	Unit C2390: No neutral frame is indicated on the floor plan, elevations, or typical details for this space. Is a neutral frame interface required for this location? A neutral frame is not required for Unit C2390.
Question 110: Response:	Unit C2390: Are freestanding garbage stations permitted within the leased premises, provided they are concealed within a millwork element and accessed through an integrated opening? Yes, freestanding garbage stations are permitted within Unit C2390, provided they are concealed within a millwork element and accessed through an integrated opening.
Question 111: Response:	Unit C2390: Within the Lease Line, are there any signage requirements above the QSR areas to distinguish different vendors? Interior signage and menu boards should be proposed by the Respondent.
Question 112: Response:	Unit C2390: Is there access to the roof for ventilation? Yes. The base building includes provisions for ductwork right-of-ways (ROWs) from Unit C2390 through the roof for exhaust and make-up air as shown on the LOD.
Question 113: Response:	Unit C2390: Is there centralized grease waste tie in? Refer to LOD for grease waste connection.
Question 114:	Unit C2390: Is there a minimum clearance or distance requirement for new construction adjacent to the structural columns?

Response:	No specific minimum clearance is required for new construction adjacent to internal structural columns. However, tenant construction shall not alter, attach to, or compromise the columns, their fireproofing, or required access and clearances, and is subject to Airport management review and approval. Finish alterations and build-out are not permitted at the first row of columns adjacent to base-building circulation.
Question 115:	Unit C2390: Can we build out / add electricity or finishes to the base build columns within the LOD?
Response:	Tenants may add electrical service to base-building columns located within the leased premises of Unit C2390, subject to Airport management review and approval. All work shall be coordinated with the base-building electrical system and shall not compromise the structural integrity of the columns. Finish alterations and additional build-out are not permitted on the first row of columns adjacent to base-building circulation.
Question 116:	Unit C2402: Is there a percentage requirement for visibility through exterior glazing walls within LOD?
Response:	Exterior glazing within the LOD shall remain fully visible and may not be covered or obstructed by tenant construction, finishes, fixtures, graphics, or branding elements.
Question 117:	Unit C2402: Is there a percentage requirement for visibility through interior glazing walls within LOD, facing into gate check in?
Response:	Please refer to the elevation below. Glazing shall begin at 3'-6" A.F.F. and maintain a minimum of 60% visual transparency.
 The diagram is an interior glazing elevation for a facade and back (F&B) view. It shows a horizontal section of a building facade with a total width of 30'-0 1/4". The section is divided into five vertical segments with widths of 6'-0 5/8", 5'-11 5/8", 5'-11 5/8", 5'-11 5/8", and 6'-0 5/8". The height of the glazing is 6'-6". The diagram includes various callouts: 'CL-8' at the top center, 'T-AE6-151' for glazing units, 'BL-10' for base line, 'TYP' for typical, 'SF-1' for a specific section, and 'LEVEL 2 - DEPARTURES 808' - 6"'. A note at the bottom left indicates '3 INTERIOR GLAZING ELEVATION - F&B 1/4" = 1'-0"'. A note at the bottom right indicates 'LEVEL 2 - DEPARTURES 808' - 6"'. A note at the bottom center indicates 'SF-1'.	
Question 118:	Unit C2402: Does the BOH/kitchen need to remain within the extents of the shaded area indicated on the LOD, or can it be shifted/increased?
Response:	Tenants may plan back-of-house and kitchen functions within Unit C2402. Any alterations or relocations of utility services are subject to Airport management review and approval and shall be performed at the tenant's expense.
Question 119:	Unit C2529: Are applied finishes, such as vinyl graphics or branded elements, permitted on the existing glazing? Please note that a tenant is located on the opposite side of the glazing, adjacent to the shared wall with Retail Space C2527.
Response:	Branding elements are not permitted on the existing glazing shared with Unit C2527. Branding may be applied to the solid wall located within the Unit C2529 leased premises, subject to Airport management review and approval.

Question 120:	Unit C2529: Is there an expectation or requirement for an eating rail, counter seating, or other short-term seating within the coffee kiosk design?
Response:	No, there is no expectation or requirement for an eating rail, counter seating, or other short-term seating within the coffee kiosk design.
Question 121:	Unit C2529: Is this space intended to operate 24/7, or will a security closure be required during non-operating hours?
Response:	A 24/7 operation is not required. This location is intended for a freestanding unit. Refer to Exhibit 10 - SAT Tenant Design Guidelines rev 3.27.26, Section 5.3.1 for security-closure design criteria.
Question 122:	Unit C2702: This location is identified in the TDG as a freestanding bar. Are there any existing or planned airport structures, holdroom seating, circulation requirements, or other surrounding conditions that should be considered during the planning and design stages?
Response:	Unit C2702 is embedded within the holdroom area, and holdroom furniture will be located adjacent to the tenant leased area. Any permanent construction is limited to the designated maximum build-out zone. Loose furniture may be placed anywhere within the leased premises.
Question 123:	Unit C2702: The TDG references a maximum freestanding unit build height of 4'-0". Could you please clarify whether this limitation applies to the height of the bar millwork or to the overall height of the freestanding kiosk/unit?
	 The diagram illustrates a rectangular area representing the maximum build-out zone. A horizontal dimension line at the top indicates a width of 28'-0" MAX. A vertical dimension line on the right side indicates a height of 4'-0" MAX. The area is shaded in light orange.
Response:	Please refer to Exhibit 10 - SAT Tenant Design Guidelines rev 3.27.26, Section 4.4.5 and Figure 121 C 2702 Elevation.
Question 124:	Unit C2702: With respect to the maximum permitted build height, are ceiling elements, signage, lighting, or other design features permitted to be suspended from the terminal ceiling above the leasehold area?
Response:	No, ceiling elements, signage, lighting, and other tenant design features may not be suspended from or attached to the terminal ceiling above the leased premises.
Question 125:	Unit C2702: If suspended elements cannot be attached to the terminal ceiling within the leasehold area, would a freestanding, self-supported structure or canopy be permitted above the bar, provided it remains within the leasehold area?
Response:	Please refer to Exhibit 10 - SAT Tenant Design Guidelines rev 3.27.26, Section 4.4.5.
Question 126:	Unit C2702: What is the overall finished ceiling height of the terminal in this location?
Response:	Please refer to Exhibit 10 - SAT Tenant Design Guidelines rev 3.27.26, Section 4.4.5 and Figure 121 C 2702 Elevation.

Question 127:	Unit C2702: Please confirm whether the maximum build-out area applies to fixed millwork only and does not include freestanding bar stools. If the design intent includes fixed bar seating, would these be permitted within the leasehold area (blue), or would they be required to remain within the maximum build-out area (orange)?  Figure 117: C2702 Floor Plan
Response:	Freestanding bar stools may be included in the clear (blue) circulation area.
Question 128:	Unit C2702: Is this space intended to operate 24/7, or will a security closure be required during non-operating hours? (lockable millwork)
Response:	Unit 2702 is not intended to operate 24/7. Respondents should design necessary security closures. Refer to Exhibit 10 - SAT Tenant Design Guidelines rev 3.27.26, Section 5.3.1 for security-closure design criteria.
Question 129:	What are some issues with submitting in SAePS system?
Response:	Three common issues with submitting responses in the SAePS system, are, clicking the SAVE button after you click SUBMIT- this will nullify your submission. The system assumes that you want to further edit your response if you click SAVE and the submission action is reversed, not allowing enough time to upload large files which has resulted in missing the submittal deadline, and not being able to log into the portal because of forgotten user names or passwords.

Original Signature of Person Authorized to Sign Bid/Contract (Please Sign) Signer's Name (Please Print) Vendor Name Vendor Address	 Procurement Administrator Finance Department, Procurement Division
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City State, Zip code	
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