

**ADDENDUM # 3 – Additional RFP Information**

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- A. Setback from the Parking Garage – to further clarify the answer to a setback question that was issued as part of Addendum # 1, the following is the IAA's understanding of the expected Hotel setback from the adjacent Parking Garage. Note that it is each Respondent's own responsibility to independently verify and conform to the appropriate building codes as it relates to each proposed design solution.
- Hotel setback from the Parking Garage (an open parking garage) is required by Code to be 60' assuming non-rated exterior Hotel walls. If the hotel exterior walls have a 1-hour rating, then this distance can be reduced to 40' depending on the percentage of window openings.
  - Strict interpretation of the Code would include the ramps of the Parking Garage as the outermost point from which to measure the setback.
  - Access to the Parking Garage electrical room, emergency generator room, and storage room (under the parking garage ramp, just south of garage center) must be maintained.
  - IPL switchgear is located adjacent to the Parking Garage and its electrical room. See the attached sketch (Hotel Addendum # 3 – Sketch # 1). A 10' clear zone, as shown, and access to this switchgear must be maintained. Any proposal for this switchgear to be relocated south of the Hotel (and not between the Hotel/Parking Garage) prior to its placement in summer 2007 may be considered and shall have costs borne by the hotel project.
- B. The IAA has located the proposed hotel site such that it best accommodates all of the following: airport security considerations, public access, service access, utility access, public view upon approach to the hotel, parking and pedestrian access to/from the hotel/terminal. If, however, a respondent wishes to recommend an alternate site in its proposal, such a recommendation will be evaluated.