

RESOLUTION NO. 2934

A RESOLUTION of the Port Commission of the Port of Seattle transferring additional property from Unit 18 of the Port's Comprehensive Scheme to enlarge Comprehensive Scheme Unit 21 applicable to the Sea-Tac Industrial Development District, and otherwise amending and supplementing Resolution No. 2928.

WHEREAS, Unit 18 of the Port's Comprehensive Scheme of Harbor Improvements, applicable to Seattle-Tacoma International Airport (hereinafter "Sea-Tac"), was heretofore duly established by the Port Commission of the Port of Seattle by Resolution No. 1194 and said Resolution and Unit 18 have subsequently been amended from time to time in the manner provided by law; and

WHEREAS, Port Commission Resolution No. 2928 duly created under the authority of RCW Chapter 53.25 Unit 21 of the Comprehensive Scheme as an aviation-related industrial development district known as Sea-Tac Industrial Development District (hereinafter "STIDD") to function comparably to the marine-related industrial development district known as the Lower Duwamish Industrial Development District created by Port Commission Resolution No. 2111; and

WHEREAS, the Port duly published and posted in accordance with applicable law a Notice of Public Hearing on the proposed transfer of additional premises (shown and legally described on Port Drawing No. PM-STIA-167 attached as Exhibit A hereto) from Unit 18 to Unit 21 of the Port's Comprehensive Scheme, and the Port duly held a public hearing on July 10, 1984 regarding this Comprehensive Scheme amendment; and

WHEREAS, at said hearing the Port Commissioners heard from all persons desiring to speak upon such matters including environmental matters, and the Port Commission considered maps, plans and other data pertaining to the premises, including without limitation proposed revisions to the Port's Regulations for Tenant Construction at Sea-Tac and proposed Property Development Standards for the South Campus at Sea-Tac (respectively attached as Exhibits B and C hereto), all of which documents were and now are on file at the office of the Port Commission, and the Port Commission considered the application of all federal, state and local laws, ordinances and regulations, including those relating to the environment; and

WHEREAS, following said hearing after due consideration the Port Commission decided that the Port's existing Comprehensive Scheme should be further amended to provide for such transfer of additional premises from Unit 18 to Unit 21 and the entire STIDD as enlarged be governed by the same Property Development Standards, and by the same Regulations for Tenant Construction applicable to property leased and in the process of purchase from the Port before passage of title. These guidelines also apply to the Port itself subject to the Port's reserved right to arrange for possibly non-conforming parking facilities and subject to the Port's reserved right to make changes and variances for the mutual benefit of all concerned;

NOW, THEREFORE, BE IT RESOLVED by the Port Commission of the Port of Seattle as follows:

Section 1. The premises legally described and shown in Exhibit A are hereby transferred from Unit 18 of the Port's Comprehensive Scheme, and that Unit is accordingly so amended, to enlarge Unit 21 of the Port's Comprehensive Scheme, which is the Sea-Tac Industrial Development District.

Section 2. Said Unit 21, the STIDD, as enlarged shall be governed by the Regulations for Tenant Construction at Sea-Tac and by the Property Development Standards for the South Campus at Sea-Tac, which Regulations and Standards are hereby approved in the forms attached as Exhibits B and C, respectively, subject to two exceptions:

(a) The Port reserves the right, but not the duty, to construct in one or more portions of the STIDD to be selected at a future date parking facilities which may not conform fully to said Regulations and Standards.

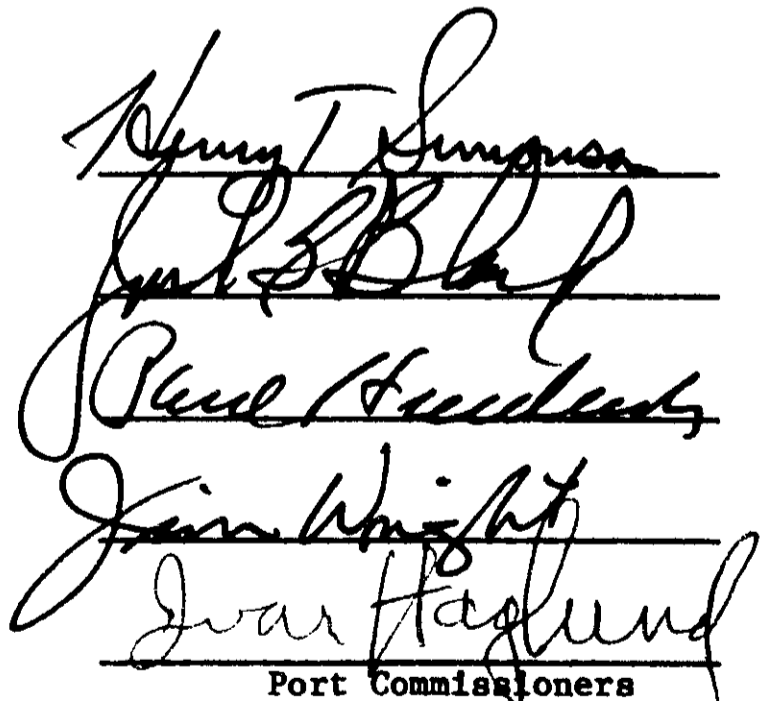
(b) The Regulations for Tenant Construction, notwithstanding its title, shall apply to portions of the STIDD in the process of sale before title passes to the purchaser as well as to portions leased out by the Port.

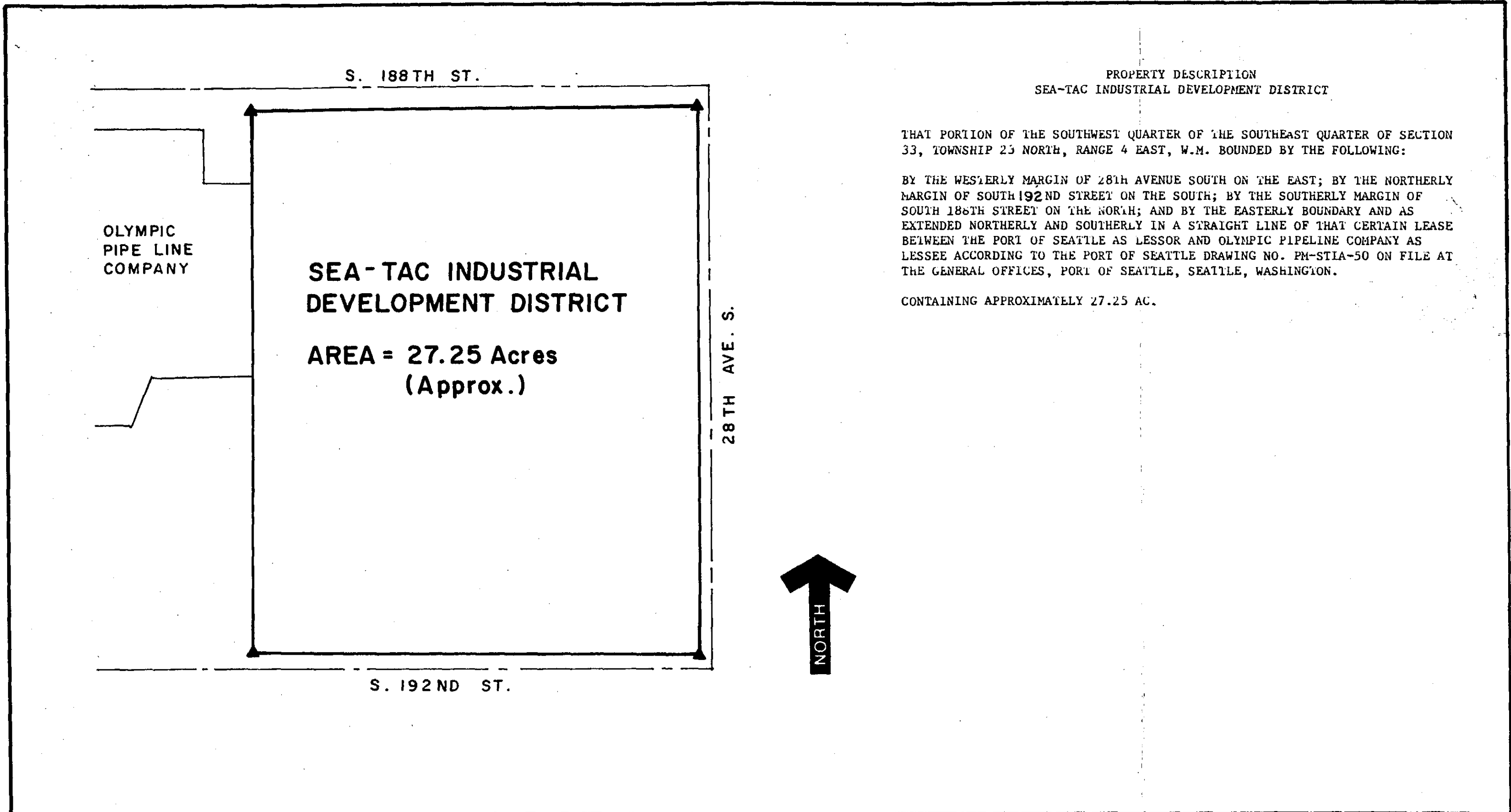
In the event of a conflict between application of the provisions of Exhibits B and C to a particular situation, the provision requiring the higher standard for development shall apply. In the event of a conflict between the provisions of Exhibit B and/or C so interpreted with the provisions of development guidelines promulgated by one or more other governmental bodies which in the future may become applicable from time to time to portions of the STIDD not owned by the

Port (such as King County building permit and zoning code requirements), the provisions requiring the higher standards for development are intended to apply to the extent permitted by the full exercise of lawful authority by all other governmental bodies. As indicated therein, the Port acting through its Director of Aviation reserves the right to change, and/or grant variances from in specific situations, the provisions of Exhibits B and C but all such proposed changes and variances shall be preceded by sixty days' prior written notice to each then existing lessee, contract purchaser, and owner (except as provided below) of portions of the STIDD, with opportunity given in such notice to appear before an open public meeting of the Port Commission with regard to the proposed change or variance. Owners of property within the STIDD shall not be entitled to notice of any proposed change or variance with regard to the Regulations for Tenant Construction because these apply only to lessees and contract purchasers from the Port, not such purchasers after they have acquired title.

Section 3. Resolution No. 2928 shall remain in full force and effect except to the extent that it is amended and supplemented by expressly inconsistent provisions of this Resolution.

ADOPTED by the Port Commission of the Port of Seattle at a meeting thereof held July 24, 1984, 1984, and duly authenticated in open session by the signatures of the Commissioners voting and the seal of the Commission.


Henry T. Simpson
Paul B. Blair
Paul Henderson
Joan Haglund
Port Commissioners



PROPERTY DESCRIPTION
SEA-TAC INDUSTRIAL DEVELOPMENT DISTRICT

THAT PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 25 NORTH, RANGE 4 EAST, W.M. BOUNDED BY THE FOLLOWING:

BY THE WESTERLY MARGIN OF 28th AVENUE SOUTH ON THE EAST; BY THE NORTHERLY MARGIN OF SOUTH 192ND STREET ON THE SOUTH; BY THE SOUTHERLY MARGIN OF SOUTH 188th STREET ON THE NORTH; AND BY THE EASTERLY BOUNDARY AND AS EXTENDED NORTHERLY AND SOUTHERLY IN A STRAIGHT LINE OF THAT CERTAIN LEASE BETWEEN THE PORT OF SEATTLE AS LESSOR AND OLYMPIC PIPELINE COMPANY AS LESSEE ACCORDING TO THE PORT OF SEATTLE DRAWING NO. PM-STIA-50 ON FILE AT THE GENERAL OFFICES, PORT OF SEATTLE, SEATTLE, WASHINGTON.

CONTAINING APPROXIMATELY 27.25 AC.

OLYMPIC
PIPE LINE
COMPANY

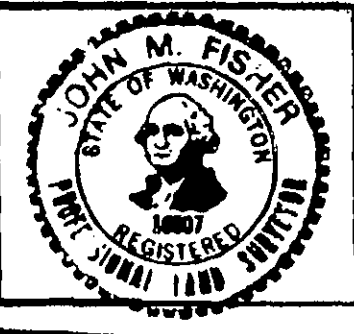
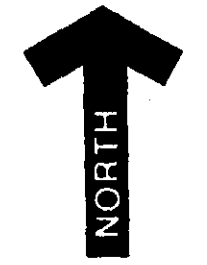
SEA-TAC INDUSTRIAL
DEVELOPMENT DISTRICT

AREA = 27.25 Acres
(Approx.)

28TH AVE. S.

S. 188TH ST.

S. 192ND ST.



PORT OF SEATTLE

JIM BOYD 1:200' SEATTLE-TACOMA INTERNATIONAL AIRPORT

D-3207

JUNE 28, 1984

VIRGINIA PALISOC JMF SEA-TAC INDUSTRIAL DEVELOPMENT DISTRICT

RESOLUTION NO. 2934

PM-STIA-167

EXHIBIT A

NOTE: If the microfilmed drawing is LESS clear than this notice, it is due to the quality of the original drawing.



**REGULATIONS FOR
TENANT CONSTRUCTION
AT SEA-TAC INTERNATIONAL AIRPORT**

PORT OF SEATTLE

RESOLUTION NO. 2934

EXHIBIT B

NOTICE

This handbook is updated from time to time. Before using this book as a reference source for the preparation of plans and specifications for major airport construction, it should be checked against the master index. The latest master index and updated pages are available at the Port of Seattle Departments of Aviation and Engineering.

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SECTION 1 — GENERAL INFORMATION

1.01 — INTRODUCTION

This manual provides uniform standards and regulations to serve as a guide and reference for engineers and architects doing design and construction work for Port of Seattle tenants at the Sea-Tac International Airport. It does not add to, alter, or delete any portion or portions of existing or future leases. If there is any conflict between a lease and this manual, the terms of the lease shall govern.

Any correspondence concerning this manual should be sent to:

Port of Seattle
P. O. Box 6206
Riverton Heights Branch
Seattle, Washington 98118

Attention: Donald G. Shay, Director of
Aviation

Additional copies of the manual are available on request at \$10.00 per copy.

1.02 — PURPOSE AND SCOPE

The Port of Seattle intends to develop and maintain a safe, pleasant and efficient facility, which meets all environmental requirements, for the public and for the people working in and adjacent to the Airport. To that end these standards and regulations are provided for guidance and direction in the design, construction, materials, and location of all improvements at the Airport, thereby coordinating all Port-built and ground-lease tenant* facilities into an overall cohesive framework. Where this manual is general, rather than specific, use the best general practice, materials, and workmanship.

These standards apply to the construction, alteration, repair, moving, and demolition of any structure or facility; filling of land, landscaping; construction of pavement; installation of water, drainage and sewer lines, industrial waste lines, power and control ducts and other underground facilities; and installation of heating, ventilating, air conditioning, conveying and mechanical sys-

tems, fire protection facilities, electrical power facilities and systems, environmental protection systems, and communications systems within the legal boundaries of Sea-Tac International Airport.

These standards also apply to natural gas and telephone services which are installed, respectively, by Washington Natural Gas Company and Pacific Northwest Bell Telephone Company. Applications for such services should be made directly to those companies.

Certain standard drawings—catch basins, manholes, slab reinforcing, etc.—are available to standardize elements of routine design work. These supplement this manual, and are available from the Director of Aviation.

*Ground-lease tenants are those who lease a specific area on which they erect their own facilities.

1.03 — ABBREVIATIONS AND DEFINITIONS

Airport — Shall mean the entirety of Sea-Tac International Airport as shown on the Airport Layout Plan.

Airport Layout Plan — A frequently updated Port of Seattle drawing giving detailed information useful in the design and location of facilities and improvements.

Aviation Department — Shall mean the department of the Port of Seattle that has authority and control of the Airport.

Director of Aviation — Shall mean the head of the Aviation Department or his authorized representative.

EIS — Environmental Impact Statement.

Engineer or Chief Engineer — Shall mean the head of the Engineering Department or his authorized representative.

Engineering Department — Shall mean the department of the Port of Seattle that has jurisdiction over the engineering activities of the Port.

FAA — Shall mean the Federal Aviation Administration.

Improvements — Shall mean all buildings, structures, and facilities including paving, fencing, signs, and landscaping constructed, installed, or placed on, under, or above any building site by or on the account of a tenant.

City — Shall mean City of Seattle.

County or K. C. — Shall mean King County.

Fire Chief — Head of the Port of Seattle Fire Department or his authorized representative.

Fire Department — Shall mean the Port of Seattle Fire Department located at Sea-Tac International Airport.

General Manager or Manager — Shall mean the General Manager of the Port of Seattle.

NFC — Shall mean the National Fire Codes as published by the National Fire Protection (AIA File #40-B-7)

Planning Director — Shall mean head of the Planning and Research Department or his authorized representative.

Planning and Research Department — Shall mean the Department of the Port of Seattle that prepares the general, long-range plan of development.

P.O.S. or Port — Shall mean the Port of Seattle.

SEPA — State Environmental Policy Act (RCW 43.21C)

Site or Building Site — Shall mean the land or area included in a Lease Agreement with a tenant.

State — Shall mean the State of Washington.

Tenant — Shall mean any person, firm, corporation, or other entity who has or enters into a contract relationship with the Port of Seattle for a building site or area of occupancy within a Port of Seattle building.

UBC — Shall mean the Uniform Building Code.

UFC — Shall mean the Uniform Fire Code.

O.S.H.A. — Shall mean the Occupational Safety and Health Administration of the U.S.

W.I.S.H.A. — Shall mean the Washington Industrial Safety and Health Act.

1.04 — AIRPORT LAYOUT PLAN

The Port of Seattle has prepared an Airport Layout Plan to provide detailed information useful in location and design of facilities and improvements. This document is periodically updated, to reflect current conditions. Copies are available from the Director of Aviation. A long-range General Plan of Development is maintained by the Planning and Research Department, and is used to establish development plans and policies.

1.05 — AIRPORT DATUM

The Airport datum is established to coincide with the datum of the U.S. Department of Commerce, Department of National Oceanic and Atmospheric Administration (NOAA) (formerly U.S.C.G.S.). All construction plans are to be referenced to the Airport datum.

SECTION 2 — GENERAL REQUIREMENTS

2.01 — CODES AND AUTHORITIES

All plans, specifications and construction must meet the requirements of the State of Washington, State Building Code Act of 1974 and any subsequent amendments of or additions thereto. In essence this requires conformance with the following:

- Uniform Building Code
- Uniform Mechanical Code
- Uniform Fire Code
- Uniform Plumbing Code
- American National Standard Specifications for making Buildings and Facilities accessible to, and usable by, the Physically Handicapped.

In addition, all work shall meet the requirements of:

- National Fire Codes
- State of Washington Electrical Code
- Federal Aviation Administration
- Washington Industrial Safety and Health Act
- Occupational Safety and Health Administration of the United States

The Port of Seattle and tenants of the Port must comply with the State Environmental Policy Act and the adapted State Guidelines (WAC 197-10-170) which interpret and implement that statute. The tenant must complete an environmental checklist covering proposed activities which will ultimately require the issuance of building or other permits, except for those activities exempted by the State Guidelines (WAC 197-10-170).

Based on this environmental checklist, the Port will make a determination of environmental significance and notify the tenant whether an environmental impact statement need or need not be prepared. The Port may require the tenant to submit additional information if, in the Port's judgment, the information on the checklist is insufficient for making the determination as to whether or not an environmental impact statement need be prepared.

Should an environmental impact statement be required, it shall be prepared by the tenant. However, the Port will direct the areas of examination and research to be undertaken, as well as the organization of the resulting document.

In addition, the tenant shall comply with any additional requirements contained in the Port of Seattle's State Environmental Policy Act Resolution to be adopted pursuant to the State Policy Act Guidelines.

Certain other authorities and Port of Seattle requirements are referenced or defined in various sub-sections of this volume. The Port may also, from time to time, adopt such additional requirements as in its judgment will enhance the overall safety and utility of the Airport.

2.02 — CONSTRUCTION PLANS AND SPECIFICATIONS

Tenant construction projects at the Airport will fall generally into one of two categories; that is, minor construction or major construction. Classification of a project as minor or major will be accomplished by the Port's Manager of Airport Real Estate and the Port's Building Inspector. Thus, any proposed construction should first be brought to the attention of the Manager of Airport Real Estate, who in turn will contact the Building Inspector. The Building Inspector may, of course, be contacted at any time for general information regarding construction regulations, codes and construction procedures.

The Manager of Airport Real estate can be reached at 433-5389. The Port Building Inspector can be reached at 433-5361.

Tenants proposing minor construction, alteration or installation work shall submit plans, specifications, sketches or such documentation as adequately describes the proposed work, to the Building Inspector. The Building Inspector then provides tenants with building permit procedure. The Building Inspector may at this time require additional documentation to comply with Building Department requirements.

Tenants proposing major projects such as

construction of, or major modification of or addition to a facility, shall submit preliminary documents to the Manager of Airport Real Estate. These preliminary documents are to include the following:

1. A written description of the project indicating purpose and scope of the construction to long-range plans such as future expansion of the facility; a complete, proposed design and construction schedule; an estimate of the number of persons to be using and/or staffing the facility; and a preliminary estimate of total cost.

2. A layout plan showing the extent of the proposed construction or modification; its relationship to roads, taxiways, other buildings, or other prominent Airport features; employee and transient parking areas; the limits of landscaped and paved areas; and dimensions of all setbacks.

3. For major building construction or modification there shall be an accurate architectural perspective, rendered from the most prominent public viewpoint, showing the general massing, texture, color and style of the construction including any landscaping and signs. This rendering is to be accompanied by a verbal description of the construction indicating type of structure and general, exterior features such as exposed aggregate concrete, anodized aluminum panels, steel panels, etc., not readily identifiable from the rendering.

4. An estimated schedule of needs and flows covering electrical power and water needs and estimated storm, industrial waste and sanitary flows.

5. A preliminary environmental checklist. (See 2.01 — Codes and Authorities, of this volume.)

The Aviation Department will review the above described material and make a preliminary determination as to the appropriateness of intent and adequacy of content and will, if necessary, request such additional information as may be

required. When this initial review is completed, the Director of Aviation may either reject the proposal for specific cause or, if the proposal is acceptable, submit it to the Port's Engineering Department for such other distribution and review as may be required. If the preliminary documents are then found to be acceptable, or acceptable with directed modifications, the tenant will be so notified by the Manager of Airport Real Estate and will be advised to begin preparation of final plans and specifications. The Manager of Airport Real Estate will also provide tenant with the name and telephone number of a Port Engineering Department representative who will from time to time work directly with the tenant during the design phase of the project to assure compliance with Port scheduling, procedural, submittal and review requirements.

2.03 — REVIEW PROCEDURE

Minor project documents, as described in part 2.02 — Construction Plans and Specifications, of this volume, will be reviewed by the Building Inspector in accordance with established Port procedures. Once deemed acceptable by the Building Inspector, two sets of documents and completed building permit applications are submitted by the Building Inspector to the Building Official. The Building Official does such further checking as he deems necessary, and, when satisfied with the completeness of the documents, stamps and signs the two sets, one each for the tenant and Port, as record documents. Normally, this process requires from one to three weeks depending on the complexity of the work and the completeness of the initial submittal. Very minor work may sometimes be processed within one or two days. Additional copies of the approved documents may be required for Engineering and Airport Maintenance plan files.

Major project documents are subject to ongoing review, in whole or in part, as requested by the Port's Engineering Department representative throughout the design phase of the project.

In general, for lesser projects this requirement would be met by complete document reviews at the points of forty, eighty and one hundred percent completion. For projects of greater magnitude or complexity, the tenant is advised to maintain an ongoing liaison with the Port's Engineering Department representative throughout the project design phase. The tenant is admonished that insufficient design phase review may well impact negatively on overall construction scheduling.

Final plans and specifications for major construction, when tentatively approved by the Engineering Department representative, are submitted to the Building Inspector along with completed building permit applications. Once deemed acceptable by the Building Inspector and his various reviewers, two sets of the documents and the completed building permit applications are submitted by the Building Inspector to the Building Official. The Building Official does such further checking as he deems necessary, and, when satisfied with the completeness and correctness of the documents, stamps and signs two sets, one each for the tenant and Port, as record documents. Normally, this process requires from two to four weeks depending on the complexity and magnitude of the work and the completeness of the initial submittal.

Normally, nine sets of documents are required for final review of major construction projects. A lesser number may be stipulated by the Building Inspector for less complex projects or for checking review generated revisions.

F.A.A. approval is required for some construction at the Airport. The Building Inspector should be specifically queried on this matter. If it is determined that F.A.A. approval is required, F.A.A. Form 7460-1 must be submitted 90 days prior to the start of construction. (Sample form bound herein.) Submittal of Form 7460-1 is normally by way of the Building Inspector. Early submittal during the design phase of major projects should be by way of the Port Engineering Department representative.

2.04 — BUILDING PERMITS

A Port of Seattle Building Permit is required for any construction work on Port property at the Airport. Applications shall be made for permits as set forth herein. Separate permits are required for general construction, plumbing and mechanical work. A State of Washington permit is required for electrical work. In keeping with the Port's procedure for major construction . . . the Port Building Inspector will help the tenant arrange a preconstruction meeting at which the Port, the tenant, the tenant's architect (if construction is to be so supervised) and the Contractor and major sub-contractors are represented. Others may be invited to attend as required. At this meeting the Contractor is acquainted with various requirements for working on the airfield and the general building permit is issued.

Permits for minor construction are issued directly by the Building Inspector after successful completion of the review procedure. At the time of issuance, the Building Inspector will also ascertain that tenant's contractor or work force is familiar with applicable portions of the Regulations for Tenant Construction. Should the Building Official deem it necessary, a preconstruction meeting may be required.

A properly signed and timely dated building permit will be posted by tenant at any construction site.

2.05 — CONSTRUCTION INSPECTIONS

In general, the tenant shall be responsible for construction inspection. Such inspection shall be accomplished by inspection firms or certified inspectors deemed satisfactory to the Port. The Port Building Inspector will take part in and must be notified of the need for those inspections listed in UBC Sec. 304. (d) and (e). Copies of all inspection reports and certifications shall be forwarded to the Building Inspector on a timely basis.

The Port Building Official's inspection file must be complete and satisfactory prior to the

issuance of a certificate of occupancy.

2.06 — COMPLIANCE

Construction work on any project may not be started until a lease agreement is completed, an insurance certificate is obtained to protect the Port from any injury or accident liability, approved plans and specifications are returned to the tenant, and building permits are issued. Removal or modification, as directed by the Building Official, of any work accomplished that is not in conformance with the approved plans and specifications, shall be at the tenant's expense.

During the construction period, the tenant may find it advantageous to make additional alterations, or deletions to various portions of the approved plans and specifications. Such changes must be submitted for Port approval, and may not be incorporated into plans and specifications until written approval is received by the tenant.

2.07 — AS-BUILT PLANS

At the completion of the work, the tenant shall furnish the Building Inspector with reproducible copies of the entire job set. These reproducible shall reflect the as-built state of the construction and shall concur with any changes made as set out in 2.06 — Compliance, above. The Building Official shall also be furnished with updated copies of specifications, which may have been altered or added during the course of the work as set forth in 2.06 above.

2.08 — CONFORMANCE OF EXISTING IMPROVEMENTS

All existing buildings and improvements on Airport property shall be exempt from the provisions hereof for the duration of their present leasehold terms (except that compliance is required to State

and Federal Safety Laws where applicable, and OSHA, WISHA and U.F.C.) provided, however, that no changes, alterations, or extensions shall be made to any existing improvements or buildings except in accordance with these regulations.

2.09 — CONTINUITY OF STANDARDS

It is expressly provided that the regulations set forth herein shall apply to all development at the Airport. To retain flexibility and permit the adoption of new techniques, materials, criteria, procedures, and the like, any of the conditions of these Regulations may be changed from time to time by the Port.

2.10 — VARIANCES AND APPEALS

The provisions of these regulations and any requests for variance therefrom, are to be interpreted, administered and enforced by the Building Official. Any tenant or prospective tenant may request a variance from these regulations. Any such requests shall be made in writing to the Building Inspector. Upon the filing of a request for variance, the Building Official shall either approve or disapprove same within thirty days. In the event of approval, such variance shall be issued, in writing, immediately. In the event of disapproval, the Building Official shall provide a written statement setting out the reasons for disapproval.

Any appeals regarding code interpretations or the suitability of alternate materials, shall be handled as set forth in UBC Sec. 204.

2.11 — AMENDMENT

These regulations may be amended by the Port any time without prior notice.

SECTION 3 — PERFORMANCE STANDARDS

3.01 — GENERAL

No part of the Airport and no improvement thereon shall be used or allowed to be used at any time for the manufacture, storage, distribution, serving, or sale of any product or the furnishing of any service, in a manner which is unreasonably noxious or offensive or an unreasonable annoyance or a nuisance to others on the Airport because of odors, fumes, smoke, noise, glare, vibration, soot, dust or other forms of environmental pollution. No activity shall be carried on which may be or may become dangerous to public health and safety, which shall increase the fire insurance rating for adjoining or adjacent property, or which shall be illegal.

3.02 — NOISE

Except for the operation of motor vehicles, aircraft or other transportation equipment to, from and on the lease area, the maximum permissible sound levels at any point on the lease boundary line shall not exceed those levels established pursuant to the Washington State Noise Control Act of 1974, Chapter 183, Laws of 1974, by a state or local government agency which has jurisdiction. Sounds from aircraft and motor vehicle operations shall not violate applicable regulations of the federal, state and local governments.

3.03 — AIR POLLUTION

Except for the operation of motor vehicles, construction equipment, and aircraft to, from, and on a building site as incidental to the construction or use thereof, the following requirements shall apply:

Any use producing atmospheric emissions shall comply with standards established by any state or local government authorities now or hereafter created which may have jurisdiction thereof.

3.04 — HEAT AND GLARE

Any operation producing intense glare or heat shall be performed within an enclosed or screened area in such manner that the glare or heat emitted will not be perceptible without instruments at any lease boundary line of a building site.

3.05 — WASTE DISPOSAL

All disposal of storm and sanitary sewage and industrial waste shall be in accordance with all applicable laws or regulations of the Port, the state, the federal government and any effected sewer district.

3.06 — ELECTRONIC AND RADIO INTERFERENCE

No tenant equipment shall emit electrical, electronic, or radio emissions which will interfere, obstruct, or adversely affect the operation of air navigation aids and Airport radio communications.

3.07 — SECURITY

3.07.1 Perimeter Fencing — Prior to removing or making any holes in the Airport perimeter fencing, the contractor will take adequate precautions to prevent entry of unauthorized personnel or large, domestic animals.

3.07.2 Restricted Areas — When tenant's contractor work areas are located within designated Airport restricted areas, contractor personnel are limited to the specific work area, storage area or other areas designated by the Director of Aviation.

3.07.3 Identification — When tenant's contractor work areas are located within designated Airport restricted areas, contractor personnel must be provided with and carry on their person identification which positively associates them with the contractor's firm.

3.07.4 Inspections — The Port of Seattle reserves the right to enter tenant's lease and work

or storage areas at any time for the purpose of fire protection, emergency and routine security safety and health inspections.

3.08 — VEHICLES IN THE AIR OPERATIONS AREA

3.08.1 Marking — Tenant's contractor's vehicles within the Air Operations Area must display signs of commercial design on both sides of the vehicle which identify the vehicle to the con-

tractor. Firm or contractor's name must appear in letters a minimum of two inches high.

3.08.2 Operations — Drivers of vehicles operating within the Air Operations Area must strictly comply with the current edition of the Motor Vehicle Operations section of the Sea-Tac International Airport Schedule of Rules, Regulations and Charges.

SECTION 4 — CONSTRUCTION REGULATIONS

4.01 — HAULING

Prior to the start of construction, there will be a meeting between the tenant, his contractor, and the Director of Aviation, in order to be sure that the tenant and his contractor are thoroughly familiar with the rules and regulations pertaining to hazards to flying, and also to control of vehicular traffic on Airport roads. At this time, the contractor is to coordinate his traffic routes and his parking plan with the Director of Aviation. He must advise the Director of Aviation of all hazards that will be created by his operations.

4.01.1 Access and Access Roads — The contractor's operations will be confined to the tenant's lease area. The use of any other area for haul roads, parking, etc., must have prior individual approval by the Director of Aviation. Portions of the Airport may be used for hauling or other operations, provided permission has been granted and the usage does not interfere with or constitute a hazard to air navigation or other Airport activities and does not endanger or damage pavements, underground utilities, or other improvements.

If the contractor requires access to the Airport through a gate normally closed to the public, he must take steps to prevent the public from also using that gate. Minimum requirement is the posting of a sign with not less than 6-inch letters stating, "Restricted Area—Keep Out." In some instances, the Director of Aviation may require that a watchman be stationed at the gate.

The contractor must construct any access roads needed for his work and must remove these to the extent directed, by the Port of Seattle, on completion of his work. Location and grade of such roads on Airport property are subject to approval by the Director of Aviation. Suitable drainage by ditches or pipe culverts must be provided.

Hauling on Airport pavement, bridges, and roads is subject to load limits established by the Director of Aviation.

4.01.2 Flagmen During Construction — The contractor must furnish flagmen during all times that the Director of Aviation permits vehicles to use aprons and taxiways, and at runway approaches where the contractor's equipment may be traveling or working. Flagmen will also be required at any time that construction traffic is crossing or entering Airport roads and/or streets used by public traffic and at other points deemed necessary by the Director of Aviation. Flagmen are to wear red jackets and use the standard STOP-SLOW sign or a red flag not less than 2 feet square.

4.01.3 Barricades, Flags, and Obstruction Lighting — The contractor is required to barricade all construction areas and activities that present a potential danger to aircraft, vehicular, and/or pedestrian traffic. Barricades of a type approved by the Director of Aviation shall be provided in sufficient numbers and positioned in such a manner as to clearly define the potential hazard. During hours of darkness or periods of reduced visibility, all barricades are to be lighted with battery powered amber flashing lights as a minimum. Red flags are an acceptable substitute for the flashing light barricades for daytime operations. The Director of Aviation or his representative shall direct the place of barricades.

The contractor must ensure that all barricade and obstruction lighting is on and operating between sunset and sunrise or during periods of fog or reduced visibility. Specific personnel must be designated to replace or relight barricade and obstruction lights. Names and phone numbers of responsible parties are to be provided to the Director of Aviation in order that they may be summoned if necessary.

4.01.4 Equipment — Cranes and other construction equipment with an overall height in excess of 25 feet must be lowered during hours of darkness, or be equipped with obstruction lighting in accordance with current FAA Regulations or as required by the Director of Aviation.

The contractor is responsible for all injury

to persons and damage to property resulting from his failure to properly maintain barricades and lighting.

4.01.5 Damage to Airport — The contractor must repair, at his own expense and to the satisfaction of the Director of Aviation, any damage his operations cause to existing Airport pavement, roads, bridges, drainage pipelines, duct lines, lighting systems, or other Airport improvements.

When essential utilities are damaged, repairs shall be made immediately (on an overtime basis if necessary).

4.02 — DEMOLITION

4.02.1 General — All work, including temporary work, is to be accomplished with a constant effort to eliminate unnecessary noise, dust, smoke, obstructions, and other annoyances. The contractor may not unreasonably encumber the premises with unused materials, equipment, or scaffolds. The Terminal buildings must be kept fully in operation at all times. The contractor is responsible for cleaning his work area to the satisfaction of the Director of Aviation. Any debris that constitutes a hazard to the operation of the Airport or creates an intolerable eyesore must be removed. Demolition is to proceed only with written approval of the Director of Aviation.

4.02.2 Scheduling of Operations — Prior to the start of work, the tenant must submit for the Director of Aviation's approval a detailed progress schedule for proposed methods and sequence of work, including estimated dates for starting and finishing each operation. The basic approach in this should be of "stage construction," planned to facilitate the work and to permit maximum protection to the public. The work must then be done in accordance with the schedule. When changes are required, these must have approval of the Director of Aviation.

The progress schedule shall consist of a network analysis of the critical Path Method

(CPM), Program Evaluation and Review Technique Plan (PERT), or similar approved method, which shall include time factors for all significant design, manufacturing and installation activities. The network analysis shall consist of an arrow diagram, or bar diagram tabulations of activities, estimated time of each activity and an indication of the critical path. The graphical form shall outline the proposed operations, the interrelationship of the various operations, and order of performance in sufficient detail to permit accurate evaluation of the progress being made at any time during performance of the contract.

4.02.3 Protective Measures — No concrete, plaster, terrazzo, debris, or other bulk materials may be brought through lobbies or concourses in use by passengers except by written permission of the Director of Aviation. All existing work must be adequately protected against damage during accomplishment of the contractor's work. Any construction materials stored in areas accessible to the general public are to be protected by suitable barricades.

4.02.4 Utilities — Any utilities encountered during demolition are to be properly protected, relocated, or removed, as instructed by the Director of Aviation. When any utilities are encountered that were not indicated prior to the work, notify the Director of Aviation and the agencies having jurisdiction, in ample time for action to be taken.

No demolition work will be permitted to disrupt any existing facilities, including telephone and electrical cables and conduit. Such work must be delayed until the facilities have been rerouted.

The original condition of the ground must be restored upon the installation of any utility. This includes restoration of any pavement to its original condition. Prior to backfilling and ground restoration, the Port must be notified of the completion of installation so the utilities may be surveyed and locations and elevations recorded for Port Record Maps. This notification is to be given a minimum of 24 hours

prior to backfilling operations.

4.02.5 Fire Protection — Immediately following the initial delivery and storage of any combustible materials at the work site, the contractor must supply and maintain suitable means of fire protection. This will consist of portable extinguishers in number and location approved by the Director of Aviation, or approved wet fire lines, valves, hoses, and nozzles. The protection is to be maintained as long as there are combustible materials at the site.

The storage of combustible materials shall be in compliance with the Uniform Fire Code. Current information on this may be obtained from the Airport Fire Department.

Welding permits will be required for any welding or cutting (gas, electric arc, or any open flame operation) anywhere on the Airport. These permits are issued through the Airport Fire Department.

4.03 — ELECTRICAL SAFETY RULES

The following electrical safety rules shall be included as part of the specifications for all jobs involving electrical work.

1. Electrical circuits that operate over 120 volts phase-to-ground, or are served by transformer capacity over 150 kva, shall be deenergized before work is begun.
2. Electrical circuits shall be considered deenergized only when one of the following conditions exist:
 - a. Switches connecting subject circuit to the energy supply are observed in the OPEN position, with an air break, and safety tagged in the OPEN position;
 - b. Electrically operated switches are visibly OPEN, blocked or racked in the OPEN position and safety tagged OPEN;
 - c. Oil switches observed OPEN in a sight window and tagged OPEN, or oil fuse cutouts with fuse carrier removed and tagged OPEN.

Note: If it cannot be definitely determined that the energy supply is OPEN, the subject circuit shall be grounded and the ground connection safety tagged before work proceeds.

3. Use of Red Safety Tags:
 - a. Safety tags shall be filled out and connected to any switch or equipment opened. This is necessary for protection of personnel working on associated circuits.
 - b. Equipment with safety tag attached shall not be operated, and configuration of tagged connection shall not be altered.
 - c. Safety tags shall be removed only by the Port of Seattle employee who placed the tag, or by another Port of Seattle employee authorized in writing by the employee who placed the tag.
4. Personnel handling insulated cables operated at over 240 volts to ground shall wear 5000-volt rubber gloves and a face shield.
5. Insulated cables that have been in operation shall be cut only with grounded cable shears or shall be spudded before cutting.
6. All personnel working around energized electrical equipment shall wear standard insulated nonconducting hard hats, and shall not wear garments with metallic zipper fasteners.
7. Contractors engaged on Port of Seattle projects or working on Port of Seattle property shall be governed by Port of Seattle rules, except all safety tags shall be placed or removed by the Port of Seattle employee inspecting the contractor's work under the direction of the Airport Electrical Superintendent. The contractor shall designate a supervisor for all contract personnel and operations. Said supervisor shall be on the job whenever contract operations are in progress.
8. Port of Seattle "Electrical Safety Rules"

and Washington State Department of Labor and Industries "Electrical Workers' Safety Rules" shall be read and observed by all personnel engaged in electrical work upon premises controlled by the Port of Seattle.

4.04 — CONSTRUCTION SIGNS

Only one project sign will be allowed, naming the following:—

- Tenant's Name
- The Project
- Port of Seattle
- Sea-Tac International Airport
- Architects and Engineers
- General Contractor
- Subcontractors
- Size, shape, layout, and location of the sign

will be as directed by the Director of Aviation. Additional signs may be displayed by the Port, as required.

4.05 — NOISE CONTROL

Sound levels shall not violate applicable regulations as described in Section 3.02.

4.06 — EROSION CONTROL

Soils exposed during construction must be protected against erosion using proper control measures such as those described in *Process, Procedures, and Methods to Control Pollution Resulting From All Construction Activity*, U.S. Environmental Protection Agency (EPA A30/9-73-007), October, 1973.

SECTION 5 — SITE DEVELOPMENT STANDARDS

5.01 — BUILDING AND CONSTRUCTION MATERIALS

Materials and colors of exterior walls, structural components, and roofs of buildings must be approved by the Director of Aviation for compatibility with Airport standards and surrounding facilities. Materials must be selected from those permitted by the Uniform Building Code.

All aircraft taxiways and parking areas on the building site shall be paved with materials of sufficient strength to accommodate the heaviest aircraft anticipated to be parked on the building site or of sufficient strength to accommodate aircraft with gross ramp weights of at least 12,500 pounds, whichever is the greater.

Any connection from a taxiway or apron on a building site to the paved surface of an abutting Port taxiway shall be either (1) for a distance of twenty-five feet from the connection, of the same material and strength as the taxiway to which it is connected or (2) be painted in accordance with standards established by the Director of Aviation to indicate that the connection is non-load bearing.

All heating and cooling towers, equipment, etc., placed on roofs of buildings shall be screened or enclosed from view in a manner that is architecturally compatible with the main portion of the building structure.

Accessory buildings, enclosures, and fences shall be consistent in design and quality of materials with the building(s) which they serve.

5.02 — DIMENSIONS AND SETBACKS

In general, overall building height, including signs and other appurtenances, is limited to 50 feet at the front and rear setback lines. Heights may be increased two feet for every additional foot of setback greater than the minimum. Where these limits conflict with FAA requirements, the FAA requirements govern. A minimum setback of 25 feet is required from all lease boundaries that abut a public street, service road, adjacent lease, or property not owned by the Airport. Setbacks for buildings

adjacent to runways, aprons, or taxiways are determined by FAA requirements. For all other lease boundaries, the Aviation Department will establish the setback.

Chimneys, roof cornices, and other minor nonstructural features may protrude into the setbacks when they do not conflict with the intent of this section. Awnings and sunshades may project 4 feet into any front, rear, or side yard; however, they must be at least 16 feet above the highest finished grade below them where there will be vehicle traffic, and 8 feet above in other areas. A pedestrian marquee or arcade may project further into setbacks, but cannot be closer than 3 feet to a vehicle traffic lane. Where a lease line abuts a public street or property not owned by the Port, the setback must include at least a Type "B" planting screen (see Section 5.12 — Landscaping) 6 feet high along the lease line.

5.03 — ORIENTATION

The major axis of buildings is to be parallel or normal to the nearest property lines, when possible.

5.04 — AUTOMOBILE AND TRUCK PARKING AREAS

Paved off-street parking areas sufficient for all the automobiles and trucks of employees, tenants, and customers and other vehicles used in the conduct of a tenant's business shall be provided on each building site. Parking on the streets and the public Airport area shall be permitted only in areas and times specifically designated and posted by the Director of Aviation.

Buildings shall be designed and placed upon each building site so that motor vehicles of the maximum permitted length may be maneuvered and loaded or unloaded off the street. On-street vehicle maneuvering or loading shall not be permitted.

Minimum parking requirements are those in the platting and zoning guide of the City of Seattle.

A minimum of five foot candles of lighting is required for parking areas, using Port approved light fixtures and support standards. No lights may be installed in such a manner as to shine in a direction that might hinder the operation of aircraft. Parking areas exceeding the number of spaces specified in State regulations on "Complex Sources" (WAS 18-24) are subject to approval by the Department of Ecology before construction may commence.

5.05 — AIRCRAFT PARKING AREAS

Aircraft parking areas shall be designed such that aircraft may be parked entirely within the lease boundary lines.

5.06 — DUST AND EROSION CONTROL

All ground areas not covered by buildings shall be landscaped or paved, shall be properly drained and graded, and shall be maintained in good condition free of weeds, trash and other debris so that erosion and sedimentation are minimized and the suspension of dust is prevented.

5.07 — ILLUMINATION

The design and location of exterior lighting shall be subject to the approval of the Director of Aviation and shall comply in all respects to the requirements of the Federal Aviation Administration with respect to height, type, and placement of lighting standards as they may effect the safety of flight operations into, from, and around the Airport.

Lighting standards adjacent to or approaching Airport streets or roadways shall comply with Port of Seattle standards. See Section 5.19, paragraph 4A for further details.

5.08 — UTILITIES

5.08.1 Storm, Sanitary and Industrial Waste Sewer Systems — The Port provides mains at the limits of ground lease areas. The tenant is responsible for installing all systems within his

lease area. Storm sewer systems are to be designed to dispose of all unpolluted surface water that falls within the area; areas that can produce polluted runoff are to be connected to the industrial waste system. No hydraulic fluid, phenols, oil, grease, oil emulsifiers, strong acids, strong bases or other pollutants may be drained into any Airport system. Interconnection between the various systems is not permitted. When sewer lines are being connected to operating lines, provide approved temporary diversion facilities, as required, to minimize interference with these lines. Remove the diversion facilities on completion of work.

5.08.2 Water Distribution Systems — The Port provides water mains that serve as both the domestic and fire distribution systems. During normal conditions, the mains are under a pressure of 50 to 100 psig, depending on the location. Water pressure for fire fighting ranges from 135 to 200 psig, depending on the location.

The Port provides the water distribution system to approximately 5 feet beyond the tenant's lease line, and into the tenant's water meter pit to the first fitting. The Port also provides the water meter(s), to be installed by the tenant. The tenant must also provide a complete pressure reducing system to maintain a safe maximum water pressure to all domestic services, and avoid hydraulic shock in the event the distribution system is increased to emergency pressure. Testing, flushing, and disinfecting is to be in accordance with APWA Standard Specifications, Section 74. In the design, make provisions to prevent galvanic action if dissimilar metals are to be connected at the main.

Connection to Airport lines may be made only at times approved by the Aviation Department, in order to cause least interference with the operation of the pipelines. Operation of valves on existing lines will be done only by Port personnel. Water remaining in the shut-down portion of the existing line is to be removed by the tenant.

All fees for water consumed are to be paid to

the Port's Aviation Department.

5.08.3 Natural Gas — The gas meter and the piping from the gas main to the meter are provided and installed by Washington Natural Gas Company. Coordinate service extensions with the Port prior to start of work. In the design, make provisions to prevent galvanic action if dissimilar metals are to be connected at the mains.

5.08.4 Above-Ground Utilities Prohibited — No electric power line, water pipe, gas pipe, sewer pipe, or drainage pipe (other than roof leaders) shall be installed or maintained upon any building site above the surface of the ground, except for meter connections which shall be screened or enclosed in a manner approved by the Director of Aviation.

5.09 — ROOFS

Roof pitch may not exceed 3:12. Roofs must have adequate drainage—either internal or at eave and rake overhangs—and must be connected to a storm drainage system (see 5.08.1). Exposed structural elements are to be expressed as part of the basic design, with consideration also being given to roof treatment and roof appurtenances as seen from the air.

5.10 — MOTIF

Design motif of all buildings is to be contemporary. Colors and design are to be compatible with adjacent and surrounding structures, landscaping, and geographic features. However, the Director of Aviation may grant variances to the design motif at his discretion.

5.11 — SIGNS

The signing requirements in these paragraphs apply to all tenants, including those already lessees at initial date of publication. Existing signs not in conformance with these requirements must be removed or modified within 2 years of the initial publication date. Noncompli-

ance will be considered a violation of lease terms, and be subject to appropriate action, as specified in the lease.

Signs for identification or direction that are mounted on buildings are limited to wall locations and may not extend above the wall parapet.

Within ground-lease areas, as distinct from building space leaseholds, a sign on the face of a building is to be stationary, and the total area may not exceed 10 percent of the face of the building on which it is mounted. If illuminated, it must be nonflashing. Free-standing signs within ground-lease areas must be stationary, nonflashing, and may not exceed 50 square feet in area and 25 feet in height, including the structure and component parts as measured from the grade immediately below the sign.

Exempt from these requirements are: traffic and direction signs installed by and under the control of the Port; signs with a total area not exceeding 8 square feet that are used for direction, instruction, or convenience to the public (such as signs that identify restrooms, freight entrances, and posted areas); signs required for construction projects (these must have individual and separate approval from the Aviation Department).

Place signs so that they do not form a hazard to, or interfere with, pedestrian or vehicular traffic.

The Port reserves the right to place such signs as it deems necessary throughout the Airport.

5.12 — LANDSCAPING

All building and improvement plans must include provisions for landscaping in areas outside of those that require paving for functional operations. The Port will provide landscaping along the perimeter abutting the road. A plan for architectural landscaping within the tenant area shall be submitted to the Port for approval prior to any installation. After approval of the

plans, the tenant has the responsibility of completing the landscaping, in coordination with the construction program. The tenant will also assume maintenance responsibilities. Design of the landscaping is to be in conformance with the Port's standards and objectives, which indicate the general type of treatment desired for various areas of the Airport, depending on activities and uses. Guidance regarding these objectives will be provided during review or preliminary design documents.

Landscaping design and details are to be in general conformance with those contained in the American Nursery Men's Association Standards. Depth, type of loam, method of planting and preparation, and correct subsurface and surface drainage will be determined and installed by the ground-lease tenant to suit these standards and accepted practices.

A system of irrigation suitable to maintain the landscaping in tenant lease areas shall be provided by the tenant. The design of the system shall be approved by the Port prior to construction.

Density, heights, and types of planting and screening are important aspects of design. Functional and appearance considerations therefore will receive attention during Port review prior to approval. In the landscape design, a large part of stock other than grass is to be of evergreen varieties.

Planting screens, referred to elsewhere in these regulations and standards, are as follows:

1. Type "A" - minimum 6 feet wide.
2. Type "B" - minimum 10 feet wide.
3. Type "C" - minimum 15 feet wide.
4. Type "D" - specialized features such as fences, woven wire, decks, rockeries, special terrain features, architectural panels or screens, etc. (Type "D" screening will be installed by the tenant.)

Planting screens are to be designed to reach the specified height or development within 3 years of initial planting.

Any landscaping required for the main ser-

vice road system of the Airport, and for airport service roads will be furnished by the Port. No landscaping is required for service easement roads (area easements for common usage between ground-lease areas). However, lease facility access roads require landscaping. These are roads, or portions of roads, open to the public and/or service and commercial vehicles for access to parking, loading, and service areas of the facility. A six-foot high type "A" planting screen is required between on-site parking or loading areas and these roads. There may be a maximum 30-foot access cut for each 100 feet of planting screen.

5.13 — PAVEMENT

Contact the Director of Aviation prior to setting of pavement grades, since he may, at his discretion, either recommend or definitely fix the pavement elevations. Port of Seattle standard drawings, available from the Director of Aviation, may be used for design of reinforced concrete pavement crossing water, industrial waste or fuel lines and other utilities, and for flush gutters, manholes, catch basins, and other miscellaneous details.

5.14 — BORROW AND WASTE SITES

5.14.1 Director of Aviation approval is required for the location, outside dimensions, final elevations, and side slopes of borrow and waste sites. On completion of grading operations, all equipment and debris must be removed and all grades and slopes left in a condition satisfactory to the Director of Aviation. In all borrow and/or waste operations, approved drainage must be maintained at all times.

5.14.2 Waste sites within the Airport are provided in conformance with the Comprehensive Plan and anticipated future development of the Airport. Construction debris or other material that does not make good "fill" material will not be allowed at these sites. Special sites for "construction debris" and other objectionable

material may be provided by the Director of Aviation. When this is not done, the waste material must be taken to contractor-provided sites away from the Airport.

5.14.3 When compacting at waste sites, each layer is to be compacted to 95 percent of maximum density at optimum moisture; however compaction under areas that will be subjected to aircraft loading must be 100 percent. Compacting units may be of any type that will meet these standards. At locations not accessible to compaction rollers, layers may be compacted by small mechanical or vibratory units. Each layer is to be 1 foot of loose depth, maximum; within 5 feet of finished grades, each layer is to be 6 inches of loose depth, maximum.

5.15 — FUEL

All work and materials in fuel systems must meet the requirements of the latest rules and regulations of the National Fire Protection Association (NFPA), the American Standard Code for Pressure Piping of the American National Standards Institute (ANSI), and the American Petroleum Institute (API).

The cost of any special work (reinforcement, etc.) on a tenant's line outside the tenant's lease area shall be reimbursable to the Port.

All fuel systems and other facilities handling petroleum products must conform to the requirements of the "Spill Prevention Control and Countermeasure Plan" called for by U.S. Environmental Protection Agency regulations (Title 40, Part 112).

5.16 — FIRE PROTECTION STANDARDS

Sea-Tac International Airport has been established as Fire Zone #2. All construction and material requirements must comply with the rules and regulations of the National Fire Codes, the Uniform Fire Code, and the Uniform Building Code for this zone. The Airport Fire Department is to be consulted for exceptions.

5.17 — SPRINKLER SYSTEM REQUIREMENTS

Automatic Fire Sprinkler Systems shall be required on all new construction or remodeling construction (where the remodeling project is 50% or more of the building value) on all buildings of 10,000 square feet or larger. All Group E (refer to Table 5-A, U.B.C.) occupancies shall be required to install automatic fire sprinkler systems regardless of size. Type I parking garages are not required to have sprinklers. All sprinkler systems shall be in compliance with N.F.P.A. Fire Code #13. Other approved automatic fire extinguishing systems for specific areas where water could be hazardous may be substituted upon approval.

5.18 — FIRE ALARM REQUIREMENTS

All fire alarm and/or smoke detection systems shall be approved by the Port prior to installation.

All sprinklered buildings shall be totally monitored by the fire alarm system by way of waterflow switches, high-low air pressure switches and such devices. Smoke detection systems shall be installed in all non-sprinklered buildings.

5.19 — ELECTRICAL

Lease sites are served by 60-Hz AC electrical power at secondary voltage (less than 600V) or primary voltage (more than 600V) from the Port distribution system. Both secondary and primary service is available at some sites. In each service range, different voltages are available, as described in succeeding paragraphs. Secondary service is billed at a higher rate than primary service. The Port does not distribute DC or 400hz power.

The Port will provide electrical service (power cable and duct) to each leased site to a service point 10 feet inside the tenants lease line. This electrical service will be at the

voltage level available for that particular site, and the service point will normally be in that portion of the site closest to the Port's nearest suitable electrical manhole. Where the nearest suitable electrical manhole is within the tenant's leased area, this will be considered the service point and the Port will install no cable or duct. The tenant will be responsible for the purchase and installation of all duct and cable between the service point and the transformer slab or tenant's switchgear, including any required primary voltage cable terminations. Tenant service cable and ducts must be purchased and installed to Port specifications.

Emergency power may be available in the terminal building for an additional fee. This power may be used for small critical loads only.

At some sites, certain options are available to the tenant. For example, a tenant may elect to purchase his own primary switchgear and transformers or to receive service through Port-owned equipment. The options are explained in succeeding paragraphs. The tenant's electrical engineer should determine what electrical service (voltage and whether single or three phase) and what options are available at a particular lease site before proceeding with detailed planning. Obtain Port approval of construction documents before ordering electrical equipment.

State of Washington electrical inspectors generally require that all electrical equipment be UL approved and that it be so labeled. Obtaining a variance on electrical equipment not so labeled is the responsibility of the tenant. Since the Port of Seattle cast as an electrical utility at the Airport, it can and will be required by the state to disconnect or refuse service to unapproved loads.

All permanent outdoor electrical lines must be installed below grade.

Certain electrical equipment contemplated for use by the tenant within his lease area must be approved by the Port. Some equipment is subject only to Port recommendation. In general, Port approval is required for any equipment that

might adversely effect the operation of another tenant's or Port equipment, conflict with the aesthetics of the Airport, or elicit sufficient objection as to be detrimental to the Airport's public image. If, in the judgment of the Director of Aviation, the volume or nature of complaints stemming from the appearance and/or operating characteristics of any tenant equipment are such that they threaten to discredit the Port in the eyes of the public or result in loss of or to other tenants, the offending tenant will be required to modify, redirect, relocate, replace or eliminate the equipment so as to correct the problem at no cost to the Port.

Because a remote possibility exists for a proloner dip or rise (30 seconds or more) in the power company's voltage, the Port recommends that the tenant's engineer specify undervoltage/overvoltage protection and/or special voltage regulating equipment on all voltage sensitive equipment such as computers and rotating machinery.

Tenant-owned equipment of the following categories is subject only to Port recommendation, but not approval.

1. Equipment that is adversely affected by or highly sensitive to otherwise acceptable current voltage, or frequency fluctuations in the Port-owned distribution system. The Port assumes no responsibility for circuit factor stability beyond the values stated in this manual. Therefore, such equipment should have regulatory devices to ensure its intended performance.

2. Equipment that is adversely affected by or highly sensitive to nonconnected signals transmitted from another tenant's equipment. Contemplated equipment should be equipped with devices to dampen, reject, or filter out undesirable interference.

Tenant-owned equipment of the following categories must be approved by the Port.

1. Equipment connected to a Port-owned system if such equipment might adversely affect equipment operated by another

tenant by reason of nonconnected, transmitted signals. This category includes: lighting fixtures with signal-transmitting components; X-ray machines, welders, and other devices that are not rms-rated; and machines or devices with contact-making, sparking, or high-peaking characteristics. To be approved by the Port, such equipment or fixture must contain integral Pi-filters or other rf suppressors.

2. Equipment that might adversely affect the Port-owned distribution systems serving other tenants. This category includes:
 - a. Synchronous motors: Such motors must be designed and manufactured for unity power factor, except that leading-power-factor motors may be purchased as an aid in correcting the tenant's plant power factor if this electrical engineer recommends such motors in a letter bearing the seal of the engineer.
 - b. Other AC motors: Single-phase induction motors may be served by either ground or phase-voltage branch circuits if the locked rotor kva is 90 or less. Single-phase motors exceeding this value are not permitted unless the Port grants a variance.
 - c. Three-phase motors that exceed a locked-rotor kva of 135 must be equipped with tenant-purchased reduced-voltage starters unless the Port grants a variance.
 - d. All DC motors: The tenant must provide his own rectification devices at no cost to the Port to provide DC power. If such device is driven by an AC motor, the foregoing limitations for AC motors apply.
 - e. Equipment requiring other than single- or three-phase, 60-Hz power: Auxiliary devices to provide other phase or frequency by the tenant at

no cost to the Port.

- f. Circuit protective devices: This includes the short-circuit protective capacity and timing of these devices used during tenant construction as well as operation after facility completion. Such devices must be capable of interrupting any short circuit within the tenant's plant without self-destruction and without the tripping of like devices of higher current rating outside the tenant's lease area. Tenant-owned primary switchgear must be provided with adjustable trip protection or protective relay. The Port, and only the Port, may adjust the protective device.
3. Equipment that might cause any type of pollution that distracts or disturbs others. This category includes engine-driven converters, inverters, frequency changers, and amplifiers that emit engine exhaust or noise. The tenant must provide, at no cost to the Port, auxiliary equipment such as catalytic mufflers, afterburners, blowby devices, exhaust scrubbers, or other means of reducing toxic emissions, objectionable odors, and noise and vibration, as specified by the Port or government regulatory agency.
 4. Equipment whose appearance might conflict with the aesthetics of the Airport or with Port planning and landscaping, and lighting whose intensity or positioning might disturb others. This category includes:
 - a. Area and roadway lighting within the tenant's lease area adjacent to Port-maintained area or roadway lighting. For such applications, tenant-furnished equipment must match the appearance and structural specifications of Sterner-Bethel No. 1000 light fixture and Sterner SB-1000M-30-OT light standard.
 - b. Tenant-purchased signs and lighting

fixtures installed on or affixed to a multitenant building. Such equipment and its installation must be approved by the Director of Aviation.

- c. Flood lights and brilliantly lighted signs whose positioning or directing disturbs nearby residents, other tenants and their clients, or the public in general.

For temporary electrical service during construction, the contractor must provide and pay for electrical light and power for work he does for the tenant. The existing distribution system may be used insofar as it serves the contractor's needs; he must provide the meter and pay the Port for power used. If additional service is needed, the contractor must make his own arrangements directly with Puget Sound Power and Light Company. Where jobs are so small that a meter installation charge would not be practical, a monthly charge may be arranged with the Aviation Division.

Secondary electrical service is available in lease areas in Port buildings and at some ground-lease sites. Primary service is available at ground-lease sites.

The Port does not control frequency regulation except for its special emergency generators, so it cannot guarantee frequency. The power company's distributed frequency is 60 Hz, which should be used as the design frequency.

Except for conditions beyond the Port's control, such as failure in the power company distribution system or failure of a major component in the Port distribution system, the Port guarantees maximum fluctuations (other than excursions of 0.2 second or less) in delivered voltage. The following lists show guaranteed minimum and maximum voltages for the various services at the point of service entrance, to tenant's area (i.e., KWH metering location for most installations).

Depending on the location, the following secondary services are provided:

1. 120/208V, 60 Hz, single phase, three

wire, 208V phase-to-phase, 115/199V minimum, 125/216V maximum.

2. 120/208V, 60 Hz, three phase, three or four wire, 208V phase-to-phase, 115/199V minimum, 125/216V maximum.

3. 266/460V, 60 Hz, single phase, three wire, 460V phase-to-phase, 254/440V minimum, 288/500V maximum.

4. 266/460V, 60 Hz, three phase, three or four wire, 460V phase-to-phase, 254/440V minimum, 288/500V maximum.

Depending on the location, the following primary services are provided:

1. 2,400/4,160V, 60 Hz, three phase, three wire, 4,160V phase-to-phase, 2,300/4,000V minimum, 2,520/4,360V maximum.

2. 7,200/12,500V, 60 Hz, three phase, three wire, 12,500V phase-to-phase, 6,911/11,970V minimum, 7,488/12,970V maximum.

A tenant served by primary voltage may: (a) provide his own transformers and primary switchgear to qualify for billing at the primary rate, or (b) receive service through Port-owned transformers and switchgear and be billed at the secondary rate. If he chooses the first option and the metering equipment is part of the switchgear, the Port will purchase the first meter and instrument transformers in place. If he chooses the second option, the tenant must provide a pad or vault, designed to Port specifications, within his lease area for Port-owned transformers, switchgear, and metering equipment.

The option to use Port-owned transformers and switchgear is fully contingent upon availability and must be cleared with the Director of Aviation early in the design process.

Except as noted for temporary electrical service, the Port will furnish the first meter and instrument transformers for each contiguous portion of property under lease to a tenant. The tenant must provide metering equipment for additional service connections; a maximum of four connections are permitted. Fees for service connection per meter may be higher than the

stated Port charges, depending on the distance from the available service source to the tenant's service entrance.

The tenant must furnish all secondary switchgear, meter sockets, and instrument transformer enclosures, and must provide space for them in accordance with Port specifications.

TENANT'S POWER FACTOR

The highest possible power factor near unity is preferred. The tenant is penalized by an increase in cost per kilowatt-hour if his plant average power factor is less than 90 percent. The Port reserves the right to discontinue service to any tenant whose plant average power factor is less than 75 percent.

In preparing the construction documents, the tenant's engineer must specify all power factor correction devices needed to maintain an operating average power factor of 90 percent or greater at the point of metering in the completed facility. The Port recommends that a power factor correction device be connected to each major reactance load so it will be active only when the load circuit is energized. As an alternate,

one larger device may be connected at the service switchgear.

The Port reserves the right to determine how and where the power factor correction device is connected, and to attach recording instruments to the tenant's service at any time to determine the average power factor. If the recorded average is between 90 percent and unity, no charge will be assessed against the tenant. If the average is less than 90 percent, the tenant will be charged. If the average is less than 75 percent, the Port will notify the tenant by letter of its intention to terminate electrical service. After he receives such letter, the tenant has 120 days to correct the unsatisfactory conditions or negotiate for continued service under conditions mutually acceptable to the Port and tenant.

RATES, CHARGES, AND PENALTIES

The current issue of the Port publication, "Schedule of Rules, Regulations and Charges," stipulates the rates, charges, and penalties related to electrical service. For information concerning the publication or related questions, contact the Director of Aviation.

SECTION 6 — CENTRAL CONTROL

An Airport Central Control facility, for the purpose of providing emergency and routine management coordination of Port of Seattle operations at the Airport, is located on the fourth floor of the Parking Terminal. This system includes a general purpose digital computer operating in a real-time mode to perform moni-

toring and control functions, as well as data processing of various operations and maintenance management information. The Central Control Room is manned continuously. Certain system functions, as determined by the Director of Aviation, may be available by subscription to tenants.

SECTION 7 — LEASED SPACE REQUIREMENTS

7.01 — GENERAL

The spirit and intent of the preceding sections shall prevail, as applicable, for tenant construction in Port owned, leased interior space. In the event of conflict between these regulations and the terms of a lease agreement, the latter shall prevail. In no event, however, shall codes or Port of Seattle Electrical Safety Rules be abridged by the terms of any lease agreement.

7.02 — CODES AND AUTHORITIES

Codes and authorities for leased space construction and remodeling shall be as set forth in subsections 2.01, 2.04, 2.05, 5.16, 5.17, and 5.18 of these regulations. Additionally, the main and the north and south satellite terminal buildings are classified as B-2 requiring Type I interior

and exterior wall construction. (Chapter 18, V.B.C.) The Parking Terminal also is Type I.

7.03 — PLANS, SPECIFICATIONS AND CALCULATIONS

Preparation of construction documents shall be as set forth in subsections 2.02 and 2.03 of these regulations except as follows:

Unless the terms of the lease agreement provide otherwise, tenant's architect shall prepare plans, specifications and the construction estimate with ongoing review by the Port. These plans shall be prepared with Port of Seattle title blocks, and, when completed, the Port will combine the final plans and specifications with the Port boiler plate to form the final bid construction document. The Port will then print the bid documents, advertise and award, and administer the construction contract. Final drawings shall become property of the Port.

SECTION 8 — RULES FOR INSTALLATION OF COMMUNI- CATION AND SIGNAL WIRING IN PORT OF SEATTLE OWNED BUILDINGS

8.01 — SCOPE

These rules apply to the installation of all low voltage and/or low current wiring installed for the purpose of remote control, signal or communications in buildings owned by the Port of Seattle at Sea-Tac International Airport. These rules are intended to supplement but not conflict with provisions of the National Electrical Code (Current Edition). If these rules are found to conflict with the code, the code will take precedence.

Generally the type of installations covered are those defined in Article 100 of the National Electrical Code under Communications Circuit and under Remote Control (or Signal) Circuit. Applicable rules of the Code are given in Articles 800 and 820 and Article 725 respectively.

Examples of circuits covered are telephone, intercom, alarm, signal, low voltage remote control, radio antenna, and television.

8.02 — DEFINITIONS

1. Circuits will be considered exposed when they run in the open in any office, shop, storage, public, outdoor, or mechanical room areas.
2. Wires "fished" in existing walls or pulled above suspended ceilings will not be considered exposed (See Rules 2 and 3).

8.03 — RULES FOR INSTALLATION

1. Where running exposed, all such circuits shall be installed in conduit, wiremold, or cable trays provided or installed for that purpose.
2. In new work all circuits exposed or concealed, shall be run in cable trays or conduits to be provided as part of the project.

3. In revising old work concealed circuits may be installed in walls by "fishing in" the cables or conductors. Similarly, one or two cables or conductors together may be "fished" through the area above finished ceilings. However, where the number of cables or conductors to be routed exceeds three or in the foreseeable future will exceed three, then conduit or cables trays shall be provided above the finished ceiling of such cables.

4. The cost of installation of conduit and/or cable tray will be borne by the user except when relocation of his circuits is made necessary by others, (in which case the charges will be borne by the one requiring the change).

8.04 — EXCEPTIONS TO RULES

1. Temporary installations for contractor or tenant convenience (not over 6 months).
2. Short runs of speaker, telephone, or signal wire along baseboard or around door moldings for distances of less than 10 feet horizontally along a wall, where building construction makes better installation difficult or impossible.
3. Special cases, considered and approved individually, where the cost of installation is out of proportion to the benefit, where the area involved is relatively unused, and where the circuit is unlikely to be exposed to damage because of normal activities in the area. In these cases the tenant must agree to relieve the Port of any obligation resulting from damage to the circuits due to normal work in the area, and hazards or injury to personnel resulting from cable location.

8.05 — APPLICATION PROCEDURES

There are two categories of installation of this type of circuit for which the procedures for obtaining approval of an installation are slightly different. These are summarized below, with the proper procedure following each.

1. New or remodeling work involving detailed plans and specifications, a contractor, and (usually) the telephone company.

Procedure

Approval of communication and signal systems is included as part of the overall approval of the plans, in accordance with procedures in the Tenants Handbook.

2. New or remodeling work of small scope

involving either a contractor or the Port forces and (usually) the telephone company but without detailed plans and specifications. This can be as small a job as installing or relocating one telephone.

Procedure

The requesting agency shall contact the Electrical Superintendent, his assistant, or the Electrical Foreman for the Port. Approval will be granted or denied on the basis of these rules after visual inspection of the site and a verbal description of the proposed installation. Technical assistance will be provided as needed to provide a satisfactory installation where required.

APPENDIX "A"

EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION REQUIREMENTS

1. Coverage The provisions of these requirements shall be applicable to contractors and subcontractors in regard to all construction trades used on Port of Seattle construction projects.
2. Requirement -- An Affirmative Action Plan Contractors and subcontractors will not be eligible for any payment under this contract unless they have submitted, and had approved by the Port of Seattle, a written affirmative action plan, embodying both (1) goals and timetables of minority manpower utilization,* and (2) specific affirmative action steps directed at increasing and maintaining minority manpower utilization by means of applying good-faith efforts to carry out steps. Both the goals and timetables, and the affirmative action steps must meet the requirements of these conditions as set forth below for all trades which are to be utilized on the project, irrespective of whether the work to be performed by them has been subcontracted.

NOTE: "Minority" is defined as including Blacks, Asians, American Indians, and Spanish-surnamed Americans, Chicanos, Puerto Ricans, Latinos, etc.
3. Goals and Timetables
 - A. The Plan must set forth goals of minority manpower utilization for all contractors and subcontractors for all trades to be used for this contract. The goals shall be expressed in terms of manhours. No less than 13% minorities will be allowed for this contract.
 - B. Whenever a contractor or subcontractor uses trades not contemplated at the time he submits his bid, he shall be deemed to be committed to these requirements with respect to those trades. Whenever a contractor or subcontractor is so deemed to be committed to these requirements, he shall be considered to be committed to a manpower utilization goal of the minimum percentage for that trade.
 - C. The above percentage of minority manpower utilization is expressed in terms of manhours of training and employment as a proportion of the total manhours to be worked by the contractor's and subcontractor's entire work force in that trade on this Port of Seattle contract. The percentage of manhours for minority work and training must be substantially uniform throughout the length of the contract, for each of the trades. Further, the transfer of minority employees or trainees from employer-to-employer and from project-to-project for the sole purpose of meeting the Contractor's or subcontractor's goal(s) shall be a violation of these requirements.
 - D. The goals of minority manpower utilization required of contractors pursuant to these conditions may be satisfied by the enrollment of minority in pre-apprenticeship, apprenticeship and journeyman training or similar programs; but such utilization of minority manpower shall be apportioned as equally as possible to all such programs used or available for use. In order that the nonworking training hours for trainees may be counted in meeting the goals, such trainees must be employed by the contractor during the training period. Journeymen, however, may be employed in lieu of a like number of percentage of minority trainees or apprentices otherwise to be employed and/or trained in accordance with the contractor's or subcontractor's goals, except where governed by Judge Lindberg's court orders.
 - E. No contractor or subcontractor shall be found to be in noncompliance solely on account of its failure to meet its goals within its timetables, but such contractor shall be given the opportunity to demonstrate that it has instituted all of the specific affirmative action steps specified in Section 4 of these requirements and has made every good-faith effort to make these steps work toward the attainment of its goals within its timetables, all to the purpose of expanding and maintaining minority manpower utilization on all Port of Seattle construction projects.
 - F. In all cases, the compliance of a contractor or subcontractor will be determined in accordance with its respective obligations under the terms of these requirements. Therefore, contractors or subcontractors who are governed by the provisions thereof shall be subject to its requirements regardless of the obligations of its prime contractor or lower-tier subcontractors should they in any way be different.
 - G. All contractors and subcontractors shall include in all bid invitations or other prebid communications, written or otherwise, with respect to their prospective subcontractors, the goals, as applicable which are required. Whenever a prime contractor or subcontractor subcontracts a portion of the work in any trade, he shall include in such subcontract his commitment made under these requirements, as applicable, which shall be adopted by his subcontractor, who shall be bound thereby and by this order to the full extent as if he were the prime contractor. The prime contractor shall be accountable for the failure of the subcontractor to fulfill his requirements; and, the prime contractor shall give notice to the Port, of the refusal or failure of any subcontractor to fulfill his obligations under these requirements. Failure of compliance by any subcontractor will be treated in the same manner as such failure by the prime contractor.

Goals and Timetables, (continued)

H. Contractors and subcontractors hereby agree to refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who is determined not to be a "responsible" bidder for, Government contracts and federally assisted construction contracts pursuant to the Executive Order. The contractor or subcontractor shall carry out such sanctions and penalties for violation of the equal opportunity clause including suspension, termination and cancellation of existing subcontracts as may be imposed or ordered by the Port or the Office of Federal Contract Compliance pursuant to the Executive Order. Any contractor or subcontractor who shall fail to carry out such sanctions and penalties shall be deemed to be in noncompliance with these conditions and Executive Order 11246.

4. Specific Affirmative Action Steps

- A. The plans for the contractors and subcontractors must set forth specific affirmative action steps directed at increasing and maintaining minority manpower utilization, which steps must be at least as extensive and as specific as in the following paragraphs.
- B. The contractor shall notify community organizations that the contractor has employment opportunities available and shall maintain records of the organizations' response.
- C. The contractor shall maintain a file of the names and addresses of each minority worker referred to him and what action was taken with respect to each such referred worker; and if the worker was not employed, the reason therefor. If such worker was not sent to the union hiring hall for referral or if such worker was not employed by the contractor, the contractor's file should document this and the reasons therefor.
- D. The contractor shall promptly notify the Port when the union or unions with whom the contractor has a collective bargaining agreement has not referred to the contractor a minority worker sent by the contractor or the contractor has other information that the union referral process has impeded him in his efforts to meet his goal.
- E. The contractor shall participate in training programs in the area, especially those funded by the Department of Labor.
- F. The contractor shall disseminate his EEO policy within his own organization by including it in any policy manual; by publicizing it in company newspapers, annual report, etc.; by conducting staff, employee and union representatives' meetings to explain and discuss the policy; by posting of the policy; and by specific review of the policy with minority employees.
- G. The contractor shall disseminate his EEO policy externally by informing and discussing it with all recruitment sources; by advertising in news media, specifically including minority news media; and by notifying and discussing it with all subcontractors and suppliers.
- H. The contractor shall make specific and constant personal (both written and oral) recruitment efforts directed at all minority organizations, schools with minority students, minority recruitment organizations and minority training organizations, within the contractor's recruitment area.
- I. The contractor shall make specific efforts to encourage present minority employees to recruit their friends and relatives.
- J. The contractor shall validate all man specifications, selection requirements, tests, etc.
- K. The contractor shall make every effort to provide after-school, summer and vacation employment to minority youths.
- L. The contractor shall develop on-the-job training opportunities and participate and assist in any association or employer-group training programs relevant to the contractor's employee needs consistent with its obligations hereunder.
- M. The contractor shall continually inventory and evaluate all minority personnel for promotion opportunities and encourage minority employees to seek such opportunities.
- N. The contractor shall make sure that the seniority practices, job classifications, etc., do not have a discriminatory effect.
- O. The contractor shall make certain that all facilities and company activities are nonsegregated.
- P. The Contractor shall continually monitor all personnel activities to ensure that his EEO policy is being carried out.

Specific Affirmative Action Steps (continued)

- Q. The Contractor shall solicit bids for subcontracts from available minority subcontractors engaged in the trades covered by these requirements, including circulation of minority contract associations.
5. Nondiscrimination In no event may a contractor or subcontractor utilize the goals, timetables, or affirmative action steps required by these conditions in such a manner as to cause or result in discrimination against any person on account of creed, race, age, color, religion, sex or national origin.
6. Contractors and Subcontractors Bound The affirmative action plan required by these requirements shall be deemed a part of this contract. The Contractor shall cause the affirmative action plan, as established and approved, to be a part of all subcontracts, regardless of tier, under this contract. No subcontract shall be executed until an authorized representative of the Port of Seattle has determined, in writing, that the affirmative action plan required by these conditions, as applicable, has been incorporated into such subcontract, regardless of tier. Any subcontract executed without such written approval shall be void. Any equal employment opportunity submission required to be made by the Contractor pursuant to these requirements which will govern the Contractor's performance on the project shall be made a part of his contract. Failure to submit an affirmative action plan, as required, will render the Contractor ineligible for payment.
7. Compliance and Enforcement
- A. Contractors and subcontractors are responsible for informing their subcontractors (regardless of tier) as to their respective obligations under these requirements (as applicable). Contractors and subcontractors hereby agree to refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1963, with a contractor debarred from, or who is determined not to be a "responsible" bidder, for all Government contracts and Federally-assisted construction contracts pursuant to the Executive Order. The Contractor or subcontractor shall carry out such sanctions and penalties for violation of the equal opportunity clause including suspension, termination and cancellation of existing subcontracts as may be imposed or ordered by the Port pursuant to the Executive Order. Any Contractor or subcontractor who shall fail to carry out such sanctions and penalties shall be deemed to be in noncompliance with these requirements and Executive Order 11246.
- B. Nothing herein is intended to relieve any contractor or subcontractor during the term of its contract on this project from compliance with Executive Order 11246 and the Equal Employment Opportunity Clause of its contract, with respect to matters not covered in the Court's Orders, the Consent decree or in these requirements.
- C. The Port will review its contractors' and subcontractors' employment practices during the performance of the contract. In regard to these requirements, if the Contractor or subcontractor meets its goals or if the Contractor or subcontractor can demonstrate that it has made every good-faith effort to meet those goals, the Contractor shall be presumed to be in compliance with Executive Order 11246, the implementing regulations and its obligations under these requirements and no formal sanctions or proceedings leading toward sanctions shall be instituted unless the Port otherwise determines that the Contractor or subcontractor is not providing equal employment opportunities. In judging whether a contractor or subcontractor has met its goals, the Port will consider each contractor's and subcontractor's minority manpower utilization and will not take into consideration the minority manpower utilization of its subcontractors. Where the Port finds that the Contractor or subcontractor has failed to comply with the requirements of Executive Order 11246, the implementing regulations and its obligations under these requirements, the Port shall take such action and impose such sanctions as may be appropriate under the Executive Order and the regulations. When the Port proceeds with such formal action, it has the burden of proving that the Contractor has not met the conditions of these requirements, but the Contractor's failure to meet his goals shall shift to him the requirement to come forward with evidence to show that he has met the "good-faith" provisions of these requirements by instituting at least the Specific Affirmative Action steps of No. 4 above, and by making every good-faith effort to make those steps work toward the attainment of its goals within its timetables. Such noncompliance by the Contractor or subcontractor can comply with the requirements of Executive Order 11246 and is therefore a "responsible prospective contractor" within the meaning of the Federal procurement regulations.
- D. It shall be no excuse for a contractor's or subcontractor's failure to comply with its obligations under these requirements that the union with which it has a collective bargaining agreement providing for the exclusive referral of employees has failed to refer minorities employees.
- E. The procedures set forth in these requirements shall not apply to any contract when the Port determines that such contract is essential to the national security and that its award without following such procedures is necessary to the national security.

Compliance and Enforcement (continued)

E. Contractors and subcontractors must keep such records and file such reports relating to the provisions of these requirements and shall be required to provide the Port of Seattle two (2) copies of each of the following items on a weekly basis, starting with the notice to proceed and every week thereafter until the completion of the project:

1. Letter of Transmittal
2. Weekly Payroll
3. Statement of Compliance
4. Port of Seattle Minority Report

With the first payroll submitted, a certified wage rate affidavit in accord with State of Washington statutory requirement shall be included.

G. These requirements are issued pursuant to Executive Order 11246 (30 FR 12319, September 28, 1965) Parts II and III; Executive Order 11375 (32 FR 14303, October 17, 1967); and 41 CFR Chapter 60.

8. Interpretation The term, "open hiring and employment practices", does not preclude the utilization of exclusive hiring halls where required by applicable collective bargaining agreements, provided such hiring halls shall be operated on a basis that assures fair, equal and nondiscriminatory treatment of all qualified job applicants.
9. Enforcement If the Contractor or any of his subcontractors fails to comply with the Affirmative Action Requirements of this contract, the Port shall withhold progress payments and may terminate the contract as provided for in contract documents.

PROPERTY DEVELOPMENT STANDARDS FOR THE SOUTH CAMPUS

Sea-Tac International Airport

The Port of Seattle (the Port) has established the following guidelines for the development of land within the approximately 30-acre parcel of land on Airport property at the southeast corner of Sea-Tac International Airport (the "South Campus"). The parcel is bounded by S. 188th Street on the North, 28th Avenue South on the East, S. 192nd Street on the South, and the fuel tank farm and runway fill on the west. The general intent is that the property be developed as an office park for airport auxiliary services with a "campus-like" setting. In order to ensure that development takes place as intended, these specific development and performance standards should properly be incorporated in tenant leases or in an instrument conditioning the sale of land (such as deed restrictions and covenants) and enforced uniformly among all tenants. For convenience of reference the term "Tenant" is used throughout this document to mean either a lessee of the Port, or, in the event of sale of Port property, the new property owner.

All properties in the South Campus will be required to comply with both the Port Regulations for Tenant Construction at Sea-Tac Airport and these Property Development Standards for the South Campus. In cases where the two differ, the more restrictive standard will rule. Variances from either standard shall be handled by the Port's Building Official. It will be the responsibility of each property owner or lessee in the South Campus to notify the other owners or lessees in writing of any variance to the standards being requested from the Port.

With respect to commercial/industrial area development the importance of development standards cannot be overemphasized. Experience in organized industrial parks has shown that "blue ribbon" companies want to be assured of permanence of operations, stability, and compatibility of all facilities within a commercial area (understandably so, in view of the substantial capital investment involved in the location and construction of new facilities).

Through the use of specific development standards, an initial tenant is assured from the outset of a continuing desirable environment for its operations over the period of a long-term lease. This assurance may be based on the knowledge that all future tenants on the property will be required to meet the same minimum standards with regard to landscaping, setbacks, construction, etc., as the initial tenant, and that all tenants will be consulted when future changes to, or variances from, the standards are being contemplated for any reason.

The following paragraphs set forth the specific development standards applicable to all parcels on the subject property, regardless of whether they are leased or sold.

1. Preparation and Approval of Plans. All plans for improvements shall be prepared by registered architects and engineers, be of contemporary design, and be approved by the Port before construction begins. All plans shall comply with the Port of Seattle Regulations for Tenant Construction at Sea-Tac International Airport. In the event that there is a conflict between these development standards and the Regulations for Tenant Construction, the stricter requirement will govern.

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Each prospective Tenant is required to submit a plot plan at a scale no smaller than 1 inch equals 100 feet, and floor plans at a scale no smaller than 1/8 inch equals 1 foot for consideration by the Port. The plot plan(s) shall include topographic features, grading, drainage and utilities, and show the relationship of the proposed improvements on the parcel to the improvements on adjacent parcels and to the utilities and roadways. In addition, the prospective Tenant is required to submit an architectural rendering of the proposed construction, showing colors, style, materials, treatment, signs and appearance, and a detailed landscaping plan.

Approval of these plans by the Port shall constitute a commitment on the part of the lessee to erect and maintain the improvements as prepared and approved.

2. Building Development Standards.

- a. Maximum building coverage shall be 50%.
- b. Minimum landscaping coverage shall be 20%, which shall include a perimeter landscape buffer.
- c. Minimum setbacks:
 - (1) The front setback line should be a minimum of 60 feet. For parcels that have frontage on more than one street or roadway, the Port will determine which street shall be considered to be the front for the purposes of building setbacks.
 - (2) The rear setback line should be a minimum of 30 feet.
 - (3) The side setback line should be a minimum of 30 feet.
- d. Building heights are required to conform to the rules and regulations of the Federal Aviation Administration or any successor agency. In general, buildings should be limited to four stories.
- e. Buildings shall be of permanent, non-wood construction and construction materials should be structurally sound and attractive in appearance. Where feasible, Tenants are required to construct buildings framed with reinforced concrete or masonry, structural steel, structural aluminum, or a reasonable equivalent. Similarly, where feasible, siding should be masonry, glass, enameled steel, approved aluminum paneling, or a reasonable equivalent.
- f. All heating and cooling towers, equipment, etc., placed on the roofs of buildings shall be screened or enclosed from view so that they are architecturally compatible with the main portion of the building.
- g. Accessory buildings, enclosures, and fences should enhance the design of and be of the same quality of materials as the building(s) they serve.

3. Automobile Parking and Truck Loading Areas.

- a. All automobile parking should be required to be off-street and within the subject parcel. This is desirable from an aesthetic standpoint as well as from the standpoint of maintaining the traffic capacity of the streets.
- b. Each Tenant should be required to provide automobile parking adequate for its activity on the lease premises, including parking for employees, patrons and guests.
- c. Parking areas should be paved to provide all-weather surfaces, and each required full-size parking space should be not less than 8'6" wide and 19 feet long plus maneuvering space in accordance with accepted traffic engineering standards. Up to 50% of the spaces may be sized for compact cars. The stalls for compact cars should be not less than 8 feet wide and 17 feet long. A minimum of 2% of the area devoted to parking should be landscaped, in addition to the required perimeter landscaping under Section 4(f) below.
- d. Parking in the front setback area should be limited to passenger vehicles only, should not exceed 50% of the required minimum front setback area, and should be appropriately landscaped.
- e. Unless physical conditions otherwise prohibit, and then only with prior written approval of the Port, all loading docks should be provided at the sides or rear of the buildings. On the side of a building facing a street or roadway, all truck loading doors or loading docks shall be screened so as not to be visible from the street or roadway.

4. Landscaping. The Port intends to emphasize landscaping in the development of the site. Therefore, specific standards for landscaping of Tenant lease parcels include the following:

- a. All areas not paved or covered by buildings should be landscaped in accordance with an overall master landscaping plan established for the entire property by the tenant, compatible with adjacent developed parcels, and in accordance with landscaping requirements in these Standards. In addition to trees, ground cover and gardens, landscaping may include, where appropriate, the use of walls, screenings, terraces, fountains, pools and other landscaping arrangements.
- b. The first phase of the landscaping, as proposed by the tenant and subject to Port approval, should have been completed by the time the notice of completion has been filed on the initial building. Irrigation should be provided to serve all landscaped areas whose design requires said irrigation to maintain a healthy growth during normal seasonal growth periods.

- c. Plans and specifications for landscaping should be prepared by a professional landscape architect registered in the State of Washington, and should be subject to approval by the Port before installation.
- d. Plant material should be of the highest grade and quality as defined by published standards applicable to the State of Washington, King County and the Airport location. Wherever possible, plant material should be indigenous to Washington. At a minimum, the plant material should consist of the numbers, sizes and specifications set forth in the Port's Airport landscaping standards.
- e. The Port may require that tenant-installed trees be limited to a height of 50 feet above the highest finish grade elevation of the parcel or applicable FAR Part 77 criteria, whichever height is lower. However, every reasonable effort should be made to retain existing trees and plantings on the parcel.
- f. A continuous perimeter landscaping buffer should be required to be installed and maintained on all parcels abutting streets or roads. Said landscaping buffer should consist of grass lawns, ground cover, trees, shrubs, or any combination thereof, as approved by the Port. The dimensions for the landscaping buffer should be as follows:
 - (1) Parcels fronting any street or roadway: A continuous strip with a minimum width of 20 feet measured from the parcel boundary line toward the interior of said parcel.
 - (2) All other parcels: A continuous strip with a width of 10 feet measured from any parcel boundary line abutting any service roadway toward the interior of said parcel.
- g. Any area between the boundary line of a parcel and the nearest edge of the pavement or curb of the abutting street or road shall also be landscaped and maintained to the satisfaction of the Port by the Tenant of the parcel that abuts said street or road. The criteria, specifications and standards for the design of this landscaping should conform in appearance and quality with the Port's Airport landscaping standards. Tenants on parcels abutting roadway rights-of-way that are not fully improved when the parcel is occupied, are required to meet the aforesaid landscaping requirements at such time as the unimproved portions of abutting roadways are improved and completed.

5. Setback Areas. Setback areas are those areas that lie between the setback lines and their corresponding parallel parcel boundary line. All front setback areas except for driveways, sidewalks, other walkways and automobile parking (if not prohibited), should be used exclusively for the planting and growing of trees, shrubs, lawns and other ground cover or material, subject to Port approval. If landscaping is not properly maintained by the Tenant, the Port may undertake such maintenance as it deems necessary, with the expense therefor borne by the Tenant. The Port should have the right, at its sole discretion, to determine whether the quality of the Tenant's landscape maintenance is satisfactory.

6. Dust Control. All ground areas not covered by buildings shall be landscaped or paved, be properly drained and graded, and be maintained in good condition free of weeds, trash and other debris.

7. Signs. All signs shall comply with the regulations of the Port. The Port reserves the right to set forth architectural guidelines for signs detailed in separate documents. However, the following general conditions govern signs on the Airport:

- a. No signs of any character should be erected, pasted, posted, painted, displayed, or otherwise made visible on any part of a building or parcel without the written approval of the Port. Exempt from this regulation are signs with a total area not exceeding 8 square feet that are used for direction, instruction, or convenience to the building users.
- b. Signs on any parcel should be limited solely to those that identify the name and type of business of the Tenant, or that are used for direction, instruction, or convenience to the public. Signs that advertise products or services, or contain other direct sales information, are not permitted.
- c. The Port may install any signs it deems necessary throughout the Airport.
- d. The size of signs should be in accordance with the requirements of the Port's Regulations for Tenant Construction.
- e. No flashing, rotating or neon signs.
- f. All permitted signs that are installed should be properly maintained, and the Port shall have the right to require the removal of any sign not maintained to the Port's satisfaction.
- g. Free-standing signs must be stationary, non-flashing, and may not exceed 6 feet in height, including the structure and component parts as measured from the grade immediately below the sign.

8. Hedges and Fences. Except as otherwise herein provided under screening requirements, no continuous hedge should be grown, nor should any fence be constructed or maintained on any parcel boundary line, or in any setback area, without written consent of the Port.

9. Power, Telephone, Utilities and Sewer. No electric power line, water pipe, gas pipe, sewer pipe, or drainage pipe (other than rainwater leaders) should be installed or maintained on any parcel above the surface of the ground. Metering and related utility-installed equipment shall be installed inside, or should be screened or enclosed, in a manner approved by the Port and the applicable utility. Utility connection points should be located in the rear of the facility whenever possible to avoid being visible from the street or roadway. Tenants shall pay their share of utilities such as the detention pond for collecting storm water.

10. Illumination. The design, location and installation of exterior lighting should be subject to approval, and should comply in all respects to the requirements of the Port, the FAA and other parties having applicable jurisdiction, with respect to height, type and placement of lighting standards as they may affect the safety of flight operations into, from and around the Airport. The type of lighting standards and fixtures to be used for outdoor lighting shall be selected by the Port in order to maintain uniformity throughout the office park.

11. Acoustical Control. All buildings, portions of buildings, or improvements that are to be regularly occupied by persons during the day or night, should be designed and constructed using acoustic insulation techniques and materials so that the personnel and activities that are to be housed therein are not subjected to Airport and aircraft noise levels that will constitute an annoyance or impairment to said personnel and activities.

12. Storage.

- a. All outside storage and refuse facilities shall be constructed so as to minimize odors, insects, dust, visual nuisances and other similar nuisances. Refuse shall be stored in closed containers, and refuse storage areas shall be suitably screened from public view by an appropriate screen compatible with the design of the building. Said screen shall be subject to the written approval of the Port prior to installation.
- b. All storage, except for automobiles, should be required to be within buildings or within enclosures formed by types of fencing approved by the Port. Such enclosures should be a minimum of six feet high to screen such storage from view from the public streets. Storage of aircraft parts, service equipment, or similar items, is expressly prohibited outside the buildings or storage enclosures.

13. Continuity of Standards. Although building standards will not be changed to permit a lower standard of occupancy or improvements over a period of years, some changes may be desirable in both use and types of improvement. Consequently, development standards may be amended to meet changing requirements. However, the standards of occupancy as initially set out will not be lowered in a manner inconsistent with the intent of the original standards.

14. Operating Performance Standards. Performance standards prohibiting nuisance on account of fire, noise, vibration, shock, explosives, heat, glare, smoke, odor, wastes, electronic interferences and the like, shall apply to all tenants. (Reference Section 3: Regulations for Tenant Construction at Sea-Tac International Airport.)

15. Variations. All properties in the South Campus will be required to comply with both the Port Regulations for Tenant Construction at Sea-Tac Airport and these Property Development Standards for the South Campus. In cases where the two differ, the more restrictive standard will rule. Variations from either standard shall be handled by the Port's Building Official. It will be the responsibility of each property owner or lessee in the South Campus to notify the other owners or lessees in writing of any variance to the standards being requested from the Port.