

DEVELOPMENT POLICY AND APPLICATION PROCEDURES

FOR
Aeronautical and Non-Aeronautical Land Use
At
FRONT RANGE AIRPORT

Prepared by:
Front Range Airport Staff
With Thanks to Centennial Airport
For Allowing the Use of Their *Development Policy & Application Procedures*
As a Base Document

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CHAPTER I - INTRODUCTION

A. TITLE AND AUTHORITY

The title of these Regulations shall be “The Front Range Airport Authority Development Policy and Application Procedures for Aeronautical and Non-Aeronautical Land Use at Front Range Airport” and may be so cited and pleaded.

The Front Range Airport Authority Development Policy and Application Procedures for Aeronautical and Non-Aeronautical Land Use at Front Range Airport and the amendments thereto are authorized pursuant to the Public Airport Authority Act, C.R.S. § 41-3-101, et seq.

B. PURPOSES

The Development Policy and Application Procedures for Aeronautical and Non-Aeronautical Land Use at Front Range Airport are designed and enacted for the Purposes of establishing and implementing comprehensive development guidelines for all aeronautical and non-aeronautical land uses at Front Range Airport. The Front Range Airport Authority Development Policy and Application Procedures for Aeronautical and Non-Aeronautical Land Use at Front Range Airport shall hereinafter be referred to as “these Regulations.”

C. LEGAL STATUS

1. Interpretation

These Regulations are in addition to any other federal, state or county laws or regulation. Whenever the provisions of these Regulations are found to be inconsistent with any other law or regulation, the law or regulation imposing the more restrictive standards shall control. The provisions of these Regulations are minimum requirements that do not preclude imposition of more restrictive standards by agreement or by law.

2. Repeal

All Development Guidelines, Supplemental Site Planning Guidelines, Supplemental Regulations for locations and parcels and development standards of the Front Range Airport Authority.

Development Standards of the Front Range Airport Authority effective prior to the date of adoption of these Regulations, which are not incorporated herein, are hereby repealed. The repeal of any of the above mentioned guidelines and standards does not revive any other prior regulations.

3. Severability

If any section, clause, provision or portion of these Regulations is adjudged unconstitutional or invalid by a court of competent jurisdiction, the remainder of these Regulations shall not be affected thereby.

4. Effective Date

These Regulations shall be in effect from the date of adoption or approval by the Board of the Front Range Airport Authority, hereinafter referred to as "The Authority", the Adams County Planning Commission, and the Adams County Board of Commissioners. These Regulations shall remain in effect until repealed by the Authority.

5. Amendments and Variance

The Authority has the right to amend or approve a variance to these Regulations.

6. Administration

These Regulations will be administered by the Authority. No development may occur at Front Range Airport without the prior approval of the Authority.

D. VIOLATIONS

Any person, firm, or corporation violating any provision of these Regulations shall be subject to all legal, equitable, statutory and common law rights and remedies available to the Authority including, but not limited to, actions for declaratory relief, injunctive relief, specific performance, and damages.

E. RESPONSIBILITY

The ultimate responsibility for land use decision-making at Front Range Airport and the administration of these Regulations lies with the Board of the Front Range Airport Authority. The Authority shall have the right to amend these Regulations; shall have the sole right to regulate all items not specifically covered in these Regulations; may, at its discretion, approve a variance to any provision of these Regulations; and remains the ultimate arbiter except where such authority is modified by statute or regulation.

CHAPTER II - LAND DEVELOPMENT GUIDELINES

It is the goal of the Front Range Airport Authority to preserve the scenic quality of Front Range Airport, hereinafter referred to as the "Airport", for the benefit of its users and the continued high quality development of its properties in a manner consistent with sound fiscal management, preservation of environmental quality, and adequate provision of necessary services and facilities. The following guidelines set forth general policies for realization of this goal within the framework of protection of the public health, safety and welfare.

A. FISCAL IMPACTS

It is the policy of the Authority to ensure that development will not result in reduction of the quality of services, public facilities, or programs provided to those located at the Airport.

B. ENVIRONMENTAL QUALITY

It is the policy of the Authority to:

1. Encourage features in any development proposal which will conserve energy resources and minimize the consumption of energy. To that end, it is the policy of the Authority to encourage orientation of structures to take advantage of the sun, to prevent structures or development from blocking direct sunlight to other structures, improvements, or uses; to encourage use of barriers as defense against wind; to promote the use of landscaping to maximize cooling, in the summer and retention of heat in the winter; and to promote construction and siting, which conserves natural gas, electricity, and gasoline.
2. Preserve and protect its present water resources. To that end, it is the policy of the Authority that no land use be initiated which would adversely affect the quantity, quality, or dependability of the Authority's water resources; or which would occur at the expense of established water dependent activities; or which would result in increased sanitation of water, loss of minimum stream flows, destruction of wildlife habitats, or entail future major expenditures on the part of the general public to reacquire or redistribute water resources.
3. Prevent the acceleration of the erosion of soil and rock in order to reduce or eliminate erosion related problems such as stream sedimentation, dust, gullying, alteration of drainage patterns, exacerbation of flood hazards, loss of natural Vegetation, visual scars, leaching of minerals, destruction of animal habitats, and increased maintenance costs for roads and other facilities.

4. Preserve the integrity of existing and natural drainage patterns in order that the aggregate of future public and private development activities will not cause storm drainage and floodwater patterns to exceed the capacity of natural or constructed drainage-ways or to subject other areas to increased potential for damage due to flooding, erosion, or sedimentation.

C. ADEQUATE PROVISION OF NECESSARY SERVICES AND FACILITIES

It is the policy of the Authority to encourage development which utilizes existing services and facilities without overburdening such facilities and services, or resulting in the need to provide additional services and facilities. In cases where existing infrastructures are under utilized, to that end it is the policy of the Authority to:

1. Encourage development proposals which minimize automobile congestion and promote traffic safety.
2. Ensure that land is not committed to uses without adequate evidence that facilities to collect, treat, and dispose of anticipated types and qualities of wastewater are available or will be provided prior to the commencement of such use and that such facilities will possess suitable capacity, quality of discharge, point of discharge, and dependability.
3. Ensure that land is not committed to uses without adequate evidence that a water supply of adequate quality, quantity, pressure, and dependability is available to support the use intended and to provide for protection from fire.

D. MAN-MADE AND NATURAL HAZARDS

It is the policy of the Authority to encourage development which by virtue of location and design does not expose those located on its properties to avoidable natural and man-made hazards. To that end, it is the policy of the Authority to:

1. Ensure that development in proximity to Airport operations facilities and other facilities inherently hazardous by virtue of operation or location is designed, constructed and located in a manner compatible with the hazard.
2. Prevent development in floodplains, geologic hazard areas, or other natural hazard areas which is incompatible with the hazard in terms of threats to public welfare, private property, and public property.
3. Ensure that developments are designed and located in such a way so as to provide for adequate emergency service, fire protection and police protection in a manner consistent with existing regulatory requirements.

E. RE-USE OF RESOURCES

It is the policy of the Authority to:

1. Encourage the efficient and environmentally sound re-utilization of resources, both natural and man-made, which will result in a reduction in the need for raw materials and finished products.
2. Encourage beneficial reuse of wastewater so that other water supplies can be extended.

CHAPTER III - DEFINITIONS

The following definitions shall apply to all Portions of the Development Policy and Application Procedures for Aeronautical and Non-Aeronautical Land Uses at Front Range Airport. In certain cases, more detailed or more specific definitions may be found within a section. In such cases, the more specific definition shall control.

A. RULES OF CONSTRUCTION OF LANGUAGE

1. The particular controls the general.
2. The word "used" shall include "arranged", "designed", "constructed", altered", "converted", "rented", "leased", or "intended to be used."
3. The word "shall" is always mandatory and not directory. The word "may" is permissive.
4. Words used in the present tense include the future, unless the context clearly indicates the contrary.
5. Words used in the singular number include the plural, and words used in the plural number include the singular, unless the context clearly indicates the contrary.

B. DEFINITIONS

ABUTTING. Having a common property line or district line with an adjacent property.

ACCESS APRON. The area adjacent to the public use ramp which is used for access to aprons of hangars with aircraft doors perpendicular to the edge of the ramp. Minimum width of the access apron is 40 feet.

ACCESSORY USE OR STRUCTURE. A use or structure (exceeding 120 square feet) subordinate to the principal structure or use which serves a purpose customarily incidental to the principal use.

ACRE, GROSS. An area in any shape containing 43,560 square feet.

APRON. The paved area between the public use ramp and the aircraft hangar door. This is normally used only by the hangar occupants.

AIRPORT INFLUENCE AREA. An area within Adams County, proximate to Front Range Airport, which is recognized by the Airport Authority as containing lands which might be affected by noise and/or safety hazards associated with aircraft operations associated with said Airport. (See Appendix A for graphic illustration of areas influencing Front Range Airport.)

ALTER. To change any of the supporting members of a building such as bearing walls, columns, beams or girders.

ANTENNA. A metallic apparatus used for sending and/or receiving electromagnetic signals.

APPARATUS RETAIL USES. Retail uses located within office buildings which are intended to provide a service primarily for the occupants of said office building, and which are not allowed exterior advertising. Such uses may include a sandwich shop, barber/beauty shop, snack shop/restaurant, day care, etc.

AREA. Any area within a building or outside and adjacent or in the vicinity of a building.

AREA, GROSS FLOOR. The sum of the gross horizontal areas of the several floors of a building or portion thereof, including the basement, if any, as measured from the interior faces of the exterior walls of such buildings.

AUTO REPAIR- MINOR. Vehicle repair and/or servicing consisting of a minor nature, such as tune up, oil change, chassis lubrication, tire change or repair, wheel alignment, muffler repair or installation.

AUTO REPAIR MAJOR. Vehicle repair consisting of assembly or disassembly of engine parts, body parts, transmission, chassis, axles, etc. and/or the process of painting.

AUTO WRECKING YARD. Any place where two or more motor vehicles not in running condition, or parts thereof, are stored in the open and are not being restored to operation, or any land, building, or structure used for wrecking or storing of such motor vehicles or farm machinery, or parts thereof, stored in the open and not being restored to operating condition; and including the commercial salvaging of any other goods, articles or merchandise.

BERM. Mound of earth used for screening, definition of space, noise attenuation and decoration in landscaping

BUFFER. A strip of land established to separate and protect one type of land use from another, to screen from objectionable noise, smoke or visual impact, or to provide for future public improvements or additional open space.

BUILDING. Any structure built for the shelter or enclosure of persons, animals, chattels, property or substances of any kind (not including fences), having one or more floors and a roof, and permanently affixed to the ground.

BUILDING ENVELOPE. The portion of a lot within applicable setback requirements where building, construction will be permitted.

BUILDING HEIGHT OF. The vertical distance from the average finished grade immediately adjacent to the structure to the highest point of the structure, including rooftop appurtenances.

BUILDING LINE, FRONT. A line parallel to the front lot line at the rear of the front yard.

BUILDING, MAIN. A building in which is conducted the principal permitted use of the lot on which it is situated.

CANOPY. An accessory roof-type structure which is permanently affixed to the ground and typically not enclosed. As accessory structures these structures would be exempt from the minimum distance requirements between structures. These structures must meet all other minimum yard requirements within the zoning district.

CHILD CARE CENTER. A facility, by whatever name known, which is maintained for the whole or part of a day for the care of five or more children under the age of sixteen years and not related to the owner, operator, or manager thereof, whether such facility is operated with or without compensation for such care and with or without stated educational purposes. The term includes facilities commonly known as day care centers, day nurseries, nursery schools, kindergartens, preschools, play groups, day camps, summer camps, and centers for mentally retarded children and those facilities which give 24-hour care for dependent and neglected children, and includes those facilities for children under the age of six years with stated educational purposes operated in conjunction with a public, private, or parochial college or a private or parochial school; except that the term shall not apply to any kindergarten maintained in connection with a public, private, or parochial elementary school system of at least six grades.

CHURCH. A building, together with its accessory buildings and uses, where persons regularly assemble for religious worship, and which building, together with its accessory buildings and uses, is maintained and controlled by a religious body organized to sustain public worship.

COMPATIBLE ARCHITECTURAL TREATMENT. Colors, materials and general architecture which is used within a development or used in conjunction with an adjacent development in order to provide land use compatibility so the effect of building facade treatment and rooftop screening is compatible with the other use(s) as may be determined by the Authority.

CONCRETE, MORTAR AND ASPHALT BATCHING OPERATIONS. A site, together with its accessory facilities, where sand, gravel, cement and various petroleum derivatives are compounded to manufacture concrete, mortar and asphalt.

CONVENIENCE COMMERCIAL. A retail or service commercial use which serves the area immediately surrounding the use by providing groceries, sundries and miscellaneous services which do not typically offer comparison shopping opportunities.

DAY CARE CENTER. An establishment used for the purposes of providing care for eight or more children under the age of 16 years who are not related to the owner, operator or manager thereof, for less than a 24-hour consecutive period.

DAY CARE HOME. A dwelling unit used for the purposes of providing care, for compensation, of children under the age of 16 years who are not related to the owner, operator or manager thereof for less than a 24-hour consecutive period.

DISTRICT, ZONING. A portion of the County within which the use of land and structure(s) and the location, height and bulk of structure(s) are governed, i.e., the A-1 classification is a district as is the R-1 classification.

DRIVE-THROUGH RESTAURANT OR REFRESHMENT STAND. An establishment which food or beverages are sold to the customers, some or all of whom customarily consume their purchases outdoors in or near their cars.

EXPLOSIVE AND HIGHLY FLAMMABLE OR HAZARDOUS MATERIALS. Materials or liquids which, when ignited, exhibit large scale, rapid and spectacular expansion, outbreak or other upheaval. Hazardous materials are as defined by the State statute.

F.A.R. PART 77. Federal Aviation Regulations pertaining to height and obstruction criteria within prescribed distances from an airport as these Regulations currently exist and as may be amended from time to time. Part 77 Regulations may also affect lands located outside the boundaries of a defined Airport Influence Area.

FAST-FOOD RESTAURANT. A restaurant operation located either within a retail center, or situated on its own freestanding "pad," which primarily 1) serves food that is prepared and/or packaged within five minutes and is generally intended for consumption away from the premises, 2) contains a drive-in or drive-thru facility, and/or 3) is intended to primarily serve the passerby and/or motoring public.

FLOODPLAN. The area adjoining any river, stream, watercourse, lake or other body of standing water which is subject to inundation by a 100-year flood as defined by the floodplain administrator.

FLOOR AREA, GROSS. - All areas located within the outside walls of a building, exclusive of basement area, garage space and porches.

FLOOR AREA, RATIO. The ratio of building gross square footage to the gross square footage of a parcel. For example, 21,780 square feet of building on one acre, of land (43,560 square feet) would equal a 1:2 floor area ratio.

GARAGE, PUBLIC. Any area other than a private garage available to the public for the storage of vehicles and boats when such vehicles are parked or stored for remuneration, hire or sale.

GEOLOGIC HAZARD. A geologic or foreseeable construction phenomenon which is so adverse to past, current, or foreseeable construction or land use as to constitute a significant hazard to public, health and safety or to property. This term includes, but is not limited to, landslide, rockfall, seismic effect, mud flow, ground subsidence and unstable or potentially unstable slopes.

HOSPITAL. A facility which makes available one or more of the following: medical, surgical psychiatric, chiropractic, maternity and/or nursing services.

HOTEL. A commercial establishment offering lodging to transients, typically in completely furnished individual guest rooms or suites, and often having restaurants, public rooms, shops, etc., that are available to the general public.

KENNEL. Any premises where any combination of dogs, cats or other household pets, totaling four or more animals, six months of age or older, are kept, boarded or bred for the intention of profit.

LESSEE. The person(s) or entity holding a lease from the Front Range Airport Authority for a lot within the boundaries of Front Range Airport.

LOT. Any development site located within the boundaries of Front Range Airport which is legally described in a lease agreement.

LOT, CORNER. A site bounded by two or more adjacent street lines which have an angle of intersection of not more than 135 degrees.

LOT COVERAGE. That portion of the lot area covered by a buildings), including all overhanging roofs and parking areas (note definition of UNOBSTRUCTED OPEN SPACE.)

LOT, DOUBLE FRONTAGE. A lot having a frontage on two non-intersecting streets as distinguished from a corner lot.

LOT, INTERIOR. A lot other than a corner lot.

LOT LINE, FRONT. The line separating a lot from a street or road upon which the principal building faces.

LOT LINE, REAR. The lot line opposite and most distant from the front line, except for corner lots. The rear lot line may be any lot line not fronting on a street. Triangular lots shall maintain a rear yard of not less than 25 feet from the point of intersection of the side lot lines.

LOT LINE, SIDE. Any lot line which is neither front nor rear.

LOT WIDTH. The distance between side lot lines measured at the rear of the front yard.

MICROWAVE DISH. A receiver for ultrahigh frequency electromagnetic waves.

MINERAL RESOURCE AREA. An area in which minerals are located in sufficient concentration in veins, deposits, bodies, beds, seams, fields, pools or otherwise, as to be capable of economic recovery. The term includes but is not limited to any area in which there has been significant mining activity in the past, there is significant mining activity in the present, mining, development is planned or in progress or mineral rights are held by mineral patent or valid mining claim with the intention of mining.

MOTEL. A roadside hotel providing travelers with lodging, typically in completely furnished individual guest rooms which are united under one roof but have individual entrances, and with nearby parking space.

NOISE LEVEL REDUCTION (NLR). Construction techniques utilized for the purpose of reducing interior noise levels of structures to acceptable levels as may be determined by the Front Range Airport Authority.

NONCONFORMING STRUCTURE. A structure legally existing and/or used at the time of adoption of these Regulations, or any amendment thereto, which does not conform with the regulations of the zoning district in which it is located.

NONCONFORMING USE. A use legally existing and/or used at the time of adoption of these Regulations, or any amendment thereto, which does not conform with the use regulations of the zoning district in which it is located.

NURSERY SCHOOL. An establishment providing specialized curriculum and group care on a planned, regular basis for more than four children, unrelated by blood or adoption, for less than 24 hours.

NURSING HOME. An establishment, other than a hospital, licensed by the State, which operates and maintains continuous day and night facilities providing room and board, personal service and skilled nursing care.

NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION Assuming the project has the support of the Airport, FAA Form 7460-1, Notice of Proposed Construction or Alteration (a non-negotiable example is provided in these guidelines) is submitted by the Airport. This form provides the FAA with specific information regarding the project including the nature of the proposal, the description of the structures), the location of the structures), and the height and elevation to the nearest foot of both the site and the structures).

OFF-STREET PARKING. A site or portion of a site devoted to the off-street parking of motor vehicles including parking spaces, aisles, access drives and landscaped areas.

OPEN SPACE. Land utilized for recreational, landscaping and/or buffering purposes. Examples include park lands and landscaping treatments within non-residential developments. Open space credit for non-residential developments shall be given for treatments such as berms, sodded areas, trees, water features, decorative rock treatments and, in some cases, landscaped plazas and atriums.

OUTDOOR STORAGE. The storage of any material outside of the principal permitted structure on any parcel, which material is either wholly or partially visible.

PART 77 of the Federal Aviation Regulations establishes the maximum allowable heights of objects on or in the vicinity of airports. It does this by the definition of "imaginary surfaces" which, if penetrated by an object, would be considered an obstruction. Any planned development which would penetrate the Part 77 imaginary surfaces would most likely not have the backing of the FAA, and it is likely that the Airport would not pursue the project.

PHARMACY. A place where medicines are compounded or dispensed and other medical accessory merchandise is displayed or sold.

PLANNED UNIT DEVELOPMENT (P.U.D.) An area of land controlled by one or more landowners to be developed under unified control or unified plan of development for a-number of commercial, educational, recreational or industrial uses or any combination of the foregoing, the plan for which may not correspond in lot size, bulk or type of use, lot coverage, open space or restrictions to the existing land use regulations.

PROFESSIONAL OFFICE. A place of business for any of the following accountants, architects, attorneys, bookkeeping-services, brokers (of stocks, bonds, real estate), building designers, medical and dental professionals, corporate offices, drafting services, financial institutions, development companies, engineers, surveyors and planners, insurance agencies, interior decorators and designers (no retail sales allowed on premises), laboratories, landscape architects, pharmacies, notaries, typing and secretarial services, and other similar businesses and professions.

PUBLIC STREET. A public right-of-way which provides the principal means of access to abutting property

P.U.D. PLAN. The Preliminary Development Plan and/or the Final Development Plan controlling the Planned Unit Development.

PUBLIC UTILITY. Every firm, partnership, association, cooperative, company, corporation and governmental agency, and the directors, trustees or receivers thereof, whether elected or appointed, which is engaged in providing railroad, airline, bus, electrical, rural electric, telephone, telegraph, communications, gas, gas pipeline carrier, water, sewerage, pipeline, street transportation, sleeping car, express, or private car line facilities and services.

QUASI-PUBLIC USE. Charitable, educational, cultural and/or religious organizations or uses which, as a primary function of their operation, provide significant benefits to the health, safety and welfare of the citizens of Adams County, as may be, determined by the board of County Commissioners. Examples of such uses are religious organizations, private meeting halls and private schools.

RAMP. The paved operational area (other than runways and taxiways) that is available for public use.

RAMP TAXILANE. A portion of the ramp utilized for public use aircraft movement other than parking areas which is delineated by a centerline. Ramp leaseholders are responsible for ensuring the ramp taxilane is not used for aircraft parking or staging.

RAMP TAXIWAY. A portion of the ramp Designated as a public use taxiway, and which is marked and provides clearance criteria as established in FAA Advisory Circular 150/5300-13.

RECREATION, PRIVATE/COMMERCIAL. Uses, structures and/or land utilized for the provision of recreational activities and/or open space which may be developed, operated and/or maintained for profit by an entity other than a public entity, such as a swimming pool, tennis court/club, recreation center, etc.

RECREATION, PUBLIC. Uses, structures and/or land utilized for the provision of recreational activities and/or open space which may be developed, operated and/or maintained by a public entity.

RECREATIONAL VEHICLES (R.V.s). A motor home, travel or camping trailer, boat, van or truck camper, with or without self-motive power, designed for temporary human habitation.

RESOURCE RECOVERY OPERATION. An industrial processing operation which primarily is conducted for the purpose of recycling and/or reuse of a product or products.

RIDING STABLE AND/OR ACADEMY. Any establishment which rents, boards or leases riding animals and gives lessons to develop horsemanship.

RIGHT-OF-WAY. An area or strip of land over which a right of passage has been recorded for use by vehicles, pedestrians, and/or facilities of a public utility.

SETBACK, BUILDING. The distance between the property line of a lot to the exterior face of a building; to the back of curb of a parking area; or to other improvements. The street property line is either the existing or proposed back of curb, whichever is more restrictive.

SETBACK, PARKING. The distance between the property line of a lot and any point on the exterior face of that portion of a building and an area for the parking of vehicles.

SIGHT TRIANGLE. An area of land located at intersections of streets, drives, and other public and/or private ways situated to protect lines of sight for motorists, within which, the height of materials and/or structures is limited.

SIGNS. Any object or device containing letters figures and/or other means of communication or part thereof, situated outdoors or indoors, of which the effect produced is to advertise, announce, communicate, identify, declare, demonstrate, direct, display, and/or instruct potential users of a use, product and/or service.

SITE-SPECIFIC DEVELOPMENT PLAN. Pursuant to the Colorado Revised Statutes, as may be amended, a Plan approved by the Board of the Front Range Airport Authority which grants a vested property right.

SMALL WIND ENERGY CONVERSION SYSTEM (SWECS). Any mechanism, including blades, rotors, or other moving-surfaces, designed for the purpose of converting wind energy into mechanical or electrical power. For the purpose of these Regulations, towers, tower bases, guy wires and any other structures necessary for the installation of a small wind energy conversion system are also included.

STABLE, COMMERCIAL. A building or shelter to house riding, animals on a rent, lease or fee basis.

STORAGE CAPACITY, FLOODPLAIN. The volume of space above an area of floodplain that can be occupied by floodwater of a given stage at a given tie regardless of whether the water is moving. Storage capacity tends to reduce downstream flood peaks.

STRUCTURE. Anything, which is constructed or the use of which requires permanent location on the ground or attachment to something having a permanent location on the ground.

STRUCTURE, TEMPORARY. A structure which is not a permanent structure, or one which is constructed for a special purpose in contemplation of eventual removal. For the purpose of these Regulations, the term "temporary" shall mean a period up to six (6) months.

360 DEGREE ARCHITECTURAL TREATMENT. Building materials, color schemes and rooftop screening which is identical on all sides of a structure, and which encloses loading docks and other service areas.

TIRES, BATTERIES AND ACCESSORIES. Retail establishments which perform minor auto repair, as defined in this section.

TRANSMISSION LINES. Any electric transmission line and appurtenant facilities which emanate from a power plant or a substation and terminate at a substation, which are designed for or capable of the transmission of electricity at greater than 115 kilovolts.

UNIFORM BUILDING CODE. The edition of the Uniform Building Code (UBC) currently adopted by Adams County.

UNIFORM FIRE CODE. The edition of the Uniform Fire Code (UFC) currently adopted by Bennett Fire Protection District.

USE. The purposes for which land or premises or a building thereon is designed, arranged or intended, or for which it is or may be occupied.

USE BY SPECIAL REVIEW. Use which must have approval of the Board of the Front Range Airport Authority before being, allowed on the Airport.

USE. PRINCIPAL. The primary use located on a parcel.

USE, SPECIAL EXCEPTION. Use which must have approval of the Board of the Front Range Airport Authority before being, allowed on the Airport.

VESTED PROPERTY RIGHT. Pursuant to the Colorado Revised Statutes, as may be amended, a property right granted for three years after approval of a "site specific development plan," as approved by the Board of the Front Range Airport Authority.

YARD, FRONT. Required unobstructed open space extending- from the front lot line into a lot over the full lot width, excepting, driveways and walks.

YARD, REAR. Required unobstructed open space extending from the rear lot line into a lot over the full lot width; provided, however, that exterior chimneys soffits, overhangs, decks, patio covers, bay windows and carports may extend into the rear yard a distance of up to 30 inches. Said rear yard shall be measured from the property line to the foundation or the nearest point of projection of the structure.

YARD, SIDE. Required unobstructed open space extending from the side lot line into a lot over the full lot depth; provided, however, that exterior chimneys, soffits, overhangs, decks, patio covers, bay windows and carports may extend into the side yard a distance of up to thirty inches 30 inches. Said side yard shall be measured from the property line to the foundation or to the nearest point of projection of the structure.

ZERO LOT LINE. A situation in which either two adjoining structures on adjacent but separate properties share a common wall or a structure is built up to its property line with no easement or setback requirement.

65 Ldn. The "A weighted", day/night average sound level which can be used to assess the amount of exposure to aircraft noise which can be expected at certain locations proximate to an airport. The 65 Ldn noise contour is recognized in these Regulations as having enough potential noise impact on certain land uses to warrant noise level reduction (NLR) methods in construction of these land uses.

CHAPTER IV - PERMITTED USES AND DEVELOPMENT REQUIREMENTS

A. PURPOSE

This criteria is established to avoid threats to the health, safety, welfare and property, both public and private, from noise, flight characteristics and crash hazards associated with General Aviation, including private, corporate and non-scheduled commercial air traffic.

B. GENERAL REQUIREMENTS

1. No structure or tree shall be erected, altered, or allowed to grow, or shall be maintained in any portion of the Airport Influence Area that is in excess of any of the airport imaginary surfaces described in these Regulations or the Airport Master Plan.
 - a. For purposes of computation, the base level of the site in question shall be the highest point on which a structure is proposed according to USGS 1:24,000 quad. In cases where conflicts exist, the USGS datum shall apply, except in cases in which the developer submits detailed engineering data which would result in alteration of the USGS datum.
2. Notwithstanding any other provisions of these Regulations, no use may be made of land within the Airport in such a manner as to create electrical interference with radio aircraft, make it difficult for flyers to distinguish between Airport lights and others, result in glare in the eyes of flyers using- the Airport or personnel engaged in air traffic control operations, impair visibility in the vicinity of the Airport or otherwise endanger the landing, taking off, or maneuvering of aircraft.

C. PERMITTED USES

1. Within the Airport, only the following uses may be established, provided said uses are established in conformance with the basic policies of the County's Comprehensive Plan and are specifically and individually approved by the Authority on a case by case, parcel by parcel basis for compliance with use and or height limitation, noise or other safety hazard, and all other criteria set forth by the Airport's Land Use Development Guidelines, the FAA and these Regulations:

a. AVIATION LEASE AREAS

Aircraft Maintenance Facilities;
 Air Traffic Control Towers;
 Auto Parking Lots (including employees, storage and others);
 Automobile Leasing, and Rental Facilities;
 Aviation Repair;
 Executive Aircraft Hangars;
 Fixed Base Operators (FBO);
 General Aviation Terminals;
 Hangars and Tie-down Facilities;
 Navigation Instruments and Aids;
 Offices;
 Restaurants, Taverns and Cafeterias;
 Retail Sales Facilities.

b. NON-AVIATION LEASE AREAS

Animal Hospital Veterinary Clinic;
 Appliance Store;
 Automobile Parking Lots (including employees, storage and others); Beauty Salon/Barber shop;
 Bottling Plant;
 Building Material Sales Yard (excluding concrete mixing, creosote operation and outdoor storage);
 Cabinet Shop, Electric Shop, Plumbing Shop, Heating Shop, Lithographic and/or Printing Shop, Furniture Reupholstering;
 Car wash and/or Auto Detailing;

Commercial Wholesale Greenhouses;
Convenience Store;
County Shops;
Dry Cleaning, and Dyeing, Plant;
Dry Goods Store;
Furniture Store;
General Office, and Office/Showroom/Warehouse;
Laboratories (i.e., basic and applied research, experimental testing); Laundry;
Manufacture, Fabrication, Processing or Assembling of Products; Mini-warehouse/Self Storage;
Nursery School, Day Care Center,
Recreational Clubs (i.e., tennis, batting cage, golf facilities, volleyball go cart track, swimming, skating)
Restaurants (including drive-thru "fast foods"), Taverns, Cafeterias; Retail Sales Facilities;
Retail sale of any commodity manufactured, fabricated or processed on the premises or of any commodity designed especially for the use in agriculture, airport, mining, industry, business, transportation, or construction;
Special Trade Contractors, (including but not limited to plumbing, heating, and electrical);
Wholesale Business, Storage or Warehousing.

C. COMBINED NON-AVIATION/AVIATION LEASE AREAS-Inclusive of any combination of those uses defined in a and b above

2. In cases in which the provisions of these Regulations and the basic zoning conflict, the more restrictive provisions shall apply.

D. PROHIBITED USES

In order to establish limits for objectionable uses or uses that are detrimental to the general welfare of the occupants of the Airport:

1. No use shall be permitted on any lot that injures the reputation of any lot, or is in violation of any laws of the United States or the State of Colorado.
2. Buildings are limited to uses which in the opinion of the Authority produce no adverse effects which may be detrimental to the health, safety, or welfare of persons or which may be harmful to property.
3. Temporary Improvements
No temporary improvements or mobile home, office or storage shall be installed or maintained on any lot without the specific written approval of the Authority. AD applications for approval of any temporary improvements will include provisions for its dismantling and/or removal from the lot in question not later than five days after construction completion.

4. Prohibited Uses

Uses not specified in Section C, "Permitted Uses" are prohibited unless the Authority determines the use to be similar in nature to those specified. Such prohibited uses shall include but are not limited to churches, hospitals, multifamily residences, residential hotels, convalescent hospitals, single-family residences, schools, cemeteries, etc.

E. NONCONFORMING USES

1. Amortization Period

- a. Uses: Uses which are not in conformance with the requirements of these Regulations shall be discontinued no later than ten (10) years from the adoption hereof.
- b. Structures: Structures not in conformance with these Regulations shall be brought into conformance within ten (10) years of the adoption hereof. Failing this, they shall be removed.

2. Marking, and Lighting,

Notwithstanding the preceding provision of these Regulations, the owner of any nonconforming structure or tree shall be required to install, operate, and maintain thereon such markers and lights as shall be deemed necessary by the Authority and/or FAA to indicate to the operators of aircraft in the vicinity of the Airport, the presence of such airport hazards. Such markers and lights shall be installed, operated, and maintained at the expense of the owner of such structure(s).

3. Existing Uses

No permit shall be granted that would allow the establishment or creation of an airport hazard or permit a nonconforming use, structure, or tree to be made or become higher, or become a greater hazard to air navigation than it was on the effective date of this regulation or any amendments thereto or than it is when the application for a permit is made.

F. USES NOT ITEMIZED

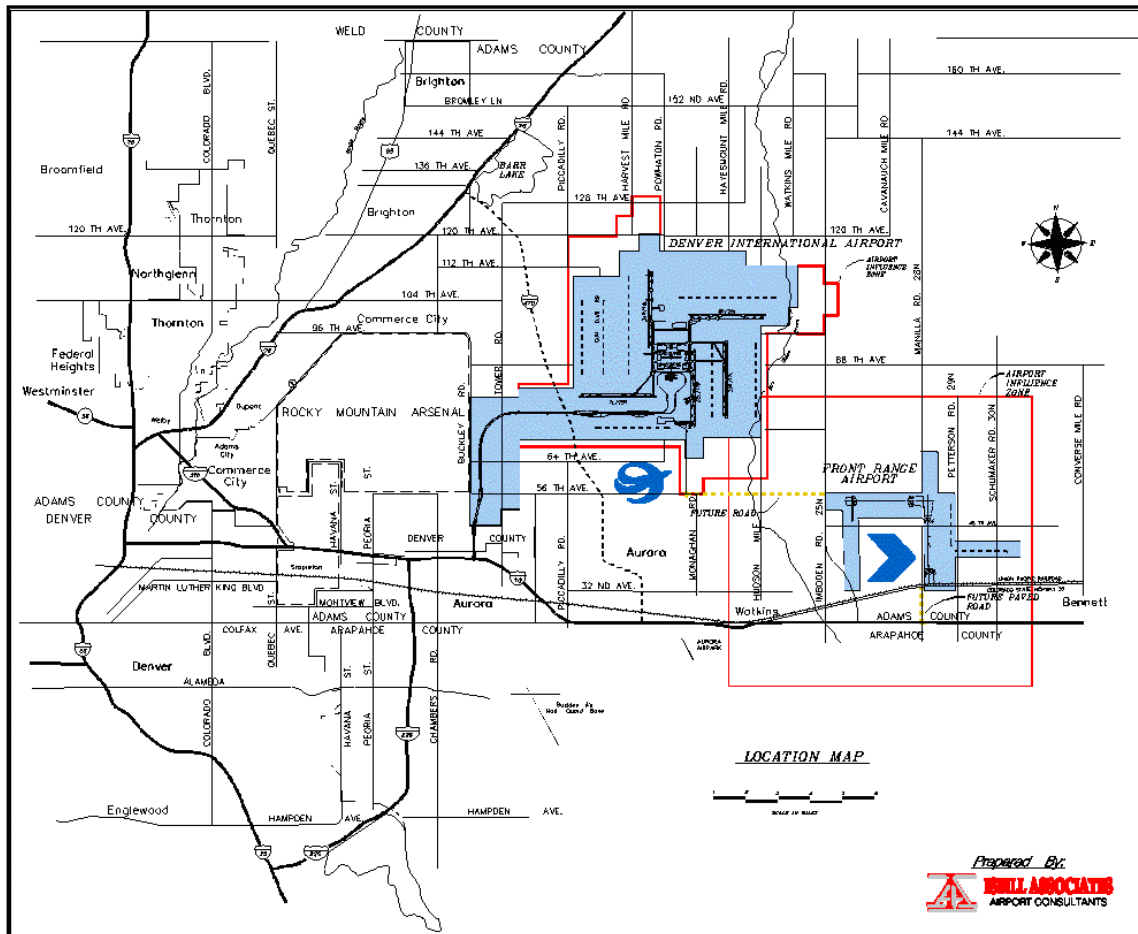
Upon petition or on its own initiative, the Front Range Airport Authority may add to the uses listed for properties at the Airport any other similar use which conforms to the following special conditions:

- a. Such use conforms to the basic characteristics and purposes of the area to which it is to be added;
- b. If there are areas to which the use would be more or equally as appropriate, such use shall also be added to those areas.

G. USES WITHIN 65 LDN CONTOUR

Any facility proposed for development within the 65 Ldn contour must be reviewed and approved by the Authority.

LEASE AREA LAND USE
FOR
LOCATION & EXTENT



OCTOBER, 1999

AIRPORT LAYOUT

Map available at Airport

MODULE #3

Map Available to Airport

CHAPTER V - DESIGN CRITERIA

It is the objective of the Authority to set forth minimum standards of design criteria for development and construction of improvements on Airport properties not otherwise addressed by supplemental regulations contained herein. To that end, the Authority recommends adherence to the following guidelines so far as can be reasonably achieved in order to ensure development of consistently high quality and

to protect and enhance the investment of those locating at the Airport. Without exception, design of any structure within the Airport properties shall conform with requirements contained in the Uniform Building Code, the edition of which is currently adopted by Adams County, and the Uniform Fire Code, the edition of which is currently adopted by the Bennett Fire Department.

A. GOALS

The following goals form the basis for these Regulations:

1. Economic - Protection of property values and enhancement of investment;
2. Environmental - Protection to minimize adverse impacts on the natural environment;
3. Function - Maintenance of acceptable planning and engineering standards of facilities and sites, yet flexible to respond to changes in market demand;
4. Visual - Maintenance of variety, interest, and a high standard of architectural and landscape design.

B. APPLICATION

The criteria set forth in this chapter shall apply to all properties located within the Airport boundaries and are in addition to any other jurisdictional requirements including but not limited to Adams County Building Codes, Federal Aviation Administration Regulations, and the provisions of these Regulations.

C. VARIANCE

The Authority may approve a variance to any provision of these Regulations in its sole and absolute discretion except any variance that would apply to public improvements to be maintained by Adams County.

D. GENERAL DESIGN REQUIREMENTS

1. Codes

All construction, alteration, moving, demolition, repair, and use of any building, or structure within a lot will be subject to the provisions of the appropriate Adams County Building Code and any other applicable code or ordinance.

2. Site Grading and Drainage

In order to establish compatible grading, and drainage relationships between buildings, parking, and adjacent properties and to control drainage and erosion:

- a. A site plan indicating proposed grading, and drainage must be approved by the Authority before any construction is initiated.
- b. Any grades, berms, channels, and swales should be an integral part of the grading and paved surface design.
- c. Paved area grades shall not exceed two percent slope and shall not be less than one-half of one percent slope.
- d. Drainage facilities and structures shall be designed to accommodate all storm water generated by the lot for a minimum five-year event.

3. Erosion Prevention During Construction

Permanent and temporary erosion control measures for each parcel governed by this document will be, designed, constructed and maintained in conformance with the latest addition of the Adams County Storm Drainage Design and Technical Criteria and Front Range Airport Stormwater Management Plan.

The requirements for erosion and sediment control contained in the Adams County Storm Drainage Design and Technical Criteria are included by reference.

In order to prevent loss of soil by water and wind erosion and to prevent dust nuisance to adjacent development:

- a. Practical combinations of the following technical principles should be used to provide effective erosion control.
 - (1) Expose smallest practical area of cleared land during construction.
 - (2) Provisions should be made to effectively accommodate the increased runoff caused by changed soil and surface conditions during, and after development or construction.
 - (3) The permanent surfacing and landscaping should be installed as soon as practicable during construction activities and before final Certificate of Occupancy of that site.
 - (4) Temporary mulching should be used for imported fill subject to erosion during, construction projects. Hay bales are to be used where sediment can run onto movement areas.
 - (5) Water down at frequent intervals all areas creating, excessive dust.

4. Lot Aesthetics

In order to create a compatible and continuous relationship between site landscape areas and the adjacent lots; to maintain a pleasant appearance in all areas not covered by building or parking; and to enhance the existing, character of the lot:

- a. A landscape and irrigation layout covering, the area not occupied by building structures or pavement must be submitted to the Authority.
- b. Landscaping in accordance with the plans submitted must be installed before occupancy of the building. If seasonal conditions do not permit planting, interim erosion control must be approved by the Authority in writing.
- c. Plant materials must be approved by the Authority.
- d. All parking areas which front on a street should be screened by a landscaped berm of a maximum height of three feet as measured from the adjacent parking lot surface. Berm slopes must not exceed 2:1 with a three foot (3') wide flat crown.
- e. Landscaping within the public right of way shall conform to Adams County Streetscape Guidelines.

5. Aircraft Accesses (Aviation lease Area Parcels Only)

In order to allow for the efficient and safe operation of aircraft and to minimize conflicts of pedestrians and automobiles with aircraft operations:

- a. A forty (40) foot frontage apron minimum shall be required between the edge of the access taxiway and exterior wall of the hangar door.
- b. Where two hangars access a common taxiway, a forty (40) foot access taxiway shall be required between the two frontage aprons, edge to edge. Where a common access taxiway is possible, the Lessee will be required to provide (construct and lease) one-half of said access taxiway.
- c. Minimum setbacks from Side Lot Line to Utility Transformer or Meter shall be:

- (1) No apron - ten (10) feet.
- (2) With apron - forty (40) feet.

d. No direct automobile or pedestrian access will be permitted to the apron or taxiway.

6. Buffers and Fences

In order to provide security and a visual buffer of unsightly areas such as storage and parking, areas:

- a. No fence or wall of any kind shall be constructed unless specifically approved by the Authority in writing.
- b. Objects such as water towers, storage tanks, processing equipment, cooling towers, communications towers, vents, and any other structures or equipment shall be architecturally compatible or effectively shielded from view from any street and shall be, approved, in writing, by the Authority before construction or erection of said structures or equipment.
- c. Screening fences and buffer areas shall be of a height at least equal to that of the material or equipment being stored.

7. Loading, and Service

In order to provide a functional and aesthetically pleasing method of handling loading and service areas and vehicles:

- a. All loading and unloading of vehicles should be conducted on each lot.
- b. Loading areas, loading docks, parking areas and service areas should be planned so that one use does not interfere with another.
- c. No loading, docks or service areas shall be visible from the street. Use of a landscaped buffer is recommended.

8. Pedestrian Circulation

In order to allow for safe and convenient movement of pedestrians throughout the lot and improvements:

- a. Sidewalk - four (4) foot minimum width.
- b. Provide convenient pedestrian access from all parking areas to building entrances.

9. Exterior Lighting

In order to create a functional, pleasing, and coordinated relationship of lighting, signs, and plant material for aesthetics, security, and safety:

- a. A lighting plan describing the exterior illumination layout and fixture selection must be approved by the Airport Planning Department in writing prior to construction.
- b. Lights shall not be placed to cause glare or excessive light-spillage on neighboring sites.
- c. All parking lot and driveway lighting should provide relatively uniform illumination. Accent illumination is recommended at key points such as entrances, exits, loading zones, and drives.
- d. Concealed light sources are recommended.

- e. Security light sources shall be kept in operation all night.
- f. All exterior lighting shall be high pressure sodium fixtures.
- g. All exterior lighting fixtures shall direct light rays downward.
- h. Exterior lighting, fixtures must be approved by the Authority.

10. Storage Areas

In order to shield stored materials from public view:

- a. No articles, goods, materials, machinery, equipment, plants, animals or similar items should be stored or kept in the open, or exposed to public view, within the area between building setback line and line along the street.
- b. No outside storage or operations (other than aircraft related) of any kind shall be permitted on any lot, unless such activity is visually screened from the street in a manner approved by the Authority. No outside storage shall extend above the top of such screening.
- c. Any article, good, or material to be stored other than in an enclosed, covered building shall be enclosed either with an architectural screen fence at least six feet in height or landscaped planting or both as directed and approved by the Authority.
- d. No storage shed or peripheral buildings other than the main building on each lot shall be permitted except during, construction or as may be approved for special use.

11. Maintenance

In accordance with the Lease Agreement and in order to ensure that all facilities are maintained in a neat and orderly manner:

- a. Each Lessee shall maintain its buildings, landscaping, drives, parking lots, or other improvements located upon the lot in good and sufficient repair and shall keep such premises painted, lawns cut, shrubbery trimmed, windows glazed, and otherwise maintain the lot and improvements in an aesthetically pleasing and first-class manner.
- b. Any improvements, planting, driveway, or parking lot service which are damaged by the elements, by vehicles, fire, or any other cause shall be repaired as promptly as the extent of damage will permit.
- c. Buildings which are vacant for any reason shall be kept locked; windows shall be glazed in order to prevent entrance by vandals, and maintenance shall continue as if occupied.
- d. Grounds shall be maintained in a safe, clean, and neat condition free of rubbish and weeds. Lawns shall be kept in a mowed condition. Roads and pavements shall be kept true to line and grade and in good repair. Drainage gutters or basins shall be kept clean and free of any obstacles. Fences shall be maintained in good condition. Damage to plantings created by vandalism, automobile, or acts of nature shall be corrected within 30 days. Undeveloped areas for future use or expansion shall be maintained in a ground cover specified in the planting list and trimmed and mowed only as necessary to ensure a neat appearance. Irrigation of undeveloped areas is not required.

E. BUILDINGS

- 1. Buildings are limited to a height of 50 feet, unless restricted by location to a height lower than 50 feet, not including rooftop mechanical units, which shall be screened from view.

2. No building may penetrate any surface as defined in F.A.R. Part 77.
3. Exterior building, materials must be compatible with adjacent buildings, and shall not affect aircraft operations. As a general rule, reflective glass and other materials will not be approved.
4. All exterior storage and service areas shall be screened by landscaping or architectural fencing. All trash shall be kept in enclosed, covered containers and screened from view.
5. No mobile home, temporary office, or storage shed shall be installed or maintained on a lot without specific written approval from the Authority for a specified period of time.
6. No building, or any use of a building, will be permitted on any lot that adversely affects any other lot, the Airport, or violates any law of the United States, the State of Colorado or any minimum standards set forth by the Airport.
7. Exterior lighting should be uniform, with accent illumination at entrances, exits, loading, zones, etc., and direct light rays downward.

F. SETBACKS

In order to provide sufficient space between buildings to ensure adequate light and privacy for Lessee and to allow for functional uses and landscaping and to provide adequate space between buildings and streets to ensure privacy and sound control for Lessee and create an acceptable setting:

1. Minimum Building Setback Requirements from:
 - a. Street right-of-way: 30 feet minimum or other setbacks determined by utility easements.
 - b. Side Lot Line: 25 feet, or as specified by Fire Code and/or Adams County Building Code
 - c. Structures located on the south side of streets or highways may be required to provide additional building setbacks, depending on structure height, to allow necessary snow and ice melt from adjacent streets and sidewalks.
2. Parking Area Setback Requirements from:
 - a. Street right-of-way: 10 feet landscaped and bermed as required.
 - b. Side Lot Line: 5 feet.
 - c. Buildings: 5 feet sidewalk or landscaped area.
3. The entire parking setback area adjacent to any street shall be landscaped except that portion used for pedestrian access and access driveways.
 - a. Street right-of-way to building - 30 feet
 - b. Street right-of-way to Parking Area - 10 feet Use of a screening berm-1 is recommended, where possible.
 - c. Side Lot Line to Building - 25 feet, or as required by Fire Code.
4. Side Lot Line to Parking Area - 5 feet
(not applicable if adjacent lots have a contiguous parking area)
5. Street right-of-way to Utility Transformer or Meter - 5 feet
6. Side Lot Line to Utility Transformer or Meter
 - a. No apron - 10 feet
 - b. With apron - 40 feet

G. PARKING

In order to allow for safe and convenient movement of motor vehicles and to provide as much as practical for landscaping within parking areas to soften visual impact, Parking will be permitted only in paved designated parking areas, unless otherwise approved in writing by the Authority, and will be constructed to meet the following criteria:

1. Number of Parking Stalls: Shall be as required to park the automobiles of all users of any Building and consistent with requirements set forth by the Airport's Minimum Standards and these Regulations. Minimum number of parking spaces shall be, calculated as follows unless additional spaces are deemed necessary by the Authority in order to accommodate an intended use:

**GUIDELINES FOR OFF-STREET PARKING
BY LAND USE AND EQUIVALENCY UNIT**

LAND USE	EQUIVALENCY UNIT	RECOMMENDED SPACES
Arcade, Game-room	300 square feet of gross floor area	1
Automobile Service or Repair	200 square feet of gross floor area	1
Bar, Tavern, Nightclub	100 square feet of gross floor area	1
Barber shop/Beauty Salon	Chair or Station	1.5
Bowling Alley/Pool Hall	Lane, Table	4, 2
Car Wash	Bay or Stall	1
Day Care Center	400 square feet of gross floor area	1
Golf Course	Hole	4
Golf Driving Range	Tee	1
Health Club	150 square feet of gross floor area	1

**GUIDELINES FOR OFF-STREET PARKING
BY LAND USE AND EQUIVALENCY UNIT**

LAND USE	EQUIVALENCY UNIT	RECOMMENDED SPACES
Hangar – Commercial	330 square feet of gross floor area	1
Hangar – Non Commercial	1,000 square feet of gross floor area	1
Hotels and Motels	Room & Employee	1 + 0.50
Lumber yard, Nursery	600 square feet of gross floor area plus 1,000 square feet of outdoor area devoted to display/storage	1 plus 1
Manufacturing	750 square feet of gross floor area	1
Medical & Dental Offices	1,000 square feet of gross floor area	4
Miniature Golf	Hole	1
Office, Banks, Business and Professional Services	330 square feet of gross floor area	1
Race Track	4 seats	1
Restaurants	Seats	0.33
Retail, general (i.e., department store, market, etc.), Convenience, -Goods, Personal Service & Repair	300 square feet of gross floor area	1
Retail, Furniture, Appliance or Building Supply	600 square feet of gross floor area	1
Shooting Range	Firing Line Position	1
Skating Rink	150 square feet of gross floor area	1
Tennis, Handball, Court Racquetball or Volleyball Facility	Court	3

Veterinary Clinics	200 square feet of gross floor area	1
Warehouse	1,000 square feet of gross floor area	1

2. Minimum Parking Stall Dimensions: (See Table Below).

MINIMUM PARKING STALL DIMENSIONS

PARKING ANGLE	STALL WIDTH	STALL LENGTH	AISLE WIDTH
90°	full-size Auto - 9'-0" Compact Auto - 8'-0"	Full-Size Auto - 19'-0" Compact Auto - 17'-0"	25'-0" (2 way)
Parallel	Full-Size Auto - 15'-0" Compact Auto - 14'-0"	Full-Size Auto - 23'-0" Compact Auto - 21'-0"	29'-0" (2 way)
45°	Full-Size Auto - 9'-0" Compact Auto - 8'-0"	full-size-Size Auto - 20'-0" Compact Auto - 18'-0"	16'-0" (1 way)
60°	Full-Size Auto - 9'-0" Compact Auto - 8'-0"	Full-Size Auto - 22'-0" Compact Auto - 20'-0"	15'-0" (1 way)
Handicap Stall w/ramp	12'-0'	18'-0"	25'-0" (2 way)

The stall width shall be measured perpendicular to the direction of the stall and the stall length measured perpendicular to the direction of the aisle. Where there is a common driveway aisle, the Lessee will be required to lease and construct one-half of the aisle.

3. Parking Ratios:

- a. Ratio of full-size spaces to compact car spaces = 60% full size and 40% compact.
- b. Handicapped parking spaces shall be provided as follows:

<u>Number of Parking Spaces Provided</u>	<u>Number of Handicapped Spaces Required</u>
1 - 24	0
25 - 74	1
75 - 99	2
100 - 199	3
200 - 299	4
300 - 399	5
400 and above	6 plus 1 for each 200 additional parking spaces provided.

Each handicapped space shall be designated by a sign showing the international disabled symbol of a wheelchair. Each sign shall be no smaller than one foot by one foot and shall be located at the end of the space at a height no greater than four feet. The sign may either be wall mounted or freestanding. Handicapped spaces shall be located so as to provide convenient access to a primary accessible building entrance unobstructed by curbs or other obstacles to wheelchairs.

- 4. Lessee shall be responsible for compliance by its respective employees and visitors.
- 5. Parking will neither be permitted on any street nor parking setback areas.
- 6. All parking shall be visually screened as much as practicable from roadways by appropriate landscaping. All parking areas which are situated along the Street should be screened by a landscaped berm with a maximum height of three feet measured from the adjacent parking surface area. Retaining walls should be used on the

parking area side of the berms where berms are less than 15 feet in width. Berm slopes must not exceed 2:1 with a three foot wide flat crown.

7. Landscaping islands should be provided at intervals of ten (10) parking spaces.
8. A poured-in-place concrete curb shall be provided at the perimeter of planted areas within parking lots to prevent vehicular intrusion. Curbs should be continuous.
9. An access driveway (20 feet wide minimum) shall be provided and maintained between each automobile parking area and the street and between parking areas.
10. All parking spaces must be designated by painted lines or other approved methods.

H. UTILITIES

All utility improvements shall conform to the appropriate agency requirements. Lessee shall provide space for required utility easements, and prepare appropriate grantor documents for Authority signature. The Lessee is responsible for the maintenance of all utility lines to their facility, and for keeping all shutoffs accessible for immediate use.

1. In order to provide for the construction and maintenance of necessary utilities serving, developed areas, Lessee shall:
 - a. Provide utility easements as required.
 - b. Install all utility lines underground. No pipe, conduit, cable, line for water, gas, sewage, drainage, steam, electricity, or any other energy or service shall be installed or maintained upon any lot (outside of any building) above the surface of the ground, except for hoses, movable pipes used for irrigation or other purposes during construction, or transformers.
 - c. Co-locate transformers with utility meters where possible and screen with vegetation.
 - d. A water meter shall be installed by Lessee for each Lessee at Lessee's expense.

I. LANDSCAPING

The non-building area of a lot that is not paved shall be landscaped according to a landscaping plan approved by the Authority in writing. The Lessee is responsible for landscape maintenance.

J. SIDEWALKS

Sidewalks will be installed as shown on the approved final plan submittal, and may be either attached or detached. Minimum sidewalk width is five feet.

K. SIGNAGE

These criteria are provided in order to provide suitable graphics for business identification; communicate information in a straightforward and aesthetically pleasing manner; and establish a compatible relationship between sign structures and the natural environment and the overall design character of a lot. The signage portion of these Guidelines is intended to achieve a compatible balance of good taste, adequate business identification, uniformity, and individual image, while at the same time improving the safety and efficiency of vehicular traffic. Only the general parameters are addressed. All signage must be specifically approved by the Authority, either in conjunction with the Development Plan, or as the result of an individual request.

1. General

- a. All existing signs are considered approved if they met the requirements of the guidelines in effect at the time of construction.
- b. The Airport Directory Sign will be designed and constructed by the Authority.
- c. Streetside identification signs shall be an approximate 4:1 horizontal rectangle and not exceed 6.5 square feet. Minimum setback from back of the curb is three feet, and the top of the sign shall not exceed six feet from the top of the curb.
- d. No signs shall exceed 50 square feet per face for around signs and 200 square feet in area for wall identification.
- e. No signs shall be located closer than three feet to any lot line.
- f. Wall signs shall not comprise more than five percent of the area of the elevation upon which the sign is located. Wall signs shall be fixture signs; signs painted directly on the surface of the wall or projecting more than 12 inches shall not be permitted.
- g. No more than three directional signs, (or as approved by the Authority in cases of large lots) will be permitted on any lot at any one time. Directional signs can be used to give directions to traffic or pedestrians or give special instructions.
- h. Identification signs are restricted to advertising only the Lessee located on the lot.

2. Business Signs

- a. Fixed Base Operators (FBOs), by virtue of their airside activity, will be allowed to advertise the brand of fuel product they sell, as well as their business name. These signs may be double faced. Existing, airside signs are approved as constructed. FBOs shall request in writing any changes or revisions to the airside signs, and the Authority will review and approve on an individual basis. The Authority will strive to promote equity, while at the same time maintain the integrity of the sign code.
- b. Individual businesses other than FBOs who deal primarily with transient aircraft and/or infrequent visitors to the Airport may have an identification sign on the sides of their buildings, or a freestanding sign located in the landscaped areas between the aircraft/auto parking, and the building. Freestanding signs will not exceed 4'x8', with the top of sign no higher than six feet from the ground. Logotype signs will not exceed 32 square feet. Individual letters of name only signs will not exceed two feet in height. Signs may be lit either internally or by external lights, but in no case will they interfere with aircraft operation and/or control.
- c. Entire buildings may have an identification sign located in the landscaped area between the parking area and the building. These signs shall not exceed 4' x 8' (6' x 8' with base) nor be more than six feet high. Decorative logos may also be included in the entrance way decor.
- d. Lessees who utilize an entrance other than the main entrance to a building may have a business identification sign, not to exceed six square feet either on or adjacent to their entrance door.
- e. Lessees who have an entire, office/hangar within a building- may have a business identification sign either on the door, adjacent to the door in the entranceway, the closest window, or on the wall between the window and the entranceway. The specific shape and size of the sign will be determined at the time of individual request, but in no case will the sign exceed 12 square feet or extend higher than the entrance door. Only the sign on the wall may be lighted internally Indirect lighting, may also be used.

3. Building Directory Sign

Building Directory Signs shall be located inside the entrance door. The menu board style directory is recommended, but the specific style is left to the discretion of the building, owner.

4. Parking- Signs

Directional signs to parking, areas will be in accordance with the Airport's Minimum Standards and consistent with these Regulations. Individual, visitor and handicap spaces may be identified by a standard sign, with the top not to exceed four feet above ground. Wherever possible, No Parking Zones should be denoted by a yellow painted curb.

5. Address Signs

All individual addressees may have street numbers (and street name) in the close proximity of the main entrance. Numbers should contrast with the background and be four to seven inches high.

6. Emergency Signs

Signage for emergency service vehicles and facilities will be determined by the Authority, and reviewed by the Bennett Fire Protection District.

7. Temporary Signage

Temporary signage may be approved by the Authority in specific cases. Applicants shall request such signage in writing and provide a sketch of the sign, location map and desired time frame. All Authority approvals will be in writing.

8. Project Identification Signs

Project identification signs may be installed during- construction, and up to 30 days following- issuance of the certificate of occupancy. Signage is limited to the side of the construction office plus one freestanding sign not to exceed 4'x8' and maximum of six feet high. Signs may include leasing, information, except for prices.

9. Miscellaneous Signs

Miscellaneous signage not included in these guidelines shall be approved by the Authority on an individual basis in writing.

10. Vacated Property

Signs pertaining- to activities or occupants no longer using the property are to be removed within 30 days of vacating the property. After that time, the Authority may remove the sign.

11. Prohibited Signs

The following- signs are specifically prohibited:

- a. Neon signage, either on building walls, in windows, or located inside the building- so that it can be seen from the street.
- b. Moving- or flashing- signs or lights.
- c. Rooftop signs.

- d. Electronic message boards used for advertising-
- e. Any sign not considered by the Authority to be in good taste.

- f. Any sign advertising a product (except FBO fuel), services, job openings, lease space, etc.

CHAPTER VI - PROCEDURAL GUIDELINES FOR APPLICANTS

A. PURPOSE

These Guidelines and procedures are set forth to provide information to those seeking, to develop leased parcels on Airport properties as well as define the requirements necessary to complete the application and approval process. Applicants must direct all submittals to the Front Range Airport Authority Board for consideration, review, modification (if any) and approval.

B. PROCEDURAL GUIDELINES

Step 1 Pre-Submittal Meeting (Required)

Applicants are required to schedule a pre-submittal meeting with the Director of Aviation and Planning Staff. This meeting gives the applicant an opportunity to present his/her idea and to discuss available parcels and their designated land use. This also gives the applicant valuable general comments on the feasibility of the idea and an opportunity to identify any potential problems associated with it. The applicant will then be directed to contact all utilities pertaining to the proposed development parcel to obtain written assurances that the provider has the ability to serve the entire development or that the parcel is included in the service district boundaries. A Land Development Application and copy of the *Development Policy and Application Procedures* will be given to the applicant at this point.

Step 2 Concept Plan

Following pre-submittal discussions, Applicant will submit a completed Development Application together with the appropriate application fee(s) and Concept Plan to the Airport. Applicants must contact the Airport for current fee schedules. The following items will be required prior to any consideration of the Concept Plan by the Airport Staff.

- a. Written narrative describing the proposed development to include:
 - (1) Proposed use;
 - (2) Number of structures;
 - (3) Type of structure(s), approximate size(s) of unit(s), and approximate maximum height of building(s) in feet;
 - (4) Largest aircraft to be accommodated
 - (5) How vehicles will access development and accommodations for parking;
 - (6) Amount and function of proposed open space, whether public or private, and;
 - (7) Scaled drawing showing title or name of the development above the term "Concept Plan";
 - showing the development buildings, aprons, parking lots, and access to taxiways and roadways.

The Director of Aviation will list the Concept Plan on the next Front Range Airport Authority Board's agenda at a scheduled meeting. It is important that eight (8) copies of the Concept Plan are received at least two weeks prior to the date of the scheduled meeting, with the Authority Board so that the Authority staff has sufficient time to review the Concept Plan and address with the applicant any changes which may be necessary prior to

Step 3 placing the proposal on the Authority Board's meeting agenda. The Applicant will proceed to Step 3 with Staff approval of the Concept Plan
Development Plan Drawings

The Applicant will submit 3 sets of each drawing to the Planning Staff:

1. Site Plan
2. Floor Plan w/Elevations
3. Grading, Drainage and Erosion Control Plan

Drawings will be “wet” stamped by a registered engineer and will include the following minimum information:

- (1) Title or name of the development above the term "Site/Floor/Grading Plan";
- (2) Vicinity map, scale, north arrow and date of preparation;
- (3) Location and description of lot;
- (4) Total area of open space;
- (5) Location and proposed use(s) of building areas to include ranges of dimensions and square footage;
- (6) Location and dimensions of required building and landscaping setbacks as described within these Guidelines;
- (7) Parking area(s), verifiable based upon building square footage;
- (8) Designation and classification of any right of way, turning or acceleration and/or deceleration lanes, areas to be vacated, access points, etc. that is required;
- (9) Topographic map depicting existing and proposed contours;
- (10) Utilities drawing depicting existing and proposed locations;
- (11) Internal site circulation and designation of public and private streets;
- (12) Proposed timetable for development plan.

c. Letters from appropriate utilities, (i.e., water and sewer providers, fire district). As discussed in Step 2 above.

Applicant will receive a written response from the Planning Staff.

Step 4 Requirements of the Federal Aviation Administration:

Since any planned development at Front Range Airport is on property purchased in part with a Federal grant, the Airport must notify the FAA regarding any such planned development. FAA Form 7460-1 is the official notification to the FAA of the proposed construction or alteration and will be submitted by the Airport, however, the applicant is required to submit the necessary information for the 7460-1 to the Airport Planning Staff. FAA approval evidenced by a “Airspace Case No.” is a requirement of Step 5.

Step 5 Presentation of Development Plan to Front Range Airport Authority Board - Public Hearing

The function of the Development Plan is to define the proposed land use and its location, maximum height of structure(s), minimum building setbacks and signage criteria. The Development Plan also proposes and approves the function, right(s)-of-way, and widths of roads within and adjacent to the project area. This outlines the plan and the location, type and extent of access onto County roads and the necessary traffic controls for the development's access points.

Concurrent with consideration of the Development Plan, the applicant must enter into a Lease Agreement with the Front Range Airport Authority for the proposed development parcel(s). Under no circumstances shall construction occur prior to entering, into an approved Lease Agreement.

The applicant or his/her designated representative will be required to attend the scheduled meeting of the Authority Board to present the Development Plan.

The Development Plan process is the vehicle which grants any final approval or rights to items discussed in this Chapter. **Completed Development Plan submittal packets must be received a minimum of 45 days prior to the Authority's Board meeting where the applicant's proposal will be heard.**

- a. To be considered complete and to be accepted by the Front Range Airport Authority, the Development Plan submittal must include all of the items listed below requests for required items listed herein. The Authority will not accept incomplete submittals. All of the items should be organized into 8 individual packets in order to facilitate the process of forwarding the application to the appropriate referral agencies.
- (1) Letter of Intent: 8 copies. This letter fully describes the request, anticipated construction schedules and/or phasing, plans, and history of the parcel or project. This letter shall cite specific details of all aspects of the parcel's development, both past and future.
 - (2) Letter from Water and Sewer Providers: Based upon written notification to the provider(s) from the applicant of his/her intent to develop a parcel which includes an estimated total number of gallons per day of water requirements and an estimated number of gallons per day of sewage to be treated both based upon total building square footage and use, letter(s) from the proposed water and/or sewer providers shall include:
 - (a) proof that the provider has the ability to serve the full development according to requirements outlined by the applicant, or
 - (b) proof of inclusion in the service district boundaries.

In the case of a proposal for utilization of individual septic tanks, the Letter of Intent- should clearly state that a septic system is proposed. The Authority will refer the entire submittal to the, State Division of Water Resources and/or Tri-County Health for their opinion on the adequacy of the proposal. The State Health Department may be notified if so determined by the Authority.

- (3) Letter from Fire District: 8 copies. This letter states the impacts to the district caused by the development and the district's capabilities of servicing, the development.
 - (4) Phase III Drainage Report: 8 copies. The Phase III Drainage Report covers the site area only, and shows the impact to regional facilities. For guidance in preparing the report, consult the Adams County Storm Drainage Design and Technical Criteria manual, available in the County Planning and/or Engineering Offices.
- NOTE:** Please note that all parcels located within areas served by an airport regional detention pond will be subject to a pro rata fee for construction and maintenance of the detention facility.
- (5) Folded Prints of Development Plan: 8 copies. See "Plan Map Requirements" below. Prints shall be folded so as to fit into a 9" x 12" envelope.
 - (6) Folded Construction Drawings: 3 copies. See "Construction Drawing Requirements" below Prints shall be folded so as to fit into a 9' x 12" envelope.
 - (7) Fees: Checks should be made payable to the Front Range Airport Authority for the total amount of required fees for the Development Plan Application fee and Water & Sewer Fees. Contact the Authority for current fee schedules.
 - (8) Statement of Financial Condition of the applicant, dated within 30 days of application (may be marked "CONFIDENTIAL"): 8 copies.

- (9) Resume(s) of the principal(s) and key employees of applicant to include directors and officers, if a corporation: 8 copies.
- (10) A minimum of three references (preferably airport references): 8 copies each.
- b. Plan Map Requirements: 8 copies of each. The Development Plans shall be prepared on 24" x 36" blueline and shall contain the following completed drawings:
- (1) Cover - Project name, date of the drawing appropriate scale.
 - (2) Site Plan: Building outline, setbacks, parking areas and ratios, curb cuts, land and building use with square footage, distances between structures, maximum building heights, existing and proposed right(s)-of-way widths for all existing/proposed internal and external roadways, existing and proposed public and/or private roadways and their conceptual points of access to adjacent and/or external roadways, unobstructed open space,-and utility locations.
 - (3) Landscape Plan: Location, maximum dimensions and detailed descriptions of fences, walls, planters, screens, building or other materials used, plant materials and any other landscaping features as well as grassed areas (include type), planting schedule, lighting, and signage, proposed criteria for signage types, locations and maximum dimensions, if known, of all proposed signs, building finish.
 - (4) Grading Plan: Existing contours (dashed) to one hundred feet (100') outside property line; proposed contours (solid) tied to existing; finish floor elevations; building heights, drainage and storm detention facilities.
 - (5) Erosion Control Plan: Must be in accordance with the Adams County Drainage Design and Technical Criteria
 - (6) Signage Plan: Including, size, color, materials, and construction details.
 - (7) Elevations: Referenced to Airport benchmark, and lot corners located by the Airport station and offset.
 - (8) Owner(s) of Record signature block.
 - (9) Signature Block for Authority Chairman.

NOTE: Structures located on the south side of streets or highways may be required to provide additional building setbacks, depending on structure height, to allow necessary snow and ice melt from adjacent streets and sidewalks.

- c. Construction Drawing Requirements: The final construction drawings shall be prepared on 24" x 36" blueline. All plans will be subject to review by the following agencies:
- Adams County Building Department
 - Adams County Planning Department
 - Tri County Health
 - Front Range Airport Planning Department (to be reviewed by the Bennett Fire Department)

The Authority may impose any condition or requirement deemed necessary to protect the health, safety, and welfare of the public; to prevent a nuisance or hazard to property; and to ensure proper completion of the project. The Authority shall approve, with or without conditions, approve contingent upon minor revision(s), deny the application, or defer action on the application to a future meeting pending completion of major revision(s) required for approval of the Development Plan.

- d. Following, approval of the Development Plan and prior to application to Adams County for any building permit, the applicant shall deliver to the Authority:
 - (1) One set of final construction drawings, signed by a registered architect or professional engineer; and;
 - (2) Payment of Improvement Construction Fee, if applicable, within 30 days of Development Plan approval.

Step 6 Construction

- a. Submit , construction drawings and to the Front Range Planning Department for review and approval.
- b. Submit application, construction drawings and signed plan map set to the Adams County Building Department for building permit review and approval.
- c. Prior to the start of construction, the Airport Staff will arrange a pre-construction meeting with the applicant and contractor to review Airport safety requirements, operational restrictions, and coordination procedures.
- d. Applicant shall submit as-built drawings of all improvements, including underground utilities either constructed or found in place. Vertical and horizontal locations shall be referenced to the Airport benchmark and station/offset system. The as-built drawings are to be signed by a Colorado Registered Professional Engineer or Registered Land Surveyor. As-built drawings are not required if project is completed according to original Development Plan Drawings.

LAND DEVELOPMENT APPLICATION

Available at Airport

**NOTICE OF PROPOSED CONSTRUCTION
FAA FORM 7460-1**

Available at Airport

ADAMS COUNTY COMPREHENSIVE PLAN

Map Available at Airport

CHECKLIST FOR APPLICANTS

Site _____

Name _____

Start Date _____

Estimated Completion Date _____

1. Pre-Submittal Meeting

- Schedule Pre-Submittal Meeting to discuss proposed development idea with Authority Staff
- Contact utilities to obtain written assurances on provider service availability
- Obtain Land Development Application.

2. Concept Plan

- Schedule Concept Plan Meeting with Planning Staff.
- Submit completed Land Development Application and pay appropriate fee(s).
- Submit eight (8) copies of Concept Plan not later than two (2) weeks prior to the date of the scheduled meeting with Authority Board to include following:
 - Written narrative describing the proposed development to include:
 - Proposed Use
 - Number of structures, gross and net density
 - Type of structures(s), approximate size(s) of units(s), and approximate maximum height of building(s) in feet
 - Amount and function of proposed open space, whether public or private

3. Development Plan drawings to include:

- Title or name of the development plan
- Vicinity map, scale, north arrow and date of preparation
- Location and legal description of lot
- Total area of open space
- Location and proposed use(s) of building areas to include ranges of dimensions and square footage
- Location and dimensions of required building and landscaping setbacks as described within these Regulations
- Parking area(s), verifiable based upon building, square footage
- Designation and classification of any right of way, turning or acceleration and/or deceleration lanes, areas to be vacated, access points, etc. that are required
- Topographic map depicting existing and proposed contours
- Utilities drawing depicting existing and proposed locations
- Internal site circulation and designation of public and private streets
- Proposed timetable for development plan
- Letters from water and sewer providers and fire district.

4. Requirements of the Federal Aviation Administration

- FAA Form 7460-1

5. Presentation of Development Plan to Front Range Airport Authority

- Schedule placement on Authority Board Agenda (Public Hearing.)
- Enter into Lease Agreement with Authority
- Submit eight (8) copies of Development Plan not later than 45 days prior to the date of the scheduled meeting with the Authority Board to include following:
 - Letter of Intent
 - Letters from Water and Sewer Providers
 - Letter from Fire District
 - Phase III Drainage Report
 - Folded Plan Maps (8 copies folded so as to fit into a 9" x 12" envelope) of Development Plan in accordance with criteria set forth in Chapter VI of these Regulations to include:
 - Cover
 - Site Plan
 - Landscape Plan (includes exterior lighting, signage, building finishes)
 - Grading, and Erosion Control Plan
 - Signage Plan
 - Elevations and Lot Corners
 - Owner(s) of Record Signature Block
 - Signature Block for Authority Chairman
 - Construction Drawings (3 copies only)
 - Pay Fees
 - Current Statement of Financial Condition of Applicant (may be marked "CONFIDENTIAL")
 - Resume(s) of the Principal(s) and Key Employees of Applicant to include directors and officers, if a corporation
 - A minimum of three references
 - Lease Agreement (4 copies)
 - Completed FAA Form 7460-1, "Notice of Proposed Construction or Alteration", if applicable (1 copy only) and "Finding" by FAA

6. Construction

- Obtain Building Permit from Adams County with Airport Approval
- Schedule Pre-Construction Meeting with Airport Staff and Contractor to review Airport safety requirements, operational restrictions, and coordination procedures
- As-built drawings as required
- Schedule walk-through and final approval by Airport Staff

APPLICATION FEE

CONCEPT PLAN APPLICATION FEE.....	\$ 100.00
DEVELOPMENT PLAN APPLICATION FEE.....	\$ 500.00