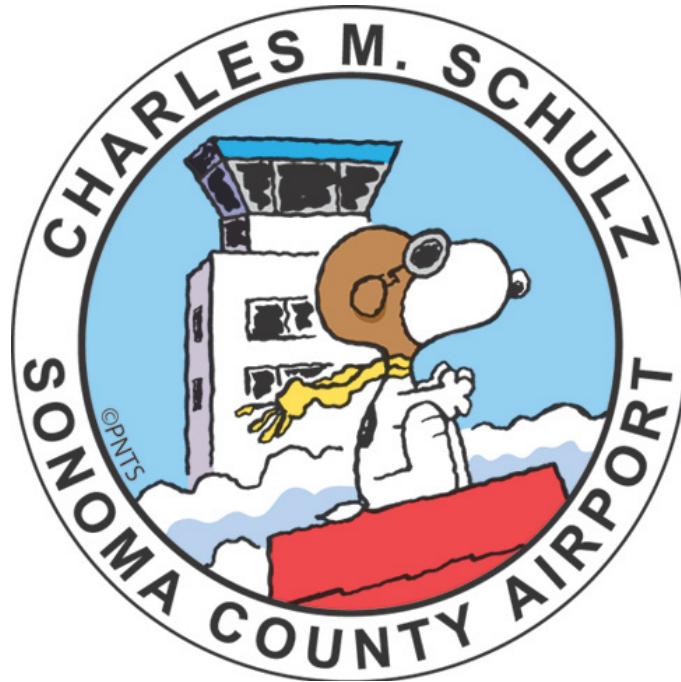


Charles M. Schulz – Sonoma County Airport

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DEVELOPMENT STANDARDS

Adopted by the Board of Supervisors on: November 24, 2014

POLICY AND INTENT OF THESE DEVELOPMENT STANDARDS

Sonoma County, California (“County”), as the proprietor of the Charles M. Schulz - Sonoma County Airport (“Airport”), has adopted these Development Standards in order to establish development requirements that must be met by all persons or entities desiring to construct or make improvements to buildings and facilities at the Airport. These Development Standards apply to proposed new construction, including proposed alterations or improvements to existing buildings or facilities.

The County reserves the right to revise or amend these Development Standards from time to time and to grant variances from specific standards and requirements when a specific clause, section, or provision is not required or would pose an undue hardship because of specific conditions and unique circumstances, as solely determined by the Airport Manager in his/her sole discretion.

These Development Standards do not supersede any requirement in any applicable law or regulation, any provision of the Sonoma County Code, or any provisions of the Airport’s Minimum Standards for Aeronautical Service Providers.

ENERGY MANAGEMENT AND SUSTAINABILITY

The County of Sonoma has taken action to reduce the County's carbon footprint and lessen the County's impact on our environment. All persons and entities using the Charles M. Schulz – Sonoma County Airport are encouraged to practice effective and efficient energy use and to implement sustainability practices to help achieve this goal. For more information please visit the County Energy and Sustainability Division’s web site (www.sonoma-county.org/gs/energy/).

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SECTION 1 - DEFINITIONS

For purpose of these Development Standards, the following definitions shall apply:

ADA. The Americans with Disabilities Act of 1990 that prohibits discrimination against individuals with disabilities in employment, housing, education and access to public services.

Airport. The Charles M. Schulz-Sonoma County Airport.

Airport Manager. The manager of the Charles M. Schulz - Sonoma County Airport or his/her duly authorized representative.

Airfield. The ramp, apron, taxiways, runways and internal areas that separate these areas.

Airport Master Plan. The current adopted Master Plan for the Airport including the current Airport Layout Plan (ALP).

Airport Premises. The entire Airport property including all public roadways, commercial vehicle hold areas, parking lots, terminal building curbside areas and any other areas within Airport control.

Airport Operations Area (“AOA”). An area of the Airport used or intended to be used for landing, takeoff or surface maneuvering of aircraft. Such areas include paved and unpaved surfaces and are intended to be used in addition to its associated runway, taxiway or apron.

Apron (or Ramp). That part of the Airport where aircraft are parked, unloaded or loaded, refueled, or boarded.

CALGreen. The California Green Building Standards Code, which is Part 11 of Title 24 of the California Code of Regulations.

CEQA. The California Environmental Quality Act is a California statute passed in 1970 to institute a statewide policy of environmental protection. CEQA does not directly regulate land uses, but instead requires state and local agencies within California to follow a protocol of analysis and public disclosure of the potential environmental impacts of public and private development projects.

County. The County of Sonoma.

FAA. The Federal Aviation Administration.

Final Plans. Site and/or construction plans and specifications submitted to the Airport Manager and the County's Permit & Resource Management Department ("PRMD") for plan approval and permits.

Landlord. The owner of real estate that is leased to others.

Landside Property and Uses. Property and uses that adjoin, but are not located on, the airfield.

Landscaping. The design and maintenance of land area incorporating sustainable fauna and natural materials to create an aesthetic appeal to the Airport.

LID (Low Impact Development). As it relates to storm water, LID features aim to mimic the hydrologic function of the undeveloped site by capturing, treating and infiltrating storm water as close to the source as possible by using small scale landscape features located throughout the project site. [As of October 1, 2011, the County's SUSMP (Standard Urban Stormwater Mitigation Plan) standards were replaced by LID standards in the County's Phase 1 Permit Area, which includes the entire Airport property.]

LEED. Leadership in Energy and Environmental Design (LEED) is a framework for assessing building performance and achievement of sustainability goals by means of the LEED Green Building Rating Systems. The LEED Rating Systems and the LEED Reference Guide were developed by the US Green Building Council, a private, non-profit trade organization. The Rating Systems comprises a suite of point-based measures that rate a construction project and assign points across major credit categories such as Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, and Indoor Environmental Quality. The varying levels of LEED certification require an application documenting compliance with the requirements of the pertinent elements of the Rating Systems as well as the payment of registration and certification fees.

Minimum Standards. The Charles M. Schulz-Sonoma County Airport's Minimum Standards for Aeronautical Service Providers as currently written and as amended from time to time.

NEPA. The National Environmental Policy Act, a United States federal statute passed the year before CEQA which, similar to CEQA, sets forth a policy of environmental protection, and a protocol by which all federal agencies in their respective jurisdictions make environmental protection part of their decision making process.

Object Free Area (OFA). An area on the ground centered on a runway, taxiway or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.

Part 77. Title 14 of the Code of Federal Regulations (CFR) Part 77, also known as Federal Aviation Regulation (FAR) Part 77, which establishes standards and notification requirements for objects affecting navigable airspace. These standards and requirements enable the FAA to evaluate the effect of proposed construction or alteration on operating procedures, determine the potential hazardous effect of proposed construction or alterations on air navigation, identify mitigation measures to enhance safe air navigation, and chart new man-made or natural objects.

Permanent Construction. Structural or ground facilities constructed with the intent of providing service during the term of the lease agreement, with use of materials and methods of construction that will maintain their appearance and functionality. Trailers, mobile offices, storage sheds and other maintenance structures are not considered as permanent type construction.

Person. Any person, firm, entity, association, organization, partnership, joint venture, business trust, corporation or company.

Preliminary Plans. Plans submitted to the Airport Manager and the County's PRMD for initial approval prior to detailed planning and design. Preliminary plans may include, but are not limited to, site plans, plot plans, building plans and specifications, building elevation and floor plans, exterior lighting plans, landscape plans and sections, and parking plans.

PRMD. The Permit and Resource Management Department of the County of Sonoma.

Screening. Plant materials, berms, fences, walls of wood, masonry or other materials of sufficient height and capability to obscure the view of a particular function or area from the street or land use on adjacent properties.

SUSMP. The Standard Urban Water Mitigation Plan that manages storm water runoff from new development and redevelopment for both quality and quantity and to conserve natural areas of the development site.

Taxilane. The portion of an aircraft parking area used for taxiing or towing aircraft between taxiways and aircraft parking positions.

Taxiway. A path on an airport connecting runways with ramps, hangars, terminals and other facilities.

Tenant. A person, as defined in this article, who holds or possesses real property; commonly an individual or organization who occupies and uses the property of another under a lease, although such an individual or organization is technically a lessee, not a tenant.

TSA. The federal Transportation Safety Administration of the Department of Homeland Security or any successor organization or agency.

SECTION 2 - PURPOSE

Development standards promote consistent site planning, architectural design, and visual appearance of buildings and facilities constructed on the Airport. They insure that new construction is consistent with the Airport Layout Plan, Airport Master Plan, Airport land use planning, in compliance with FAA and TSA regulations and in conformance with building and safety codes applicable for the intended use. It is intended by these standards that new construction be designed and completed in a manner that will enhance both existing and future development on the Airport.

SECTION 3 - GENERAL PROVISIONS

The development of buildings and facilities on the Airport is subject to the following general provisions and to any other applicable jurisdictional requirements including, but not limited to, Zoning Ordinances and Building Codes, of the County of Sonoma.

- 3.1 Consistency with the land use requirements of the Air Transportation Element (ATE) of the Sonoma County General Plan, the Sonoma County Airport Master Plan, and the Airport Layout Plan (ALP), as these planning documents are currently written and as they may be amended from time to time.
- 3.2 Compliance with FAA regulations and Advisory Circulars (AC), as they are currently written and as they may be amended from time to time. Specific reference is here made to FAA Form 7460-1, Notice of Proposed Construction, and NEPA documentation, which must be approved by the FAA and reviewed by the Airport Manager prior to the commencement of construction of buildings and facilities on the Airport.
- 3.3 Conformance and proof of compliance with all applicable federal, state, and local building and safety codes and the permit requirements thereof.
- 3.4 Conformance and proof of compliance with all applicable federal, state, and local environmental regulations and the permit requirements thereof, including, but not limited to, those of CEQA, NEPA, California Department of Fish and Game, and the North Coast Regional Water Quality Control Board and the Bay Area Air Quality Management District. SUSMP requirements, as applicable, are here referenced.

- 3.5 An approved lease with the County for the proposed development, or a County approved sublease with an existing Airport tenant for the proposed development.
- 3.6 Copies of all plans and specifications, including building elevations, finish samples and landscaping plans, shall be reviewed and approved by the Airport Manager prior to their submission to any regulatory agency.
- 3.7 As applicable, a hazardous materials handling program is required, providing full disclosure of any hazardous materials on site. Standard storage, use and disposal procedures, emergency procedures and schedule of regular inspections and approvals necessary to comply with federal, state and local regulations shall be noted and followed.
- 3.8 The development standards set forth in this document do not replace building and safety standards established by federal, state and local entities. They are the minimum standards for both proposed development and for modification of existing buildings and facilities on the Airport.
- 3.9 The development of a Full-Service FBO shall contain a minimum of three (3) acres of land; and include, at a minimum, eleven percent (11%) of the total gross acreage to be allocated for facilities and sixty-seven percent (67%) of the total gross acreage to be allocated for apron/tie down areas within the total leasehold. All other FBO land developments shall not be less than one-quarter (1/4) of an acre; and include a maximum land area of fifty percent (50%) allocated for facilities within the total leasehold (excludes multiple lessee facility, sublessee or multiple-activity operator).
- 3.10 The Airport Manager, in his/her sole discretion, will define the square footage of a leasehold of any and all proposed development(s) in relation to the total land requested, uneconomic remnants, and the land surrounding current and proposed developments.

SECTION 4 - PAVED AREAS

- 4.1 Aircraft Parking and Maneuvering Areas
 - 4.1.1 Taxilanes and aprons shall be designed to accommodate the heaviest aircraft which the proposed development is intended to accommodate,

with the knowledge that the Airport can handle aircraft weighing up to 150,000 pounds.

- 4.1.2 Hangar developments must include an apron from the aircraft door of the hangar to the existing taxilane or taxiway edge.
- 4.1.3 All aircraft pavements shall be constructed using FAA-approved materials and design and safety standards.

4.2 Automobile Parking Lots and Service Drives

Parking lot and service drive(s) design, materials and methods of construction shall be in accordance with the latest revisions of the applicable County standards.

4.3 Sidewalks

Sidewalks internal to the Airport shall be constructed on leaseholds as required by the Airport Manager to promote efficient and safe pedestrian access. Leaseholds that border public rights of way, Airport Boulevard, Laughlin Road and Flightline Boulevard shall have sidewalks constructed in accordance with County Road Standards.

SECTION 5 - DRAINAGE, GRADING, AND LANDSCAPING

5.1 Drainage

- 5.1.1 Unpaved areas within and adjacent to the runway/taxiway system and other aircraft operating area shall have grades adhering to FAA recommendations and/or requirements.
- 5.1.2 All site plans shall comply with applicable federal, state, and local storm water management requirements. Specific reference is here made to LID (Low Impact Development) as defined in Section 1 - Definitions.
- 5.1.3 Grates and inlet structures shall be manufactured and certified to support the same weight aircraft as the adjacent pavement is designed to support.

5.1.4 Storm drainage systems shall be designed and constructed in accordance with the County's Standard Specifications for Design and Construction, whether relocating or extending existing lines or installing new lines. Storm drainage systems are discouraged from passing under buildings. All surface drainage shall be engineered to flow away from structural improvements and into an approved storm drain system.

5.2 Grading

5.2.1 All disturbed areas designated for pavement and sidewalk replacement, structural use, and the like, shall be stabilized in accordance with County requirements for same.

5.2.2 All disturbed areas not designated for pavement and sidewalk replacement, structural use, and the like, shall be stabilized in accordance with County requirements for same.

5.3 Landscaping

5.3.1 A landscape plan shall be included for all proposed developments on the Airport, and must be approved by the Airport Manager and PRMD.

5.3.2 All landscaped areas shall conform to FAA obstruction standards and County low water use landscape ordinances and design guidelines. Plant materials that attract birds and other wildlife are not permitted. Preference is given to native and drought-tolerant plants.

5.3.3 The minimum landscape requirement for new development on the Airport is 10% of leasehold, except for full-service FBO's, which have a 5% of site area minimum landscape requirement. The landscape requirement may be partially satisfied offsite, at the discretion of the Airport Manager.

SECTION 6 - FENCING, SECURITY AND LIGHTING

6.1 Fencing

6.1.1 Fencing shall be provided between aircraft and non-aircraft areas in order to limit pedestrian and vehicular interference from the aircraft movement area and to provide security for parked aircraft in accordance with FAA and TSA design standards and regulations.

- 6.1.2 See security fencing requirement in Section 6.2 below.

6.2 Security

- 6.2.1 Security must, at all times, comply with TSA regulations. This requirement includes all construction personnel while working on Airport property.
- 6.2.2 Security fencing and all access points must meet the standards of the Airport's Security Plan at all times. Vehicle and pedestrian gate ingress and egress shall be in compliance with Airport and TSA rules and regulations. Note: Violations of vehicle and pedestrian gate rules and regulations will result in revocation of access to the Airport and in monetary fines, **as** established from time to time by Resolution of the Board of Supervisors.
- 6.2.3 If the proposed development creates an additional access point to the Airport perimeter, then the developer shall create its own security plan for the site and access point(s) in accordance with TSA regulations and the Airport's Security Plan.

6.3 Lighting

- 6.3.1 Area lighting shall be provided for safety and operational needs. A minimum of one (1) electrical light of sufficient size and lumens for the development shall be required on the front of each hangar for night illumination. A minimum of two (2) lights of sufficient size and lumens for the development shall be required on commercial hangars with aircraft tie down aprons.
- 6.3.2 All area lighting in the AOA shall be fully shielded and downward directed to prevent light pollution and to prevent interference with pilots' vision when they are maneuvering aircraft. In the interest of energy conservation, all area lighting on the Airport shall be controlled by photocells.
- 6.3.3 Proposed lighting shall be energy efficient fixtures, similar to light-emitting diode (LED) technology, in accordance with the Sonoma County Sustainable Energy Practices or CALGreen.

SECTION 7 - AUTOMOTIVE AND AIRCRAFT WASH RACKS

- 7.1 Automotive and aircraft wash racks shall be equipped with oil separators and oil catch tanks to prevent oil from being discharged into the storm water or sanitary sewer system. Waste disposal and sanitary system plans shall comply with all federal, state and local requirements for same.
- 7.2 A spill prevention and countermeasures control plan must be developed and submitted to the Airport Manager for approval prior to the operation of any automotive or aircraft wash rack.

SECTION 8 - FUEL STORAGE AND DISTRIBUTION

The following development standards are intended as a supplement to the requirements of the Airport's Minimum Standards, as the Standards are currently written and as they may be amended from time to time and the requirements of FAA AC 150/5230-4B, Aircraft Fuel Storage, Handling, Training and Dispensing on Airports as it is currently written and as it is amended from time to time.

- 8.1 All fuel shall be stored in above-ground tanks in compliance with County regulations. Distribution of fuel into aircraft shall be from mobile or stationary pumping equipment ("Fuelers"). Tanks and mechanical equipment must be labeled and color-coded per FAA requirements to distinguish the different fuel grades. Deadman controls shall be provided for unloading fuel from the tanks into the tending vehicles. Over the road tankers are prohibited from all airside areas, except those areas that they are required to traverse in order to dispense fuel into the fuel farm or tender within the fuel storage area.
 - 8.1.2 All above ground tanks shall be installed in an individually approved containment basin designed to capture any accidental spill of the contents of the fuel storage facility and/or delivery vehicle in accordance with all EPA, NFPA and other federal, state and local laws and regulations as they are currently written and as they may be amended from time to time. Emergency fuel shut off stations shall be located near the fuel tanks, be accessible, well marked and illuminated as per FAA AC 150/5230-4B.
 - 8.1.3 All surface drainage from the storage area and docking/loading area shall be captured in a closed drainage system and directed through a fuel spill and/or water separator device approved by the County. All drainage

pipes shall be in reinforced concrete culvert-pipe to withstand potential damage from corrosion and fire.

- 8.2 Access to and circulation around the fuel storage facilities shall not impact and/or impede existing Airport roads and shall in no case require the use of dedicated airside pavements or facilities. Primary access roads to fuel storage sites must be designed for heavy truck traffic.
- 8.3 Fuel dispensed from a stationary tank is required to have a containment system of a design and depth large enough to contain the amount in the tank and shall be designed to comply with all applicable federal, state and local requirements and regulations.
- 8.4 Only those Airport tenants who have fuel storage rights specified in their lease agreements or have a special use permit shall be considered eligible for fuel storage. The Airport Manager must approve all fuel storage on the Airport.
- 8.5 Fueling equipment and dispensing procedures shall comply with all federal, state and local laws and regulations, as they are currently written and as they may be amended from time to time.
- 8.6 County-approved fuel storage equipment shall be calibrated and equipped with metering devices that maintain and produce accurate receipts of fuel dispensed from the facility.
- 8.7 All site plans for facility development will be subject to Federal Aviation Regulations, Parts 77 and 139 and the Airport Manager's site plan review. Design and construction specifications shall be approved by pertinent airport engineers designated by the Airport Manager, and also approved by the Airport Manager and applicable regulatory agencies.

SECTION 9 - HANGARS, BUILDINGS AND OTHER STRUCTURES

9.1 Codes

All hangars, buildings, and other structures shall conform to building and safety codes applicable for the intended use.

9.2 Location, Setback, Height and Size

- 9.2.1 The location of buildings and facilities shall be consistent with the adopted Airport Master Plan. No building may be closer to the centerline of Runways 14-32 and 02-20 than the minimum setback requirements specified by FAR Part 77. Hangars shall be located outside the established taxiway/taxilane object free area. Hangars facing a major access taxiway shall have a setback from the taxiway centerline of not less than that of the taxiway safety area plus the longest dimension of the largest aircraft capable of being stored in the hangar.
- 9.2.2 No structure (including roof equipment, if any) may be of such a height as to penetrate the runway or approach imaginary surfaces specified by FAR Part 77.
- 9.2.3 Windows and large areas of glass shall be oriented and/or treated to avoid reflections that could distract pilots landing and/or taking off.
- 9.2.4 All hangars for commercial uses shall meet the minimum square footage established in the Minimum Standards for the proposed commercial use of the hangar. The minimum hangar size for non-commercial hangars shall be 1,000 square feet.

9.3 Utilities

- 9.3.1 Electrical - All hangars shall be provided with electrical service and lighting.
- 9.3.2 Water - All buildings requiring water service shall connect to the public water system, unless excepted from this requirement, in writing, by the Airport Manager. All tap fees and water consumption charges shall be paid by the tenant.
- 9.3.3 Sanitary Waste Disposal - All buildings requiring sanitary waste disposal shall connect to the central sewer system, unless excepted from this requirement, in writing, by the Airport Manager. All tap fees, assessments and water consumption charges shall be paid by the operator.
- 9.3.4 All electrical and telephone service shall be underground. The tenant shall pay all tap fees, connection fees and usage billings.

- 9.3.5 Developers are encouraged to maximize solar orientation for both winter heating and summer cooling.
- 9.3.6 Before any excavation for utility lines takes place, all applicable grading permits shall be obtained, the Airport Manager notified, the area surrounding the proposed digging clearly marked, and the location of any nearby and/or existing crossing utility lines and piping noted.
- 9.3.7 Solar - Proposed solar projects for primary (and/or secondary) energy production at a development site shall comply with FAA policy (or interim policy) and regulations. In addition to construction drawings, a complete report of glare analysis, electromagnetic, radio, or any other real or potential disturbances generated by the solar project that will or may interfere with any Airport operation(s). The report(s) will detail the solar project affects on aircraft while in flight, landing and on-the-ground within and around the Airport; the analysis shall also include any affect on ground operations and neighboring developments within and around the Airport. All drawings, reports and product information will be submitted to the Airport Manager and FAA (through form 7460-1) for review and approval.

9.4 Access

- 9.4.1 Pedestrian and vehicular access to buildings normally open to the public shall not cross airport operating areas (AOA)/airside areas, meaning that they must remain outside the AOA/airside areas.
- 9.4.2 All improvements or facilities sited on the landside/AOA interface shall have appropriate accesses to both the landside and the AOA. Automobile parking shall be provided for aircraft storage hangars in locations which do not interfere with aircraft and Airport operations.
- 9.4.3 All improvements or facilities must comply with the Americans with Disabilities Act (“ADA”).
- 9.4.4 For hangar bays larger than 2,000 square feet, a pedestrian door shall be provided. The minimum width of any pedestrian door shall be 36 inches, and all pedestrian doors shall have a one-hour fire rating.
- 9.4.5 Hangar doors may be of sliding or bi-fold type. Bi-fold doors are recommended because of their ease of operation. Approved swing-out,

overhead, or sliding doors may also be used. However, sliding doors may not be used in hangar configurations where the open door of one hangar interferes with access to an adjacent hangar.

9.5 Materials and Finish

It is the objective of the Airport that all new permanent construction is of high quality design and construction utilizing materials and finishes that will maintain their appearance with minimum maintenance. Accordingly:

- 9.5.1 Hangars and hangar-type buildings shall be constructed with steel, aluminum, concrete or masonry exteriors with, at a minimum, standing seam or non-glare roof. All exterior metal surfaces shall have a durable finish applied at the point of manufacture. Office buildings require the Airport Manager's approval prior to construction.
- 9.5.2 Exterior colors and textures shall harmonize with other buildings and structures.
- 9.5.3 The Airport Manager reserves the right to disapprove exterior materials and finishes which detract from the overall visual impression of the Airport.

9.6 Structural Requirements

All hangars, buildings and other structures shall be engineered to meet local building requirements for structural integrity. The Building Code currently adopted by the County, as it is currently written and as it may be amended from time to time, shall apply as to allowable materials and structural strength for the structure class or type as determined by use and seismic zone.

9.7 Green Building Program

All hangars, buildings and other structures shall comply with the CALGreen and County Code, as these codes are currently written and as they may be amended from time to time.

SECTION 10 - PARKING

There shall be a minimum of 1.5 onsite parking spaces for each 1,000 square feet of gross hangar area. Parking requirements for other buildings which may be constructed on the Airport shall comply with County Parking Standards. The parking requirement may be waived by the Airport Manager, in his/her sole discretion, if adequate parking is in close proximity and is not designated for other current and/or future use. For commercial hangars, parking is needed for employees and/or visitors, and shall be designed in accordance with local County of Sonoma Standard Specifications for Design and Construction and the Americans with Disability Act (ADA) standards. Pavement, curb and gutter shall be designed to meet current County engineering standards.

SECTION 11 - SIGNS

Signs are permitted and must comply with the Airports Signs and Display requirements as listed below. All sign designs are subject to review and approval by the Airport Manager.

- 11.1 Signs oriented towards the landside of the Airport and intended to be viewed by the public from public rights of way shall be subject to Airport Manager approval and be consistent with County Sign Guidelines for number, size, design, location, and lighting.
- 11.2 Signs which are oriented toward the airside of the Airport and intended to be viewed by pilots and/or the public on airport property, shall be subject to Airport Manager approval and be consistent with the following:
 - 11.2.1 Basic Sign Allowance: Any business on the Airport shall be allowed one flat-mounted sign, which shall be attached to the exterior of the building and shall not exceed 100 square feet.
 - 11.2.2 Signs shall be mounted to the building façade and shall coordinate with building architecture. Signs shall not protrude more than twelve (12) inches from the façade of the building, hang from a canopy or eaves or project above the roof line of the building.
- 11.3 Signs, including street and/or building numbers, shall not be painted directly onto building surfaces.
- 11.4 No signs, except those for safety or directional purposes, shall be placed on hangar doors or on fences.

- 11.5 No freestanding signs are allowed at the Airport.
- 11.6 Real Estate Signs - One temporary sign may be displayed, upon the approval of the Airport Manager, that is related to the lease or sale of the real property on which the sign is placed. The sign may not be larger than forty (40) square feet.
- 11.7 Any type of moving, blinking, or neon lighted signage attached to the building exterior is prohibited at the Airport.
- 11.8 Signs may be internally or externally illuminated. Externally illuminated signs shall have the lighting fixture(s) oriented downwards and fully shielded in order to prevent glare.

SECTION 12 - ANTENNAS/SATELLITE DISHES AND SCREENING

- 12.1 All antennas, satellite dishes and similar equipment shall be subject to the approval of the Airport Manager and FAA upon the submission of Form 7460-1 and indicated on plan submittals. Tenant shall obtain the Airport Manager's approval prior to installation if any such equipment is desired to be installed after initial approval of tenant's facility. No equipment shall be allowed that will interfere with existing or future airport operations.
- 12.2 Screening shall be used as appropriate to enhance project aesthetics as viewed from offsite.

SECTION 13 - OUTDOOR STORAGE AND TEMPORARY BUILDINGS

- 13.1 Outdoor storage areas, dumpsters, loading/unloading areas, and roof equipment shall be screened in the same architectural style as the structural improvements on the site.
- 13.2 Temporary buildings must be approved by the Airport Manager as to type, use, design and location on an individual basis for a specified term. Temporary buildings shall be removed prior to occupancy of the new permanent buildings. Temporary buildings such as trailers, tents or membranes are not approved, except in extenuating circumstances and at the sole discretion of the Airport Manager.

SECTION 14 - PROJECT REVIEW, DOCUMENTATION, PERMITS AND INSPECTIONS

14.1 Pre-Design Conference(s)

Prior to site planning and design, the tenant shall meet with the Airport Manager to discuss the following:

- 14.1.1 Terms and conditions of lease agreement.
- 14.1.2 Proposed site location.
- 14.1.3 Building Development Standards.
- 14.1.4 Preliminary Plans
- 14.1.5 FAA Notice of Proposed Construction (Form 7460-1).
- 14.1.6 California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA).

14.2 Prior to Commencement of Construction

Prior to the commencement of construction, tenant shall have met with the Airport Manager for at least one onsite pre-construction meeting, and shall have provided the following documentation to the Airport Manager for review and approval:

- 14.2.1 Final Plans. Upon approval, a complete set of Final Plans shall be given to the Airport. Final Plans, also known as “Construction Documents”, include, but are not limited to, the following:
 - Site Layout
 - Civil Engineering
 - Architectural Design
 - Structural Design
 - Mechanical Design
 - Electrical Design
 - Landscape and Irrigation Design
 - Fire Code requirements
 - Energy Calculations
 - Engineering Specifications/Calculations
- 14.2.2 Proof of compliance with all applicable zoning code, building code, and fire code, requirements, along with proof of compliance with applicable Regional Water Quality Control Board and Regional Air Quality Control Board standards and permit requirements.

- 14.2.3 Proof of compliance with applicable CEQA and NEPA requirements.
- 14.2.4 Copies of all required permits including required mitigation permits.
- 14.2.5 Approved FAA Notice of Proposed Construction Form 7460-1.
- 14.2.6 Proof of insurance as required by the lease.
- 14.2.7 Receipts for payment of all required fees and costs.
- 14.2.8 Construction schedule with sufficient detail in order to enable Airport staff to identify potential impacts and to communicate those impacts to aeronautical users and tenants at the Airport.

14.3 Fees and Costs of Projects

The tenant is solely responsible for obtaining all permits, payment of all fees associated with or made necessary by the project, and paying all costs associated with the project, including, but not necessarily limited to the following, regardless of whether the project is successfully completed:

- 14.3.1 All required environmental review (CEQA, NEPA, etc.) and mitigation.
- 14.3.2 Phase I (or Phase II, if applicable) Environmental Assessment.
- 14.3.3 Required studies (soil, hydrology, industrial, health, etc).
- 14.3.4 Design costs.
- 14.3.5 Utility (water, electric, sewer, telecommunications, broadband, etc.) hook up.
- 14.3.6 Any Airport layout Plan (ALP) updates necessitated by the project.
- 14.3.7 Permit fees.
- 14.3.8 Airport Application Fee and any other costs of Airport and County staff time devoted to processing documents and approvals, or meeting with local, state, and/or federal agencies in connection with the project.

14.4 During Construction

- 14.4.1 The Airport Manager will conduct periodic inspections during construction. No changes to, or variations from, approved plans and specifications shall be permitted without the prior written approval of both the Airport Manager and the federal, state and/or local entity or entities which originally approved the plans and specifications.
- 14.4.2 The tenant shall be responsible for coordinating construction inspections with the County PRMD - Building Inspection Section. The tenant shall also be responsible for coordinating construction inspections and with any and all federal, state and/or other local entity or entities that may have jurisdiction.
- 14.4.3 Failure to comply with Airport requirements or failure to complete an approved construction project according to the approved plans and specifications, or within applicable permit times of all required agencies, shall be cause for the County to revoke the lease associated with the project and, further, the County may require that any structural or other improvements constructed on the leased premises be removed. The foregoing remedies are in addition to any provided by the lease terms and conditions or as provided by law.
- 14.4.4 Provide an updated construction schedule every two weeks that details differences from the approved construction schedule (if any) and a two week look ahead of anticipated events.

14.5 Final Site Plan and As-Built Submittals

In the event any changes were approved and made during the construction process and following the completion of construction, the tenant shall prepare and submit a final site plan and set of as-built plans to the Airport Manager.

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