



Kittitas County Airport - Bowers Field Development Standards 2022



This Page Intentionally Left Blank

Table of Contents

Part A- Policy and Intent of these Development Standards	4
• <u>General Provisions</u>	4
• <u>Paved Areas</u>	4
1. <u>Aircraft Parking & Storage</u>	
2. <u>Vehicle Parking & Sidewalks</u>	
3. <u>Wash Racks</u>	
• <u>Hangars, Buildings and Structures</u>	4
1. <u>Location, Setbacks and Heights</u>	5
2. <u>Utilities</u>	5
3. <u>Access</u>	5
4. <u>Materials and Finishes</u>	6
5. <u>Structural Requirements</u>	6
6. <u>Outside Lighting</u>	6
• <u>Signs, Antennas, Poles, Screening and Satellite Dishes</u>	7
• <u>Outdoor Storage and Temporary Structures</u>	7
1. <u>Temporary Structures</u>	7
2. <u>Outdoor Storage</u>	7
3. <u>Waste, Recycling & Debris</u>	7
• <u>Construction Review, Documentation, Permitting and Inspections</u>	8
1. <u>Pre-Design Coordination</u>	8
2. <u>Pre-Building Application Approval Process</u>	8
3. <u>Pre-Construction Review and Approval</u>	9
4. <u>Construction Fees and Permitting</u>	9
5. <u>Construction Inspection & Safety</u>	9

1 POLICY AND INTENT OF THESE DEVELOPMENT STANDARDS

Kittitas County (“County”), as the airport sponsor of Bowers Field (“Airport”), has adopted these Development Standards in order to establish development requirements that must be met by all persons or entities planning 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 and 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 required under unique circumstances, as solely determined by the County.

These Development Standards do not supersede any requirements in any applicable law or regulation, any provisions within the Kittitas County Code, or any provisions in the Airport’s Minimum Standards.

2 GENERAL PROVISIONS

The development of building and facilities on the Airport is subject to the following general provisions and to any other applicable jurisdictional requirements including, but not limited to, County Land Use and Zoning Ordinances, County Building Codes, and FAA Airport Design Standards. All development shall be consistent with the approved Airport Layout Plan.

3 PAVED AREAS

Aircraft Parking & Storage

Hangar development must include an apron from the building door to the existing taxilane or taxiway.

Hangar placement shall allow for an aircraft to be pulled out of the hangar, without penetrating the taxilane/taxiway object free area.

Aircraft parking pavements shall be constructed using FAA-approved materials and ensure it meets current design and safety standards.

Vehicle Parking & Sidewalks

Vehicle parking lots should be designed and constructed to meet current County Code. Sidewalks promote safe pedestrian access and shall be constructed as directed by the County.

Wash Racks

Wash racks shall be constructed with oil and water separators, with an oil catch basin to prevent oil from being discharged into the storm water or sewer systems.

4 HANGARS, BUILDINGS, AND STRUCTURES

Location, Setbacks, and Heights

The location of the hangar, building, or structure shall be consistent with the currently approved Airport Layout Plan (ALP)

The location of the structure shall not penetrate any protected surfaces or safety areas. This includes protecting the taxilane/taxiway object free areas. Parked aircraft outside of hangars, shall not penetrate the taxilane/taxiway object free areas.

No hangar, building, or structure shall be constructed at a height that penetrates the FAR Part 77 surfaces.

All hangars shall be constructed to maximize the useful area of the leased land ensuring efficient land usage and development.

Windows and large area of glass shall be oriented and/or treated to avoid reflections that could distract pilots landing and/or taking off.

All hangars for commercial use shall meet the minimum square footage requirement of 3000 square feet.

Hangar doors may be sliding or bifold. Bi-Fold doors are recommended based on ease of operation. Sliding doors may not be used in hangar configurations where the open door of one hangar interferes with access to an adjacent hangar. Swing-out doors are prohibited.

Utilities

All commercial hangars shall be required to connect to municipal water and sewer at the tenant's expense.

Utilities including electrical and telephone, shall be underground in areas of aircraft movements. Overhead poles shall not penetrate any FAR Part 77 surfaces.

Utility usage and fees are the responsibility of the tenant/lessee.

Prior to excavation for utility installation, all applicable grading permits shall be obtained.

Prior to digging, the lessee shall call 811 to locate possible utilities within the construction area.

Access

For commercial hangars or businesses, public access to buildings shall be from the outside of the AOA or perimeter fence. The public should not be driving or walking on aprons, taxilanes, or taxiways to access a building.

All improvements and existing facilities must comply with the American with Disabilities Act (ADA).

The minimum width of any pedestrian door shall be 36" and should comply with local fire code.

Materials & Finishes

All new permanent hangar, building, or structure construction shall be high quality in design and construction, utilizing materials and finishes that maintain their appearance for the life of the building and requires minimal maintenance.

Approved hangars and hangar-type buildings shall be constructed of steel, aluminum, concrete, or masonry.

Timber Frame, Pole Buildings or Stick-Built construction may be allowed for airport hangars upon approval by the Airport Director and County Board of Commissioners. Additional fire protection may be required.

Exterior colors and textures shall be consistent with other buildings and structures on the Airport.

All materials and finishes shall be reviewed with the Airport Director during the planning review, prior to construction. The Airport Director has the authority to disapprove any exterior colors or materials that may detract from the overall visual impression of the Airport.

All exterior surfaces including metal roofs shall be non-glare, as to not interfere with a pilot's visibility.

Structural Requirements

All hangars, buildings, or structures shall be designed to meet County Code and building requirements.

Outside Lighting

Outside hangar, parking area, or apron lighting shall be provided for safety, security, and operational needs during times of darkness.

All lighting within the AOA shall be fully shielded and directed downward to prevent light pollution and the potential interference with a pilot's vision.

5 SIGNS, ANTENNAS, POLES, SCREENING, AND SATELLITE DISHES

All signs, antennas, poles, and satellite dishes shall meet County Code for size, location, type, and design.

No signs, except those for safety or directional purposes, shall be placed on hangar doors or on fences.

No freestanding signs are allowed at Bowers Field.

Signs, antennas, poles, and satellite dishes shall be constructed at a height that does not penetrate any FAR Part 77 surfaces.

Prior to installation, the Airport Director will advise whether a Form 7460-1 is required to be submitted to FAA and approved. The lessee/tenant shall obtain approval from the County prior to installation.

Signs may be internally or externally illuminated. Externally illuminated signs must have the lighting fixtures oriented downward and fully shielded in order to prevent glare for pilot's visibility.

Any type of moving, blinking, or neon lighted sign is prohibited at the Airport.

Any screening used to enhance aesthetics as viewed from offsite shall be reviewed and approved by the County and Airport Director prior to installation.

6 OUTDOOR STORAGE AND TEMPORARY STRUCTURES

Temporary Structures

Temporary buildings or structures must be approved by the County and Airport Director prior to construction/installation.

The location of the temporary building must be approved by the Airport Director and placed in an area that does not impact the airports protected surfaces and safety areas.

The building or structure height shall not penetrate any FAR Part 77 surfaces.

Outdoor Storage

Outdoor storage of materials shall be kept in a clean and organized manner, as to not detract from the overall visual impression of the Airport.

Stored items shall be for aeronautical purposes only. Outdoor recreational vehicles, trailers, or other non-aeronautical personal items are prohibited.

Items stored outdoors shall be kept in a secure area that does not allow items to be blown or damaged by inclement weather and be screened by approved screening material and/or landscaping by the County and Airport Director.

Waste, Recycling, & Debris

The removal and disposal of waste and recycling is the responsibility of the tenant.

All waste and recycling receptacles shall be secured as to not be blown or damaged by inclement weather.

Receptacle pickup shall be done outside of the AOA in the landside areas. Any waste or debris pickup required inside of the AOA shall be monitored and escorted by the tenant.

To the greatest extent practicable, the location of the receptacles shall be in an area as to not detract from the overall visual impression of the Airport. If unable to diminish the negative visual impact, the receptacles must be placed behind screening material and/or landscaping.

7 CONSTRUCTION REVIEW, DOCUMENTATION, PERMITTING, AND INSPECTIONS

Pre-design Coordination

Prior to site planning and design, the lessee shall meet with the Airport Director to discuss the following:

- Terms and conditions of lease agreement.
- Proposed site location.
- Hangar or building development standards.
- Preliminary concepts.
- FAA Notice of Proposed Construction (Form 7460-1)
- Airport Construction Safety Management Briefing; and
- County Code Requirements.

Pre-building Application Approval Process

Prior to submitting a Kittitas County Permit Application, the prospective lessee must have the following items of approval.

- FAA Letter of Determination for construction
- Bowers Field Letter of Design Approval
- Bowers Field Lease, signed and approved by the Board of County Commissioners
- Signed acceptance of the Bowers Field Minimum Standards, Rules & Regulations and Design Standards.

Pre-construction Review & Approval

Prior to the commencement of construction, the lessee shall have provided the Airport Director with the following documentation: (If proper documentation is not presented to the Airport Director prior to construction, the job will be red flagged, and construction will be halted until all documents are in compliance.)

- Final plans, also known as construction documents including site layout, civil engineering, architectural and structural design, utility plans, landscape design, and any other documents as required.
- Approved FAA Notice of Proposed Construction (Form 7460-1).
- Bowers Field Lease, signed and approved by the Board of County Commissioners.
- Proof of insurance as required.
- Copies of all permits required.
- Construction schedule.
- Airport Construction Safety Management Plan; and
- Proof of compliance with all applicable zoning, building code, and fire code.

Construction Fees & Permitting

The lessee 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 limited to the following:

- All required environmental review and mitigation as necessary.
- Required studies.
- Design and engineering costs.
- Utility connection fees.
- Permitting fees; and
- Application fees and County fees.

Construction Inspection & Safety

The lessee is responsible for coordinating construction inspections with the County.

The Airport Director will conduct periodic inspections during construction. Any changes to approved plans and specifications must be approved by the County and Airport Director prior to implementation.

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 as stated in the tenant's lease. The Airport Director may revoke the lease associated with the project and may require that any improvements constructed on the leased property be removed.

Any changes to the construction schedule shall be provided to the Airport Director in a timely manner.