

**DEVELOPMENT STANDARDS**  
**COLUMBIA GORGE REGIONAL AIRPORT**

Effective Date: April 16, 2021

**Chapter 1 Purpose**

Development Standards promote consistent architectural design, site planning, and the visual appearance of structures and grounds on the Columbia Gorge Regional Airport (“CGRA” or “Airport”).

Development Standards ensure new structures and raw land development will be constructed in accordance with Federal Aviation Administration (“FAA”) regulations and Advisory Circulars along with local regulations relating to public health, safety, and welfare. Development Standards also guarantee future developments will be designed and constructed in a manner enhancing both existing and future developments. All developments must avoid creating wildlife attractants.

**Chapter 2 Lease Terms and Permitted Use**

**Section 2.1** Lease Terms

- a. Any proposed development on the CGRA is always subject to the approval of the FAA.
- b. No Airport land can be purchased.
- c. Lease terms for the purpose of constructing buildings shall not be for more than 20 years with a 20-year extension.
- d. Lease terms for the purpose of property not requiring structures shall not be for more than 20 years with a 20-year extension followed by a 10-year extension if mutually agreed upon prior to the end of a 40-year period.
- e. All leases shall have a reversionary clause transferring ownership of the asset to the Airport at the lease’s expiry.
- f. All leases shall give the Airport the right of first refusal to purchase at a market rate any privately developed improvements prior to lease’s expiry.
- g. No developer will be given an exclusive right to negotiate, option to develop, or any other form of exclusive control or potential control over Airport assets without first submitting a non-refundable fee of \$25,000 to the Airport. The fee can be applied to the developer’s lease upon completion of construction.
- h. The Airport, in its sole discretion, reserves the right to extend any lease for any reason.

**Section 2.2** Permitted Uses

- a. No development shall, in any way, interfere with aviation operations on the Airport.

- b. Development in areas designated for aviation use must meet all FAA requirements for aviation-related activities in addition to the approval of the CGRA Board, City of the Dalles, and Klickitat County (“County”).
- c. Development in the Airport Business Park must be approved by the CGRA Board, City of the Dalles, and Klickitat County.

### **Chapter 3 General Development Standards**

Development Standards are implemented for use in the design of hangars and other structures built on the CGRA but are not limited to structures only. Development Standards do not replace local building and fire codes implemented by local, County, state, and federal entities. All engineering standards for utilities are strictly enforced on any Airport development. Water and sewer utilities are provided by the Dallesport Water District and are subject to Dallesport Water District and Klickitat County standards for the installation and maintenance of the utilities. It is the responsibility of the developer to meet all relevant codes and laws and required standards. Development Standards apply to both proposed structure development and existing structure modifications. All improvements to a site accomplished to comply with County ordinances, these Development Standards, or any other code or law shall be the responsibility of the developer.

#### **Section 3.1 Site Plan Review / Permits**

- a. Pre-Design: Prior to the building site’s planning and design, the developer must meet with the Airport Manager to discuss the CGRA pre-development checklist.
- b. Construction Documents: The developer or designated representative shall prepare and submit an “Application for Land Lease” to the Airport Manager at least thirty (30) days prior to when action is required.
- c. The FAA requires an environmental study and decision before any construction or approvals may occur. It is the developer’s responsibility to provide all documentation and fees required of this process. The environmental review process will vary in length and the CGRA has no ability to inform the developer of the outcome or time the process may take to complete. If the findings do not support the developer’s proposed project, the lease will be terminated; or, at the developer’s request, the developer may submit alternatives to be considered by the FAA, if feasible. If the developer’s planned uses cannot be allowed, the lease will become null and void without compensation to either the developer or CGRA.
- d. FAA Review: The developer is responsible for submitting a “Notice of Proposed Construction Form 7460-1” to the Airport Manager for the Airport’s submission to the FAA for approval. The Airport Manager will assist with and submit the Form 7460-1 but the developer remains responsible for providing all necessary information regarding the project and ensuring all construction conforms to FAA requirements for development on the Airport. Form 7460-1 Permits may take ninety (90) days or more to process and approve. No building permit application to the County will be approved until FAA approves the submitted Form 7460-1.
- e. Permits: The developer is responsible for obtaining all applicable building permits from Klickitat County. All permits shall be obtained prior to any development. The Airport Manager and CGRA Board must approve all construction plans prior to the application

for any building permit. The developer remains responsible to meet all code, permitting, and FAA requirements regardless of Airport Managers approval.

- f. Survey Fee: If a survey fee is due at the time of application for a raw land lease, the developer is responsible for the cost of the fee, which allows the County to survey the desired location to write a legal description for the lease documents. The fee is credited toward the lease, provided the applicant finalizes the lease process and constructs the facility. The fee becomes non-refundable if the applicant fails to complete the lease and construction process, unless such failure is due to a negative FAA environmental outcome as addressed in paragraph C.

### **Section 3.2 Building Code**

#### **a. Airside**

Setbacks from object-free areas and property lines are required to enhance the safety of aircraft operations on taxiways and taxi-lanes and to allow access for emergency vehicles. All setbacks shall conform to FAA Specifications. Proposed site plans shall show the location and dimension of all object-free areas on impacted taxiways or taxi-lanes. These hangar development setbacks apply:

1. Hangars will be located outside the established taxiway/taxi-lane object-free area.
2. Hangars facing a major access taxi-lane shall have an FAA approved setback based on the wingspan of the largest aircraft able to be stored in any hangar accessible by that taxi-lane.

#### **b. Property Airport/County**

Developer must meet all local, state, and federal building codes and regulations as it relates to the proposed structure, including but not limited to Americans with Disabilities Act requirements, setbacks, parking, sidewalks, storm water systems, lighting, and landscape signs.

### **Section 3.3 Height Restrictions**

The overall height of the proposed structure shall be commensurate with other proximate structures, depending on use and aircraft size. Under no circumstances shall any structure be permitted to exceed thirty-five feet (35'), as determined by Klickitat County code, or a height making it an obstruction under Federal Aviation Regulation ("FAR") Part 77, as depicted on the FAA-approved Airport Airspace Drawing, whichever is more restrictive. If the construction will exceed the County limit of 35' but will not be an obstruction under FAR Part 77, a variance from the Klickitat County code can be applied for from the County at the developer's expense.

All applications for development must include a completed and approved FAA Form 7460-1 and Notice of Proposed Construction or Alteration.

### **Section 3.4 Architecture**

Structures erected at the CGRA shall meet all applicable building codes, including fire, electrical, and plumbing. Proposed structures will be reviewed by the Airport Manager, and Airport consultants at the Airport Manager's discretion, to determine compatibility with the

Airport Master Plan and Airport Layout Plan. The review does not constitute approval of the plan or any of its components.

- a. Construction Materials: Pre-fabricated, pre-engineered, or erected structures shall have a façade of masonry, concrete, powder-coated metal, or a combination of these materials. Other materials may be used if approved by the CGRA Board, the Fire Marshal, and the Building Inspector.
- b. Structural Requirements: All structures shall be constructed with steel framing.
- c. Exterior Color: All exterior surface colors shall be compatible with the surrounding area, at the CGRA's reasonable discretion, and adjacent structures and shall be non-reflective in nature. The term "compatible" is not intended to require the use of identical colors, designs, or construction techniques.
- d. Framing: All structures shall be totally enclosed. No open-sided structures shall be permitted except shade covers. Metal shade covers may only be built in designated areas with the approval of the Airport Manager and as permitted by Klickitat County code processes if applicable.
- e) Exterior: All exterior surfaces shall be of new material, pre-finished aluminum, steel, or decorative masonry. No painted wood, unfinished materials, or excessive glass walls is permitted. No used of damaged or salvaged materials is allowed.
- i. Building glazing shall not cause glare or reflections to interfere with Airport operations or ground circulation. Windows or large areas of glass shall be oriented and/or treated to avoid reflections which could distract pilots landing or taking off.
- ii. All new construction shall be of high quality and utilize materials and finishes which will maintain their appearance with low maintenance.

## **Chapter 4 Hangar Standards**

### **Section 4.1** Hangar Size

The developer must provide the specifications required for the proposed aircraft, including but not limited to tail height, wingspan, and length. These specifications will establish the "Design Aircraft".

- a. Hangars shall be sized and shaped to adequately and safely store the proposed aircraft. The proposed hangar size, shape, and use must be consistent with the Airport Master Plan and Airport Layout Plan for the proposed location unless unusual circumstances allow for exception at the discretion of the CGRA Board.
- b. Hangars shall be designed primarily to store aircraft and house aviation-related businesses requiring access to the runway and taxiways.
- c. Designs showing living quarters, storage for vehicles other than aircraft, or designs clearly showing accommodation for non-aviation uses will be denied.

### **Section 4.2** Paved Access

The developer shall provide paved access from the aircraft door of the hangar to the existing apron, edge of taxi-lane, or taxiway edge. The developer shall be cognizant taxi-lanes or taxiways do not encompass the entire areas between hangars but only the center sections of those areas accommodating aircraft landing-gear widths. The taxiway/taxi-lane generally range from twenty-five feet (25') to thirty-five feet (35') in width. The pavement strength and materials shall be designed to current Airport engineering and FAA standards.

#### **Section 4.3 Office, Kitchen and Restrooms in Hangars**

Hangar Owners are allowed, in accordance with County zoning and permitting requirements, to install offices, kitchens, and restrooms in their hangar, with such installations to be used only in conjunction with aviation purposes. Sleeping quarters are not allowed. The hangar may not be used for overnight stays or for any residential or non-aviation related activity. Living or residing in hangars is specifically prohibited. Crew quarters are allowed for facilities used for emergency life and health services, such as Air Ambulance or Fire Stations, requiring 24-hour crew availability.

#### **Chapter 5 Construction Standard**

All construction must be accomplished in a timely manner. A representative of the Airport reserves the right to inspect and reject any phase of the construction. Detailed plans and drawings of the proposed structure or development must be submitted to the CGRA Board for approval before building permits or land use requests are applied for. Approved permits or land use decisions issued by the County must be presented to the Airport Manager and acknowledged in writing before construction can begin. The developer must copy the Airport Manager on any correspondence or application submitted to any regulatory authority connected with the proposed development. The CGRA Board may withdraw its permission to build if the County-approved documents do not reflect the drawings and plans submitted to the Airport Manager prior to the developer's application to County. All construction materials must be secured and prevented from leaving the construction site due to wind or vehicle traffic.

#### **Chapter 6 Clean-up and Reclamation**

The developer shall haul all excess gravel and topsoil material from the site to an alternative location on the airport as so directed by the Airport Staff. No excavated material may be removed from the Airport property without permission of the Airport Manager. If clean-up and reclamation work is not completed within 14 days after the issuance of a certificate of occupancy, the Airport shall have the right to complete said work or enter into a professional services agreement to retain a contractor to complete said work at the developer's expense, and said expense includes reasonable attorney's fees. No soil material may be removed from the Airport property for disposal unless approved by the Airport Manager.