Attachment 4

EXHIBIT 'C'

GILLESPIE FIELD

AVIATION AREAS

DEVELOPMENT STANDARDS

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GILLESPIE FIELD AVIATION AREAS
DEVELOPMENT STANDARDS

1. **APPLICABILITY**. The Development Standards contained herein shall apply to Aviation Areas designated by the Gillespie Field Master Plan. Where used herein, the term "on-site" means within the lease boundary and "off-site" means outside of the lease boundary.

2. **LAND USES**. The following uses are permitted subject to compliance with these Development Standards and the Performance Standards specified for the Gillespie Field Aviation Areas.

a. Structures and Facilities. Airport structures and facilities that are necessary to the operation of the airport and to the control of air traffic in relation thereto, include, but are not necessarily limited to, the following:

(1) Runways, taxiways and aprons, including lighting
(2) Aircraft hangars, tie-down areas and maintenance buildings
(3) Air traffic control towers and facilities
(4) Navigational aid equipment and structures
(5) Airport administration buildings, which may also include airport passenger terminal facilities
(6) Airport passenger terminal buildings and airtels, and facilities which may include as uses incidental thereto, eating and drinking establishments; consumer service establishments, including automobile rentals, retail shops normally operated for the convenience of the users of terminal facilities
(7) Heliports
(8) Aviation fuel farms
(9) Automobile parking lots and structures
(10) Buildings for housing operations and equipment necessary to the maintenance, security and safety of the airport.

b. Commercial Activities. Commercial Activities are limited to only those that the lessee/operator applies to perform and is qualified to perform by virtue of professional preparation, adequate leasehold facilities and financial capability. Commercial aviation activities include, but are not necessarily limited to, the following:

(1) Aviation flight and ground schools, including pilot and student equipment sales
(2) Aircraft sales, including radio and navigational equipment, parts, supplies and accessory equipment
(3) Aircraft hangar and tie-down rentals
(4) Aircraft leasing, rental and charter
(5) Airframe, engine, radio, navigational and accessory equipment repair, maintenance and modification

(6) Aircraft ground support equipment repair, maintenance and modification.
(7) Aircraft cleaning services
(8) Aircraft painting
(9) Aviation fuel facilities
(10) Aircraft and engine mechanic schools
(11) Airlines, scheduled and non-scheduled
(12) Air taxi and air ambulance services
(13) Air freight terminals and transshipment facilities
(14) Aerial crop dusting and spraying enterprises
(15) Aerial fire fighting
(16) Aerial photography and surveying
(17) Parachute rigging sales and service.

c. Other Uses. Office, retail, and service uses related or ancillary to other uses permitted under sub-clauses a and b above; or which are normally operated for the convenience of the employees of such other uses.

d. Signs. Identification, directional and safety signs.

e. No Residential Use. There will be no residential use. ~~On the same site with a permitted aviation area use, a single family dwelling occupied exclusively by a caretaker or superintendent of such use and his family may be permitted upon approval of the Airports Director.~~

3. **LAYOUT OF AVIATION AREAS.** The overall layout of aviation areas will be designed so that utility extension, street, runway, taxiway, and other airport facility construction and commercial aviation site improvements can be accomplished in progressive stages consistent with the requirement for expansion of airport services.

4. **DESIGN CRITERIA AND DIMENSIONAL STANDARDS.**

a. Federal Aviation Administration Standards. The design criteria and dimensional standards to be applied to specific aviation area sites will be based upon the recommended FAA standards in accordance with the conditions and policies established by the FAA Advisory Circulars.

b. Critical Aircraft. A "critical aircraft", defined as the largest aircraft to be accommodated, will be designated for all fixed base operation lease sites. The critical aircraft size, weight and operating characteristics will be used to determine the applicable FAA design standards and dimensional requirements to be applied to these portions of the site where the critical aircraft will be accommodated.

5. **STREET SYSTEM.**

a. Curbs and Gutters. Portland cement concrete type "G" with 24" width and 6" curb face.

b. Sidewalks. Sidewalks will consist of Portland cement concrete, five feet wide, four inches thick located adjacent to the curb and will be installed unless waived by the airports Director.

c. Driveway Aprons. All driveway aprons will be installed concurrently with individual site development and shall be commercial driveways of Portland cement concrete, six inches thick from curb to right-of-way line with a minimum width of 15 feet at the curb line for one-way traffic.

6. **UTILITIES.**

a. Undergrounding. All utility distribution and service lines including on-site extensions will be installed in underground locations.

b. Easements. Any necessary on-site easements shall remain free and clear of any obstacles that would interfere with necessary access and maintenance.

c. Fire Hydrants. Fire hydrants with steamer connections and mains will conform to the regulations of the applicable fire protection agency. Delivery from the system will be at least 4,000 gallons per minute for any one building site with 300-foot spacing between hydrants. Hydrants will be located behind the sidewalk in the street right-of-way, or as directed by the Fire Marshall.

7. **GRADING.** All grading shall comply with the County Grading Ordinance or the City of El Cajon Grading Ordinance, whichever is more restrictive.

8. **BUILDING SETBACKS.** No building or structure shall at any time be erected or maintained on any site between the Building Restriction Line as established by the current Gillespie Field Airport Layout Plan and the centerline of the runway; within 20 feet from any site boundary abutting any street; provided, however, that no building or structure (except a landscape feature or chain link fence) shall at any time be erected or maintained on any site within 75 feet from a boundary abutting the flood control channel right-of way of Forester Creek. Interior side yard setback shall be zero feet or ten feet; provided, however, that a zero feet setback shall be subject to approval by the Airports Director.

9. **HEIGHT LIMIT.** All construction must comply with Title 14 CFR Part 77, Objects Affecting Navigable Airspace and receive FAA approval before construction begins. No building or structure shall exceed two stories or 35 feet

in height, whichever is lesser; provided, however, that buildings or structures not exceeding 50 feet in height, which do not violate Federal Aviation Administration height restrictions, may be permitted subject to the following:

a. Buildings or structures located 100 feet or more from any site boundary line and not exceeding 50 feet in height may be permitted upon approval of the Airports Director.

b. Buildings or structures located less than 100 feet from any site boundary line may be permitted upon approval of the Airports Director.

10. **MULTIPLE-OCCUPANCY BUILDING.** Multiple-occupancy of buildings is permitted for allowed aviation uses. In cases of multiple occupancy, off-street parking, off-street loading, outdoor trash facilities and on-site vehicular and pedestrian circulation systems must be shared in common; provided that separate such facilities and systems may be permitted by the Airports Director where justified and when such provision does not otherwise deviate from the specifics and intent of these development standards.

11. **HEIGHT OF FENCES, WALLS AND PLANT MATERIALS.**

a. Fences and Walls. No decorative or screening fences or walls, including arrangements of plant materials so as to form an opaque screen shall exceed the following height limits above ground elevation:

(1) Within any area of site exclusive of required setbacks - 10 feet.

(2) Within required setback abutting a street - 42 inches except within five feet of the intersection of a driveway and a street, a driveway and a walkway, or a driveway and driveway or parking area circulation aisle, in which cases the height limit shall be 30 inches.

(3) Within required interior side yards and rear yards - six feet.

b. Plant Materials. Except where used as an opaque screen, plant materials may be permitted at any height not in violation of Federal Aviation Administration Regulations or constituting a hazard to operation of aircraft based on the judgment of the Airports Director.

12. **OFF-STREET PARKING.**

a. Minimum Required Off-Street Parking.

(1) Hangar storage areas: One-half space for each 1,000 square feet of hangar building. One-quarter space for each T hangar.

(2) Aircraft tie-down areas: One space for every 7,000 square feet of tie-down area.

(3) For miscellaneous hangar activities directly related to aviation use, such as aircraft servicing and repair: Two spaces per 1,000 square

feet of gross building area for the first 4,000 square feet and one space per 1,000 square feet thereafter.

(4) For general commercial activities primarily relating to aviation but not classified as hangar storage, tie-down areas or service repair, such as public areas, offices, training rooms and sales areas: Three spaces per 1,000 square feet of building area.

(5) For restaurants and other eating and drinking establishments: One parking space for each 60 square feet of floor area used for dining or serving of drinks.

(6) For airtels: One parking space for each guest room and three for office and maintenance staff.

b. Dimensions.

(1) Areas for parking shall be designed on the basis of 325 square feet per required parking space, but in no case shall there be less than the total number of spaces required.

(2) Each parking area shall be designed according to the following table of minimum dimensions:

STANDARD CAR

Angle of Parking	Space Width	Curb Length Per Car	Space Depth	Aisle* Width
90°	9' 0"	9' 0"	20' 0"	24' 0"
60°	9' 0"	10' 5"	21' 0"	18' 0"
45°	9' 0"	12' 9"	21'0"	13' 0"

SMALL CAR

(up to a maximum of 25 percent of total spaces, marked "small car")

Angle of Parking	Space Width	Curb Length Per Car	Space Depth	Aisle* Width
90°	7'6"	7' 6"	15'0"	24'0"
60°	7'6"	8'9"	17'0"	18'0"
45°	7'6"	10'8"	17'0"	13'0"

*Two-way aisles shall be not less than 24'0" in width.

c. Location. All parking and loading spaces shall be on the same lot or building site with the building or structures they are to serve. All parking spaces shall be a minimum of 10 feet from any lease boundary abutting any street. Parking for autos is allowed between the building restriction line and the lease boundary subject to the Airports Director's prior written approval.

d. Improvement of Parking Spaces and Parking Areas.

(1) All parking spaces or areas, loading berths, approaches, and driveways shall be adequate for anticipated wheel loads, but in no case shall be less than two inches of asphalt, concrete or equivalent surface over a base course of adequate stability.

(2) All parking spaces abutting the perimeter of the property shall be provided with securely installed concrete wheel barriers or concrete curbs not less than six inches in height.

e. Marking of Parking Spaces. The location of each parking space shall be identified and maintained by permanent surface markings.

13. ON-SITE CIRCULATION.

a. Ingress and Egress.

(1) On-site driveways and parking areas shall be designed to keep all vehicular traffic separate from aircraft maneuvering and parking areas.

(2) Driveways greater than 50 feet in length shall have an unobstructed paved surface not less than 20 feet in width when used by two-way traffic. In lieu of a 20-foot driveway, two one-way driveways, each not less than 12 feet in width may be substituted.

(3) Parking and loading areas and driveways shall be arranged to permit vehicular traffic to move into and out of parking and loading areas, driveways and ramps, without the backing of any vehicle onto a street.

(4) Unobstructed and adequate maneuvering aisles or turn-around areas shall be provided as necessary to insure that all vehicles shall enter the street or highway in a forward manner.

(5) Parking areas, driveways, maneuvering aisles, ramps and turnaround areas shall be kept free and clear of obstructions at all times.

b. Pedestrian Walkways. Easily accessible and adequate pedestrian walkways consisting of concrete, decorative gravel, paving blocks or other aesthetically pleasing materials shall be provided.

14. AIRCRAFT TAXIWAYS, SERVICE AND TIE-DOWN AREAS.

a. General. All areas utilized by aircraft as a taxiway and for parking, tie-down and storage of aircraft shall be paved, sloped for drainage and clearly defined and identified with standard striping and marking. FAA dimensional standards will apply unless otherwise approved by the Airports Director.

b. Taxiways. Taxiway locations, dimensions and paving shall be appropriate for and use thereof limited to the type of aircraft for which they are intended. The width of taxiways adjacent to or between hangar buildings or tie-down positions shall provide the taxiing aircraft with a minimum of ten feet of wing tip clearance at each wing tip with the aircraft's nose wheel on the center line stripe and with the outer wheel of the main gear no closer than five feet to the edge of pavement using the specified critical aircraft which could be housed in the adjacent hangar or would utilize the taxiway. All taxiways and other areas where aircraft are confined to a particular path shall be provided with a four inch wide continuous reflective strip of yellow traffic paint.

c. Parking and Service Aprons. Dimensions for these areas shall provide a minimum of ten feet wing tip clearance relative to buildings and other obstructions. Aircraft wash down and cleaning pads shall be paved with Portland cement concrete with a drain and trap to properly dispose of all water and caustic materials in accordance with all applicable ordinances, laws, regulations and standards.

d. Tie-Down Areas. Dimensions for tie-down areas shall be appropriate for and use thereof limited to the type of aircraft for which they are intended. Adequate tie-down anchorage will be required in accordance with Federal Aviation Administration standards. All tie-down areas shall be paved; each tie-down position shall be striped and numbered with permanent surface markings. No anchorage point shall be less than four feet from the edge of the pavement.

e. Off-Site Maneuver Areas. Off-site maneuver areas, where utilized, shall be limited to use for aircraft movement only. Paving for maneuver areas permitted under Lease provisions will be provided by the Lessee with design appropriate for and use thereof limited to the type of aircraft for which they are intended.

f. Materials. Pavement shall consist of either asphalt concrete or Portland cement concrete placed upon a prepared base course. Base course and surface course thickness shall be designed in accordance with Federal Aviation Administration standards reflecting a consideration of the distribution and physical properties of the soil, soil stabilization procedures and the gross weight capacity required.

g. Stage Construction. Stage construction for pavements may be utilized provided that proper grading is provided for the ultimate design thickness.

15. **SIGNS**

a. Identification Signs. Signs designating the name and address of the occupant and the products, activities or facilities located on the Premises are permitted as follows:

1) Two single-faced identification signs mounted on and parallel to a wall; provided that one such sign is located so as to be visible from the aviation activity area of the airport and the other located so as to be visible from the non-aviation areas. Aviation activity area signs shall not exceed an area of 120 square feet, nor cover more than 40 percent of the building face. Non-aviation area signs shall not exceed an area of 60 square feet, nor cover more than 40 percent of the building face; provided that signs in excess of these areas may be permitted upon approval of the Airports Director. Such signs may not extend above the top of the parapet wall, the roof line at the wall, the eaves of the building, or portion of the building to which attached, whichever is applicable; nor shall the sign face protrude more than 16 inches from the face of the wall upon which it is mounted. In lieu of a wall-mounted sign, the sign directed to the non-aviation area may be a single- or double-faced monument or free-standing sign, integrated with a landscape arrangement, and located not closer than ten feet to the front property line. The size of such sign shall be proportional to the building site frontage, but not exceeding an area of 60 square feet per face nor an overall height of eight feet above the average ground elevation directly beneath the sign.

(2) Sublessees on the Premises each may have one single-faced wall sign not exceeding an area of 32 square feet; provided that signs in excess of 32 square feet may be permitted upon approval of the Airports Director.

(3) One pole-mounted sign is permitted for fuel facilities only.

(4) Identification signs in addition to those in (1) and (2) above will be permitted only upon approval of the Airports Director.

b. Directional Signs. Directional signs may be single- or double-faced and are limited to informational signs identifying facilities by category and/or function only. They may not exceed eight square feet per face or overall height of eight feet above grade.

c. Safety Signs. Safety signs alert the passers-by on the site to potential dangers and include Stop, Slow, Curve, Danger, High Voltage, etc. The size, shape, and color of safety signs shall be of the same size, shape and color as contained in the current edition of the Manual on Uniform Traffic Control Devices for Streets and Highways as printed by the Bureau of Public Roads, U.S. Department of Commerce.

d. Real Estate Signs. One single- or double-faced real estate sign not exceeding 12 square feet per face giving information on the construction, sale or lease of the building, property or premises upon which it is displayed shall be permitted.

e. Roof-Mounted Signs. Roof-mounted signs are not permitted, except that a sloping roof, the slope of which varies not more than 45 degrees from a vertical plane, may be considered wall space for the purpose of placement of wall signs.

f. Sign Design. Identification signs must be designed so as to provide uniformity of layout, lettering, graphics, size, shape, color, method of installation and construction. The location and design of all identification signs shall be subject to the written approval of the Airports Director. No sign of any type shall be installed without the prior written approval of the Airports Director.

16. **TRASH COLLECTION AREAS.** All trash collection areas will be enclosed by a wall and heavy-duty solid gates not less than six feet in height. Portland cement concrete floors and aprons are required in trash collection areas. Trash collection areas will be so located on the site as to be restricted from public view and will be screened by appropriate landscaping features.

17. **LANDSCAPING.**

a. Required Landscaping Areas. On-site landscaping plans will be required. The following areas will be included within the minimum landscape requirements:

(1) Landscaping within required 20-foot setback areas from abutting streets.

(2) A minimum ten-foot wide strip of landscaping along airport boundaries.

(3) The area between the site boundary and the sidewalk or curb shall be landscaped and maintained by the Lessee.

(4) The following additional landscaping will be provided as necessary in accordance with harmonious design principles consistent with site layout plan:

(a) Landscape screening for automobile parking areas and trash collection areas.

(5) Decorative planting adjacent to buildings, hangars or within parking areas.

b. Landscaping Design.

(1) Coverage: At least 75 percent of the surface landscaped shall be planted with a compatible combination of trees, shrubs, vines, flowers or ornamental ground cover. The remainder may include features such as pedestrian walkways, rock groupings, sculptures,

pools, fountains, outdoor seating areas, decorative paving and gravel areas, interspersed with planting areas.

(2) Location: No tree or shrub four feet in height or more at maturity shall be place within 30 feet of the edge of pavement at street intersections.

c. Irrigation. Prior to commencing any use of the Premises, required landscaped areas shall be planted and a permanent type sprinkler system or similar watering system or device, adequate to provide water necessary to properly maintain the particular plant materials used, shall be constructed and thereafter maintained in good working order by Lessee at Lessee's expense.

18. **MAINTENANCE.**

a. Lessee's Obligation. In the Aviation Areas, Lessee shall, to the reasonable satisfaction of the Airports Director, keep and maintain the aviation site and all improvements and landscaping of any kind or character which may be erected, constructed, installed or made thereon in good condition and repair and maintain the site in a safe, clean and sanitary condition to the complete satisfaction of the Airports Director and in compliance with all applicable rules, regulations, ordinances or laws. In this connection, Lessee shall provide proper containers for trash, garbage and liquid wastes of all kind and character and shall keep the site free and clear of rubbish and litter to the satisfaction of the Airports Director. County reserves the right for its agents or employees to enter upon and inspect the site at any and all reasonable times to ascertain that the above-described standards are maintained.

b. County's Right to Repair or Maintain. In the event Lessee fails to maintain or make repairs or replacements to any and all improvements as required by County, then County may notify Lessee in writing of said failure specifying in said notice the nature and extent of said failure. In the event Lessee fails to make said required maintenance, repairs or replacements within 30 days after such notice by County, County may accomplish maintenance or make such repair or replacement and the cost thereof including, but not limited to, the cost of labor, material and equipment shall be paid by Lessee to County within 10 days from receipt by Lessee of statement of costs from County.

19. ~~19.~~ **OTHER REGULATIONS.** In addition to the provisions of these Development Standards, all development in aviation areas shall conform to the standards specified by the applicable Federal Aviation Administration Regulations, laws of the State of California and the applicable local ordinances, which regulate land use, construction and development. These shall include, but not be limited to the following:

- **Runway Safety**
- **Pedestrian and vehicle deviation avoidance**
- **Driver rules for use on the airport operation areas**
- **Access restrictions in the airport's secured areas**

-In the event of a conflict between these Development Standards and various applicable laws, ordinances and regulations, the most restrictive shall apply.