

NAMPA MUNICIPAL AIRPORT

Minimum Design and Construction Standards

LOT STANDARDS

Lots at the Nampa Municipal Airport consist of hangar storage unit lots with airside access and commercial lots with both landside and airside access. Hangar storage unit lots are generally the same size as the footprint of the building with few exceptions. Commercial lots are generally two hundred (200') from landside to airside and one hundred foot (100') wide; however, lot width can be increased in twenty-five foot (25') increments. The exception will occur when the remaining lot would be less than one hundred foot (100') in width. Discuss lot size needs with the Airport Manager for additional information.

- 1) **SETBACKS** – The Airport will determine setback distances for construction based on FAA regulations, Airport Layout Plan, and other airport regulations that may be enacted from time to time. No part or portion of any building shall be erected, constructed, or extended into any setback area. No building construction equipment or materials shall be staged, placed, or operated in a manner that impedes the movement of aircraft along taxilanes or taxiways.
 - a) **Aircraft Storage Units**
 - i) **Taxi Setback** – Single and multi unit hangars bordering taxilanes C-2, C-3, C-4, and C-5 shall have a minimum thirty-nine and one-half feet (39.5') setback from centerline of each taxilane. Single and multi unit hangars bordering taxiways C-1, C-6, C-7, and C-8 shall have a minimum sixty-five and one-half feet (65.5') setback from centerline of taxiway.
 - ii) **Utility Setback** – Setbacks in utility corridors will be a minimum of five foot (5') on all sides of utilities.
 - b) **Commercial Lots**
 - i) **Front Setback** – Buildings will have a twenty-five foot (25') setback from the right of way on Municipal Drive and Pilatus Lane to include parking, sidewalk, and landscaping. Buildings along Airport Road will require a fifty foot (50') setback (due to residents across the street) with additional setbacks and requirements on Airport Road lots set by Nampa Planning and Zoning Department and must be adhered to. No structure can be built within the utility easements.
 - ii) **Rear Setback** - Single and multi unit hangars or other buildings along the taxiways C-1, C-6, C-7, and C-8 shall have a minimum ninety-six foot (96') setback from centerline of taxiway. No structure can be built within the utility easement.
 - iii) **Side Setback** – Buildings will have a minimum of ten foot (10') setbacks on each side of the lot. No structure can be built within the utility easement.
- 2) **HEIGHT OF BUILDINGS** – All buildings and structures shall comply with the maximum height regulations identified in the current Airport Layout Plan. These specifications are based on FAA standards for regulating airspace in the vicinity of runways. The tallest point of the hangar or structure, including approved antennas or other attachments, may not exceed the maximum structure elevation specified for a given lot.

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- 3) **DRAINAGE** – Drainage shall not negatively impact adjacent properties and shall flow into the Airport’s natural or developed drainage. The elevation of the lot shall not be changed so as to materially affect the surface elevation or grade of the surrounding lots. Drainage from roofs shall not create erosion or affect adjacent properties. Perimeter roof drainage with gutter and downspouts shall be located at drip edges. Any drainage off the building shall be diverted using gutters and downspouts. All surface drainage must be routed through drains into the Airport’s storm drain system. Roof drainage and a soil erosion control plan shall be indicated on the plan submittal. The drainage plan submitted will include:
 - a) Lot lines with dimensions and building footprints with dimensions. Tie dimensions to adjacent taxiway centerlines.
 - b) Location of existing drainage structures and utilities.
 - c) Rim and invert elevations of proposed drainage structures. Size and type of pipe used.
 - d) Finished floor elevations. Elevations at the intersection of the edge of lot and adjacent taxiway.
 - e) Contours, flow lines, slope of site grading in percent.
 - f) Thickness of asphalt or concrete and thickness of base course.
 - g) Detail showing sawcut joint at intersection of adjacent taxiway. Control joint and expansion joint details (concrete only).

- 4) **PARKING** – The City of Nampa Planning and Zoning Department will determine the number of parking spaces required due to location and/or use of the structure. All parking requirements must be located on the leased premises. No public use parking areas may be used to meet the parking requirements. The number and location of parking stalls required shall be submitted with the construction plans. All plans for parking shall be approved by the Planning and Zoning Department and the Airport Commission. Areas provided for parking shall be surfaced with:
 - a) **ASPHALT** – Base will be $\frac{3}{4}$ road mix compacted to 95% at a minimum depth of six inches; asphalt will be a minimum depth of three inches.
 - b) **CONCRETE** - Base will be $\frac{3}{4}$ road mix compacted to 95% at a minimum depth of four inches; concrete will be a minimum depth of four inches.

- 5) **LANDSCAPING** - The City of Nampa Planning and Zoning Department may require landscaping due to the location or use of a structure. A landscape plan shall be part of every commercial facility proposal. All plans for landscaping shall be approved by the Planning and Zoning Department and the Airport Commission.
 - a) All grass, trees, and shrubbery must be kept in good appearance at all times. All grass must be cut whenever necessary. If the Lessee fails to maintain these areas the Airport reserves the right to maintain them at an additional cost to Lessee.

- 6) **WALKS** – All pedestrian sidewalks shall be constructed of concrete, at least 4-inches thick (with 4-inch compacted base) and 4-feet wide. Asphalt, dirt, and gravel walks shall be prohibited.
 - a) Snow removal on the portion of apron areas and walkways not maintained by Airport shall be the responsibility of the Lessee.

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7) **APRONS –**

THIS SECTION IS UNDER CONSIDERATION OF THE AIRPORT COMMISSION AND NOT YET FINAL. PLEASE CHECK WITH THE AIRPORT MANAGER PRIOR TO PLANNING FOR MORE INFORMATION.

8) **LOT ACCESS** - The Airport Commission may require the Lessee to construct paved roadways, taxiways, and controlled access gates to provide access to the structure. Plans for any roads or taxiways so required shall be submitted to the Airport Commission for approval. Under no circumstances will an uncontrolled opening in the Airport's security fence be allowed.

- a) Pedestrian and vehicular access to buildings normally open to the public shall avoid crossing the aircraft operating areas (AOA).
- b) All improvements or facilities sited on the landside or AOA interface shall have appropriate accesses to both the landside and the AOA. All aircraft and aviation related structures and buildings shall be approved by the Airport Commission.
- c) All customer facilities and accommodations for passengers and crew of transient aircraft must include ramp or other convenient access for the disabled and sanitary rest rooms equipped for use by the disabled.
- d) Vehicular access to aircraft storage hangars shall minimize crossing the AOA (aircraft operations areas). Automobile parking shall be provided for aircraft storage hangars in locations which do not interfere with aircraft operations.

9) **UTILITIES** – Connection to all utilities including electrical, natural gas, sanitary sewer, water, and telephone must be installed underground at the expense of the Lessee. All plan submittals shall include sufficient detailed information on all utility designs and design loads, and work shall not be permitted until approved by the Airport Commission. Submittal shall indicate above ground utilities such as, but not limited to, condensers and transformers. All above ground utilities shall be screened. All sewer and water lines shall be approved by the City of Nampa Public Works Department during the permit process. Upon completion of construction, a plot plan showing the exact location of all Lessee installed utilities shall be given to the Airport Manager.

- a) No trenching or excavation shall commence until all pipes and lines in the area have been located. All existing utilities must be located by a locator service prior to excavation or digging. The Lessee shall be responsible for any damage to existing utilities or communication lines.
- b) Utilities will not be interrupted without prior coordination with and approval from the Airport Manager. Approval is required for each and every interruption.
- c) Any utilities brought to the site will be within existing utility easements. All underground utilities are to be coordinated with the Airport Manager prior to digging.
- d) The Lessee shall be responsible to restore all disturbed areas including pavement and grass areas.

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- 10) **SIGNAGE** – Signs shall be consistent with current City of Nampa sign regulations and ordinances, and adhere to the following standards and appropriate regulations of the Airport Commission. All proposed signage shall receive approval of the Airport Commission prior to plan submittal to the City.
- a) **PROHIBITED SIGNS** – The following types of signs are not allowed:
 - i) Freestanding signs
 - ii) Banners
 - iii) Painted canvas
 - iv) Moving signs or signs moving parts
 - v) Directional signs or directional signs moved by elements
 - vi) Flashing or rotating signs
 - vii) Roof signs
 - viii) Illuminated signs placed where they may create a glare or a distraction to pilots
 - ix) Lighted signs that interfere with airfield lighting
 - x) Temporary signs or posters after thirty (30) days.
 - b) **ADDRESS REQUIREMENTS** – The Lessee shall at Lessee's expense, provide address numbers a minimum of 10-inches (10") high in black writing on a white background. The numbers must be located above each man door OR above the hangar door on the flight door side of the hangar OR on the street side of a business and must be in a plainly visible and legible location. Address numbers shall be in conformance with Nampa Fire Department.
 - c) **HANGAR UNITS** – A sign limited to the name of the owner or occupant of the premises, and which does not exceed one and one half (1.5) square foot. in area, may be displayed on the man door on the front of the hangar unit. Hangars with multiple units may display the unit number on the hangar or man door for each unit.
 - d) **COMMERCIAL LOTS** – A sign, which is limited in content to the name, address and occupation of the owner or occupant of the premises, may be displayed on the front of the office building and one on the airside of the hangar, providing it meets all City of Nampa Codes for signs. Additional sign requests will be considered by the Airport Commission.
 - i) **Exterior Wall Signs** – Individual mounted letters shall be of Lexan-type material only.
 - ii) **Facing of Signs** – Airside signs must face runways and taxiways; landside signs must face vehicular or pedestrian traffic.
- 11) **LIGHTING** – Exterior lighting shall be located on all buildings and shall illuminate the building exterior sufficient for safety and security. Cut-off type fixtures shall be used to prevent disturbance of airport operations. All lighting shall be high-pressure sodium and shall not create a vision hazard to aircraft movement. Plan submittal shall include exterior lighting information including location. All other lighting shall conform to City ordinance and the City's specifications and standards for off-street parking areas.
- a) Light fixtures that face a taxilane or taxiway shall not exceed 0.5 foot-candles at the edge of the taxilane or taxiway.
 - b) Light fixtures over man doors shall be RAB brand Tallpack 70 watt units.
 - c) Light fixtures on hangar and office areas shall not be more than 50' apart and be included on all sides of the building. Unless otherwise indicated, light fixtures shall be RAB brand Wallpack 250 watt units.