

PDSC MEETING AGENDA

DATE: 5/1/2024
TIME: 3:00-4:30 PM
LOCATION: Zoom
RE: Planning and Development Subcommittee

PDSC Objectives:

- Support the implementation of the 2023-2024 Strategic Plan and the 2020 Airport Master Plan
- Provide ongoing support and input on specific plans and proposals for the development of Airport property
- Provide input on other business development efforts as appropriate

PDSC Agenda Items:

- 1) **Meeting Minutes – April 3, 2024 (5 min.)**
- 2) **PDSC Charter (5 min.)**
- 3) **Airport Development Documents Update (70 min.)**
- 4) **Open Discussion (10 min.)**

Join Zoom Meeting

Wednesday, May 1, 2024 – 3:00 p.m.

<https://us06web.zoom.us/j/97011482750?pwd=V1pVVHdrMXZibzlyZ3RFanpRK2NIZz09>

Meeting ID: 970 1148 2750

Passcode: 465261

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DATE: 4/3/2024
TIME: 3:06 – 4:37 p.m.
RE: Planning and Development Subcommittee Meeting (PDSC)
ATTENDEES: Rick Turley, Troy Bliss, Scott Schorling, Dave Ruppel, Jacki Marsh, Josh Birks, Aaron Ehle, Kate Morgan, Laurie Wilson, Danny McGinn, Cameron Singh

Begin Meeting Record 4/3/2024

Agenda Item #1:

Meeting Minutes from March 13, 2024

- Board Member Schorling moved to approve the minutes as presented. Board Member Ruppel seconded the motion. All present Board Members voted in favor.

Agenda Item #2:

Airport Development Request for Expressions of Interest (RFEI)

- Board Members discussed the hangar development Request for Expressions of Interest (RFEIs) that the Airport Commission directed Staff to create for three sites at the meeting on March 21, 2024. The three areas being reviewed for hangar development are identified at Site B, Site C, and Site D.
 - Whether the RFEI would need to go through the procurement process if no bid is being awarded would need to be determined by City of Loveland Procurement.
 - The RFEI would function as a solicitation without the guarantee of awarding a contract. In a situation where multiple proposals are received for different developments competing on the same site, then the RFP process would be applied.
 - Advertising the RFEI on multiple platforms such as BidNet, dLoopNet, and CoStar would help capture a larger audience locally and nationally.
 - Any proposals for non-aeronautical uses would need to be approved by the FAA, which could take approximately six to eight months.
 - Cindy Mackin with Visit Loveland may be able to offer insight on tourism-based businesses who have an interest in developing at the airport.
 - Providing a broad outline of the expectations for each site will help provide direction to the developers and produce comparable proposals.
 - The RFEI should clearly outline the expected outcome, determining factors, and next steps of the development process based on the criteria determined by the decision-makers.
 - Jeff with Aviation Management Consulting Group can review the RFEI and offer feedback before it is posted.
 - A concept review meeting with the Development Review staff will be necessary before an RFP can be developed based on the expressions of interest received.

- Requiring developers to participate in the RFEI process in order to be considered in the RFP process may provide more incentive for applicants to produce quality proposals.
- A draft of the RFEI will be distributed to the PDSC Board Members. Board Members can provide comments directly to Airport staff before the solicitation is posted.

Agenda Item #3:

Open Discussion

None presented.

End Meeting Record

DRAFT



NORTHERN COLORADO REGIONAL AIRPORT

4900 Earhart Rd • Loveland, Colorado 80538

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ITEM NUMBER: 2

MEETING DATE: May 1, 2024

PREPARED BY: Aaron Ehle, Airport Planning & Development Specialist

TITLE

Planning & Development Subcommittee (PDSC) Charter

RECOMMENDED PDSC ACTION

Informational

SUMMARY

At the March 21, 2024, Airport Commission meeting, the PDSC charter was amended.

Notable Changes:

- Rick Turley was appointed to the PDSC as a representative of the FNL Pilots Association.
- An Airport Commission member now serves on the PDSC. Mayor Marsh has volunteered to participate. An alternate may be appointed if need be.
- The Airport staff member will serve as a liaison, not a voting member.
- Meetings will generally be held on the first Wednesday of each month at 3:00

ATTACHMENTS

Updated PDSC Charter

Original (2018) PDSC Charter

Northern Colorado Regional Airport Commission
Planning and Development Subcommittee
Charter
Amended 3/21/2024

I. Purpose

The Planning and Development Subcommittee (“PDSC”) was formed by the Northern Colorado Regional Airport Commission (“Airport Commission”) pursuant to Section 12 of the Commission Bylaws to facilitate strategic planning for the Airport and its immediate surroundings. It pursues the following major objectives:

- i. To support the development of an updated Strategic Plan and the 2020 Airport Master Plan;
- ii. To provide ongoing support and input on specific plans and proposals for the development of Airport land; and
- iii. To provide input on other business development efforts as appropriate.

II. Authority and Limitations

The PDSC serves only in an advisory role to the Airport Commission with respect to the objectives listed above and may provide recommendations to the Airport Commission as the PDSC deems appropriate or as requested by the Airport Commission. The PDSC has no authority to take any final action or to direct the expenditure of funds or resources.

III. Membership

Membership of the PDSC will consist of the following Airport Commission representative, City of Loveland and City of Fort Collins representatives (“City Members”) and non-City representatives (“Citizen Members”):

Airport Commission Member

City Members

- Airport Director (PDSC Chair)
- Staff member from the City of Loveland Economic Development Department
- Staff member from the City of Fort Collins
- Staff member from the City of Loveland Current Planning Division

Citizen Members

- Rick Turley, FNL Pilots Association
- Tom Fleming
- Diane Jones

The Airport Commission shall appoint an Airport Commissioner to be the Airport Commission Member of the PDSC with voting rights. The Airport Commission shall also appoint an alternate Airport Commission Member who may attend any meeting or meetings in the Airport Commission Member’s absence with all voting rights of the Airport Commission Member. Any Airport Commissioner may also attend any PDSC meetings.



The Airport will select an Airport staff member to participate as staff liaison to the PDSC. Membership may change over time, subject to approval by the Airport Commission as described in this Charter. Other individuals may be asked to take part in the PDSC from time to time in an ad-hoc, advisory role as needed, but shall not have any authority vote on any matter being considered by the PDSC.

Because of the breadth of the PDSC's charter, it may be necessary or appropriate to form other work groups from time to time to address related topics. If directly related to the purpose of the PDSC, then the PDSC may form the work group and advise the Commission. If the scope is unrelated to or exceeds the PDSC's charter, then the PDSC will submit the proposal to the Commission for consideration and approval as appropriate.

IV. Member Terms

The length of the Airport Commission Member's and alternate Airport Commission Member's terms shall be one (1) year. The length of a Citizen Member's term shall be four (4) years effective as of the date of the Airport Commission's approval of such Citizen Member's appointment. For the Citizen Members listed in this Charter, their terms shall begin on the effective date of this Charter amendment. There shall be no term limits for City Members positions as staff filling those positions may change over time.

V. Changes in Membership

Airport Commission approval by motion or resolution to amend this Charter with respect to membership shall be required for all membership changes.

A new or replacement Citizen Member may be nominated and presented to the Airport Commission for consideration by any member of the PDSC or Airport Commissioner. The Airport Commission may, in its discretion, hold interviews by an interview committee of its choosing with no more than two Airport Commissioners.

VI. Meetings

In accordance with the Airport Commission Bylaws, PDSC meetings shall be held in accordance with the Colorado Open Meetings Law. The PDSC shall generally meet monthly on the first Wednesday of each month beginning at 3:00PM, but may be rescheduled as needed with proper notice to the PDSC Members and the public. Meetings may be held in person or virtually or a combination of both. A majority of the members of the PDSC constitutes a quorum.

VI. Duration

The duration of the PDSC will be determined by the need for support on current and future Airport planning and development projects. However, the Airport Commission, at its sole direction, may dissolve or alter the focus of the PDSC to best serve the Airport's interests.

Northern Colorado Regional Airport
Planning and Development Subcommittee
Sub-committee Charter 1/18/2018

Purpose

The Planning and Development Subcommittee (PDSC) has been formed by the Northern Colorado Regional Airport Commission as a subcommittee pursuant to Section 12 of the Commission Bylaws to facilitate strategic planning for the airport and its immediate surroundings. It includes the following major objectives:

- i. To support the development of an updated Strategic Plan and the 2018 Airport Master Plan;
- ii. to provide ongoing support and input on specific plans and proposals for the development of Airport land; and
- iii. to provide input on other business development efforts as appropriate.

The PDSC serves only in an advisory role to the Airport Commission, and may provide recommendations to the Commission as the committee deems appropriate or as requested by the Commission. The PDSC has no authority to take any formal action or to direct the expenditure of funds or resources.

Members

Initial membership of the PDSC will consist of the following individuals:

- Jason Licon, Airport Director (PDSC Chair)
- Sean Keithly, Airport Business Development Specialist
- Tom Fleming, Airport Commission Vice-Chair
- Diane Jones, The Formation Group
- Mike Scholl, City of Loveland Economic Development Manager
- Josh Birks, City of Fort Collins Department of Economic Health Director (TBD)

Membership may change over time; however, it is anticipated that the number of members involved at any given time will remain approximately the same. Other individuals may be asked to take part in the PDSC from time to time in an ad-hoc, advisory role as needed. Formal Commission approval is not required for amended membership.

Because of the breadth of the PDSC's charter, it may be necessary or appropriate to form other subcommittees from time to time to address related topics. If directly related to the purpose of the PDSC, then the PDSC may form the subcommittee and advise the Commission. If the scope is unrelated to or exceeds the PDSC's charter, then the PDSC will submit the proposal to the Commission for consideration and approval as appropriate.

Duration

The duration of the PDSC will be determined by need for support on current and future Airport planning and development projects. However, the Commission, at its sole direction, may dissolve or alter the focus of the PDSC to best serve the Airport's interests.



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ITEM NUMBER: 3

MEETING DATE: May 1, 2024

PREPARED BY: Aaron Ehle, Airport Planning & Development Specialist

TITLE

Airport Development Documents Update

RECOMMENDED PDSC ACTION

Advise on potential changes/updates to development documents

SUMMARY

The FNL Development Guide and Land Use & Design Standards were developed in 2020 to provide information on the development process and to establish criteria for evaluating the location and aesthetics of Airport development projects. The purpose of this item is to review these documents and update them to provide clear and concise guidance that better reflect the current situation at the Airport.

ATTACHMENTS

FNL Development Guide

FNL Land Use & Design Standards



NORTHERN COLORADO REGIONAL AIRPORT

The following outline provides a general guide of the Airport development process:

#	Item Description	Responsibility	Action
1 <input type="checkbox"/>	Discuss concept with Airport staff	Airport/Applicant	Identify potential locations, building size and use(s), type of aircraft to be housed, major utilities required, and special requirements such as parking, access, etc.
2 <input type="checkbox"/>	Provide potential locations with building diagrams	Airport	Airport staff will work with developer on site location diagrams in accordance with the applicant's needs. Site location and dimensions will depend upon a variety of considerations, including alignment with Airport Land Use and Design Standards, Airport Master Plan, Utility Plan, FAA development standards, Airport Minimum Standards, existing infrastructure, and City of Loveland adopted codes.
3 <input type="checkbox"/>	Identify preferred building location	Applicant	Identify the most suitable location for the development
4 <input type="checkbox"/>	Develop project proposal	Applicant/Airport	Work with Airport staff to determine infrastructure needs, setbacks, construction type, layout, landscaping, etc. Applicant will prepare preliminary site plan, building elevations, and landscaping plan diagrams in accordance with Airport Design Standards.
5 <input type="checkbox"/>	Airport staff review	Applicant/Airport	Present project proposal details to Airport staff for feedback.
6 <input type="checkbox"/>	Enter into an optional intent to lease agreement	Applicant/Airport	Enter into an agreement, and provide payment of \$1,000 or \$1,000 per acre (whichever is greater) to secure lot for up to three months to allow applicant to progress through steps 7-14. Deposit will be applied toward the land lease or the cost of the survey if land is not leased.
7 <input type="checkbox"/>	Schedule building consultation (simple projects) or concept review (complex projects) with City of Loveland	Applicant/Airport	Airport will work with applicant to provide information to City of Loveland staff and schedule a meeting to discuss project details. These meetings are not required but highly recommended to avoid potential pitfalls.
8 <input type="checkbox"/>	Attend building consultation or concept review meeting	Applicant/Airport/ Loveland Development Review Team	Receive input from City of Loveland staff regarding permit preparation. Obtain information on building/fire code requirements, utilities, transportation, stormwater, etc. Determine if architect and/or site plan review will be required.
9 <input type="checkbox"/>	Prepare project proposal for PDSC review	Applicant	Incorporate feedback from City/Airport staff to refine project proposal. (See Note A for submittal requirements)
10 <input type="checkbox"/>	Planning & Development Subcommittee (PDSC) Review	Applicant/Airport/ PDSC	Present project proposal details to the PDSC for feedback and potential recommendation to the Airport Commission.
11 <input type="checkbox"/>	Perform utility locate	Applicant	Applicant will schedule utility locate; Airport will provide necessary support for access to site.
12 <input type="checkbox"/>	Perform basic site survey	Airport	Once the lot area is confirmed by the applicant, the Airport will order and pay for a basic site survey of the lot area to be leased (Note: The Airport will only pay for one survey per lot).
13 <input type="checkbox"/>	Finalize project details and prepare for Airport Commission review	Applicant	Incorporate feedback from PDSC to finalize project proposal. (See Note A for submittal requirements)
14 <input type="checkbox"/>	Sign land lease	Applicant/Airport	The applicant will sign a land lease with the Airport based on the area defined by the site survey.
15 <input type="checkbox"/>	Airport Commission review and lease execution	Applicant/Airport/ Airport Commission	Present site plan, elevations, and landscaping plan for Airport Commission review and feedback. If project is approved by the Commission, the lease will be executed.

Northern Colorado Regional Airport Development Guide

Updated 10/5/2020

16a <input type="checkbox"/>	If no site development plan (SDP) review required	Applicant	Proceed to 16 - Building permit (Typically only required for projects with multiple buildings, multiple uses, or large buildings.)
16b <input type="checkbox"/>	If site development plan (SDP) review required	Applicant	Prepare site plan in accordance with City's site plan review process
17 <input type="checkbox"/>	Building permit	Applicant	Applicant will prepare building permit submittal in accordance with City of Loveland Permit requirements. Airport may provide limited support as necessary.
18 <input type="checkbox"/>	Pre-construction meeting with Airport Staff	Applicant/Airport	Applicant and/or contractors must obtain Airport access badge(s). Site access and security plan must be approved by the Airport Security Coordinator. Discuss project schedule, temporary fencing, erosion control, impact to Airport operations, etc., with staff.
19 <input type="checkbox"/>	Begin Construction	Applicant	Basic site work, including excavation, may be performed with the consent of the Airport in advance of building permit issuance.
20 <input type="checkbox"/>	Airport Inspection and Approval	Airport	Airport Staff will inspect the project site and all improvements to confirm compliance with Airport Design Standards. Airport approval is required prior to certificate of occupancy from the City.
Steps		Estimated Minimum Time Required	
1 – 6		4 Weeks	
7 – 15		6 Weeks	
16 (Large projects only)		6 Weeks	
17-19		4-6 Weeks (assumes no major revisions)	
Total Time to Building Permit Issuance		14-16 Weeks (typical projects) 22+ Weeks (large projects)	

Note A: Submittal requirements for PDSC and Airport Commission Review (must be provided at least two weeks before meeting)

Site Plan: Site plan drawn to scale showing existing and planned final contour grades, the location of all improvements, including structures, aprons, taxilanes, walks, patios, driveways, parking, fences and walls, utilities, and the location of all improvements that may occur in future phases. All site data and dimensions shall be included.

Elevations: Colored exterior elevations drawn to scale illustrating all sides of planned structure(s). Building heights to the highest point shall be included. Elevations shall include building mounted signage and descriptions of all materials to be used, including colors, textures, and shapes.

Landscape Plan: Landscape plan drawn to scale showing the size, type, location, and spacing of all plants and other materials, elevation changes, and irrigation systems for all unpaved areas within the leased area.

Project Narrative: A written description of the uses and activities associated with the planned facilities, including number and type of aircraft, frequency of aircraft operations, and business activities.



NORTHERN COLORADO REGIONAL AIRPORT

AIRPORT LAND USE AND DESIGN STANDARDS

Northern Colorado Regional Airport (FNL) is a major gateway to the Northern Front Range for regional commerce and tourism. The Airport should impart a positive and memorable impression on its passengers, visitors, tenants, and the community. The purpose of the Airport Land Use and Design Standards is to establish minimum required standards for development at the Airport, and to ensure that new projects will be consistent with the following goals:

- Enhance aesthetic value through consistent, attractive, and compatible development without inhibiting safety or functionality of aviation-related facilities.
- Create a unique and interesting identity for the Airport by encouraging certain unifying components through building design, landscaping, signage, and other elements.
- Identify appropriate areas for specific types of development and reserve space for forecasted aviation activity in accordance with the Airport Master Plan and Airport Layout Plan (ALP).
- Enhance visual appeal along Airport corridors and integrate landscaping/screening with corridor streetscape plans.

These Standards are intended to convey general design direction to developers and designers, and to serve as criteria for the approval of proposed projects by the Northern Colorado Regional Airport Commission (NCRAC). The NCRAC recommends adherence to the Standards so far as can be reasonably achieved and has the authority to interpret the intent of the Standards with regard to proposed developments on an individual basis.

Airport Land Use

The three development areas identified by [Attachment B1: Airport Development Areas](#) are associated with different types of development in alignment with the Airport Master Plan and Airport Layout Plan (ALP)

1 Development Area 1 Predominant Land Uses:

Existing and new general aviation hangars (mostly Airplane Design Group I)

2 Development Area 2 Predominant Land Uses:

Aviation-related businesses, Fixed-base operators, Specialized aviation service providers, Existing and new general aviation hangars, Corporate hangars (mostly Airplane Design Group II and higher)

3 Development Area 3 Predominant Land Uses:

Terminal, Terminal support facilities, Retail, Commercial service providers

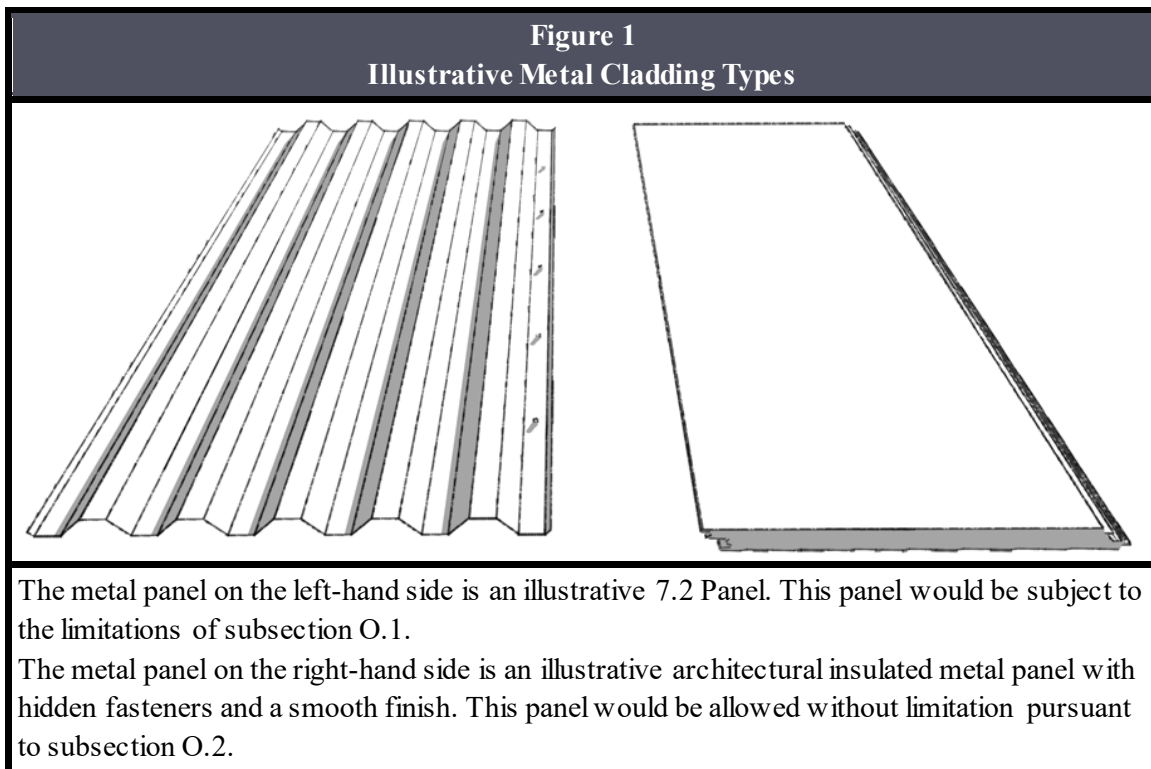
Airport Design Standards

- A. **1 2 3 Generally.** The Airport Design Standards are intended to promote attractive, consistent, and high-quality development of Airport property.
- B. **1 2 3 Applicability.** The Airport Design Standards shall apply to all new development and construction of improvements in the three development areas identified by [Attachment B1: Airport Development Areas](#).
- C. **1 2 3 Codes/Ordinances.** All development on Airport property shall conform to requirements contained in the currently adopted codes and ordinances of the City of Loveland including, but not limited to:
Title 13 – Utilities
Title 15 – Buildings and Construction
Title 18 – Unified Development Code. In the case of conflict between Division 18.04.05, Building Design Standards, and the Airport Design Standards, the Airport Design Standards shall prevail.
- D. **1 2 3 Variances to Airport Design Standards.** A variance to any section of the Airport Design Standards must be requested in writing and shall state in detail the reason for the variance and the mitigating measures to be taken with respect to potential adverse impacts that may arise from granting the requested variance. The Airport Commission has the authority to approve variances to the Airport Design Standards by an affirmative vote of the majority of the Commission members.
- E. **1 2 3 Roofing Materials.** Roofing materials that produce glare or other effects that are hazardous to aircraft operation shall not be permitted.
- F. **1 2 3 Rooftop Mechanical Units.**
 1. Rooftop mechanical units and other miscellaneous rooftop equipment shall be substantially screened from view from public rights-of-way and other public places.
 2. Screening material shall be of the same or comparable material, texture, and color as the material used for cladding the building.
 3. Screening shall be constructed as an encompassing monolithic unit, rather than as individual screens. Multiple equipment screens, or “hats”, surrounding individual elements shall not be permitted.
 4. The height of the screening element shall equal or exceed the height of the structure’s tallest piece of installed equipment.
- G. **1 2 3 Loading Docks and Trash or Recycling Storage and Pickup Areas.**
 1. No loading dock or trash or recycling storage and pickup area shall be located on the principal street-facing or apron-facing facade of the building.
 2. Any loading dock or trash or recycling storage and pickup area that is located on the side or rear wall of the building shall be screened in accordance with the following requirements.
 - a. Loading areas shall be screened from principal building entrances and other highly visible areas of the subject property.
 - b. Loading areas shall be of sufficient size to accommodate vehicles that will serve the use, such that all backing and maneuvering to and from loading areas is done on the subject property, and egress of vehicles from the subject property is in a forward direction.

- c. The location of the loading area shall not block or obstruct any public street, alley, driveway, or sidewalk.
 - 3. If the subject property has multiple street-facing or apron-facing frontages, loading docks and trash or recycling pickup areas shall be located in the least obtrusive manner, with preference for sides of the building that do not face streets or apron areas, then for sides that are set back more than 150 feet, and if such location is not practicable, the frontage with the least public visibility.
- H. **1 2 3 Exterior Illumination.**
 - 1. Lighting shall be designed to complement the overall design of the development. Minimum site lighting shall be maintained in order to provide safety and security throughout the development.
 - 2. Both wall and light pole mounted light fixtures shall be utilized where appropriate, and shall be fully shielded and/or directed to avoid any interference with aircraft operations.
 - 3. The following are not allowed:
 - a. Illumination that highlights the entire width of a building elevation, or a significant portion of a building elevation; and
 - b. Back-lit translucent awnings.
 - c. Blinking or Flashing lights unless approved by the Airport Director.
- I. **1 2 3 Primary Building Entrances.**
 - 1. Primary public entrances shall be clearly defined and recessed or projected, or framed by elements such as awnings, arcades, porticos, or other comparable architectural features.
 - 2. Primary public entrances shall be connected to automobile parking areas by sidewalks that meet Americans with Disabilities Act (ADA) Standards for Accessible Design.
- J. **1 2 3 Signage.** Identification signage should contribute to the architectural design of the building in style, material, color, architecture and composition. Site specific identification signs shall be constructed with similar architectural style, materials and colors as the principal structure and shall be compatible with other signs within the larger development.
- K. **1 Fences, Walls, and Barriers.** All fences, walls, and other barriers must be approved by the Airport Security Coordinator.
- L. **2 3 Design Integration.**
 - 1. Building design shall contribute to the special or unique characteristics of an area and/or development through building massing and scale, building materials, architectural elements, and color palette.
 - 2. Design integration shall be achieved through any combination of techniques, such as the repetition of roof lines, the use of comparable proportions in building mass and outdoor spaces, comparable relationships to the street, comparable window and door patterns on street-facing facades, or the use of building materials that have color shades and textures that are comparable to or complimentary to those existing on, or in the immediate area of, the subject property.

3. Where there is no established or consistent area character or unifying theme, or where it is not desirable to reinforce the existing character because it does not reflect a design theme that is consistent with the architectural standards as described in this Division, the proposed development shall be designed to establish an attractive image and set a standard of quality for future development.
- M. **2 3 Building Colors.**
1. Colors shall be used to blend buildings into their context, and to unify different elements of a development. Color should complement the surrounding area and, if in a new development area, shall be selected to establish an attractive image and set a standard of quality for future developments and buildings within the area.
 2. Buildings that are larger than 10,000 square feet shall be finished with more than one color on all elevations that are visible from streets or apron areas.
 3. Accent colors that are used to call attention to a particular feature or portion of a building, or to form a particular pattern, shall be compatible with the predominant building base colors. Accent colors shall cover no more than five percent of a street-facing building elevation.
- N. **2 3 Landscaping.**
1. A landscape plan must be approved by the Airport Commission prior to lease execution.
 2. Ornamental trees and bushes shall not be used near aircraft movement surfaces. Species which produce edible fruits, nuts, or berries that attract wildlife shall not be permitted. Ornamental trees must be planted in such a way that the canopies produced will not overlap to create dense cover and must not provide stout horizontal limbs that are conducive to perching or nesting.
 3. Native plants that require low to moderate amounts of water are preferred. [Attachment B2: Preferred Plant List](#) contains a list of preferred plants.
 4. The lessee is responsible for landscape maintenance. Ornamental trees must be maintained to remove or eliminate dead limbs (snags) which are often used by large raptors as hunting perches. Ornamental plantings found to attract hazardous wildlife must be removed immediately to mitigate risk to safe air operations.
 5. Enhanced landscaping will be required in corridor areas as identified by [Attachment B1: Airport Development Areas](#).
 6. Landscaping materials are to be installed within ninety (90) days of the date of occupancy of the building. Seasonal exemptions may be granted by the Airport Director. If seasonal conditions do not permit planting, interim erosion control may be required by the Airport Director.
- O. **2 Metal Cladding and Finishes.**
1. Metal wall panels with exposed fasteners (*e.g.*, wall panels commonly referred to as “R-Panel,” “U-Panel,” “Corrugated Panel,” “7.2 Panel,” or “Standing Seam Panel,” and other comparable panel systems), and metal wall panels with hidden fasteners that have a corrugated appearance that resembles the typical exposed fastener panels described above, combined, shall not cover more than 80 percent of primary street-facing or apron-facing building elevations excluding roof pitches, vehicle doors, and aircraft access doors.

2. Insulated architectural metal wall panels with hidden fasteners are allowed without limitation, provided that they do not have a corrugated appearance that resembles the typical exposed fastener panels described in subsection O.1., above.

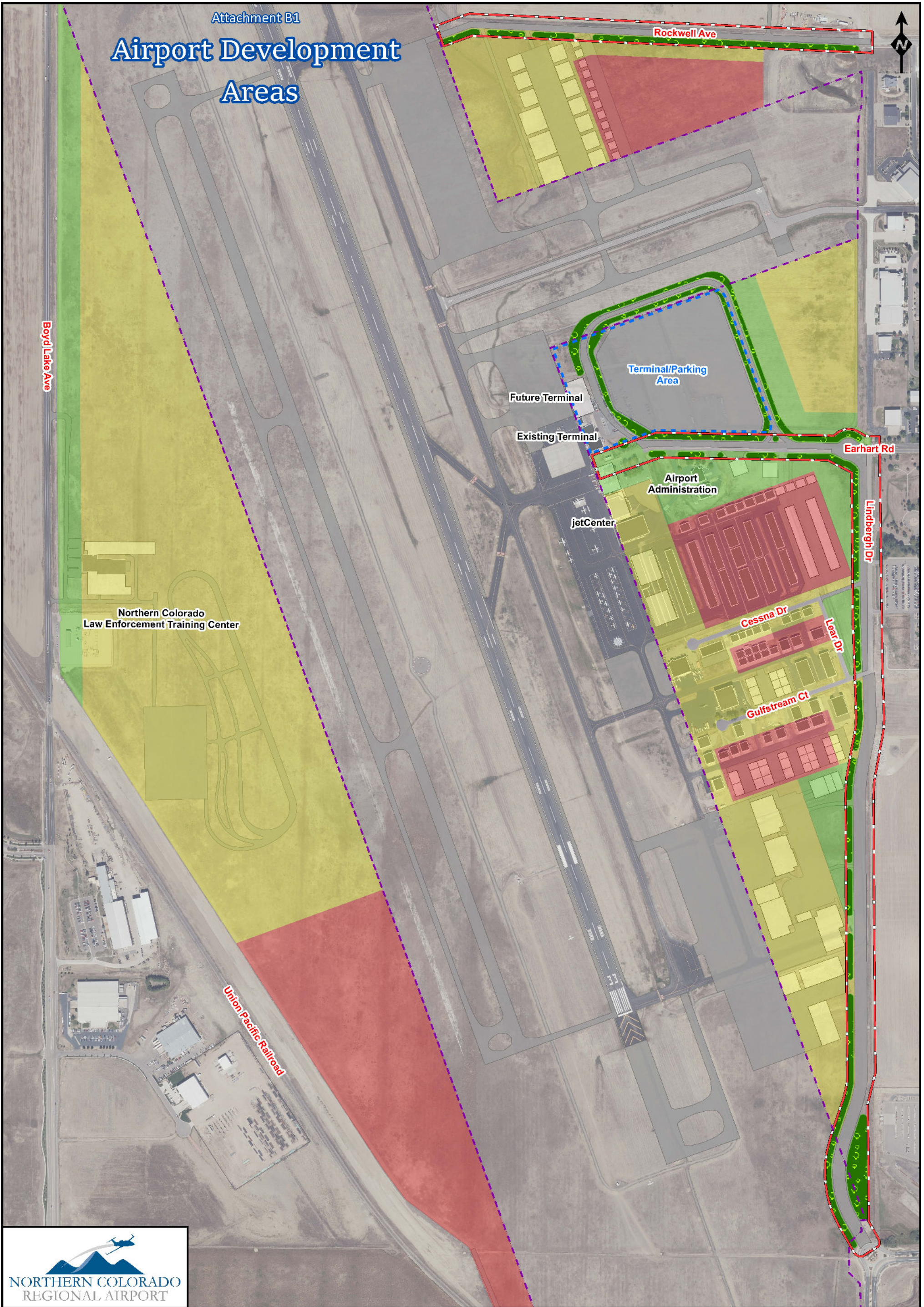


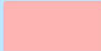





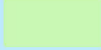

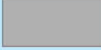


3. The Airport Commission may permit other metal cladding or finishes, such as bronze, brass, copper, or wrought iron, if a determination is made that such materials are equal or superior to the primary building materials.
- P. **2 Fences, Walls, and Barriers.**
1. All fences, walls, and other barriers must be approved by the Airport Security Coordinator.
 2. Chain-link or wire-mesh fencing is not permitted in corridor areas identified by [Attachment B1: Airport Development Areas](#).
- Q. **3 Metal Cladding and Finishes.**
1. Metal wall panels with exposed fasteners (*e.g.*, wall panels commonly referred to as “R-Panel,” “U-Panel,” “Corrugated Panel,” “7.2 Panel,” and other comparable panel systems), and metal wall panels with hidden fasteners that have a corrugated appearance that resembles the typical exposed fastener panels described above, combined, shall not be used as cladding on any building wall.
 2. Standing seam metal panels may be used for cladding on not more than 25 percent of any building wall (exclusive of windows, doors, and overhead doors), provided that they integrate into the architectural style and color of the building.
 3. Insulated architectural metal wall panels with hidden fasteners are allowed without limitation, provided that they do not have a corrugated appearance that resembles the typical exposed fastener panels described in subsection Q.1., above.

4. The Airport Commission may permit other metal cladding or finishes, such as bronze, brass, copper, or wrought iron, if a determination is made that such materials are equal or superior to the primary building materials.
- R. **3 Building Design.** All buildings shall be designed and maintained using the following building elements, with a minimum of one item each selected from four of the five groups below:
1. *Group 1 – Exterior Wall Articulation.*
 - a. Openings or elements simulating openings that occupy at least 20 percent of the wall surface area (excluding overhead or loading dock doors); or
 - b. Building bays created by columns, ribs, pilasters or piers or an equivalent element that divides a wall into smaller proportions or segments with elements being at least one foot in width, a minimum depth of eight inches, and spaced at intervals of no more than 25 percent of the exterior building walls. For buildings over 20,000 sf. in gross floor area, such elements shall be at least 18 inches in width, with a minimum depth of 12 inches, and spaced at intervals of no more than 20 percent of the width of the exterior building walls; or
 - c. A recognizable base treatment of the wall consisting of thicker walls, ledges, or sills using integrally textured and colored materials such as stone, masonry, or a decorative concrete; or
 - d. Some other architectural feature that breaks up the exterior horizontal and vertical mass of the wall in a manner equivalent to subsections R.1.a., b., or c., above.
 2. *Group 2 – Roof Articulation.*
 - a. Changes in roof lines, including the use of stepped cornice parapets, a combination of flat and sloped roofs, or pitched roofs with at least two roof line elevation changes; or
 - b. Some other architectural feature or treatment that breaks up the exterior horizontal and vertical mass of the roof in a manner equivalent to subsection R.2.a., above.
 3. *Group 3 – Building Openings, Walkways and Entrances.*
 - a. Canopies or awnings over at least 30 percent of the openings of the building; or
 - b. Covered walkways, porticos, or arcades covering at least 30 percent of the horizontal length of the primary street-facing building elevation; or
 - c. Raised cornice parapets over entries; or
 - d. Some other architectural feature or treatment that adds definition to the building openings, walkways or entrances in a manner equivalent to subsection R.3.a., b., or c., above.
 4. *Group 4 – Cladding Materials.*
 - a. At least two kinds of materials distinctively different in texture or masonry pattern, at least one of which is decorative block, brick or stone, with each of the required materials covering at least 25 percent of the exterior walls (excluding the areas of windows, doors, and overhead doors) of the building; or

- b. Brick or stone (including synthetic stone) covering at least 50 percent of the exterior walls (excluding the areas of windows, doors, and overheard doors) of the building.
 - 5. *Group 5 – Other Architectural Definition.*
 - a. Overhanging eaves extending at least 24 inches past the supporting walls, or with flat roofs, cornice parapets or capstone finish; or
 - b. Ornamental lighting fixtures (excluding neon) for all exterior building lighting; or
 - c. Other features that add architectural definition to the building, in a manner equivalent to subsection R.5.a., or b., above.
- S. **3 Design Continuity in Multi-Building Developments.** Developments with multiple buildings shall include predominant characteristics in each building so that the buildings within the development appear to be part of a cohesive, planned area, yet are not monotonous in design. Predominant characteristics may include use of the same, similar, or complimentary architectural style, materials, and colors.
- T. **3 Articulation of Walls.** No horizontal width of building wall shall run for more than 100 feet without a wall plane projection or recess having a depth of at least four percent of the length of the building elevation, extending for a distance that is not less than 20 percent of the width of the building elevation.
- U. **3 Fences, Walls, and Barriers.**
 - 1. All fences, walls, and other barriers must be approved by the Airport Security Coordinator.
 - 2. Chain-link or wire-mesh fencing is not permitted in development area 3 except in areas of low public visibility.

Airport Development Areas



	Development Area 1		Aircraft Movement Reserve		Existing Building
	Development Area 2		Terminal/Parking Area		Planned/Potential Building
	Development Area 3		Corridor Area		Planned/Potential Paved Area
			Enhanced Landscaping Area		



NORTHERN COLORADO REGIONAL AIRPORT

Attachment B2

Preferred Plant List

Common Name	Scientific Name	Mature Size	Water	Exposure	Flower Color	Bloom Time	Wildlife Value
GROUNDCOVERS							
Pussytoes (perennial)	<i>Antennaria parvifolia</i>	2" x 6"	low-med	sun/part	cream/pink	SP-S	np/bee, btf
Wine Cups (perennial)	<i>Callirhoe involucrata</i>	4"x10"	low-med	sun	magenta	SP-S	np/bee, btf
Spreading Daisy (perennial)	<i>Erigeron divergens</i>	2" x 16"	low	sun	white	SP-S	np/bee, btf
Sulphur Flower (perennial)	<i>Eriogonum umbellatum</i>	10" x 12"	low	sun/part	yellow	S	np/btfl
Creeping Mahonia (shrub)	<i>Berberis repens</i> (<i>Mahonia repens</i>)	12" x 12"	medium	sun/part shade	yellow	SP	np/bee, btf
PERENNIALS							
Common Yarrow	<i>Achillea millefolium</i> (<i>A.lanatum</i>)	18" x 18"	low-med	sun/part shade	white	S	np/bee, btf
Showy Milkweed	<i>Asclepias speciosa</i>	30" x 12"	med	sun	pink	S	np/bee, btf; hp
Butterfly Milkweed*	<i>Asclepias tuberosa</i>	18" x 18"	low	sun	orange	S	np/bee, btf, o; hp
Chocolate Flower*	<i>Berlandiera lyrata</i>	18" x 18"	low	sun	yellow	S	np/bee, btf
Harebells	<i>Campanula rotundifolia</i>	12" x 6"	low	sun/part	blue	S	np/bee, btf
Purple Prairie Clover	<i>Dalea purpurea</i>	24" x 18"	low	sun	purple	S	np/bee, btf
Blanketflower	<i>Gaillardia aristata</i>	12" x 12"	medium	sun	yellow & red	S-F	np/bee, btf
Gayfeather	<i>Liatris punctata</i>	24" x 12"	low	sun	pink/purple	S-F	np/bee, btf
Blue Flax	<i>Linum lewisii</i>	18" x 12"	low	sun/part	blue	SP-S	np/bee, btf, o
Star Flower/Blazing-Star	<i>Mentzelia decapetala</i>	28" x 18"	low	sun	white	S	np/moths
Desert Four O'Clock*	<i>Mirabilis multiflora</i>	18" x 48"	low	sun/part	magenta	S	n/hm; n/hb
Bee Balm/Horsemint	<i>Monarda fistulosa</i>	24" x 24"	low-med	sun/part	pink/lav	S	np/bee, btf; n/hb
White-tufted Evening-Primrose	<i>Oenothera caespitosa</i>	6" x 12"	low	sun	white	S	n/hm; hp/hm
Howard's Evening-Primrose	<i>Oenothera howardii</i>	6" x 12"	low	sun	yellow	S	n/bee, moths
Side-bells Penstemon	<i>Penstemon secundiflorus</i>	20" x 12"	low	sun	lav/pink	SP-S	np/bee, btf; n/hb
Rocky Mountain Penstemon	<i>Penstemon strictus</i>	30" x 24"	low	sun/part	blue/purple	S	np/bee, btf; n/hb

Blue Mist Penstemon	<i>Penstemon virens</i>	12" x 12"	low	sun/part	blue/purple	SP-S	np/bee, btf; n/hb
Pitcher Sage	<i>Salvia azurea</i>	36" x 36"	low	sun/part	blue/purple	S	n/hb, btf
Canada Goldenrod	<i>Solidago canadensis</i>	30" x 18"	medium	sun	yellow	S	np/bee, btf
Scarlet Globemallow	<i>Sphaeralcea coccinea</i>	10" x 10"	low	sun	red/orange	S	np/bee
CACTI & SUCCULENTS							
Yellow Nipple Cactus	<i>Coryphantha (Escobaria) missouriensis</i>	4" x 4"	low	sun	yellow	S	np/bee, fruit
Pink Nipple Cactus	<i>Coryphantha (E.) vivipara</i>	4" x 4"	low	sun	pink	S	np/bee, green fruit
Prickly Pear	<i>Opuntia macrorhiza</i>	5" x 18"	low	sun	yellow/apricot	S	np/bee, red fruit
Plains Yucca	<i>Yucca glauca</i>	2' x 2'	low	sun	cream	S	hp- pronuba moth
SHRUBS							
Silvery Leadplant	<i>Amorpha canescens</i>	4' x 3'	low	sun/part	purple	S	np/bee
Apache Plume*	<i>Fallugia paradoxa</i>	5' x 5'	low	sun/part	white/pinkish	S	np/bee

Wildlife Value

hp = host plant

hp/hm = host plant for hawk moth

np/bee,btf = nectar and pollen for bees and butterflies

np/bee,btf,o = nectar and pollen for bees, butterflies, and other pollinators

n/hb = nectar for hummingbirds

n/hm=nectar for hawkmoths

p/bees = pollen for bees

Bloom Time:

spring = SP

summer = S

fall = F