

**CITY OF REDDING, CALIFORNIA
COUNCIL POLICY**

SUBJECT	RESOLUTION NUMBER	POLICY NUMBER	EFFECTIVE DATE	PAGE
Development and Use Guidelines for General Aviation Hangars	2009 - 25	304	4-07-09	1 of 1

BACKGROUND

The City of Redding encourages the use of private funds for the development of general aviation hangars on vacant airport property. This strategy promotes aviation and is an economic stimulus for the airport as well as for business development in the City of Redding and Shasta County. Successful hangar projects play a key role for a financially secure airport. The Airports Division has designated hangar development locations in each Airport Master Plan and on the respective Airport Layout Plan.

PURPOSE

The purpose of this policy is to help potential developers get a basic understanding of what it takes to plan, design, construct, and maintain a private hangar project on either Redding Municipal Airport or Benton Airpark. The guidelines are meant to be a planning tool to help navigate the ground lease, design and engineering, construction, and permitting process for the project. It is also intended to assure that private aircraft hangars constructed on the Airports meet all federal, state, county, and city rules, regulations, and building codes. This policy will not answer all of the questions that may surface during the process; however, it will provide developers with the information they need to construct a private hangar before committing to this investment.

POLICY

As a means to accomplishing the purpose and objectives of this policy, the City incorporates by reference into this policy the Development and Use Guidelines for General Aviation Hangars as approved by City Council Resolution No. 2009-25. The guidelines are hereby attached as Attachment A.

City of Redding Airports

**Benton Airpark
Redding Municipal Airport**



**DEVELOPMENT AND USE GUIDELINES FOR
GENERAL AVIATION HANGARS**

April 7, 2009

PREFACE

The City of Redding, as owner of federally obligated airports Benton Airpark and Redding Municipal Airport, is responsible for instituting development and use standards for general aviation hangars.

This document was produced through the cooperative effort of the City of Redding Airports Division, Redding City Council, City of Redding Transportation and Engineering Department, City of Redding Development Services Department, City of Redding Fire Department, Federal Aviation Administration (FAA), State of California Division of Aeronautics, American Association of Airport Executives, Airport user groups, and the aviation business community.

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City of Redding Airports Development and Use Guidelines for General Aviation Hangars Redding Municipal Airport and Benton Airpark

1.1 Scope:

This policy establishes guidelines and sets forth the terms and conditions for developing vacant hangar area property on Redding Municipal Airport and Benton Airpark. The area for hangar development is designated on each Airport Master Plan and the respective Airport Layout Plan. The guidelines are intended to in the development and upkeep of planned aircraft hangars as to meet the Federal, State and local regulations and policies. It is understood that the intended use of planned hangar facilities is for aviation purposes only.

1.2 Definitions:

General Aviation – Using privately owned aircraft for personal use and not for the monetary gain of the aircraft owner.

Corporate Aviation – Transporting company executives using professional flight crews on either a company owned aircraft or companies using aircraft used as part of CFR 14, FAR Part 135 operations.

1.3 Purpose:

The City of Redding encourages the use of private funds for the development of vacant airport land designated for aircraft hangars. The intended purpose of this strategy is to further promote aviation as an economic stimulus for City of Redding and Shasta County business development.

1.4 Hangar Location:

The location of proposed aircraft hangars shall be consistent with the approved Redding Municipal Airport or Benton Airpark Airport Layout Plan and/or at the specific direction of the Airports Manager. Structure clearances and setbacks shall be consistent with the most recent edition of FAA Advisory Circular 150/5300-13, the latest approved Airport Layout Plan and the latest edition of the California Fire Code.

1.5 Application:

All ground leases at Redding Municipal Airport and Benton Airpark are to be equitable, and all approved ground rents are based on an annual square footage rate that is adjusted using an annual increase of 3 percent.

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1.6 Conditions:

The following standards shall be conditions of all Airport ground lease agreements with the City of Redding:

Lot Size – The size of the lot within the aircraft hangar area shall be negotiated by the Airports Manager and a prospective lessee.

Use of Hangar – All aircraft hangars on Redding Municipal Airport or Benton Airpark shall be used for the non-commercial storage of airworthy aircraft or aircraft under construction. Provided the primary purpose of storing an airworthy aircraft or project aircraft is met and space is available, a hangar can also be used by the hangar owner to store other personal property such as a ski boat or motorcycle and as long as the use is in conformance with State and local regulations. Storage of another individual’s aircraft or property is prohibited unless prior written approval has been received from the Airports Manager.

Term of Lease – The term of the ground lease shall be negotiated. However, the following guideline may be used to estimate the expected term. Under this scenario, the term is dependent on the cost of development within the following ranges after which ownership of all improvements shall become that of the City of Redding:

\$100,000 – \$250,000	20 years
\$250,000 – \$500,000	25 years
Greater than \$500,000	30 to 40 years

Lease Commencement – The payment of ground rent begins at the time of City Council approval of the lease agreement. The term of the lease, for example 30 years, will begin when the City Building Division issues an occupancy certificate.

Aircraft / Possessory Interest Tax – Pursuant to Revenue and Taxation Code §107.6, a possessory interest subject to taxation may be created by the grant of a lease and the lessee will be subject to the payment of property taxes levied upon the interest. The lessee will be required to pay before delinquency any taxes and/or special assessments assessed against the premises and any improvements and/or the lessee’s personal property, and any possessory interest tax levied by reason of its use and/or occupancy of the premises. The lessee will be required to furnish the City with satisfactory evidence of these payments.

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1.7 Approvals & Permits:

Prior to grading, receiving materials on the site or beginning construction of an aircraft hangar, the developer shall secure the following approvals and permits from the Airports Division and the Development Services Department and Transportation and Engineering Department located at Redding City Hall.

Conceptual Site Plan – Prior written approval of the conceptual site plan by the Airports Manager is required. The conceptual site plan shall include the plot size for the hangar and outside parking areas for aircraft and vehicles.

Ground Lease – A fully executed ground lease with the City of Redding is required.

Zoning Clearance – An approved zoning clearance and/or issuance of a site development permit may be required. A request for zoning clearance will be submitted to the Development Services Department by the Airports Manager in accordance with the City zoning ordinance accompanied by a brief statement of the proposal's consistency with the Airport Master Plan. If a zoning clearance cannot be issued under existing land use regulations, the developer is responsible for securing any necessary discretionary permit or land use classification change to obtain approval for the hangar.

Plans and Specifications – The plans and specifications shall be prepared by a licensed architectural or engineering firm. One set will be submitted to the Airports Manager and two sets will be submitted to the City Building Division.

Building Permit – Building Permit issued by the Building Division.

Grading Permit – Grading Permit issued by the Transportation and Engineering Department.

1.8 Construction:

The City of Redding classifies aircraft hangars as "Type II B structures," insofar as the California Building Code is concerned. All aircraft hangar design and construction shall conform to the applicable provisions of the most current edition of all the following Codes:

Redding Municipal Code
California Building Standards Code
Applicable State and Federal regulations

In addition to meeting applicable codes, the following standards must be met and should be considered during the design phase of the project:

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Design – Hangar design shall be consistent with the City of Redding Industrial District Design Criteria contained in the City zoning ordinance. It is expected that design details such as articulated wall and roof forms, variation of materials, foundation form, and contrasting color will be applied to any building/roof elevation readily visible from a public street. The Planning Division shall make a determination of consistency in conjunction with the issuance of a zoning clearance or use permit. A copy of the criteria is attached for your reference.

Street/Property Line Setback – Setbacks shall be consistent with City zoning ordinance requirements of the adjoining zoning district; and in no case shall a hangar be located closer than 30 feet to a public street. If the hangar is adjacent to a residential district, the buffer-yard requirements of Section 18.40.020, as amended from time to time, of the zoning ordinance shall be satisfied.

Landscape – Any area that is not utilized, or not anticipated to be utilized on the Airport Master Plan, between the hangar and a public street shall be landscaped in accordance with the requirements of the Airports Manager. All vehicle-parking areas serving the hangar shall have irrigated landscape areas meeting the requirements of the City zoning ordinance.

Hangars shall be designed and constructed using the following parameters:

Framing shall be metal.

Sidewalls shall be new metal sheeting (26 GA) or masonry with a minimum wall height of 12 feet. Metal sheeting shall have an acrylic finish.

Roof shall be new metal sheeting (26 GA) with either shed or gable form as approved by the Airports Manager. Roof shall have a ventilation system and a single membrane cover that can be renewed with a spray type application.

Wind Loading – Hangar design shall be calculated assuming a basic wind speed of 85 miles per hour.

Snow Loading – Hangar shall be able to withstand 30 PSF non-reducible snow loads.

Size may vary depending on the requirements of the developer with either a T-hangar or a corporate (box) hangar. City requires a minimum corporate hangar of 50' x 50' with an adequate parcel size to accommodate parking for at least four vehicles. T-hangar width can vary; however, the maximum length of a row of hangars will be approximately 320'0". T-hangar square footage shall not exceed 11,500 square feet.

Color shall be approved by the Airports Manager.

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Doors shall be constructed of at least 26-gauge metal, have an acrylic finish and be a minimum width of 40'0". Doors shall be capable of fully opening within the specific hangar and not encroach into adjacent hangars or taxiways. Hangar doors may be manual or mechanical depending on their size.

Hangar Personnel Door shall be provided in doors of each hangar or individual unit as specified in the California Building Standards Code. The assumption will be made that the hangar door when closed cannot be used as a personnel exit.

Grading shall be such that surface drainage flows away from the hangar and is consistent with the Airport's drainage plan. Under no circumstances shall the ponding of surface water be permitted on or adjacent to the leasehold area.

Footings shall be constructed out of concrete in accordance with the requirements of the California Building Standards Code.

Floors shall be Portland Concrete Cement (PCC) and a minimum of four (4) inches in depth.

Draft Stop Partitions shall be provided to separate individual units within a row of T-hangars.

Sand and Oil Interceptor – Hangars shall be equipped with a sand and oil interceptor anytime a floor drain is in place. The trap shall be connected to the City sanitary sewer system.

Bathrooms shall be required in a corporate style hangar. All hangars must be provided access to restroom facilities located within a reasonable distance from the hangar.

Wastewater – Sewer or other wastewater leaving an improvement shall be conveyed through a closed conduit.

Fire Sprinklers & Hydrant shall be provided when required by the California Fire Code and the Redding Municipal Code.

Electrical Meters shall be provided for each box hangar or row of hangars, which has electrical service.

Apron – Outside exterior edges of a hangar shall be paved to any adjacent taxiway or taxilane unless otherwise approved by the Airports Manager. Pavement base and asphalt surface thickness shall be in accordance with the most current FAA Advisory Circular standards; however, the minimum acceptable pavement cross section for aircraft 12,500 lbs and below shall be 3 inches of asphalt concrete (AC) over 7 inches of base.

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Uniformity – Uniformity of design and construction shall be a major consideration during the approval of plans and specifications. Final determination as to whether a design meets the uniformity requirements shall be made by the Airports Manager.

Term of Construction – Construction must commence within 180 days of the issuance of a building permit and all work must be completed within one (1) year of receiving the building permit.

1.9 Operations:

All operations in and around aircraft hangars shall be consistent with FAA and City of Redding rules, regulations, and policies. The latest revisions of the City of Redding Municipal Code and FAA regulations and circulars shall apply in all circumstances.

1.10 Maintenance:

All privately owned hangars on Redding Municipal Airport or Benton Airpark shall be kept in good repair at all times. No flaking paint, rust or other indications of less than adequate maintenance will be permitted. Hangars shall be kept clean and neat with regular periodic sweeping and mopping, if necessary. Oil and grease spots on the floor shall be cleaned immediately, and leasehold areas shall be regularly policed for trash and litter. In the event of damage caused by wind, hail, water or other acts of nature, the hangar owner will take immediate action to repair the damage. Damage repair costing less than 50 percent of the value of the hangar shall be completed within six (6) months of the damage. Damage repair costs that exceed 50 percent of the value of the hangar shall be completed within one (1) year of the damage.

1.11 Fuel:

The installation of a fueling facility might be considered as part of the hangar project. However, any fueling facility would be for the exclusive use of the lessee. Under no circumstances will sub-tenants be permitted to self-fuel their aircraft from the facility. The fuel facility will be a minimum of 10,000 gallons and will be underground with a floating suction system. The lessee will coordinate installation requirements and annual inspections with Redding Fire Department as well as meet all spill prevention regulations. Lessee shall provide a copy of the approved Spill Prevention Controls and Countermeasures to the Airports Manager. Lessee shall pay to City a fuel flowage fee as outlined in the City's Schedule of Fees and Service Charges.