



DENVER INTERNATIONAL AIRPORT

Commercial Land Use Development Guidelines

(September 2005)



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Introduction

Located just twenty miles east of the metropolitan city of Denver, Colorado, Denver International Airport (DIA) desires to expand its economic base and envisions today as a golden opportunity to promote the development of its property for businesses which will help support and complement the air transportation activities of DIA.

Entrepreneurs and businesses have traditionally enjoyed overwhelming success DIA and it is the intent of Denver International to now offer new opportunities for commercial development at DIA.

Denver International Airport and the 53 square miles of land surrounding it are owned by the City and County of Denver and is controlled and managed by the Department of Aviation which is a sub-unit of the City and County of Denver.

Coordination

The Commercial Land Use Development Guidelines are offered as assistance in designing and constructing facilities at DIA and the criteria presented shall apply to all leasehold improvements identified as commercial development sites on Page 2.

These guidelines are intended to supplement the DIA Design Standards and the Tenant Development Guidelines (TDG's). Therefore requirements of these documents must be satisfied as well as the criteria in these guidelines. Tenants may refer to Part Four. Policies and Procedures for further information regarding the design and construction process.

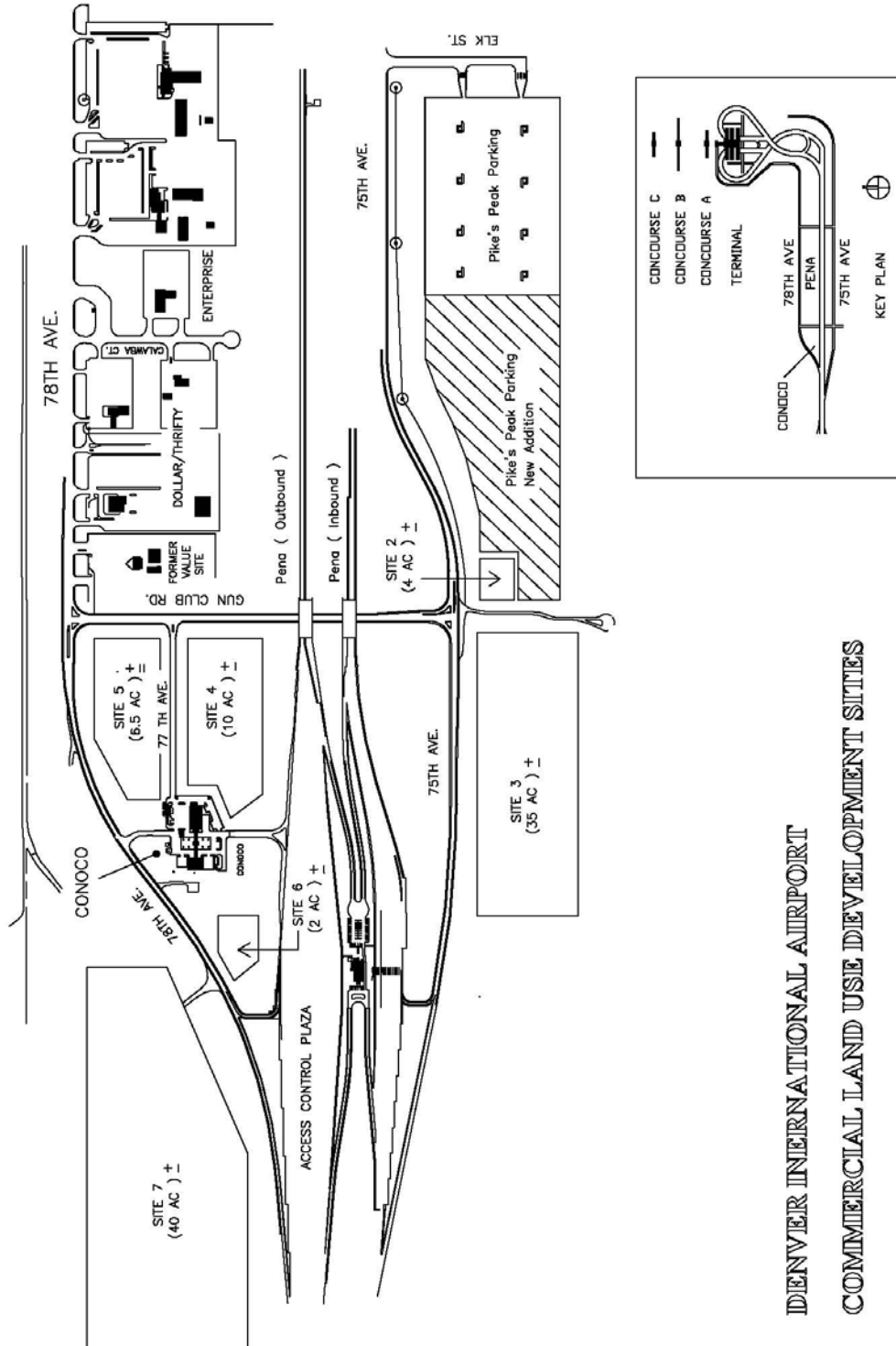
Purpose

The purpose of these guidelines is to:

- a) Establish clear direction for developers and project designers without dictating absolute design styles,
- b) Create standards for development that maintain the character of DIA,
- c) Maintain aesthetics excellence and high standards of environmental protection,
- d) Protect the interests of all tenants within the boundaries of DIA,
- e) Extend the identity of DIA throughout the extent of its property,
- f) Maintain a sense of place and permanence for the DIA Community.

DIA leases its land for development in lieu of selling it. Therefore, the term "property line" and "lease line" may be used interchangeably and refer to the boundary of a leased parcel

For clarity, the term "public right of way" is used to define the road corridors outside of the lease lines. However all current and future DIA roadways are actually "privately owned" for legal purposes.



**DENVER INTERNATIONAL AIRPORT
COMMERCIAL LAND USE DEVELOPMENT SITES**

PART ONE: SITE DEVELOPMENT

1.01 Site Planning and Orientation

It is essential that site planning receive primary attention and focus during the initial stages of the project design process. Critical design elements need to address traffic flow, building forms, safety, noise generation, air borne effluents, and visual aesthetics.

A. Orientation

In order to establish and maintain a sense of common quality, land parcels shall be developed to relate to the right-of-way frontage in a manner that implies a “sense of arrival” or a front door. The primary entrance or front of any building shall face the roadway upon which the site is located. If a site is located at the intersection of two roadways, the building may front on either, though the major roadway is preferred. The characteristic setbacks and screening restrictions of both roadway types shall apply. Double frontage sites shall have two front yard setbacks. The sides not adjacent to a street shall have side yard setbacks.

B. Traffic Management, Site Access and Egress

There is an essential need to maintain smooth and safe vehicular traffic flows in the proximity of the development site. Land use relationships are most frequently characterized by the flow of traffic from the roadway onto the site, within the site, and back onto the roadway. Good management of this flow is determined by the success in which potential congestion at access and egress points is eliminated. The flow of traffic to and from adjacent sites and roadways must be considered when establishing access and egress points in the site layout.

1. If the use of the site requires the conveyance of bulk materials by means of truck or tractor-trailer, it is specifically recommended that the site be designed so that truck or tractor-trailer traffic is separated from

that of employee traffic and particular client, customer or visitor traffic. Design vehicle is a single unit truck as an absolute minimum.

2. All sites shall incorporate maneuvering areas for such vehicles to re-enter the public roadway in a forward direction.
3. Except as governed by fire department access requirements, two-way driveways shall be minimum of 25 feet in width (Face of curb to face of curb). The maximum width is recommended to be 40 feet. One-way driveways shall be a minimum of 15 feet in width and a maximum of 20 feet. Turning radii of drives shall be designed to the recognized standards for the vehicle type anticipated. Minimum turning radius for any service road or driveway is 25 feet.
4. Long driveways within the site shall incorporate gently bent offsets to the longitudinal axis which, in conjunction with landscape planting features, serve to interrupt the long axis view through the site. (Diagram #1)
5. The need to allow for drop-off deliveries of people, mail or packages requires that a 12 foot wide loading lane or temporary loading zone be provided adjacent to all driveways or parking areas that serve the primary entrance to a building. This provision should be located within 100 feet of the front entry for personnel and 50 feet of any specified delivery door not provided with a dock. (Diagram #2).
6. Unless otherwise approved by the Airport, driveways from major roadways (Gun Club, 78th Avenue and 75th Avenue) shall be spaced opposite existing driveways or no closer than 660 feet from existing intersections/driveways, with the exception of driveways along Gun Club road, south of 75th Avenue. Those driveways should be no closer than 150 feet from the centerline of

75th Avenue so as to not interfere with the intersection. As envisioned, 77th Avenue should provide access to Site 4 and south access into Site 5. Driveways on 77th Avenue should be no closer than 150 feet from the centerline of Gun Club Road and should be spaced no closer than 150 feet apart, into the site along 77th Avenue.

C. Functional Placement Hierarchy

Certain business functions have aesthetically negative characteristics that are best located where they have little visual or audible effect. In certain instances, it is necessary to locate these functions where the maneuverability of special vehicles can be better addressed.

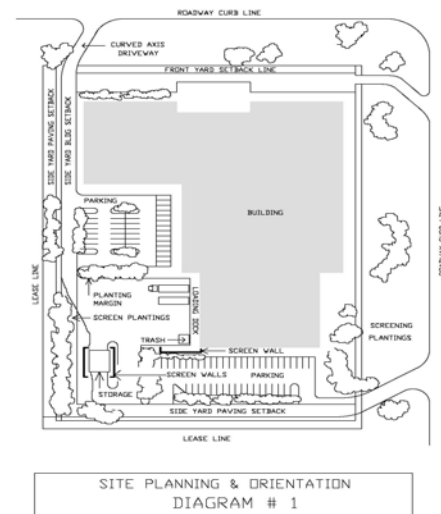
In the case of utility type features, (transformers, meters, valves, etc.) care shall be taken to place these features to minimize the view from the public roadway. Features should be screened with landscaping, berms, or screening walls. (Refer to Paragraph E: Screening)

1. The location of any dock high loading should be oriented to the rear yard or back portion of a side yard as measured from the building setback. No dock high loading door may be located closer than 100 feet from the building setbacks of any site. (Diagram #2).

2. No loading door may be placed on the front of the buildings or facing roadways unless impractical due to site orientation. Under the circumstances, screening and/or additional landscaping should be provided to block the view from the road. Corner lot loading docks shall face the secondary road if unable to be placed facing the adjoining property with additional screening and/or landscaping to block the view from the road.

3. The trash or garbage collection receptacle should be placed between the side yard or back yard setback line and the building, in the most

extreme 50% (rear half of the site). Trash collection receptacles should maintain an additional setback from the property line of 10 feet to allow for required screening. (Refer to Paragraph E. Screening) It is recommended that whenever possible, this function be placed abutting the main building to facilitate part of the screening requirements and to visually absorb this function into the mass of the building. Vehicular access to the trash removal area shall be provided without infringement on any automobile parking areas, loading zones or drop-off areas. (Diagram #2)



4. Open storage of any materials, including an accumulation of vehicles which remain on the site for more than 24 hours and any type of storage tank, buried or surface, should be placed between the side yard or back yard setback line and the building should be screened with walls or landscaping. Access by vehicles for the purposes of loading and off-loading shall be provided in such manner that it does not infringe on driveway access or automobile parking area.

5. Limitations on external effects of Permitted Uses: Limitations for the following categories shall be as contained in the Denver Zoning Ordinance, Article IV, Division 18, Gateway District, Section 59-345.

- General Intent
- Enclosure of Uses
- Vibration Generated
- Air Pollution and odors
- Radioactivity
- Other emissions
- Noise generated
- Outdoor Storage and Waste Disposal

In addition, due to the close proximity of the sites to existing runways all site development are required to be consistent with all Federal Aviation Administration (FAA) Regulations regarding height restrictions, noise regulations and lighting restrictions and shall meet with the related approval of the Airport.

6. Service Areas: Service areas, including loading docks, garbage receptacles, and utility equipment over five feet (5) tall, shall be located as to minimize visibility from dedicated streets and contiguous property, and shall be screened from all public streets. Garbage receptacles shall be located to avoid noise, odor and health and safety hazards to the occupants of nearby buildings.

- D. Natural Features and Site Character: The designer should include natural features such as swales, ponds, groves of trees, and the general natural flow of topography into the design scheme. Under normal circumstances, the contour of a site where it abuts any adjacent site should not be altered more than two feet in vertical height at the property line. Abrupt alterations should be accomplished with a permanent retaining structure. The maximum rate at which a site may be altered in elevation from an adjoining site should be one foot of slope for every six feet of distance (1:6). This rate of change shall be measured from each site property line. All grading must be contained within the leased site unless specifically approved.

The maintenance of natural site drainage implies that the run-off from the site will continue to flow onto adjoining site though the quantities can be increased by the placement of hard, impervious surfaces and decreased by obstacles such as buildings and curbs. The alteration of natural drainage, either in direction, quantity or velocity, shall be considered by qualified licensed professional engineers. Accommodations to control the effect of drainage onto adjacent sites shall be an inherent activity in the site planning process and shall be evidenced by the inclusion of such consideration in the construction documents, specification and site details. In addition, the effluent from such natural drainage shall not be directed through garbage and trash areas, storage areas of any kind, or in a manner that focuses an erosive flow onto an adjacent property.

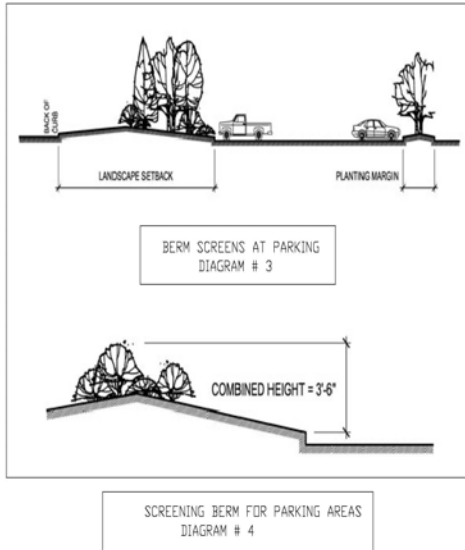
E. Screening

Screening by means of permanent walls of masonry construction or live plantings as part of the landscape scheme is an important tool in the successful planning of site functions. Screening may also be achieved through proximity to buildings.

Permanent screening elements are required for storage areas, trash areas, utility control devices, mechanical equipment for building environment or processes and loading docks which are not screened by landscaping and are visible from the front roadway. These permanent walls, a minimum of six feet in height, shall be constructed on engineered foundations capable of supporting the loads imposed on the soil and the lateral forces of winds. Screening walls should be constructed of materials compatible with the construction of the building. Where storage is higher than six feet, the screening wall shall be designed and constructed to be of the same height as the stored material where possible. Permanent screening walls for these areas shall not be placed outside a paving setback line.

Where appropriate, parking areas shall be screened from adjacent property with

continuous berms along the length of the parking areas. The combined height of parking screening, berms and plantings that face adjacent property lines, shall maintain a 3 feet-6 inch minimum (Diagram #3 and #4)



1.02 Setbacks

The setbacks for all hard surface parking and building element are measured from the lease line of the site and are based on the adjacent roadway. The intersection of two roadways requires specific design consideration as shown in Diagram # 5. Setback conditions for the roadways are defined in Table 1.2

A. Landscape and Setbacks

The setback is defined as a zone paralleling the back of the curb, or edge of driving lane of the fronting roadway in which site development is restricted, other than landscape features and some provisions set forth in Section 1.02. Permitted in the setbacks are structures below ground, driveways, sidewalks, pedestrian plazas, underground utilities, site screening walls, fencing, and retaining walls integral to landscape design or site contour engineering and signage.

B. Front, Side and Rear Yard Setbacks

Diagram #6 establishes dimensional criteria for the location of hard surface parking and building construction relative to the front curb line and side/rear lease lines on all sides of a parcel of land.

Table 1.2 indicates the standard setbacks required for project sites along road corridors. Project sites that front on the intersection shall incorporate the setbacks of each roadway type. Such a project site would typically not have a rear yard, but will have two frontage setbacks and two side yard setbacks on a typical rectangular site. (Diagram # 5, # 6)

- C. Required Setbacks. No building shall be constructed within the setback areas described in Table 1-2. Setback areas shall remain open and unobstructed, except that minor encroachments on setback spaces that do not substantially compromise the intent of setback distances are permitted as set forth in Paragraph A. above.

1.03 Site Coverage

Except under special circumstances, the coverage of any site by building construction (measured as the building dripline area) shall not typically exceed 40% of the total site area measured inside the lease lines and shall also include out-structures having a roof. Provision must be made to accommodate all parking and circulation, storage, and mechanical equipment within the setbacks set forth above without sacrifice of the landscape features prescribed in Section 1.05.

1.04 Maximum Heights of Structures

Maximum heights for structures built on the commercial sites shown on the Key Map, including all appurtenances, shall not exceed thirty-five (35) feet above finished grade with the exception of new structures constructed south of 75th Avenue (Sites 2 and 3). Those structures may require lowering existing grades or building heights to meet FAA required height restrictions and related approvals.

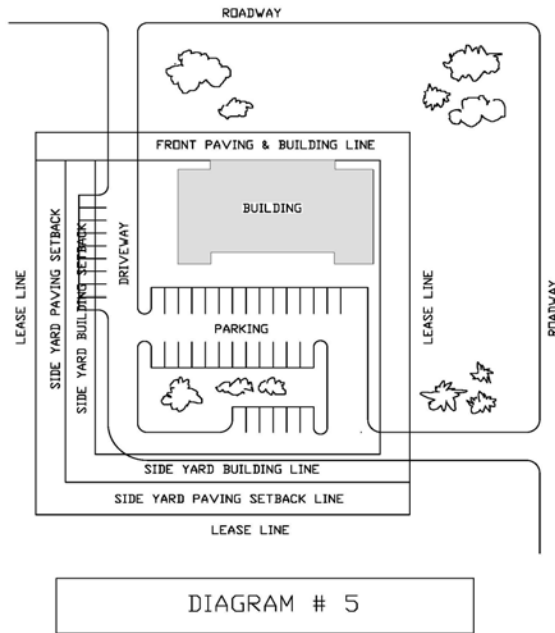


TABLE 1.2: SETBACKS FROM LEASE LINE (PROPERTY LINE)	
MINIMUM SETBACK DISTANCES	FT
Primary Structures	
Minimum Front Setback (From Streets)	15
Minimum Side Setback	10
Minimum Rear Setback	10
Accessory Structures	
Minimum Side Setback	10
Minimum Rear Setback	10

DIAGRAM # 6

Note: All distances are in feet from lease lines.

1.05 Landscape

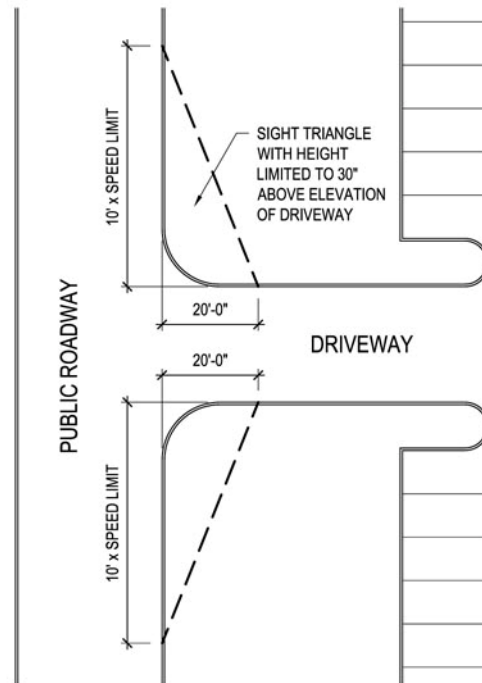
All site plans shall include significant landscape features and materials that will enhance the Airport's image, help conserve water, emphasize the importance of parks and open spaces, protect environmental conditions and microclimate, improve the appearance and value of the property and buffer land uses or buildings that differ significantly in scale or type.

The development of the site must contain specifications and details illustrating the scheme of the landscape development for the project in the construction documents. This scheme will take into account and prescribe all new plant materials (type, size and location), and irrigation plans.

A. Design Philosophy:

DIA encourages a landscape concept designed to emulate or recreate natural prairies using native Colorado plants that are drought tolerant reducing both water consumption and maintenance. Landscaping should be consistent in design and density on all sides of the DIA Commercial Land Development area. Maintenance of landscaping or streetscapes in right-of-ways (ROW) shall be as addressed in tenant leases. Tenants may enhance the ROW landscaping at visitor driveway (s) but are required to transition back to the baseline planting within 100 feet each way. Such enhanced areas will then be the responsibility of the tenant to maintain. Tenant landscape design shall provide smooth transition and continuation of existing landscaping in the setbacks and from existing adjacent properties.

Where driveways intersect public roadways or roadway intersection occur a visibility triangle complying with American Association of State Highway and Transportation Officials (AASHTO) shall be provided whereby landscaping, retaining walls and signage shall not infringe upon the ability of vehicle operators to see approaching vehicles from either roadway or driveway (Diagram #7).



**SIGHT TRIANGLE
DIAGRAM # 7**

B. Approved Plant List

Plant selections should promote a sense of variety and provide landscape solutions consistent with the Colorado prairie landform. In no case should a monoculture of a single plant selection nor any single selection dominate the site.

A planting strip will be provided along all lease lines where parking areas are adjacent to or fronting a publicly accessible street.

A planting strip will be provided along all lease lines adjacent to or fronting a DIA property not leased to tenants.

No artificial trees, shrubs, turf or plants may be used to fulfill the landscape requirements.

All materials must be planted in accordance with the Colorado

Nurseryman's Standards and/or other applicable industry standards.

C. Quantities

All landscape materials shall be placed in accordance with standards that support the continued good health of the plant materials. In addition, the following ratios should be observed when establishing minimum quantities of plants required within the boundaries of the lease unless otherwise approved by the Airport.

Trees: 12 per acre of leased area.

Trees: 50% minimum shall be multiple trunk plants

Shrubs: Minimum of 25% of the total landscaped area shall be shrub or ground cover beds.

Groundcovers: All other areas not paved or planted as shrub beds shall be ground cover planting as specified. (Maximum of 75% of landscape areas.)

At least seventy-five (75) percent of the lease areas) within ten (10) feet of the front line of the lease line, or (ii) within ten (10) feet of any lease line contiguous with right of ways within the site, and not occupied by a primary building or parking structure, shall be landscaped pursuant to the criteria in these guidelines. At least forty (40) percent of the area within the ten (10) feet of the side and rear walls of each primary building and parking structure shall also be landscaped pursuant to these guidelines.

All surface parking containing more than fifteen (15) spaces or four thousand five hundred (4,500) square feet of paved areas shall comply with applicable parking lot landscaping criteria. Special review uses may be subject to additional landscaping requirements as part of site plan review if necessary to buffer or mitigate their impacts on contiguous development. At least seventy-five percent of the surface area shall be covered in live material within five (5) years of planting.

D. Irrigation

All areas of live material over two hundred (200) square feet located more than ten (10) feet from a building foundation shall be irrigated if they typically require more than fifteen inches of annual precipitation to survive. All required landscaping shall be maintained in good condition, and all required landscaping that dies or becomes diseased or decayed shall be promptly replaced.

E. Maintenance

The continued health and upkeep of the landscape on each site development shall be the permanent and sole responsibility of the lease holder. Diseased or damaged trees, shrubs, groundcover shall be replaced to a condition which satisfied the original approval of the development plans. Likewise, the irrigation system shall be maintained in an operative state. Leaks and broken heads shall be repaired immediately in order to perform as required and maintain natural resources.

Automatically controlled irrigation systems shall be equipped with rain sensors to prohibit the system from operation during rain. In addition, a temperature-limiting thermostat shall prohibit an irrigation system from operating when outdoor temperature falls below 34. Low water (drip) systems are strongly encouraged to reduce water consumption. Watering shall comply with the DIA water conservation policy/or practices.

F. Environmental Protection

Protection of the environment shall follow the criteria contained in the Denver Zoning Code, Article IV, Zone District, Division 18. Gateway District, Section 59-347, Paragraph (2e), Environmental Protection. The following areas are addressed in the above referenced section:

- Air Quality
- Water Conservation
- Stormwater Quality
- Environmentally Sensitive Areas
 - Stream Floodways
 - Wildlife Habitat

Wetlands
 Hazardous Waste Transportation
 Stormwater Quality Control
 Lighting

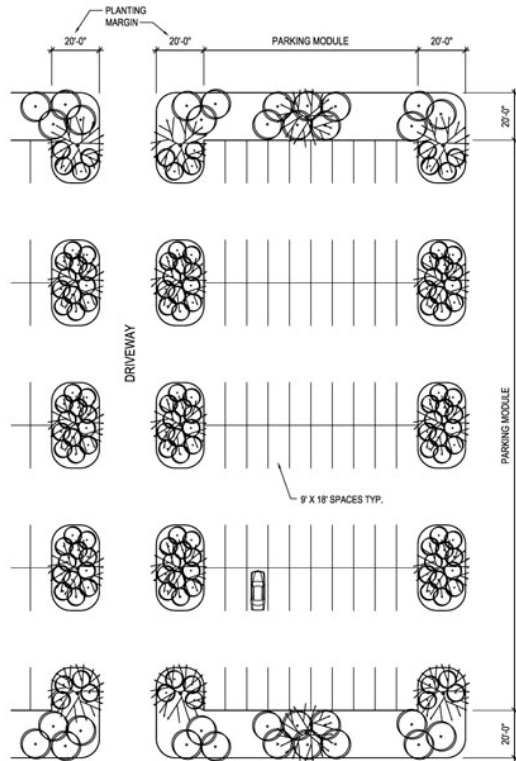
1.06 Parking and Loading

A. Parking Design Philosophy and Criteria

Parking areas shall be designed to create the smallest visual impact upon the site without affecting the efficiency of land use. This goal should be achieved by the subdivision of the parking and circulation requirements into smaller zones or modules each of which is visually softened and buffered from other modules by the weaving of naturalized landscape design elements through the total site area.

The total parking requirements of a site shall be subdivided into modules of no more than 30,000 square feet each. Each such module should be separated from other such modules, connecting driveways, public rights-of-way and building walls by a landscaped margin no smaller than 20 feet in width. Where pedestrian routes occur, the paths or walks shall be reinforced concrete, brick or concrete pavers. These landscape margins and pedestrian ways shall be covered by elements of the site lighting systems in order to enhance the nighttime effect of the landscape scheme and to provide security and safety for the use of the pedestrian ways. (Diagram # 8)

The landscape margins shall be elevated by means of berm construction with an average elevation of at least 18 inches above the curb bordering the adjacent parking area. The landscape elements placed within these margins should represent a mix of plants, palette selected for the site (see Section 1.05) rather than a single selection used repeatedly through the parking areas. These margins shall be provided with adequate irrigation to maintain the planting masses. (Diagram # 9)



30,000 SQ. FT.
 PARKING MODULE
DIAGRAM # 8

B. Design Capacity: It is incumbent upon each site lease holder and designer to assess and incorporate the parking and vehicular circulation needs generated by the intended use of the site. It shall be the responsibility of the lease holder to provide for the complete and total parking and circulation needs as the project is developed and constructed. Eventual increased requirements in parking and circulation shall be specifically addressed and implemented before the need is actualized. All vehicle staging, queuing, parking, loading and unloading shall only be permitted within the boundaries of the Tenant's leased area. The use of off-site staging, queuing, parking, loading and unloading to provide for any complement

of the parking requirements is specifically forbidden.

A drop-off /pickup lane and not more than one single or double loaded aisle of visitor/employee surface parking may be located between the front of the primary structure and the public-right of way.

- C. Minimum Parking Capacity Criteria: Parking capacity shall follow the criteria contained in the Denver Zoning Ordinance, Article VI, Off-Street Parking Requirements. The classifications and criteria below represent those classifications and criteria presented in Sections 59-586 and Section 59-588 of the above referenced Article. Unless otherwise permitted by Denver Zoning Code for off-street parking, the minimum number of parking spaces to be provided is as follows:

Parking Class Four: one (1) off-street parking space for each two hundred (200) square feet of gross floor area contained in any structure containing a use by right

Parking Class Eight: one (1) off-street parking space for each three hundred (300) square feet of gross floor area contained in any structure

Parking Class Nine: One (1) off-street parking space for each five hundred (500) square feet of gross floor area contained in any structure.

The above criteria applies to the current proposed uses of the site and must be adjusted when the use of the site changes. Special uses or circumstances shall be presented to the Co-Manager's for consideration and approval.

The amount or number of off-street parking spaces for disabled persons shall be two (2) per cent of the number of spaces required by Paragraph C. Minimum Parking Capacity", provided, however, that at least one such parking space for disabled persons shall be required where twelve (12) or more spaces are required by Section 59-586. Accessible routes, passenger loading zones and other facilities for disabled

persons shall be provided according to the guideline contained in the PUD.PBG rules and regulations for site plan review.

- D. Parking and Vehicular Circulation Design: All such area shall be designed and represented on project development documents in a dimensioned scheme or paving plan indicating the size and number of spaces, the layout of all parking spaces, the width and location of all drives and circulation provisions and the specifications of all paving materials and construction methods or processes. The minimum parking space size is eight feet-six inches by seventeen feet six inches or as otherwise provided in the Denver Zoning Code for off-street parking "universal sized stall". Consult federal, state and local ordinances regarding the provision of parking for the physically disable. Specific markings shall be applied to paving surfaces depicting emergency or specific regulatory zones shall be delineated on all project documents describing the paving and parking plan.

- E. Paving Materials and Design

The design of all driveways and vehicular circulation routes from the intersection point with a public street into the site shall be designed of such materials and dimensions necessary to support the expected loads typical for the use of the site. All such drives shall be provided with integrally formed concrete curb and gutter. Paving materials shall be as listed in 3.11. All paving shall be placed on prepared subgrades adequately designed for the existing soil type and expected loads to be imposed. Color, texture, and pattern shall comply with the standard established by DIA. Refer to 3.11 Paving for specific requirements.

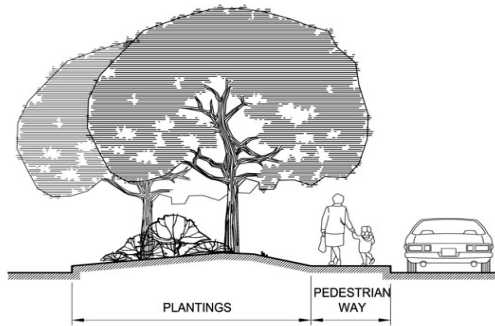


DIAGRAM # 9

F. Loading, Maneuvering and Trailer Storage Areas:

The expected on-site presence of transport trucks and trailers, bulk deliveries, waste handling, fuel trucks and other large service vehicles which require large maneuvering and parking areas shall mandate the adequate design of paved areas to enable the on-site handling of this function without the use of public streets. Such areas should be located and screened to conform to the following criteria:

1. Sites adjacent to any median-divided streets or highways in the public-right of way: No loading or maneuvering areas for trucks and delivery vehicles shall be allowed in the front facing such a right-of-way and all such areas shall be located at the side or rear of a facility. In those cases where the area is placed to the side, such areas shall be screened with a landscape screen or permanent wall. No loading door shall be closer than 100 feet to the nearest right-of-way line.
2. Sites adjacent to non-divided streets in the public right-of-way in; Loading and maneuvering areas shall be allowed on all sides of a building with the following provisions. All such areas fronting on any roadway shall be screened per Section 1.01, E. No

loading door should be closer than 100 feet from the building setbacks of the site.

1.07 Signage/Graphics:

All signage shall be subject to review and approval by DIA.

All signage shall be in compliance with the criteria listed in the Tenant Development Guidelines, Manual 2, Section 4, Signage, General Criteria.

A. Monument Signage.

1. A two-sided monument sign that complies with the design criteria (Diagram #10) should be located in the front yard perpendicular to the road. It shall be located in the road right-of-way with the end of the address section fifteen feet from the back of roadway curb. Responsibility for the sign shall remain with the lease holder.
2. One monument sign per public entrance will be allowed, unless otherwise approved by the Airport.
3. Monument sign may not exceed 6 feet in height and may be backlit, unless otherwise approved by the Airport. Size is drawn from the linear building frontage from which the elevation is on, and area subtracted from allowed wall signage.
4. Monument sign may be no closer than 25 feet to adjacent roadway pavement.
5. Secondary signage may be allowed as monument sign.
6. Surrounding the sign structure should be an eighteen inch minimum of planting bed of short native grasses or ground cover from the approved list.

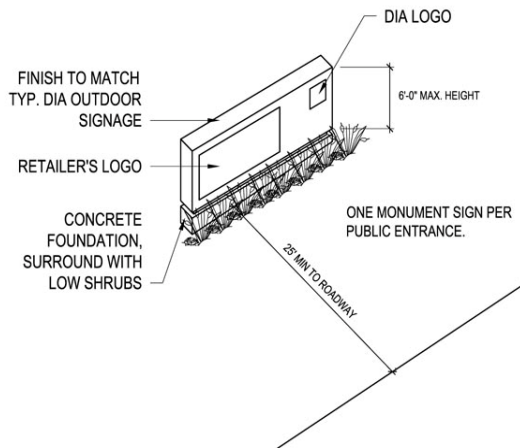


DIAGRAM # 10

B. Free Standing Signage

1. The height of any free standing sign should not exceed 25 feet above the adjacent grade elevation of the sign location. Only one freestanding sign is permitted per primary structure.
2. Setback should be 15 feet from property lines or easements.
3. Maximum square footage for freestanding may not exceed 200 square feet per elevation (2 face limit). If more than two elevations are utilized, the 200 square feet will be divided by the number of elevations (ex. - 3-sided sign would be 33 square feet per elevation).
4. No exposed pipe or structural supports are permitted. All pipe or supports must be covered in material complimentary to the building architectural components.
5. All free standing signs should incorporate a landscaped pad area

equal to the square footage area of the sign.

C. Building-Mounted Signage

1. All building mounted signage should identify individual occupant names only.
2. Occupant typefaces or logos may be used, subject to DIA approval.
3. Individual letters should project not more than eighteen inches from the wall to wall they are mounted.
4. Building signage may be backlit in the form of individual letters or opaque background cabinet type signs.
5. Area of exposed signage per elevation should not exceed one square foot per lineal foot of building frontage.
6. Height on sign on building face shall not be higher than the building height.
7. The letter height for letters attached on buildings shall be determined by the smaller of:
 - a. A maximum letter height of forty-two (42) inches or
 - b. Letter height cannot exceed 12% of the building height within the signage square foot requirement.

D. Primary Occupant Building – Mounted Signage.

1. Only one primary occupant sign is allowed per building.
2. The sign height shall not exceed twenty percent of the facade height with a maximum height of eight feet.
3. Sign area may not exceed 150 square feet, measured as a rectangle placed around the extreme edges of the sign, or letters.

E. Secondary or Multi-Occupant Building mounted Signage.

1. Secondary or multi-tenant signage (i.e. retail) shall not exceed one foot six inches in height.
2. Sign area may not exceed 20 square feet, measured as a rectangle placed around the extreme edges of the sign or letters.
3. Multi-tenants shall be consistently signed.

F. Site Information/Directional Signage.

1. Should be consistent with the architectural design of the building and monument sign.
2. Directional signage shall be limited to 6 square feet, 4 feet overall height maximum. and shall not extend to ground as a parcel.
3. Text shall be located above 24 inches from ground.
4. Signs shall be located within the lease boundaries.
5. Regulatory signage shall be limited to 2 square feet, 8'-6" overall height maximum.
6. Flashing, blinking, animated, audio, or moving signs are not permitted.
7. Backlit illuminated awning signage is not permitted.

G. Property Address

Each Building must display an identification plaque or an approved equivalent. The plaque is to be provided by the Tenant. The identification number is assigned by DIA. The wall plaque shall be approved by the Airport prior to it's installation on the Building. The plaque shall be mounted to the Building elevation facing the major access street.

H. Temporary Signage

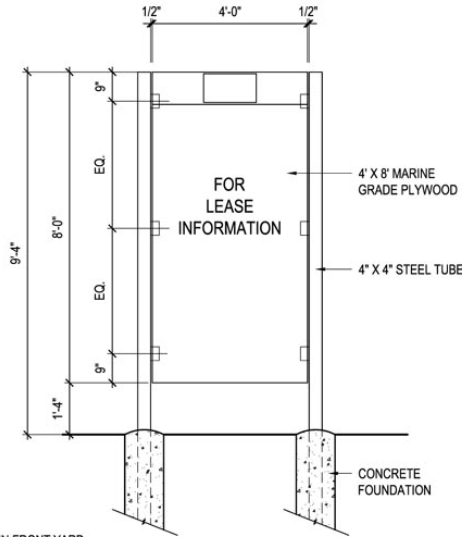
1. Temporary Signage should follow the same "design guidelines" as

specified for permanent signage for message, color, layout, size, etc.

2. Interior temporary signage may be fabricated of foam core or other suitable rigid materials. Temporary signs exposed to the weather must be fabricated from weatherproof materials.
3. All temporary signs must have a designated expiration date. Such dates need to be documented in the project file. Typically 30 to 45 days is ample time to fabricate a permanent sign. Where warranted, expiration dates may be extended approximately the same number (or less) of the days originally approved. Temporary signs must be removed on or before their expiration date.

I. Vacancy Signage

1. Use of this sign standard will be permitted when a minimum of ten percent of the lease able building area is currently available for lease or twenty percent will be available within six months.
2. Use of this sign is not for advertising the property management company.
3. Layout of sign copy shall be submitted to DIA for approval through the construction permit process.



TO BE LOCATED IN FRONT YARD PERPENDICULAR TO STREET WITHIN LEASE AREA. INFORMATION ON BOTH SIDES OF SIGN.

TEMPORARY SIGN
DIAGRAM # 11

1.08 Site Lighting

Lighting of developed sites shall include provisions required to provide reasonable illuminations for access to and from buildings within the boundaries of a site. The design of each site scheme shall be included in the construction documents submitted for approval for each site and shall include layouts, mounting heights, fixture and lamp specifications and lighting design calculations in accordance with the Illuminating Engineering Society of North America. Cut off lighting is required, uplighting is prohibited.

A. Parking Areas and Driveways

It is mandatory that lighting “spill over” and illuminate beyond the areas of need. In all automobile parking areas, the maximum foot-candle level acceptance at the ground plane is one foot candle, and the pole height is restricted to 30 feet in open paved areas. In no case should

light fixtures spread light beams more than 45 degrees from perpendicular (90 degree cutoff angle).

Lighting mounted on vertical wall planes that direct the light beam away from the building across a property line or up to the sky are forbidden.

Site lighting shall be designed to provide uniform illumination throughout the site. Height shall be in compliance with FAA regulations. Structural pole shall be square steel or aluminum with silver gray finish (galvanized, anodized, painted).

B. Pedestrian Lighting

In cases where pedestrian ways cross the landscape outside of the coverage of parking lot lighting, it is recommended that short pole-mounted lighting (16 feet maximum height) or bollards (42 inches maximum height) be provided to allow the pedestrian five-foot candle of luminance at the ground plane. This level of luminance shall be restricted to an area no greater than five feet from the edge of the paved pedestrian way.

C. Landscape Lighting

It is desirable to provide landscape illumination to enhance the visual appeal of the site 24 hours per day. Care should be taken to enhance the landscape’s natural qualities with lighting rather than to flood or spot light great vistas or specimens. The most desirable techniques for this purpose include:

1. The up lighting (limited) of trees from fixtures mounted below grade or at grade. These fixtures utilize mercury vapor or HID Lamps. Care should be exercised that these fixtures do not direct the beams of light beyond the tree structure below an angle of 75 degrees from the vertical.
2. The primary focus of site lighting should be the emphasis on the main entry to the building and the pathways leading to the entry. This emphasis should not be strictly limited to pathway lighting but should

incorporate zones of landscape along this primary path from parking along pathways to the building entry.

D. Security Lighting

Where security or safety lighting is deemed necessary, it should be localized as much as possible to avoid floodlighting large areas. The design of the light source should be directed on the immediate area of security concern and whenever possible should be automatically triggered by sensors or remote control.

E. Lighting Controls

The designer and engineer are urged to provide controls that automatically limit the hours of operations according to seasonal day night changes. In addition, it is desirable that these controls provide separation between the various types of site lighting so that lighting components not needed can be shut down at different times in order to conserve energy.

F. Unacceptable Lighting Techniques

For the purpose of providing an aesthetically coordinated system, the following techniques should not be utilized, unless otherwise approved by the Airport:

1. Wall pack light fixtures with a cut-off angle from the vertical of more than 22.5 degrees or that are mounted higher than 20 feet above grade.
2. Colored flood lighting
3. Open globe street lighting fixtures without cut-off
4. Strobing or blinking sources
5. Incandescent lamps

- END OF PART ONE -

PART TWO: BUILDING DESIGN

2.01 Introduction and Approach

This architectural criterion is designed to promote the creation of a unified campus-like character to the DIA Commercial Land Development area.

It is intended that this framework provide flexibility to allow for the development of a wide range of building types, sizes, and uses, while maintaining a consistently high level of quality, sustainability and design. Acknowledging that each use has its own unique requirements and budget, the consistent application of these standards is meant to assure the integrity of future development.

The buildings placed within the DIA Commercial Land Development area should reflect both the advanced technological image associated with aviation and the Colorado prairie environment in which they are sited.

The character of the architecture is to be progressive, functional and enduring. In recognition of the history of DIA, innovation in design, structure, and materials is encouraged. Given the millions of passengers using DIA, care should be taken to make the sites and buildings coherent when viewed from the air.

2.02 Basic Design Principles

- A. Building Form: Building massing, forms and articulation shall have horizontal emphasis.

Simple volumes that blend with the landscape are preferred. Big Box structure shall incorporate material changes, projections and significant off-sets to break-up the massing.

- B. Detailing and Articulation: The level of architectural detailing shall be reasonably consistent on all sides of a building.

Facade materials shall be clearly articulated and consistently applied.

- C. Entries:

Entries should be easily identifiable destination points as viewed from parking areas and the road.

Primary entry points should be recessed or sheltered.

Entries should be scaled in proportion to the facade in which they are placed.

- D. Shading Devices: The use of passive solar shading devices is encouraged. Such devices should be appropriate to the orientation of openings to which they are applied; i.e. north facing facades should differ from those oriented to the south.

2.03 Prohibited Features

Unless allowed by site specific development criteria issued or approved by DIA.

- A. Residential architectural character or features such as dormers, shutters, gables, hi roofs, and divided-light windows.
- B. Non-functional ornamentation, structure, or decoration inconsistent with the architecture character.
- C. Historical or regional styles and elements such as arches, domes, moldings, cornices, pediments, and ordered columns (ionic et al).
- D. Simulated structure, windows or materials.
- E. Fabric awnings and canopies.
- F. Arbitrary, whimsical, or fad-oriented architecture.
- G. Over-scaled or ostentatious entries or features.
- H. Wood siding, shingles, or trim, composition shingles, clay or concrete tile roofing.

2.04 Roof Forms, Drainage and Screening

- A. Roof Forms: The variety of roof forms is limited in order to maintain a sense of unity within the development areas. These forms are low-slope, shed, or

curved. Hip, mansard, gable, and barrel vaults are not permitted. Unique “corporate” type of roof styles may be presented for Airport review and consideration but any approval granted shall be granted only on a case by case basis.

- B. Low-Slope Roofs: Low-slope roofing is defined as roofing that is typically installed at slopes of less than 2:12. This includes built-up, single-ply, modified bitumen and other similar systems.

Low-slope roofing must be concealed behind parapets.

While low-slope roofing may be any neutral color, lighter shades are encouraged to minimize heat gain.

Since the roofscape will be frequently viewed from the air, care should be taken in the placement of roof elements such as traffic pads and equipment.

Low-slope roof drainage should be by means of internal drains. Overflow scuppers may be visible provided they re located and detailed to harmonize with the building façade.

- C. Pitched Roofs: Pitched roofs are defined as exposed, straight-run roofs with a slope greater than 2:12. Slopes shall not exceed 4:12. Mansard roofs are not acceptable.

Exposed pitched roofs must be clad in architectural grade metal with no exposed fasteners. Acceptable materials are listed in Part Three – Architectural Materials and Palettes of this criteria.

Exposed architectural roofing may have visible gutters and downspouts that are clearly detailed and articulated as part of the over all building design. All metalwork should meet SMACNA standards.

- D. Curved Roofs: Curved roof forms should be graceful, low arcs. Barrel vaults

(180-degree radius or semi-circular) are not permitted. Other than slope, all standards listed for shed roofs apply to curved roofs as well.

- E. Roof Screening: All roof mounted mechanical systems and communications equipment should be screened from the public roadways in a manner architecturally consistent with the building as a whole.

Screening shall be walls or louvers in a material and finish matching or complimenting the roof (if shed or curved) or the facade material or color.

Stacks, vents, or tanks that cannot be screened should be finished in approved materials and colors and be designed integrally with the architecture of the entire structure. Such items should be placed in an organized manner when visible.

- F. Drainage: Storm water shall not leave the site faster or at an increased volume from current conditions without the approval of the building official.

2.05 Building Lighting

Buildings should be lighted in a manner that emphasizes internal glow and transparency.

- A. Entire facades should not be floodlit. Building-mounted lighting may be used to accent architectural features or modules.
- B. Building lighting should be oriented so that light is not directed towards sky, streets or adjacent properties.
- C. Entries should be illuminated so as to highlight their location. Likewise, pedestrian paths should be lit using bollards or similar low level fixtures.
- D. Light sources should be shielded from streets and adjacent properties.
- E. Exterior architectural accent lighting shall be “white” light including fluorescent, metal halide, halogen.

- END OF PART TWO -

PART THREE: ARCHITECTURAL MATERIALS

3.01 Color Palette

- A. Building exteriors should consist of neutral earth-tone palette of materials. Individual material colors are listed in the following sections where available, otherwise paint colors referenced below are to serve as a guide in selecting appropriate colors.
- B. Unique branding colors may be used in limited areas, i.e. at any entry or on a particular architectural feature. These colors should not be distributed over entire facades as stripes or trim and should be scaled so that they are proportionate to the façade in which they are located. They are not to act as advertisements or billboards.
- C. General paint colors are: warm gray, cool gray, tan, buff, white, black and brown.
- D. Acceptable Kynar metallic colors: silver, silver gray, pewter, champagne, gold, copper metallic, light bronze, medium bronze, dark bronze, medium gray.

3.02 Materials

- A. The following listing of materials is intended to encompass the range of acceptable major architectural materials, colors, and finishes for DIA Commercial Land Development area.
- B. While individual manufacturers or proprietary terms may be listed as examples there is no intention to limit acceptable materials to a single supplier.
- C. New or emerging technologies that may produce materials not listed at the time of printing of this criteria will be considered.
- D. Natural Finish materials:
 - 1. It is recommended that a minimum of 50% of the front yard elevation consist of natural finish materials.

- 2. A minimum of 25% of the other elevations shall consist of natural finish materials.
- 3. Natural finish materials include:
 - Sand-blasted concrete
 - Textured concrete
 - Exposed aggregate concrete
 - Stone
 - Glass
 - Anodized aluminum
 - Stainless Steel
 - Unpainted Brick
 - Unpainted CMU (split-face, scored, ground-face)
 - Factory finished metal panels

3.03 Brick

- A. Brick shall be modular, clay fired units meeting or exceeding industry standards for quality including but not limited to: ASTM-C216-87 and ASTM C90.
- B. Texture/style: uniform face texture such as wire-cut smooth. "Antique" style brick are not permitted.
- C. Bond: any uniform pattern such as running or stack.
- D. Color range: light, warm tones such as sand, cream and buff. Examples include: Acme #105, #107, and #114. Brick should be relatively uniformed in color rather than varied "blends".
- E. Mortar color should compliment the brick color.

3.04 Concrete Masonry Units

- A. CMU shall be modular units meeting or exceeding industry standards for quality including but not limited to ASTM-C219 and/or ASTM C90.
- B. Texture/style: uniform face texture such as smooth, burnished, split, scored, ribbed, or ground-face.
- C. Bond: any uniform pattern such as running or stack.

- D. Color range: light, warm tones such as warm gray and buff. Examples include Featherlite “Limestone: and “Saddle Tan”.

3.05 Stone Veneer

- A. Size: cut stone veneer shall be sized as appropriate for the type of stone and the method of installation. Stone exceeding two inch thickness may be set using mortar and anchored to structure when the system is designed to conform to recognized industry standard for installation and height. Thinner stone or taller applications must be supported by a building structure engineered in accordance with the highest standards. Stone may not be set on facades using adhesive methods.
- B. Acceptable types include: Limestone: Indiana: Buff, Texas, Cordova Cream, Lueders, Shellstone, Cedar Hill Cream, or Hadrian. Other warm toned natural stones such as sandstone and granite.
- C. Finishes: may consist of polished, flamed, honed, filled or unfilled.
- D. Stone pieces must be cut modules and installed in a regular grid pattern.

3.06 Metal Panel Systems

- A. All metal panels shall be fully engineered architectural quality systems. Fasteners shall be either fully concealed or integrated into the panel design on any panels exposed to view. Panel systems shall be designed for uniformity and flatness. Corrugated or “metal” siding is not acceptable.
- B. Material standards:
 1. Steel: G-90 (1.25 oz) hot-dipped galvanized, ASTM A924 and ASTM A653.
 2. Stainless steel: Type 304 AISI architectural grade alloy.
 3. Aluminum: Alloy 3003.
- C. Finishes shall be a factory applied and warrantied system, paint coating should consist of a minimum of 70% Kynar or Hylar resin no less than .8 mil thicknesses over a compatible primer.

Anodized finishes may range from clear to dark bronze.

- D. “Galvalume” steel shall be hot dip coated with aluminum-zinc alloy.
- E. Profiles/textures: smooth, embossed, or ribbed. Examples include Centria “Formawall”, Versapanel”, or “Super Rib”.
- F. Colors: Galvalume, stainless steel or colors as listed in Section 3.1.
- G. Minimum panel articulation dimension shall be eighteen-inches.

3.07 Architectural Metal Roofing

- A. Acceptable architectural roofing materials are aluminum, steel or copper. Roofing must be installed over continuous substrate. Acceptable finishes:
 1. Steel or aluminum: galvalume, zincalume, or a factory applied baked on paint system such as silicone modified polyester (SMP) or polyvinylidene fluoride (PVF2) in approved color as listed in Section
 2. Copper or aluminum: Natural.

3.08 Stucco

- A. Cement based three-coat system on metal lath over appropriate substrate. Control joints and reveals shall be extruded aluminum.
- B. The top color coat may be colored cement or an acrylic product such as STO finish.
- C. EIFS is only permitted nine feet above the first floor elevation.

3.09 Concrete (vertical surfaces)

Exterior concrete wall surfaces shall be textured (i.e. form liner), sandblast, water blast or exposed aggregate, painted or stained.

3.10 Glass and Frames

- A. Vision glass should be warm toned, gray or black; colored tints or coatings (i.e. blue, green) are not permitted.
- B. Spandrel glass color is subject to Section 3.1 if not matching vision glass color.

- C. Highly reflective glass is not permitted.
- D. Examples of acceptable types include PPG Solarbronze and Viracon Bronze
- E. Aluminum framing is subject to colors listed in Section 3.01

comply with the other criteria of the section.

- C. No wood or plastic fencing shall be approved.
- D. Any fence with perforations or of chain-link type construction must be mounted on a continuous mow strip of concrete extending twelve inches each side of fence.

3.11 Paving

- A. Paving must be reinforced concrete, asphalt, modular concrete pavers, or cut natural stone.
- B. Drives and streets must be concrete, unless otherwise approved by the Airport and should be designed to support the expected loads typical for the use of the site.
- C. Stamped colored concrete patterns simulating pavers or stonework is permitted.
- D. An eight-foot wide bank of stamped, colored concrete complying with DIA Standards shall be provided across all tenant driveways. Bank aligns with lease line and projects into street right of way.

3.15 Retaining Walls

Retaining walls maybe constructed of sandblasted and rusticated joint concrete, concrete masonry unit systems or stone.

- END OF PART THREE -

3.12 Hardscape

Sidewalks and pedestrian paving at the main visitors' entry(s) shall be sandblasted concrete, exposed aggregate, pavers, stamped concrete, stone, or other such materials, with a gridded joint pattern no larger than 30 inches.

3.13 Wood

Wood is not an acceptable exterior building material or finish unless allowed by site specific development criteria issued or approved by DIA.

3.14 Fencing

- A. Fencing in areas not facing the front yard(s) may be galvanized chain-link type fencing. No barbed wire is allowed. Chain-link fence must be screened with landscaping on the outside.
- B. All other fencing should be painted architectural metal, masonry, pre-cast or poured in place concrete, and shall

PART 4: POLICIES, PROCEDURES AND APPROVALS:

4.01 Denver International Airport

Denver International Airport is a municipal Airport owned and operated by the City and County of Denver. The authority and responsibility for management, operation and control of the Airport is vested in the “Department of Aviation” which is a sub unit of the City and County of Denver. The “Co-Managers of Aviation” are the two officers in full charge and control of the Department of Aviation. The Co-Managers are appointed by the Mayor and are members of the Mayor’s cabinet.

The Department of Aviation is responsible for managing and controlling the design, planning, construction, reconstruction and remodeling of all facilities within the boundaries of the Airport. No airport improvements shall be designed, planned, constructed, reconstructed or remodeled without the prior written approval of the Department.

Tenants contract with the City through various lease “agreements” to secure rights to operate on Airport Property. All facilities within the boundaries of the Airport are owned by the City and County of Denver. Ownership of new construction and facilities within the boundaries of the Airport transfers to the City and County of Denver upon “Substantial Completion” of the project and issuance by the Department of Aviation of a “Certificate of Substantial Completion”.

Initial requests for new construction, reconstruction, and remodeling shall be forwarded by Tenants to the Airport Property Office for review and approval. If acceptable, the proposals will be forwarded on to the Planning and Development Division within the Department of Aviation. This division will assign a “ Airport Project Manager” (APM) to the project and the Tenant shall then coordinate all design and construction activities with that Project Manager.

A. Design Phase

The Department of Aviation requires review and approval of three basic phases to Tenant improvements; the design phase, bid phase and

construction phase. During the design phase Tenants are encouraged to submit to the APM for review and approval design progress sets equivalent to 30, 60 and 100 % completion. Tenants shall be required to secure written approval from the Airport for its final design documents before proceeding with the bid phase.

The Co-Managers of Aviation shall have exclusively right to approve or reject any design, including but not limited to, all aesthetic matters proposed, whether or not specifically addressed in these guidelines or the DIA Design Standards.

The final set submitted to the Airport shall be the same set submitted to the Department of Public Works Building Department for permitting.

1. Environmental Reviews/Approvals

All requests for improvements shall be submitted for review and approval thru the APM to the Airport’s Environmental Services Section concurrent with the submittals for review and approval to the APM. Upon completion of their review the Environmental Services Staff will forward through the APM to the Tenant a “Facility Development Environmental Checklist” in response to the designs submitted. The Tenant shall coordinate all actions required of the checklist and provide all required submittals to the Environmental Services Staff prior to the APM releasing final approval of the design phase. Tenants shall become familiar with, and be required by the terms and conditions of their lease agreement, to comply with the requirements of Airport Rules and Regulations, Part 180 Environmental Issues and Noise Limitations. Tenants shall also become familiar with and shall also comply with the requirements of cathodic protection as specified in the DIA’s Design Standards Technical Specifications, Division 16 Electrical, Section 16642. Cathodic Protection.

2. Federal Aviation Administration Review

Concurrent with the above design and environmental reviews, the Federal Aviation Administration (FAA) requires review and approval of Airport improvements. The Airport is required to submit a “Form 7460” to FAA detailing specific requirements of the project. The Tenant shall submit all required information to the APM who shall in turn forward the information on to the Airport Planning Division for submittal to FAA. Submittal of this information shall be a requisite

of the APM releasing final design approval. No construction shall commence without the written approval from FAA of this Form 7460.

B. Bidding Phase

Airport requirements for the bidding phase are outlined in the “Tenant Development Guidelines, Manual 1, Part 3: Preparing for Construction. Criteria for awarding a contract and the submittals required thereafter, i.e. contractor acceptance, small disadvantaged business goals (SBE), bonding (both Contractor and Tenant), insurance, etc. are also listed in Part 3. Upon acceptance of the submittals required the Airport shall forward a written “Notice-To-Proceed” (NTP) to the Tenant. The Tenant may then commence construction. No construction shall be authorized until a NTP is issued.

C. Construction Phase

Airport requirements for construction are outlined in the Part 4: Construction, of the above referenced Tenant Development Guidelines, Manual 1. Tenants shall coordinate all construction activities with the APM. Upon Airport acceptance of all of the submittals required in Part 4. the APM shall issue a “Certificate of Final Completion” evidencing that completion of the project is considered final and that all construction bonds may be released. Tenants shall be advised that the Airport retains its own set of inspectors and quality assurance staff, independent of the City’s Building Department, to oversee the Project and that all construction activities shall be subject to both the inspection and approval of the City’s Building Department and the Department of Aviation.

4.02 City and County of Denver

A. Department of Public Works

Within the City and County of Denver’s organization, the authority and responsibility to review plans and issue building permits is vested in the Department of Public Works. Policies and procedures for securing building permits and applicable inspections may be found at the City’s web site “Denvergov.org”. In depth information can be found by clicking on the “Doing Business” heading on the “Denvergov.org” website.

Tenants shall be aware that plans submitted to the Building Department may require review and approval by multiple disciplines within the City aside from the review and approval required of the Building Department. Zoning, Health & Hospital, The Fire Department, Wastewater Management and Excise and Licensing may require review and approval of project. It shall be the Tenants responsibility to coordinate with all applicable divisions to ensure applicable permits can be issued within a timely manner.

The Building Department requires certain inspection of the project during construction to ensure compliance with applicable building codes. Once the project is considered complete and all inspections have passed the Building Department will sign off on the Permit and, if applicable, issue a “Certificate of Occupancy” .

B. Office of Economic Development

The City and County of Denver promotes utilization of small business enterprises in contracting areas of construction, reconstruction and remodeling, and Professional Design and Construction Services. Policies and procedures are provided in the Denver Revised Municipal Code (DRMC) Ordinance 623, Chapter 28, Division 1, Article VII with regard to Small Business Enterprise (SBE) participation.

The Division of Small Business Opportunity (DSBO), under the jurisdiction of the Office of Economic Development, certifies the ownership status of SBE/DBE firms and monitors contract compliance for the SBE/DBE Program. All Tenants are required to demonstrate compliance with the above referenced ordinance and shall coordinate their work with the DSBO.

In accordance with Ordinance 623, SBE goals shall be established for all projects on City property, whether undertaken by the City or a Tenant. The SBE goal established is established for the project as a whole and may be achieved either through professional design services, construction, construction services or a combination thereof.

Tenants are encouraged to contact the Airport Representative from the DSBO prior to the commencement of design to ensure adequate participation of professional design firms. It is also recommended that prospective bidders

(contractors) review the SBE requirements with the DSBO during pre-bid meetings, if applicable, or prior to the signing of a contract. The Tenant shall secure approval from the DSBO prior to executing a construction contract with such approval indicating that the successful contractor either meet the established SBE goals or demonstrated a “good faith” effort in trying to achieve the goals. This approval must be in place prior to the APM issuing a Notice-To-Proceed.

The DSBO is responsible for monitoring the SBE participation during construction to ensure compliance with Ordinance 623. Any addition and/or reduction to a contractor’s scope of work which may affect the contract amount or the participation of SBE contractors shall be presented to the DSBO by the Tenant for review and approval prior to commencing with the proposed changes.

Additional formation regarding SBE policies and procedures can be found by visiting the “denvergov.org/mocc” website.

C. Auditor’s Office (Prevailing Wage Rates)

The City and County of Denver requires, through City Ordinance Section 20-76, all contractors and subcontractors performing work on City property to pay prevailing wage applicable to the various classes of laborers, mechanics, and workers as determined by the Career Service Board. The City Auditor is responsible to enforce the City’s Prevailing Wage Requirements, as established by Denver Revised Municipal Code, Section 20-76. Specific Prevailing Wage Requirements can be found on the web by clicking on the “Doing Business” line item at the “denvergov.org” website.

Tenants are encouraged to contact the Auditor’s Representative for the Airport prior to the bid phase to ensure the proper prevailing wage requirements are incorporated into the contract documents. Tenants shall contact the APM for information regarding the name and contact number for the Auditor’s Airport representative that will be assigned to the Project.

Specific to Tenant work on Airport Property, Contractors shall be required to submit to the Tenant, along with each pay application submitted for payment, certification from the Airport Auditor that all certified payrolls for work

completed prior to and up to the pay period in which the pay application covers has been submitted to the Auditor’s Office for review.

Tenant shall advise their contractors and shall include in their contract provisions which state that the Tenant shall have the right to withhold all or any portion of payment thereof until such time certification is received from the Auditor’s Office.

D. Denver Water Board:

The primary potable and non-potable water lines supplied to the Airport are provided by the Denver Water Board. The Denver Water Board is an independent City Agency. Tenants shall coordinate with them with regard to any primary water supply lines that may be needed. Information regarding the Water Board can be found at their web site “denverwater.org”. The design and construction of the secondary water supply lines (those lines feeding from the water meter to the facilities and within the facilities) shall be coordinated with the APM.

4.03 Other Non-City Agencies

A. Electrical/Gas Utilities

All primary electrical and natural gas supply lines supplied to the Airport are provided by XCEL Energy of Colorado. Tenants shall coordinate with them with regard to any primary supply lines that may be needed. Information regarding Xcel Energy can be found at their web site “XCEL ENERGY OF COLORADO”.

Power and Natural Gas consumption is usually metered and billed directly to the Tenant by XCEL Energy unless otherwise indicated in the Tenant’s lease agreement. The design and construction of the secondary electrical and gas supply lines (those lines feeding from the meter to the facilities and within the facilities) shall be coordinated with the APM.

B. Telecommunication Systems

The primary telecommunication system provided to the Airport is provided and maintained by QWest under contract with the City and County of Denver. All requests for telecommunication services shall be submitted through the APM to the Department of Aviation Telecommunication

staff for review and approval prior to the APM releasing final design approval.

- END OF PART FOUR -