1.0 GOALS STATEMENT

INTRODUCTION:
The purpose of the Design Intent Guidelines is to provide general guidelines with respect to the overall design for development and redevelopment within the Grand Junction Regional Airport Campus. The guidelines are intended to convey useful design direction to developers, as well as serving as a basis for decisions of the Airport Design Review Committee (ADRC) with regards to proposed projects. The purpose of the Guidelines is to help facilitate an expedient design review process in order to allow for quality development at the Grand Junction Regional Airport (GJRA).

The Design Intent Guidelines, in conjunction with codified government regulations, and the Airport Master Plan outline and define desirable development criteria for the Airport in order to achieve the following goals:

- Reinforce a positive and memorable experience for visitors.
- Convey an image of quality development for the Airport, its passengers, visitors, tenants, and the community.
- Maintain a consistent campus appearance through complimentary design of site, signage, landscape and building development.
- Allow and encourage development with creative and compatible design solutions.
- Encourage a ‘regional contemporary’ architectural style.
- Provide for development and construction which allows for minimal impact to Airport operations.

SUMMARY:
The Design Intent Guidelines are intended to provide general design direction for proposed developments. While the guidelines will be used as a basis for decisions by the Airport Design Review Committee, the ADRC has the authority to interpret the intent of the Guidelines with regard to proposed developments on an individual basis.

In addition to the Design Guidelines, there is an approved Airport Master Plan and an approved Airport Layout Plan (ALP) which show the existing and proposed aviation related facilities. These plans are attached for reference at the end of this section. (In Section 6.0) The Master Plans and ALP’s are updated regularly and current versions should be reviewed with the Airport prior to significant effort.

The intent of the Guidelines is to provide a minimum level of acceptable design standards for the Airport campus. Proposed developments are encouraged to exceed the minimum standards.

(See attached Exhibits G & H)
2.0 DEVELOPMENT REVIEW PROCESS

The purpose of the Development Review process is to help ensure that the overall goals for quality development at the Airport are successful. It is important that prospective developers become familiar with these Design Guidelines. This is best accomplished by meeting early in the process with the Airport Design Review Committee (ADRC) to discuss the characteristics of the site, preliminary concepts, these design guidelines, and develop a schedule for the approval process. The Design Review Process is intended to be interactive and allow for some flexibility with regards to potential development opportunities and solutions.

The ADRC is appointed by the Airport and will review proposed development with regard to the intent of the Design Guidelines. An early meeting is intended to discuss the developers’ ideas and plans for the proposed project within the overall goals of the Airport Campus. The ADRC may allow for variations and interpretations within the guidelines as they deem appropriate for accomplishing the goals of the Airport and the developer.

A. Governing Regulations

- Local and federal code regulations (The airport is part of a Planned Area Development zone)
- Airport Master Plan
- FAA Regulations
- Airport Design Intent Guidelines
- City of Grand Junction Building Department

B. Airport Design Review Committee (ADRC) (appointed by Airport)

- Members: Five (5) member committee appointed by the Airport. Airport design consultants (Civil Engineer, Architect); Airport Construction Manager, Airport Facilities Manager.
- The Director of Aviation and the ADRC shall have final decision making authority with regards to development related issues.

C. Design Review Process

Pre-development information packets shall be requested and reviewed by proposed developers prior to submitting conceptual development information to the Airport. All proposed construction projects (new, remodel/renovation, additions) shall be submitted to the Director of Aviation for review/approval, prior to submitting for City review. The process below outlines the typical review process: A full ADRC review shall generally be required for substantial projects, while an administrative review shall generally be sufficient for smaller scale projects. The Director of Aviation shall have final decision-making authority regarding the process. Details will generally be set following the Pre-Submittal meeting.

1. Pre-Submittal (ADRC):

A Pre-Submittal meeting shall be held with the Airport early in the process to review preliminary concepts for the project, discuss the characteristics of the site and the goals of the Airport. This meeting shall determine acceptability of the project, the scope of design review required, whether a full ADRC review or an Administrative review will be needed, and develop a schedule for the approval process.

2. Preliminary Development Plan Submittal (ADRC):

Conceptual site plan; floor plan, and written description of the project shall be submitted to the ADRC for review.
3. **Preliminary Development Plan Review (ADRC):**

Conform to GJRA design guidelines. If the Preliminary Development Plan review is acceptable with the ADRC, the developer may proceed with the formal planning review process with the City of Grand Junction.

4. **City of Grand Junction Design Review Process:**
   a. Pre-application meeting with the Planning Department.
   b. Proceed with the formal City planning process.

5. **Final Development Design Review (With Director of Aviation and ADRC):**
   a. Submit Design Development level drawings & materials board

6. **City of Grand Junction Planning Approvals:**
   a. Receive formal planning approvals and submit copy to ADRC.

7. **Final Development Review (ADRC):**
   a. ADRC: Submit final construction documents for review by ADRC prior to the issuance of a building permit by the City of Grand Junction.
   b. Receive final ADRC written approval, including any conditions or changes.
   c. Submit copy of approved building permit to ADRC.

8. **During Construction (ADRC):**

The ADRC shall be notified of any significant Change Orders (greater than 1% of the contract value) or field changes which may alter the design of the approved plans. The changes must be approved by the ADRC.

9. **Post Construction (ADRC):**

Review of the project for conformance with the approved Construction Documents. As-built drawings shall be provided by the developer, in formats acceptable to the Airport.

No construction work for any project shall commence without written approvals from the ADRC and the City of Grand Junction (Planning Department and Building Department approvals).
3.0 GUIDELINES FOR AIRPORT DEVELOPMENT ZONES

(Refer to Exhibit A for the limits of each of the following zones)

ZONE 1: Terminal Area:
New development and renovation projects adjacent to the Airport Terminal will require the highest level of conformance to the Design Intent Guidelines, as it will involve the most critical public interface areas (the Terminal Area Plan will take precedence in this area).

ZONE 2: Commercial Area:
While site layout, planning and building, visual impacts and aesthetics are important in this zone, it is understood that development solutions may require somewhat more flexibility with regards to the Design Guidelines. Successful design solutions must still conform to the intent of the guidelines. Buildings must include interesting, well articulated architecture that incorporates quality materials and landscaping, and fits well within the context of the site and Airport Campus.

ZONE 3: New Aviation Related Development:
This area will be allowed the greatest amount of flexibility with regards to the Design Guidelines. There may be a variety of buildings in this area with varying degrees of public interface and strict conformance with the Design Guidelines. Structures such as hangars and service structures are still expected to respond to the overall intent of the Design Guidelines, actual architectural responses (materials, massing, elements, colors, etc.) will be different for this type of functional service building(s). An interesting and compatible combination of color and materials is encouraged for these otherwise utilitarian structures.
OTHER: Existing Aviation Uses:
Existing airport facilities will not be required to make changes or additions to conform to these Design Intent Guidelines. These Design Intent Guidelines will only apply to future modifications of additions.

General Notes:
Areas in all zones which abut or have a direct visual interface with the public drives will be reviewed more closely in the design review process by the ADRC.
4.0 SITE GUIDELINES

1. Site Development:
Development shall conform with and be consistent with the GJRA Planned Area Development (P.A.D.). Special requests and interpretations shall be reviewed by the ADRC.

2. Consistent Campus Appearance:
The development should fit as an integral part of the Airport Campus, relating to adjacent developments, site circulation patterns, landscape, buildings, and site features. Building orientation should be such that the entrances are visible to those arriving on the campus. Where buildings front on public streets, there should be well detailed covered public entrances engaging with the streetscape.

3. ‘Oasis Theme’:
Developments shall compliment the Airport as an ‘oasis’, both visually and functionally as it relates to public travelers, users, and employees. The Airport is seen as an important destination and transportation ‘Gateway’ that particularly serves the Western Colorado/Eastern Utah region.

4. Zones:
Guidelines may be applied at different priority levels to the different airport campus development zones (IE: Zone 1: Terminal Area; Zone 2: Commercial Area; Zone 3: New Aviation related development). Refer to Exhibit A and 3.0 Guidelines for Airport Development Zones.

5. Views:
Major entry approach corridor and development within the Airport Campus shall protect views to and from the terminal area and the surrounding mountain vistas. Siting of new developments shall respect views of adjacent developments.

6. Set Backs:
All buildings shall have a minimum required set back from curb face of major streets and comply with all City zoning ordinances, as well as the Airport P.A.D. Any increased setbacks could be enforced as per ADRC discretion.

7. Pedestrian Links:
Sidewalks, paths, and trails are to be maintained by GJRA in keeping with Airport standards and shall conform to the Americans with Disabilities Act (ADA) current edition, to ensure that the airport campus is equally accessible by all persons. All required sidewalks on individual properties shall be provided by each individual developer. Parks and trails are provided by the airport.

8. Paving:
Developments must comply with Airport pavement standards and will be reviewed by the GJRA civil engineering consultant. Decorative paving is encouraged at public entries and exterior pedestrian areas. Permanent ‘permeable pavers’ are encouraged where appropriate.
9. **Vehicular Access**
   - All roadways are to be paved per Airport pavement standards.
   - Vehicular access must be designed to minimize conflicts between vehicles and pedestrians.
   - Access, parking and internal site circulation to incorporate traffic calming measures within individual development zones.

10. **Public Transit Links/Stops:**
    Shall be coordinated with individual site development design and The Grand Valley Transit.

11. **Security/Airfield Access:**
    Developments must comply with all GJRA Safety and Security Regulations and Transportation Security Administration (TSA) requirements.

12. **Site Grading:**
    Developments shall be graded to visually ‘fit’ into existing topography and landscape. Smooth slope transitions are encouraged between development areas. If retaining walls are necessary, they shall be designed with as low of a profile as possible and comprised of compatible materials and consistent with the Design Guidelines. Concrete masonry unit wall construction is not desirable due to unsightly efflorescence problems.

13. **Site Drainage:**
    Each new development is required to mitigate storm water management in accordance with the approved GJRA master drainage plan, and local drainage authority regulations. Storm water management must also comply with FAA requirements for airfield guidelines and will be reviewed by the Airport’s civil engineer.

14. **Parking:**
   - All loading areas, driveways, and parking areas shall be hard surfaces. These areas shall be paved with asphalt or concrete in conformance with the paving standards as mentioned in paragraph 8. Paving. Each development area is to provide its own off-street parking areas, which at a minimum shall comply with local planning regulations.
   - Minimize paved areas where possible to allow for visual relief with landscape areas.
   - Provide landscaping on interior of parking areas to break up monolithic appearance of paving and emphasize ‘Oasis’ theme.
   - Use of low ‘earth forms’ between public streets and parking areas is encouraged as a visual buffer.
   - Parking structures must comply with same landscape requirements and compatible material selections as buildings, and not be located along street frontages.
   - Locate parking areas to protect view corridors.
   - Combined, shared parking between developments is encouraged.
   - All parking requirements must meet or exceed minimum parking per planning standards.
15. Service/Storage/Trash Areas:

- To be screened from streets with a minimum six foot high wall constructed with materials and colors compatible to adjacent building(s). Solid surface doors of compatible materials and colors shall be used on openings.
- To be located at sides or rear of building or enclosed as part of the building.
- Additional screening (landscape elements) may be required to reduce visual impacts to adjacent developments.
- Enclosures to be located outside of secure areas and security fences.

16. Landscaping:

- Planting is encouraged to be drought tolerant.
- Irrigation system and controls to comply with the GJRA standards.
- Ground cover: tan granite preferred for planted beds.
- Turf grass is preferred ‘green’ ground cover.
- Landscape treatment scope to relate to development zones: more landscape elements are appropriate at higher priority public zones (i.e.: terminal area, public entries, etc.).
- Landscaped areas shall extend from the public frontages to the front and sides of buildings.
Dense foliage and fruit bearing trees and plantings which attract birds are to be avoided due to their incompatible relationship with an operational airfield.

- Pedestrian areas shall be enhanced with suitable ground cover and low shrubs.
- Landscape elements shall be kept a minimum distance from security fences (subject to review by ADRC).
- Landscaping at GJRA is intended to exceed City of Grand Junction minimum requirement standards.

17. Site Furnishings:
Site benches, trash containers, and so forth, are to be constructed of durable, low maintenance materials which are visually compatible with adjacent developments and buildings.

18. Artwork:
Appropriate artwork, sculpture, special landscape and architectural site features are encouraged as complimentary site elements for individual developments and shall be reviewed and approved by the Airport and/or ADRC on an individual basis.

19. Lighting (Outside of Airport Operations Area [AOA]):
- Downcast, shielded lighting shall be used to minimize light pollution.
- Lighting design utilized in storage and parking areas to avoid adverse impacts with adjacent developments.
- Adequate internal site lighting for pedestrian areas shall be provided and comply with all applicable city code standards.
Area lighting along public streets and parking lots shall be consistent with or match Airport standards for light supports and fixtures (see Exhibit ‘C’ and ‘D’).

20. Fencing:
Along visible public corridors, (Horizon Drive, Eagle Drive, H Road, Flacon Way, Walker Field Drive) the fencing shall be decorative wrought iron fencing. The standard Airport non-AOA fence is the four foot tall bronze Ameristar Aegis Plus Fence with ring and ball cap adornments (see Exhibit ‘E’ & ‘F’).

- In less visible areas, security chain link fences may be used with an appropriate, adjacent landscaping, buffer zone and shall conform with the Airport Security Plan. Darker, vinyl coated fencing shall be used and colors reviewed by the ADRC.
- Security fencing shall be eight feet tall.
- All non-security fencing, where feasible, shall be constructed of materials/colors complimentary to adjacent building(s).
- Signage on fencing shall conform with GJRA signage guidelines, as described in Paragraph 21 below.

21. Exterior Directional Signage (along roads):
Shall conform with GJRA standards for signage and wayfinding guidelines to provide a unified wayfinding system throughout the campus as outlined in “Grand Junction Regional Airport Permanent Wayfinding System Design Intent Documents”, dated August 28, 2007; prepared by Carter & Burgess. This document is available for review at GJRA.

- Basic categories include project identification, informational/directional, and temporary signage.
- All signage shall be compatible with the character of the Airport campus.
- Long-term temporary, directional signage can be used in conjunction with permanent signage.
5.0 BUILDING GUIDELINES

1. Building Development:
Shall conform to and be consistent with the Grand Junction Regional Airport Planned Area Development (P.A.D.). Special requests and interpretations may be reviewed by the Airport and/or ADRC.

2. Consistent Campus Appearance:
New and renovated development should fit as an integral part of the Airport Campus, relating to adjacent Airport developments with visually compatible architectural elements and similar overall stylistic design aesthetics. Appropriate design responses are those that include interesting low profile buildings, consisting of a compatible combination of quality natural materials and ground-tone colors.

3. ‘Regional Contemporary’ Style:
   - Is the preferred Architectural response to the unique natural environment and site setting of Grand Junction’s high desert region, with panoramic vistas of the surrounding mesas and mountains.
   - Emphasize the horizontal nature of new developments to fit well with the strong horizontality exemplified in the context of the site’s open spaces and spectacular natural setting.
   - Buildings are intended to have their own creative, unique architectural identities and maintain a well integrated and compatible appearance within the Airport Campus.

4. Development Zones:
The design guidelines will be applicable in a descending order of importance based on the following zones (i.e.: Zone 1: Terminal Area; Zone 2: Commercial Area; Zone 3: Related Development Area; Other: Existing Aviation Area; (See Exhibit 'A').

5. Views:
Buildings shall be sited with appropriate massing to respect view planes, solar and natural light access to and from adjacent developments. The view plane from the main Airport entry to and from the terminal shall be protected. Other significant views to respect are the views of the Bookcliffs to the Northeast and the Colorado National Monument to the South. (See Exhibit 'A'). It is also encouraged that the orientation of the buildings capture and enhance the views of the natural landscape for the future tenants.
6. **Massing/Scale:**
- Emphasize horizontality with larger buildings that ‘step-down’ to break up vertical massing and ‘step-back’ front facades to break up vertical walls.
- Horizontal floor levels should be expressed on the exterior of the building where possible.
- Express the building’s horizontal structural elements where possible.
- Use different materials/colors on horizontal building elements.
- Locate taller building elements at the center of building with massing stepping down at perimeters.
- Large buildings should reduce overall size appearance with separate massing shapes, accentuated by different materials and colors.

7. **Facades:**
- Public entries should have protective overhangs and be emphasized visually as distinctive, easily identifiable elements.
- Provide ‘transparent’ glazed areas within facades to identify interior public spaces.
- All buildings should relate in a visually compatible way to adjacent buildings.
- Public facades should create visual interest.
- Exterior facades adjacent to pedestrian areas should relate with ‘human scale’ with architectural elements.

8. **Architectural Elements:**
- Use transitional elements (covered porches, exterior, landscaped pedestrian spaces, etc.) at entries and perimeters to provide visual interest and reduce massing.
- Glazing patterns, materials and colors should emphasize the building’s horizontal visual appearance.
- Consistent detailing on all elevations should be used.
- Exterior pedestrian spaces should be designed as ‘extensions’ of the adjacent building to encourage usable areas.

9. **Roofs:**
- A variety of simple geometric forms (low-sloping shed roofs; low-radius curved roofs) are encouraged, with an emphasis on horizontal profiles.
- Mixing various roof shapes on buildings can create an interesting variety of forms.
Roof forms should express daylighting features of the building.
- Building clerestories and porches are desirable elements.
- Roofs should utilize non-glare surfaces.
- Utilize rooftop areas for usable exterior spaces where feasible in commercial development areas.
- Some roof shapes may be flat, but sloping roof forms should be incorporated and visible.
- While gable roof forms may be used as accent forms, they are not encouraged as predominant roof shapes.
- Roof mounted equipment is to be screened from view from the ground and other buildings, in a manner consistent with the design of the building and site improvements.
- Telecommunication equipment is to be avoided on roofs.
- Adequate snow and water control elements are to be incorporated (gutters, downspouts, snowguards, heat tape, etc.)

10. Screening Elements (For service areas, utility enclosures, trash areas, etc.)
- Provide screening from public roadways/entries
- Locate behind buildings where possible. Combine service entries as shared, screened access between buildings where feasible.
- Screen service areas with walls or landscaping elements. Walls shall use materials and forms compatible with adjacent buildings and be connected to the serving building, if feasible, so as to appear as part of the building. Provide solid surface doors of compatible materials at trash/recycle areas.

11. Materials:
- Utilize materials and treatments which relate to ‘human scale’ (modular masonry, joint patterns, combination of compatible materials, etc.) to avoid large monolithic appearing facades.
- Public facades should consist of approximately 30% masonry (stone, cultured stone, decorative concrete block, scored, cast masonry, tile, etc).
- While standard brick and stucco may be used for accents they are not desired as dominant materials, and must be articulated with joint patterns & variety of colors.
- Materials should be consistent on all elevations (i.e.: masonry should wrap around corners and extend to a visually logical termination point (if not continuous).
- Visual continuity is encouraged throughout the campus.
- Materials should be integrally colored.
- Low maintenance materials are encouraged.
- Wood is not an appropriate major exterior finish material.
- Highly reflective or mirrored surfaces are not allowed.

12. **Colors:**
- The principle for color selection on the airport campus shall be “Ground Tones”, those colors which blend with the natural surroundings.
- A variety of complementary colors may be used to provide visual interest and accentuate horizontality.
- Accent colors should be compatible with the main color theme of the building.

13. **Sustainability:**
- Utilize Leadership in Energy and Environmental Design (LEED) project scoring checklist as a guide for building energy efficiency. LEED certified buildings are encouraged.
- Orient buildings in East-West axis where possible, and provide more passive solar south facing glazing with overhangs or sun shades to maximize winter time solar gain and diminish summer time heat gain (minimize East/West facing glazing).
- Utilize glazing technology for energy efficient windows without highly reflective surfaces.
- Attempt to use narrower, rectangular floor plans to allow for maximum daylight penetration into interior spaces.
- Utilize exterior (and interior) shading shelves to control daylighting into buildings and add visual interest.
- Utilize daylighting for interior spaces.

14. **Signage:**
- All signs shall be of appropriate design and compatible with the desired context of the Airport development Guidelines, with respect to size, style, and materials.
- Proposed signage designs will be reviewed by the Airport and ADRC with regard to size, appropriateness, placement, lighting, and details prior to construction.
- Signage is not allowed on roof tops.
- As a minimum requirement, signage shall conform to the sign code of the City of Grand Junction, as well as all required zoning/setback requirements.
- Signage that is flashing, moving, neon, mounted to vehicles, located in windows, portable, billboard, or projecting more than 18” from a building is not allowed.
- Signs shall be used to identify developments (buildings) and not include advertising content.
- Freestanding signs shall not be higher than the principal, adjacent building or 15’, whichever is less.
- Signs shall not interfere or conflict with pedestrian or vehicle access routes.
- Banners, pennants and other similar signs must be approved in advance by the Airport. Color pallettes shall emphasize “Ground Tones”, those colors which blend with the natural surroundings.
- A variety of complimentary colors may be used to provide visual interest and accentuate horizontality.
- Accent colors should be compatible with the main color theme of the building.
EXHIBIT ‘C’

Specifications

DESCRIPTION
The lighting post shall be cast iron and steel construction consisting of a steel Ø8½" butt, tapered 16 flute shaft with a Ø3" x 5" tall tenon and a cast iron clamshell base with custom logo and breakaway anchor bolt couplings and concealment skirt. Arm shall be all aluminum construction consisting of a tenon mount bent pipe arm with a clamp on brace. A receptacle provision will mount above the base (0°).

MATERIALS
The shaft shall be steel. The clamshell base shall be cast iron, (heavy wall, ASTM A48, class 30) formed true to pattern with complete detail. The roadway arm shall be cast aluminum, (heavy wall, 356.1 alloy) and 6061-T6 pipe and bar. All hardware shall be tamper resistant, stainless steel. Anchor bolts shall be hot-dip galvanized steel.

DIMENSIONS
The post shall be 30'-0" in height with a Ø8½" butt, 11 gauge tapered shaft with a Ø3" x 5" tall tenon. The clamshell base shall be Ø24" x 43½" tall. Arm shall be 2" schedule 40 pipe providing a 6’ luminaire center.

INSTALLATION
Post provided with (4)Ø1¼" hot-dip galvanized steel L-type anchor bolts and breakaway couplings, mounting hardware and concealment skirt. A handhole is located in the shaft to provide wiring access. A door is located in the base to provide handhole access.

FINISH
The post assembly shall be shipped with a dark bronze powder coat finish.
Specifications

DESCRIPTION
The lighting post shall be cast iron and steel construction consisting of a steel Ø8⅝" butt, tapered 16 flute shaft with a Ø3" x 5" tall tenon and a cast iron clamshell base with custom logo and breakaway anchor bolt couplings and concealment skirt. Arm shall be all aluminum construction consisting of a tenon mount, twin bent pipe arm with a clamp on braces. A receptacle provision will mount above the base.

MATERIALS
The shaft shall be steel. The clamshell base shall be cast iron, (heavy wall, ASTM A48, class 30) formed true to pattern with complete detail. The roadway arm shall be cast aluminum, (heavy wall, 356.1 alloy) and 6061-T6 pipe and bar. All hardware shall be tamper resistant, stainless steel. Anchor bolts shall be hot-dip galvanized steel.

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FINISH
The post assembly shall be shipped with a dark bronze powder coat finish.

Anchorage Detail

WALKERFIELD TERMINAL ENTRY
FL210-850A300/DB-NYCSB-CI/DB/TRANSPO/SKIRT/DB-RS/PROVBHC144/2-CA/DB-(2)BHLF/200-SCA/BZ-(2)ESU250MH48Z4

EXHIBIT ‘D’
Rings and Filials for Aegis Plus®

Preferred Color
- Black
- Bronze
- White
- Desert Sand

ADORNMENTS FOR AEGIS II®

TYPICAL PANEL DRAWING
(Classic Style shown; Warrior, Majestic and Genesis also available)

Standard Heights
- 3', 3-1/2', 4', 5', 6' for 2-Rail
- 3', 3-1/2', 4', 5', 6', 7', 8' for 3-Rail

Refer to Construction Specification Table on Page 7-8 for recommended (Post Spacing by Bracket Type)
AMERISTAR® FENCE PRODUCTS
AEGIS PLUS®
ORNAMENTAL STEEL FENCE

EXAMPLES OF THE AEGIS PLUS® ORNAMENTAL FENCE WITH RING FILIALS AND BALL CAPS.

AEGIS PLUS® ORNAMENTAL FENCE SURROUNDING CURRENT RENTAL CAR PARKING LOT.

EXHIBIT ‘F’