

**NOTICE OF WORK MEETING OF THE
CITY COUNCIL OF THE CITY OF ST. GEORGE,
WASHINGTON COUNTY, UTAH**

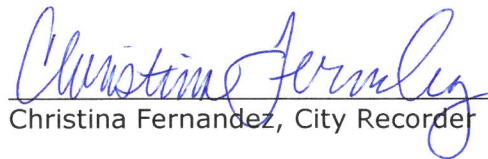
Public Notice

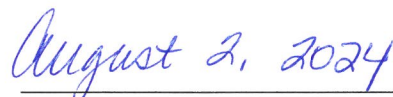
Public notice is hereby given that the City Council of the City of St. George, Washington County, Utah, will hold a work meeting in the Administrative Conference Room at the St. George City Offices located at 175 East 200 North, St. George, Utah, on Thursday, August 8, 2024 commencing at 4:00 p.m.

The agenda for the meeting is as follows:

Call to Order
Invocation
Flag Salute

- 1. Presentation from Paul Budge regarding EVTOL uses at the airport.**
- 2. Update regarding the airport terminal renovation and expansion projects.**
- 3. Update regarding the Air Traffic Control Tower.**
- 4. Discussion regarding hangar policies.**
- 5. Discussion regarding potential changes to City Code pertaining to signs.**
- 6. Reports from Mayor, Councilmembers, City Manager, and City staff.**
- 7. Request a closed meeting to discuss litigation, security, property acquisition or sale, or the character and professional competence or physical or mental health of an individual.**


Christina Fernandez, City Recorder


Date

REASONABLE ACCOMMODATION: The City of St. George will make efforts to provide reasonable accommodations to disabled members of the public in accessing City programs. Please contact the Human Resources office at 435-627-4674, at least 24 hours in advance if you have special needs.



St. George Regional Airport

Terminal Improvement

August 8th, 2024

fn Fennick
McCredie
Architecture

McFarland Johnson
Engineering, Planning & Construction Administration

W
WOOLPERT

SGU
St. George Regional Airport

/ 1. Introduction & Background



/ The Project

- Planning
 - Forecast Review
 - Design Day Definition
 - Stakeholder Engagement
- Architectural
 - Conceptual Design
 - Detailed Space
 - Code Review and Requirements
- Mechanical Facilities
 - Review of Existing Capacities and Capabilities of Systems
- Civil
 - Airside/Landside Interface

The Team:



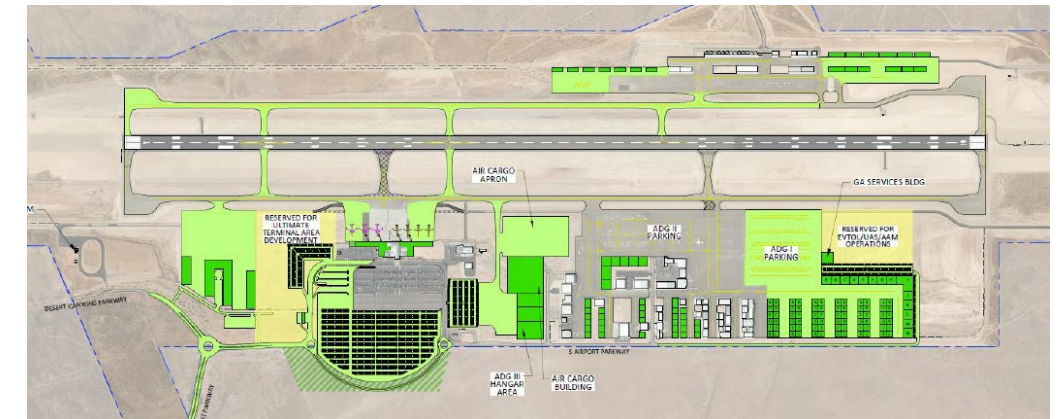
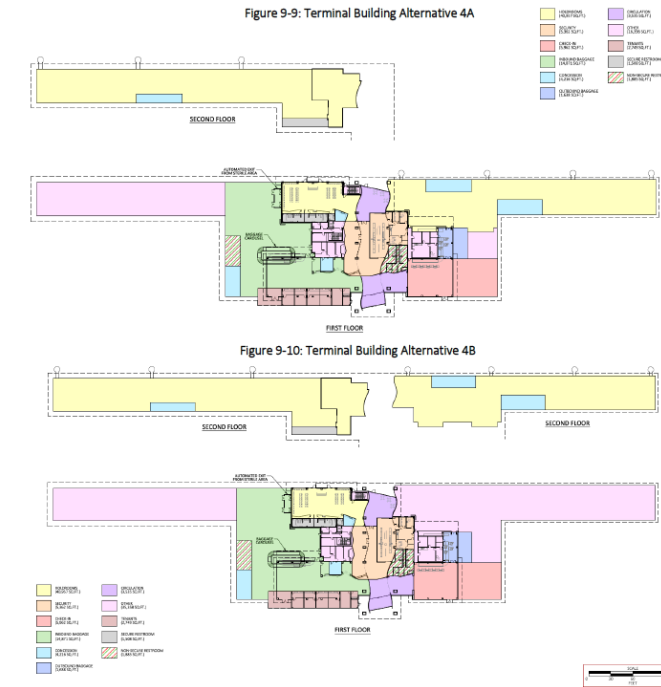
Outcome:

30% Design Plan Set Identifying Parameters of Future Terminal Special Interactions with Detailed Budget, Scope, Schedule and Character for Full Design



Planning Efforts to Date

- New Airport Opened January 2011, Site Selection Forecasts Based on Theoretical Demand Scenarios
- Master Plan Process 2020-2022
 - Terminal Growth Identified as Key Priority
 - Enplanements Trending Consistent with Master Plan Forecast
 - Operations Below Forecast Due to Enhanced Upgrading
- Project Development Process 3-5+ Years
 - Planning, Environmental, Design, Funding/Financing, Construction, Commissioning



Forecast Review and Update

- Master Plan Forecast Approved September 2021
- Forecast Includes Non-Rev Factor, FAA Data Does/Will Not
- Low Case - FAA TAF
- Medium Case - Increased Market Capture with Normal FAA Growth Rate
- High Case - Enhanced Market Recapture, Above Average Growth

2018	138,760		
2022	137,241		
2023	149,077		
2024	159,463 (est)		
Master Plan Forecast (2021)			
	Low	Med	High
2025	154,254	172,166	230,342
2030	184,301	213,380	293,830
2040	252,586	318,519	400,520
Updated Forecast			
	Low	Med	High
2025	187,709	176,939	174,716
2030	234,288	223,620	286,142
2040	326,798	347,102	411,730

Peer Comparison

- Review of Small Airports in Western US that Span Forecast Range for SGU

Airport	City	Enplanements	Largest Aircraft	Airlines	LCC/ULCC
JAC	Jackson Hole, WY	494,816	B757	5	Y
MFR	Medford, OR	478,121	B739	6	Y
MSO	Missoula, MT	458,416	B739	7	Y
GPI	Kalispell, MT	456,284	A321	7	Y
PSC	Pasco, WA	438,076	A319	6	Y
BIL	Billings, MT	428,868	B739	6	Y
PVU	Provo, UT	415,197	A320	3	Y
RAP	Rapid City, SD	345,526	B739	5	Y
SBP	San Luis Obispo, CA	324,295	A319	3	N
STS	Santa Rosa, CA	318,196	B738	3	Y
PAE	Everett, WA	306,499	B739	1	N
IDA	Idaho Falls, ID	270,140	A320	5	Y
MTJ	Montrose, CO	244,266	B738	4	Y
GJT	Grand Junction, CO	243,788	A319	4	Y

- 100% Have Mainline Service
- 10 of 14 have 4+ Airlines
- 12 of 14 have a LCC/ULCC



Design Day Definition

- Average Day Peak Month (ADPM) is the Industry Accepted Guidelines for Terminal Planning
- Design Day Often 15-20 Years Out
 - Shorter Windows Resulting in More Frequent Construction/Disruption
- October is Emerging as SGU Peak Month
 - Traditional Peak Hour 20-25% for Small Airports
- Gated Model Elements:
 - Additional Frequencies,
 - New Regional Airline/Brand,
 - Larger Mainline Aircraft Supplementing Skywest Services
- Traditional and Gated Model Approach Consistent with 300 Peak Hour Pax

Design Day	430 AM	445 AM	500 AM	515 AM	530 AM	545 AM	600AM	615 AM	630 AM
Gate 1	15	17	17						
United				CRJ	DEN				
Gate 2					25	25	25		
Delta								CR9	SLC
Gate 3					20	20	20		
American								CR7	PHX
Terminal Throughput	15	17	17	0	45	45	45	0	0
Rolling Peak Hour	15	32	49	49	79	107	135	135	90
85% Load Factor	13	27	42	42	67	91	115	115	77

Design Day	515 AM	530 AM	545 AM	600 AM	615 AM	630 AM	645 AM	700 AM	715 AM
Gate 1	25	25	25						
United				E175	DEN				
Gate 2		44	44	44					
Delta					A319	SLC			
Gate 3		25	25	25					
American					E175	PHX			
Gate 4				25	25	25			
New Airline						E175	SEA		
Gate 5					25	25	25		
New Service								E175	DFW
Terminal Throughput	25	95	95	95	51	51	25	0	0
Rolling Peak Hour	25	120	215	309	335	291	221	127	76
85% Load Factor	22	102	182	263	284	247	188	108	65

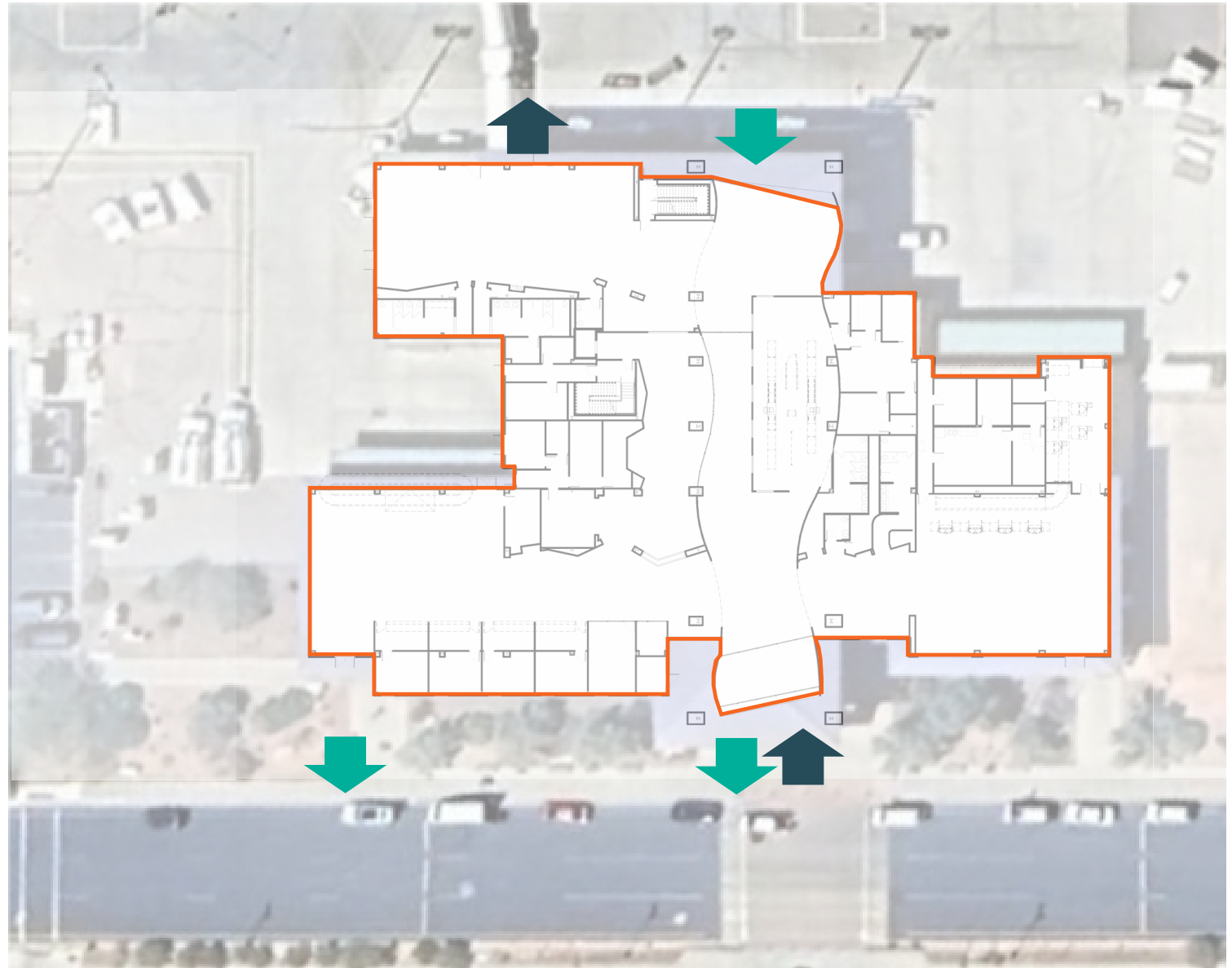
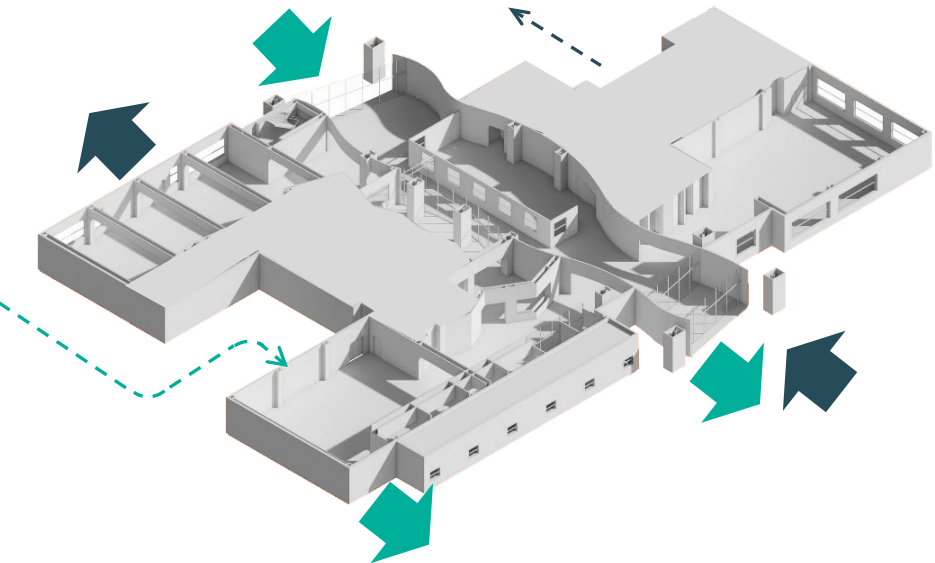


/ 2. Space Requirements

- a. Calculate & analyze (ongoing)
- b. Layout & refine (aug-sep)
- c. Finalize (early oct)

Existing Conditions

Passenger journey



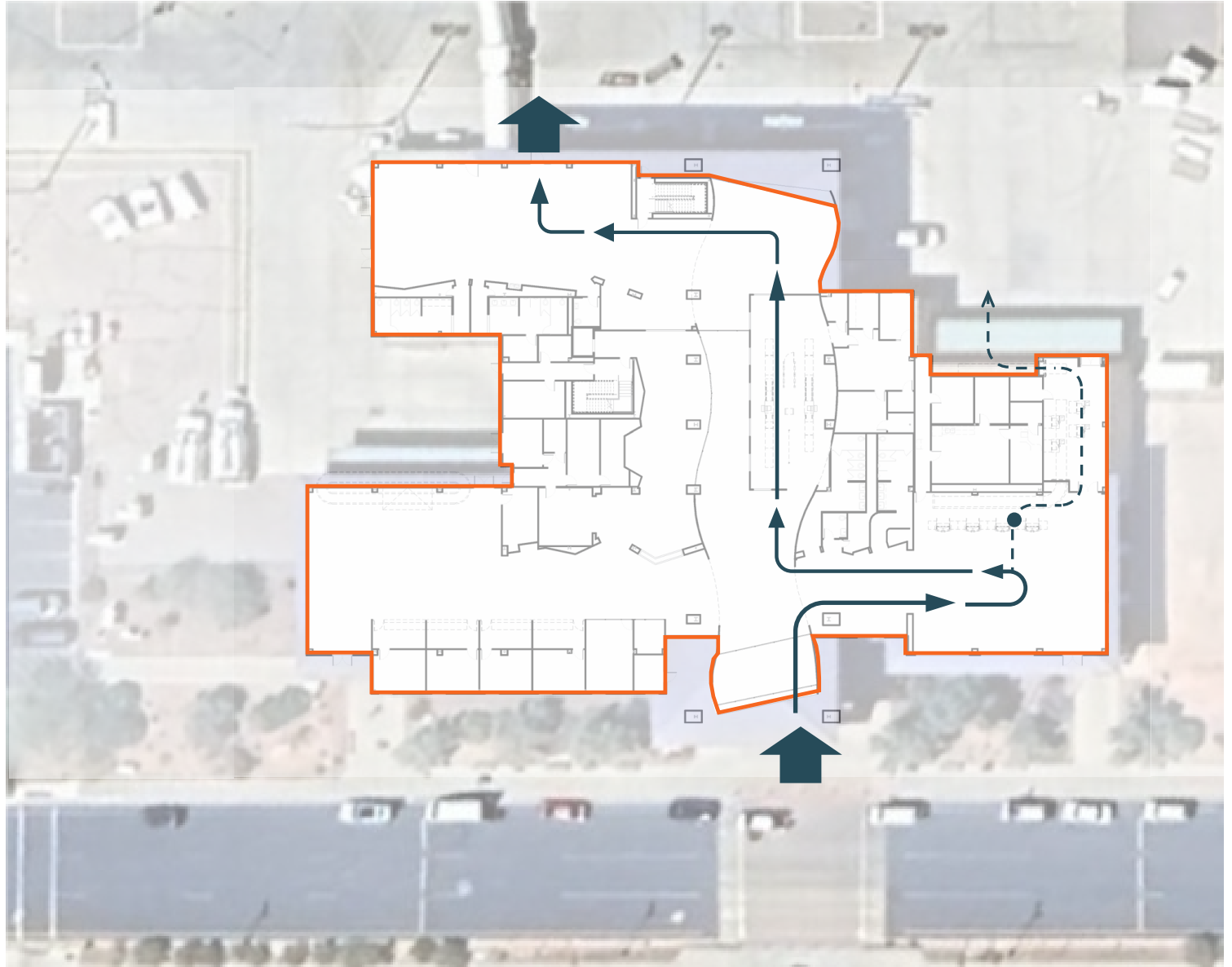
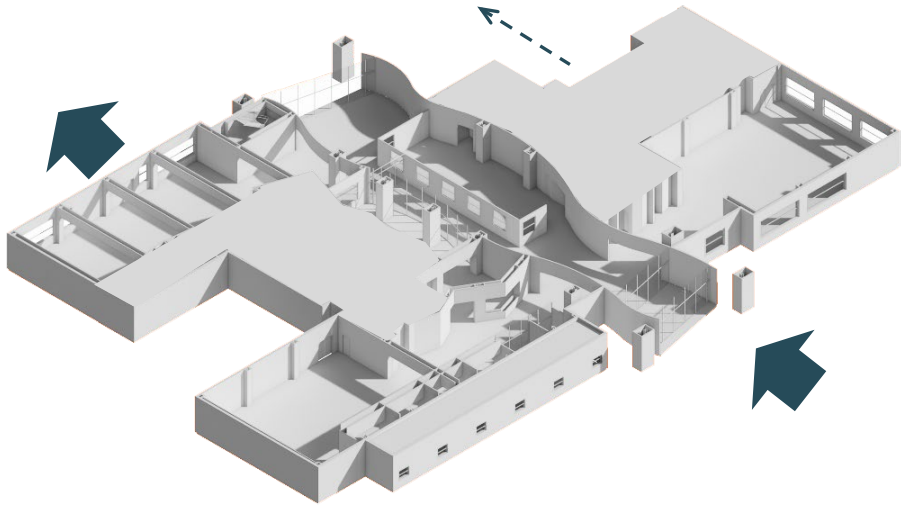
Key:

	departures	arrivals
passengers:		
baggage:		



Existing Conditions

Passenger journey Departing passengers



Key: departures

arrivals

passengers: 



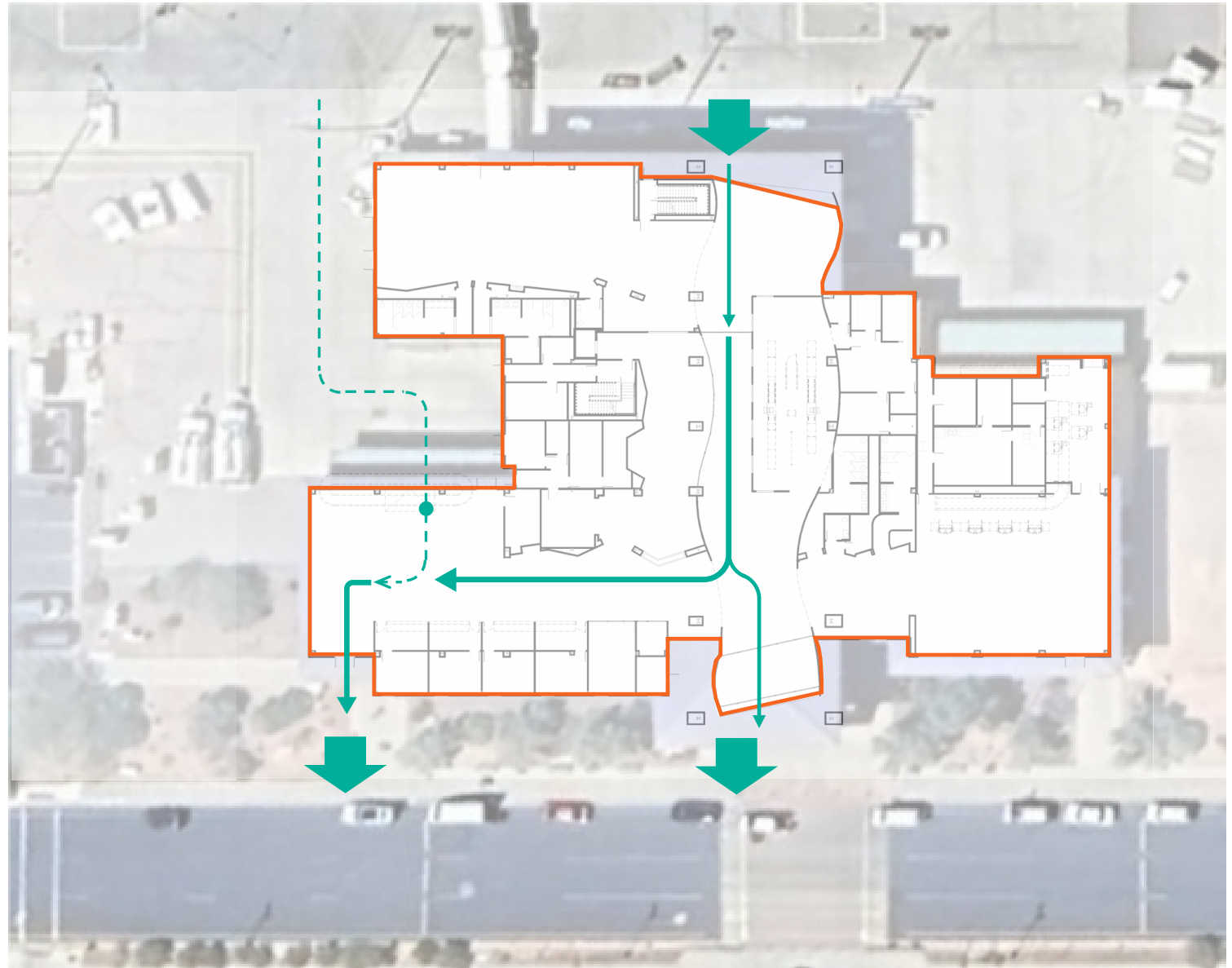
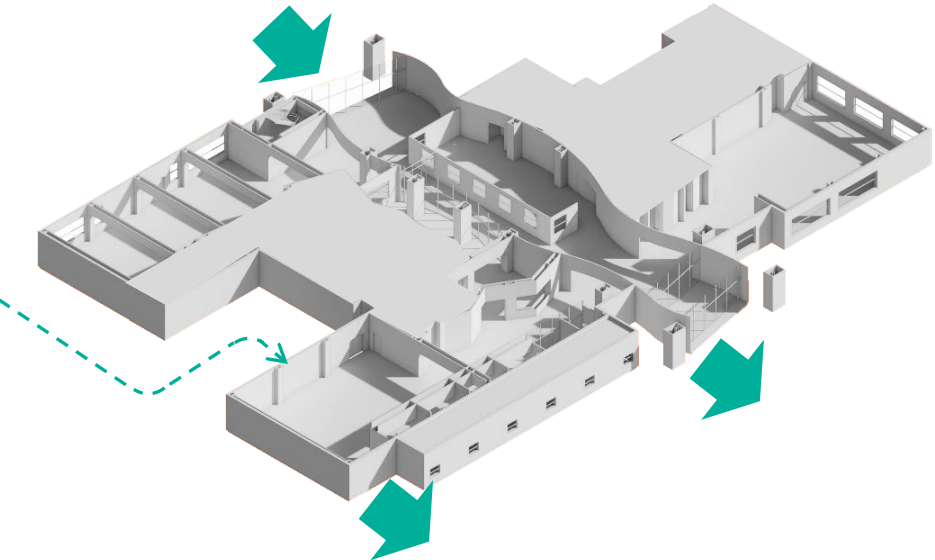
baggage: 





Existing Conditions

Passenger journey arriving passengers

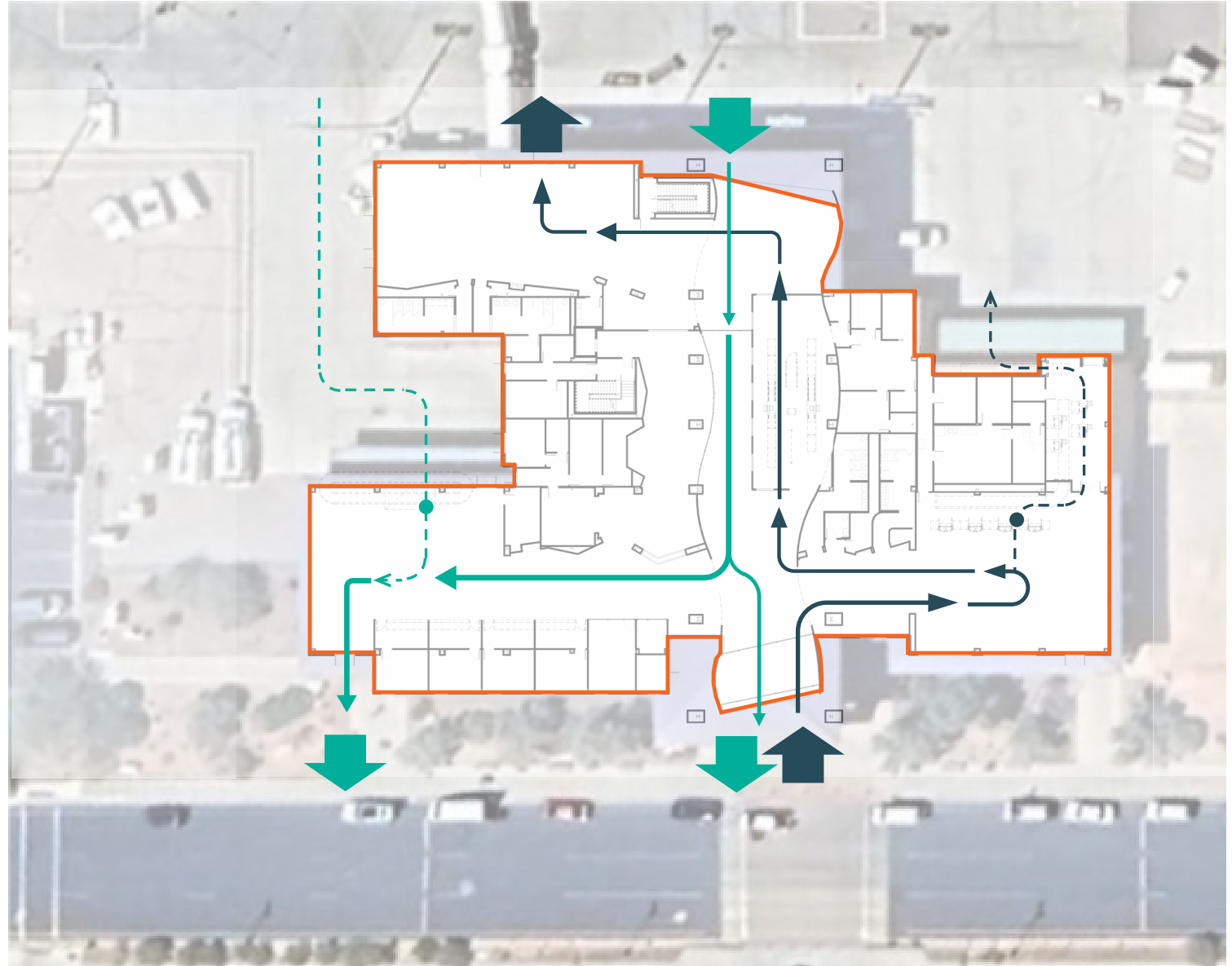
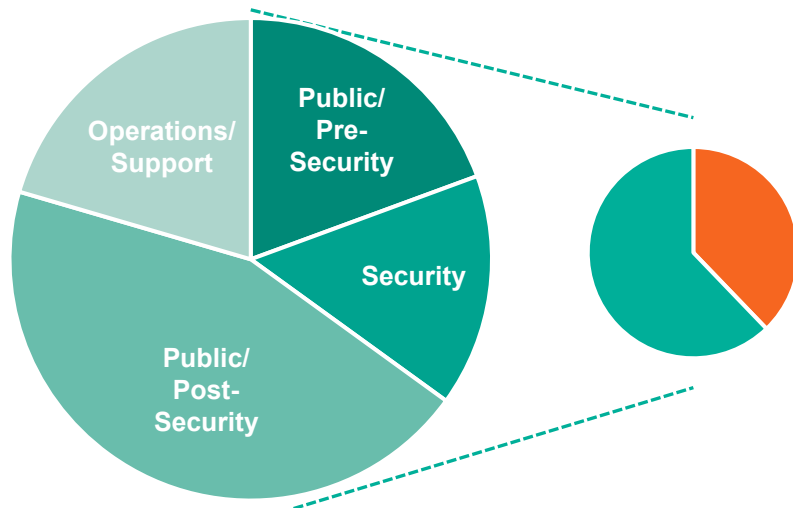
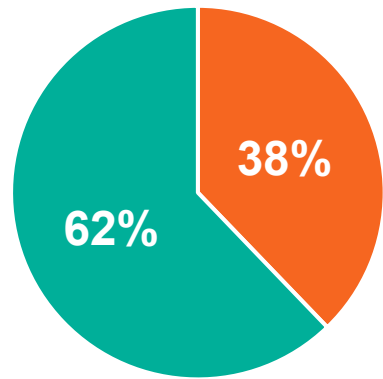
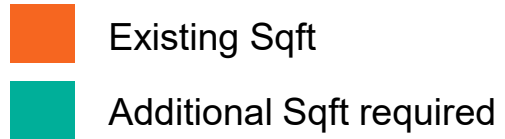


Key:

departures	arrivals
passengers: 	
baggage: 	



Focus areas



Space Requirements

Itemized

Public/ Pre-Security

DEPARTURE LOBBY/ TICKETING
ARRIVAL LOBBY/ BAGGAGE CLAIM
CAR RENTAL / CONCESSIONS

Security

TSA PASSENGER SCREENING CHECKPOINT
TSA CHECKED BAGGAGE SCREENING

Public/ Post-Security

CONCOURSE/ CIRCULATION
GATE HOLDROOMS
CONCESSIONS

Operations / Support

INBOUND BAGGAGE **HANDLING**
OUTBOUND BAGGAGE SORTING
AIRLINE OFFICES/ OPERATIONS AREA
ADMINISTRATIVE OFFICES/ PUBLIC SAFETY
RESTROOM/ PUBLIC AMENITIES

-5,000

0

5,000

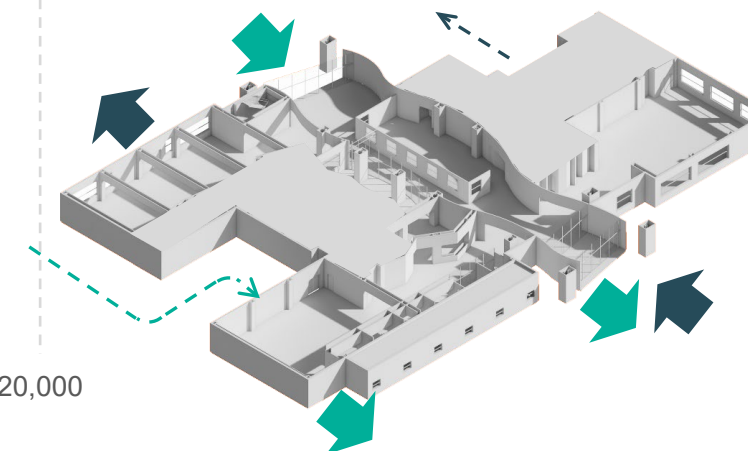
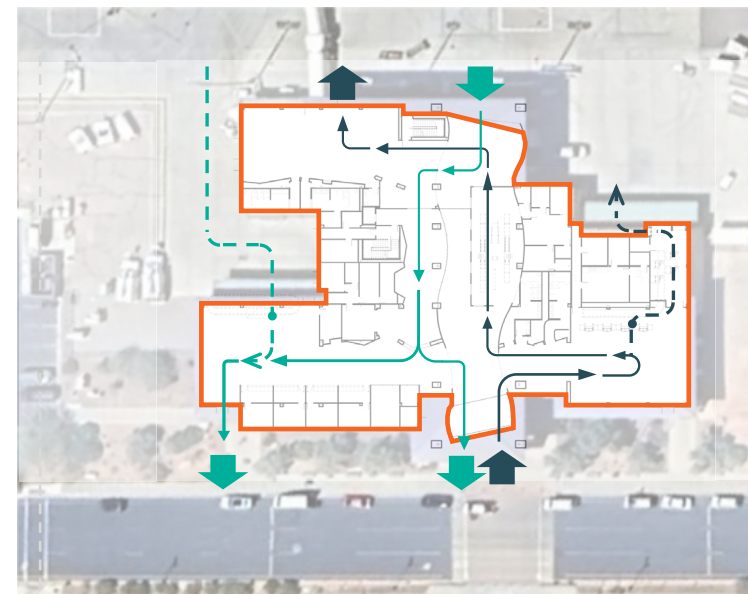
10,000

15,000

20,000

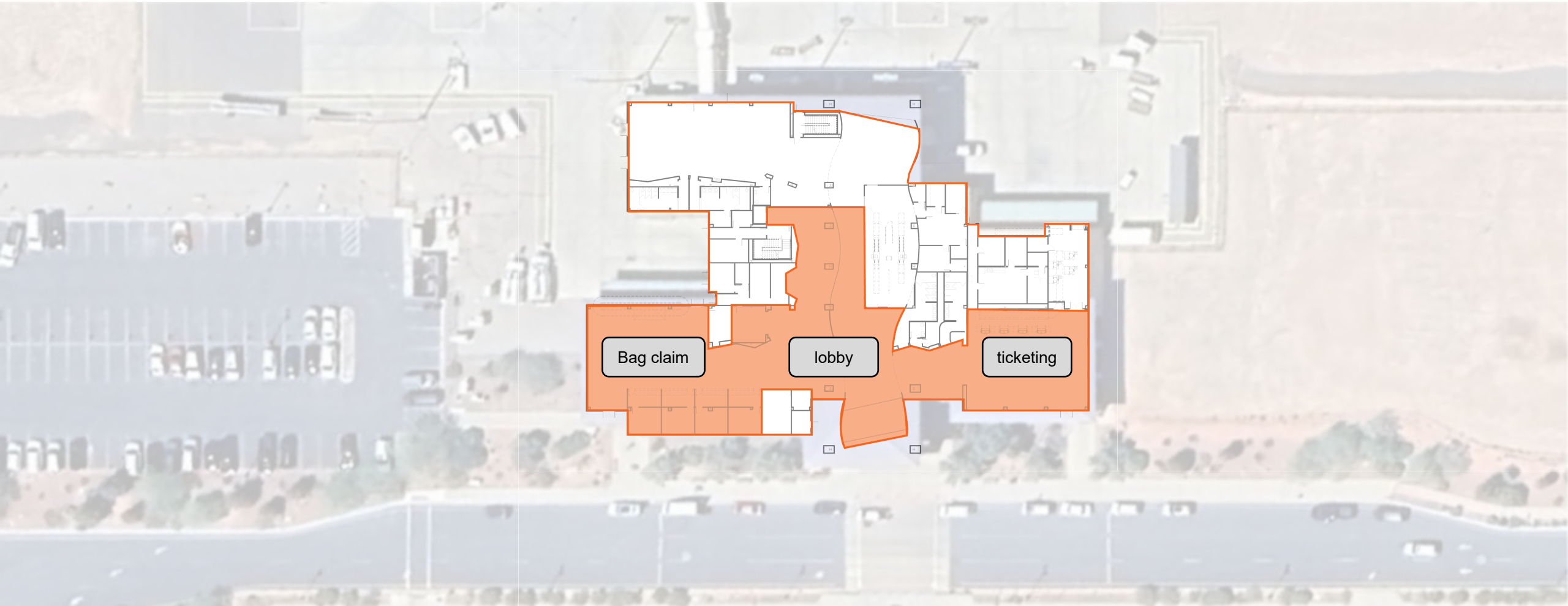
EXISTING SQFT

ADDITIONAL SPACE REQUIRED



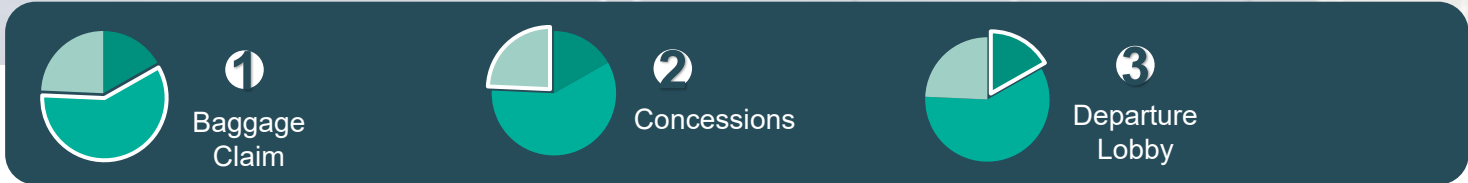
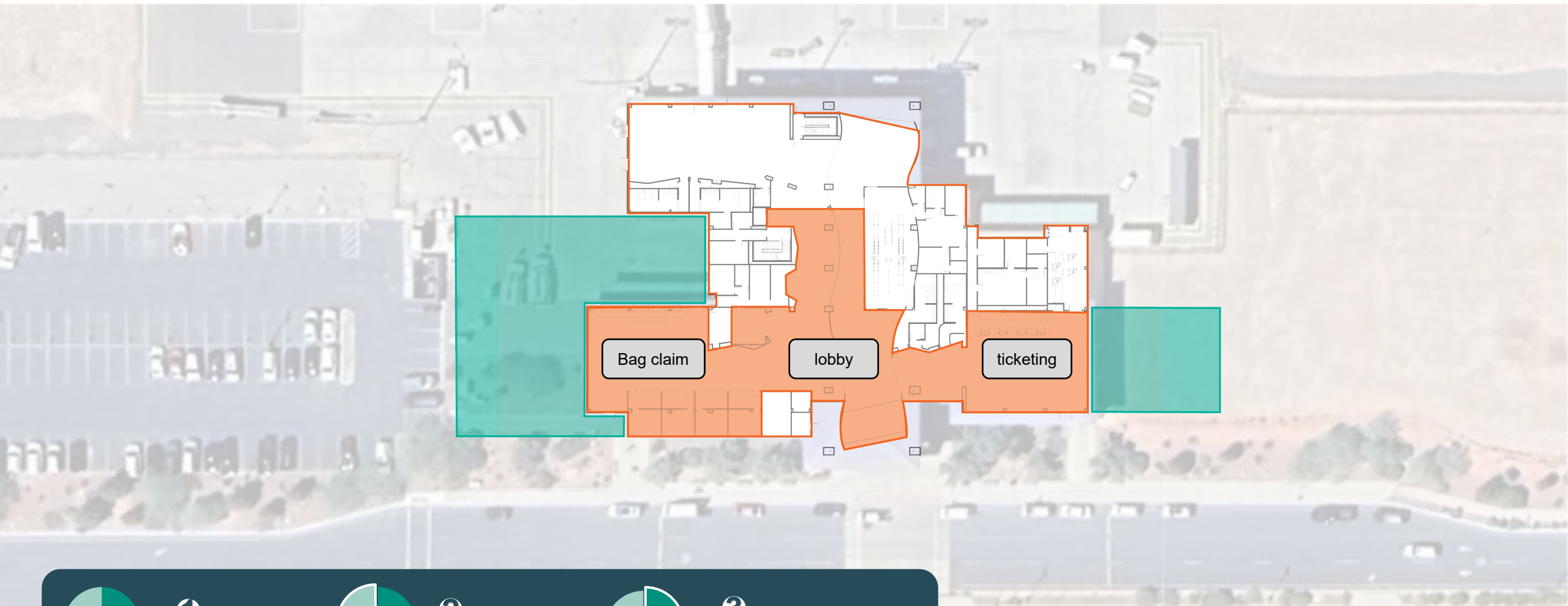
Existing Conditions

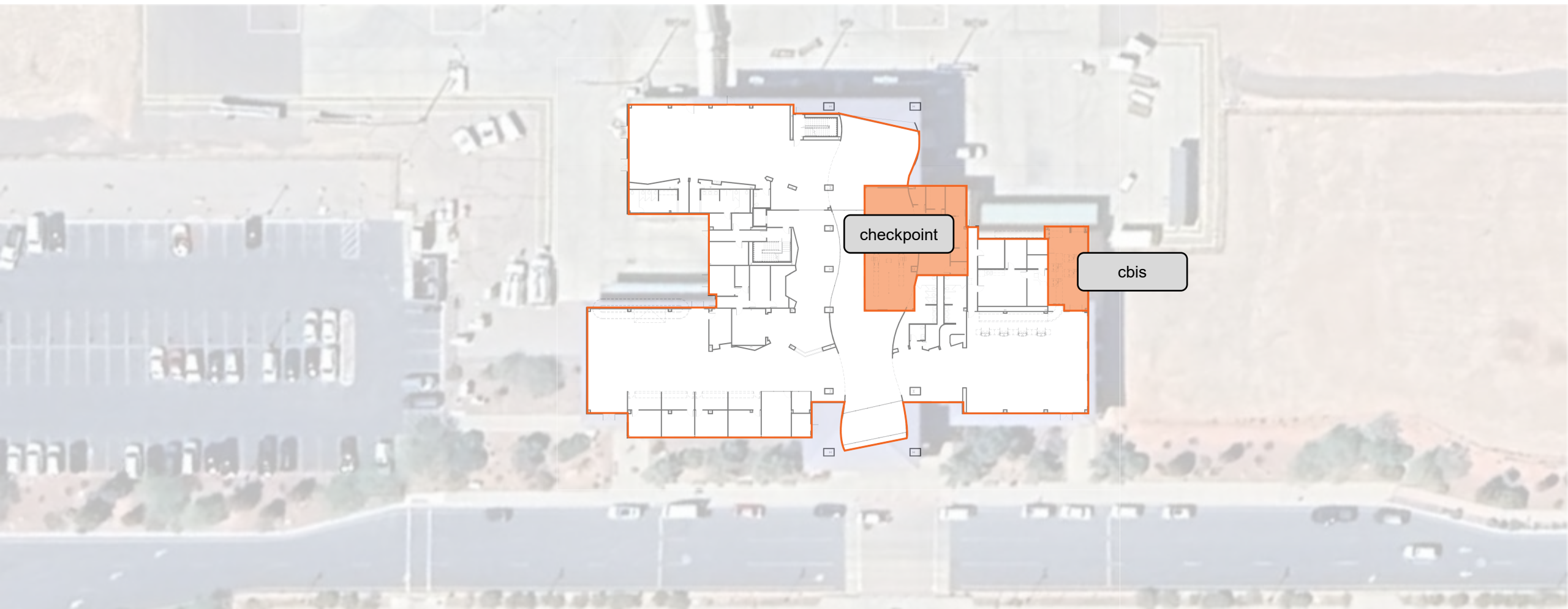
Public / Pre-Security

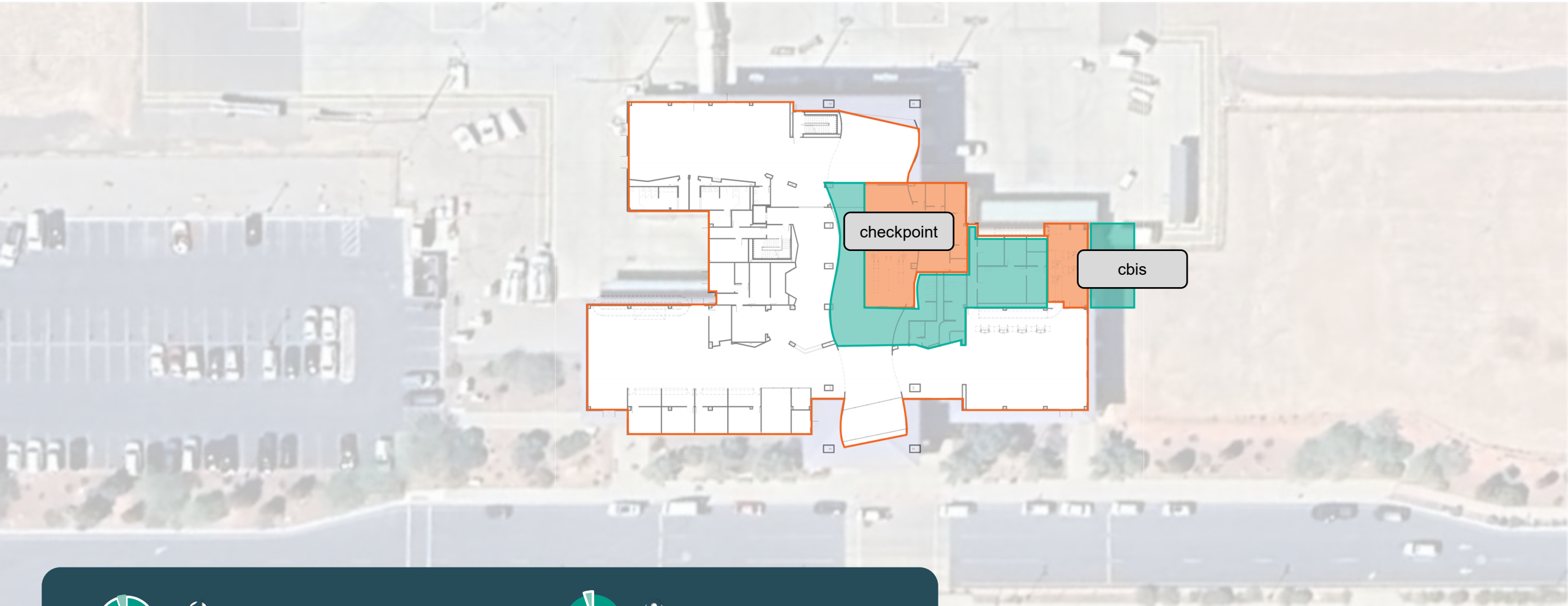


Space Requirements

Public / Pre-Security







TSA Passenger screening
checkpoint

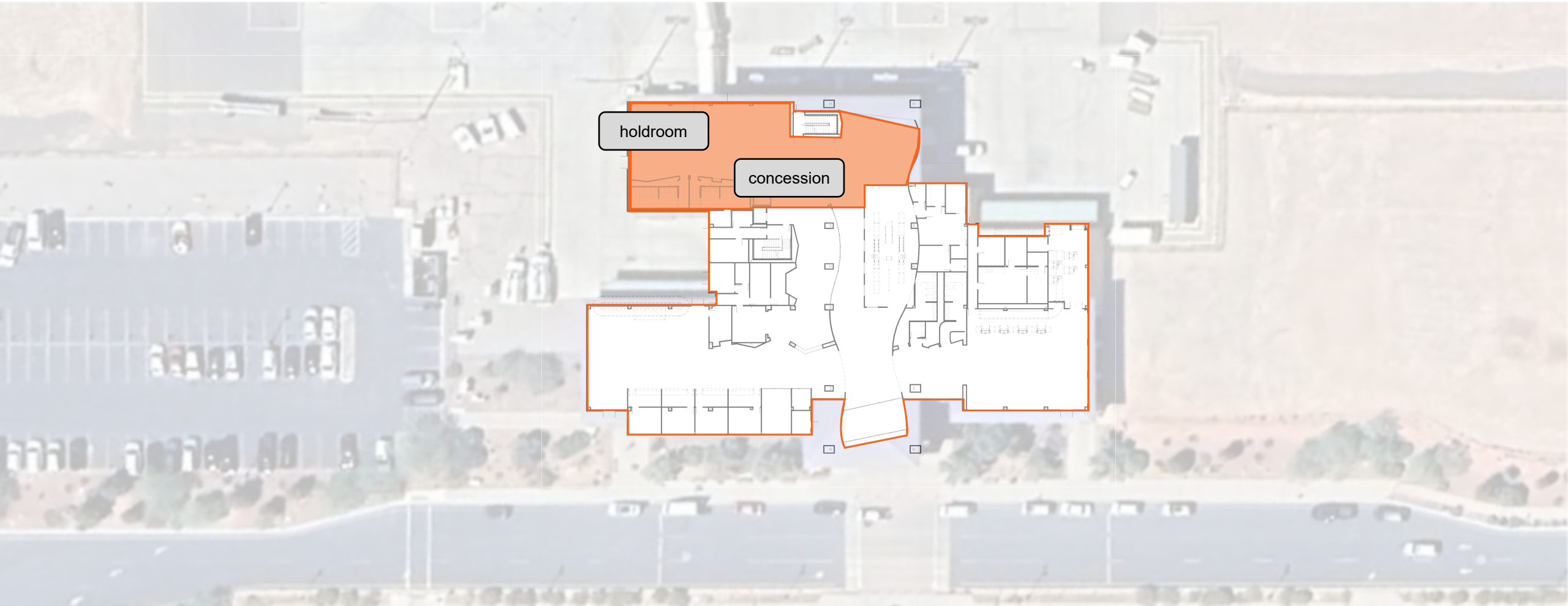


TSA Checked baggage Screening
checkpoint



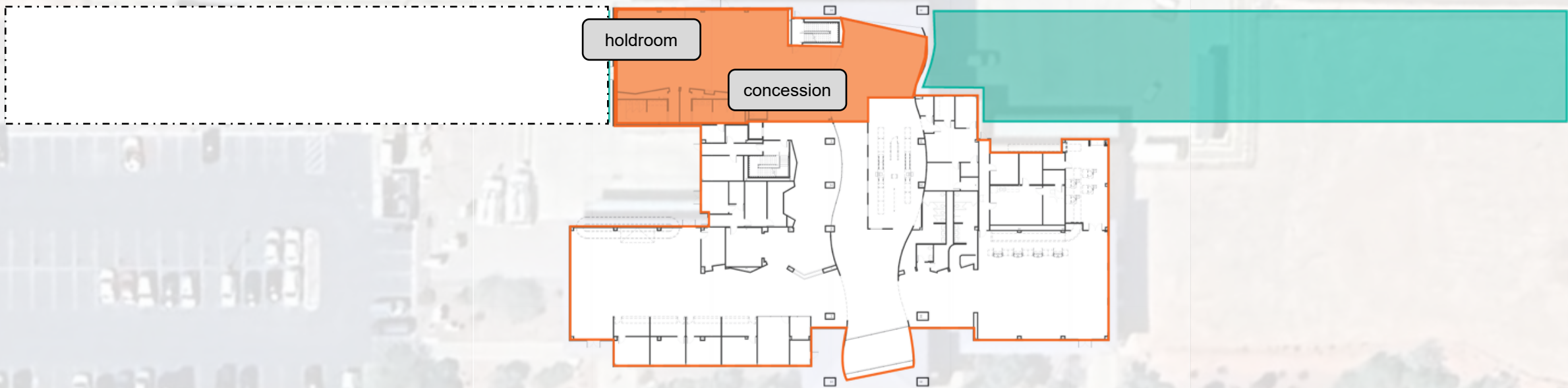
Existing Conditions

Public / Post-Security



Space Requirements

Public / Post-Security



1
Gate
Holdrooms



2
Concourse/
circulation

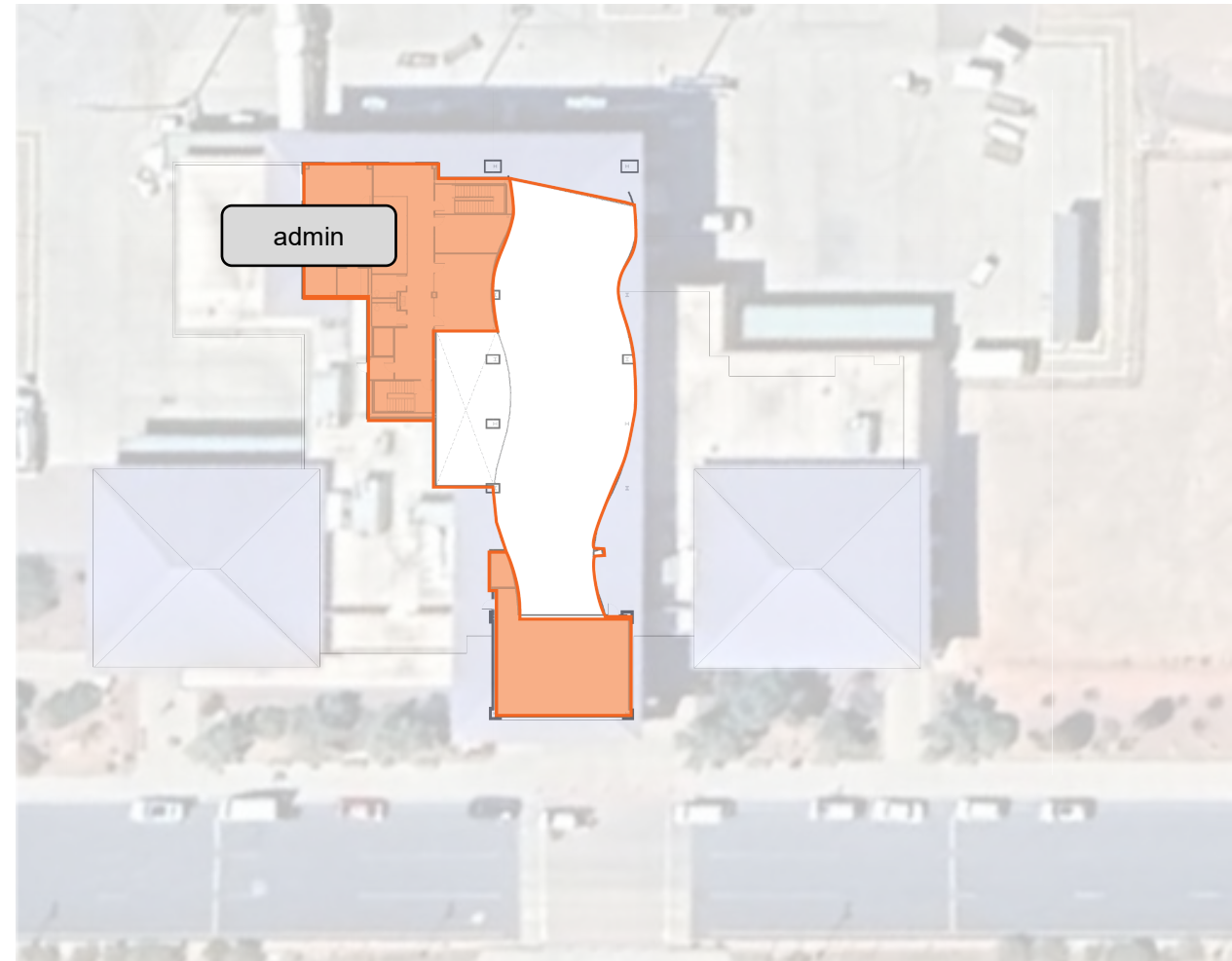
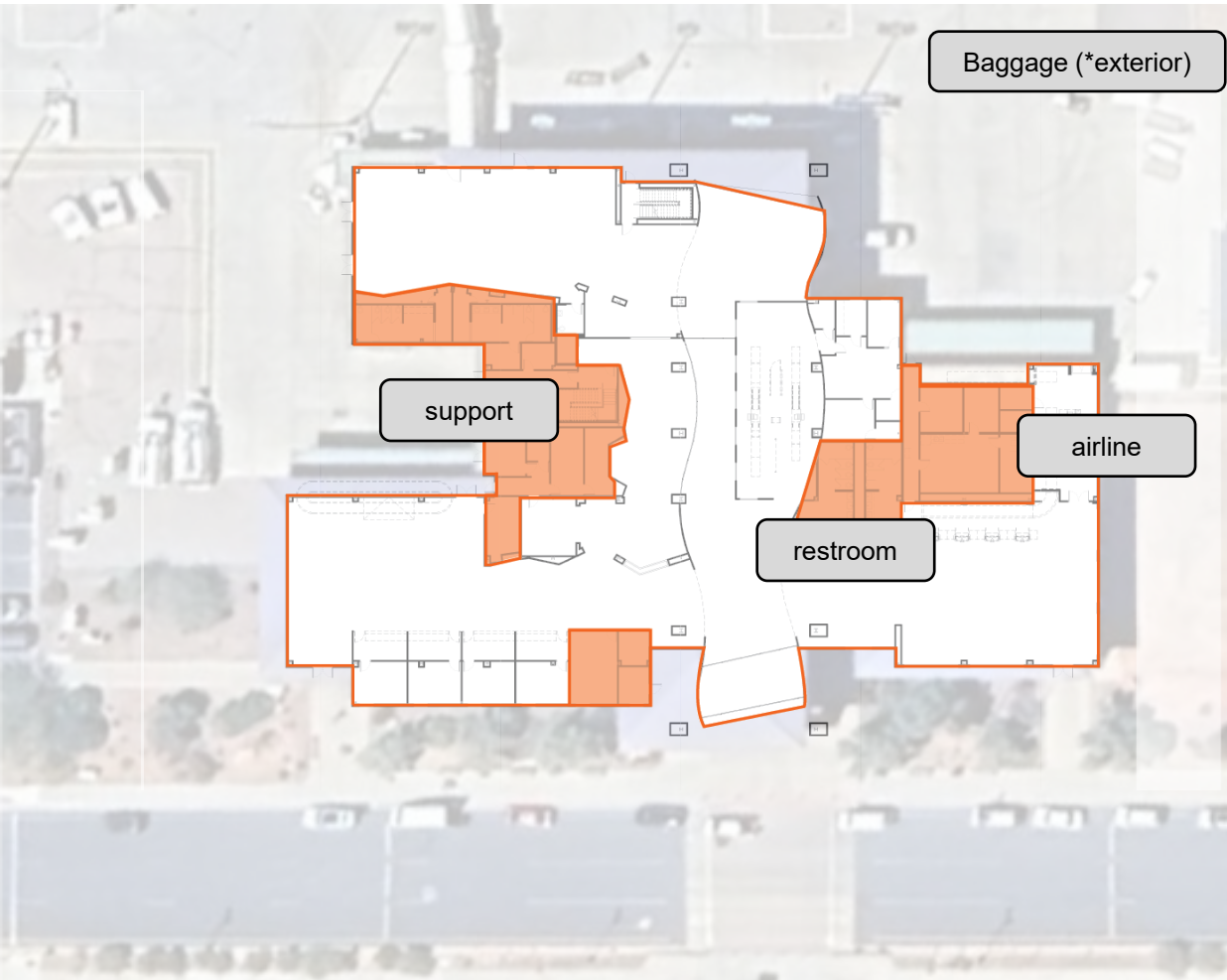


3
Concessions



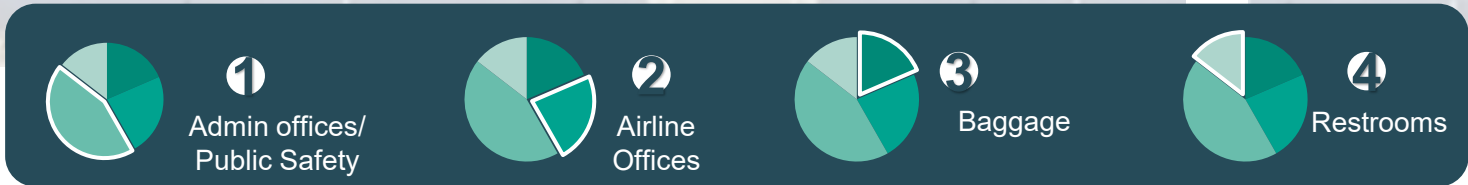
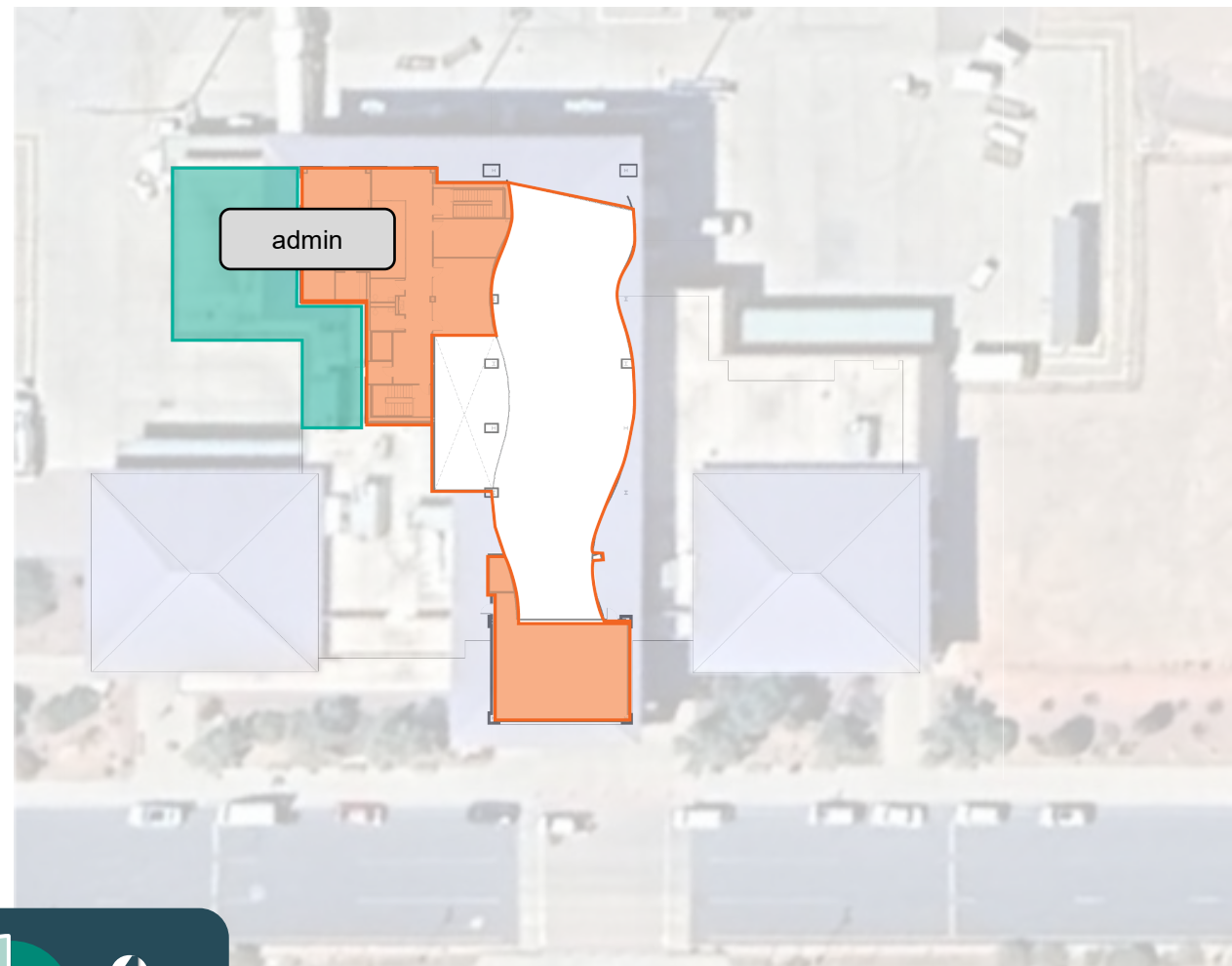
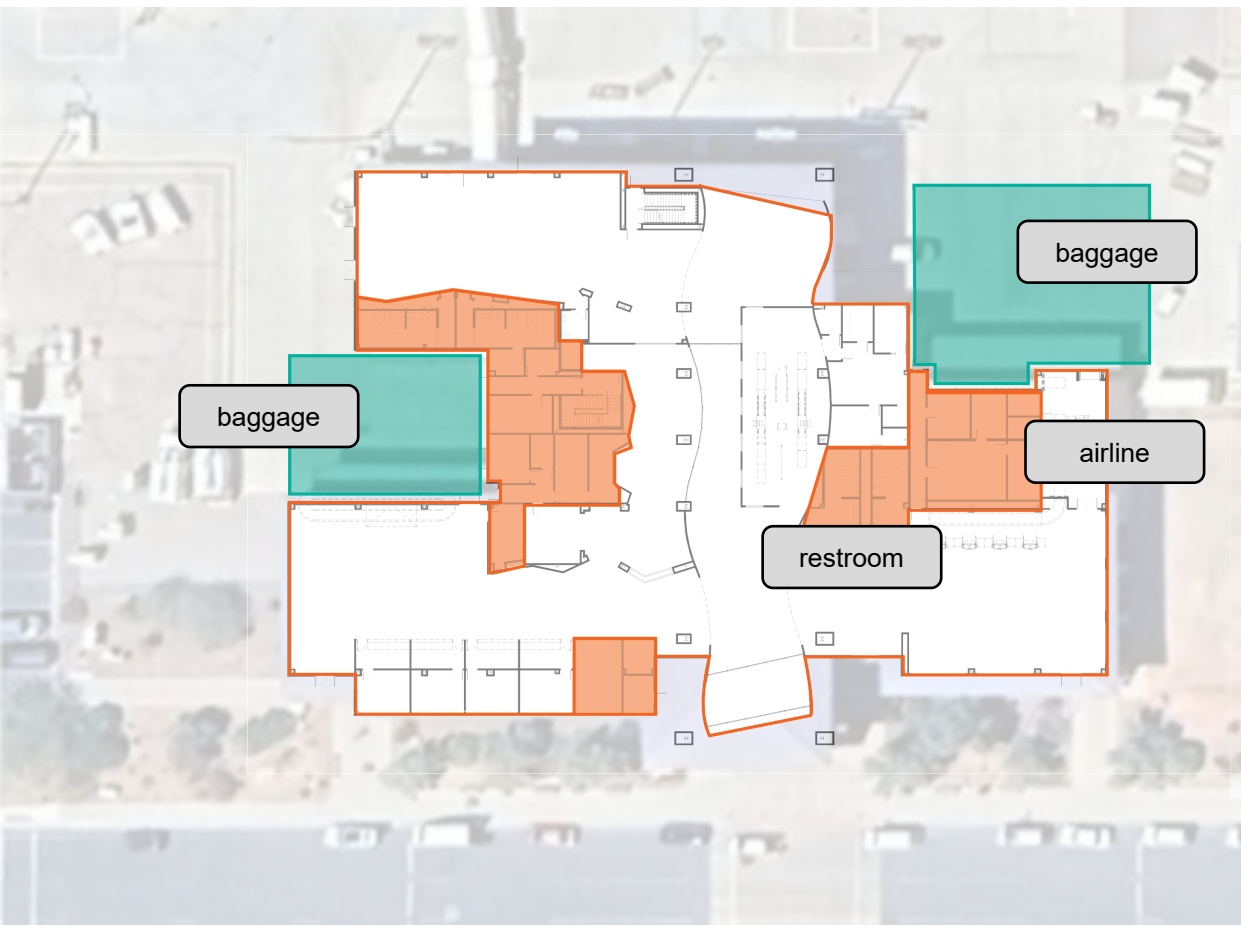
Existing Conditions

Operations / Support



Space Requirements

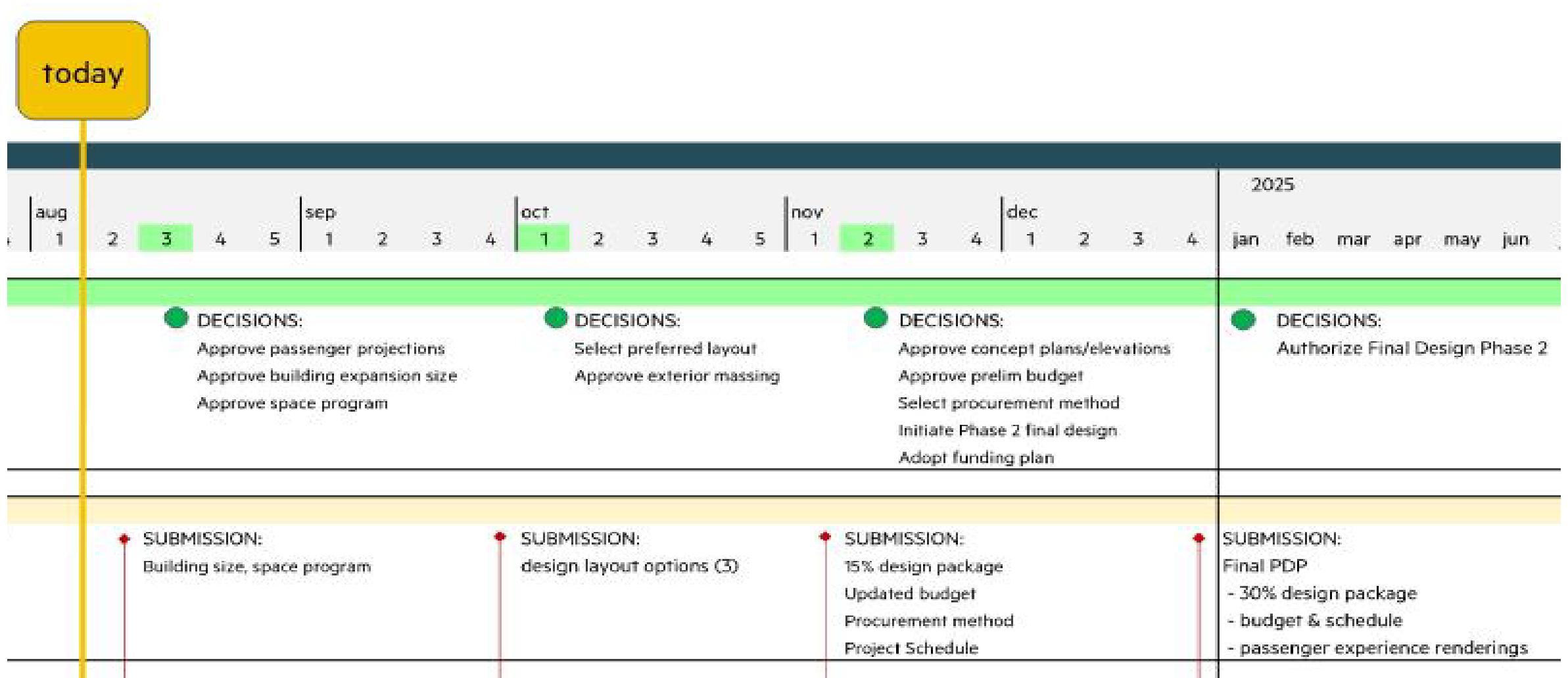
Operations / Support



Next Steps

- Detailed user + stakeholder interviews aug 2024
- Final space needs program and sizing aug 2024
- Renovation + Expansion conceptual options sep 2024
- Budget estimating oct 2024
- 30% schematic design dec 2024

Key City/Airport Decision Points



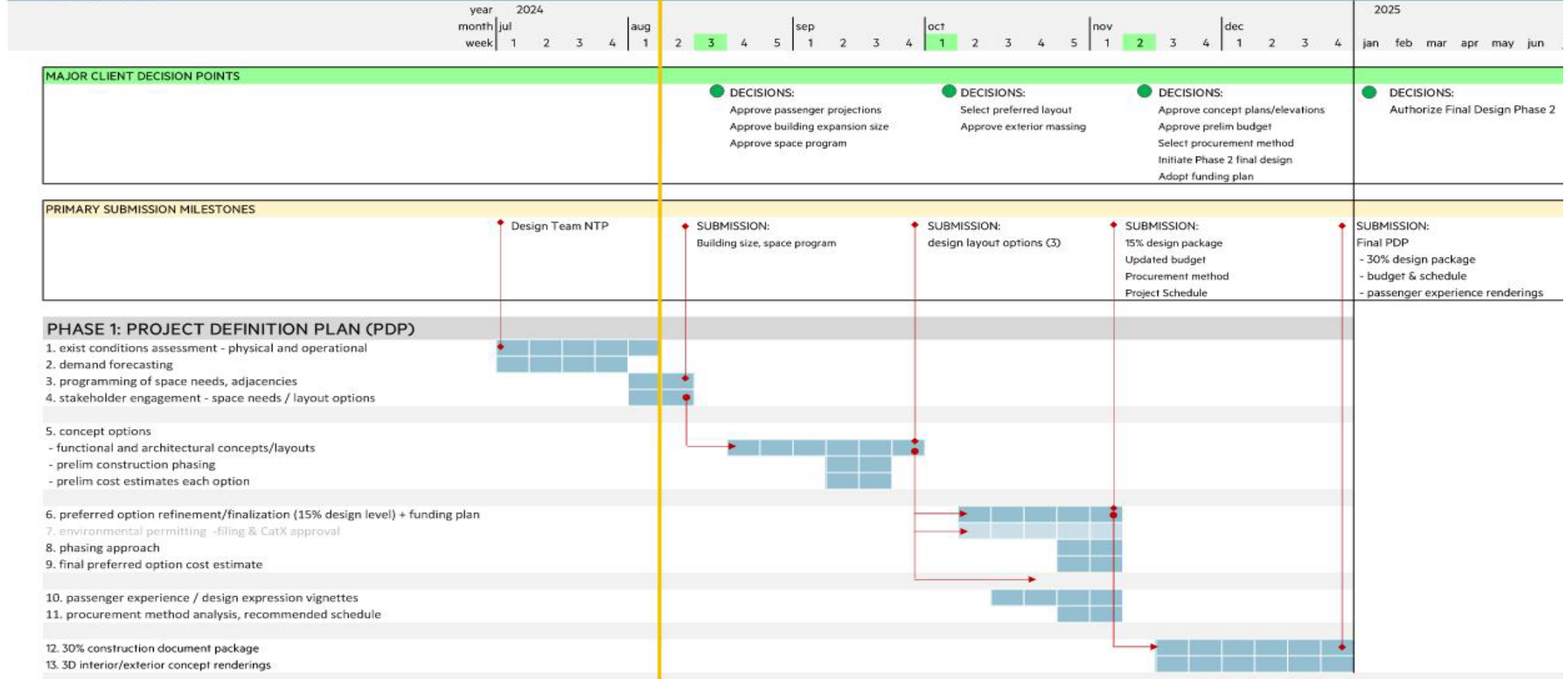
Preliminary project schedule

St George Airport, UT

SGU Terminal PDP

Orig Date: 5.14.24
Rev Date: 08.08.2024

Preliminary Project Schedule

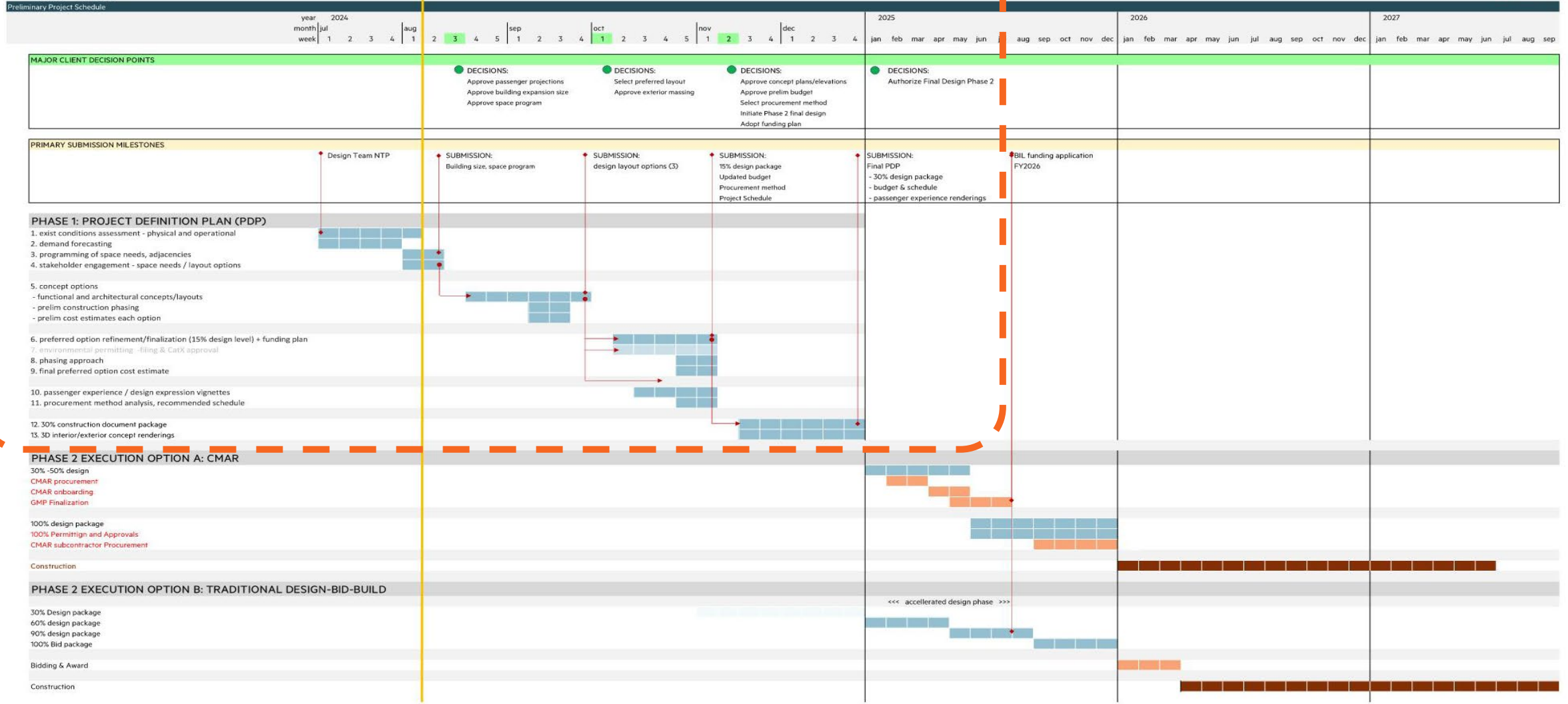


Preliminary project schedule

St George Airport, UT

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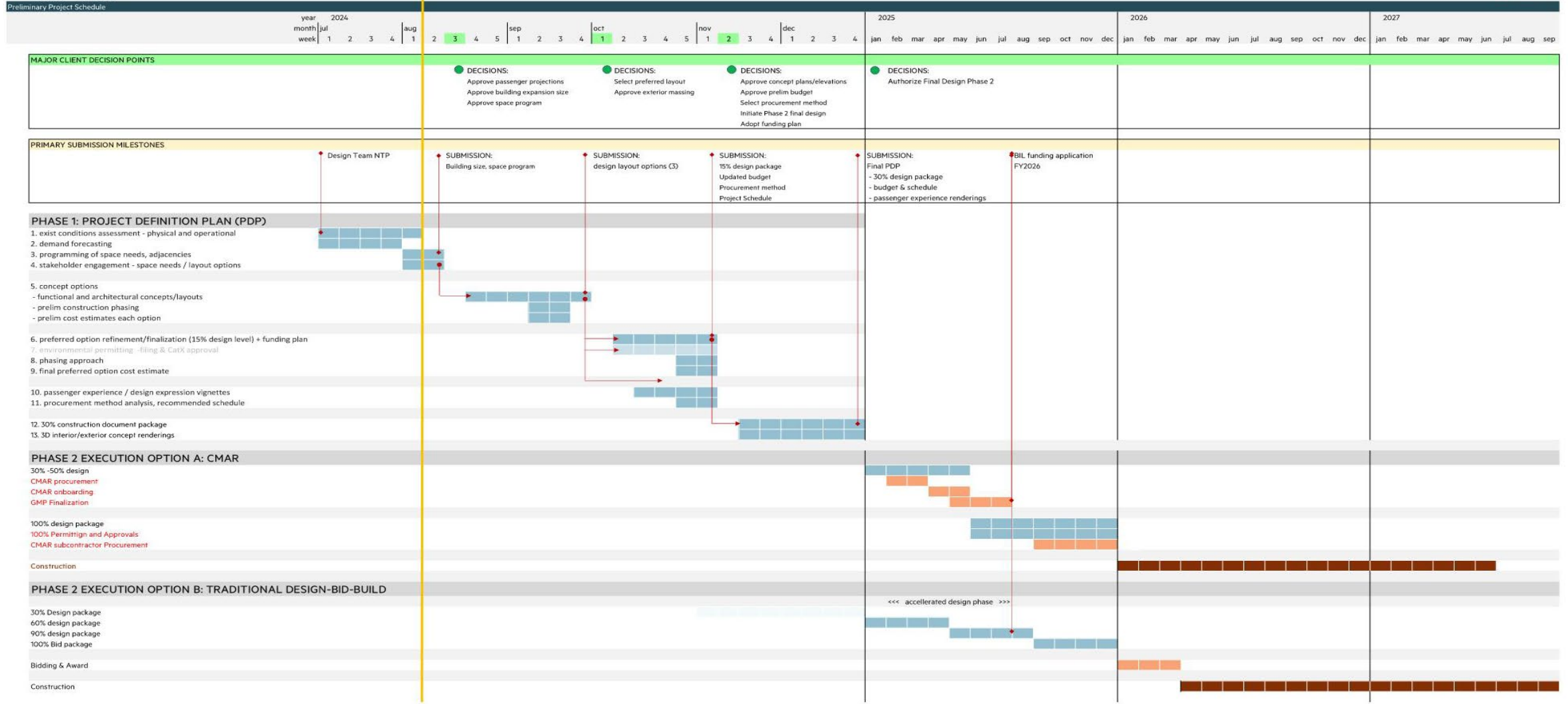


Preliminary project schedule

St George Airport, UT

SGU Terminal PDP

Orig Date: 5.14.24
Rev Date: 08.08.2024



Existing conditions

Site Plan



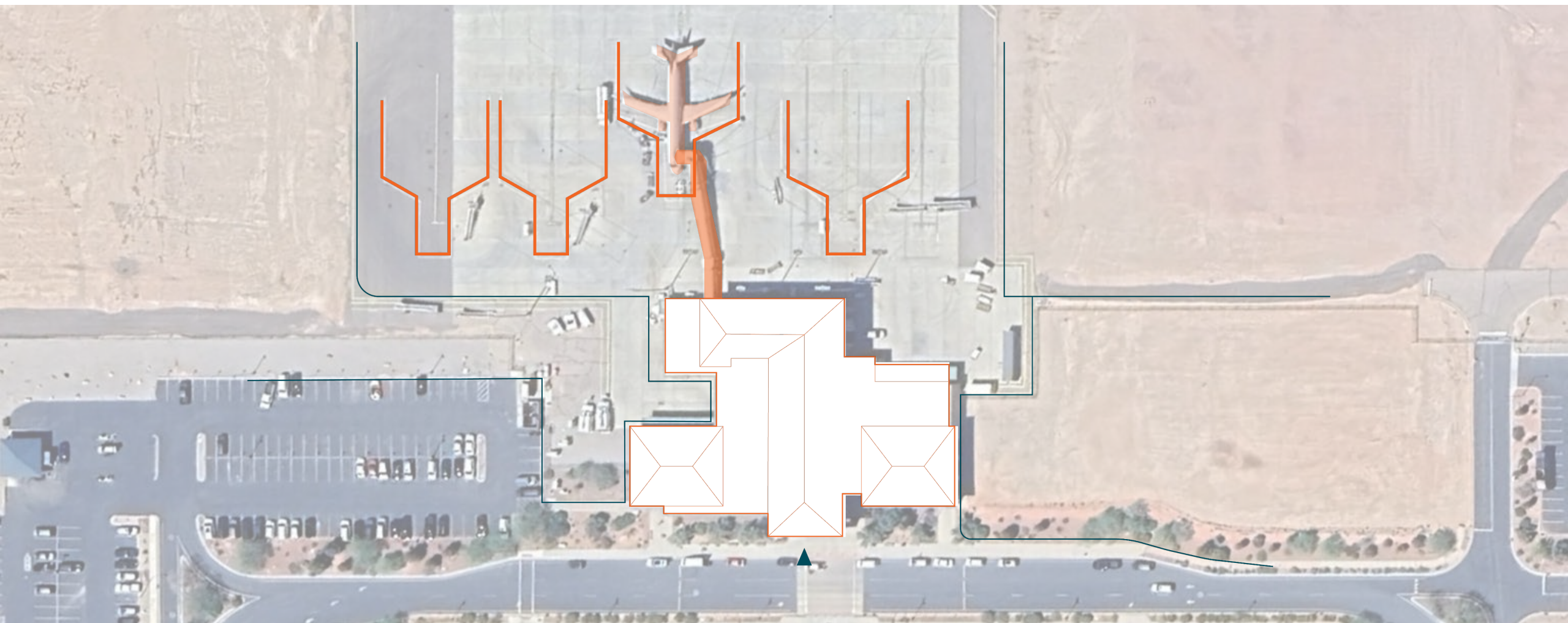
Existing conditions

Site Plan



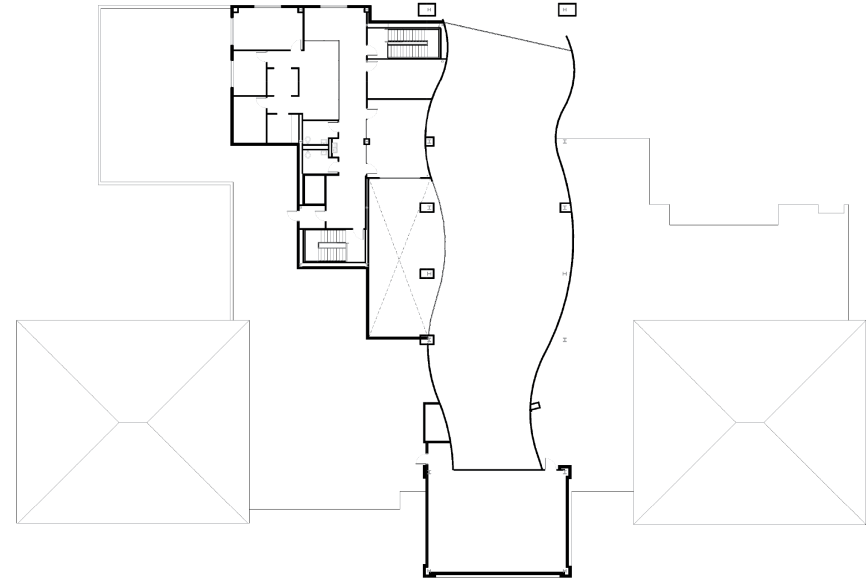
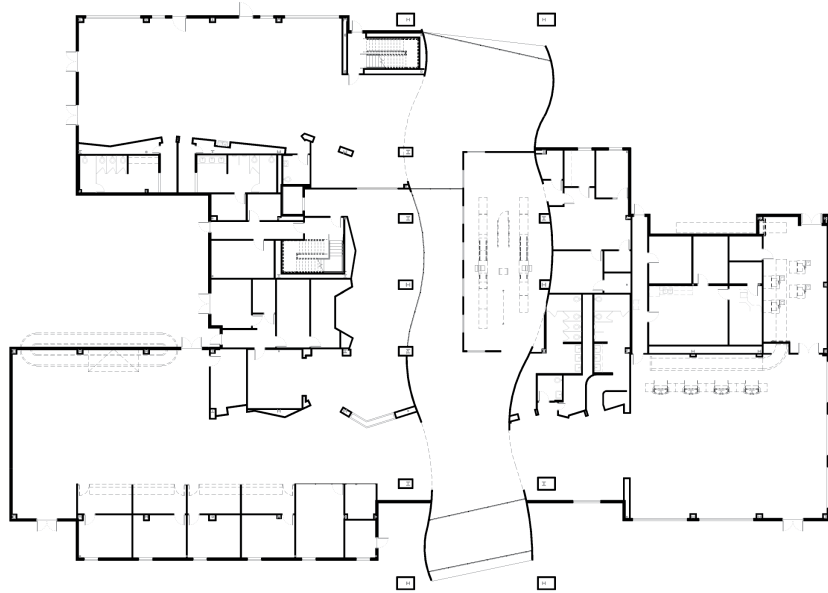
Existing Conditions

Terminal Expansion



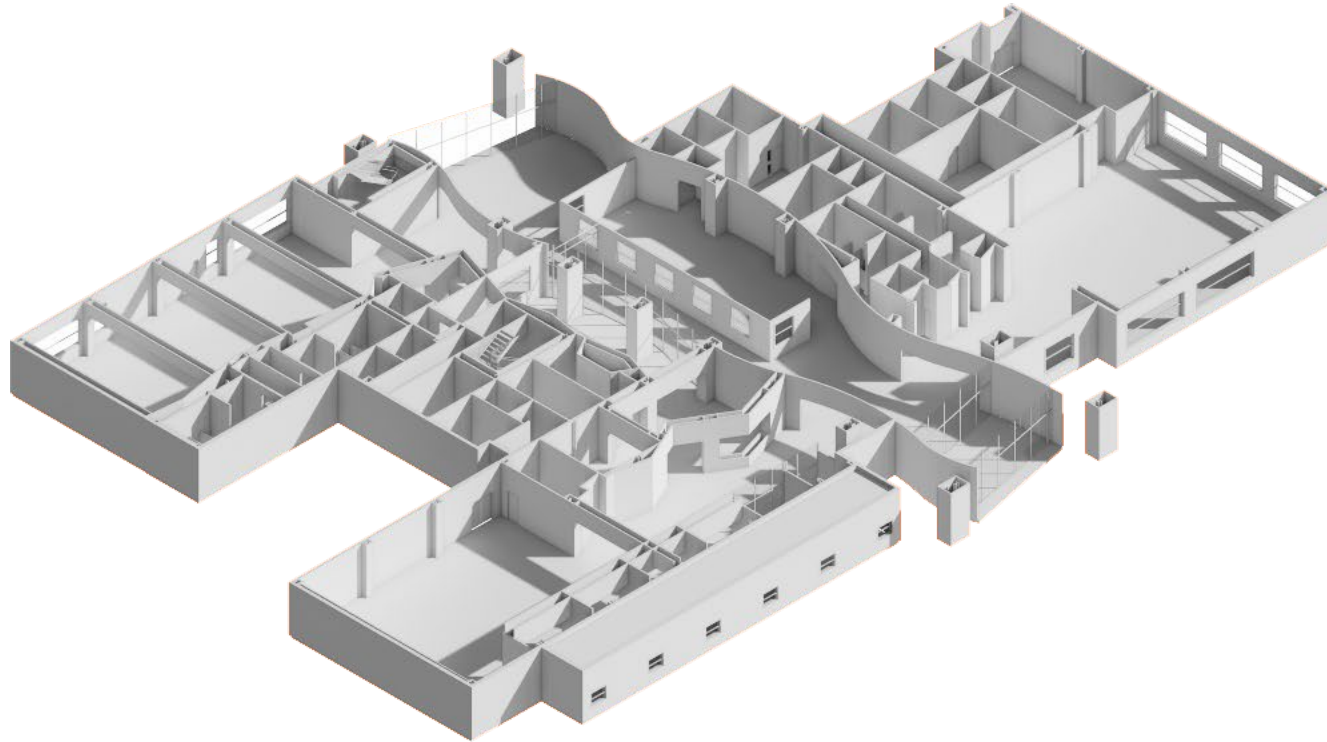
Existing conditions

Floor Plans



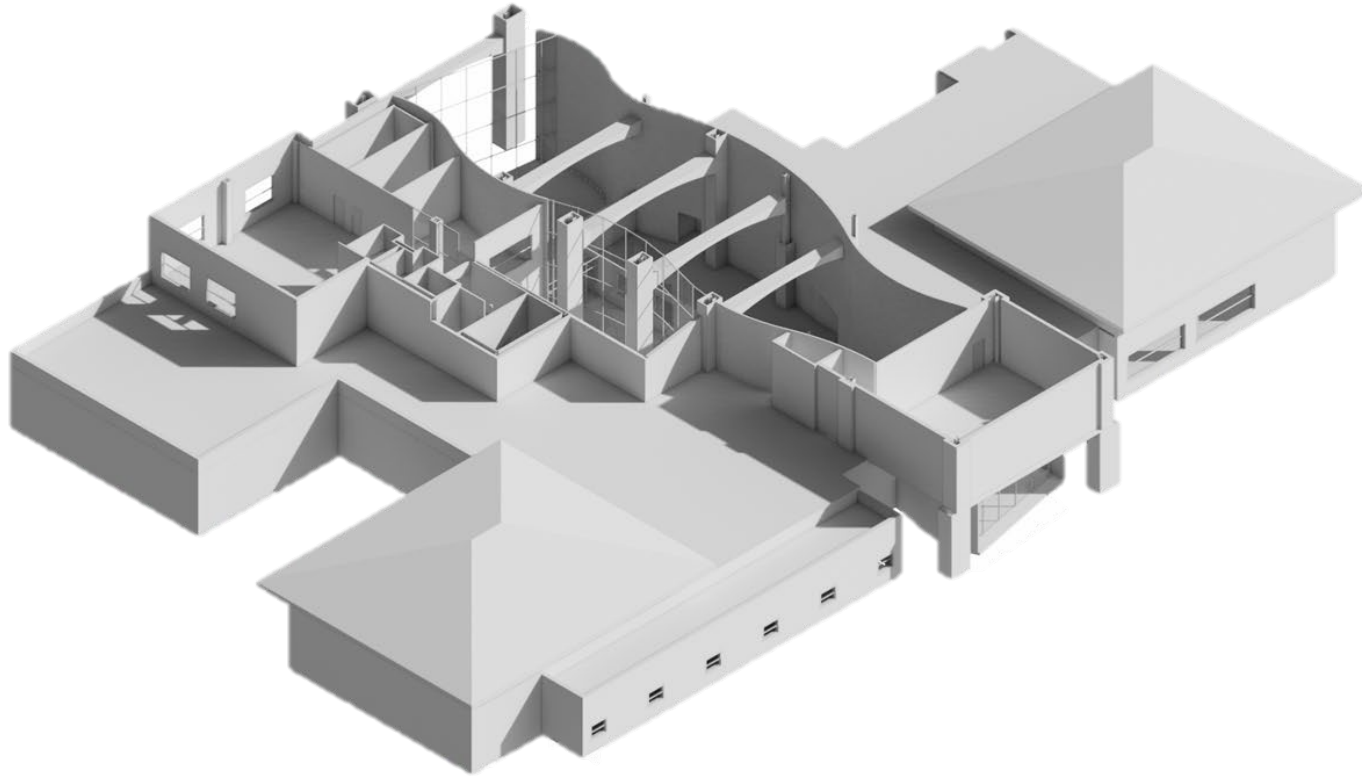
Existing conditions

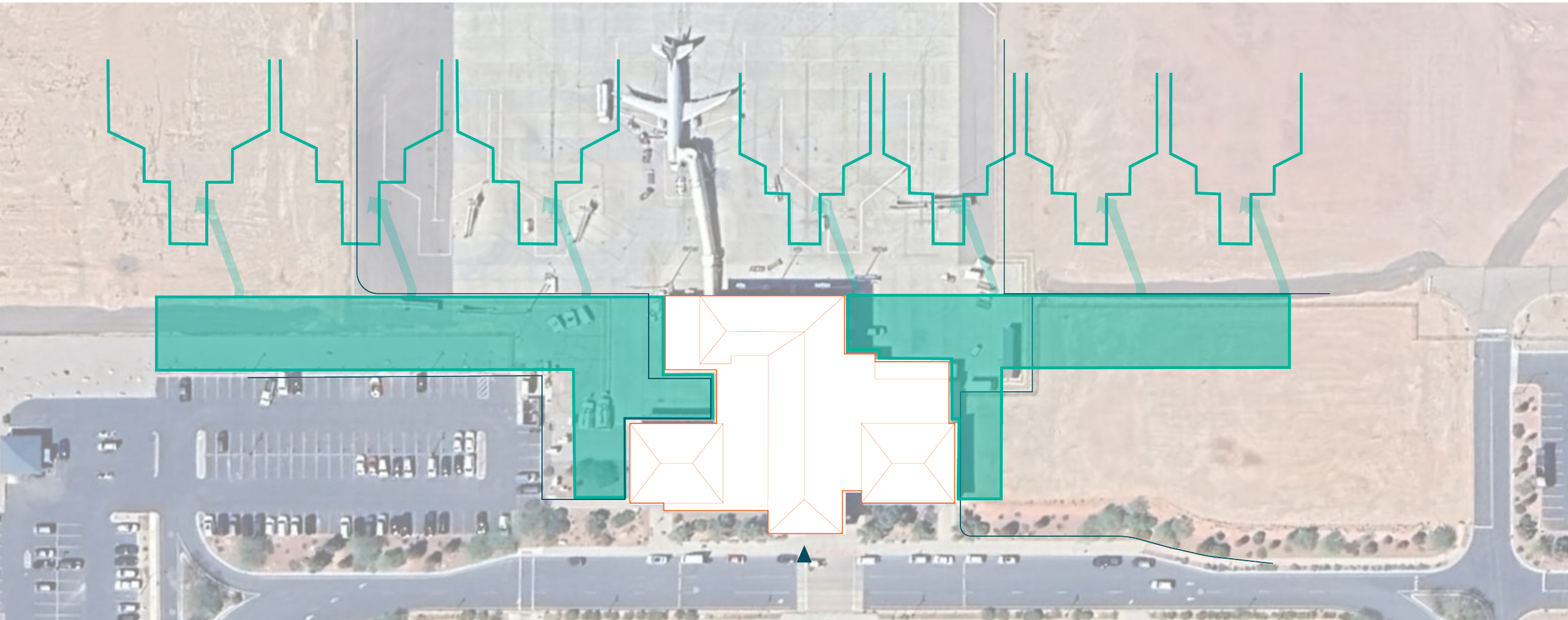
Axonometry



Existing conditions

Axonometry





Air Traffic Control Tower

St. George Regional Airport

15% Design Review

A dark blue, diagonal graphic element that starts from the bottom left corner and extends towards the top right, creating a sense of movement and design.

Proposed Sites for ATCT

SGU ATCT EVALUATED SITES

- **SITE 1**
 - 111 ft Eye Height
 - Sun and traffic pattern concerns
- **SITE 2**
 - 75ft Eye Height
- **SITE 3**
 - 90ft Eye Height
 - Remove 90ft of shade hangar
- **Added SITE 4**
 - 95ft Eye Height
 - Remove 90ft of shade hangar
- ★ **Added SITE 5**
 - 70ft Eye Height



The FAA came to study each location & make a recommendation

- 3 days
- 8 specialists
- State of the art virtual reality equipment



VR used to “see” the airfield from locations



What considerations went into selection

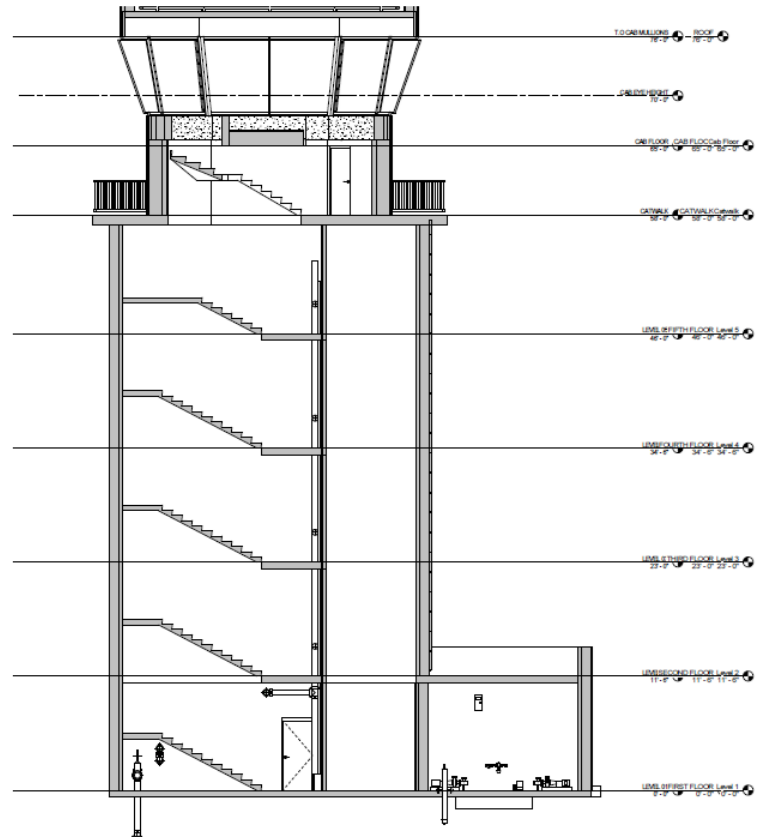
- Can all movement areas be seen from the site?
- How much vertical construction is required to maintain visual? (+\$100,000 per vertical foot)
- Will it interfere with Navigational Aids already installed at the airport?
- Geotechnical and soil considerations
- Movement of the sun in relation to the tower cab

Site 5 was recommended

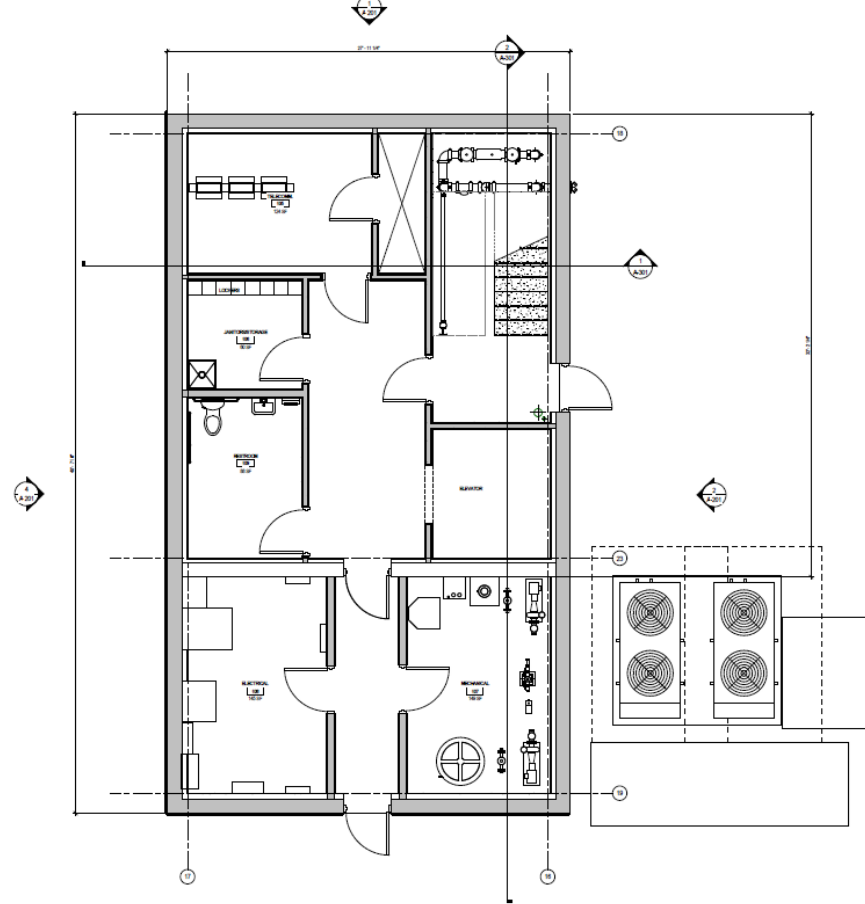
At 70 feet there was direct view
of all movement areas of the
airfield

Saved money in vertical
construction

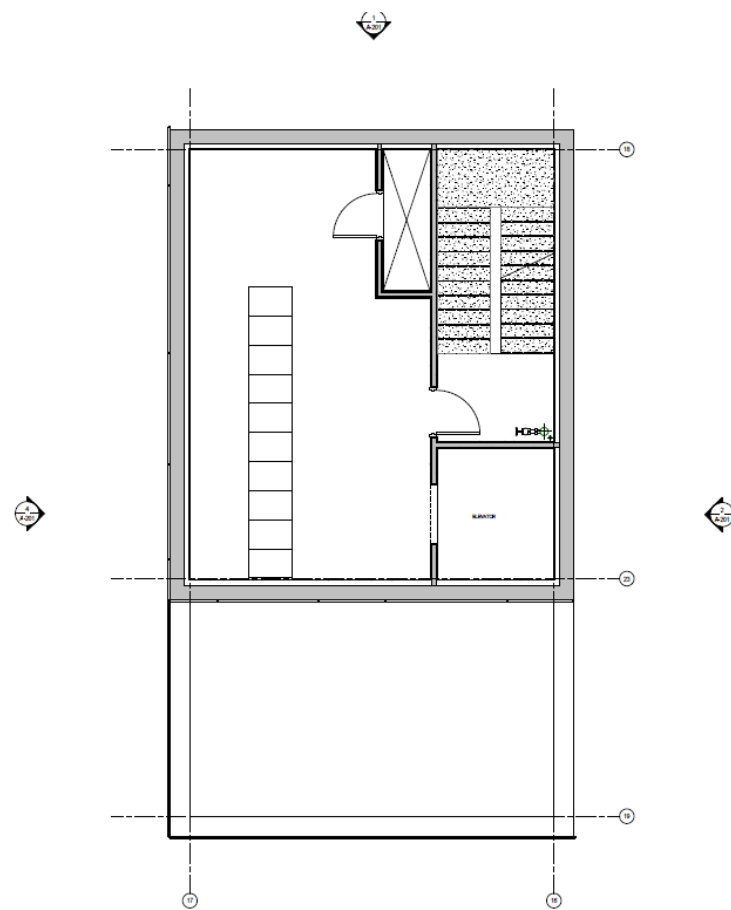




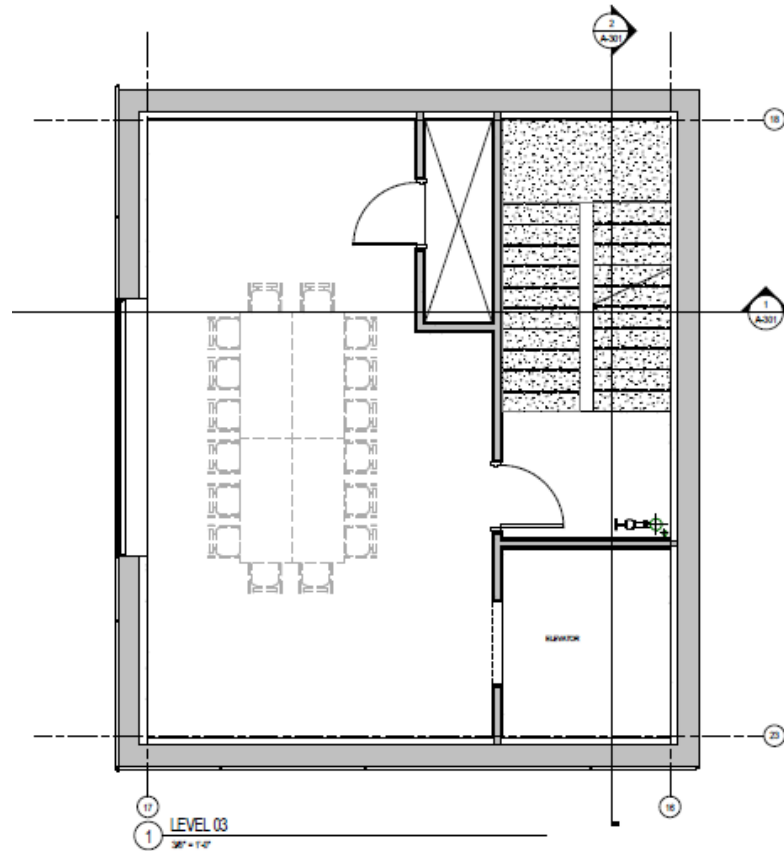
View of Floor Elevations



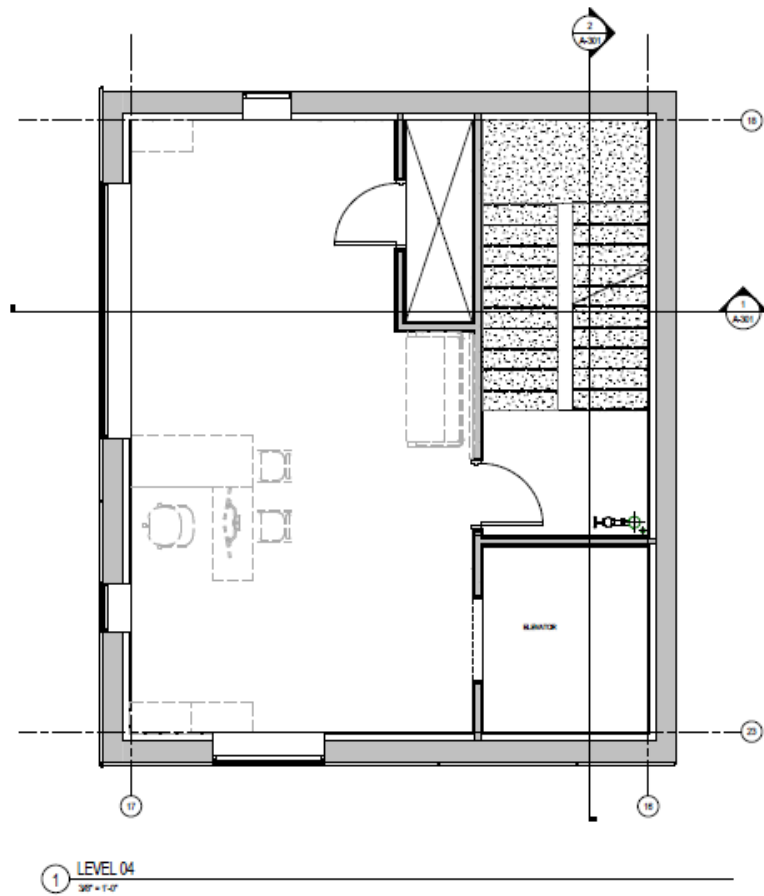
First level (Base Building) - Utilities, restroom, locker room, communications



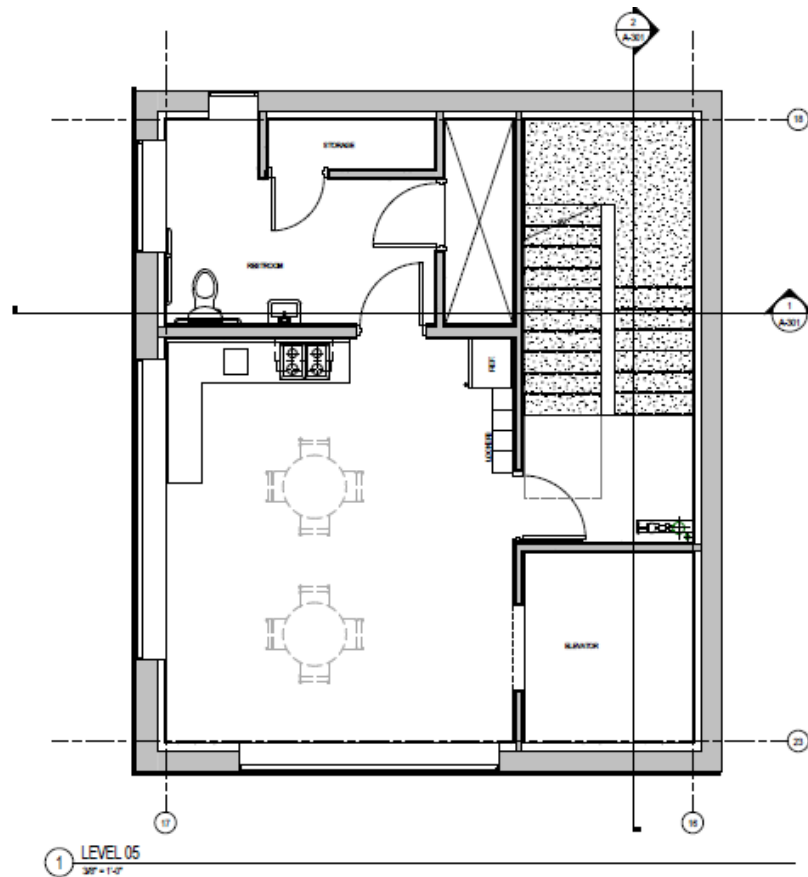
Second Floor - FAA Communications



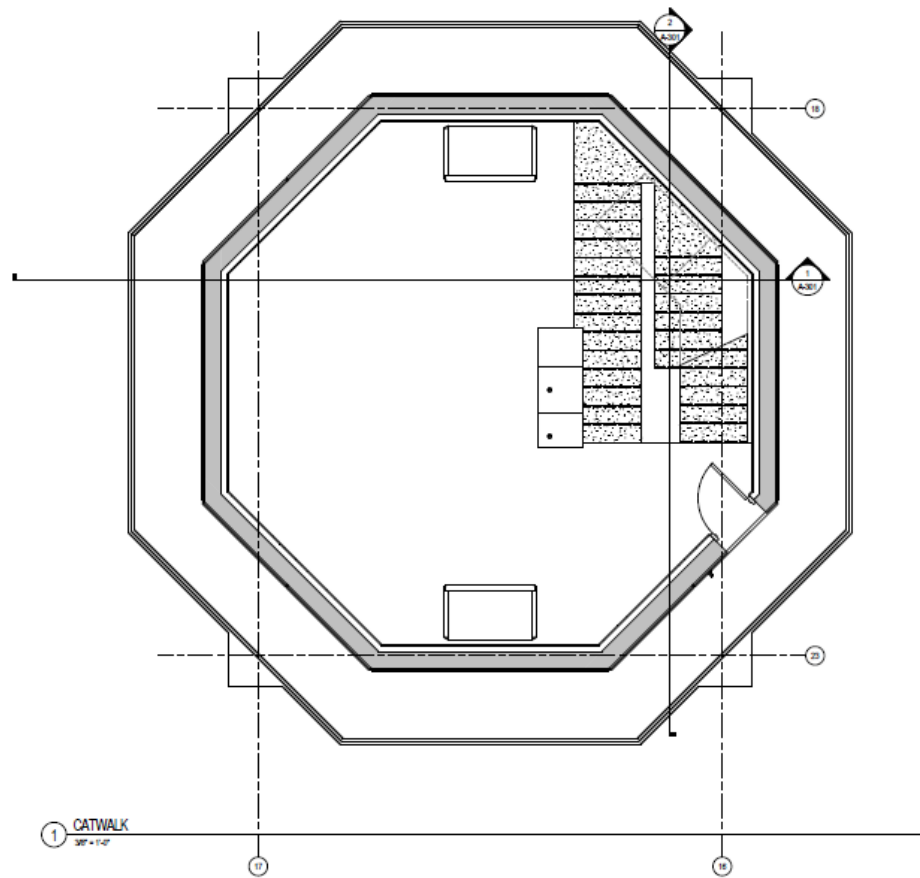
Third Level - Airport Conference/Training Room



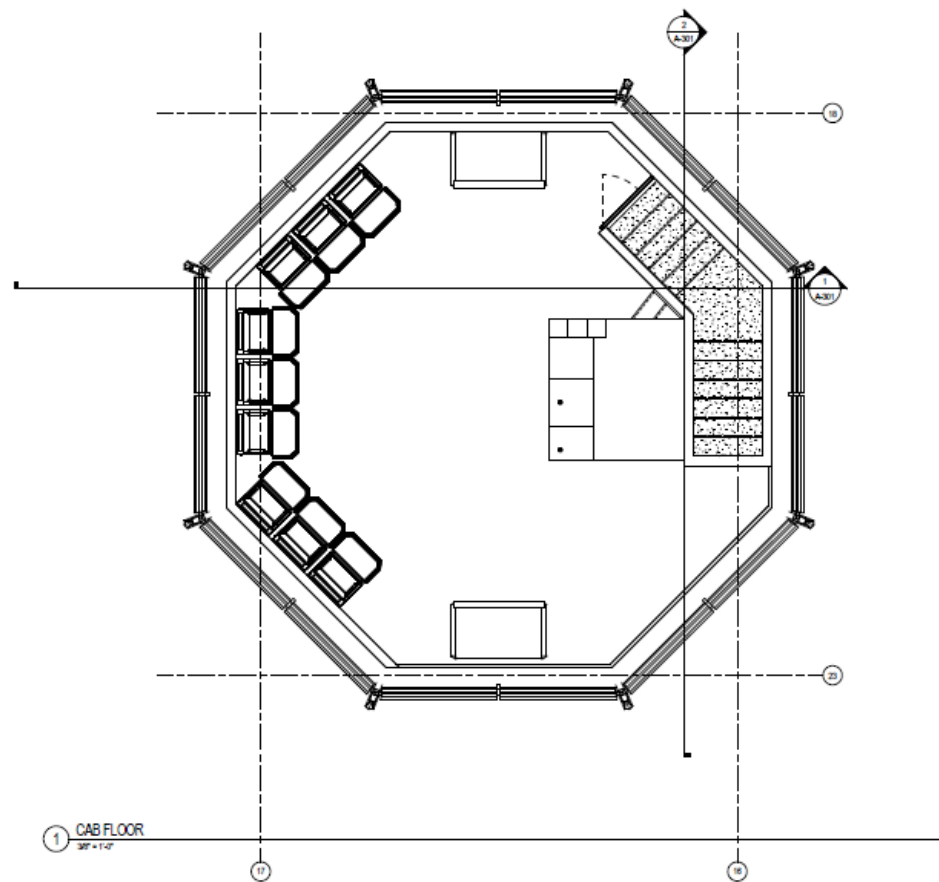
Fourth Level - Tower Manager's Office



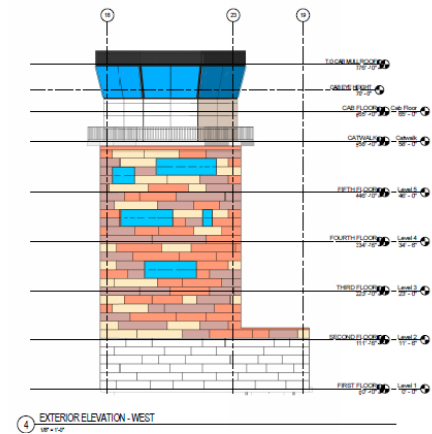
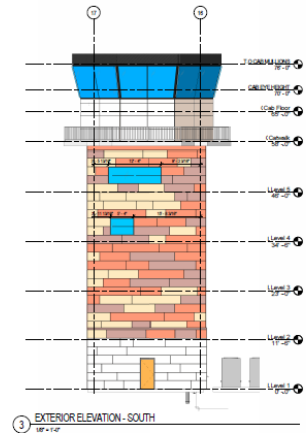
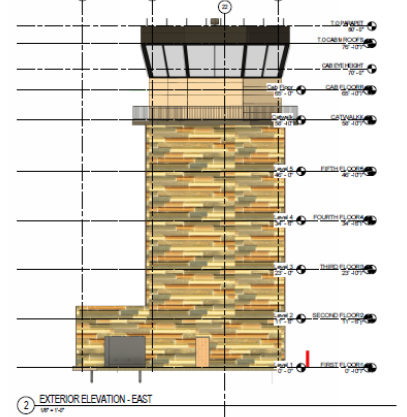
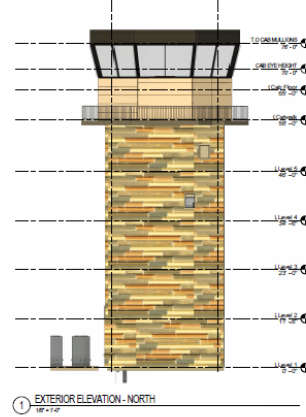
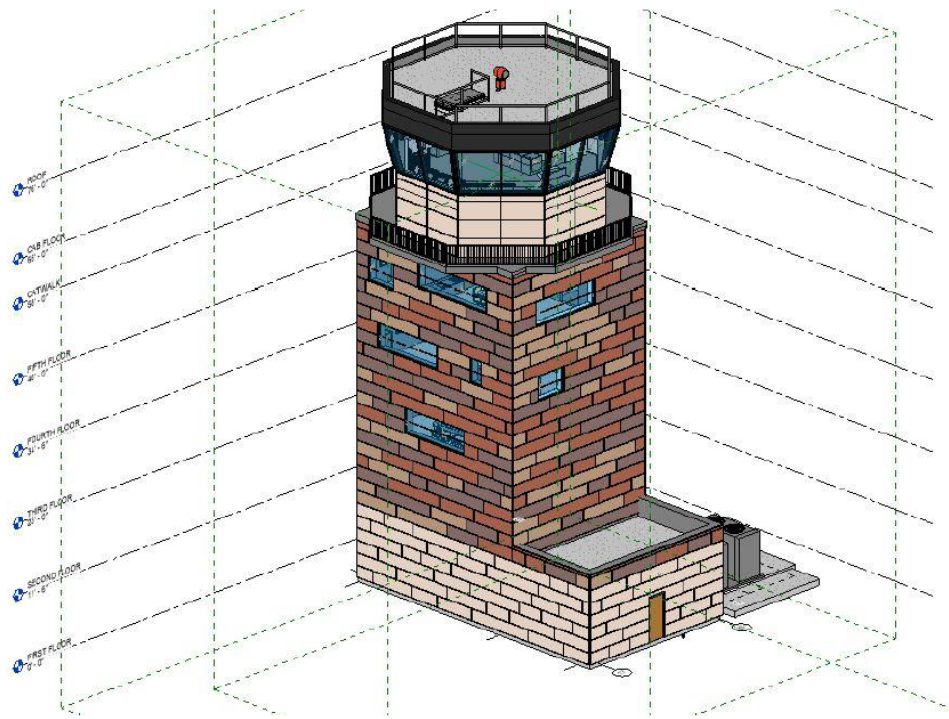
Fifth Level - Controller Break Room/Restrooms



Sixth Level - Catwalk/Cab Floor Utility Level/Air Handlers/Low ceiling



Seventh Floor - Air Traffic Control Cab



Exterior Design is to be designed by the city

GENERAL AVIATION HANGAR POLICIES

1. **General Leasing Policy:** All land at the St. George Regional Airport (“SGU”) is owned by the City of St. George. The Master Plan has specifically designated those areas on which general aviation hangars be placed and constructed. No general aviation hangar may be constructed in any area not specifically designated in the Master Plan. Those persons or entities who desire to lease a portion of City owned property on which to site a general aviation hangar may do so only in conformity with these policies.
 - 1.1 **Not a Ground Lease.** The lease of city-owned property at SGU is not a ground lease of land to which any lessee has a property interest. It is a general lease with the City retaining all property interests and rights. No Hangar owner may record or cause any document to be recorded against the leased property without the express written consent of the City.
 - 1.2 **Term.** All leases shall be for an initial term of fifteen (15) years.
 - 1.3 **Rate increase.** Lease rates shall be established as of the date of the lease, but lease rates shall increase every 5 years on the years ending in 0 and 5. For example if party A leases in 2021 and party B leases in 2024 both parties will receive a rate increase in 2025 regardless of the lease dates of each or their current leases. Notice of the rate increase shall be provided prior to the rate increase taking effect.
 - 1.4 **Renewal.** Leases may be renewed but shall not automatically renew. A new lease may be executed prior to the expiration of the prior lease and terms and conditions may change with each renewal. The City reserves the right to not renew a lease if there have been enforcement issues such as hangar disrepair, a notice of default, or other documented issues with the tenant or any sublessees.
 - 1.5 **Termination.** The City terminate a lease:
 - 1.5.1 If the Lessee is found to be in default or breach of the Lease after notice has been and an opportunity to cure has been provided.
 - 1.5.2 If there is a compelling public safety or other public interest which requires the use of the leased land by Airport Operations or other public safety needs.
 - 1.6 **Aircraft Required.**
 - 1.6.1 Each application and lease must be tied to at least one currently registered aircraft in working order which is owned/leased by the applicant and registered and insured to the applicant and not another party. No application shall be deemed to be complete without an accompanying currently registered and insured aircraft.

- 1.6.2 The listed aircraft must be available for inspection while on the Wait List.
 - 1.6.3 A single aircraft may not be used to lease multiple hangar lots, unless those lots are contiguous to each other with a single hangar constructed upon them.
 - 1.6.4 If a particular hangar lot is desired, the affiliated aircraft must be compatible with the access taxiway to that hangar lot. Aircraft which are not compatible with the access taxiway of the desired lot shall not qualify and the application may be rejected.
- 2. **Commercial Use:** Persons or entities wishing to use their aviation hangar for approved aviation related commercial or business purposes shall be required to also execute a SASO. No business or commercial enterprise may be conducted without a valid SASO subject to ejection and forfeiture.
- 3. **Non-Commercial Use:** Non-commercial uses which are consistent with the provisions of these policies and the allowed aviation related uses, shall be allowed with a currently registered aircraft affiliated with the hangar.
- 4. **Hangar Wait List Policy:** Demand for general aviation aircraft storage at SGU is greater than the availability. As a result, SGU maintains an active waiting list for prospective tenants ("Wait List"). Effective _____ the following policies and procedures shall apply to all Wait List applicants and a current version of the Wait List shall be published on the City's website on the [airport page](#) at all times.
 - 4.1 **Completed Application.** All applicants must complete and submit a completed hangar application form found at the [airport page](#). The application must be accompanied by all supporting information and documentation requested in the application, including the application fee and list fee (see section 4.2 below) and be submitted 1) to sguadminpro@sgcity.org; 2) in person at 4508 S. Airport Parkway, St. George, Utah 84790; or 3) by US mail to the address listed above or on the application form.
 - 4.1.1 Applicants must be 18 years of age or older.
 - 4.1.2 Applicants must provide a current physical address, mailing address (if different), telephone number, and email address where the applicant may be contacted during business hours. It is the responsibility of the applicant to keep this information current as SGU will communicate exclusively through electronic mail. Failure to keep this information current may result in removal from the Wait List.
 - 4.1.3 Applicants must provide the relevant aircraft registration and insurance information. Applications may be received without a registered aircraft if

there is evidence provided that the applicant is in the process of purchasing / leasing an aircraft and that the applicant will have obtained an aircraft prior to a lease being executed.

4.2 Fees.

- 4.2.1 Application Fee. There is a one-time fee of one hundred dollars (\$100) which is non-refundable and represents the administrative costs of processing each application and maintaining the Wait List.
- 4.2.2 Deposit: In addition to the application fee a refundable deposit of eight thousand dollars (\$8,000) shall be required before any application shall be deemed completed. The deposit shall be held by the City Treasurer during the Wait List period until such time as the applicant executes a lease agreement with the City at which time the deposit may be applied to the lease or may be refunded. In the event an applicant wishes to remove their name from the Wait List, the deposit shall be refunded to the applicant.

4.3 Timing and Placement.

- 4.3.1 Generally: Applicants will typically be added to the Wait List in first-come-first-served order based upon the date and time a completed application is received by SGU.
- 4.3.2 Placement & Preference: The placement on the Wait List may be altered with priority given for:

- a. Applicants who do not have a lease for any other hangar lot at SGU; then
- b. Applicants who desire to use the hangar for non-commercial general aviation aircraft storage only; then
- c. Applicants who are not development speculators or intending to sub-lease the hangar once built; then
- d. Applicants who are residents of or own a business within the City of St. George.

Applicants on the Wait List who do not qualify for a preference on the Wait List shall be placed AFTER the other preferred applicants, but still in the order in which the application is received.

- 4.3.3 Applicants will be notified via email of the availability of hangar space and shall be given no more than 14 calendar days to respond to the offer of

space and no more than 30 calendar days to execute a lease agreement. Failure to comply with either shall result in removal from the Wait List.

- 4.4 **Removal.** Applicants who decline offers of hangar space or who fail to respond to the offer or enter into lease agreements shall be removed from the Wait List and notified both electronically and via U.S. Mail of that status. Any deposit funds held by the City shall be refunded and mailed with the notice via U.S. Mail to the address on file.
- 4.5 **Non-Transferability.** Positions on the Wait List are not fungible and may not be sold, gifted, assigned, or otherwise transferred.
- 4.6 **Violations.** Applicants on the Wait List who have existing hangar leases with SGU will be removed from the Wait List if it is found they are in violation of the existing lease terms, or a notice of default has been issued. Upon any notice of violation or default being given, the City may refuse to add the owner to the Wait List unless and until the alleged violation is cured.
- 4.7 **Reserved Rights.** SGU reserves the right to offer a hangar lease to parties not listed on the Wait List if the Mayor, City Manager, and Airport Director believes it is in the best interest of the public health, safety, and welfare to do so.

SIGNS



Permanent Signs
Title 9, Ch 13

Temporary Signs
Policy – 2010



Temporary Signs In St. George:

Types

1. Grand Opening, Coming Soon, Going out of Business, and Moving
2. Special Holiday and Event Periods
3. Custom Events
4. Civic, Nonprofit, and Dixie Center Events



Temporary Signs In St. George:

Types

1. Grand Opening, Coming Soon, Going out of Business, and Moving

- One Wall or Banner Sign Allowed
- 30 day Limit
- Verbal Approval by Code Enforcement Officer



Temporary Signs In St. George:

2. Special Holiday and Event Periods

- 1-2 Banner Signs Allowed
- 2024 Calendar with Specific Dates Marked
- No Permit needed if within Dates



Temporary Signs In St. George:

3. Custom Events

- 1-2 Banners Allowed
- Any 10 Consecutive Days
- Permit Required



Temporary Signs In St. George:

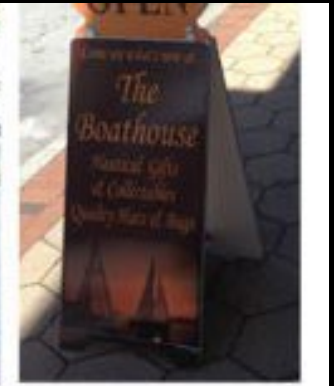
4. Civic, Nonprofit, and Dixie Center Events

- 6 Signs or Banners per Event Allowed
- Allowed 15 days Before and 2 Days After
- Permit Required
- Off-premise Allowed with Owners Signatures



A-FRAME SIGNS





Allowed in the
Temporary Sign Policy



Freestanding "A" frame or sandwich board signs shall be permitted provided they:

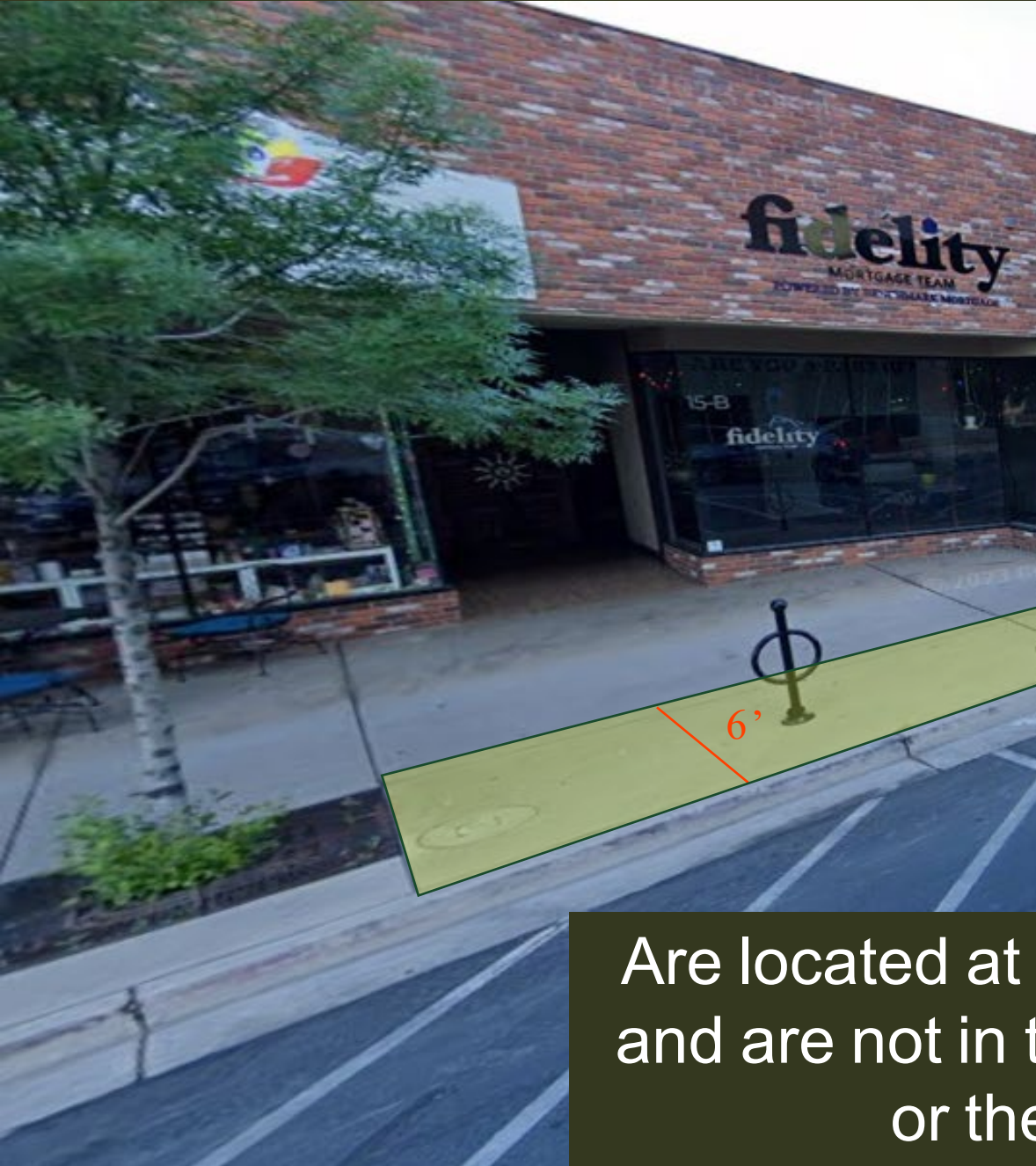
a. Do not exceed six (6) square feet in area;

b. Are located at least 20' back of curb and are not in the public right of way or the parking lot;

c. Do not exceed one per business entrance and are located within ten feet of the business entrance.



Are located at least 20' back of curb and are not in the public right of way or the parking lot



Are located at least 20' back of curb
and are not in the public right of way
or the parking lot; **however, buildings
that front directly on the public right-
of-way, may place a freestanding A
frame sign within the public right-of-
way as long as it is not within or
impeding the pedestrian sidewalk**

Are located at least 20' back of curb
and are not in the public right of way
or the parking lot

FEATHER BANNER SIGNS







9-13-10 Prohibited Signs

D. *Rotating Signs:* Signs which move, rotate, **flutter in the wind** or make noise are prohibited. Pennants, streamers, and inflatable objects are also prohibited. Temporary banners must be in compliance with the city's policy on banners.

Two Exceptions

1. COVID

2. Special Events

- Allow Feather Banners for Special Events with Special Event Permit



Thoughts?



When do we say,
enough is enough

