NOTICE OF REGULAR 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 regular meeting on Thursday, April 8, 2021, commencing at 4:00 p.m. at the Washington County Children's Justice Center, 463 East 500 South, St. George, Utah.

The meeting following the power line presentation will also be broadcast via Zoom. Persons who are allowed to comment during the meeting may also do so via Zoom. To login to the meeting, you may do so by visiting: https://us06web.zoom.us/j/87564903674 or by calling one of the following phone numbers:

One tap mobile
+13462487799,,87564903674# US (Houston)
+16699006833,,87564903674# US (San Jose)

Dial by your location
+1 346 248 7799 US (Houston)
+1 669 900 6833 US (San Jose)
+1 253 215 8782 US (Tacoma)
+1 312 626 6799 US (Chicago)
+1 929 205 6099 US (New York)
+1 301 715 8592 US (Washington DC)
Meeting ID: 875 6490 3674
Find your local number: https://us06web.zoom.us/u/knTOSBynV

The agenda for the meeting is as follows:

1. **Tour of the Washington County Children's Justice Center.**

Return to City Hall, 175 East 200 North, City Council Chambers, at approximately 5:00 p.m., for the following business:

2. **Consider approval of a development agreement with 3000 East Holdings, LLC.**

   BACKGROUND and RECOMMENDATION: This agreement is to reimburse 3000 East Holdings, LLC for pavement installed with the Arbors subdivision. With past developments along 3000 East, the City has agreed to install the center 30' of asphalt pavement along 3000 East. The City is reimbursing the developer for 15' of asphalt pavement along the frontage of their property for approximately 1,000 linear feet as the developer only improved the west half of 3000 East. Staff recommends approval.

3. **Presentation from Sandstone Fixed Base Operations (FBO).**

4. **Review of the summer water and energy utility efficiency program.**

5. **Review of the hillside ordinance.**

6. **Discussion regarding complete streets policy.**

7. **Reports from the Mayor, Councilmembers, and City Manager.**

8. **Adjourn to a closed session.**

Annette Hansen
Annette Hansen, Deputy City Recorder

Apr. 7, 2021
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 City Human Resource Office, 627-4674, at least 24 hours in advance if you have special needs.

DRAFT

Agenda Item Number : 02

Request For Council Action

Date Submitted	04/02/2021 02:28 PM
Proposed City Council Date	04/08/2021
Applicant	Wes Jenkins
Subject	Consider approval of a reimbursement agreement to 3000 East Holdings, LLC.
Background	This agreement is to reimburse 3000 East Holdings, LLC for pavement installed with the Arbors subdivision. With past developments along 3000 East, the city has agreed to install the center 30 feet of asphalt pavement along 3000 East. The city is reimbursing the developer for 15 of asphalt pavement along the frontage of their property for approximately 1,000 linear feet as the developer only improved the west half of 3000 East.
Proposed Resolution	Public Works recommends approval
Cost	$$58,511.25
Action Taken	approved
Requested by	Wes Jenkins
File Attachments	arbors3000eastcostshareroadwayimprovementagreement040221142816.pdf exhibita040221142816.pdf exhibitb040221142816.pdf
Approved by Legal Department?	Yes
Approved by City Admin Services?	Yes
Approved in Budget?	Yes **Amount:** $58,511.25, Developer Matching Roads

ARBORS 3000 EAST COST SHARE ROADWAY IMPROVEMENT AGREEMENT

This Agreement is entered into this _____ day of _____, 2021 between the City of St. George, a municipal corporation of the State of Utah (hereinafter referred to as the "City"), and 3000 East Holdings, LLC, (hereinafter referred to as the Owner). City and Owner are herein collectively referred to as the "Parties."

RECITALS

WHEREAS, Owner, as part of the Arbors development, has improved the west side of 3000 East roadway from approximately Horseman Park Drive to just north of 2930 South Street, which distance is approximately 1,000 linear feet; and

WHEREAS, as part of the improvements for the Arbors development, Owner has installed approximately 32.5 feet of asphalt pavement, curb, gutter and sidewalk along the west side of 3000 East; and

WHEREAS, 3000 East is considered a minor arterial on the City's roadway masterplan and City has agreed in the past to pay for the construction of the center 30 feet of asphalt pavement along this roadway, Owner is requesting reimbursement from the City for the center 15 feet of asphalt pavement installed along 3000 East as part of the construction of the improvements for the Arbors development; and

WHEREAS, with the roadway improvements along 3000 East completed, City has agreed to reimburse Owner for the center 15 feet of asphalt pavement installed as part of the Arbors development; and

NOW THEREFORE, in consideration of the premises, and for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the City and Owner agree as follows:

AGREEMENT:

1. Recitals. The foregoing recitals are incorporated herein by reference.

2. The Project. Owner has completed installation of the roadway improvements along the west side of 3000 East from Horseman Park Drive to just north of the intersection of 2930 South with construction of the Arbors development. Owner is requesting reimbursement from City for the center 15 feet of asphalt pavement installed along 3000 East with construction of the Arbors development. City has agreed to reimburse Owner for this center 15 of asphalt pavement.

3. Representatives. The representative for the City for this Project is Wes Jenkins. The representative for Owner is Brett Burgess.

4. Reimbursement. City agrees to reimburse Owner for the cost of the following roadway improvements along 3000 East:

    a. A rectangular section of asphalt pavement fifteen feet (15') wide and approximately 1,215 feet long with a small triangular section at the end for a transition to existing asphalt pavement, which pavement section is 18,575 square feet, see attached Exhibit A.
    b. The maximum cost of City's obligation is fifty eight thousand five hundred and eleven dollars and twenty-five cents ($58,511.25), see attached Exhibit B.

5. Exhibits. All exhibits attached hereto are incorporated as part of this Agreement.

6. Changes to Contract Documents. Changes to the contract documents that increase the City's cost participation for roadway improvements to the west side of 3000 East shall not be made without written consent from the parties or their assigns.

7. Project Approvals and Compliance with City Design and Construction Standards. Owner expressly acknowledges and agrees that nothing in this Agreement shall be deemed to relieve Owner from the obligation to comply with City Ordinances and City's Standard Specifications for Design and Construction, or all applicable requirements of City necessary for approval of any development of Owner's property, including the payment of fees and compliance with all other applicable ordinances, resolutions, regulations, policies and procedures of City, except as specifically modified or waived in this Agreement.

8. Indemnity and Liability. To the extent allowed by state law, Owner shall indemnify City against all claims, demands, causes or action, suits or judgments, including, but not limited to, all claims, demands, causes of action, suits or judgments for death or injuries to persons, or for loss of or damage to property, arising out of or in connection with this Agreement to the extent that it relates to performance of acts of Owner, or its agents or assigns. In the event any such claim is made or suit is filed against City, City shall give Owner prompt written notice. Owner agrees to defend against any claims brought or actions filed against City, whether such claims or actions are rightfully or wrongfully brought or filed. In case a claim should be brought or an action filed with respect to the subject of the indemnity herein, Owner agrees that City may employ attorneys of its own selection to appear and defend the claim or action on its own behalf at the expense of Owner. Said attorney's fees shall be reasonable and subject to review by Owner. Owner shall be responsible for all costs associated with any claim, demand, action, suit, appeal, or judgment, including reasonable attorney's fees, for which it is obligated to indemnify and defend City under this Section 8.

9. Governing Law and Venue. This Agreement shall be construed according to the laws of the State of Utah. The Parties agree that venue for all legal actions, unless they involve a cause of action with mandatory federal jurisdiction, shall be

the Fifth District Court for the State of Utah. The Parties further agree that the Federal District Court for the District of Utah shall be the venue for any cause of action with mandatory federal jurisdiction.

10. Attorney's Fees. Should any Party default on any of the covenants or agreements contained herein, the defaulting Party shall pay all costs and expenses, including reasonable attorney's fees, which may arise or accrue from enforcing this Agreement or in pursuing any remedy provided hereunder or by applicable law, whether such remedy is pursued by filing a lawsuit or otherwise. This obligation of the defaulting Party to pay costs and expenses includes, without limitation, all costs and expenses, including reasonable attorney's fees, and including appeals and bankruptcy proceedings.

11. Construction. Each of the Parties has had the opportunity to review this Agreement with counsel of its choosing, and the rule of construction requiring interpretation of a contract against the party drafting the same is hereby waived and shall not apply in interpreting this Agreement.

12. Notices. All notices required herein, and subsequent correspondence in connection with this Agreement, shall be mailed to the following:

City of St. George Attn: City Attorney 175 East 200 North St. George, Utah 84770	3000 East Holdings, LLC. 113 East 200 North, Suite 2 St. George, Utah 84770

Such notices shall be deemed delivered three (3) business days following the mailing of such notices by certified mail, return receipt requested in the United States mail. Adequate notice shall be deemed given at the addresses set forth herein unless written notice is given by either party of a change of address.

13. Assignment. Neither this Agreement, nor any of the provisions, terms or condition hereof, can be assigned to any other Party, individual or entity without prior written consent of City, which consent shall not be unreasonably withheld.

14. No Joint Venture, Partnership or Third Party Rights. This Agreement does not create any partnership, joint venture, undertaking, business arrangement or other arrangement among the Parties. No term or provision of this Agreement is intended to be, nor shall be, for the benefit or obligation of any person, firm, organization or corporation not a party hereto, and no such other person, firm, organization or corporation shall have any right or cause of action hereunder.

15. Binding Effect. Subject to the provisions of this document above, all of the provisions of this Agreement shall inure to the benefit of, and be binding upon, the Parties hereto and their respective successors, heirs, representatives, officers, agents, employees, members, assigns, and receivers.

16. Integration. This Agreement contains all the terms and conditions pertaining to the subject matter hereof, and, except with regard to zoning and other approvals upon which this Agreement is based, supersedes all prior negotiations, representations, promises, inducements or previous agreements between the Parties, whether oral or written, with respect to the subject matter hereof.

17. Severability. If any part or provision of this Agreement shall be determined to be unconstitutional, invalid or unenforceable by a court of competent jurisdiction, then such a decision shall not affect any other part or provision of this Agreement except the specific provision determined to be unconstitutional, invalid or unenforceable. If any condition, covenant or other provision of this Agreement shall be deemed invalid due to its scope or breadth, such provision shall be deemed valid to the extent of the scope or breadth permitted by law.

18. Survival. It is expressly agreed that the terms, covenants and conditions of this Agreement shall survive any legal act or conveyance required under this Agreement.

19. Headings. The section and other headings in this Agreement are for reference purposes only and shall not in any way affect the meaning or interpretation of this Agreement.

20. Counterparts. This Agreement may be executed in counterparts each of which shall be an original and shall constitute one and the same agreement.

21. Modification. The terms and conditions of this Agreement may be amended or modified only by written agreement executed by each of the Parties.

22. Authority of Parties. The Parties executing this Agreement hereby warrant and represent that they are duly authorized to do so, and that this Agreement constitutes a valid and binding agreement.

3000 EAST HOLDINGS, LLC

_____
Brett Burgess, Manager

3000 EAST HOLDINGS, LLC

_____
Jeff Burgess, Manager

CITY OF ST. GEORGE:

_____
Michele Randall, Mayor

Attest:

_____
Christina Fernandez, City Recorder

Approved as to form:

_____
Bryan Pack, Attorney
City of St. George

STATE OF UTAH)
ss.
County of Washington)

On the _____ day of _____2021, personally appeared before me, Brett Burgess, who being by me duly sworn did say that he/she is Manager of the 3000 East Holdings, LLC. and that he/she executed the foregoing document on behalf of said limited liability company being authorized and empowered to do so by their operating agreement, and he/she did duly acknowledge to me that such limited liability company executed the same for the uses and purposes state therein.

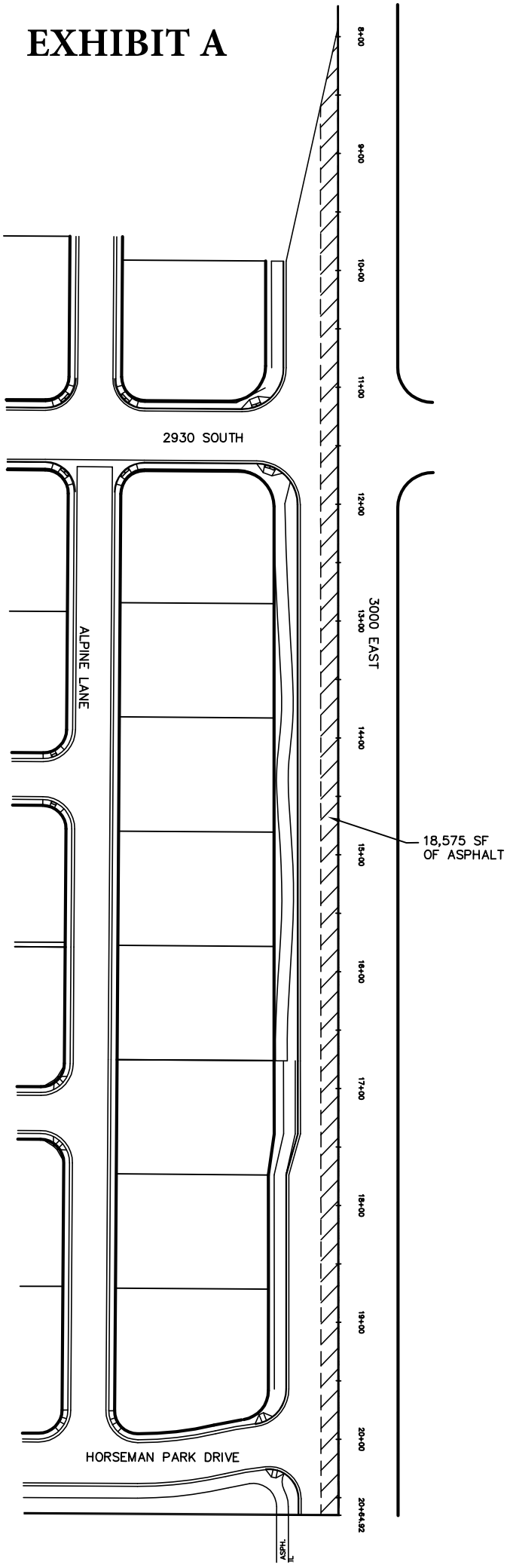
_____
Notary Public

STATE OF UTAH)
ss.
County of Washington)

On the _____ day of _____ 2021, personally appeared before me, Jeff Burgess, who being by me duly sworn did say that he/she is Manager of 3000 East Holdings, LLC, and that he/she executed the foregoing document on behalf of said limited liability company being authorized and empowered to do so by their operating agreement, and he/she did duly acknowledge to me that such limited liability company executed the same for the uses and purposes state therein.

_____
Notary Public

EXHIBIT A


8+00
9+00
10+00
11+00
2930 SOUTH
12+00
ALPINE LANE
3000 EAST
13+00
14+00
18,575 SF
OF ASPHALT
15+00
16+00
17+00
18+00
19+00
20+00
HORSEMAN PARK DRIVE
20+64.92
ASPH.
TL

Quality Excavation

1472 East 3950 South
St. George, UT 84790

INVOICE

DATE	INVOICE
3/26/2021	SG070920

CUSTOMER

City of St. George
175 East 200 North
St. George, UT 84770

PROJECT OR JOB

Arbors
15' of 3000 East

P.O. NUMBER	TERMS	BID AMOUNT	CHANGE ORDERS	BILLED TO DATE

Description	Quantity	Rate	Amount
Finish grading/subgrade prep - Per SF	18,575	0.15	2,786.25
3.5" Asphalt - Per SF	18,575	1.95	36,221.25
12" road base & prep - Per SF	18,575	1.05	19,503.75

This invoice is due upon receipt. Thank You!

Sales Tax (0.0%)	$0.00
Total Due	$58,511.25
Balance Due	$58,511.25

Phone #

435-634-0111

EXHIBIT B

SANDSTONE AVIATION LLC

INNOVATIVE FBO SOLUTIONS

WHO WE ARE



- Over100 years of combined aviation experience. Pilots, mechanics, and business professionals
- Operators of six acres of FBO property at the Boulder City, NV airport
- Profitable FBO every year for 15 years providing fuel sales as well as both commercial and private hangar rentals
- Well motivated and customer service oriented individuals
- Part 139 Trained Staff
- Several Recognitions from Charity Groups, White House Communications Dept, and AOPA

OUR OBJECTIVE

- TO LEASE 12 ACRES FROM ST. GEORGE REGIONAL AIRPORT
- DEVELOP SUFFICENT HANGAR SPACE TO ACCOMMODATE THE STEADY GROWTH OF THE AIRPORT'S NEEDS AND DEMANDS
- PAVE ENOUGH RAMP SPACE TO FACILIATE DIFFERENT TYPES OF AIRCRAFT
- PROVIDE A VARIETY OF SERVICES TO THE AVIATION COMMUNITY AT THE AIRPORT (BOTH COMMERCIAL OPERATORS AND PRIVATE AVIATORS)
- SET A HIGHER STANDARD OF CUSTOMER SERVICE



VERSATILE STAFF

- High Volume Capable
- Cater To Many Aircraft Types
- Work Well and Coordinated Under High Stress Situations
- Adapt to Customers Specific Needs









SERVICES

- Full Service Fueling
- On Field Fixed Wing/Rotor-Wing Maintenance
- Tie-Down Parking (Transient & Long Term)
- Hangar Rental (Commercial and Transient)
- Aircraft Cleaning Services
- Lavatory Service
- Flight School

Black Mountain Avionics, Inc

HELI-COMPONENT EXCHANGE



PRODUCTS & AMENITIES

- Charts, Log Books, Pilot supplies
- Snacks/Vending/Coffee
- Customer Lobby w/ Weather Briefing Area
- Aircraft Maintenance Supplies
- Clean Restrooms and Shower
- Complimentary Wi-Fi





AIRCRAFT FUELING SERVICES

- PREMIER WORLD FUEL SERVICES DEALER
- 100LL
- JET A
- JET A W/ PRIST





FUEL STORAGE



- Mobile Refueling Trailers for Short Term and Long Term Storage
- State of the art units with built in double wall secondary containment system.
- Overflow Fuel Storage for Large Events and Emergencies

MILITARY AIRCRAFT



- EXPERIENCE IN REFUELING MILITARY AIRCRAFT AND FOLLOWING THEIR SOP'S
- KNOWING THEIR REQUIREMENTS AND MISSION STANDARDS.





World Fuel Services®

aviation.wfscorp.com



A Competitive Edge to Drive Your Business

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MORE THAN FUEL, WE DEVELOP TAILORED FBO SOLUTIONS…

At World Fuel Services, we deliver competitively priced fuel, a complete line of deicing products, and aviation solutions to **support more than 900 FBOs and airport locations in North America.**

Our dedicated team and suite of industry-leading products provides you more value than any other supplier. Whether we're helping customers meet operational performance goals or investing in programs to help drive growth, **we deliver solutions that go beyond fuel.**







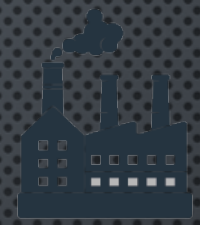
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Reliable Supply

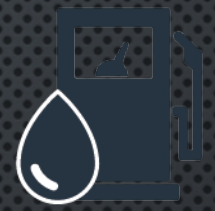
SUPPLY EXPERTS WHO MANAGE LOGISTICS SO YOU CAN **FOCUS ON YOUR BUSINESS**

We help make the process of delivering **quality fuel and service** to your customers safe and simple. Managing more supply locations than any other business and general aviation supplier, World Fuel's trusted global logistics professionals work around the clock to coordinate fuel shipments that airports and FBOs can rely on.

- LARGEST GLOBAL AVIATION SUPPLY CHAIN IN NORTH AMERICA
- PRIMARY SUPPLY POSITION WITH DEDICATED INVENTORIES OF JET AND AVGAS, AND DEICE
- 99% ON TIME DELIVERY
- A COMPLETE LINE OF DEICING PRODUCTS
- 24/7 DISPATCH AND CUSTOMER SUPPORT NETWORK TO ADDRESS SUPPLY DISRUPTIONS, WEATHER EMERGENCIES, AND HIGH-VOLUME EVENTS



30
Refiners



250
Terminals



100
Freight Carriers



99%
On time delivery

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12,000 GALLON AVGAS TANK CURRENTLY BEING REFURBISHED BY WORLDFUEL SERVICES






AVGAS 100L
NO SMOKING
203
AVGAS 100LL
CONTAINS LEAD

PART 91 & 135 OPERATIONS

- HELICOPTER TOUR OPERATIONS
- FIXED AND ROTOR-WING FLIGHT TRAINING

5 STAR GRAND CANYON HELICOPTER TOURS

Serenity HELICOPTERS



SKYDIVE LAS VEGAS



SKY ARMY FLIGHT TRAINING



Interests and Growth

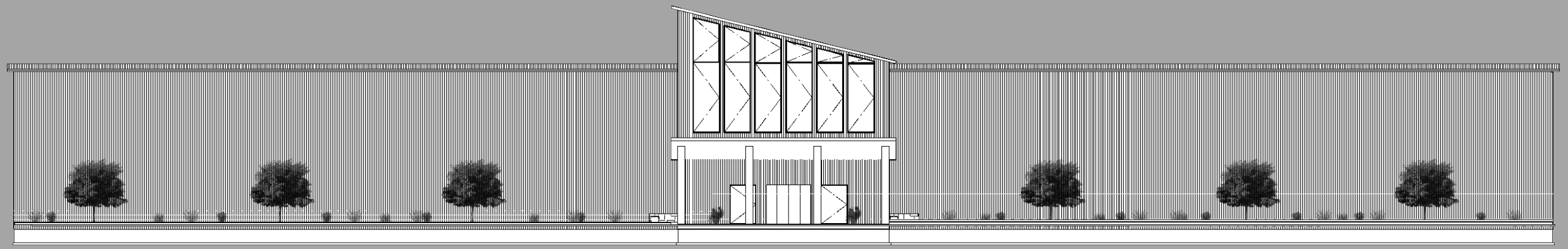
- It is our intention to compliment the current amenities at the St. George regional airport as well as bring more growth to use the airport to its potential.
- Interests of flight school departments, fixed and rotor wing operators, Part 145 repair stations, service centers, and other aviation related businesses.

PROPOSED 12 ACRE AREA TO LEASE



We would like to lease 10 acres (same as our competitor) for the first 3 years, then add the approximately 2.8 remaining acres to our lease at the beginning of year 4. Ref: **EXHIBIT E**

PROPOSED FRONT ELEVATION



Preliminary Costs

- Proposing 4 Phases to Build
- Estimated costs for Phase 1: $5 Million
  - Level/pave and tie in all utilities: $1.25 million
  - Building construction cost: 115’ by 150’ hangar 17,250 sq’ at $150.72 per sq’ = $2.6 million
  - Terminal building construction: 5,750 sq’ at $200 per sq’ $1.15 million

- **Exhibit A:** We would like to propose that the city cover costs for road improvements so we can gain/create access to the city taxiway on the AOA side as well as from the roadside as was done for the other FBO
- **Exhibit B:** We would like to develop parking space for customers and employees that include stalls, light and landscaping but not included in our lease, instead have it city maintained.
  - We are recommending approximately 2 to 3 acres of space for this with an estimated cost of $1.25 million
- **Exhibit C:** We are requesting the same amount of ramp space as our competitor for transient parking.
  - We plan to start construction and complete the ground work in approximately 6 months, an additional 6 -9 months will be needed to complete the buildings. We are asking for the parking to be completed within a similar timeframe as our buildings.
- **Exhibit D:** We would like to set up temporary operations during our phases of construction. This includes fueling operations, temporary office spaces as well as plane and helicopter operations.
  - ready to supply fuel on day one should we be supplied with a temporary location on the field.

Sandstone Aviation LLC

- ***Who We Are***
  - Over 100 years of combined aviation experience. Pilots, mechanics, and business professionals
  - Operators of six acres of FBO property at the Boulder City, NV airport
  - Profitable FBO every year for 15 years providing fuel sales as well as both commercial and private hangar rentals
  - Well motivated and customer service oriented individuals
  - Part 139 Trained Staff
  - Several Recognitions from Charity Groups, White House Communications Dept, and AOPA
- ***Our Objective***
  - TO LEASE 12 ACRES FROM ST. GEORGE REGIONAL AIRPORT
  - DEVELOP SUFFICENT HANGAR SPACE TO ACCOMMODATE THE STEADY GROWTH OF THE AIRPORT'S NEEDS AND DEMANDS
  - PAVE ENOUGH RAMP SPACE TO FACILIATE DIFFERENT TYPES OF AIRCRAFT
  - PROVIDE A VARIETY OF SERVICES TO THE AVIATION COMMUNITY AT THE AIRPORT (BOTH COMMERCIAL OPERATORS AND PRIVATE AVIATORS)
  - SET A HIGHER STANDARD OF CUSTOMER SERVICE
  - MEET MINIMUM STANDARDS OF ST GEORGE AIRPORT
- ***Versatile Staff***
  - High Volume Capable
  - Cater to many Aircraft Types
  - Work Well and Coordinated Under High Stress Situations
  - Adapt to Customers Specific Needs
- ***Services***
  - Full Service Fueling
  - On Field Fixed Wing/Rotor-Wing Maintenance
  - Tie-Down Parking (Transient & Long Term)
  - Hangar Rental (Commercial and Transient)
  - Aircraft Cleaning Services
  - Lavatory Service
  - Flight School
- ***Products & Amenities***
  - Charts, Log Books, Pilot supplies
  - Snacks/Vending/Coffee
  - Customer Lobby w/ Weather Briefing Area
  - Aircraft Maintenance Supplies
  - Clean Restrooms and Shower
  - Complimentary Wi-Fi
- ***Aircraft Fueling Services***
  - Premier World Fuel Services Dealer

    - 100LL, Jet A, Jet A w/ Prist
- ***Fuel Storage***
    - Mobile Refueling Trailers for Short Term and Long Term Storage
    - State of the art units with built in double wall secondary containment system.
    - Overflow Fuel Storage for Large Events and Emergencies
- ***Military Aircraft***
    - Experience in refueling military aircraft and following their SOP's
    - Knowing their requirements and mission standards.
- ***World Fuel Services***
    - More than fuel, we develop tailored FBO Solutions…
    - Supply experts who manage logistics so you can focus on your business
    - Largest global aviation supply chain in North America
    - Primary supply position with dedicated inventories of jet and avgas, and deice
    - 99% on time delivery
    - A complete line of deicing products
    - 24/7 dispatch and customer support network to address supply disruptions, weather emergencies, and high-volume events
    - 12,000 Gallon Avgas tank currently being refurbished for Sandstone ops
- ***Part 91 & 135 Operations***
    - Knowledge in Helicopter Tour Operations
    - Fixed and Rotor-Wing Flight training
- ***Interests and growth***
    - It is our intention to compliment the current amenities at the St. George regional airport as well as bring more growth to use the airport to its potential.
    - Interests of flight school departments, fixed and rotor wing operators, Part 145 repair stations, service centers, and other aviation related businesses.
- ***Proposed 12 acre area to lease***
    - Develop top of the line FBO that St George will be proud of
    - We would like to lease 10 acres (same as our competitor) for the first 3 years, then add the approximately 2.8 remaining acres to our lease at the beginning of year 4. **EXHIBIT E**
- ***Preliminary Costs***
    - Proposing 4 Phases to the build
    - Estimated costs for Phase 1: $5 Million
        - Level/pave and tie in all utilities: $1.25 million
        - Building construction cost: 115' by 150' hangar 17,250 sq' at $200 per sq' = $2.6 million
        - Terminal building construction: 2,500 sq' at $200 per sq' $1.15 million
    - We would like to propose that the city cover costs for road improvements so we can gain/create access to the city taxiway on the AOA side as well as from the roadside as was done for the other FBO. **EXHIBIT A**
    - Will the city assist in developing a parking lot on the property between South Airport Parkway and Desert Canyons Parkway (along the perimeter fence)? If the

city contributes to these costs, are we able to get a budget and timeline for ramp space and parking similar to that of our competitor.

We would like to develop parking space for customers and employees that include stalls, light and landscaping but not included in our lease, instead have it city maintained. This could be used by any airport users/operators and free up the AOA side of the fence for hangar and ramp space on the 12 acres proposed to lease. We are recommending approximately 2 to 3 acres of space for this with an estimated cost of $1.25 million. **EXHIBIT B**

- We are also asking for the same amount of ramp space as our competitor for transient parking. We plan to start construction and complete the ground work in approximately 6 months, an additional 6 -9 months will be needed to complete the buildings. **EXHIBIT C**
- We are asking for the parking to be completed within a similar timeframe as our buildings.

- Are we able to set up temporary operations during our phases of construction. This includes fueling operations, temporary office spaces as well as plane and helicopter operations
  - We will begin the fuel farm construction on day one with an approximate 6 month time frame. However we have the capability to begin fueling immediately. We would like to start fueling using mobile trucks and trailers.
  - We have a 10,000 gallon Jet A and 10,000 gallon Avgas trailer ready for use and two 5,000 gallon Jet A trucks for deliveries and one 1,500 gallon Avgas truck already purchased and ready to supply fuel on day one should we be supplied with a temporary location on the field where we could set up with some ramp space and a temporary office trailer. **EXHIBIT D**

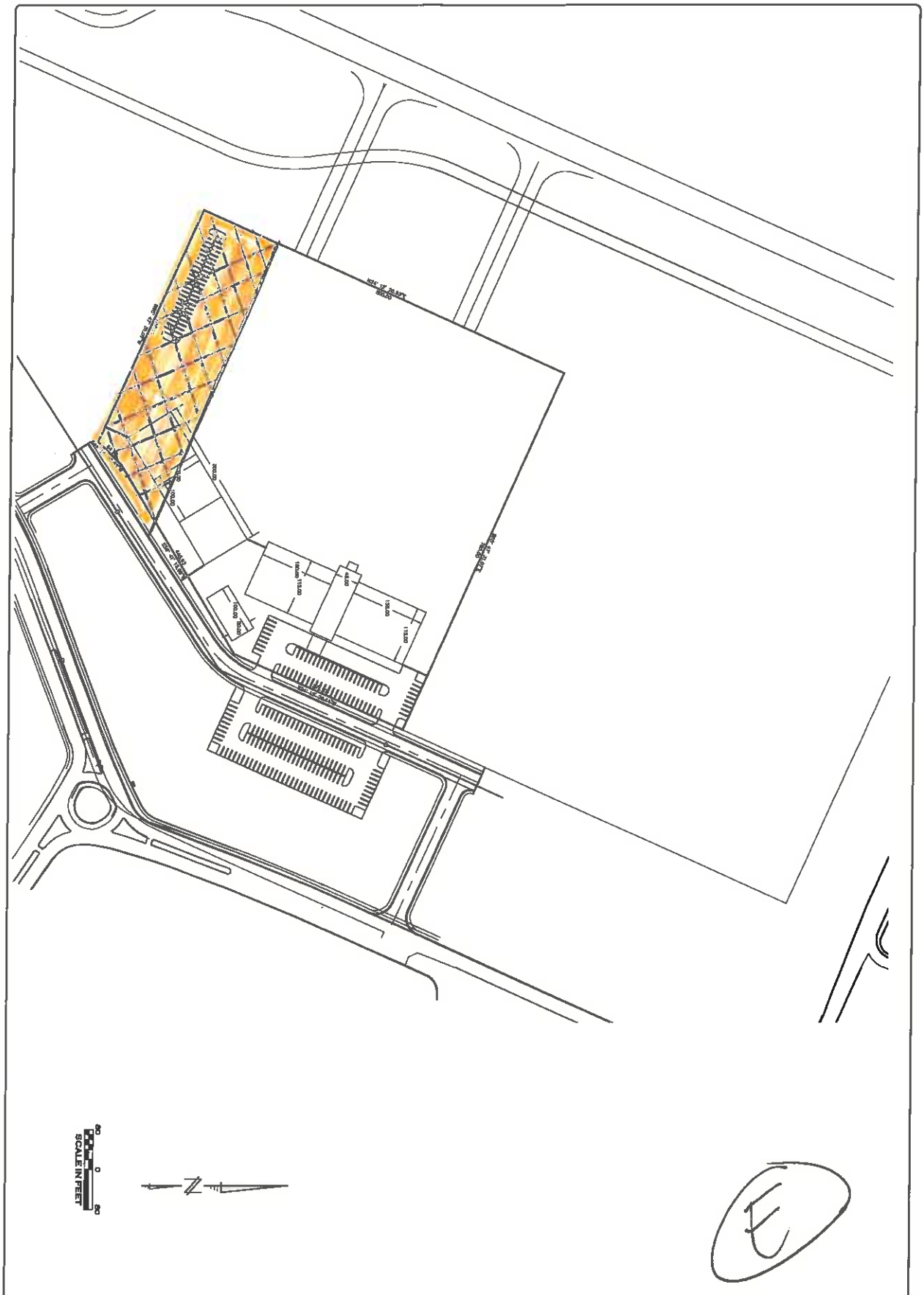


EXHIBIT
SANDSTONE AVIATION PHASE 1
FOR
SANDSTONE AVIATION
ST. GEORGE UTAH
ST. GEORGE REGIONAL AIRPORT

PRATT ENGINEERING, P.C.
CIVIL ENGINEERING AND LAND SURVEYING
51 NORTH 1000 WEST, SUITE 3 - HURRICANE, UTAH 84737
FAX: (435) 635-5768 TEL: (435) 635-2329

REVISIONS

NO.	DATE	APPROVED BY	REMARKS

DRAWN: P.T.P.
DATE: 2/10/2021
SCALE: 1" = 80'
JOB NUMBER:
SHEET NO. 1
OF 1

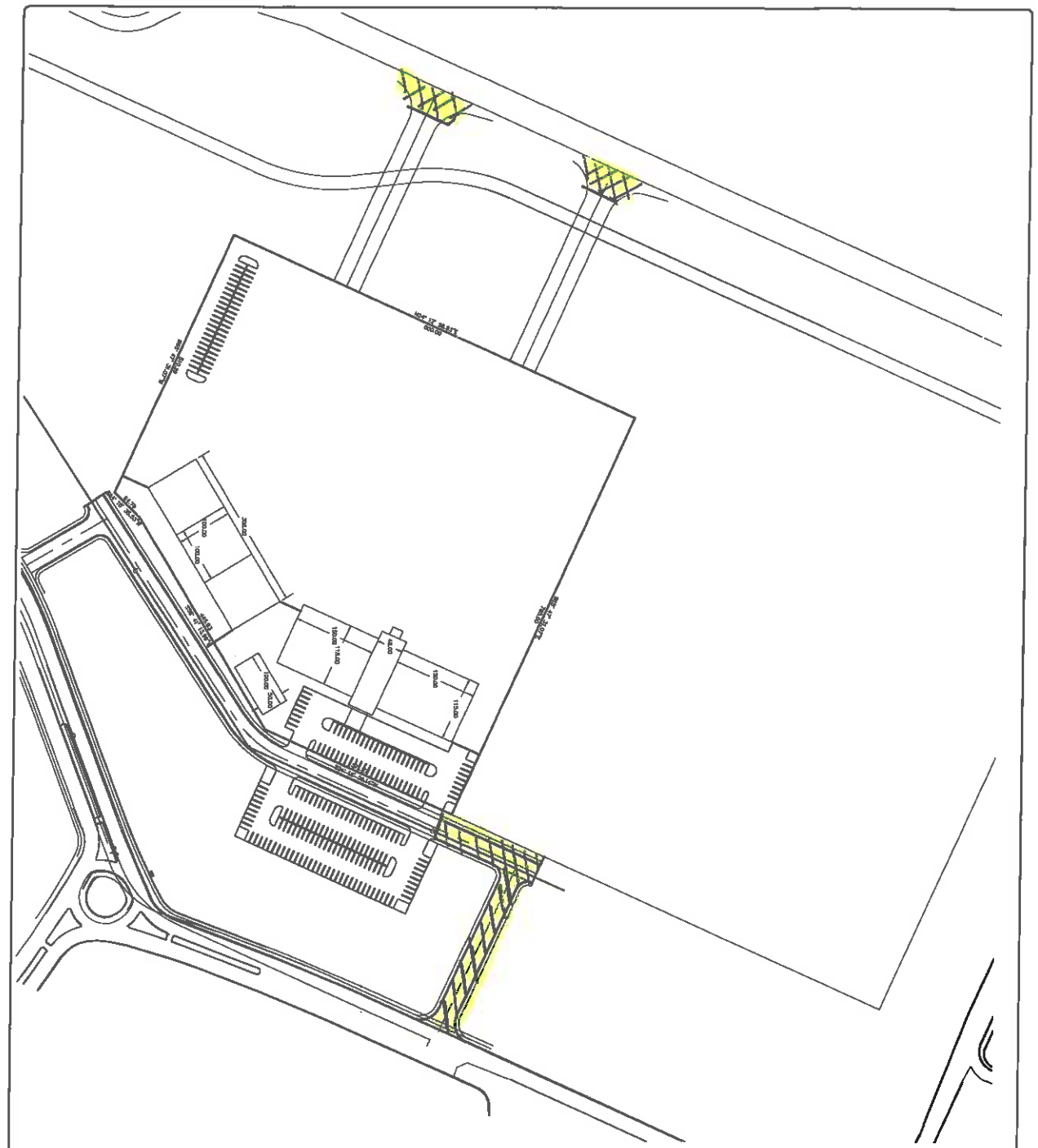


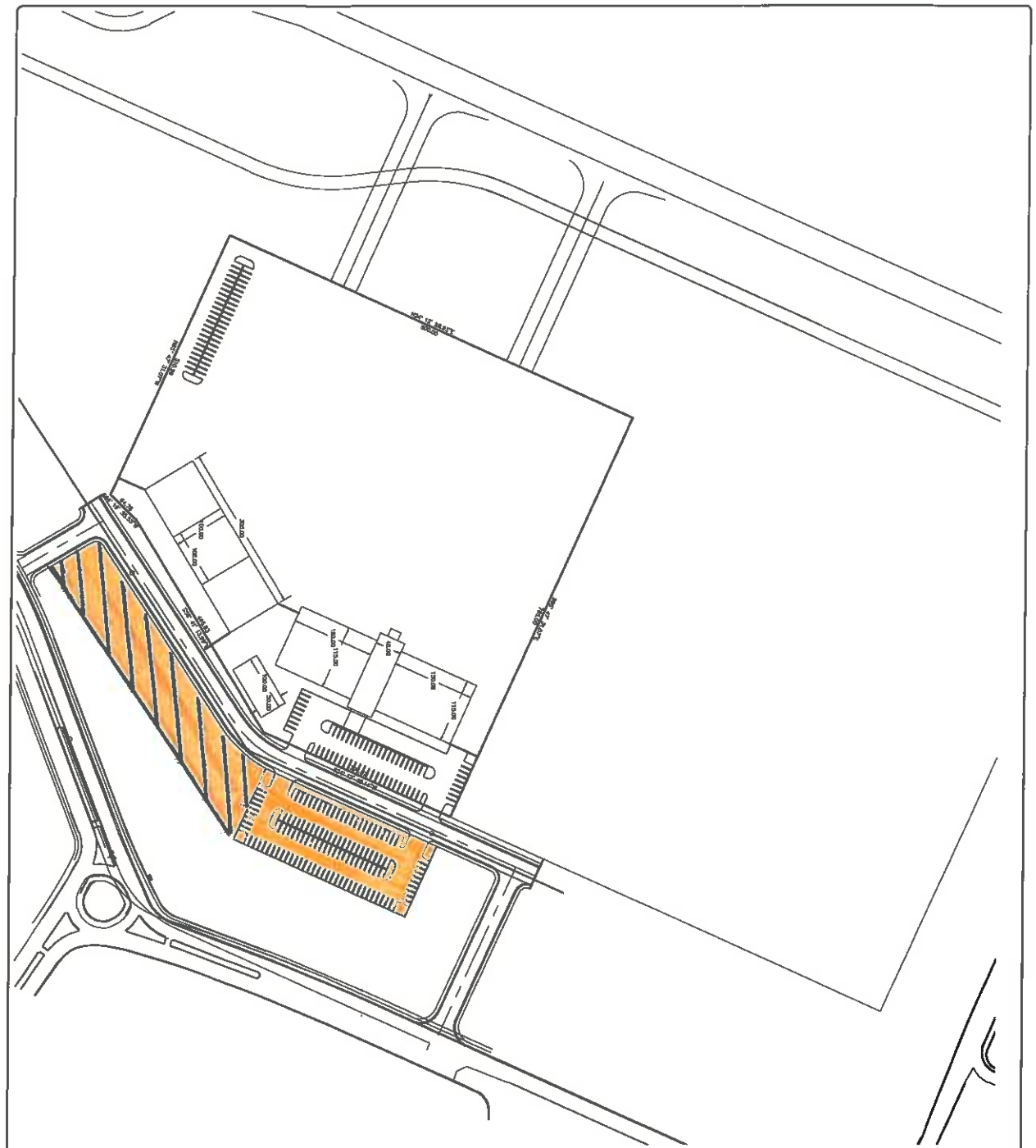
EXHIBIT
SANDSTONE AVIATION PHASE 1
FOR
SANDSTONE AVIATION
ST. GEORGE UTAH
ST. GEORGE REGIONAL AIRPORT

PRATT ENGINEERING, P.C.
CIVIL ENGINEERING AND LAND SURVEYING
51 NORTH 1000 WEST, SUITE 3 - HURRICANE, UTAH 84737
FAX: (435) 635-5765 TEL: (435) 635-2389

REVISIONS

NO.	DATE	APPROVED BY	REMARKS

PARKING LOT



B

EXHIBIT
SANDSTONE AVIATION PHASE 1
FOR
SANDSTONE AVIATION
ST. GEORGE UTAH
ST. GEORGE REGIONAL AIRPORT

PRATT ENGINEERING, P.C.
CIVIL ENGINEERING AND LAND SURVEYING
51 NORTH 1000 WEST, SUITE 3 - HURRICANE, UTAH 84737
FAX: (435) 635-5765 TEL.: (435) 635-2329

REVISIONS

NO.	DATE	APPROVED BY	REMARKS

SHEET 1 OF 1
DATE 2/16/2021
SCALE 1" = 80'
PLANNER:
JOB/CLIENT NO.

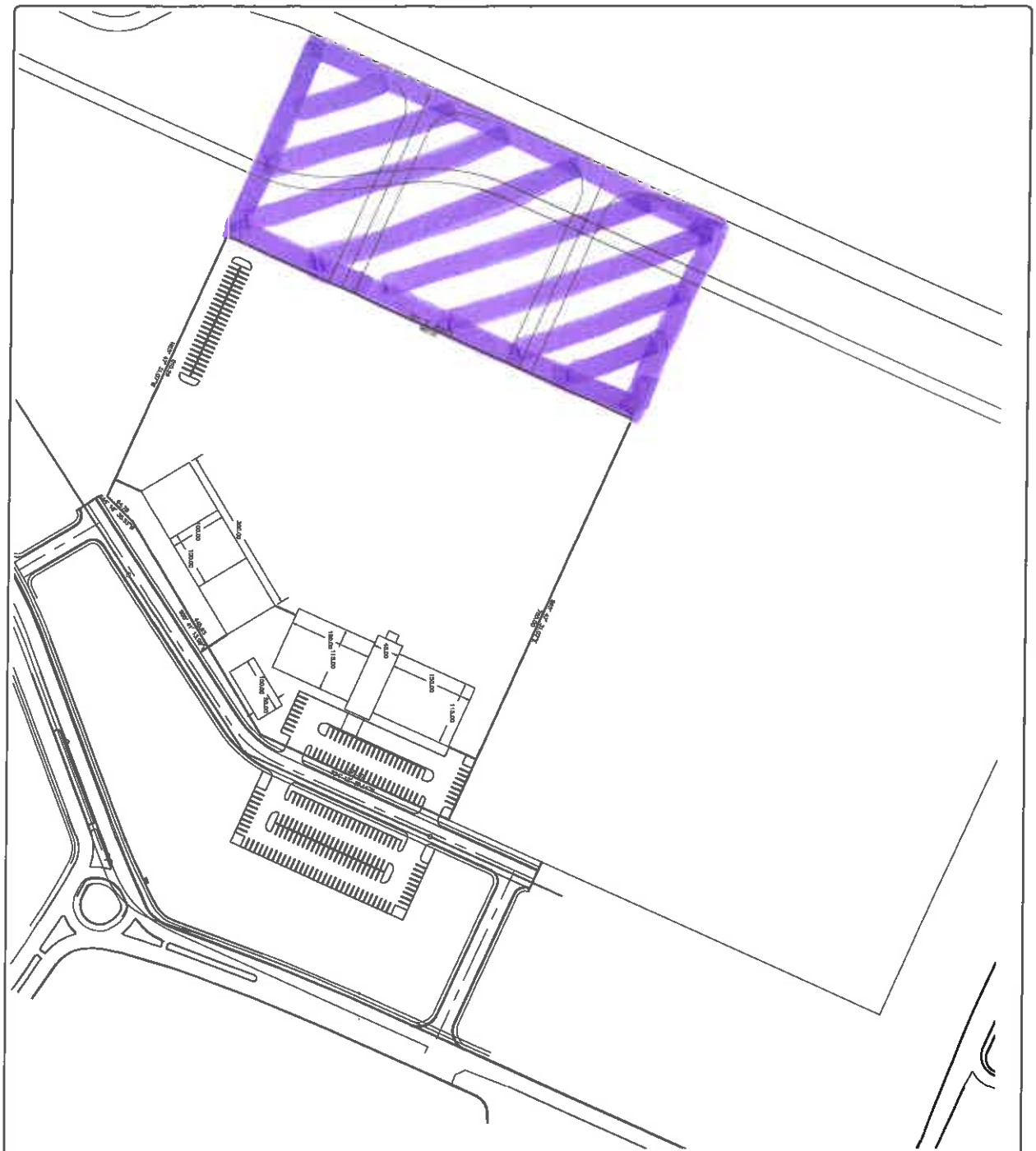


EXHIBIT
SANDSTONE AVIATION PHASE 1
FOR
SANDSTONE AVIATION
ST. GEORGE UTAH
ST. GEORGE REGIONAL AIRPORT

PRATT ENGINEERING, P.C.
CIVIL ENGINEERING AND LAND SURVEYING
51 NORTH 1000 WEST, SUITE C-HURRICANE, UTAH 84737
FAX: (435) 635-5765 TEL: (435) 635-2329

DATE: 2/16/2021
SCALE: 1" = 60'
PLOT DATE:
PROJECT NO.:

SHEET 1 OF 1

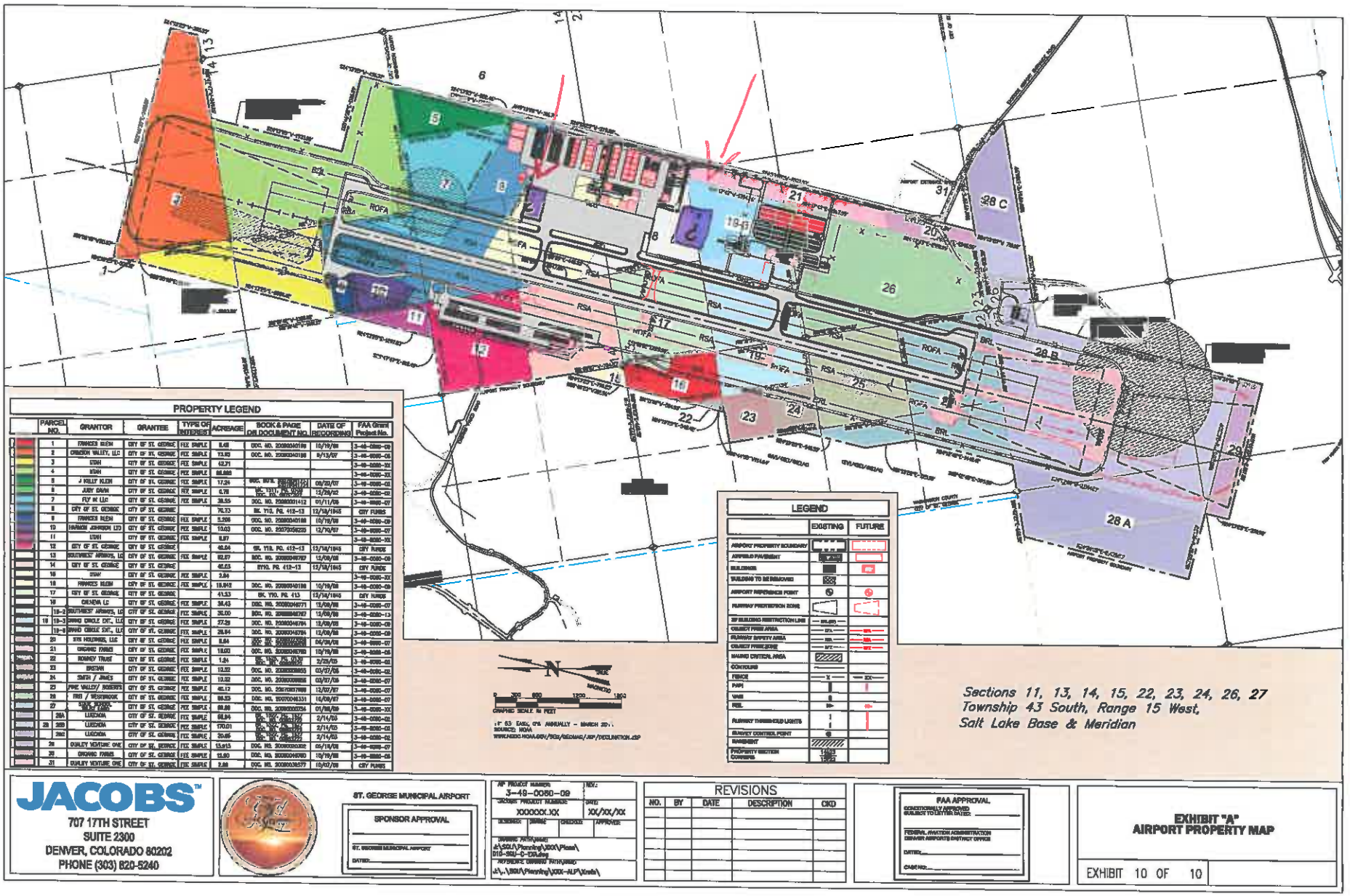
REVISIONS

NO.	DATE	APPROVED BY	REMARKS

RAMP

C

D



	PARCEL NO.	GRANTOR	GRANTEE	TYPE OF INTEREST	ACREAGE	BOOK & PAGE OR DOCUMENT NO.	DATE OF RECORDING	FAA Grant Project No.
	1	FRANCES KLEIN	CITY OF ST. GEORGE	FEE SIMPLE	8.48	DOC. NO. 20080040199	10/19/08	3-49-0060-09
	2	CANYON VALLEY, LLC	CITY OF ST. GEORGE	FEE SIMPLE	73.80	DOC. NO. 20080040198	9/13/07	3-49-0060-06
	3	UDOT	CITY OF ST. GEORGE	FEE SIMPLE	42.21			3-49-0060-XX
	4	UDOT	CITY OF ST. GEORGE	FEE SIMPLE	66.660			3-49-0060-XX
	5	J KELLY KLEIN	CITY OF ST. GEORGE	FEE SIMPLE	17.24	DOC. NO. [illegible]	09/20/07	3-49-0060-08
	6	JUDY DAHN	CITY OF ST. GEORGE	FEE SIMPLE	5.78	DOC. NO. [illegible]	12/28/02	3-49-0060-03
	7	FLY N LLC	CITY OF ST. GEORGE	FEE SIMPLE	38.55	DOC. NO. 20080031412	01/11/08	3-49-0060-07
	8	CITY OF ST. GEORGE	CITY OF ST. GEORGE		70.73	BK. 713, PG. 412-13	12/18/1965	CITY FUNDS
	9	FRANCES KLEIN	CITY OF ST. GEORGE	FEE SIMPLE	5.209	DOC. NO. 20080040198	10/19/08	3-49-0060-09
	10	HANSON JOHNSON LTD	CITY OF ST. GEORGE	FEE SIMPLE	13.03	DOC. NO. 20070035225	12/10/07	3-49-0060-07
	11	UDOT	CITY OF ST. GEORGE	FEE SIMPLE	8.97			3-49-0060-XX
	12	CITY OF ST. GEORGE	CITY OF ST. GEORGE		40.84	BK. 713, PG. 412-13	12/18/1965	CITY FUNDS
	13	SOUTHWEST AIRWAYS, LC	CITY OF ST. GEORGE	FEE SIMPLE	92.07	DOC. NO. 20080040197	12/08/08	3-49-0060-08
	14	CITY OF ST. GEORGE	CITY OF ST. GEORGE		40.05	BYU. PG. 412-13	12/18/1965	CITY FUNDS
	15	UDOT	CITY OF ST. GEORGE	FEE SIMPLE	3.84			3-49-0060-XX
	16	FRANCES KLEIN	CITY OF ST. GEORGE	FEE SIMPLE	19.943	DOC. NO. 20080040198	10/19/08	3-49-0060-09
	17	CITY OF ST. GEORGE	CITY OF ST. GEORGE		41.53	BK. 713, PG. 413	12/18/1965	CITY FUNDS
	18	CANOVA LC	CITY OF ST. GEORGE	FEE SIMPLE	36.43	DOC. NO. 20080040271	12/08/08	3-49-0060-07
	18-2	SOUTHWEST AIRWAYS, LC	CITY OF ST. GEORGE	FEE SIMPLE	36.00	DOC. NO. 20080040197	12/08/08	3-49-0060-13
	18-3	GRAND CIRCLE EXT., LLC	CITY OF ST. GEORGE	FEE SIMPLE	27.29	DOC. NO. 20080040784	12/08/08	3-49-0060-08
	18-4	GRAND CIRCLE EXT., LLC	CITY OF ST. GEORGE	FEE SIMPLE	26.84	DOC. NO. 20080040784	12/08/08	3-49-0060-08
	20	SYS HOLDINGS, LLC	CITY OF ST. GEORGE	FEE SIMPLE	8.64	DOC. NO. [illegible]	04/28/08	3-49-0060-07
	21	ORCHID FARMS	CITY OF ST. GEORGE	FEE SIMPLE	18.03	DOC. NO. 20080040198	10/19/08	3-49-0060-09
	22	ROONEY TRUST	CITY OF ST. GEORGE	FEE SIMPLE	1.24	BK. 1320, PG. 0139	2/25/05	3-49-0060-02
	23	UDOT	CITY OF ST. GEORGE	FEE SIMPLE	12.02	DOC. NO. [illegible]	03/07/05	3-49-0060-02
	24	SMITH / JONES	CITY OF ST. GEORGE	FEE SIMPLE	12.02	DOC. NO. 20080040868	03/07/08	3-49-0060-07
	25	PINE VALLEY/ ROBERTS	CITY OF ST. GEORGE	FEE SIMPLE	46.12	DOC. NO. 20070037868	12/07/07	3-49-0060-07
	26	FRY / WESTBROOK	CITY OF ST. GEORGE	FEE SIMPLE	66.33	DOC. NO. 20070040331	10/08/07	3-49-0060-07
	27	SUN E. PARK	CITY OF ST. GEORGE	FEE SIMPLE	89.89	DOC. NO. 20080000754	01/08/08	3-49-0060-XX
	28A	LUCINDA	CITY OF ST. GEORGE	FEE SIMPLE	68.84	[illegible]	2/14/03	3-49-0060-01
	28B	LUCINDA	CITY OF ST. GEORGE	FEE SIMPLE	170.01	[illegible]	2/14/03	3-49-0060-01
	28C	LUCINDA	CITY OF ST. GEORGE	FEE SIMPLE	39.65	[illegible]	2/14/03	3-49-0060-01
	29	QUALITY VENTURE ONE	CITY OF ST. GEORGE	FEE SIMPLE	13.913	DOC. NO. 20080000202	01/15/08	3-49-0060-07
	30	ORCHID FARMS	CITY OF ST. GEORGE	FEE SIMPLE	13.80	DOC. NO. 20080040198	10/19/08	3-49-0060-09
	31	QUALITY VENTURE ONE	CITY OF ST. GEORGE	FEE SIMPLE	2.68	DOC. NO. 20080036577	10/07/08	CITY FUNDS

JACOBS™
707 17TH STREET
SUITE 2300
DENVER, COLORADO 80202
PHONE (303) 820-5240

ST. GEORGE MUNICIPAL AIRPORT

SPONSOR APPROVAL

ST. GEORGE MUNICIPAL AIRPORT

DATE:

AIP PROJECT NUMBER: 3-49-0060-09 | REV.:
JACOBS PROJECT NUMBER: XXXXXX.XX | DATE: XX/XX/XX
DESIGNED | DRAWN | CHECKED | APPROVED
DRAWING PATH/NAME: J:\SGU\Planning\ASP\Plans\018-SGU-C-EXH.dwg
REFERENCE DRAWING PATH/NAME: J:\...\SGU\Planning\ASP-ALP\Xrefs\

REVISIONS

NO.	BY	DATE	DESCRIPTION	CKD

FAA APPROVAL
CONDITIONALLY APPROVED SUBJECT TO ATTACHED LETTER: _____
FEDERAL AVIATION ADMINISTRATION
DENVER AIRPORTS DISTRICT OFFICE
DATE:
CASE NO:

EXHIBIT "A"
AIRPORT PROPERTY MAP

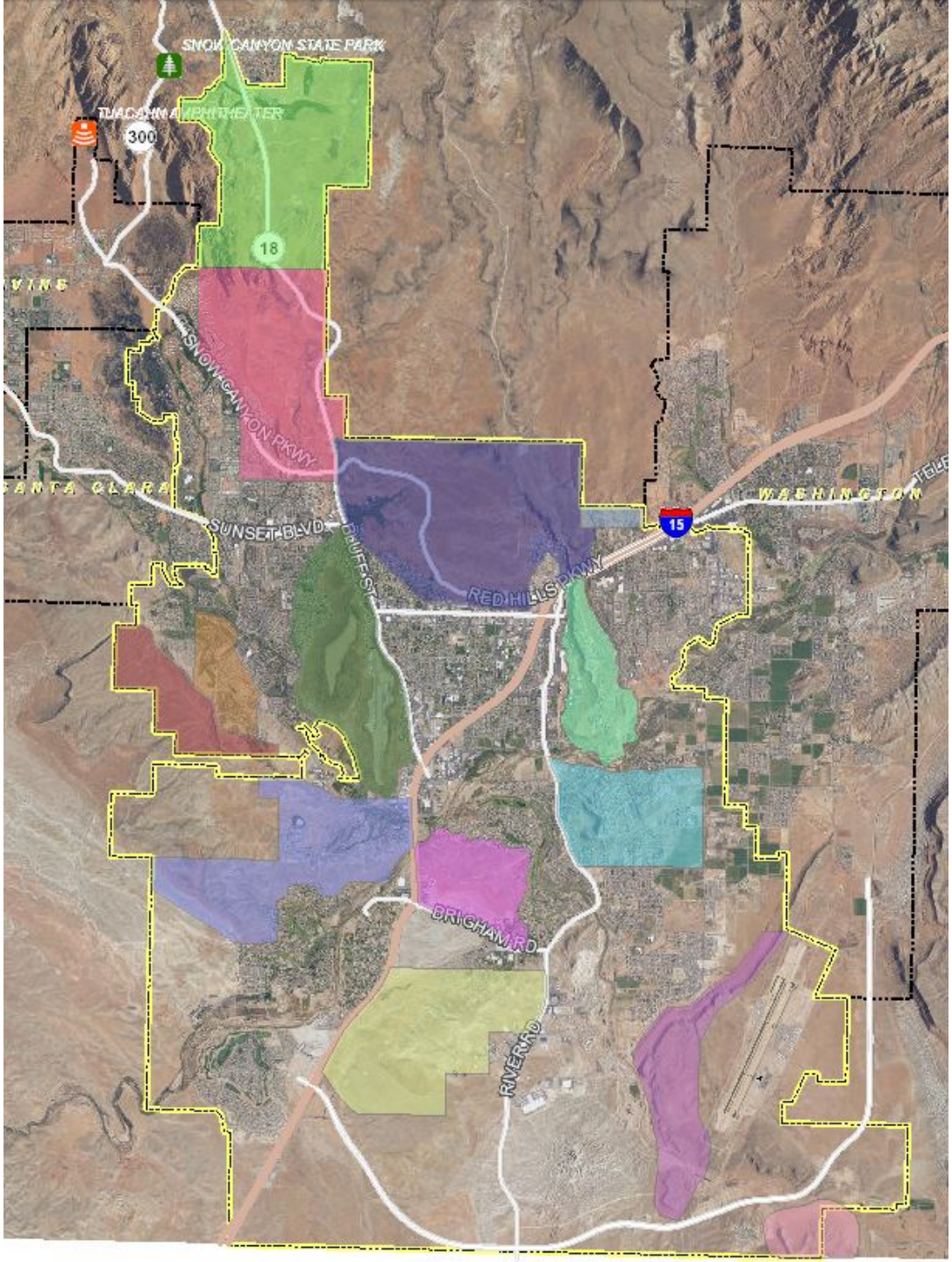
EXHIBIT 10 OF 10

Hillside Ordinance Review

10-13A

Hillside Overlay

- Over 20% Slopes
- High Category Rock Fall area
- HSRB – Five members



HILLSIDE DATA BOX

Color	Percent Natural Slope	Total Acreage	Allowed Disturbance Area	DU/AC	Proposed Disturbance Area	Proposed Disturbance %
	0-19		100%	See underlying Zone		
	21-30		30%	1 Addl Unit. Per DU Transfer		
	31-40		5%	2 Addl. Units Per DU Transfer		
	40 +		-0-	-0-	-0-	-0-

C. *Determination of Slope Areas:* Using the contour map, natural slopes shall be calculated using points identified as natural slopes of twenty percent (20%), thirty percent (30%), and forty percent (40%), and shall be located on the contour map and connected by a continuous line. That area bounded by said lines and intersecting property lines shall be used for determining project density. ***Small washes or outcrops, which have slopes distinctly different from surrounding property, and are not part of the contiguous topography, may be excluded from the slope determination.*** (Ord. 2019-10-002, 10-10-2019)

HILLSIDE AREA

SLOPE RANGE	ACREAGE	ALLOWED DU/AC	COLOR	CALCULATION (ALLOWED UNITS PER ACRE)	TRANSFER BONUS
0.00%-19.99%	5.75	3.20		5.75 x 3.20= 18.40	0
20.00%-29.99%	9.35	2		9.35 x 2.00= 18.70	18.70
30.0%-39.99%	8.28	1 PER 10		>1 AC, < 10 AC: 1	2
40.00%-100.00%	8.64	0		8.64 x 0 = 0	0
TOTALS	32.02			38.10	20.70

SITE AREA

SLOPE RANGE	ACREAGE	ALLOWED DU/AC	COLOR	CALCULATION (ALLOWED UNITS PER ACRE)	
0.00%-19.99%	5.26	N/A		1ST UNIT = 6000 SQ. FT.	R3 PARCEL: 2960190.60 -6000.00
20.00%-29.99%	0.92	N/A		2ND UNIT = 2000 SQ. FT.	-2000.00
30.0%-39.99%	0.46	N/A		3RD & 4TH UNIT = 2700/UNIT EACH	-(2) 2700.00 284,519.60 SQ. FT.
40.00%-100.00%	0.20	N/A		ADDITIONAL = 3200 SQ. FT. PER UNIT	284,519.60/3200=88.94
TOTALS	6.84			4	88.94

CITY R3

SLOPE RANGE	ACREAGE	ALLOWED DU/AC	CALCULATION (ALLOWED UNITS PER ACRE)
R3	0.50	3200/UNIT	0.50 AC. = 21780.00 SQ. FT./3200 = 6.81 UNITS

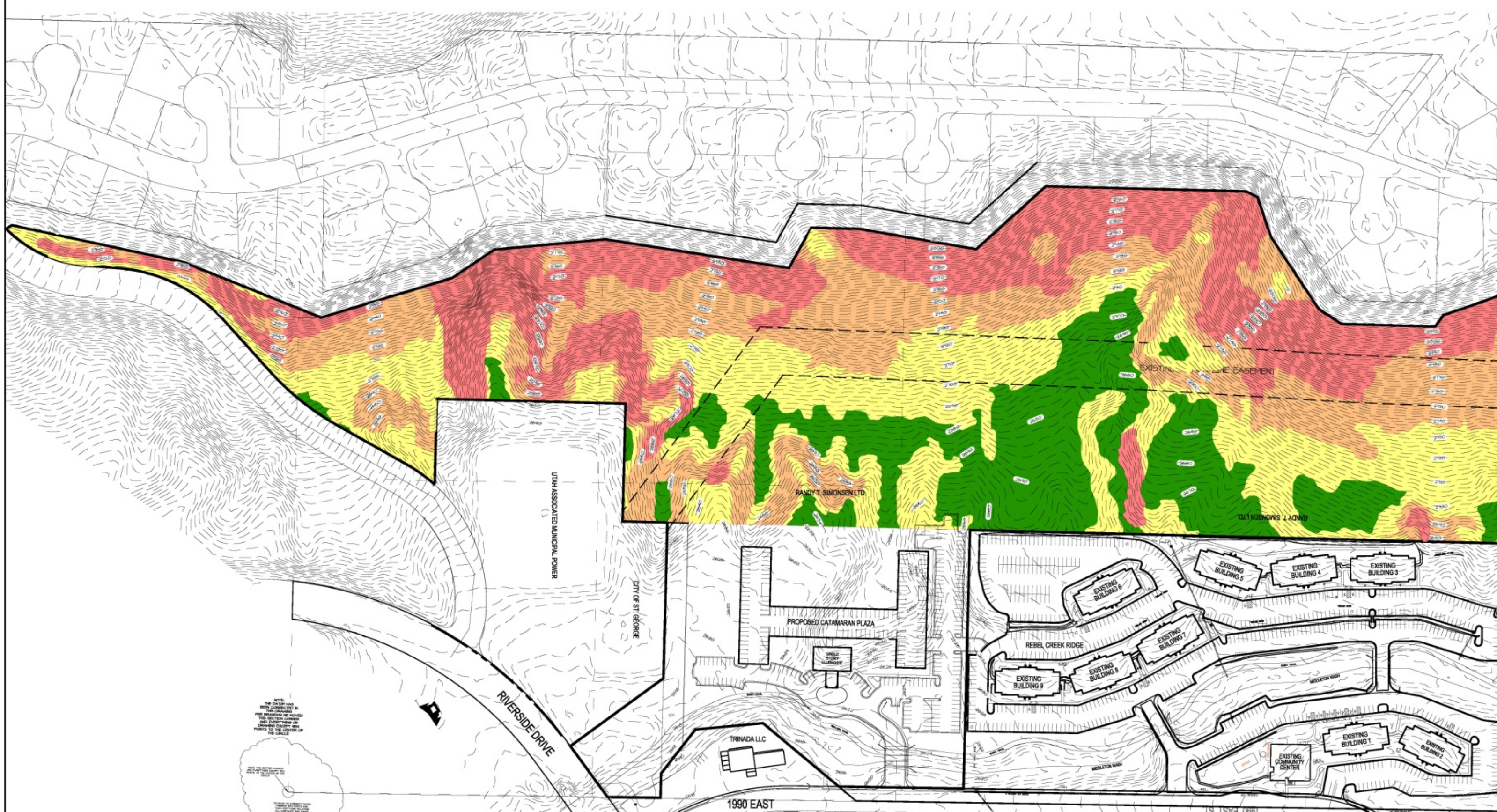
UAMPS

SLOPE RANGE	ACREAGE	ALLOWED DU/AC	CALCULATION (ALLOWED UNITS PER ACRE)	TRANSFER BONUS
DEVELOPABLE	0.449	3.20	0.449 x 3.20= 1.44 UNITS	0
NON DEVELOPABLE	0.253	0	0	0
TOTALS	0.702		1.44	0

UNIT SUMMARY

AREA	UNITS	AREA	UNITS
HILLSIDE	38.10	CITY R3	6.81
TRANSFER BONUS	20.70	UAMPS	1.44
R3 PARCEL	4.0		
R3 PARCEL	88.94		
TOTAL	159.99 UNITS		

0 100' 200'
SCALE: 1"=100'



DATE:	10-14-15
JOB NO.:	8746-14
DESIGNED BY:	LMP
CHECKED BY:	RAR
DWG:	Slope EastWest

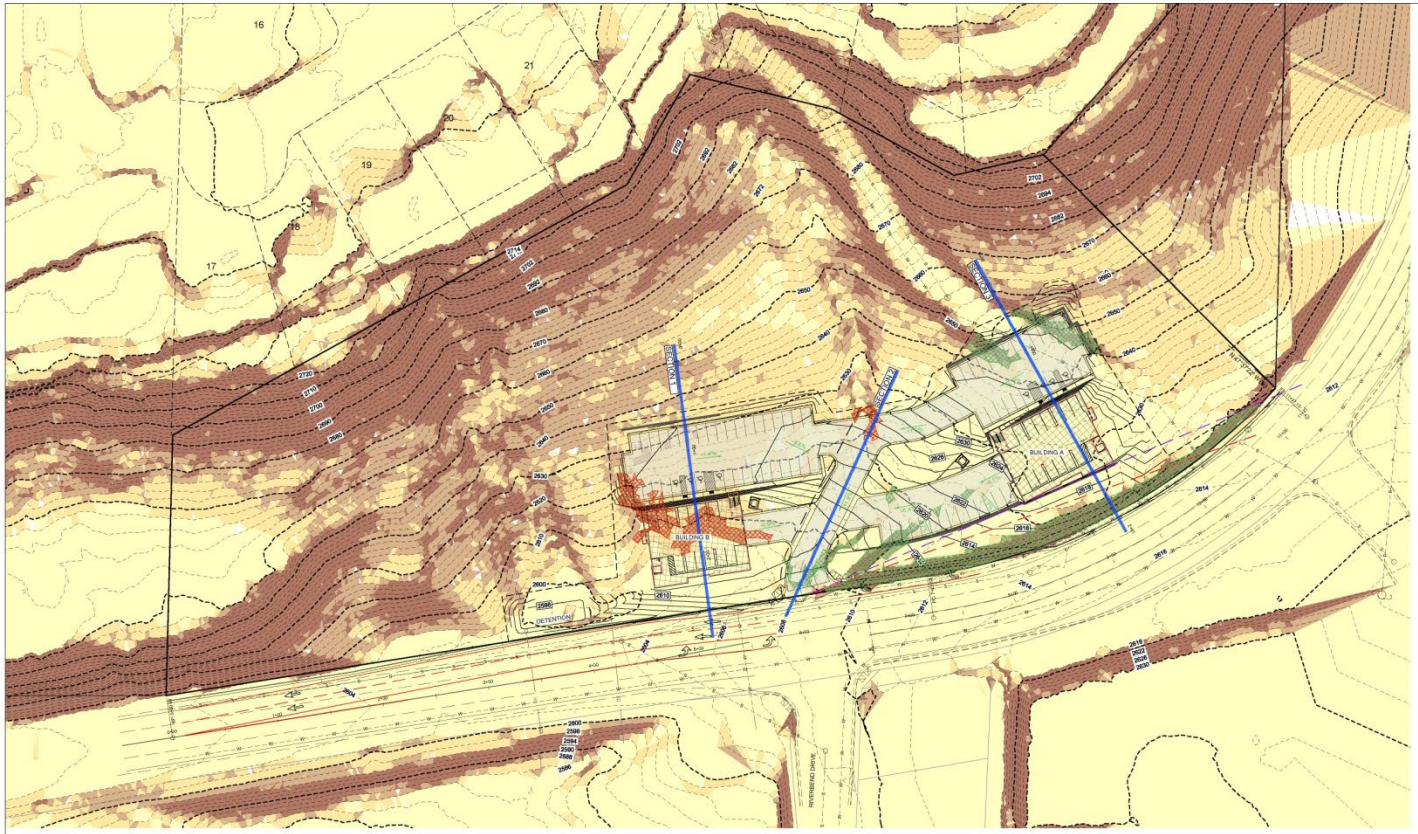
DATE
REVISIONS

ROSENBERG
ASSOCIATES
CIVIL ENGINEERS • LAND SURVEYORS

352 East Riverside Drive, Suite A-2
St. George, Utah 84790
Ph (435) 673-8586 Fx (435) 673-8397
www.rscivil.com

SLOPE ANALYSIS MAP WEST DEVELOPEABLE AREA
FOR
MVA PROPERTIES - JARED NIELSON
ST. GEORGE, UTAH

SHEET
1
OF SHEETS



VICINITY MAP



LEGEND

- FIRE HYDRANT
- WATER GATE VALVE
- EXISTING WATER GATE VALVE
- 3/4" WATER SERVICES WITH BOXES
- EXISTING WATER LINE
- C-900 CLASS 150 WATER LINE 8"Ø UNLESS SIZE NOTED OTHERWISE
- 60" SEWER MANHOLE
- 4" PVC SEWER LATERAL
- EXISTING SEWER LINE
- 8" SDR 35 PVC SEWER LINE
- EXISTING CONTOUR
- BUILDING A ℄ PARKING: 2624.0 1ST LEVEL: 2636.0 ℄ TTER
- DRAINAGE FLOW DIRECTION
- ELEVATION SPOT ELEVATION
- NO BUILDING DISTURB AREA

SURFACE SLOPE DATA

COLOR	% SLOPE	TOTAL AREA	ALLOWED DISTURBANCE	PROPOSED DISTURBANCE AREA	PROPOSED DISTURBANCE %
	0 -19%	2.210 AC	100%	1.249 AC	57%
	20 - 29%	1.783 AC	30%	0.459 AC	26%
	30 - 39%	1.584 AC	5%	0.124 AC*	8%*
	40% +	2.473 AC	0	0.06 AC*	2%*
		8.05 AC		1.892 AC	

NATURAL					
	30 - 39%	1.584 AC	5%	0.034 AC	2%
MANMADE					
	30 - 39%	1.584 AC	*	0.09 AC	6%*

* AREAS OF INSIGNIFICANCE, SMALL WASH OR SLOPE FROM MANMADE DISTURBANCE.

1455 S. DIXIE DRIVE, SUITE 150
ST. GEORGE, UT 84770
435.986.0100

CivilScience

AMENDED
HILLSIDE DEVELOPMENT REVIEW
HILLSIDE PROFESSIONAL
LOCATED IN ST. GEORGE, UTAH

PROJ. # FF20166.0
DRAWN BY: BLW
DATED: 6/24/2020
CHECKED BY: KCS

Hillside Setbacks

A. Front Setback along Streets: Along streets where the slope of the adjacent property to the street is over fifteen percent (15%), the minimum setback is twenty feet (20').

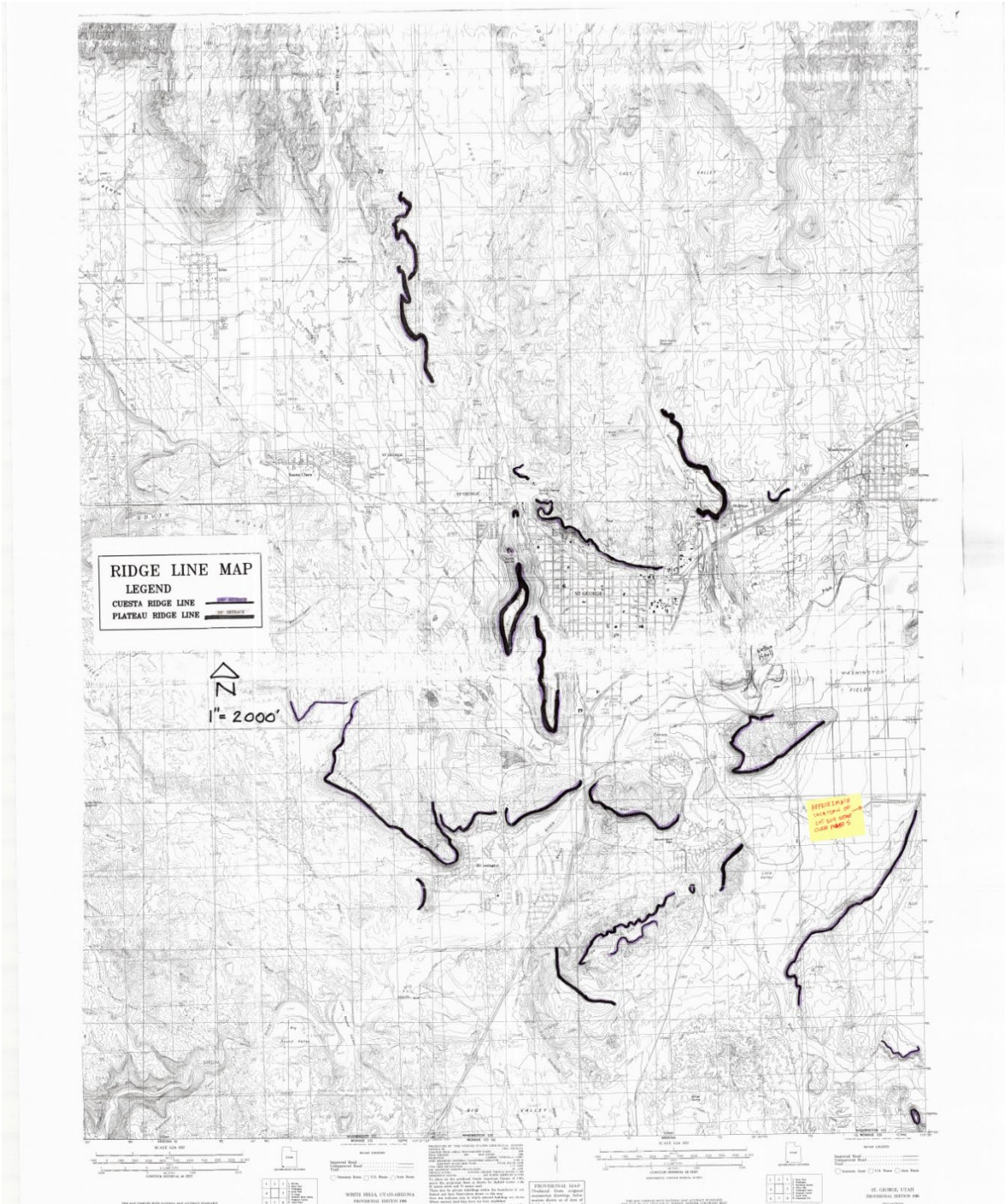
B. Setbacks: All setbacks shall conform to the underlying zone criteria except as provided herein. ***No structure or accessory structure shall be constructed within the setback area*** as defined below. However, ***a see-through wrought iron fence with at least fifty percent (50%) of the fence open, landscaping, and a nonvertical swimming pool are permitted in the setback area.***

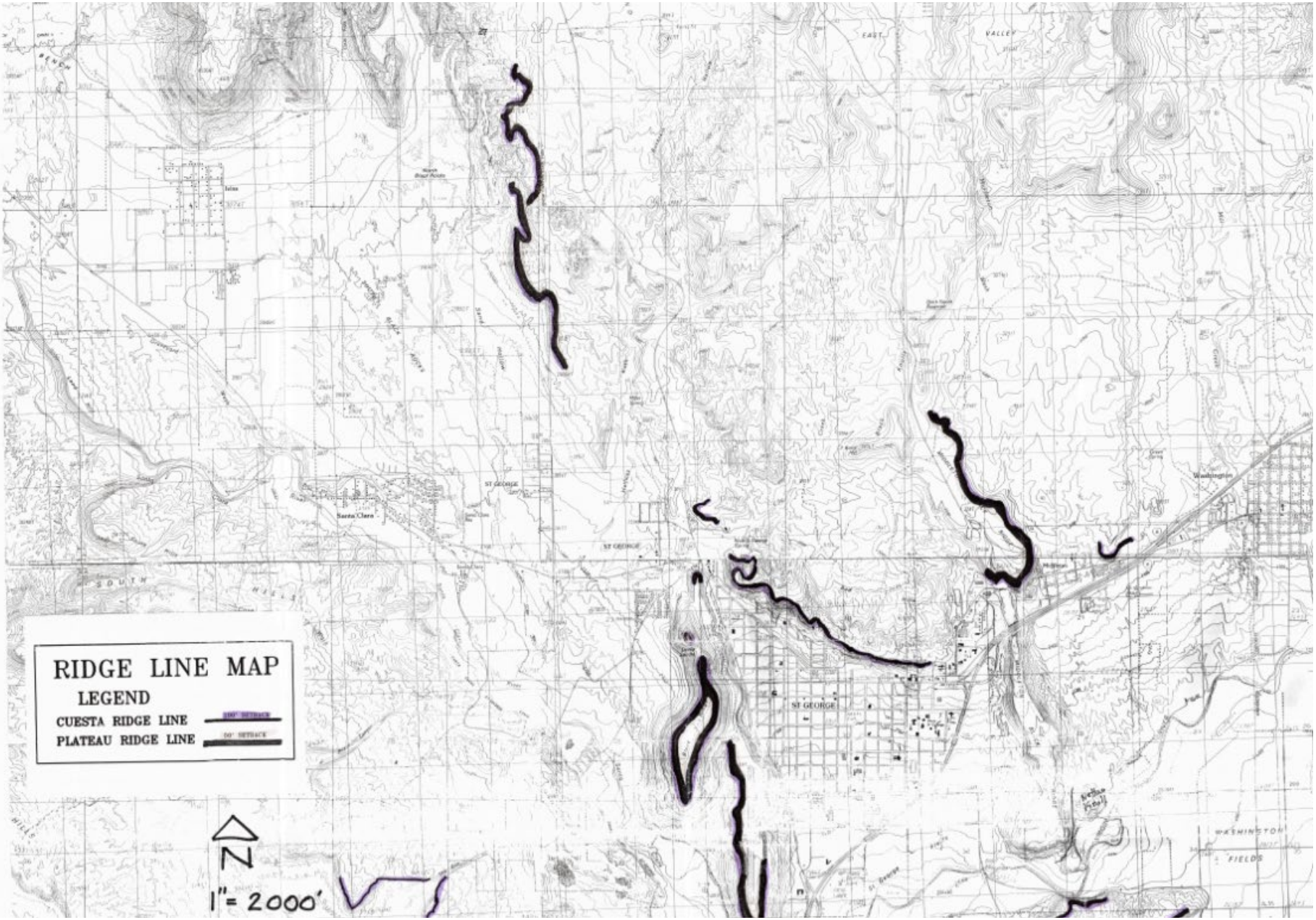
1. Ridgelines: All ridgelines as shown on the ridgeline map shall be subject to the setback provisions contained herein. ***Setbacks from ridgelines not identified on the ridgeline map shall be a minimum of thirty feet (30')***, or greater if recommended in the geotechnical reports.

2. Plateaus: On plateaus, the setback from the ridgeline shall be ***a minimum of fifty feet (50')*** unless a greater setback is recommended in the geotechnical reports.

C. Cuesta: ***Where a ridgeline occurs on a cuesta, the minimum setback shall be one hundred feet (100')*** measured normal (perpendicular) to the closest point of the ridge, unless a greater setback is recommended in the geotechnical report.

Ridge Line Map




RIDGE LINE MAP
LEGEND
CUESTA RIDGE LINE
PLATEAU RIDGE LINE
N
1" = 2000'
ST GEORGE
Santa Clara
Washington
EAST
VALLEY
SOUTH
HILLS
WASHINGTON
FIELDS



SITE DATA

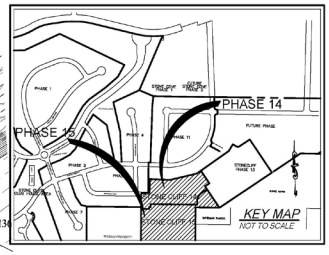
TOTAL AREA: 560,986 SQ. FT. 12.8870 ACRES
TOTAL # OF LOTS: 27

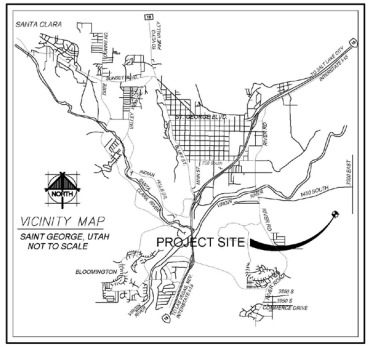
CONTACT INFO.

GAIL MAXWELL
(435) 668-4302

OWNER/DEVELOPER

STONECLIFF DEVELOPMENT
KAY TRAVELLER 912 W. 1600 S.
B201 ST. GEORGE, UT. (435)
673-4523





EASEMENT NOTE

EASEMENTS ARE ON THE PRIVATE STREETS AND 7.5' WIDE ALONG ALL SIDE AND REAR LOT LINES AND 10.0' ALONG LOT STREET FRONTAGES WITHIN THIS SUBDIVISION FOR INSTALLATION, ACCESS, MAINTENANCE, AND REPAIR OF ALL PUBLIC UTILITIES INCLUDING NATURAL GAS, CABLE TV, TELEPHONE, WATER, POWER AND FOR SEWER AND DRAINAGE IMPROVEMENTS.

DRIVEWAY NOTE

DRIVEWAYS MUST BE SETBACK 25 FEET FROM TERMINATION OF CURB RADIUS

LEGEND

PAVEMENT / SURFACES

- EXISTING ASPHALT
- NEW ASPHALT
- NEW CONCRETE

ELEVATIONS

- STA: 14+50.00 / 2972.25 TC — NEW TOP BACK OF CURB ELEVATION (UNLESS OTHERWISE NOTED)
- 2972.25' EX — EXISTING TOP BACK OF CURB ELEVATION
- PAD: 2983.50 — FINISH PAD ELEVATION
- UL: 2960.50 — UPPER LEVEL PAD ELEVATION
- LL: 2953.50 — LOWER LEVEL PAD ELEVATION

SLOPES & CONTOURS

- 4.00% — GRADE SLOPE TAG (SLOPE AS NOTED)
- DIRECTION OF DRAINAGE FLOW
- 2815 — EXISTING CONTOUR
- 2820 — FINISH CONTOUR

DRAINAGE

- OPEN BACK CATCH BASIN
- CATCH BASIN
- EXISTING STORM DRAIN PIPE (SIZE, TYPE & SLOPE AS NOTED)
- NEW STORM DRAIN PIPE (SIZE, TYPE & SLOPE AS NOTED)

ROCK WALLS

- EXISTING WALL (MATERIAL & HEIGHT AS NOTED)
- NEW WALL (MATERIAL & HEIGHT AS NOTED)

GRAPHIC SCALE
50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.

NO.	DATE	BY	APP'D	REVISION DESCRIPTION

132009
LLOYD REID POPE
7-26-2016
REGISTERED PROFESSIONAL ENGINEER AND LAND SURVEYOR

L. R. POPE ENGINEERING INC.
CIVIL ENGINEERS AND LAND SURVEYORS
STEPHEN A. HALES OFFICE CENTER
135 EAST 200 SOUTH, SUITE 290 B
ST. GEORGE, UTAH
PHONE (435) 628-3819
FAX (435) 628-3820
EMAIL: lrpope@infowest.com

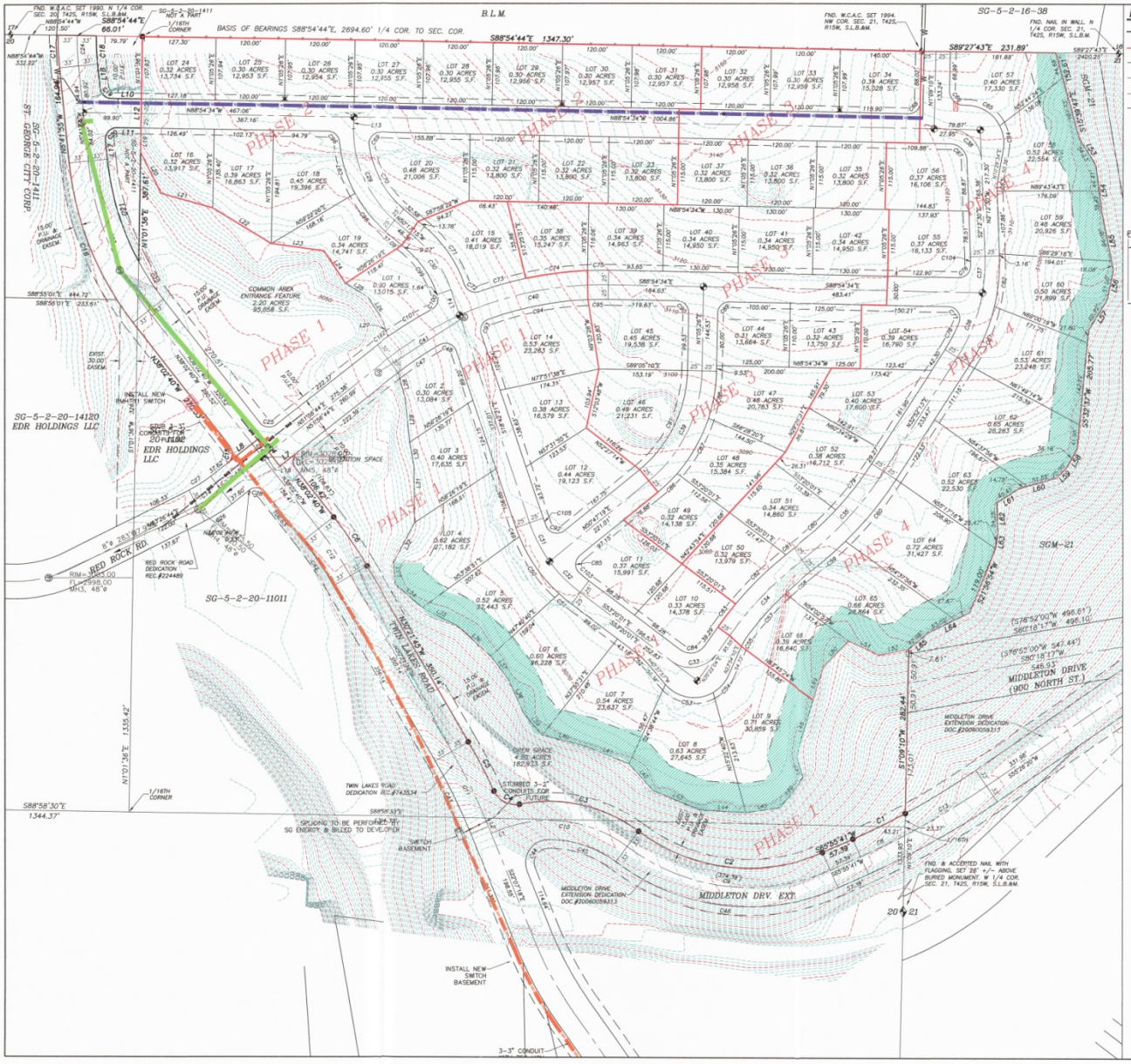
THESE PLANS ARE AN INSTRUMENT OF SERVICE AND SHALL REMAIN THE PROPERTY OF L. R. POPE ENGINEERING INC. THEY ARE NOT TO BE CHANGED OR COPIED IN ANY FORM OR MANNER WHATSOEVER NOR ARE THEY TO BE ASSIGNED TO ANY THIRD PARTY WITHOUT FIRST OBTAINING THE EXPRESS WRITTEN PERMISSION AND ADAPTATION OF L. R. POPE ENGINEERING INC.

K.H. TRAVELLER
STONE CLIFF PHASE 14 & 15
PRELIMINARY

LOCATED IN SECTION 3&4 TOWNSHIP 43 SOUTH, RANGE 15 WEST, SL&BM

DESIGN BY: CRS
DATE: JULY 2016

SCALE 1" = 50'
SHEET
2 OF 3

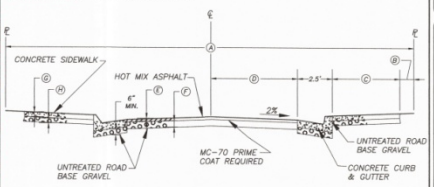


LEGEND

- PROPERTY LINE
- PHASE LINE
- ADJACENT PROPERTY LINE
- EXISTING FENCE
- SECTION LINE
- EASEMENT LINE
- SECTION CORNER AS DESCRIBED
- SET PROVALUE ENGINEERING REBAR & CAP P.L.S. #4938769
- SET CENTERLINE MONUMENT PER ST. GEORGE CITY STANDARDS
- FOUND PROVALUE ENG. REBAR CAP MONUMENT
- 50' NO BUILD BUFFER ZONE

N

SCALE IN FEET 80 0 80



DIMENSIONS					
MARK	LOCAL	COLLECTOR	MAJOR COLLECTOR	ARTERIAL	MAJOR ARTERIAL
A	50'	60'	66'	80'	>80'
B	1'	0'	0.5'	0'	VARIES
C	4'	5'	5'	5'+	6'+
D	17.5'	22.5'	25'	32.5'	>32.5'
E(MIN.)	2.5'	3"	3"	3.5"	4"
F	SEE STANDARD SPECIFICATIONS				
G	4" FOR SIDEWALK, 6" FOR DRIVEWAY APRONS				
H	4" UNDER SIDEWALK, 6" UNDER DRIVEWAYS				

NOTES:

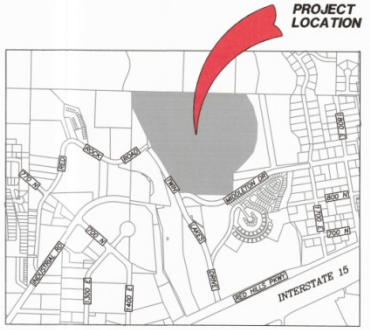
1- MAXIMUM ALLOWABLE DIFFERENCE IN CURB ELEVATION SHALL BE 12 INCHES AND MUST HAVE CITY ENGINEER APPROVAL PRIOR TO ITS USE.

2- FOR ROADS IN OR SERVING INDUSTRIAL AREAS, ASPHALT AND BASE THICKNESS SHALL BE INCREASE ACCORDING TO PROVISIONS FOR HEAVY TRUCK TRAFFIC.

3- MINIMUM ASPHALT THICKNESS IS SHOWN. THICKNESS SHALL BE BASED UPON ACTUAL ENGINEERING ANALYSIS, BUT IN NO CASE SHALL IT BE LESS THAN THE MINIMUM.

STANDARD ROAD CROSS SECTIONS

N.T.S



LOCATION MAP

N.T.S

PRELIMINARY PLAT OF: GRAND HEIGHTS

LOCATED IN SECTIONS 20 & 21, T42S, R15W, S.L.B.&M.
ST. GEORGE CITY, WASHINGTON COUNTY, UTAH

NO	DESCRIPTION	DATE	BY
	REVISIONS		

PROVALUE ENGINEERING, INC.
Engineers · Land Surveyors · Land Planners
20 South 850 West, Suite 1
Hurricane City, Utah 84737
Phone: (435) 656-2339 Cell: (435) Ramsauer
Phone: (435) 656-2339 Blaine Stockley
Fax: (866) 408-9057

PROVALUE ENGINEERING, INC.

Approved 7-26-2016 Date
Cross Section 7-12-2016 Date
Planning Commission Date
City Council 7-21-2016 Date

PRELIMINARY PLAT FOR: GRAND HEIGHTS

LOCATED IN ST. GEORGE, UTAH

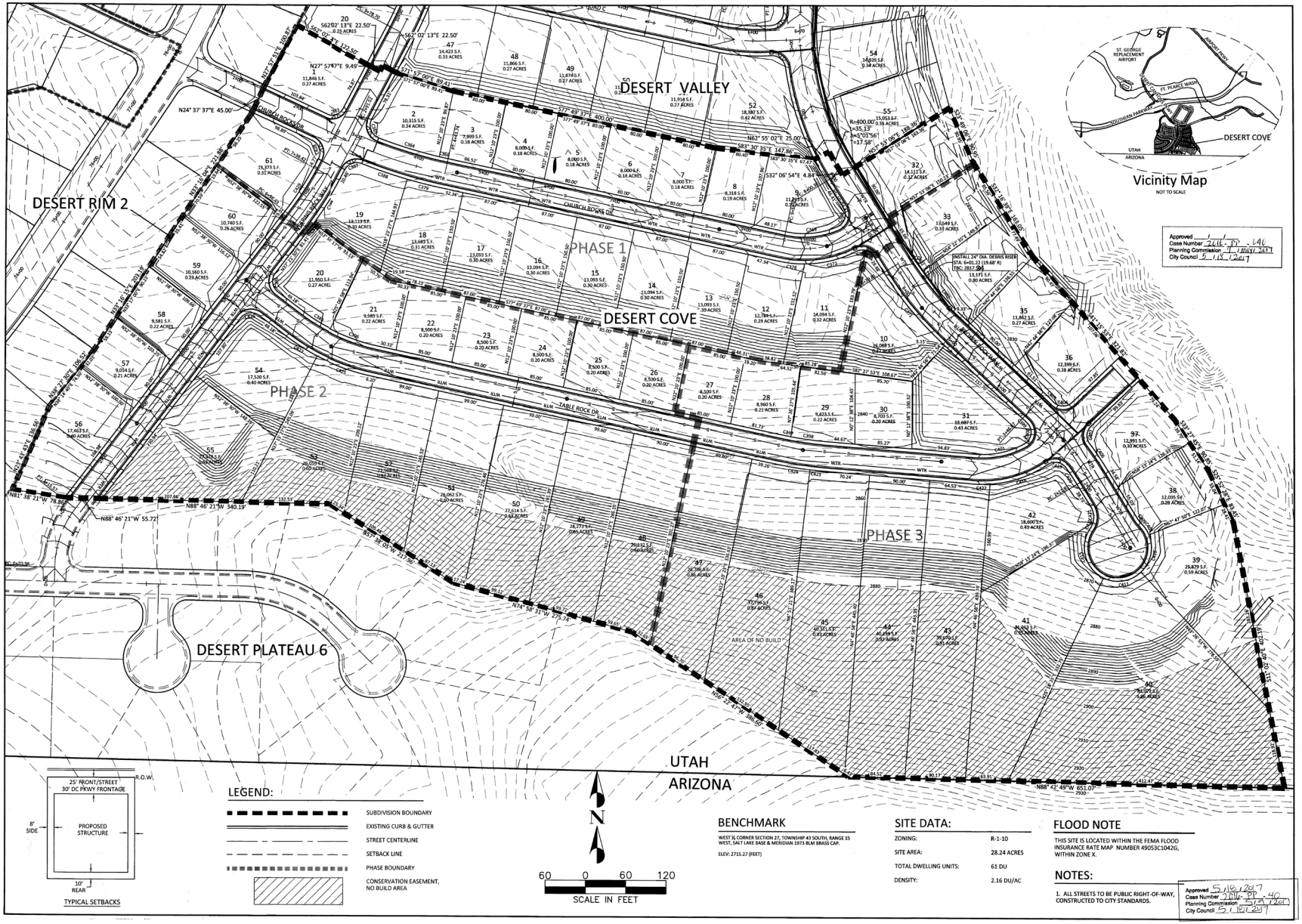
DATE: 6-1-2016
SCALE: 1"=80'

JOB NO. 04-006

SHEET NO. 1 OF 1

Rockfall Hazard Area

A. An application for hillside development approval to develop in the HDOZ on slopes of twenty-one percent (21%) or greater or ***in a high category rockfall area*** shall be submitted first to the planning commission. Final approval shall be determined by city council (HDOZ permit). Each application shall include the following:



BENCHMARK

WEST ¼ CORNER SECTION 27, TOWNSHIP 43 SOUTH, RANGE 15 WEST, SALT LAKE BASE & MERIDIAN 1973 BLM BRASS CAP.

ELEV: 2715.27 (FEET)

SITE DATA:

ZONING:	R-1-10
SITE AREA:	28.24 ACRES
TOTAL DWELLING UNITS:	61 DU
DENSITY:	2.16 DU/AC

FLOOD NOTE

THIS SITE IS LOCATED WITHIN THE FEMA FLOOD INSURANCE RATE MAP NUMBER 49053C1042G, WITHIN ZONE X.

NOTES:

1. ALL STREETS TO BE PUBLIC RIGHT-OF-WAY, CONSTRUCTED TO CITY STANDARDS.

Approved 5/16/2017
Case Number 2016-PP-041
Planning Commission 5/16/2017
City Council 5/10/2017

PROFESSIONAL ENGINEER
KENDALL M. MILLER
No. 187067
11/4/16
STATE OF UTAH

NO.	DESCRIPTION	DATE	APP'D

PROJECT NAME: DESERT COVE AT DESERT CANYONS
ST. GEORGE, UTAH

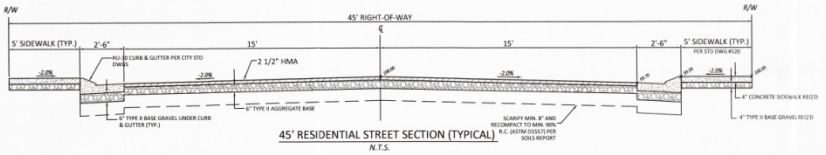
SHEET NAME: PRELIMINARY PLAT

DEVELOPMENT SOLUTIONS, INC.
CIVIL ENGINEERS, LAND SURVEYORS, LAND PLANNERS
120 East St. George Blvd Suite #301
St. George, UT 84770
Office (435) 628-2121 Fax (435) 674-3553
www.developmentsolutionsinc.com

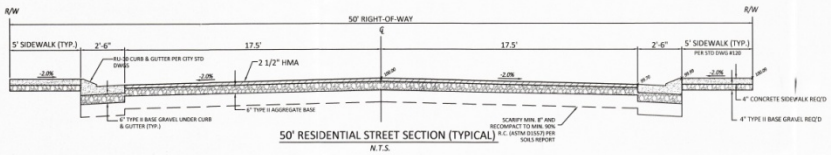
DEVELOPMENT SOLUTIONS

DATE :	11/4/16
PM :	KMM
DRAWN BY :	KMM
DESIGNED BY :	KMM
CHECKED BY :	
PROJECT NO. :	15-004
SCALE :	1"=60'
SHEET NUMBER :	1

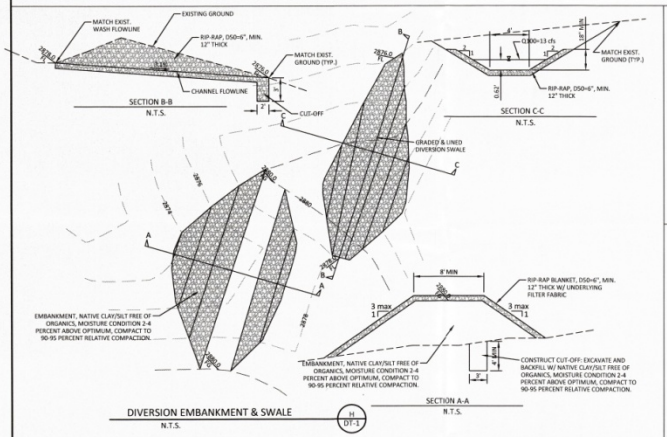
1 OF 2 TOTAL



45' RESIDENTIAL STREET SECTION (TYPICAL)
N.T.S.



50' RESIDENTIAL STREET SECTION (TYPICAL)
N.T.S.

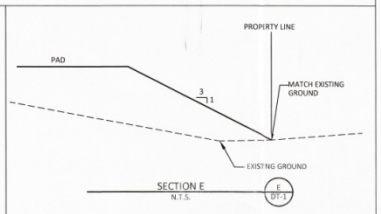


SECTION B-B
N.T.S.

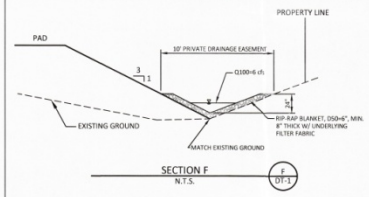
SECTION C-C
N.T.S.

SECTION A-A
N.T.S.

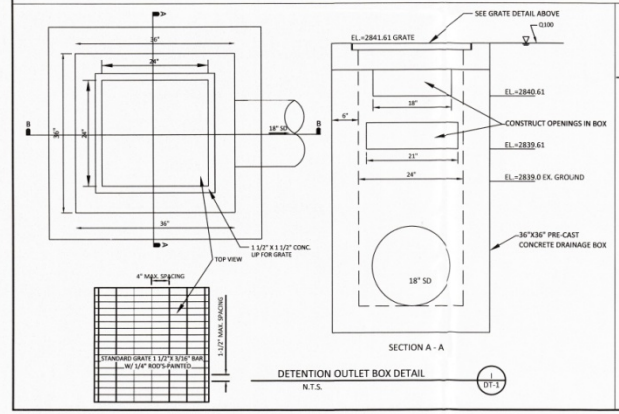
DIVERSION EMBANKMENT & SWALE
N.T.S.
H
DT-1



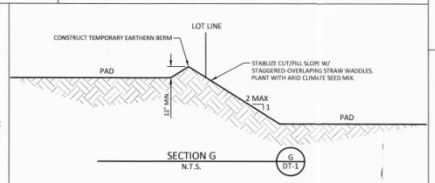
SECTION E
N.T.S.
E
DT-1



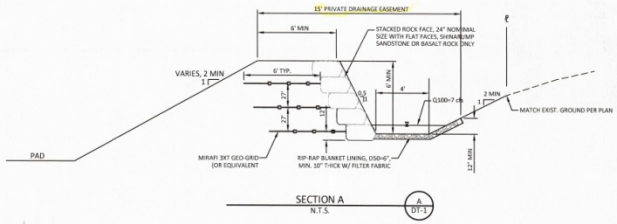
SECTION F
N.T.S.
F
DT-1



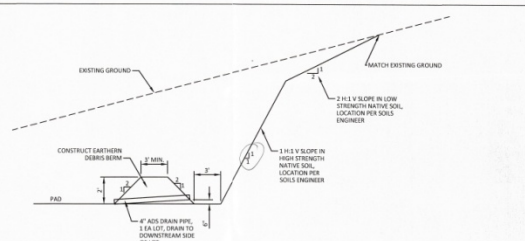
DETENTION OUTLET BOX DETAIL
N.T.S.
I
DT-1



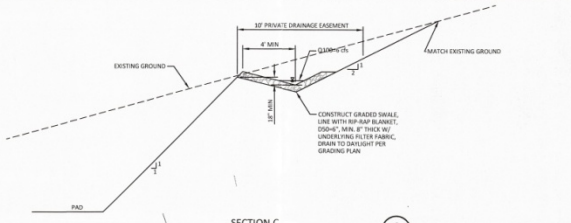
SECTION G
N.T.S.
G
DT-1



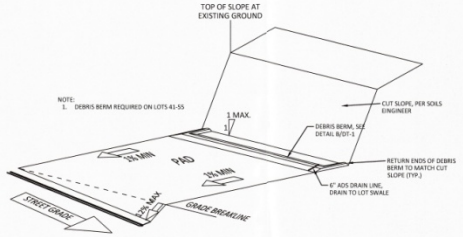
SECTION A
N.T.S.
A
DT-1



SECTION B
N.T.S.
B
DT-1



SECTION C
N.T.S.
C
DT-1



LOT GRADING WITH CUT SLOPE DETAIL
N.T.S.
J
DT-1

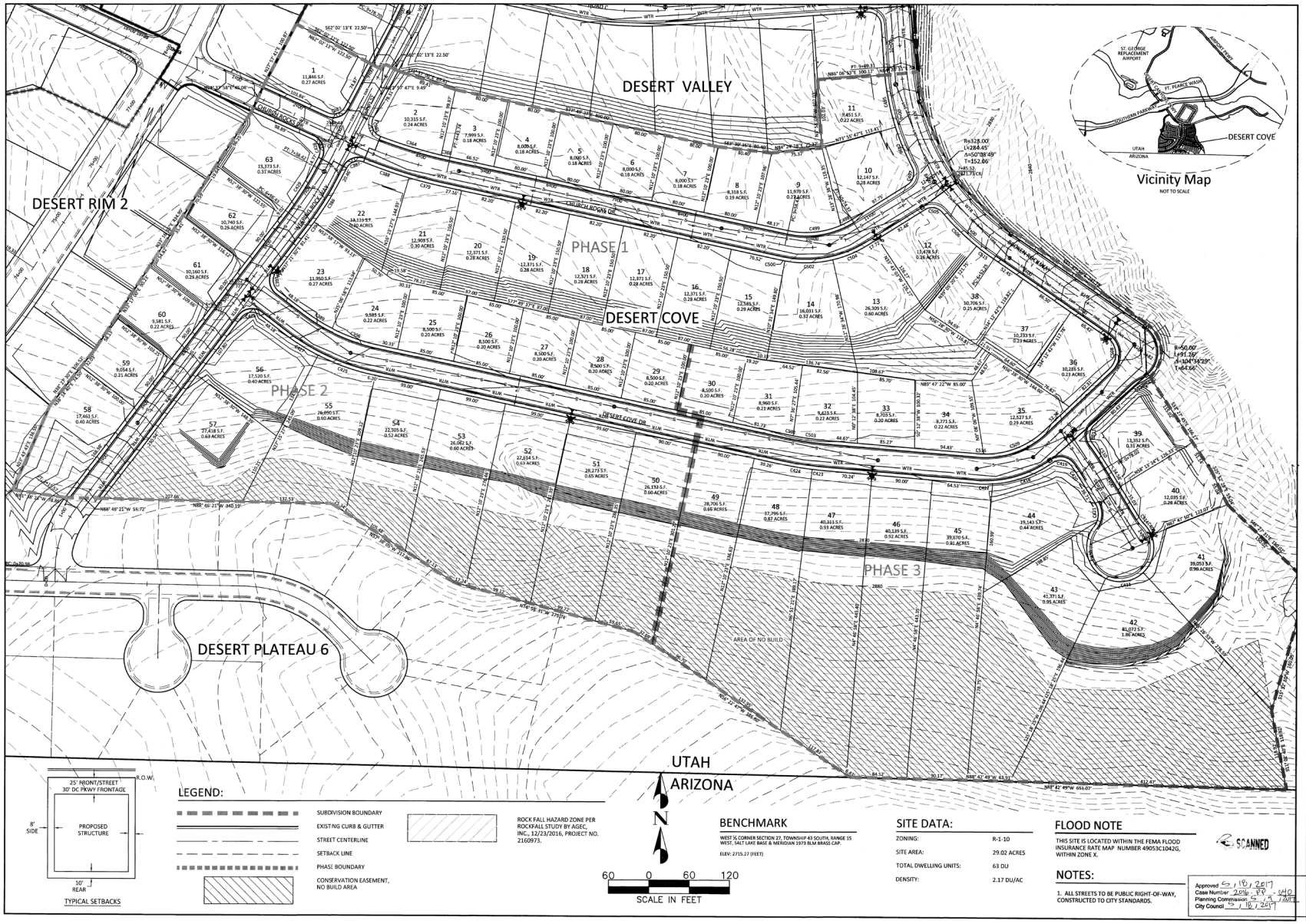
DEVELOPMENT SOLUTIONS, INC.
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120 East St. George Blvd Suite #301
St. George, UT 84770
Office (435) 628-2121 - Fax (435) 674-3553
www.developmentsolutions.co

NO.	DESCRIPTION	DATE	APP'D

PROJECT NAME:
DESERT COVE
AT DESERT CANYONS
ST. GEORGE, UTAH

SHEET NAME:
SECTIONS & DETAILS

DATE :	6/22/16
PM :	KMM
DRAWN BY :	KMM
DESIGNED BY :	KMM
CHECKED BY :	
PROJECT NO. :	15-004
SCALE :	AS SHOWN
SHEET NUMBER :	DT-1



BENCHMARK

WEST ¼ CORNER SECTION 27, TOWNSHIP 43 SOUTH, RANGE 15 WEST, SALT LAKE BASE & MERIDIAN 1979 BLM BRASS CAP.

ELEV: 2715.27 (FEET)

SITE DATA:

ZONING:	R-1-10
SITE AREA:	29.02 ACRES
TOTAL DWELLING UNITS:	63 DU
DENSITY:	2.17 DU/AC

FLOOD NOTE

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NOTES:

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SCANNED

Approved 5/16/2017
Case Number 2016-88-SUB
Planning Commission 5/2/2017
City Council 5/16/2017

PROFESSIONAL ENGINEER
WILLIAM M. MILLER
No. 187067
4/2/2017
STATE OF UTAH

NO.	DESCRIPTION	DATE	APP'D

PROJECT NAME: DESERT COVE AT DESERT CANYONS
ST. GEORGE, UTAH

SHEET NAME: PRELIMINARY PLAT

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DEVELOPMENT SOLUTIONS

DATE :	4/24/17
PM :	KMM
DRAWN BY :	KMM
DESIGNED BY :	KMM
CHECKED BY :	
PROJECT NO. :	15-004
SCALE :	1"=60'
SHEET NUMBER :	1

1 OF 2 TOTAL

Street Cross-Section Standards for Single-Family Residential

Maximum Grade	Street Classification	Width ROW	Width TBC	Pavement Width	Width Sidewalk	ADT
12%	Minor collector	60'	50'	45'	5'	1,500 – 3,500
15%	Local road	50'	40'	35'	4'	750 – 1,500
15%	Hillside local	45'	35'	30'	4'	150 – 750
15%	Hillside access	41'	31'	26'	4'	0 – 150

A. *Geologic Hazard Areas (UGS 1 – 4: subsections A1 through A4 of this section):* ***For any development in the city with a geologic hazard listed below, applicant shall submit a report prepared by a qualified, licensed geologist specializing in engineering geology, or a licensed civil engineer, trained and experienced in the practice of geotechnical engineering.*** Development in the geologic hazard overlay for high category rockfall areas shall be reviewed by the hillside review board.

1. ***Surface fault rupture and earthquake***: well-defined Holocene, and well-defined fault areas, red and purple lines/categories (extending five hundred feet (500') on the downthrown side and two hundred fifty feet (250') on the upthrown side of each red/purple fault line).

2. ***Liquifaction: Very High category***.

3. ***Landslide: Very High category***.

4. ***Rockfall: High category***.

B2. ***The city shall review the applicant's report. If the applicant's report is deemed adequate by the city engineer or designee,*** development may proceed if the report recommendations are followed. ***If the report is deemed incomplete or inadequate by the city engineer or designee, the development application shall be denied. If denied, the applicant may request an independent review, and the city engineer or designee may order a review by independent, qualified professionals***. The professionals selected by the city shall review and prepare written findings and comments on the applicant's report. The cost of the independent, qualified professionals shall be paid to the city by applicant. Applicant may develop if the independent review and written findings and comments are implemented, in addition to any nonconflicting recommendations in the initial report of applicant. The city engineer or designee is the land use authority for the decision. The reports shall be specifically identified on the plat and available to all owners and interested parties.

Questions?

City of St. George
Complete Streets Policy








Riggatti's
Breakfast BEAR PAW CAFE Lunch

Overview

1. Interactive exercises
2. Overview on the topic of streets
3. Introduction of the proposed policy
4. Discussion

Overview

1. Interactive exercises
2. Overview on the topic of streets
3. Introduction of the proposed policy
4. Discussion

At least every few minutes, write down ideas.

Prompt: How can great streets solve the problems you are tasked with helping to solve in St. George?

Interactive Exercise #1

- What makes St. George great?
- What has St. George lost as it has grown?
- What are the biggest challenges you continue to face over and over again?

Then, about a minute to share.

The "Why" of Complete Streets?













St. George Complete Streets Policy

Interactive Exercise #2

Think of the **people** in your life.

How would they benefit from more "complete streets"?

The "Why" of Complete Streets?

1. **Fiscal responsibility**








The "Why" of Complete Streets?

1. Fiscal responsibility
2. **Business-friendliness**








The "Why" of Complete Streets?

1. Fiscal responsibility
2. Business-friendliness
3. **Freedom of choice**








The "Why" of Complete Streets?

1. Fiscal responsibility
2. Business-friendliness
3. Freedom of choice
4. **Families & children**








The "Why" of Complete Streets?

1. Fiscal responsibility
2. Business-friendliness
3. Freedom of choice
4. Families & children
5. **Community & quality of life**








The "Why" of Complete Streets?

1. Fiscal responsibility
2. Business-friendliness
3. Freedom of choice
4. Families & children
5. Community & quality of life
6. **Safety**








The "Why" of Complete Streets?

1. Fiscal responsibility
2. Business-friendliness
3. Freedom of choice
4. Families & children
5. Community & quality of life
6. Safety
7. **Efficiency & best practice**








The "Why" of Complete Streets?

1. Fiscal responsibility
2. Business-friendliness
3. Freedom of choice
4. Families & children
5. Community & quality of life
6. Safety
7. Efficiency & best practice
8. **Good planning & governance**








Interactive Exercise #3

In one minute,

Write down a few of the things that you think should be in an adopted Complete Streets **policy**.

What is in the Complete Streets Policy?

- 10 Elements (National Complete Streets Coalition)
- Past community input
- Past master plans
- Ideas and feedback from the Complete Streets Policy Development team (2020)

What is in the Complete Streets Policy?

Source: National Complete Streets Coalition (NCSC)

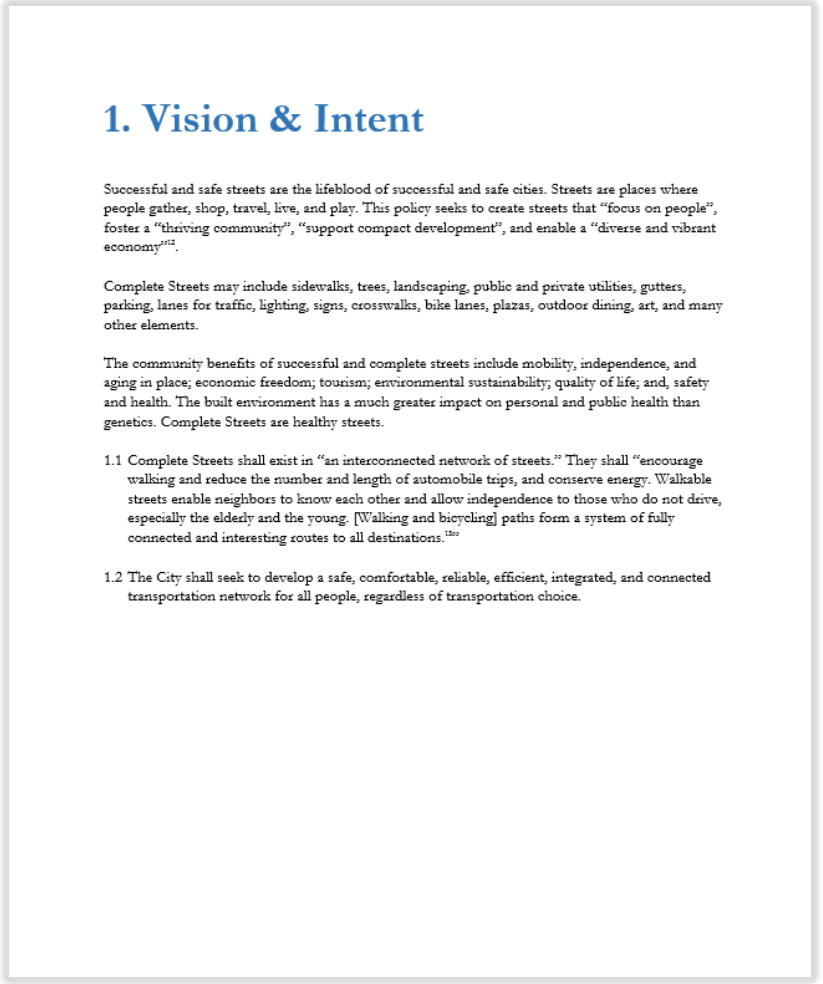
1. Vision & Intent

Clear and direct

Complete and connected network

Equity

Transportation choices



1. Vision & Intent

Successful and safe streets are the lifeblood of successful and safe cities. Streets are places where people gather, shop, travel, live, and play. This policy seeks to create streets that "focus on people", foster a "thriving community", "support compact development", and enable a "diverse and vibrant economy"[1][2].

Complete Streets may include sidewalks, trees, landscaping, public and private utilities, gutters, parking, lanes for traffic, lighting, signs, crosswalks, bike lanes, plazas, outdoor dining, art, and many other elements.

The community benefits of successful and complete streets include mobility, independence, and aging in place; economic freedom; tourism; environmental sustainability; quality of life; and, safety and health. The built environment has a much greater impact on personal and public health than genetics. Complete Streets are healthy streets.

1.1 Complete Streets shall exist in "an interconnected network of streets." They shall "encourage walking and reduce the number and length of automobile trips, and conserve energy. Walkable streets enable neighbors to know each other and allow independence to those who do not drive, especially the elderly and the young. [Walking and bicycling] paths form a system of fully connected and interesting routes to all destinations."[1][2]

1.2 The City shall seek to develop a safe, comfortable, reliable, efficient, integrated, and connected transportation network for all people, regardless of transportation choice.

What is in the Complete Streets Policy?

Source: National Complete Streets Coalition (NCSC)

1. Vision & Intent

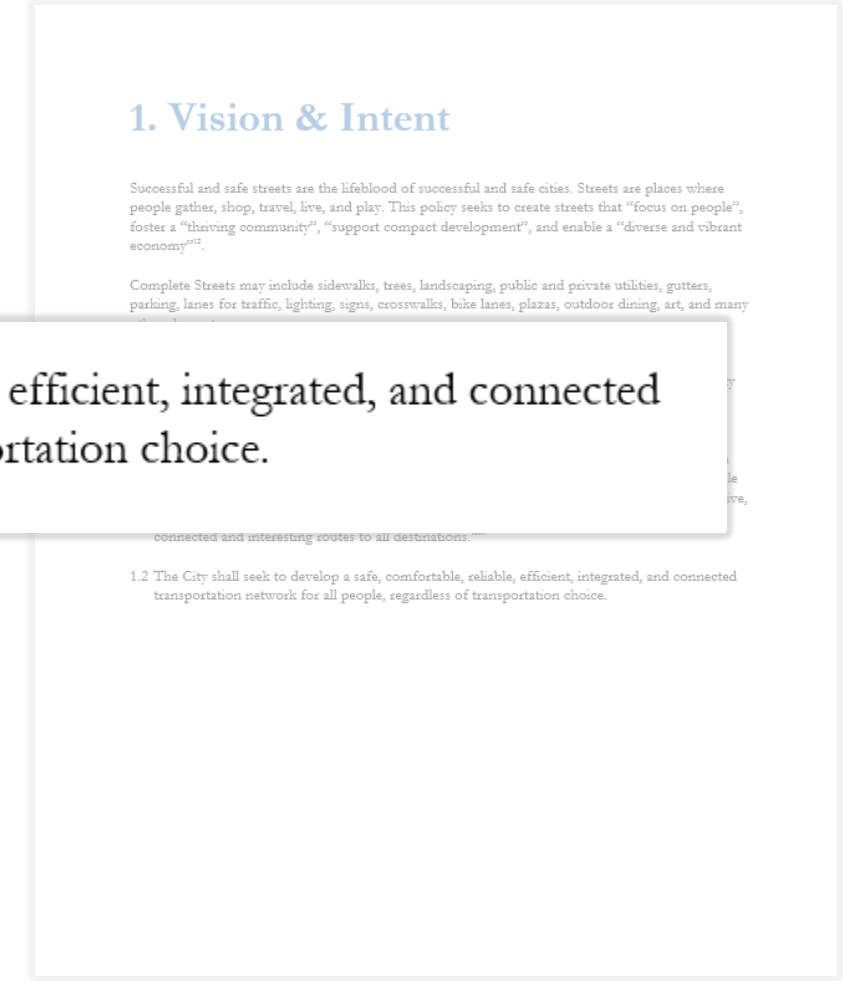
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St. George Complete Streets Policy

What is in the Complete Streets Policy?

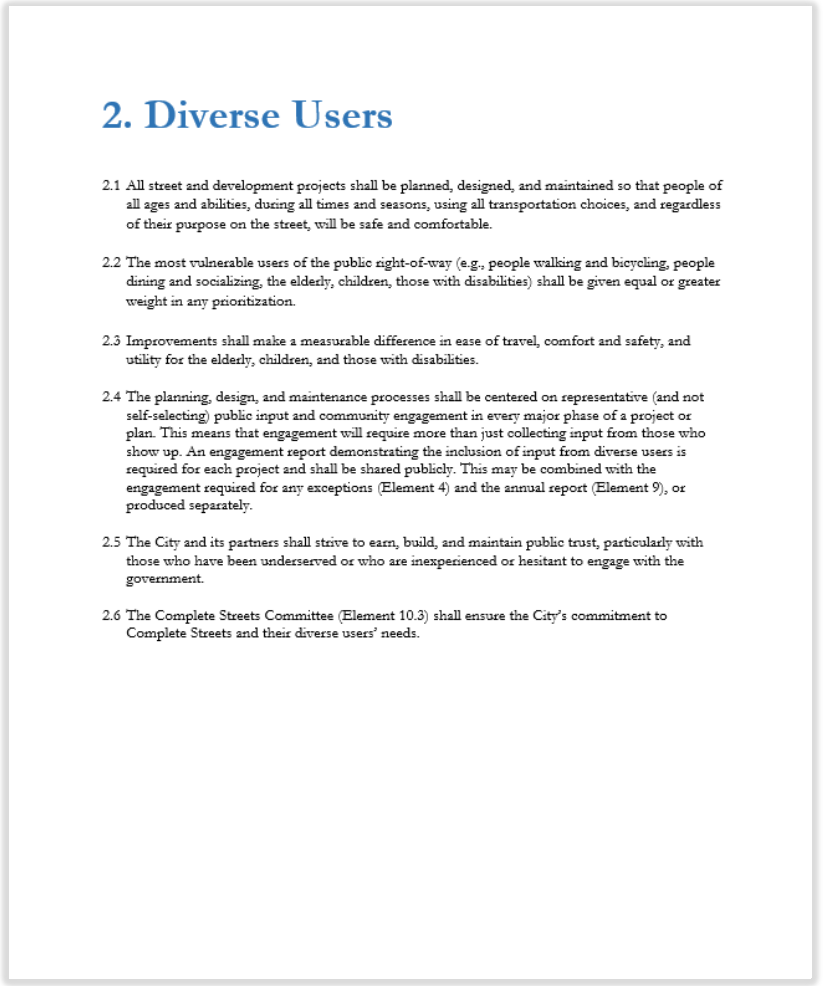
Source: National Complete Streets Coalition (NCSC)

2. Diverse Users

Prioritizes vulnerable populations

Addresses historic and/or systemic underinvestment

Accountable, measurable



2. Diverse Users

2.1 All street and development projects shall be planned, designed, and maintained so that people of all ages and abilities, during all times and seasons, using all transportation choices, and regardless of their purpose on the street, will be safe and comfortable.

2.2 The most vulnerable users of the public right-of-way (e.g., people walking and bicycling, people dining and socializing, the elderly, children, those with disabilities) shall be given equal or greater weight in any prioritization.

2.3 Improvements shall make a measurable difference in ease of travel, comfort and safety, and utility for the elderly, children, and those with disabilities.

2.4 The planning, design, and maintenance processes shall be centered on representative (and not self-selecting) public input and community engagement in every major phase of a project or plan. This means that engagement will require more than just collecting input from those who show up. An engagement report demonstrating the inclusion of input from diverse users is required for each project and shall be shared publicly. This may be combined with the engagement required for any exceptions (Element 4) and the annual report (Element 9), or produced separately.

2.5 The City and its partners shall strive to earn, build, and maintain public trust, particularly with those who have been underserved or who are inexperienced or hesitant to engage with the government.

2.6 The Complete Streets Committee (Element 10.3) shall ensure the City's commitment to Complete Streets and their diverse users' needs.

What is in the Complete Streets Policy?

Source: National Complete Streets Coalition (NCSC)

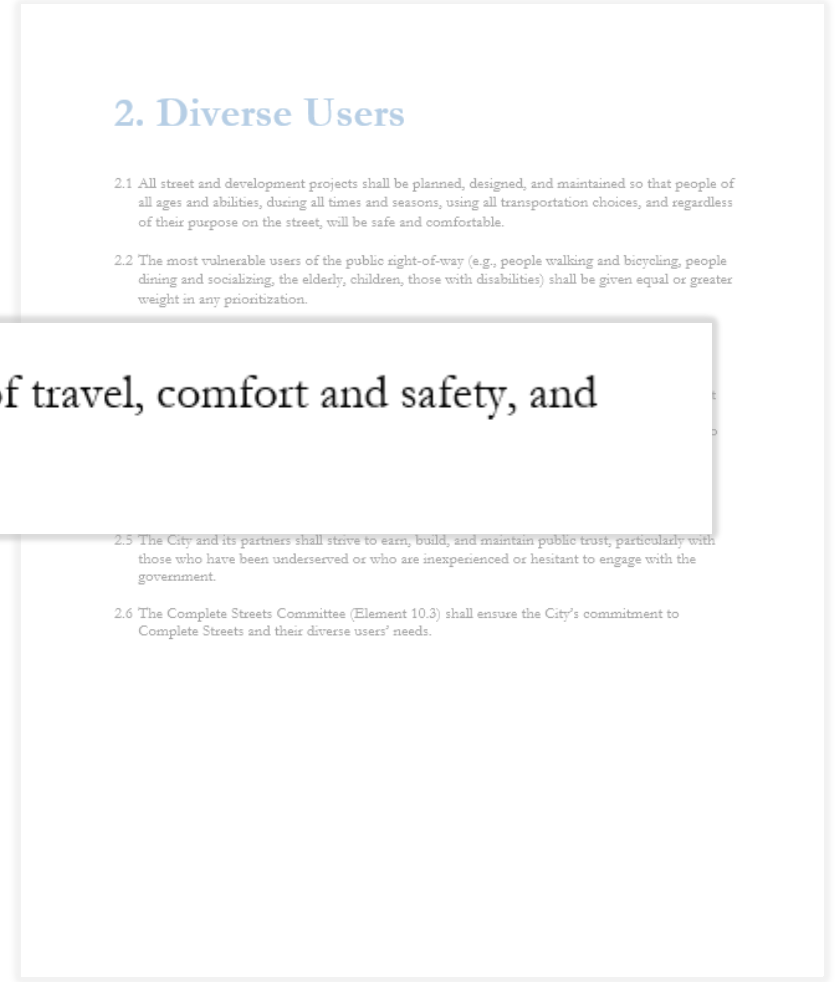
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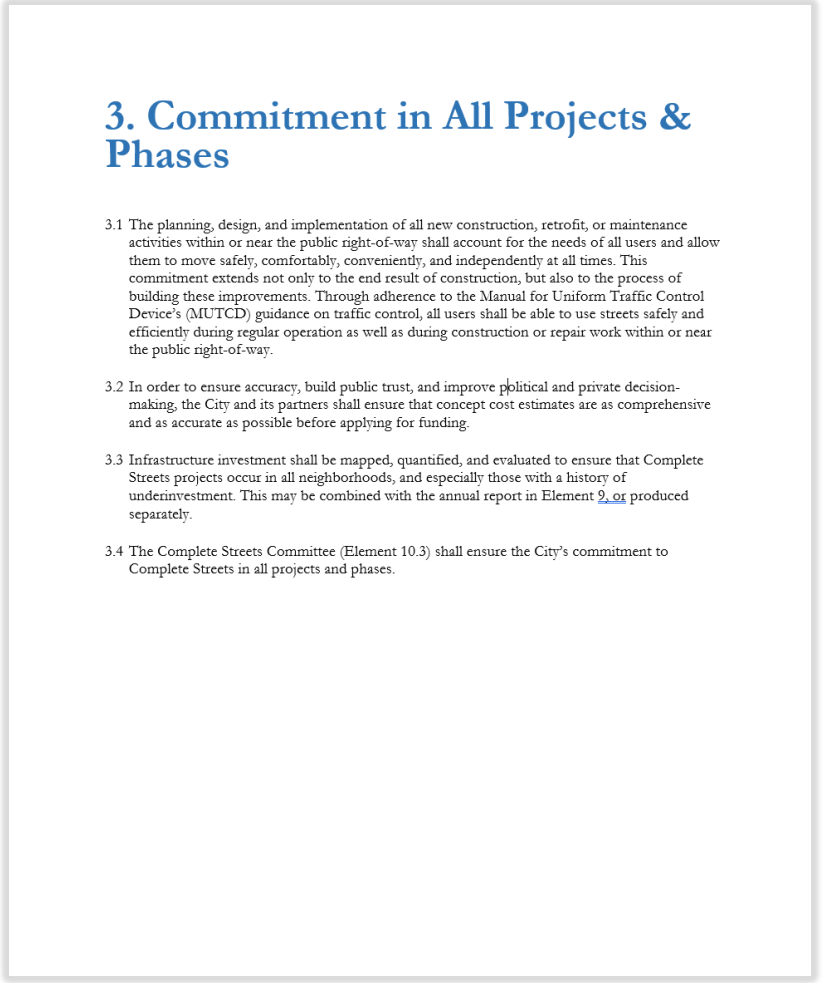
What is in the Complete Streets Policy?

Source: National Complete Streets Coalition (NCSC)

3. Commitment in All Projects & Phases

Include policy's guidance in all phases of all projects

Account for needs of all ages and abilities in planning, construction, and implementation



3. Commitment in All Projects & Phases

3.1 The planning, design, and implementation of all new construction, retrofit, or maintenance activities within or near the public right-of-way shall account for the needs of all users and allow them to move safely, comfortably, conveniently, and independently at all times. This commitment extends not only to the end result of construction, but also to the process of building these improvements. Through adherence to the Manual for Uniform Traffic Control Device's (MUTCD) guidance on traffic control, all users shall be able to use streets safely and efficiently during regular operation as well as during construction or repair work within or near the public right-of-way.

3.2 In order to ensure accuracy, build public trust, and improve political and private decision-making, the City and its partners shall ensure that concept cost estimates are as comprehensive and as accurate as possible before applying for funding.

3.3 Infrastructure investment shall be mapped, quantified, and evaluated to ensure that Complete Streets projects occur in all neighborhoods, and especially those with a history of underinvestment. This may be combined with the annual report in Element 9, or produced separately.

3.4 The Complete Streets Committee (Element 10.3) shall ensure the City's commitment to Complete Streets in all projects and phases.

What is in the Complete Streets Policy?

Source: National Complete Streets Coalition (NCSC)

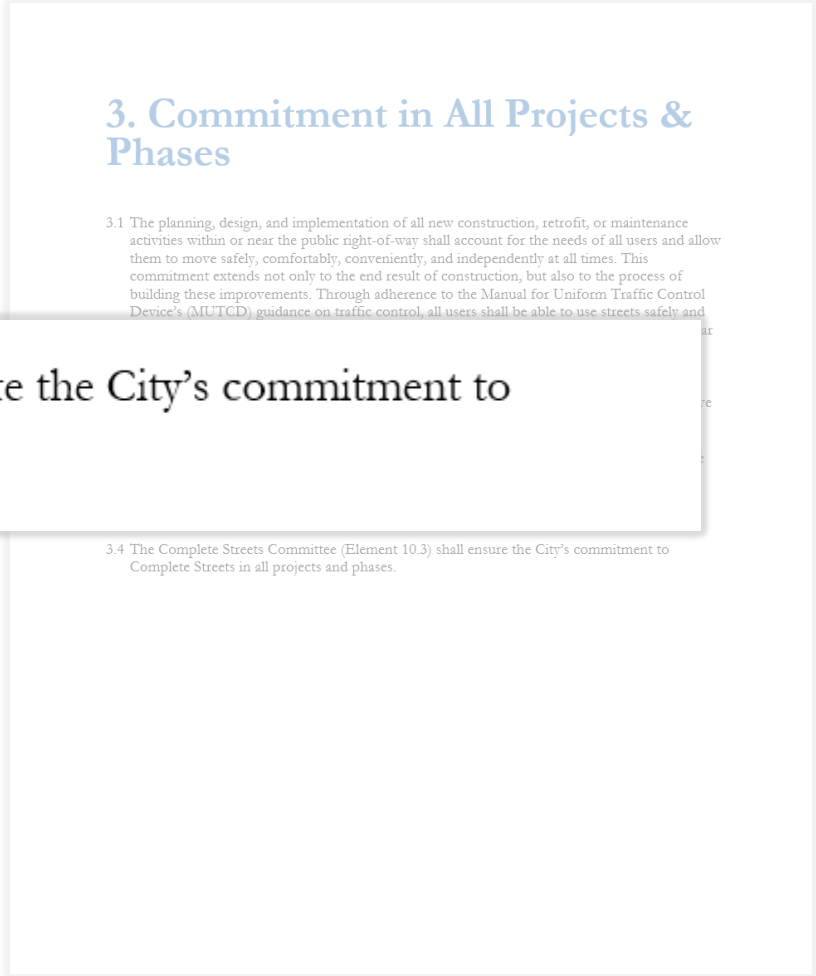
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constr

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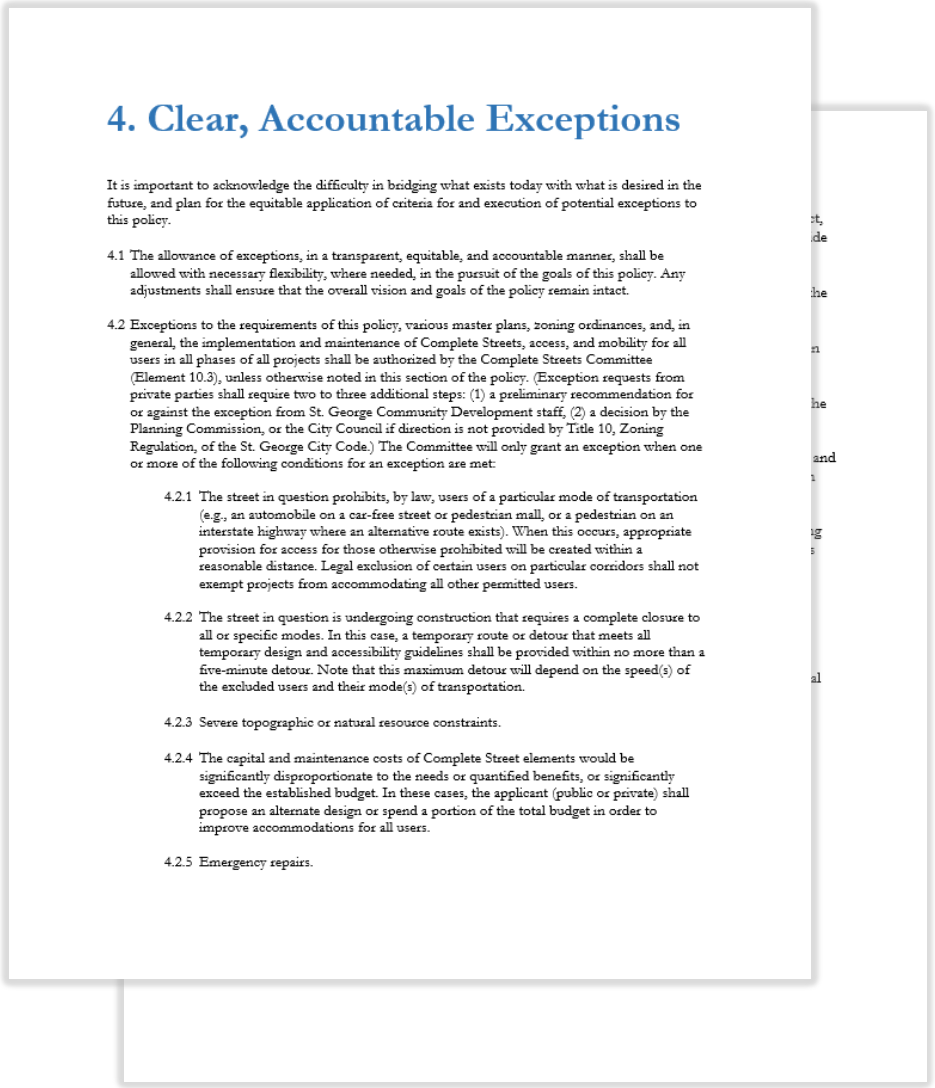
Source: National Complete Streets Coalition (NCSC)

4. Clear, Accountable Exceptions

Approved exceptions

States who is responsible for approving exceptions

Public notice prior to granting exceptions



4. Clear, Accountable Exceptions

It is important to acknowledge the difficulty in bridging what exists today with what is desired in the future, and plan for the equitable application of criteria for and execution of potential exceptions to this policy.

4.1 The allowance of exceptions, in a transparent, equitable, and accountable manner, shall be allowed with necessary flexibility, where needed, in the pursuit of the goals of this policy. Any adjustments shall ensure that the overall vision and goals of the policy remain intact.

4.2 Exceptions to the requirements of this policy, various master plans, zoning ordinances, and, in general, the implementation and maintenance of Complete Streets, access, and mobility for all users in all phases of all projects shall be authorized by the Complete Streets Committee (Element 10.3), unless otherwise noted in this section of the policy. (Exception requests from private parties shall require two to three additional steps: (1) a preliminary recommendation for or against the exception from St. George Community Development staff, (2) a decision by the Planning Commission, or the City Council if direction is not provided by Title 10, Zoning Regulation, of the St. George City Code.) The Committee will only grant an exception when one or more of the following conditions for an exception are met:

4.2.1 The street in question prohibits, by law, users of a particular mode of transportation (e.g., an automobile on a car-free street or pedestrian mall, or a pedestrian on an interstate highway where an alternative route exists). When this occurs, appropriate provision for access for those otherwise prohibited will be created within a reasonable distance. Legal exclusion of certain users on particular corridors shall not exempt projects from accommodating all other permitted users.

4.2.2 The street in question is undergoing construction that requires a complete closure to all or specific modes. In this case, a temporary route or detour that meets all temporary design and accessibility guidelines shall be provided within no more than a five-minute detour. Note that this maximum detour will depend on the speed(s) of the excluded users and their mode(s) of transportation.

4.2.3 Severe topographic or natural resource constraints.

4.2.4 The capital and maintenance costs of Complete Street elements would be significantly disproportionate to the needs or quantified benefits, or significantly exceed the established budget. In these cases, the applicant (public or private) shall propose an alternate design or spend a portion of the total budget in order to improve accommodations for all users.

4.2.5 Emergency repairs.

St. George Complete Streets Policy

What is in the Complete Streets Policy?

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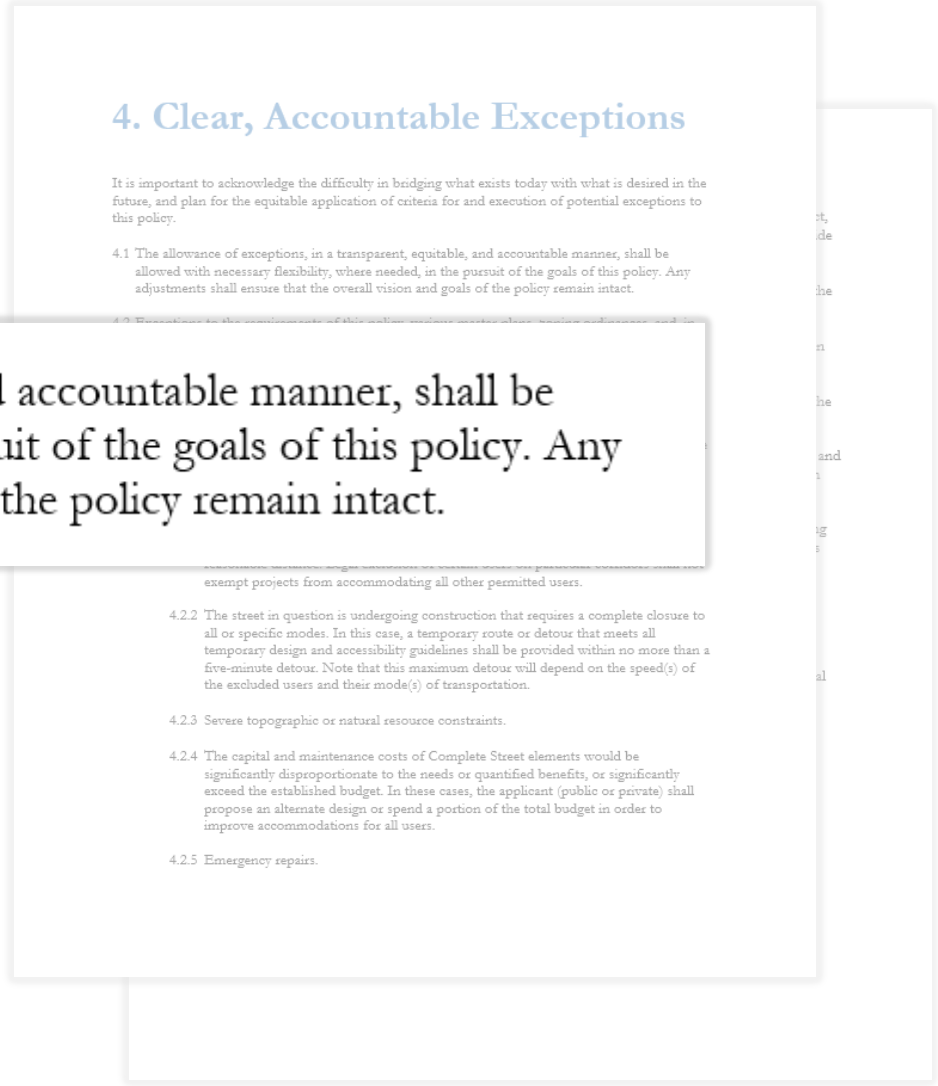
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St. George Complete Streets Policy

What is in the Complete Streets Policy?

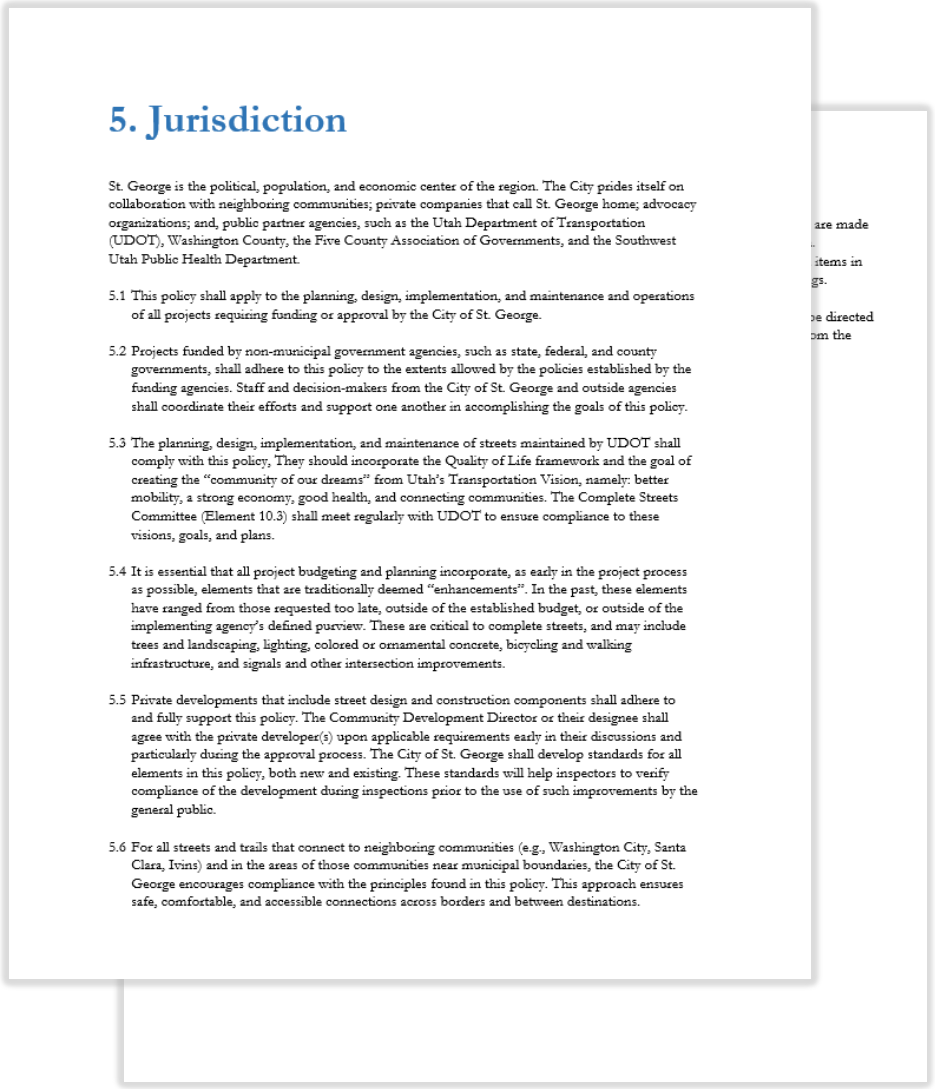
Source: National Complete Streets Coalition (NCSC)

5. Jurisdiction

Requires compliance by private development

Requires interagency coordination

Projects that meet ordinance will be prioritized during planning/funding



5. Jurisdiction

St. George is the political, population, and economic center of the region. The City prides itself on collaboration with neighboring communities; private companies that call St. George home; advocacy organizations; and, public partner agencies, such as the Utah Department of Transportation (UDOT), Washington County, the Five County Association of Governments, and the Southwest Utah Public Health Department.

5.1 This policy shall apply to the planning, design, implementation, and maintenance and operations of all projects requiring funding or approval by the City of St. George.

5.2 Projects funded by non-municipal government agencies, such as state, federal, and county governments, shall adhere to this policy to the extents allowed by the policies established by the funding agencies. Staff and decision-makers from the City of St. George and outside agencies shall coordinate their efforts and support one another in accomplishing the goals of this policy.

5.3 The planning, design, implementation, and maintenance of streets maintained by UDOT shall comply with this policy, They should incorporate the Quality of Life framework and the goal of creating the "community of our dreams" from Utah's Transportation Vision, namely: better mobility, a strong economy, good health, and connecting communities. The Complete Streets Committee (Element 10.3) shall meet regularly with UDOT to ensure compliance to these visions, goals, and plans.

5.4 It is essential that all project budgeting and planning incorporate, as early in the project process as possible, elements that are traditionally deemed "enhancements". In the past, these elements have ranged from those requested too late, outside of the established budget, or outside of the implementing agency's defined purview. These are critical to complete streets, and may include trees and landscaping, lighting, colored or ornamental concrete, bicycling and walking infrastructure, and signals and other intersection improvements.

5.5 Private developments that include street design and construction components shall adhere to and fully support this policy. The Community Development Director or their designee shall agree with the private developer(s) upon applicable requirements early in their discussions and particularly during the approval process. The City of St. George shall develop standards for all elements in this policy, both new and existing. These standards will help inspectors to verify compliance of the development during inspections prior to the use of such improvements by the general public.

5.6 For all streets and trails that connect to neighboring communities (e.g., Washington City, Santa Clara, Ivins) and in the areas of those communities near municipal boundaries, the City of St. George encourages compliance with the principles found in this policy. This approach ensures safe, comfortable, and accessible connections across borders and between destinations.

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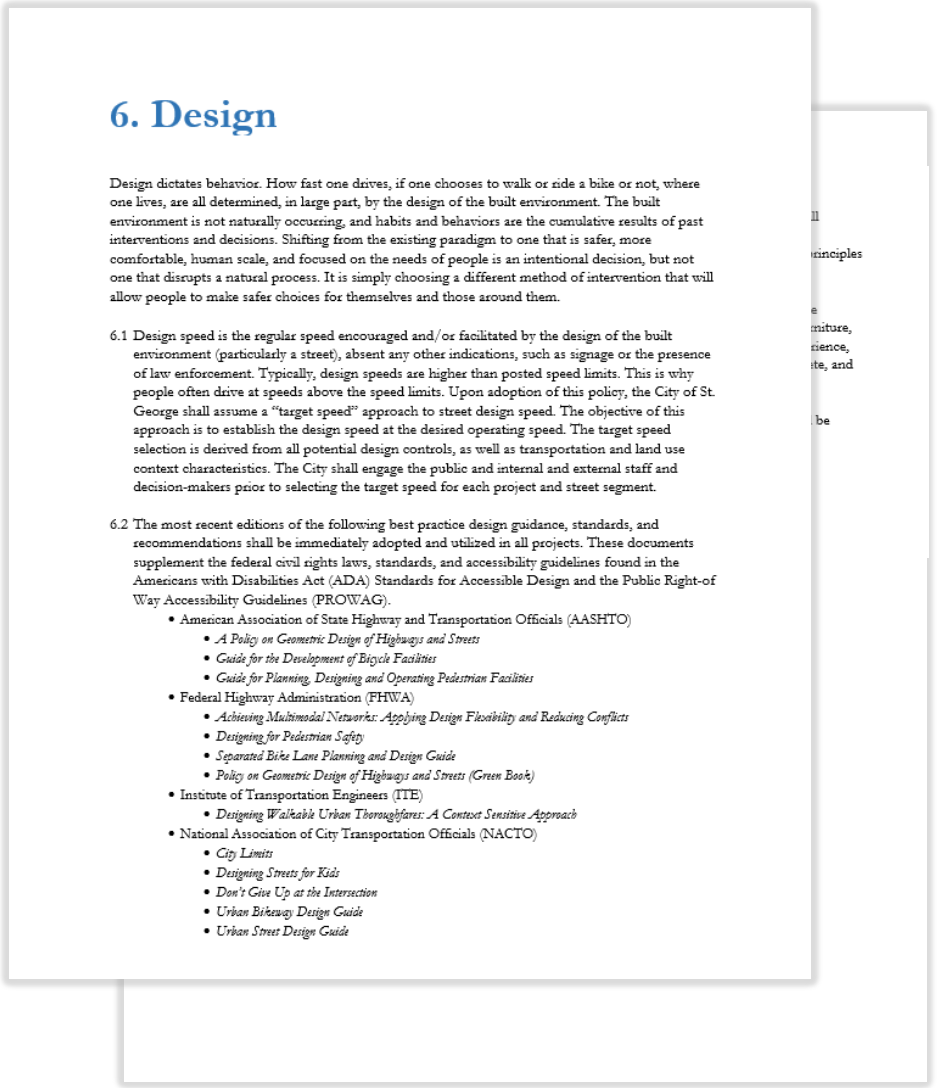
What is in the Complete Streets Policy?

Source: National Complete Streets Coalition (NCSC)

6. Design

Adoption of specific design guidelines and/or internal policies and guides

Sets specific time frames for implementation



6. Design

Design dictates behavior. How fast one drives, if one chooses to walk or ride a bike or not, where one lives, are all determined, in large part, by the design of the built environment. The built environment is not naturally occurring, and habits and behaviors are the cumulative results of past interventions and decisions. Shifting from the existing paradigm to one that is safer, more comfortable, human scale, and focused on the needs of people is an intentional decision, but not one that disrupts a natural process. It is simply choosing a different method of intervention that will allow people to make safer choices for themselves and those around them.

6.1 Design speed is the regular speed encouraged and/or facilitated by the design of the built environment (particularly a street), absent any other indications, such as signage or the presence of law enforcement. Typically, design speeds are higher than posted speed limits. This is why people often drive at speeds above the speed limits. Upon adoption of this policy, the City of St. George shall assume a "target speed" approach to street design speed. The objective of this approach is to establish the design speed at the desired operating speed. The target speed selection is derived from all potential design controls, as well as transportation and land use context characteristics. The City shall engage the public and internal and external staff and decision-makers prior to selecting the target speed for each project and street segment.

6.2 The most recent editions of the following best practice design guidance, standards, and recommendations shall be immediately adopted and utilized in all projects. These documents supplement the federal civil rights laws, standards, and accessibility guidelines found in the Americans with Disabilities Act (ADA) Standards for Accessible Design and the Public Right-of Way Accessibility Guidelines (PROWAG).

- American Association of State Highway and Transportation Officials (AASHTO)
  - *A Policy on Geometric Design of Highways and Streets*
  - *Guide for the Development of Bicycle Facilities*
  - *Guide for Planning, Designing and Operating Pedestrian Facilities*
- Federal Highway Administration (FHWA)
  - *Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts*
  - *Designing for Pedestrian Safety*
  - *Separated Bike Lane Planning and Design Guide*
  - *Policy on Geometric Design of Highways and Streets (Green Book)*
- Institute of Transportation Engineers (ITE)
  - *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*
- National Association of City Transportation Officials (NACTO)
  - *City Limits*
  - *Designing Streets for Kids*
  - *Don't Give Up at the Intersection*
  - *Urban Bikeway Design Guide*
  - *Urban Street Design Guide*

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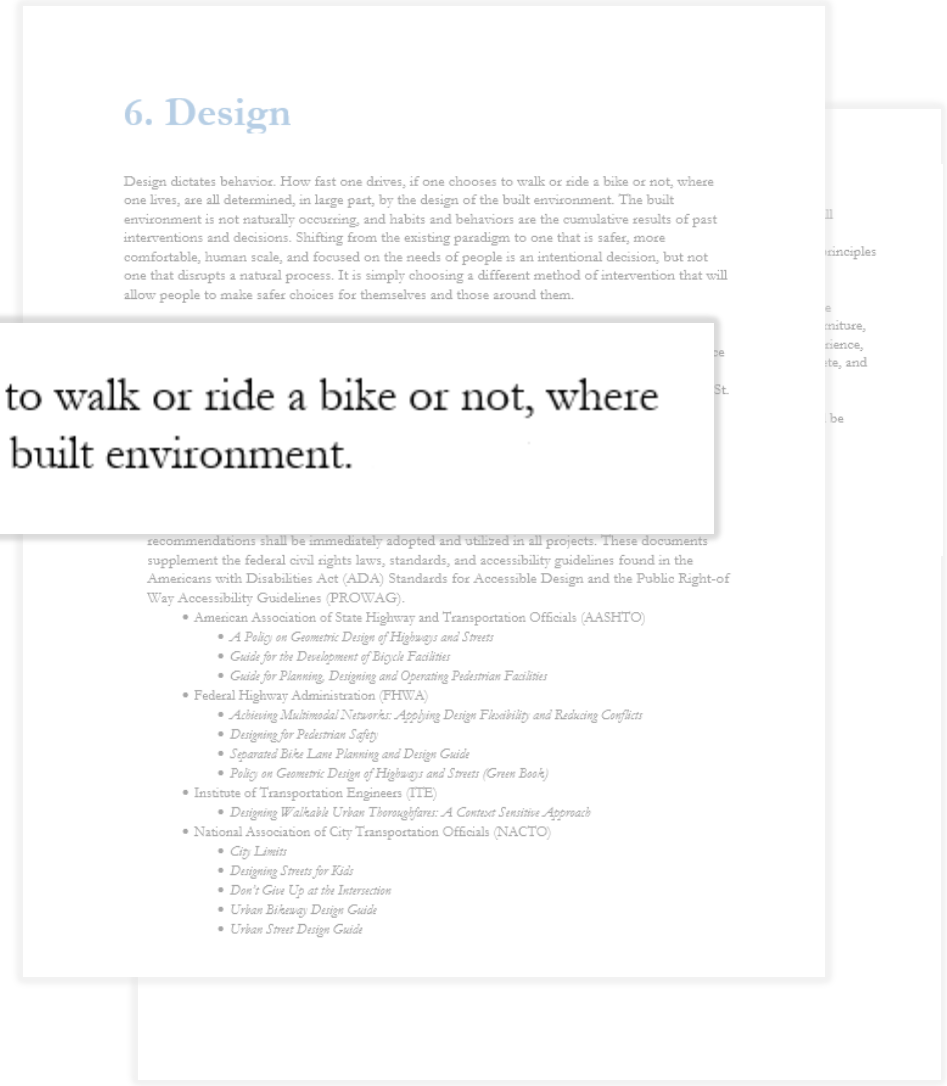
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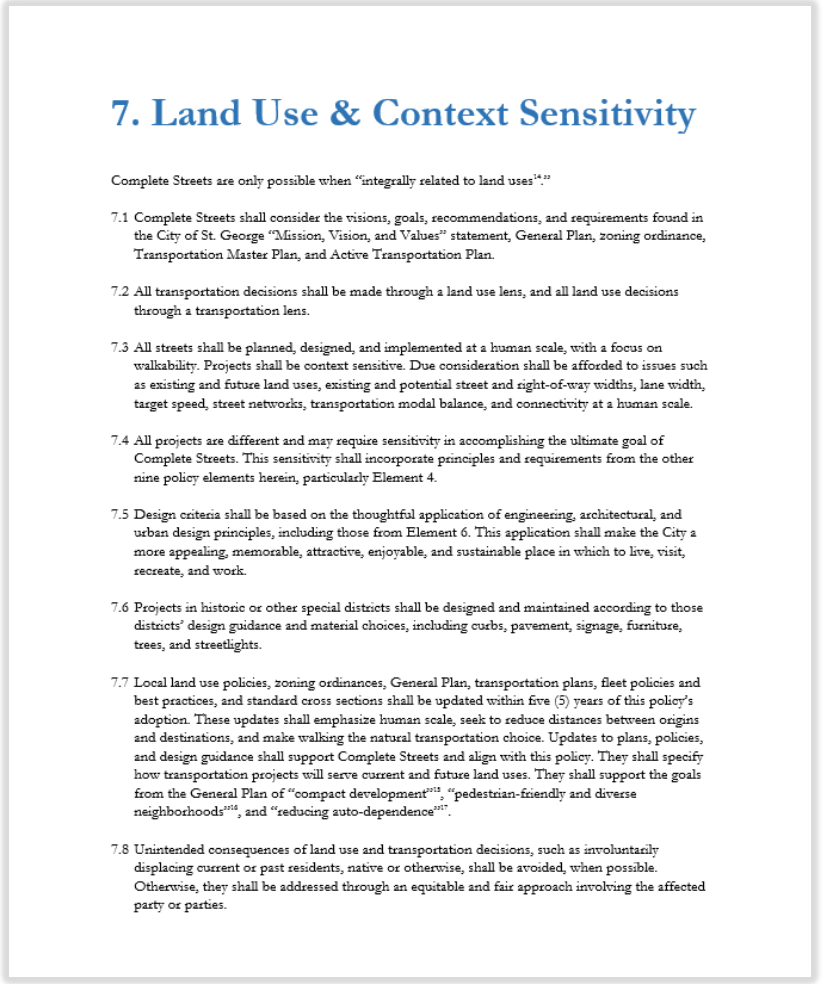
7. Land Use & Context Sensitivity

Updates to land use policies, plans, zoning to support Complete Streets

Requires long range plans and design guidance to specify how transportation projects will serve current and future land use

Considers community context in decision-making

Specifies the need to mitigate unintended consequences



7. Land Use & Context Sensitivity

Complete Streets are only possible when "integrally related to land uses[14,15]."

7.1 Complete Streets shall consider the visions, goals, recommendations, and requirements found in the City of St. George "Mission, Vision, and Values" statement, General Plan, zoning ordinance, Transportation Master Plan, and Active Transportation Plan.

7.2 All transportation decisions shall be made through a land use lens, and all land use decisions through a transportation lens.

7.3 All streets shall be planned, designed, and implemented at a human scale, with a focus on walkability. Projects shall be context sensitive. Due consideration shall be afforded to issues such as existing and future land uses, existing and potential street and right-of-way widths, lane width, target speed, street networks, transportation modal balance, and connectivity at a human scale.

7.4 All projects are different and may require sensitivity in accomplishing the ultimate goal of Complete Streets. This sensitivity shall incorporate principles and requirements from the other nine policy elements herein, particularly Element 4.

7.5 Design criteria shall be based on the thoughtful application of engineering, architectural, and urban design principles, including those from Element 6. This application shall make the City a more appealing, memorable, attractive, enjoyable, and sustainable place in which to live, visit, recreate, and work.

7.6 Projects in historic or other special districts shall be designed and maintained according to those districts' design guidance and material choices, including curbs, pavement, signage, furniture, trees, and streetlights.

7.7 Local land use policies, zoning ordinances, General Plan, transportation plans, fleet policies and best practices, and standard cross sections shall be updated within five (5) years of this policy's adoption. These updates shall emphasize human scale, seek to reduce distances between origins and destinations, and make walking the natural transportation choice. Updates to plans, policies, and design guidance shall support Complete Streets and align with this policy. They shall specify how transportation projects will serve current and future land uses. They shall support the goals from the General Plan of "compact development"[15], "pedestrian-friendly and diverse neighborhoods"[16], and "reducing auto-dependence"[17].

7.8 Unintended consequences of land use and transportation decisions, such as involuntarily displacing current or past residents, native or otherwise, shall be avoided, when possible. Otherwise, they shall be addressed through an equitable and fair approach involving the affected party or parties.

St. George Complete Streets Policy

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Updates to land use policies, plans, zoning to support

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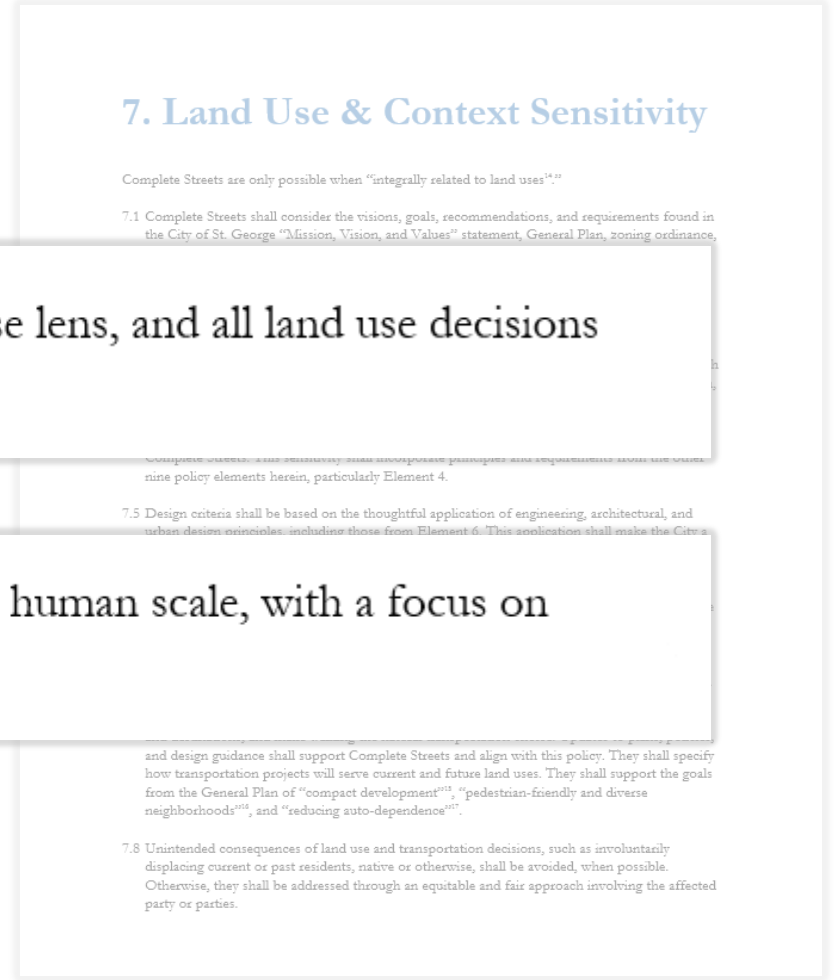
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8. Performance Measures

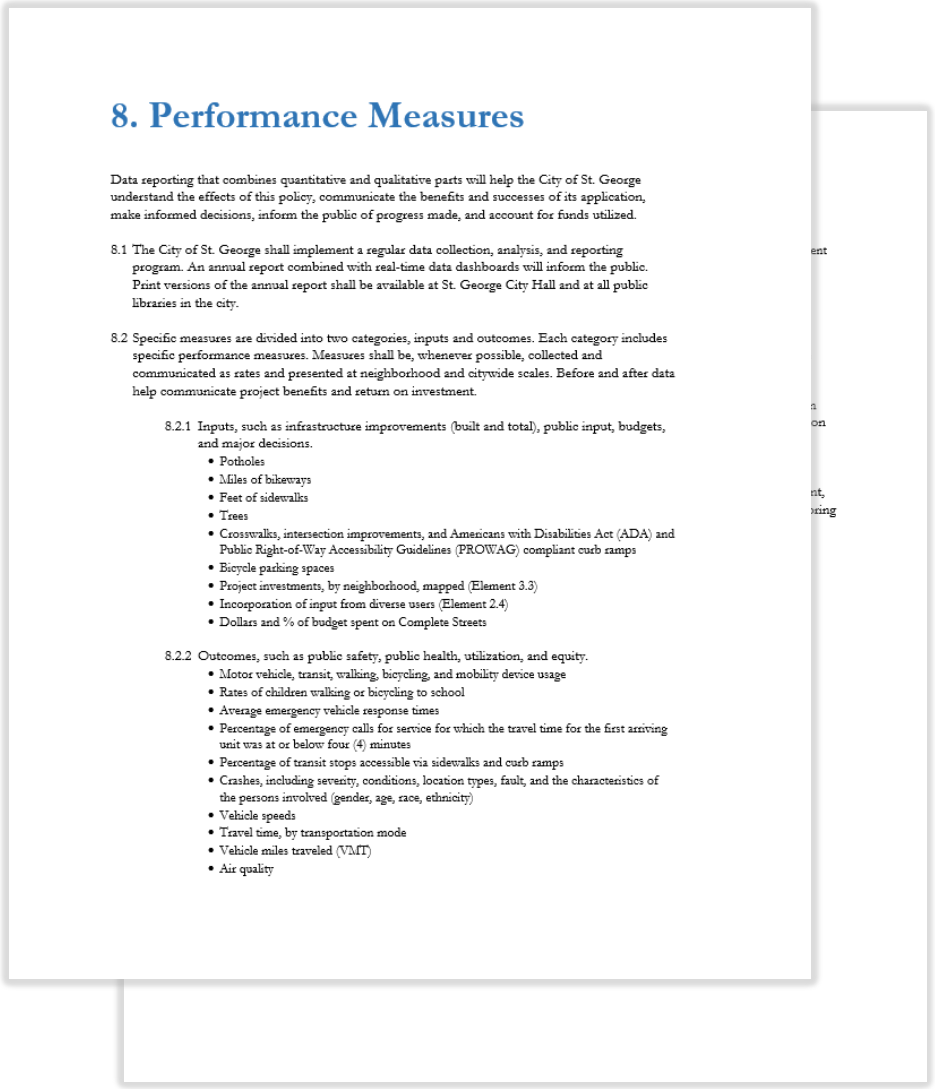
Establishes specific measures under multiple categories, including implementation

Embeds measurement of equity and disparity

Specifies a timeframe for recurring data collection

Requires measures to be publicly released

Assigns responsibility for collecting and publishing



8. Performance Measures

Data reporting that combines quantitative and qualitative parts will help the City of St. George understand the effects of this policy, communicate the benefits and successes of its application, make informed decisions, inform the public of progress made, and account for funds utilized.

8.1 The City of St. George shall implement a regular data collection, analysis, and reporting program. An annual report combined with real-time data dashboards will inform the public. Print versions of the annual report shall be available at St. George City Hall and at all public libraries in the city.

8.2 Specific measures are divided into two categories, inputs and outcomes. Each category includes specific performance measures. Measures shall be, whenever possible, collected and communicated as rates and presented at neighborhood and citywide scales. Before and after data help communicate project benefits and return on investment.

8.2.1 Inputs, such as infrastructure improvements (built and total), public input, budgets, and major decisions.

- Potholes
- Miles of bikeways
- Feet of sidewalks
- Trees
- Crosswalks, intersection improvements, and Americans with Disabilities Act (ADA) and Public Right-of-Way Accessibility Guidelines (PROWAG) compliant curb ramps
- Bicycle parking spaces
- Project investments, by neighborhood, mapped (Element 3.3)
- Incorporation of input from diverse users (Element 2.4)
- Dollars and % of budget spent on Complete Streets

8.2.2 Outcomes, such as public safety, public health, utilization, and equity.

- Motor vehicle, transit, walking, bicycling, and mobility device usage
- Rates of children walking or bicycling to school
- Average emergency vehicle response times
- Percentage of emergency calls for service for which the travel time for the first arriving unit was at or below four (4) minutes
- Percentage of transit stops accessible via sidewalks and curb ramps
- Crashes, including severity, conditions, location types, fault, and the characteristics of the persons involved (gender, age, race, ethnicity)
- Vehicle speeds
- Travel time, by transportation mode
- Vehicle miles traveled (VMT)
- Air quality

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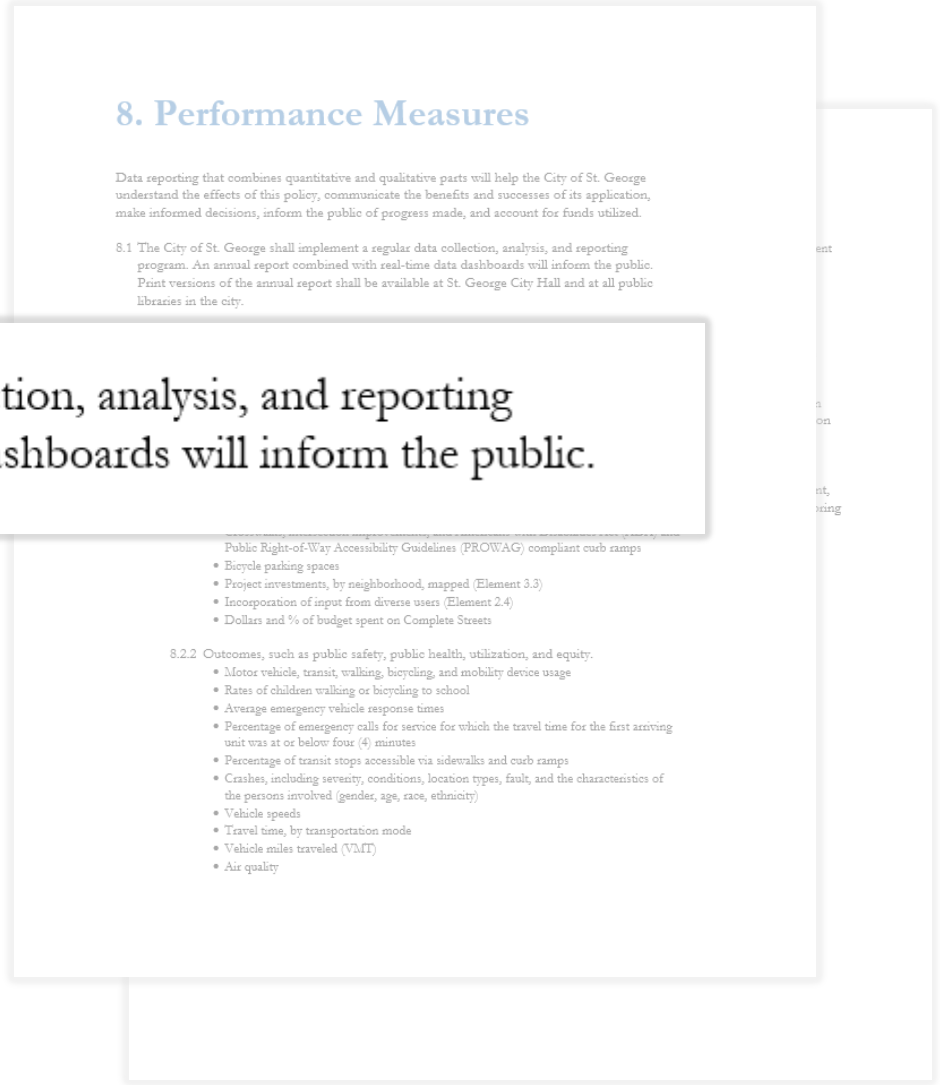
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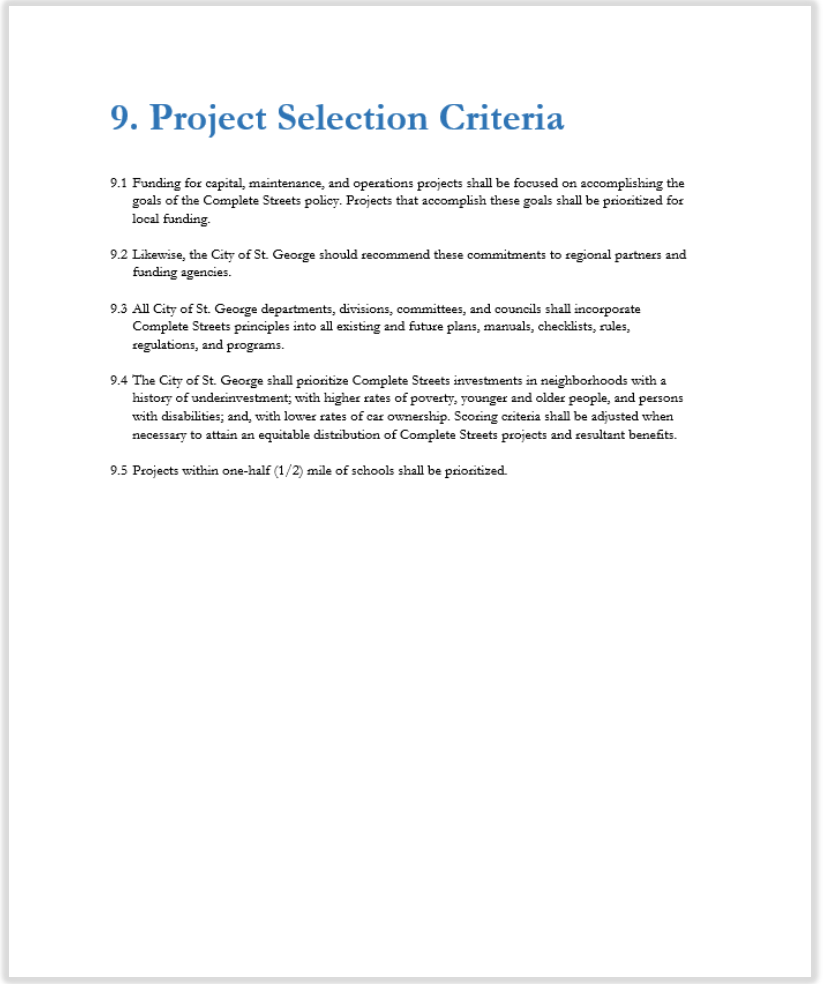
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9. Project Selection Criteria

Encourages funding prioritization for Complete Streets implementation

Specifies how equity will be embedded in selection criteria



9. Project Selection Criteria

9.1 Funding for capital, maintenance, and operations projects shall be focused on accomplishing the goals of the Complete Streets policy. Projects that accomplish these goals shall be prioritized for local funding.

9.2 Likewise, the City of St. George should recommend these commitments to regional partners and funding agencies.

9.3 All City of St. George departments, divisions, committees, and councils shall incorporate Complete Streets principles into all existing and future plans, manuals, checklists, rules, regulations, and programs.

9.4 The City of St. George shall prioritize Complete Streets investments in neighborhoods with a history of underinvestment; with higher rates of poverty, younger and older people, and persons with disabilities; and, with lower rates of car ownership. Scoring criteria shall be adjusted when necessary to attain an equitable distribution of Complete Streets projects and resultant benefits.

9.5 Projects within one-half (1/2) mile of schools shall be prioritized.

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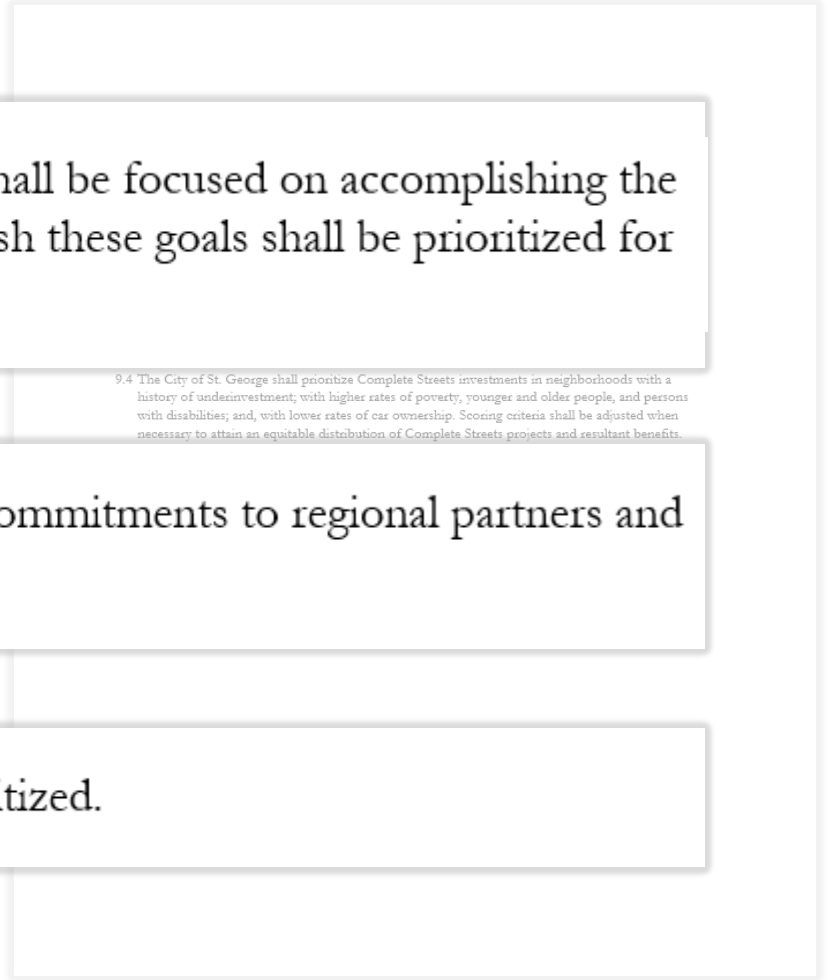
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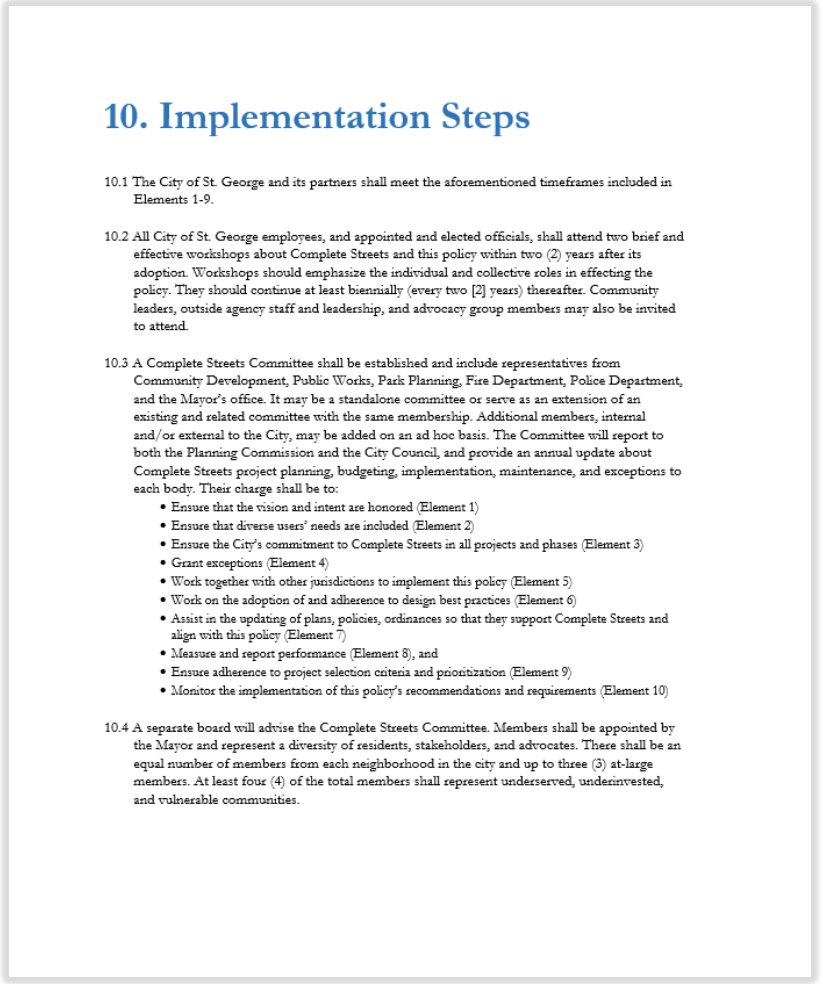
10. Implementation Steps

How to get there

Short and long term steps

Community engagement (who, when, how)

Assigns responsibility for implementation to a committee of internal/external stakeholders



10. Implementation Steps

10.1 The City of St. George and its partners shall meet the aforementioned timeframes included in Elements 1-9.

10.2 All City of St. George employees, and appointed and elected officials, shall attend two brief and effective workshops about Complete Streets and this policy within two (2) years after its adoption. Workshops should emphasize the individual and collective roles in effecting the policy. They should continue at least biennially (every two [2] years) thereafter. Community leaders, outside agency staff and leadership, and advocacy group members may also be invited to attend.

10.3 A Complete Streets Committee shall be established and include representatives from Community Development, Public Works, Park Planning, Fire Department, Police Department, and the Mayor's office. It may be a standalone committee or serve as an extension of an existing and related committee with the same membership. Additional members, internal and/or external to the City, may be added on an ad hoc basis. The Committee will report to both the Planning Commission and the City Council, and provide an annual update about Complete Streets project planning, budgeting, implementation, maintenance, and exceptions to each body. Their charge shall be to:

- Ensure that the vision and intent are honored (Element 1)
- Ensure that diverse users' needs are included (Element 2)
- Ensure the City's commitment to Complete Streets in all projects and phases (Element 3)
- Grant exceptions (Element 4)
- Work together with other jurisdictions to implement this policy (Element 5)
- Work on the adoption of and adherence to design best practices (Element 6)
- Assist in the updating of plans, policies, ordinances so that they support Complete Streets and align with this policy (Element 7)
- Measure and report performance (Element 8), and
- Ensure adherence to project selection criteria and prioritization (Element 9)
- Monitor the implementation of this policy's recommendations and requirements (Element 10)

10.4 A separate board will advise the Complete Streets Committee. Members shall be appointed by the Mayor and represent a diversity of residents, stakeholders, and advocates. There shall be an equal number of members from each neighborhood in the city and up to three (3) at-large members. At least four (4) of the total members shall represent underserved, underinvested, and vulnerable communities.

Discussion