

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

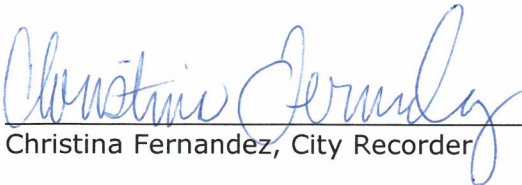
Public Notice

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 in the City Offices located at 175 East 200 North, St. George, Utah, on Thursday, November 10, 2022, commencing at 4:00 p.m.

The agenda for the meeting is as follows:

Call to Order
Invocation
Flag Salute

- 1. Discussion regarding alternatives for the I-15 environmental assessment.**
- 2. Discussion regarding multi-family parking requirements.**
- 3. Discussion regarding driveway lengths/alleyways.**
- 4. Discussion regarding Gold Cross Ambulance staffing proposal.**
- 5. Reports from Mayor, Councilmembers, and City Manager.**
- 6. Request a closed session to discuss litigation, 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 627-4674, at least 24 hours in advance if you have special needs.

**NOTICE OF WORK MEETING OF THE CITY COUNCIL
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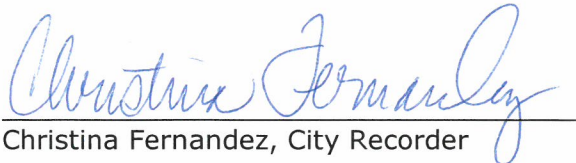
Public Notice

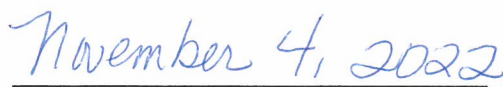
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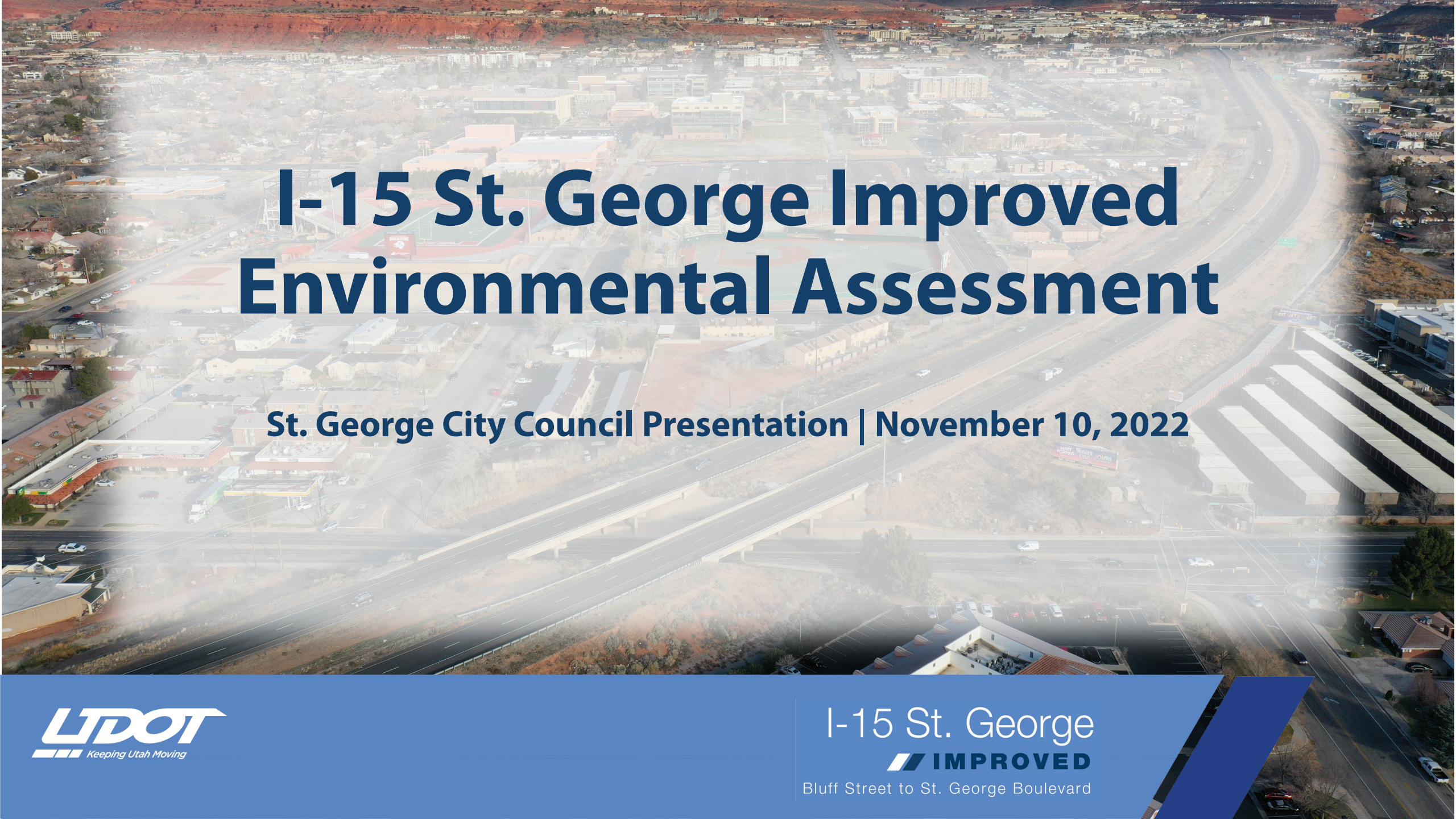
Call to Order
Invocation
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- 1. Discussion regarding alternatives for the I-15 environmental assessment.**
- 2. Discussion regarding multi-family parking requirements.**
- 3. Discussion regarding driveway lengths/alleyways.**
- 4. Presentation and discussion regarding a recommendation from the Ambulance Services Compliance Committee.**
- 5. Reports from Mayor, Councilmembers, and City Manager.**
- 6. Request a closed session to discuss litigation, property acquisition or sale or the character and professional competence or physical or mental health of an individual.**


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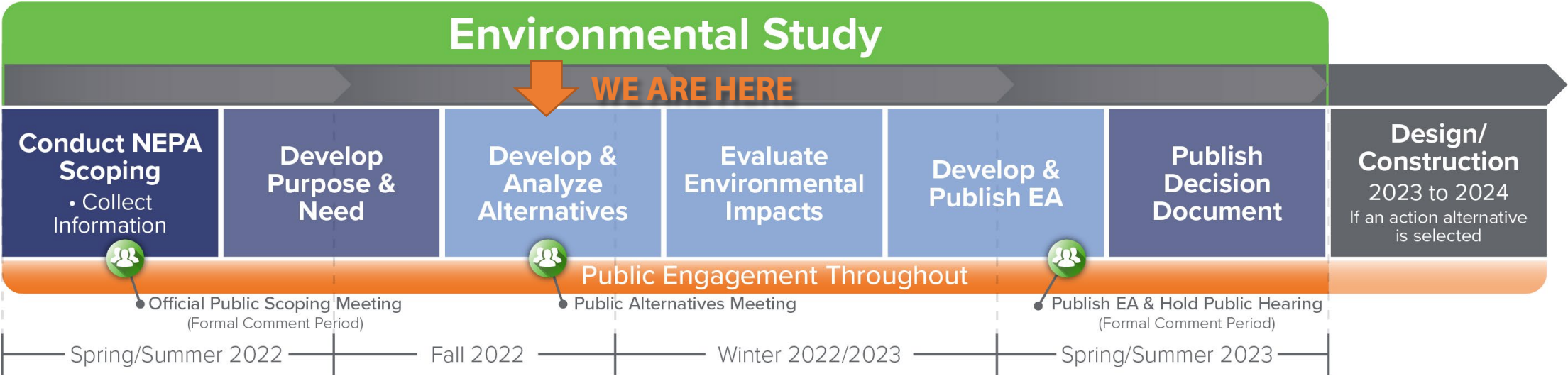


I-15 St. George Improved Environmental Assessment

St. George City Council Presentation | November 10, 2022

ENVIRONMENTAL PROCESS

The study is evaluating environmental and community impacts and identifying improvements that address current and future mobility needs.



ALTERNATIVES PUBLIC MEETINGS

I-15 St. George

IMPROVED

Bluff Street to St. George Boulevard

Online Meeting

Date: Tues., Nov. 15, 2022

Time: 6:00 – 7:30 p.m.

Where: Zoom Webinar

In-Person Meeting

Date: Wed., Nov. 16, 2022

Time: 4:00 – 7:00 p.m.

Where: Atwood Innovation Plaza,
Utah Tech University

Meeting Advertisements

- Website Update
- Stakeholder Database Email
- Press Release
- Postcard Mailer
- Door-to-door Flyer Delivery
- Social Media

30-Day Public Comment Period: November 11 through December 10

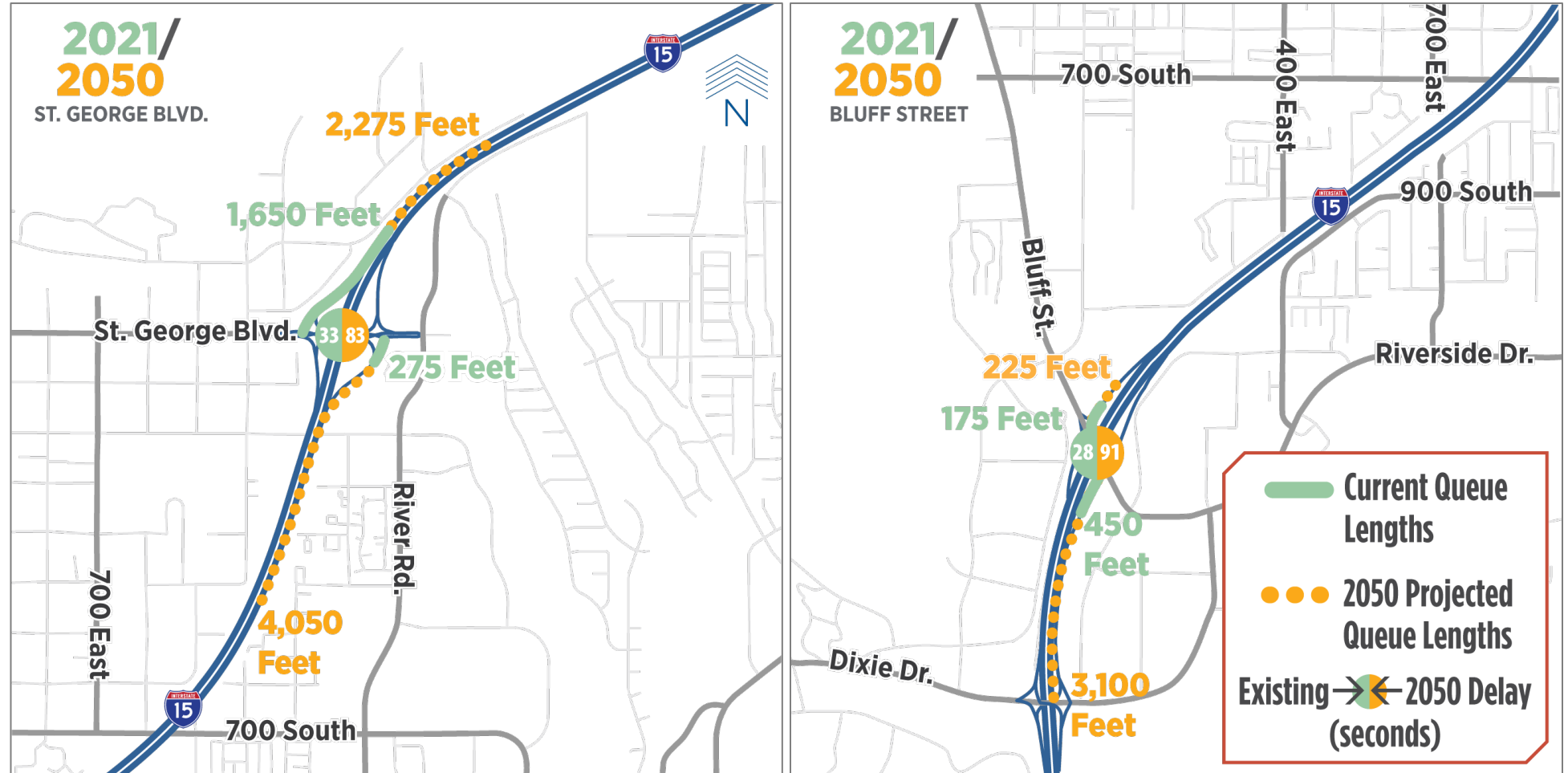
TRAFFIC NEED

I-15 St. George

IMPROVED

Bluff Street to St. George Boulevard

Unacceptable delays at the St. George Boulevard and Bluff Street interchanges lead to **off-ramp queues** extending onto mainline I-15, resulting in **unsafe travel conditions** if no improvements are made.



TRAFFIC NEED

I-15 St. George

IMPROVED

Bluff Street to St. George Boulevard

Travel Times to Regional Destinations

- Anticipated **17% increase in travel time to regional destinations** during peak travel times by 2050 if no improvements are completed



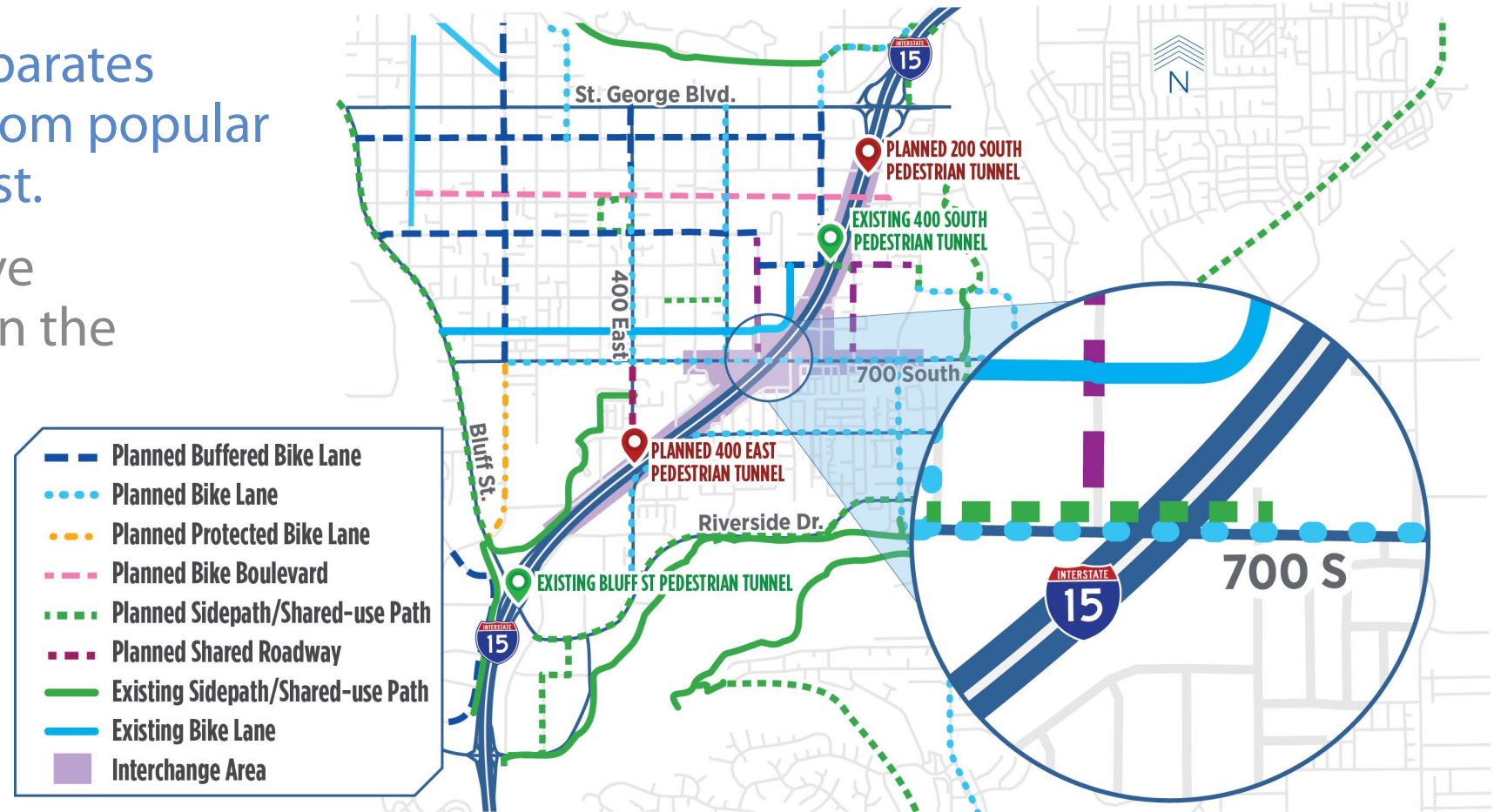
ACTIVE TRANSPORTATION NEED

I-15 St. George

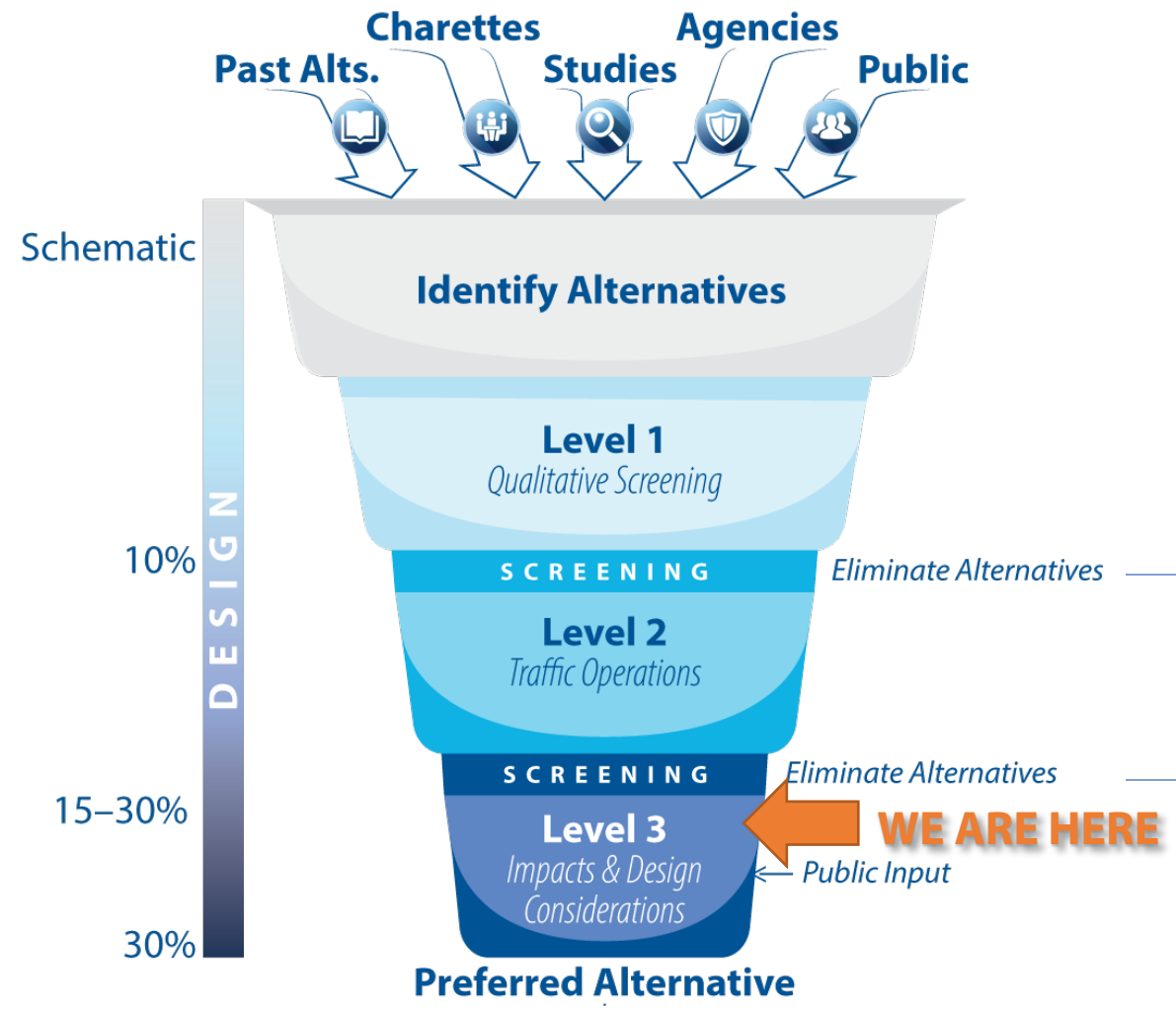
IMPROVED

Bluff Street to St. George Boulevard

- I-15 is a barrier that separates residents east of I-15 from popular destinations to the west.
- Limited east-west active transportation routes in the interchange area.
- Current crossings under I-15 are limited to 700 South and a pedestrian tunnel at 400 South.



ALTERNATIVE DEVELOPMENT PROCESS



Number of Alternatives Considered

700 South Interchange	Others (Proposed by Public)
12	5
5	2
4	0

ADVANCED ALTERNATIVES

I-15 St. George

IMPROVED

Bluff Street to St. George Boulevard

Single Point Urban Interchange (SPUI)



Offset SPUI



Offset SPUI w/ EB to NB Crossover



- On Ramp
- Off Ramp
- I-15
- Bridge

Offset Diamond



SINGLE POINT URBAN INTERCHANGE (SPUI)

I-15 St. George

IMPROVED

Bluff Street to St. George Boulevard



- All left turns come to a single point in the center of the interchange.
- Typical intersection without the heavier "through movement" (I-15 traffic).
- Typical Utah interchange type, in urban areas with high traffic volumes.
- **Local Examples**
 - Dixie Drive Interchange
 - Green Springs Interchange



Offset SPUI

I-15 St. George

IMPROVED

Bluff Street to St. George Boulevard



➡ On Ramp

➡ Off Ramp

- **Similar to the SPUI**
- **Single Point is shifted to the west of I-15**
- **When compared to traditional SPUI:**
 - The distance between the interchange and the signal at 900 East is increased.
 - Traffic flow at the 700 South interchange is improved due to the Increased distance.

Offset Single Point Urban Interchange



Design is preliminary and subject to change

Offset SPUI with EB - NB Crossover

I-15 St. George

IMPROVED

Bluff Street to St. George Boulevard



- **Similar to Offset SPUI**
- **When compared to the Offset SPUI:**
 - Out of direction travel for WB right is reduced.
 - More cost effective by reducing the number of new bridges.

Offset Single Point Urban Interchange w/ EB to NB Crossover



Design is preliminary and subject to change

I-15 St. George
IMPROVED
Bluff Street to St. George Boulevard

Offset Diamond

I-15 St. George

IMPROVED

Bluff Street to St. George Boulevard

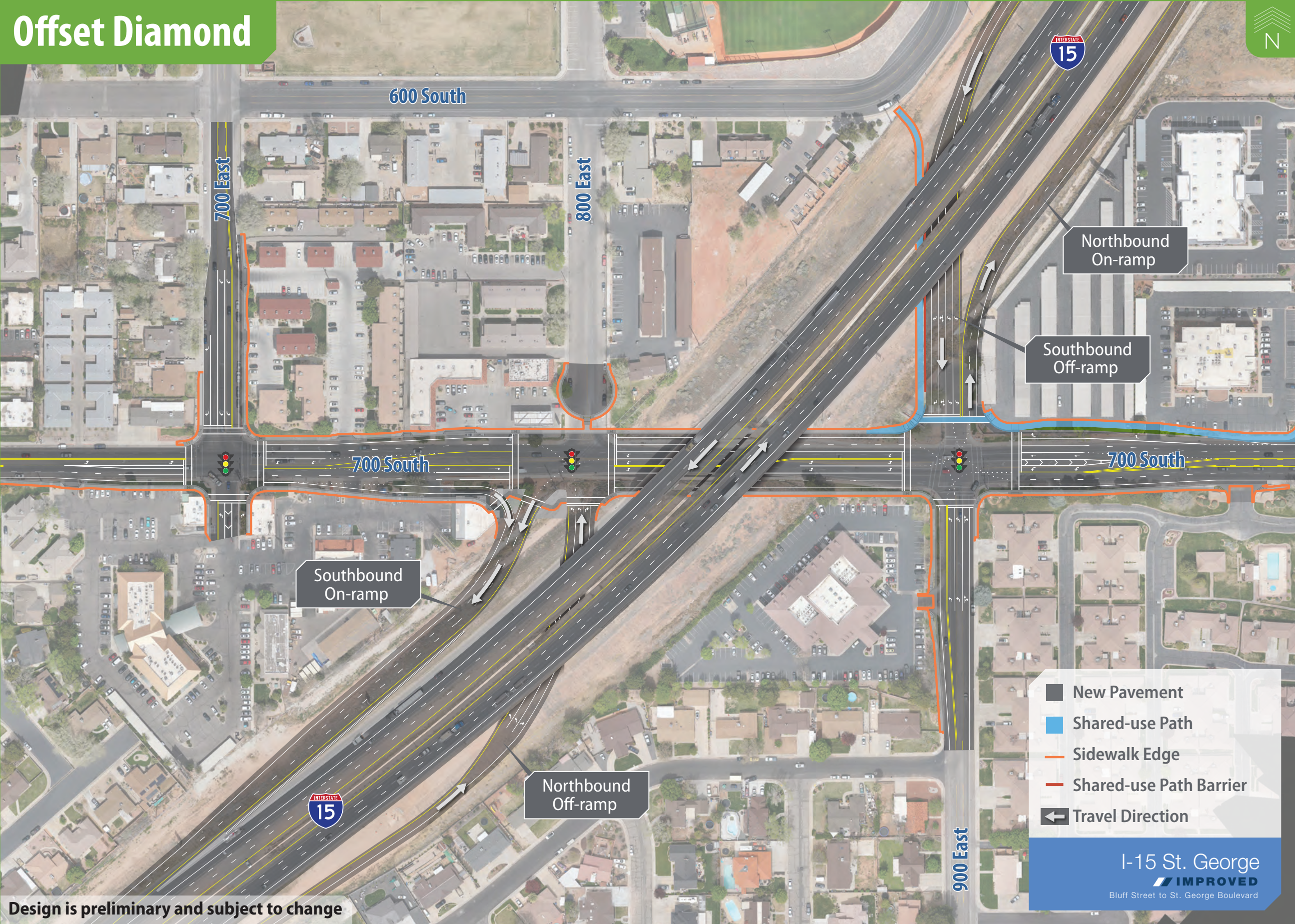


→ On Ramp

→ Off Ramp

- Integrates ramps into the local street network.
- Smaller footprint, fewer property impacts compared to SPUI alternatives.

Offset Diamond



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I-15 St. George
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Bluff Street to St. George Boulevard

ALL FOUR ALTERNATIVES MEET THE STUDY GOALS

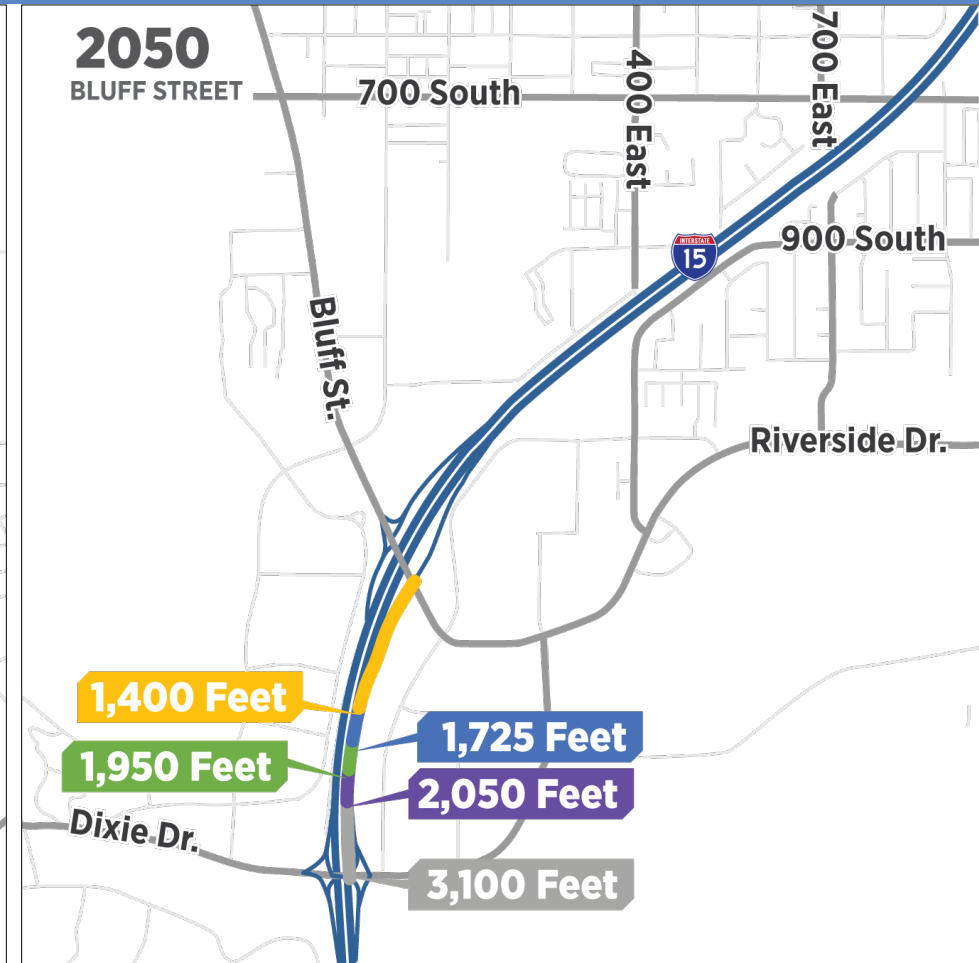
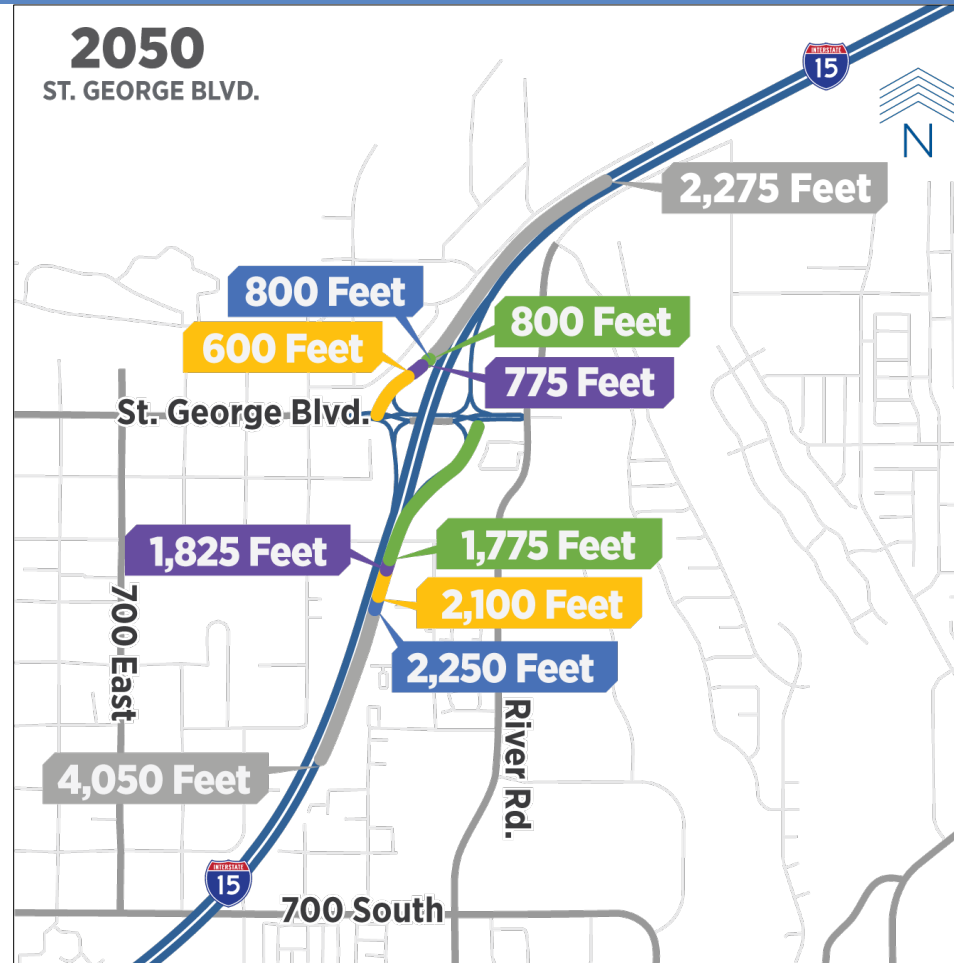
I-15 St. George

IMPROVED

Bluff Street to St. George Boulevard

Goal 1: Less Interchange Delay Compared to No-Action Alternative

Goal 2: Shorten Off-ramp Queues Compared to No-Action Alternative



(Goal = Purpose of the Proposed Action)

No Action

SPUI

Offset SPUI

Offset SPUI with EB - NB Crossover

Offset Diamond

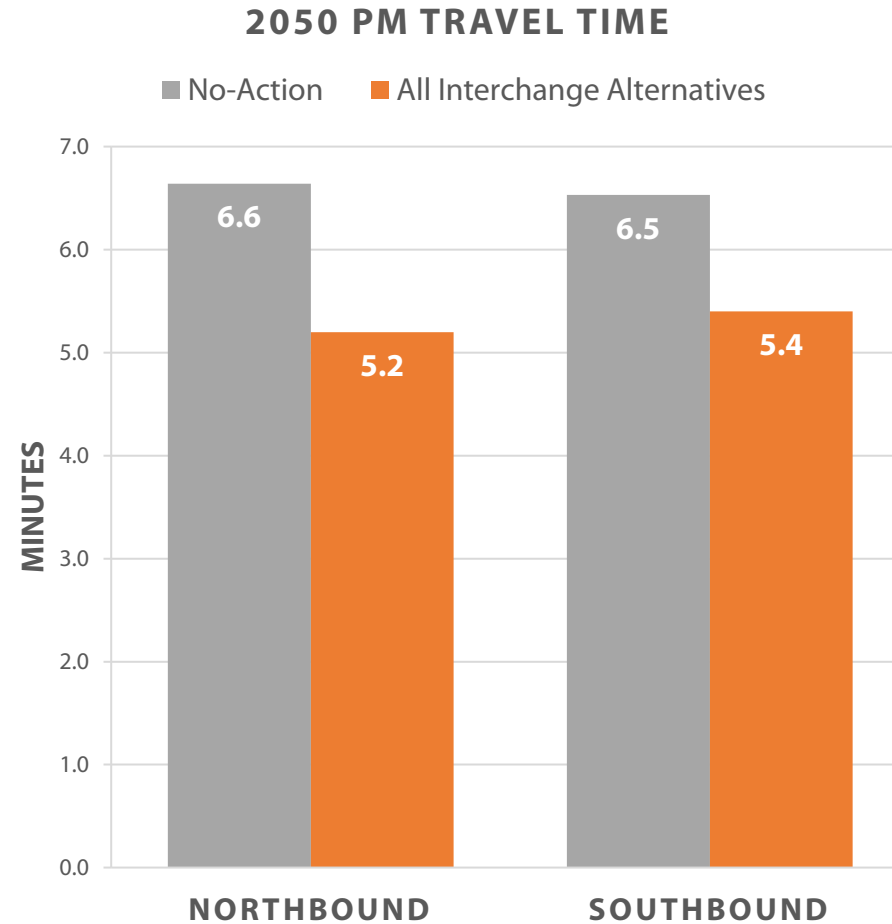
ALL FOUR ALTERNATIVES MEET THE STUDY GOALS

I-15 St. George

IMPROVED

Bluff Street to St. George Boulevard

Goal 3: Reduce Travel Times Compared to No- Action Alternative



(Goal = Purpose of the Proposed Action)



ACTIVE TRANSPORTATION

I-15 St. George

IMPROVED

Bluff Street to St. George Boulevard

Goal 4: Improve mobility options for a broad range of users, including pedestrians and cyclists.

- Each alternative includes a shared-use path on the north side of 700 South



 SHARED-USE PATH

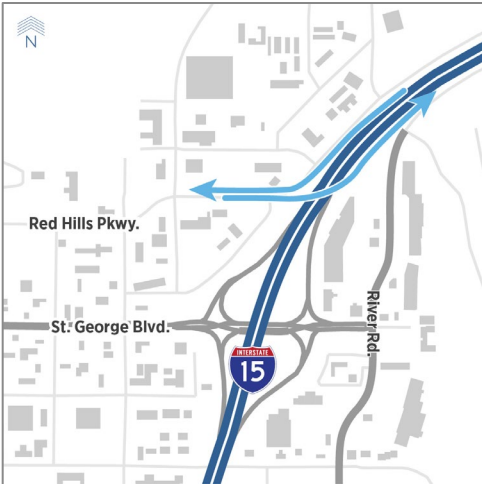
PUBLIC SCOPING ALTERNATIVES

I-15 St. George

IMPROVED

Bluff Street to St. George Boulevard

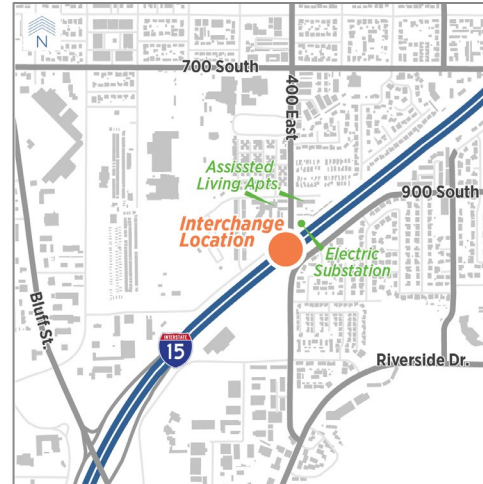
Red Hills Parkway



Mall Drive



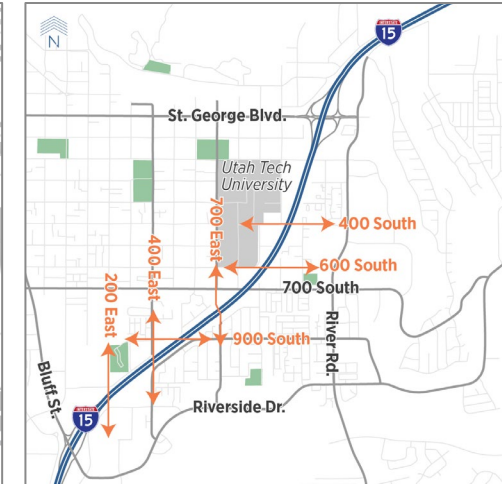
400 East



400 South



Local Grid Connections



Reasons for Elimination

- Previous UDOT studies conclude this alternative provides marginal benefits to the overall system, including the St. George Blvd. interchange
- 700 South has greater regional benefits
- Mall Drive's affect is localized to the mall area
- Unlikely to benefit Bluff St.
- Too close to Bluff St.
- Could relocate residents (assisted living apartments) and electric substation
- Too close to St. George Blvd.
- Increases traffic on a residential street
- Could require a traffic signal at River Road, affecting arterial performance
- Does not reduce delay at St. George Blvd.
- Does not shorten off-ramp queues as well as 700 South interchanges
- Travel times via I-15 are similar to the No-Action Alternative

RECONNECTING COMMUNITIES PILOT PROGRAM GRANT

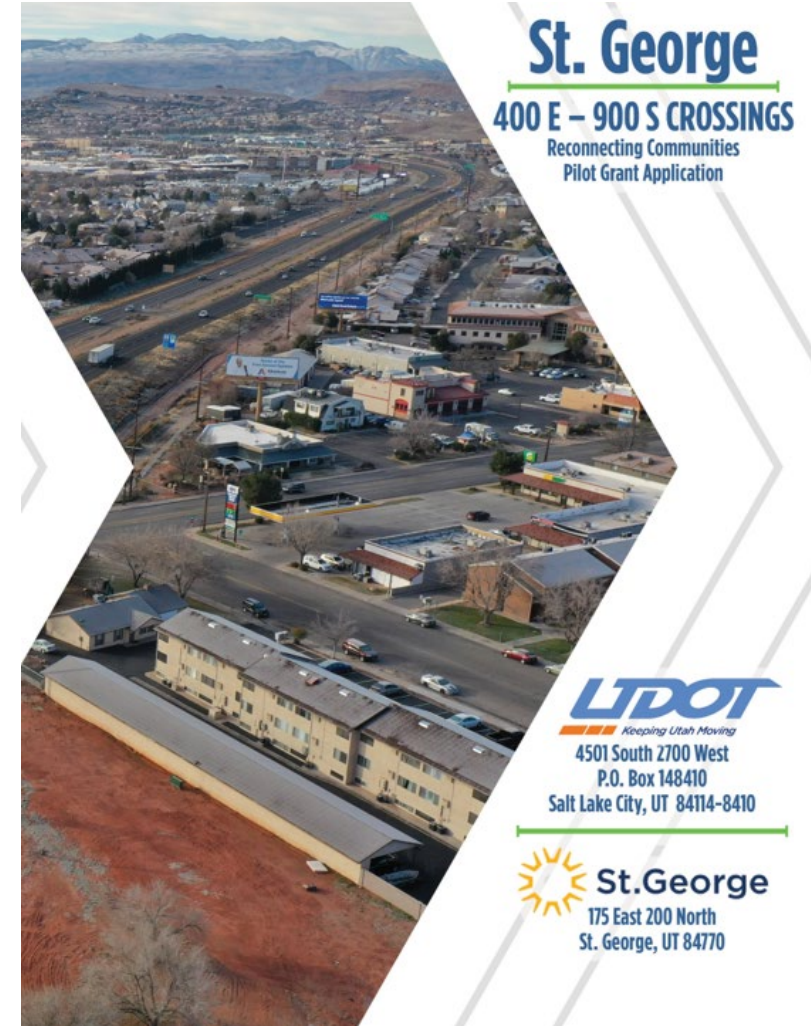
I-15 St. George

IMPROVED

Bluff Street to St. George Boulevard

- **Federal pilot program dedicated to reconnecting communities** that were previously cut off from economic opportunities by transportation infrastructure.
- UDOT and St. George City partnered to request funds for two crossing (400 East and 900 South)
 - Application submitted October 2022
 - Anticipated notification of grant award is May 2023
- Implementation of the 400 East and 900 South crossings is contingent on grant approval

Local crossings are part of a separate effort as they are not required to meet the purpose and need of the current environmental study.



HOW TO COMMENT

I-15 St. George



Bluff Street to St. George Boulevard

The Public Comment Period **will begin on Nov. 11 and will run through Dec. 10.** Comments can be submitted by:



**In-Person
Meeting**

November 16, 4-7 p.m. at
Atwood Innovation Plaza at Utah Tech



Email

I15StGeorge@utah.gov



Website

udotinput.utah.gov/I15StGeorge



Mail

I-15 St. George Study (c/o Avenue Consultants)
113 North 200 East, Suite #3
St. George, UT 84770

Questions?



Multi-Family Parking

City Council

November 11, 2022

St. George Requirements

- 2 Stalls per unit (regardless of size)
- 1 stall for every 3 units (1:3) for Visitor Parking
- Every unit must have at least one covered parking stall
- Guest Parking must be within 200' of units they are intended to serve
- In PD's, reduction may be granted from 2 stalls per unit to 1.5 if there are more than 100 units and proof is shown that 2 per unit is excessive

Other City Requirements

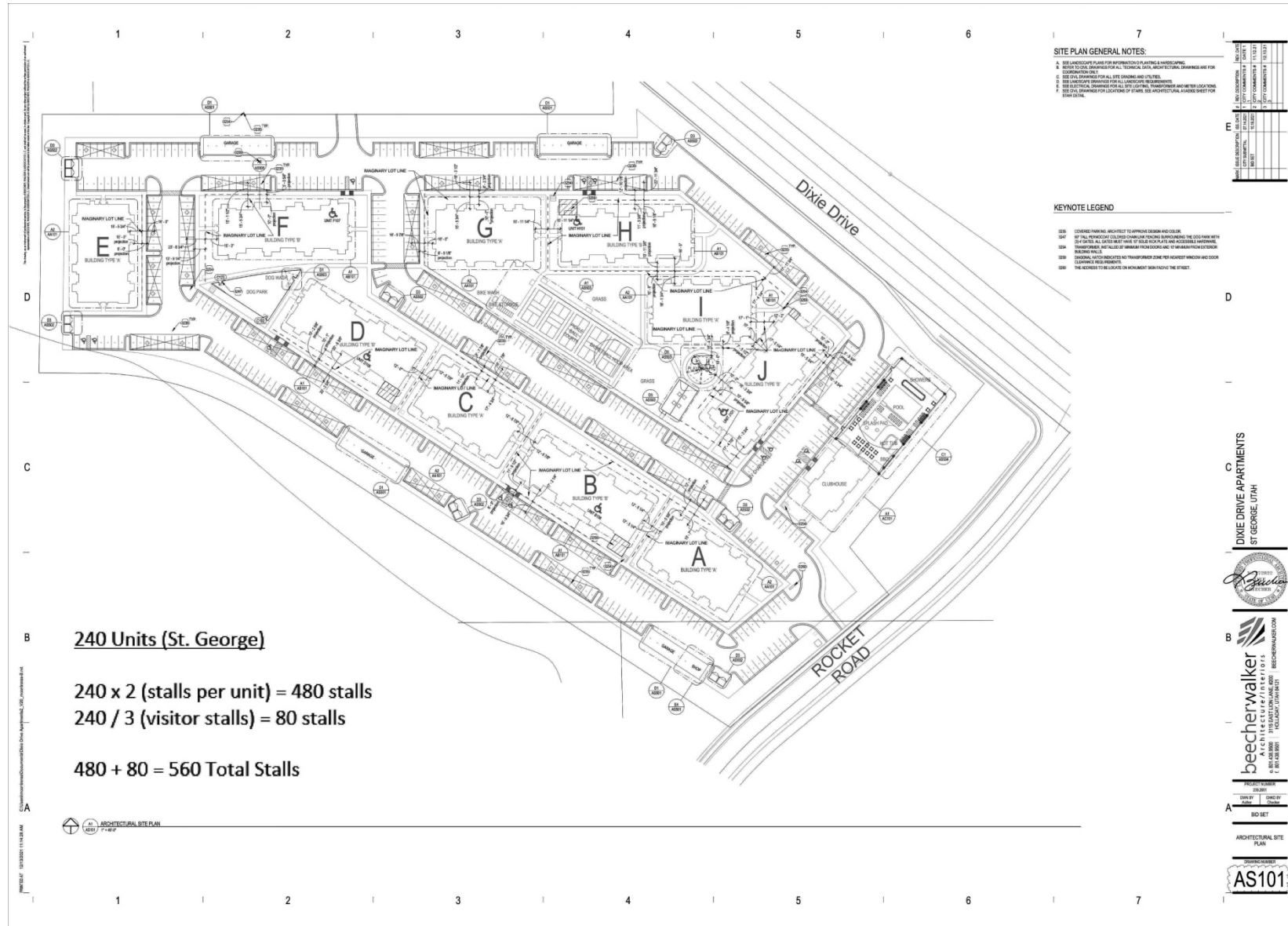
	St. George	Logan ⁴	Ogden	West Valley	Sandy	Draper	Lehi	Provo	Cedar City	Washington
Multi-Family	2 stalls per unit ^{1, 2}	2 stalls per unit	2/3/4 unit dwelling - 2 side by side spaces per unit More than 4 unit dwelling: Many varied standards ⁶	2/3/4 unit dwelling - 2 spaces per unit Multiple Unit Dwelling: Studio - 1.3 spaces/unit One BR - 1.5 spaces/unit Two BR - 1.75 spaces/unit Three BR - 2 spaces/unit	2/3/4/5 unit dwelling - 2 spaces per unit Multiple Unit Dwelling: One BR - 1.5 spaces/unit Two BR - 2 spaces/unit Three+ BR - 2.5 spaces/unit	2 Stalls per unit (regardless of BR)	2/3/4 unit dwelling - ⁸ 2 spaces/unit 5+ units: Studio/ 1 BR - 1 stall/unit 2 BR+ - 2 stalls/ unit Townhomes/Condos - 2 stalls/unit	Provo has very particular requirements for parking based on the number of bedrooms, occupancy, and number of residents. Too involved for this table.	2/3 unit dwelling - 1 or 2 BR - one two stalls/unit 3+BR - 1.3 stalls per BR 4+ units: 1.3 stalls per BR	Studio/1 BR - 1.1 stalls per unit 2+ BR - 2 stalls per unit
Mixed Use	2 stalls per unit ²	Studio/1BR 1.5 stalls/unit Two BR + 2 stalls/unit	Facilities calculations are based on gross square footage of each identifiable use within the building	No specific standards	No specific standards	No specific standards	Based on total of combined uses with up to 30% reduction upon Planning Commission approval and a recommendation by a licensed traffic engineer ⁹	No specific standards	Sum of the requirements of the various uses computed separately	Mixed use development may reduce the number of parking stalls in downtown area (wherever that is)
Guest Parking	1 per three units (1:3) ³	No specific standards	No specific standards	No specific standards	2-car off-street parking in the dwelling's driveway is required. Alternatively 0.25 spaces per unit after a base of 1 per unit for the first 5 units if provided in an off-street parking lot	One stall for every four units (1:4)	One stall for every three units (1:3) for MF dwellings 5 units or greater	One stall for every four units (1:4)	No specific standards	One stall per 3.5 units (1:3.5) ¹²
Downtown	1 stall per 500 sf in Central Business District	Studio/1BR 1.5 stalls/unit Two BR + 2 stalls/unit Visitor 1 stall/10 units	Refers to general standards	No	The Cairnes has its own standards but unable to determine different parking requirements	Refers to general standards	Unable to determine	Downtown Core: may be reduced to one space/unit for one BR & 1.25/unit for 2+ BR	No specific standards	See above
Reduction Allowance?	Yes	Only in Commercial	Yes (in conjunction with shared parking)	Yes	Yes (ZA may approve up to 10% decrease, PC may approve more)	Yes (approved by PC with findings)	Yes (not more than 20%)	Yes (Parking study and findings required)	Yes (based on findings, up to 20%)	Downtown only

Trends

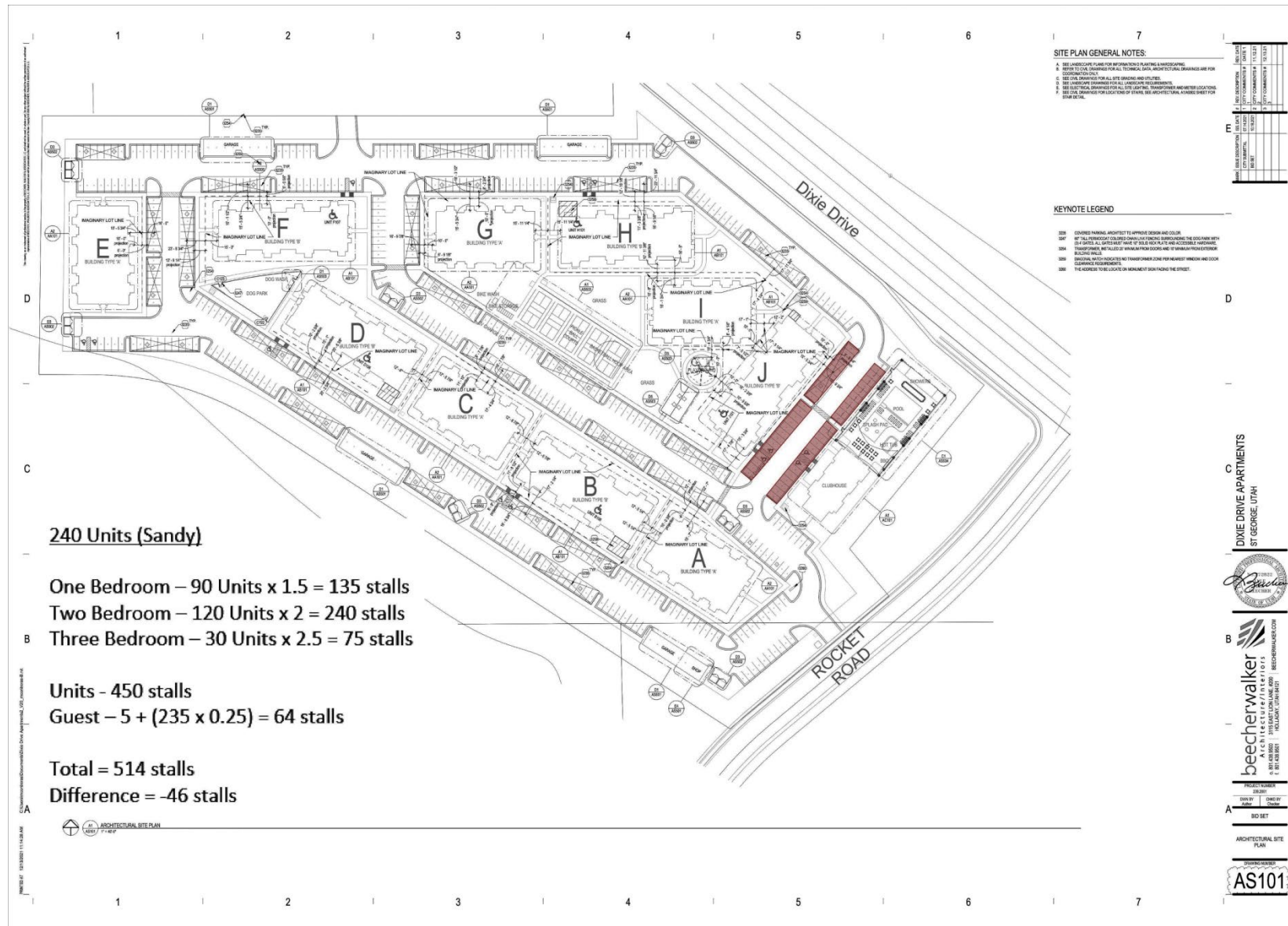
- 6/10 Break down parking requirements by number of bedrooms
 - Of those that break down requirement by number of bedrooms, all break it down further by number of units in the building
- 6/10 Have specific standards for visitor parking
- Most allowed a reduction in parking with standards
- 4/10 had different standards for mixed use developments
- Provo and Ogden tie standards to zone in the property is located

2/3/4 unit dwelling - 2 spaces per unit
Multiple Unit Dwelling:
Studio - 1.3 spaces/unit
One BR - 1.5 spaces/unit
Two BR - 1.75 spaces/unit
Three BR - 2 spaces/unit

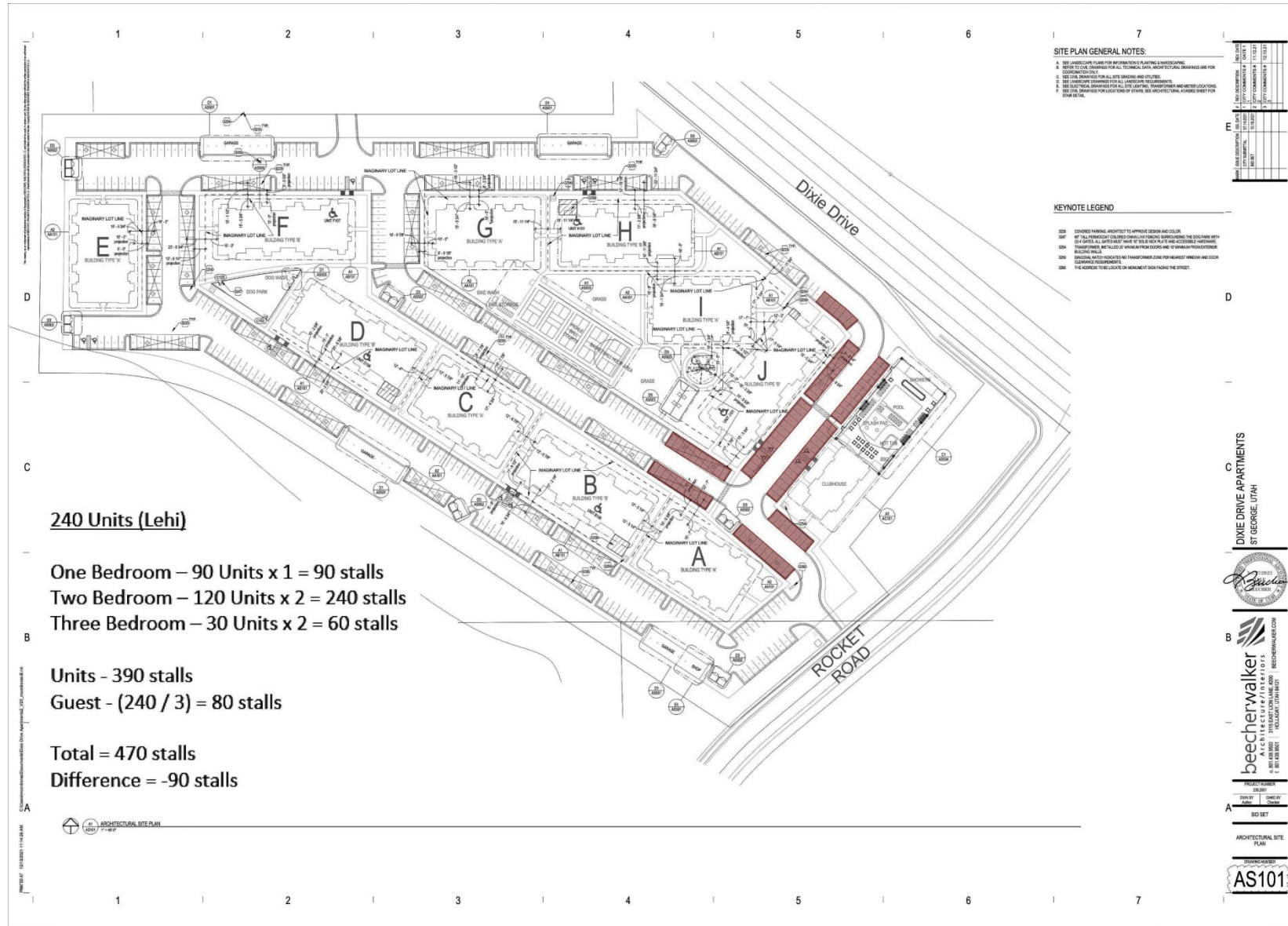
Dixie Drive Apartments (St. George)



Dixie Drive Apartments (Sandy)



Dixie Drive Apartments (Lehi)





Residential Driveways and Alleyways

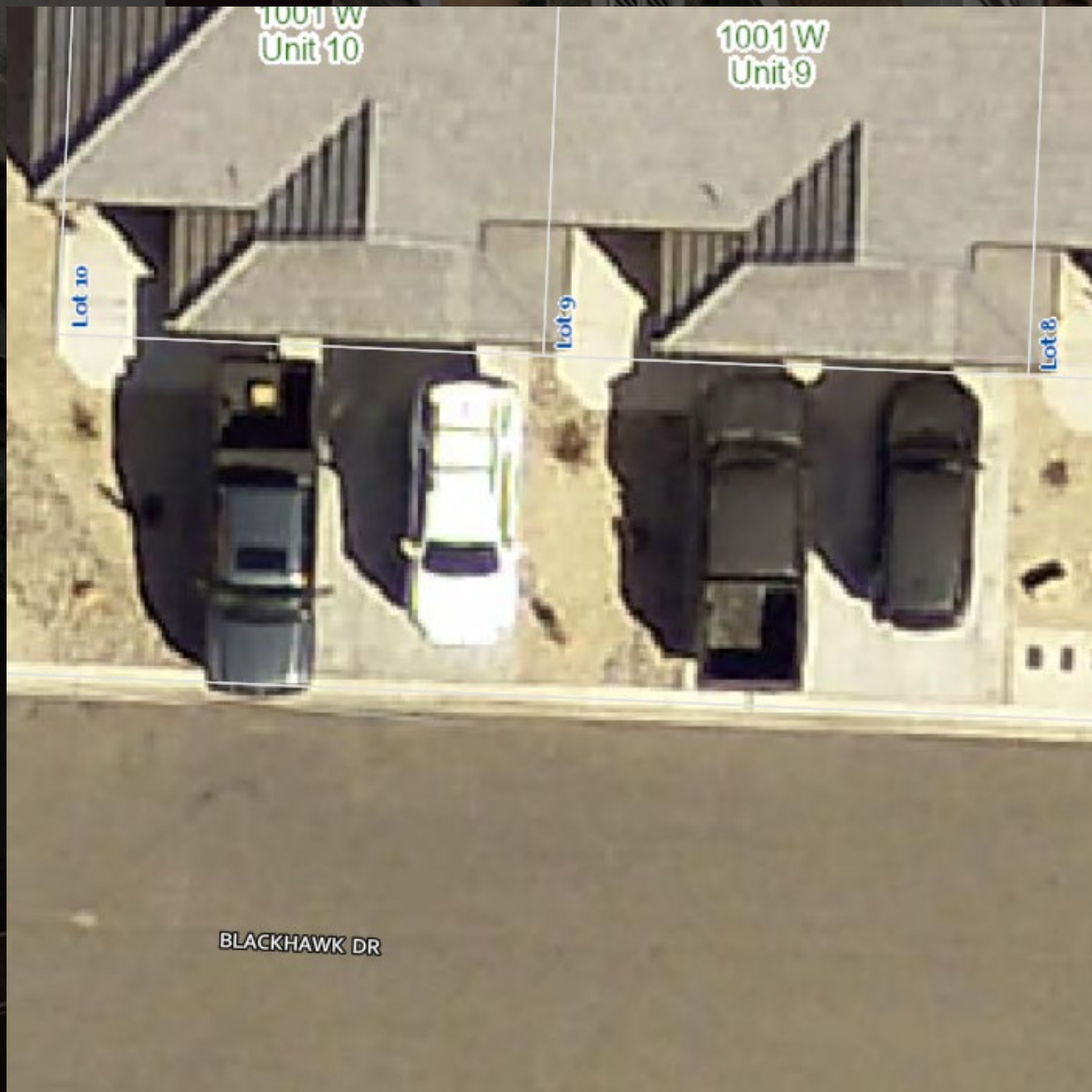
DRIVEWAYS



DRIVEWAYS



DRIVEWAYS



DRIVEWAYS

Ford Truck Type	Length
Regular cab, 6 ½' bed	17.43'
Regular cab, 8' bed	18.98'
Supercab, 6 ½' bed	19.31'
Supercrew, 5 ½' bed	19.31'
Supercrew, 6 ½' bed	20.29'
Supercab, 8' bed	20.89'

Chevrolet Truck Type	Length
Silverado, regular cab	19.14'
Silverado, double cab	19.33'
Silverado, crew cab	19.40'
Silverado, crew cab	19.41'
Silverado, crew cab	20.12'
Silverado, crew cab	20.20'
Silverado, longest length	22.17'



DRIVEWAYS

City	Minimum Driveway length
Draper	20'
St. George	20' PD-R, Residential 25'
Washington	20', bigger lots 30'
Eagle Mountain	22'
Logan	25'
Sandy	25'
South Jordan	25', bigger lots 30'

A L L E Y S

City	Minimum Alley Width	Minimum Setback to Alley
St. George	30', 45' with utilities	5' RCC, 8' – 30' all other zones
Desert Color	30' – 45'	5'
Draper	26' with 18' of pavement	26'
Washington	Follow International Fire Code	20', private streets don't have a minimum setback
Eagle Mountain	20'	20'
Logan	Not allowed	
Sandy	Pavement width: 20' one-way, 24' two-way Must accommodate a full-sized fire apparatus (without backing up)	20'
South Jordan	30' in Day Break	5'

SHORT-TERM RENTAL PARKING

City	Parking Regulations
St. George	Parking follows residential standards
Desert Color	Parking follows residential standards
Draper	Parking follows residential standards
Washington	Parking follows residential standards
Eagle Mountain	Parking follows residential standards
Logan	Minimum of two additional off-street parking required, ratio 1 parking stall per bedroom. Parking not permitted in front setback.
Sandy	No on-street parking allowed. Parking follows residential standards
South Jordan	Minimum of one additional off-street parking space
Park City	1 additional parking space for every two rooms over six rooms.
Moab	Parking follows residential standards
Garden City	Parking is based on occupancy. Occupancy can't exceed 2 people per 100 square feet. 1 parking space per 4 occupants. All vehicles must be parked on property and not in ROW.

Gold Cross Ambulance

St. George City

Paramedic Staffing Proposal 2022

Currently the City ordinance Title 3, Ch 2, Art. F - B requires all ambulances used for 911 response to be staffed with two paramedics.

When the City Council changes the two-paramedic requirement in the current ordinance to one paramedic and one AEMT, Gold Cross Ambulance will be able to utilize our paramedic staff in a more effective manner. We will be able to increase the number of ambulances on duty during the peak demand hours of the day as well as reduce the response area for each ambulance by having more ambulances located throughout the city. Gold Cross proposes leaving the four ambulance requirement as a minimum and we will add additional ambulances as dictated by historical call volume as well as the two quick response vehicles that will be in operation 24/7.

The State of Utah rule (R426-4-200) established the standard staffing for a Paramedic ambulance as one Paramedic and one Advanced EMT or EMT. This standard is currently being used throughout the State and in our geographical area.

Gold Cross Ambulance currently provides four Advanced Life Support (ALS) 911 ambulances in the City of St. George. Those ALS ambulances are staffed with two Paramedics 24 hours a day. We also staff and provide two interfacility ambulances that can be called on when needed to perform 911 services, both with ALS capabilities. We propose to be able to utilize these two additional ambulances for 911 response layering them on top of our current staffing to provide better peak staffing and reduce response times. We will also staff an additional ambulance for inter-facility calls. We also propose adding an additional Quick Response Unit (QRU) staffed with a paramedic. This QRU will be in addition to our current Supervisor that will also be a QRU thus having two QRU's that will respond on all Delta and Echo calls with the ambulance. This will still provide two paramedics on the scene of critical calls.

It is our goal to provide the highest quality patient care and provide the highest level of Emergency Medical Services.

In summary, we propose the following:

- The flexibility to add additional ALS Ambulances staffed with one Paramedic and one AEMT when needed based on peak load / call volume.
- Add an interfacility Ambulance to be staffed with at least two AEMT's.
- Staff two Paramedic Quick Response vehicles (one on the north side of St. George City and one on the south side of St. George City) to respond on higher acuity Delta and Echo responses. This will ensure that there are two Paramedics at each emergency scene, and will achieve the following:
 - Decrease the overall response time.
 - Assure that there are two Paramedics on critical scenes.
 - Decrease the coverage area for each ambulance.
 - Decrease the fatigue of staff by decreasing their overall call volume.
 - Increase AEMT and Paramedic employee retention.