



Building Development Standards

Adopted by City Council
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St. George Regional Airport Building Development Standards

Section 1 Purpose

Building Development Standards promote consistent architectural design, site planning and visual appearance of buildings constructed at the St. George Regional Airport (SGU). Development standards ensure new hangar development will be constructed in accordance with FAA regulations and Advisory Circulars along with local regulations relating to public health, safety, and welfare. Development standards also guarantee that future hangar development will be designed and constructed in a manner that will enhance both existing and future development.

The following standards apply to all hangars, tenant buildings and facilities and are considered minimums unless otherwise specified. These standards apply to commercial and privately constructed buildings as well as those constructed by the City of St. George. The standards do not preclude the construction of multiple unit hangars that will accommodate several aircraft owned by one or more individuals.

Section 1.1 Goals

The following goals form the basis for these design standards:

- **ECONOMIC** - Protection of property values and enhancement of investment.
- **ENVIRONMENTAL** – Conservation of existing natural features and minimum adverse impact on the ecosystems.
- **FUNCTION** – Encouragement of imaginative and innovative planning of facilities and sites and flexibility to respond to changes in market demand.
- **VISUAL** – Variety, interest and a high standard of architectural and landscape design.
- **SOCIAL** – Amenable working environment, which is an integral part of the community.
- **SAFETY** – Provide and secure storage of aircraft.

Section 2 General Provisions

Buildings may not be constructed on airport property unless approved by the Airport Manager for conformance in each of the following areas:

- a) Current Airport Layout Plan. (ALP)

- b) All applicable building restriction lines and height restrictions.
- c) Interference with any Airport or Federal Aviation Administration radio or guidance equipment due to location or type of structural material.
- d) Minimum structural standards as appended.
- e) Access to the proposed building in regards to safety and security, including any required easements, roads or taxiways.
- f) An approved Aviation Ground Lease with the City of St. George or an approved sublease with an existing authorized tenant of the Airport. Such lease to include all areas deemed necessary to the normal use of the building. Minimum separation beyond the outermost perimeters of the structure shall be in accordance with the ALP. This provision may be waived, in whole or in part, by the Airport Manager to facilitate Airport Operations or access. Requests for waiver must be in writing, shall state the reason for the waiver and shall state in detail the mitigating measures to be taken with respect to potential adverse impacts that may arise from granting the requested waiver.

Section 3 Development Standards

Development standards are implemented for use in the design of hangars built at the St. George Regional Airport. They do not replace local building and fire codes, implemented by local city, county, state, and federal entities. It is the responsibility of the tenant to meet all codes and standards required. Development standards apply to both proposed hangar development and existing hangar modifications.

All Building Standards shall meet the City's Standards and Specifications for Design and Construction.

Section 3.1 Site Plan Review / Permits

a) Pre-Design:

Prior to the hangar site planning and design, the tenant representative will meet with the St. George Airport Manager to discuss the following pre-design requirements.

1. Lease agreement terms and conditions.
2. Site location for the proposed hangar or building.
3. Building Development Standards.
4. Construction document requirements, including submittals and reviews.

5. FAA Notice of Proposed Construction requirements (Form 7460-1)

b) Application:

These standards shall apply to all properties in the ALP and are in addition to any other jurisdictional requirements including but not limited to Zoning Ordinances and Building Codes of the City of St. George.

1. Copies of all structural plans, site plans, and material specifications developed by a certified architect and/or engineer shall be provided to the City of St. George Building Department and Airport Administration Office for review and upon approval shall become the property of the City of St. George.
2. Before any construction begins, a pre-construction meeting must take place on the site with the Airport Manager or his/her designee. One Port a Potty and one garbage container w/ lids must be in place before the start of construction.
3. The City Building Department, Airport Manager or his/her designee, shall make frequent inspections during the construction of any approved project. No changes to, or variations from approved plans and specifications shall be permitted unless approved in writing by the City.
4. Construction of any approved structure or material component thereof may not commence until the following documents or proofs thereof are provided to the City.
 - (i) Proof of property insurance, including the interest of the Lessee, the Contractor and Sub-Contractors, shall be submitted to the City before construction activity commences. Insurance shall cover the perils of fire and "all risks" insurance for physical loss or damage including, without duplication of coverage, theft, vandalism and malicious mischief.
 - (ii) All contractors, sub-contractors must have proper business licenses before work begins.
5. In the event of any failure on the part of any Lessee to comply with Airport requirements or any failure to complete a construction project according to the approved plans and specifications, or within a reasonable time as determined by the City Building codes, shall be cause for the Airport Manager to revoke any ground lease with the Lessee of the project and

require that the structure be removed from the airport property. In addition to the foregoing remedies, the Manager shall retain all other remedies provided by the lease term or provided by law.

c) Construction Documents:

The tenant or designated representative shall prepare and submit construction documents to the St George Airport Manager and the St. George City Building Department containing but not limited to details on the following:

Site Layout
Civil Engineering
Architectural Design
Structural Engineering
Mechanical Engineering
Electrical Engineering
Landscape Design
Specifications

d) Submittals:

The tenant or designated representative shall submit one set of completed construction documents for design review. A 50% submittal may be required at the discretion of the Airport Manager.

e) Final site plan and As-built submittals:

The tenant shall submit a final set of approved construction documents to the Airport Manager before the start of construction. A set of as-built drawings shall be submitted to the Airport Manager after construction is completed.

f) FAA Review:

The tenant is responsible for submitting a Notice of Proposed Construction, Form 7460-1, to the FAA for review and approval. St. George Airport representatives will offer assistance to the tenant if requested. The tenant shall submit this form once the Airport Manager has approved the hangar site location as discussed during the Pre-Design Phase. Form 7460-1 reviews take a **minimum of 90 days** to process and approve. No construction will be allowed to begin until an approved FAA 7460-1 form is on file with the Airport Administration office. If construction begins before the FAA 7460-1 form has been approved, this would be a violation of the tenants lease.

g) Permits:

The tenant is responsible for obtaining all applicable building permits. All permits shall be obtained before the start of construction. Permits may take a minimum of 60 days to process and approve. The approved building permit along with the dwelling physical address must be posted at the site at all times during the construction phase.

All projects must initiate construction within 45 days of permit issuance and be completed within 180 days from the permit issuance date unless approved by the Airport Manager. Required building Inspections must take place every 180 days or less to avoid the permit renewal process.

h) Hazardous Materials:

The applicant shall submit a hazardous materials handling program, as necessary, indicating full disclosure of any hazardous materials on site. Standard storage, use and disposal procedures, emergency procedures and schedule of regular inspections and approvals necessary to comply with Airport Standards, County, State and Federal regulations, otherwise Hazardous Materials shall not be permitted in any Lease area.

Section 3.2 Setbacks

Setbacks from object free areas and lease lines are required to enhance the safety of aircraft operations on taxiways and taxilanes and to allow access for emergency access and egress. All setbacks shall conform to both local city zoning ordinances and the Airport hangar development standards setbacks. If a conflict exists between the local city ordinances and SGU hangar development standards setbacks, the most restrictive setback applies. The site plan shall show the location and dimension of all object free areas on impacted taxiways or taxilanes. The following Airport hangar development setbacks apply:

- a) Hangars erected at SGU in any landside areas, shall have a side yard setback of no less than 2 ½ feet from an adjoining lease line.
- b) Hangars will be located outside the established taxiway / taxilane object free area.
- c) Hangars shall have a minimum setback of 25' from any public street or roadway.
- d) Hangars facing a major access taxiway shall have a setback of no less than that of the longest dimension of the largest aircraft to be stored in the hangar from the object free area.

- e) Setback areas shall be open to the sky with a maximum of 12 inch's of incidental eave projections permitted.
- f) Setbacks may serve as exit discharge components according to the current IBC.
- g) Hangars that are back to back must have a minimum setback of 7.5 feet from an adjoining lease line, leaving a minimum of 15 feet between the rear of two hangars. All setbacks shall be measured at right angles from the lease line.
- h) Each owner must have concrete or asphalt pavement around each side and rear of a hangar, to a minimum of 2 ½ feet, outward from each side exterior wall.

Section 3.3 Height Restrictions

The highest point of the proposed hangar, including roof equipment, shall be no higher than the building height restrictions as shown on the Airport Layout Plan and defined in FAA Part 77 surfaces. FAA 7460-1 form must be approved by the FAA and on file with the Airport Administration Office before a building permit is issued.

Section 3.4 Hangar Size

All hangars shall meet the minimum square footage established for the airport at which the hangar is proposed. The minimum hangar size established in these standards may be reduced, upon approval by the Airport Manager, where the proposed lot does not have adequate width or depth to satisfy the appropriate standard.

- a) The lease area of each hangar constructed at SGU shall have a minimum of 1,400 square feet.

Section 3.5 Architecture

Hangars erected at SGU shall meet all applicable building codes, including fire, electrical, and plumbing, etc. The proposed hangar will be reviewed by the Airport Manager to determine compatibility with the Airport Master Plan and Airport Layout Plan. All construction must be accomplished in a workmanlike manner. A building permit approval process must be completed for each building or structure.

- a) Construction Materials:

The façade of all hangars will be constructed of masonry, concrete, or powder coated metal or a combination of these materials. Materials may be Concrete Masonry Units (CMU), brick or concrete as approved by the Airport Manager. If concrete, the façade may be cast in place, precast, or tilt up panels. Pre-fabricated or pre-

engineered hangars shall have a façade of masonry, concrete, powder coated metal or a combination of these materials.

b) Structural Requirements:

All hangars shall be engineered to meet local building requirements for seismic, wind and snow loading. The International Building Code or the Building Code currently adopted by the City of St. George shall apply as to allowable materials and structural strength for the structure class or type as determined by use, seismic zone, wind and snow loads. The fire ratings of structures used for the storage of aircraft, shall comply with the International Fire Code (IFC), NFPA standards, any Federal, State, or Regional Fire Codes, and are subject to approval by the City of St. George.

c) Fire Protection:

The construction and protection of aircraft hangers from fire shall comply with the International Fire Code (IFC), National Fire Protection Association (NFPA), or City Standards which are subject to approval by the City of St. George.

Fire Protection and Site Standards

- i. Hangers shall be constructed within the area designated in the current airport layout plan.
- ii. Hangers constructed within each designated area shall constitute a planned building group. The planned building group will operate as a single building using the provisions of unlimited area buildings in the International Building Code (IBC). Exterior wall protection for assumed property line proximity is not required.
- iii. Hangers within a planned building group shall maintain a similar occupancy type. Hazardous occupancies within the hanger group are not permitted.
- iv. Property lines within a planned building group are prohibited. Hangers shall be constructed on pads established by lease lines.
- v. Each planned building group shall be completely surrounded by open yards or public ways not less than 60 feet in width.
- vi. Each hanger within a planned building group shall be provided with a complete fire suppression system in accordance with

NFPA 13 standards with notification alarms. The suppression and alarm systems shall be approved by the Fire Chief.

- vii. Fire suppression systems shall be operational at all times and maintain current certification status.
- viii. Each building shall be clearly identified by unit number posted on front of the building.

d) Framing:

All framing shall be of metal. All hangar structures shall be totally enclosed. No open sided structures shall be permitted with the exception of shade covers. Metal shade covers may be built in designated areas with the approval of the Airport Manager.

e) Exterior:

All exterior surfaces shall be of new material, pre-finished aluminum, steel, or decorative masonry. No painted wood, unfinished materials or excessive glass walls will be permitted. No used or damaged materials will be allowed.

It shall be the goal of the City of St. George to conform unity throughout the Airport.

- i. All exterior materials and colors must be submitted to the Airport Manager for approval before construction begins. A standard color will be identified and registered with the Airport Manager. The front, rear, and all sides of all buildings shall be of similar design and aesthetics. All colors of metals must be powder coated or baked enamel from the factory.
- ii. All roofs shall be metal and match the exterior type.
- iii. Building glazing shall not cause glare or reflections that will interfere with airport operations or ground circulation. Windows or large areas of glass shall be oriented and/or treated to avoid reflections which could distract pilots landing or taking off.
- iv. All new construction shall be of high quality and utilize materials and finishes which will maintain their appearance with low maintenance.
- v. A minimum of one (1) electrical light shall be required on the front of each hangar for night illumination. Each light shall have a light source that is hidden from direct view to keep the

glare from impairing pilots who may be taxiing or taking off. Each light shall be controlled by a photocell.

f) Floor Construction:

All floors must be constructed of concrete having a minimum of four (4) inches thick and shall include steel reinforcement of a type approved by a licensed Engineer.

g) Doors:

Bi-fold doors are recommended because of their ease of operation. Approved swing out, overhead or sliding doors may also be used. All pedestrian doors must be of pre-finished metal construction in metal jambs. No wood doors or jambs will be permitted on exterior access areas. The minimum width of any pedestrian door shall be no less than thirty six (36) inches and must have a one hour fire rating.

h) Antennas / Satellite Dishes:

All antennas, satellite dishes and similar equipment shall be indicated on plan submittals. If any such equipment is desired to be installed after initial approval of Lessee's facility, Lessee shall receive the Airport Managers approval prior to installation. No equipment shall be allowed that will interfere with existing or future airport operations.

Section 3.6 Hangar Apron

The tenant shall provide the apron from the aircraft door of the hangar to the existing taxilane or taxiway edge. The apron pavement strength and materials shall be designed to the current FAA standards. All aprons are to be Concrete.

Section 3.7 Storm Water Systems

All piping shall conform with the City of St. George Standards Specifications for Design and Construction, whether relocating/extending existing lines or installing new lines. No storm drainage system will be allowed under any buildings. All drainage shall flow away from any hangar and flow to an approved storm drain system.

Section 3.8 Signs

Signs are permitted and must comply with the Airports Signs and Display requirements as listed below. All sign designs are subject to review and approval by the Airport Manager.

1. Application

- a) This part shall govern standards for signage in the Airport Sign Zone.
- b) For purposes of this Title, "Airport Sign Zone" shall mean property located at the City of St George Airport and visible from public rights-of-ways and within the airport boundaries.
- c) Any signs which are oriented toward the landside or the airside of the airport shall be subject to regulations promulgated by the Airport Manager.

2. Basic Sign Allowance

Any business on the airport shall be allowed one flat-mounted sign in accordance with the following requirements:

- a) Flat-Mounted Sign.
 - (i) Each building may display one flat-mounted sign.
 - (ii) Such sign shall be attached to the exterior of the building and shall not exceed 100 sq. feet.

3. Signs shall be mounted to the facade of the building to coordinate with building architecture. Signs shall not:

- a) Protrude more than six inches from the facade of the building; or
- b) Hang from a canopy or eaves; or
- c) Project above the roof line of the building.

4. Signs, including street and/or building numbers, shall not be painted directly onto building surfaces.

5. No signs, except safety or directional signs shall be placed on hangar doors or on fences.

6. No Free-standing signs are allowed at the airport.

7. Real Estate Signs.

One temporary sign may be displayed that is related to the lease or sale of the real property on which the sign is placed and not larger than forty (40) square feet.

8. Neon lights are prohibited at the airport.

Section 3.9 Lighting

Within the non-airside property boundaries, lighting may be used to illuminate buildings, landscaping, signs and parking provided the lighting is adequately shielded from public streets and airfield. At least one light shall be placed on the front of a private hangar. Commercial hangars with aircraft tie down aprons, a minimum of two (2) lights is required. Lighting fixtures must be attached to the façade of the hangar and adequately shielded from the airfield so that the light source, (light bulb or fixture), is not visible from the runway, taxiway or surrounding roadways.

Section 3.9.1 Landscape

All landscaped areas shall conform to the existing city landscape ordinances. Careful review will be placed on the plant material selection. Plant materials that attract birds and other wildlife are not permitted. The hangar landscape design shall be submitted to and reviewed by the local city planning division to insure that all landscaping will conform to existing landscape ordinances and FAA height restrictions.

Section 3.9.2 Sidewalks

If the proposed hangar borders landside airport property, or a public street, the tenant is responsible for the construction of a sidewalk where it is needed for tenant operations.

Section 3.9.3 Parking

There shall be two parking spaces per proposed hangar. This may be waived by the Airport Manager if sufficient parking is near by. However, commercial hangar parking is needed for employees and/or visitors, and shall be designed in accordance with local city Standards Specifications for Design and Construction and the Americans with Disability Act (ADA) standards. Pavement, curb and gutter shall be designed to meet current St. George City engineering standards and local city codes.

Section 3.9.4 Outdoor Storage

Outdoor storage areas, dumpsters, loading/unloading areas, roof equipment will be screened with the same architectural style as the hangar.

Section 3.9.5 Utilities

The tenant shall follow City standards, procedures and policies for connections to all utilities. Utility layout procedures to be approved by the Airport Manager. All

hangars will be required to install electrical service and comply with the City's permit and impact fee schedule.

Before any excavation takes place, Blue Stakes must be notified and the area surrounding the proposed digging must be marked showing all existing utility locations.

Section 3.9.6 Clean up and Reclamation

The Lessee/Contractor shall be responsible to maintain a clean construction site and to repair any damage to other sites caused by construction to as a good or better condition. A covered dumpster or other appropriate covered receptacle shall be placed on the site prior to construction and shall be used for all waste materials. If the Lessee fails to maintain these areas, the Airport reserves the right to maintain them at an additional cost to the Lessee. All areas disturbed during hangar construction, including utility trenches, must be cleaned up, backfilled and compacted per the City of St. George Building Standards.

Section 4.0 Temporary Buildings

Temporary buildings must be approved by the Airport Manager as to type, use, design and location on an individual basis for a specified term. The removal of temporary buildings will be completed by the Lessee before final occupancy is awarded. Temporary buildings such as trailers, tents or membranes are not permitted.

Section 5.0 Security

The lessee, contractors, and all persons must comply with the Transportation Security Administrations Part 1542 and 1544 regulations while working on the Airport property. Security fencing and all access points must meet the standards of the Airports Security Plan at all times.

Section 6.0 Enforcement; Appeal

The primary concern of Airport Management is the safe and efficient operations of the Airport.

A. Citations

The city may take enforcement action as set forth herein or it may initiate legal action as it may deem appropriate.

A. Appeal

Any person, who feels aggrieved by staff enforcement of this chapter, may appeal to the Public Works Department in writing, setting forth the specific grievance in detail. After evaluation of all facts on the matter, the Public

Works Department shall rule on the matter. Appeal of the Public Works Department decision may be made in writing to the City Manager, who after due consideration, shall rule on the matter. Final appeal may be made to the Mayor and City Council. The sole exception to the appeal process herein provided shall apply to criminal citations under state or city law and/or safety issues.

Section 7.0 Definitions

Airfield: Includes ramp, apron, taxilanes, taxiways, runways, and the internal areas that separate these areas.

Airside Property and Uses: Airport property and activities which require or desire access to the runway, taxiway, or apron system.

Building Setback Line: The minimum distance which all buildings and structures shall be set back from the lease line adjacent to taxiways, access roads and streets.

Development Standards: Guidelines for the development of individual sites in a manner which will enhance the working efficiency and visual amenities of the Airport.

Final Plans: Site and/or construction plans submitted to the City for site plan approval and permits.

Free-Standing Signs: Signs which are situated within landscaped areas, not attached to building walls, fences or screen walls.

Front Property Line: The property line adjacent to the taxiway or street right-of-way.

IBC: International Building Code

IFC: International Fire Code

Landside Property and Uses: Property and uses which do not adjoin the airfield.

Object Free Area: An area on the ground centered on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.

Parking Bay: Single or double rows of parking spaces.

Performance Standards: Guidelines which are provided in order to avoid the creation of nuisance or unsanitary conditions within Airport-owned areas.

Permanent Construction: Structure or ground facilities constructed with the intent of providing service over the length of the lease agreement, with use of materials and methods of construction which will maintain their appearance and functionality. Trailers, mobile offices, storage sheds and other similar temporary or maintenance structures are not considered as permanent-type construction.

Preliminary Plan: Plans submitted to the City for initial approval prior to detailed planning and design. Included are a site use plan, exterior lighting plans, floor plans, elevations, landscape plans and sections, and sign plans.

Lease Line: The boundary which limits the extent of a particular parcel of land, as described in the lease or warranty deed.

Rear Lease Line: The lease line describing the rear boundary of a tenant's parcel, opposite the lease line fronting the taxiway or street opposite the main entrance..

Screening: Plant materials, berms, fences, or walls of wood, masonry or other materials of sufficient height and capability to obscure the view of a particular function or area from the street or land use on adjacent properties.

Side lease Line: The lease line at a perpendicular or oblique angle to the front lease line.

Taxilane: The portion of the aircraft parking area used for access between taxiways and aircraft parking positions.

Taxiway: A defined path established for the taxiing of aircraft from one part of an airport to another.

Tenant: Individuals and organizations which have leased property which is subject to regulation or control by the City.

UBC, IBC and IFC: Refers to the Uniform Building Codes as adopted by the State of Utah and the City.

IFC: Refers to the International Fire Codes as adopted by the City of St. George.

Variance: A written notification by the City which modifies one or more specific standard(s) of the development as they apply to a particular lot and particular tenant.

Section 8.0 Contacts

St. George Airport Manager: Richard Stehmeier (435) 634-5406
4508 S. Airport Parkway #1.
St. George, Utah 84790

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175 East 200 North
St. George, Utah 84770