PAGE CITY COUNCIL
697 Vista Avenue
Page, AZ 86040

Mike Farrow, Vice Mayor
Kenna Hettinger, Councilor
Tom Preller, Councilor
Debi Roundtree, Councilor
John Kocjan, Councilor
Amanda Hammond, Councilor
Steven Kidman, Mayor

MEETING NOTICES

Consent Agenda: This portion is a means of expediting routine matters. All items approved will be done by one undebatable motion passed unanimously. Any item may be removed for debate on request of any member of City Council. Items removed from the Consent Portion become the first items of business of the Regular Agenda.

Hear From the Citizens: The City of Page welcomes public engagement, and the public may comment and address the City Council during this portion of the agenda. To request to speak, complete and submit the Request to Speak form PRIOR to the start of the meeting. When called to speak, please step up to the lectern, speak clearly into the microphone, and begin by stating your name for the record. Hear From the Citizens provides a time for the public to speak about matters that are NOT listed on the posted Agenda. The City Council cannot discuss or take legal action on any matters during the Hear From the Citizens. At the conclusion of the Hear From the Citizens, individual members of the City Council may respond to criticism made by those who have addressed the City Council, may ask Staff to review a matter, and/or may ask that a matter be put on a future agenda. If the topic you are commenting about is listed on the current agenda, you will be called to speak during that agenda item. Comments are limited to 3 minutes each speaker and 30 minutes in total. If you are with a group, please designate a spokesperson.

This agenda may be subject to change up to 24 hours prior to the meeting.

Pursuant to A.R.S. §38.431.02, notice is hereby given to the members of the City Council and to the general public that the Page City Council will hold a meeting open to the public. Supporting documents and Staff reports, which were furnished to the City Council, with this agenda, are available for review at cityofpage.org or at the City Clerk's Office. Councilmembers of the City of Page City Council will attend either in person or by technological means. City Council may vote to go into Executive Session for the purpose of obtaining legal advice from the City Attorney on any item listed on the agenda, pursuant to A.R.S. §38-431.03 (A)(3). City Council may modify the agenda order, if necessary.

Persons with disabilities should call the City Clerk's Office, at 928-645-4205 for program and services information and accessibility.

NOTICE TO PARENTS: Parents and legal guardians have the right to consent before the City of Page makes a video or voice recording of a minor child A.R.S. §1-602.A.9.
City Council meetings are audio and video recorded. Parents or guardians may either submit a written consent to the City Clerk’s Office, or by allowing a minor to be present and/or participate in the meeting, parents or guardians waive this right.

If you would like to receive email notification for City Council agendas, please sign up for subscriptions on our website at cityofpage.org.

City Council
Regular Meeting

City Hall
697 Vista Ave, Page AZ
July 22, 2026 at 5:30 PM

Notice of Public Meeting and Agenda

Page City Council may discuss and take action on any item listed on the agenda

1. Call to Order and Opening Activities

2. Roll Call

3. Community Recognition
None scheduled

4. Consent Agenda

1. City Council Regular Meeting Minutes - July 8, 2026

5. Public Hearings
None scheduled

6. Hear From The Citizens

7. Reports and Announcements

1. Mayor's Reports and Announcements

A. Staff Award Recognition

2. City Manager's Current Events Summary

8. Boards and Commissions

1. Council Liaison Reports on Board Meetings

9. Unfinished Business

1. Amendment to Purchase Agreement with Premium Builders, LLC

10. New Business

1. Authorization of Services with C&S Engineers, Inc
2. Page Lake Powell Chamber of Commerce Memorandum of Understanding (MOU)
3. Special Event Liquor License - Page Animal Adoption Agency

11. Executive Sessions

1. EXECUTIVE SESSION
Pursuant to A.R.S. § 38-431.03 (A)(4) The City Council may vote to go into Executive Session for discussion or consultation with the attorneys of the public body regarding contracts.
Pursuant to A.R.S. § 38-431.03 (A)(7) The City Council may vote to go into Executive Session for the purpose of discussions regarding negotiations for the purchase, sale, or lease of real property.
Car Rental Lease/Concessionaire Agreement

Adjourn

Next Regular Meeting: Wednesday, August 12, 2026 at 5:30 p.m.

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the attached notice was duly posted at the following places: City Hall Bulletin Board located at 697 Vista Avenue, Page, Arizona; Justice Building Bulletin Board located at 547 Vista Avenue, Page, Arizona; U. S. Post Office Lobby located at 44 Sixth Avenue, Page, Arizona, on the ____ day of _____, 20___, at _____ a.m./p.m. in accordance with the statement filed by the City of Page City Council with the City Clerk.

_____

CITY CLERK'S OFFICE

REQUEST FOR COUNCIL ACTION

Request for Council Action:
Meeting Type: Regular Meeting
Meeting Date: July 22, 2026
Department: City Clerk
Presented by:
Cindy Scott, City Clerk

Brief Title: City Council Regular Meeting Minutes - July 8, 2026

Agenda Section: Consent Agenda
Agenda Sub-category: Minutes
Action: Motion
PowerPoint Needed?: No

Request for Council Action

Recommended Action:
Move to approve the City Council Regular Meeting Minutes from July 8, 2026.

Background:
N/A

Alternatives Considered:
N/A

Advisory Board/Commission Action:
N/A

Fiscal Impact:
Fiscal Year:
Amount Requested:
Line Item(s):

Budget Impact:

Notes:

Attachments:
1. 07 08 2026 Reg Min

PAGE CITY COUNCIL
REGULAR MEETING MINUTES
July 8, 2026

A Regular Meeting of the Page City Council was held at 5:30 p.m. on the 8th day of July 2026, in the Council Chambers at City Hall in Page, Arizona. Mayor Steven Kidman presided. Vice Mayor Mike Farrow, and Councilors Amanda Hammond (via Zoom), Kenna Hettinger (via Zoom), Tom Preller, John Kocjan, and Debi Roundtree were present. There was a moment of meditation. Vice Mayor Farrow led the Pledge of Allegiance.

Mayor Kidman called the meeting to order at 5:30 p.m.

Staff members present: City Manager, Frank Marbury; City Attorney, Joshua Smith; IT Director, Kane Scott; Police Chief, Tim Lange; Fire Chief, Jeff Reed; Public Works Director, Tim Westover; Public Information Officer, Adam Geller; Management Analyst, Robin Crowther; Deputy City Clerk, Adrienne Weller; and City Clerk, Cindy Scott.

COMMUNITY RECOGNITION
None scheduled.

CONSENT AGENDA
City Council Special 1 Minutes – June 24, 2026
City Council Special 2 Minutes – June 24, 2026
City Council Regular Minutes – June 24, 2026
NTUA Wireless Service Agreement Amendment

Motion made by Councilor Kocjan to approve the Consent Agenda. The motion was seconded by Councilor Preller and passed unanimously upon a vote.

PUBLIC HEARINGS
Public Hearing for Liquor License – Lake Powell Espresso
Mayor Kidman opened the Public Hearing.
Proponents: None
Opponents: None
Mayor Kidman closed the Public Hearing.

HEAR FROM THE CITIZENS
No citizens addressed the City Council.

REPORTS AND ANNOUNCEMENTS

MAYOR'S REPORTS AND ANNOUNCEMENTS
Senator Gallego Visit
"Water Team" Update
Fourth of July Comments
Mayor Kidman provided updates.

CITY MANAGER'S CURRENT EVENTS SUMMARY
City Manager Marbury provided information about the Fourth of July festivities, movies in the park, makerspace, and events at the PERA facility. The City will be putting out community surveys to get feedback on the Fourth of July events. He also provided a reminder to check the online calendar and newsletter for more information.

BOARDS AND COMMISSIONS

Discussion by the City Council pertaining to reports on board meetings by Board Liaisons
Councilor Hettinger gave an update.

Council Liaison Designations
Mayor Kidman assigned Council Liaisons as follows:
Airport Advisory Board: Vice Mayor Farrow
Economic Development Advisory Board: Councilor Kocjan
Library Advisory Board: Councilor Roundtree
Page Utility Enterprises Board: Mayor Kidman
Parks and Recreation Advisory Board: Councilor Hettinger
Planning and Zoning Commission: Councilor Preller
Public Safety Personnel Retirement System Board: Mayor Kidman
Substance Abuse Task Force: Councilor Preller
Volunteer Firefighters Pension Board: Mayor Kidman
Youth Advisory Commission: Councilor Hettinger

Councilor Roundtree stated a conflict with the time the Library Advisory Board meets. The Mayor will consider the conflict and make adjustments.

UNFINISHED BUSINESS

Amendments to Purchase Agreement with Premium Builders, LLC
Mayor Kidman postponed this item until the next meeting to allow Page Utility Enterprises to provide additional clarification prior to discussion by the Council.

NEW BUSINESS

Liquor License – Lake Powell Espresso
Motion was made by Councilor Preller to approve the Liquor License for Lake Powell Espresso. The motion was seconded by Vice Mayor Farrow and passed unanimously upon a vote.

Coconino County Multi-Jurisdictional Hazard Mitigation Plan – Resolution 1350-26

Clerk introduced Resolution 1350-26 by title only.

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF PAGE, ARIZONA ADOPTING THE 2026 COCONINO COUNTY MULTIJURISDICTIONAL HAZARD MITIGATION PLAN

Presentation by Tim Carter, EOC Manager for Coconino County Emergency Management.

Motion was made by Councilor Kocjan to adopt Resolution 1350-26. The motion was seconded by Councilor Preller and passed unanimously upon a vote.

Arizona Mutual Aid Compact

Presentation by Tim Carter, EOC Manager for Coconino County Emergency Management.

There was discussion.

Motion was made by Vice Mayor Farrow to approve the Arizona Mutual Aid Compact and authorize the Mayor to sign. The motion was seconded by Councilor Kocjan and passed unanimously upon a vote.

FUTURE AGENDA ITEMS

Review Lake Powell Boulevard Safety

Item was submitted by Councilor Hammond and read by the Clerk.

Staff directed to add this item to a future agenda.

EXECUTIVE SESSIONS

None Scheduled

ADJOURN

The meeting was adjourned at 6:13 p.m.

_____ _____

Cindy Scott, City Clerk Steven R. Kidman, Mayor

CERTIFICATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the City Council Regular Meeting, held on the 8th day of July 2026. I further certify that the meeting was duly called and held and that a quorum was present.

Dated this 22nd day of July 2026

_____

Cindy Scott, City Clerk

REQUEST FOR COUNCIL ACTION

Request for Council Action:
Meeting Type: Regular Meeting
Meeting Date: July 22, 2026
Department: City Council
Presented by: Steven Kidman, Mayor

Brief Title: Staff Award Recognition

Agenda Section: Reports and Announcements
Agenda Sub-category: Agenda Item
Action: Other
PowerPoint Needed?: No

Request for Council Action

Recommended Action:
N/A

Background:
Mayor Kidman will provide information.

Alternatives Considered:
N/A

Advisory Board/Commission Action:
N/A

Fiscal Impact:
Fiscal Year:
Amount Requested:
Line Item(s):

Budget Impact:

Notes:

Attachments:
None

REQUEST FOR COUNCIL ACTION

Request for Council Action:
Meeting Type: Regular Meeting
Meeting Date: July 22, 2026
Department: City Council
Presented by:

Brief Title: Council Liaison Reports on Board Meetings

Agenda Section: Boards and Commissions
Agenda Sub-category: Administrative Report
Action:
PowerPoint Needed?: No

Request for Council Action

Recommended Action:

Background:

Alternatives Considered:

Advisory Board/Commission Action:

Fiscal Impact:
Fiscal Year:
Amount Requested:
Line Item(s):

Budget Impact:

Notes:

Attachments:
None

REQUEST FOR COUNCIL ACTION

Request for Council Action:

Meeting Type: Regular Meeting
Meeting Date: July 22, 2026
Department: City Attorney
Presented by: Josh Smith, City Attorney

Brief Title: Amendment to Purchase Agreement with Premium Builders, LLC

Agenda Section: Unfinished Business
Agenda Sub-category: Agreement/Contract
Action: Motion
PowerPoint Needed?: No

Request for Council Action

Recommended Action:
Move to approve the Amendment to the Purchase Agreement with Premium Builders, LLC.

Background:
Premium Builders LLC has requested to make a slight adjustment to the legal description of Phase 2 based upon an existing city utility easement in the vicinity. The amendment reduces the size of the parcel by around .5 acres.

Alternatives Considered:
N/A

Advisory Board/Commission Action:
N/A

Fiscal Impact:

Fiscal Year:
Amount Requested:
Line Item(s):

Budget Impact:

Notes:

Attachments:
1. Premium Builders Amendment-rev Phase 2

AMENDMENT TO AGREEMENT FOR THE PURCHASE OF REAL ESTATE

This Amendment is effective the 8th day of July, 2026, by and between the City of Page, a municipal corporation organized and existing under the laws of the State of Arizona (the "Seller"), and Premium Builders, LLC (hereinafter "Buyer").

RECITALS

Whereas, the parties entered into an Agreement for the Purchase of Real Estate ("Agreement") on or about February 17, 2026; and

Whereas, the parties now desire to amend the Agreement as set forth herein.

NOW, THEREFORE, in consideration of the foregoing and the mutual promises and covenants contained herein, and for other good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the parties agree as follows:

AGREEMENT

1. Incorporation by Reference. Except as outlined herein, the original Agreement for the Purchase of Real Estate, entered into by the parties on or about February 17, 2026, is hereby incorporated by reference into this Amendment. The parties hereto agree to be bound by all terms, conditions, covenants, and obligations in said Agreement as if each were again fully set forth verbatim herein.

2. Exhibit A, Phase 1 and Phase 2 is hereby modified as set forth in Exhibit A attached hereto.

IN WITNESS WHEREOF, the parties hereto have entered into this Amendment on the date indicated above.

CITY OF PAGE

BY:_____
Mayor

ATTEST:

_____
City Clerk

APPROVED AS TO FORM:

_____
City Attorney

PREMIUM BUILDERS, LLC

_____
By:

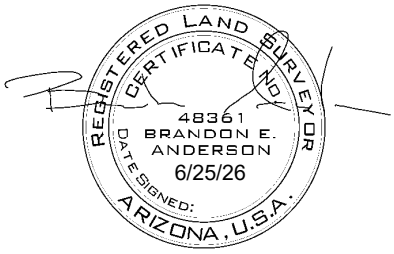
ROSENBERG ASSOCIATES™
CIVIL ENGINEERS LAND SURVEYORS

Exhibit "A"

Beginning at the southwest corner of Tract F-1 of the Minor Subdivision recorded as Case 9, Map 45 with the Coconino County Recorder's Office, said point being South 89°42'28" West 519.59 feet along the section line and North 00°16'28" East 603.16 feet from the Southeast Corner of Section 31, Township 41 North, Range 7 East, Gila & Salt River Meridian, and running;

thence North 00°16'28" East 715.61 feet along the westerly line of said Tract F-1;
thence South 89°43'33" East 444.24 feet;
thence South 00°16'27" West 388.51 feet;
thence South 12°22'28" East 234.65 feet;
thence South 26°05'38" East 103.56 feet to the southerly line of said Tract F-1;
thence South 89°42'28" West 541.65 feet along said southerly line of said Tract F-1 to the Point of Beginning.

Containing 329,758 square feet or 7.57 acres.



EXPIRES: 9/30/2026

REQUEST FOR COUNCIL ACTION

Request for Council Action:
Meeting Type: Regular Meeting
Meeting Date: July 22, 2026
Department: Airport
Presented by:
Lore Davis-McCluskey , Airport Director

Brief Title: Authorization of Services with C&S Engineers, Inc

Agenda Section: New Business
Agenda Sub-category: Agreement/Contract
Action: Motion
PowerPoint Needed?: No

Request for Council Action

Recommended Action:
Motion to approve the ARFF (Airport Rescue and Fire Fighting) Facility General Airport Consulting Services Contract with C&S Engineers, Inc. for a lump sum amount of $1,040,188.00 and authorize the Mayor to sign the Authorization of Services No. 1.

Background:
C&S is the consulting engineering firm for Page Municipal Airport. The ARFF Facility Design is connected to the ARFF Facility project proposed in the new Airport Capital Improvement Program. As the airport consulting engineer, C&S has developed preliminary designs for the project in coordination with the Airport, City of Page Fire Department, and the FAA. The attached Authorization of Services outlines the consultant services that will be performed by C&S for the duration of the project.

The Fee is a lump sum of $1,040,188. This is under the budgeted amount of $1,333,247. The costs will be split in the ratio of 2.5% City, 2.5% State, and 95% Federal. The City will need to pay approximately $26,005.00.

Staff recommends approval of AOS #1 for C&S Engineers, Inc.

Alternatives Considered:
n/a

Advisory Board/Commission Action:
n/a

Fiscal Impact:
Fiscal Year: FY27
Amount Requested: $1,040,188
Line Item(s): 40-485-99XX.815

Budget Impact:

Notes:

Attachments:

1. K26.TBD - AOS #1

AUTHORIZATION FOR SERVICES NO. 1

DESIGN SERVICES OF
PAGE MUNICIPAL AIRPORT

ARFF FACILITY

GENERAL AIRPORT CONSULTING SERVICES CONTRACT
BETWEEN
CITY OF PAGE & C&S ENGINEERS, INC.

ARTICLE I AGREEMENT

In accordance with the General Airport Consulting Services Contract, dated the 31st day of May, 2026, the provisions of which agreement is hereby incorporated herein as if it had been set forth in full, CONSULTANT will perform the Scope of Services detailed in Schedule A for the purpose of performing a feasibility study associated with the ARFF Building Project at the Page Municipal Airport.

ARTICLE II COMPENSATION AND PAYMENT

For the performance of the services identified in the enclosed Scope of Work, CONSULTANT shall be paid on a lump sum basis by the CITY in accordance with the Schedule of Fees outlined in the Scope of Work for a lump sum fee of $1,040,188. Partial payments shall be made to the CONSULTANT throughout the project based on approved monthly invoices detailing the portion of each work task that is complete.

The Consultant shall not proceed with the services of work until written authorization in the form of a Notice to Proceed is received from the CITY.

ARTICLE III TIME OF PERFORMANCE

The services of the CONSULTANT described in Schedule A are to commence on written notice to proceed and shall be completed within 340 calendar days.

Binding Upon Successors: This Agreement shall be binding upon the undersigned parties, their successors, partners, assigns and legal representatives.

PASSED APPROVED AND ADOPTED by the Mayor and Council of the City of Page this ____ day of _____, 2026.

_____
Mayor

ATTEST:

_____
City Clerk

APPROVED AS TO FORM:

_____
City Attorney

C&S ENGINEERS, INC.
A PROFESSIONAL CORPORATION

BY: _____
Lance McIntosh, PE
Service Group Manager

March 30, 2026

Lore Davis-McCluskey
Airport Director
PO Box 1180
Page, AZ 86040

Re: Page Airport ARFF Facility Design Scope

File: K26-MKT

Dear Mrs. Davis-McCluskey,

C&S Engineers, Inc. appreciates the opportunity to submit the following proposal for architecture and engineering design services related to the above project. Following discussions with staff, we have outlined our understanding of the project and effort required as follows:

PROJECT UNDERSTANDING
The project consists of designing a new structure with an approximate footprint of 10,000 SF that will serve as both an ARFF station and City fire station. Included with the building design will be a new entrance road, parking lot, and airfield access road, along with all utilities – water, sewer, power and communications, fencing and gate modifications and grading and drainage improvements.

SCOPE OF SERVICES
Project Management tasks include establishing the communication protocol between the client and the design team, setting up regular client and internal design team meetings, creating meeting agendas, issuing meeting minutes, creating and maintaining the project schedule, invoicing approval, project status reports, design coordination between trade disciplines, quality control, quality assurance, permit submission, distribution of AHJ review comments, permit resubmission. Issuance of construction documents for construction. Project Management will assist the client and establish the required front end documents for the construction specifications specific to this project type and location.

Project Management Phases:
200 – Program Confirmation
300 – Schematic Design (30%)
301 – Design Development (60%)
302 – Construction Documents (90%)
303 – Permit Documents (90%)
304 – Bid Documents (90%)
305 – Issued for Construction (IFC) (100%)

Grant Administration tasks shall include aiding the client by acting as its liaison and Project grant coordinator with FAA and ADOT during the Project. Assist the client in the preparation of paperwork required to secure funds for the Project. The specific services to be provided or furnished for this Phase of the Project are the following:

- Grant project set-up for Client, Federal Aviation Administration and ADOT.

- Prepare quarterly progress reports for submission to the FAA.
- Prepare Annual Federal Financial Reports for submission to the FAA
- Preparation of reimbursement request packages; coordination of their execution by the Sponsor; and submission to the funding agencies.
- Preparation of the FAA and ADOT grant closeout package for this project.

Civil Engineering tasks include the design and documentation of all site development improvements from schematic design through preparation of final construction documents and technical specifications. Tasks will include site evaluation and feasibility assessments, and preparation of up to three (3) site layout alternatives incorporating vehicle turning movements to support operational functionality and regulatory compliance. The civil team will prepare a comprehensive drawing package including, but not limited to, Existing Conditions Plans, Demolition Plans, Site Layout Plans, Grading and Drainage Plans, Paving Plans, Utility Plans (water, sewer, storm drain), Site Fire Access Plans, Perimeter Fencing and Vehicle Gate Plans, Erosion Control Plans, and Construction Safety and Phasing Plans (CSPP). Supporting documentation will include hydrology and hydraulics analyses, stormwater treatment sizing calculations, and earthwork quantity estimates. Civil will submit 7460 cases for the CSPP and temporary construction equipment through the FAA's OE/AAA web portal. Civil will coordinate closely with architecture and all other disciplines to ensure site functionality aligns with building design, ARFF operational requirements, and airfield safety criteria. This includes coordination of finished floor elevations, utility connections, emergency vehicle access, and compliance with applicable airport, FAA, and local jurisdiction standards. The civil engineer will also prepare technical specifications for sitework construction, including earthwork, paving, utilities, and stormwater infrastructure, and will support the permitting process through agency coordination and response to plan check comments.

Civil Engineering Design Phases:

210 – Program Confirmation
310 – Schematic Design (30%)
311 – Design Development (60%)
312 – Construction Documents (90%)
313 – Issued for Construction (IFC) (100%)

Architecture and Interior Design tasks include the administration of the design process from schematic design to final construction documents and specifications. Schematic package generation will include exterior and interior renderings for design approval. Exterior and interior color and materials palettes will be provided for schematic design approval. The drawing package will include the following: Cover Sheet, General Notes, Code Compliance Plans, Noted and Dimensioned Floor Plans, Reflected Ceiling Plans, Roof Plan, Exterior Elevations, Building Sections, Wall Sections, Interior Elevations, Room Finish Schedule, Enlarged Bathroom, Kitchen Plans & Stair Plans, Window and Door Schedule and Exterior and Interior Details. Architecture will coordinate with all other trades disciplines for coordination of design and BIM related services. Architecture will write detailed specifications for exterior and interior materials and finishes needed to construct the facility while coordinating performance requirements with other trade disciplines.

Architecture & Interior Design Phases:

220 – Program Confirmation
320 – Schematic Design (30%)
321 – Design Development (60%)
322 – Construction Documents (90%)
323 – Permit Documents (90%)
324 – Bid Documents (90%)
325 – Issued for Construction (IFC) (100%)

Mechanical Engineering tasks include the design of heating, ventilation and air conditioning systems, performing load calculations, evaluating system types such as VAV, VRF, packaged rooftop units, split systems, design zoning to support 24/7 operations and occupancy, design vehicle exhaust extraction systems, coordinate door operations with building systems management, indoor air quality management and hazard material storage ventilation, design with high efficiency equipment and control strategies for energy envelope compliance and sustainability, building automation and controls and remote monitoring and applicable specifications divisions.

Mechanical Engineering Phases:

340 – Schematic Design (30%)
341 – Design Development (60%)
342 – Construction Documents (90%)
345 – Issued for Construction (IFC) (100%)

Electrical Engineering tasks include electrical service and power distribution, demand calculations, coordination with service utility, primary service and step down needs, emergency standby power systems, size and locate generator, identify mission critical systems for emergency power, lighting and lighting control systems, apparatus bay electrical systems, grounding and bonding, low voltage coordination, sustainability requirements, EV charging if applicable, site electrical systems including site lighting and power distribution to vehicle gates and applicable specifications divisions.

Electrical Engineering Phases:

350 – Schematic Design (30%)
351 – Design Development (60%)
352 – Construction Documents (90%)
355 – Issued for Construction (IFC) (100%)

Low Voltage Engineering tasks include telecommunications infrastructure, fire alarm integrated with building systems, security systems access controls and video, audio-visual systems for training rooms, bullpen and office spaces, dispatch and station bunk notifications, data and network systems locations and coordination, intercom / paging as necessary and vehicle bay alerting systems. Low Voltage Engineers will coordinate with current airport communications teams for compatibility and continuity with current systems and applicable specifications divisions.

Low Voltage Engineering Phases:

360 – Schematic Design (30%)
361 – Design Development (60%)
362 – Construction Documents (90%)
364 – Issued for Construction (IFC) (100%)

Plumbing Engineering tasks include the design domestic water systems, hot and cold, sanitary waste and vent systems, floor drains and trench drains, hose bibs and vehicle wash down area, compressed air in apparatus bays and applicable specifications divisions.

Plumbing Engineering Phases:

370 – Schematic Design (30%)
371 – Design Development (60%)
372 – Construction Documents (90%)
375 – Issued for Construction (IFC) (100%)

Fire Protection Engineering tasks include code analysis and life safety coordination with the architect, coordination with local Fire Marshal to review code compliance and interpretation, evaluation of fire protection requirements based on hazard classifications and occupancy use, design of fire protection system(s), water supply analysis, coordination of fire department connections and fire riser room, hazardous materials evaluation as applicable.

Fire Protection Engineering Phases:

380 – Schematic Design (30%)
381 – Design Development (60%)
382– Construction Documents (90%)
385 – Issued for Construction (IFC) (100%)

Structural Engineering tasks include evaluation and selection of structural systems, including steel framing, reinforced concrete, and masonry bearing wall systems, development of structural layouts, gravity and lateral load paths, and preliminary member sizing, coordination with geotechnical engineer for foundation design and slabs on grade, design for heavy apparatus loading in bays and long-span framing requirements, design of lateral force resisting systems, coordination of roof-mounted mechanical equipment, screening, and associated support framing, coordination of suspended interior systems including exhaust, ventilation, and similar equipment, design and coordination of interior mezzanines and storage platforms, if required, design of anchorage for equipment, vehicle lifts, handrails, guardrails, and stairs, coordination and structural design considerations for trench drains within apparatus bays, coordination with fire protection systems for pipe support and routing impacts, design of maintenance pads and localized support framing for equipment, recommendations to the architect regarding structural member finishes for durability in a high-use, operational environment, preparation of structural calculations and applicable specification sections.

Structural Engineering Phases:

740 – Schematic Design (30%)
741 – Design Development (60%)
742 – Construction Documents (90%)
745 – Issued for Construction (IFC) (100%)

MATERIAL TESTING & OTHER SERVICES

Geotechnical Engineering tasks include the development of a subsurface exploration plan based on project requirements and site conditions, perform field exploration through soil borings and test pits, document soil and rock conditions and ground water presence, perform laboratory testing of soil samples, analyze bearing capacity of soils, settlement, expansive soil and liquefaction potential, provide recommendations for structural foundations and slabs on grade including subgrade preparation recommendations, provide recommendations for pavement sections and seismic design parameters.

Construction Cost Estimating tasks include review of the Owner's program and budget objectives, establish project cost benchmarks based on similar ARFF or public safety facilities, identify major cost drivers and risk items, provide a CSI Master Format estimate at schematic design to include building construction costs, site development costs, utilities and infrastructure, general conditions, contractor profit

and overhead, provide allowances for undefined scope elements, include escalation and contingency recommendations, update the estimate at design development based on drawings and specifications, increase detail and accuracy, refine quantities and unit costs, update contingencies, identify scope gaps and coordination issues, at construction documents provide a detailed quantity takeoffs and unit pricing, reconcile with project budget, provide value engineering options and alternate suggestions, coordination meetings with the following parties, owner, design team and construction manager if applicable.

PROJECT APPROACH & DELIVERY

C&S will approach the project in the key phases tabulated below. C&S acknowledges the importance of the Project Schedule to the Client and agrees to put forth reasonable efforts in performing the services under this proposal with due diligence in a manner consistent with the durations listed below. The Client agrees that C&S' performance must be governed by sound professional practices. The Project Schedule shall be equitably adjusted as the project progresses, allowing for changes in scope caused by unknown conditions, character or size of the project as verbally requested or in-writing by the Client and/or for delays or other causes beyond C&S' reasonable control.

PHASE	DURATION	DELIVERABLE(S) / SERVICES
Program Phase	1 week	• Program Confirmation
Schematic Phase	11 weeks	• Updated renderings • Schematic floorplans • Code compliance and life safety information • Utility connection plans
Schematic Reviews	2 weeks	• Client Review & Meeting • ADOT Review • FAA Review
Design Development	11 weeks	• Development-level floor plans • Preliminary furniture layout/egress path information • MEP engineering plans, indicating major infrastructure locations
DD Review	2 weeks	• Client Review & Meeting
Construction Documents	11 weeks	• Permit-level design drawings, inclusive of details and specifications • Permit-level engineering documents, inclusive of details, specifications, and applicable calculations
CD Review	2 weeks	• Client Review & Meeting • ADOT Review • FAA Review
Permitting Phase	8 weeks*	• Submit drawings electronically • Respond to permit comments

**Dependent on AHJ review process.*

The Client agrees that C&S is not responsible for the Project Schedule or damages arising directly or indirectly from any delays for causes beyond C&S' control. For purposes of this proposal, such causes include but are not limited to the accuracy of the information provided by the Owner, the Owner's representative and/or others, the Client, the failure of performance by the Client, the Client's representative, the Municipalities having jurisdiction over the project, all unknown conditions, emergencies, security and / or acts of God.

MEETINGS

Meetings	# of Mtgs.	Meeting Duration (hrs.)	Arch. Dept. Manager	Mech. Dept. Manager	Elec. Dept. Manager	Plumb. Dept. Manager	F.P. Dept. Manager	Sr. Prin. Architect	Elec. Prin. Eng.	Low Voltage Prin. Eng.	Plumbing Prin. Eng.	F.P. Prin. Eng.	Managing Architect (PM)	Mech. Sr. Project Engineer	Low Voltage Sr. Proj. Eng.	Project Architect	Sr. Interior Designer	Interior Designer	Civil Managing Engineer	Civil Principal Engineer	Civil Project Engineer	Civil Staff Engineer (DPM)	BIM Services Mgr.
Kickoff Meeting	1	1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Program Confirmation	1	1.5	X	X	X	X	X	X					X				X		X			X	
Client Progress Regular	40	0.5											X				X		X			X	
Design Team Regular	40	0.75						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
ADOT 30% Review	1	1	X	X	X	X	X						X						X			X	
FAA 30% Review	1	1	X	X	X	X	X						X						X			X	
Client Reviews - 30/60/90	3	1	X	X	X	X	X						X						X			X	
ADOT 90% Review	1	1	X	X	X	X	X						X						X			X	
FAA 90% Review	1	1	X	X	X	X	X						X						X			X	
Permit Review 1	1	2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Design Team Response 1	1	1							X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Permit Review 2	1	2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Design Team Response 2	1	1							X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

ASSUMPTIONS & EXCLUSIONS

General

1. All services not explicitly discussed herein are excluded from these efforts.
2. It is assumed that the entirety of this scope will be bid as a single phase. Multi-phase deliverables are excluded.
3. Reproduction and distribution of bid documents shall be provided by the Owner.
4. Printing of drawings and reports to obtain AHJ approvals is included. Number of copies will be provided per AHJ requirements. Additional printing will be by others. C&S will provide drawings in PDF format for printing.
5. Permits, licenses, applications, or other regulatory paperwork are assumed to be completed by Owner/Contractor and are excluded. The cost of any applications and permits required by associated municipalities and/or agencies will be paid for by Owner.
6. The site is zoned correctly for the intended use and area variances are not required. Zoning change or ZBA applications (if required) can be completed as an additional service.
7. No further subdivision of land is required.
8. Extensive field investigation for documentation purposes or developing As-built drawings of the existing conditions is excluded.
9. Owner will be responsible for any front-end specifications procuring construction services.
10. The BIM design process and use of Revit are assumed for design team collaboration/coordination purposes only. It is assumed the Owner is not expecting modeling beyond what is necessary for

coordination and to produce construction documents.

11. The proposed design fee assumes the Project in its entirety will be designed and submitted in a single package.
12. Redesign efforts due to significant Owner or Contractor changes in design from previous submissions is excluded and will be considered an additional service.
13. Value engineering or redesign of structural elements/MEP systems beyond 30% Construction Documents is excluded. C&S will coordinate design efforts to minimize costs where possible.
14. It is assumed any type of green certification is not a facility requirement and not part of this project.
15. Bid Support and Construction Administration are excluded.
16. At each milestone (30%, 60% and 90%), the owner will provide one consolidated round of comments to incorporate into the bid documents.

Mechanical

1. It is assumed owner will provide description of operations and procedures performed in the area of project scope.
2. Installation and Programming of controls is excluded.

Electrical

1. Remote alarm points are excluded from the design. Local alarm points will be included with a local annunciator.
2. It is assumed that photometric calculations are not required to be submitted with the design documents.
3. Power studies (arc flash, short-circuit, coordination) are excluded.
4. Emergency responder communications enhancement system (ERCES) evaluation and design services are excluded.

Fire Protection

1. Adequate water supply is provided from municipal water system. Fire pump, water storage, and associated systems are excluded. Fire pump design if required can be offered for an additional design service. Hydrant flow tests are excluded.

Structural

1. It is assumed the new buildings/structures will be supported on shallow depth foundations. Deep foundation design (i.e. piles) is excluded. Foundation type will be based on the information in the geotechnical report.
2. Applied loads to be used in analysis and design of the proposed structure will be in accordance

with the provisions outlined in the International Building Code and ASCE/SEI 7 Minimum Design Loads and Associated Criteria for Buildings and Other Structures published by the American Society of Civil Engineers.

3. Design and detailing of the structural steel framing will be per the provisions outlined in Cold Formed Steel Design (AISC *S100*) and Specification for Structural Steel Buildings (AISC 360) as well as Structural Welding Code (AWS D1.1) published by the American Institute of Steel Construction.

4. Design and detailing of reinforced concrete will be per the provisions outlined in the International Building Code Requirements for Structural Concrete (ACI 318) published by the American Concrete Institute.

5. Design and detailing of masonry will be per the provisions outlined in the Masonry Design and Construction Standard (TMS 402/602).

6. The C&S team and sub-consultants necessitate timely and well-coordinated provision of pertinent information regarding the location, sizes, static and dynamic loading specifications of mechanical and material handling equipment (such as RTU's, monorails, jib cranes, etc.), ductwork, process piping, sprinkler piping, roof drains, etc., to be supported by the structure. Any delays or inadequate coordination leading to reconfiguration and structural redesign efforts will require additional fees. Design loads for equipment are assumed to be final prior to the design development submittal.

7. The C&S team and sub-consultants will not be responsible for sizing and/or the selection any material handling system(s) including monorail hoists and trolley's, jib crane systems, workstation cranes, bridge cranes, overhead cranes, or similar systems. The owner shall be responsible for selecting their desired material handling system(s) as well as all coordination efforts with their selected vendor and providing the C&S team and sub-consultants with the pertinent information to include in the design of the structure in a timely manner. The C&S team and sub-consultants shall not be responsible for any redesign efforts as a consequence of design assumptions used by the C&S team and subconsultants due to incomplete information being provided and/or owner indecision. Any substantial structural redesign efforts due to the aforementioned, will require additional fees.

8. For effective design and detailing of cast-in-place trench drains, the C&S team and sub-consultants require design information including trench length and width, top of grate elevation as well as applicable invert elevations relative to finish floor and type of grate to be specified. This information shall be provided by others and is not the responsibility of the C&S team or sub-consultants to determine during design.

9. The design deflection of steel decking shall be limited to L/240 with a 200-lb concentrated load at midspan on a 12" wide section of steel deck and roof framing systems shall include a maximum deflection limit of L/240 when subjected to total uniform load recommended per The National Roofing Contractors Association (NRCA) Manual, Fifth Edition in the absence of specific requirements mandated by manufacturers of the roof assembly, RTU, or suspended system(s).

10. The design of girts and wind columns supporting metal wall panel systems, a deflection limit of

L/120 will be used when subjected to a ten-year components and cladding wind load in the absence of manufacturer provided technical data.

11. The lateral force resisting system shall be designed with a required stiffness to limit the story drift to a maximum of the story height (eave height) divided by 500 when subjected to a ten-year wind load in the absence of limitations specific to wall cladding, glazing, overhead door operational requirements, etc. It will be the responsibility of the designer specifying these systems to provide C&S with manufacturer prescribed limits for use in design.
12. The design and product specification of building expansion joints shall be the responsibility of the architect with location and sizes provided to the C&S team and sub-consultants for use in design.
13. The structure will be designed to function as one system upon the project's completion, supporting only the design loads prescribed by governing building codes. Construction support services including the analysis and/or design of general temporary falsework, vertical and horizontal bracing for steel erection, vertical shoring and/or supports necessary for steel erection and/or overhead concrete placement, vertical concrete formwork, earth retention systems, fall protection systems, and similar elements are not covered within the scope of this proposal. Should such services be desired by the owner, owner's representative, and/or subcontractor may request a separate proposal outlining the required scope of work specific to construction support.

Civil

1. Any services not specifically identified in this scope of work are not anticipated and are excluded from this proposal.
2. This project will disturb more than one acre, which will require a Stormwater Pollution Prevention Plan (SWPPP), including post construction quantity and quality controls, runoff reduction and the filing of a Notice of Intent (NOI) with DEC.
3. All existing site utility information will be provided by Owner. We assume that the utilities are capable of serving the needs of the new facility. No utility service upgrade design services are included in our proposal.
4. C&S will not prepare any pedestrian exterior wayfinding plans.
5. A Transportation Demand Management Plan (TDM) is not required.
6. Easement, Boundary Mapping and other Mapping needs are provided by others.
7. All design meeting locations will be held at project location or via phone conference.
8. Landscaping and irrigation design, including planting plans, irrigation systems, and landscape related specifications, will be provided by others.
9. Off-site utilities are excluded, except as specifically noted above.
10. Dry utility design, including site electrical, gas, telecommunications, and joint trench systems, is excluded and will be provided by others.

11. Coordination with the water authority will be limited to standard connection requirements; any additional studies, analysis, or design requirements imposed by the authority are excluded.

Cost Estimating

1. Construction management services
2. Dry utility coordination
3. Geotechnical Investigations
4. Site Studies
5. Parking Analysis

Service By Others (SBO)

6. Environmental studies (wetlands, endangered species, archeology, flood plain, hazardous materials abatement, etc.) are not included.
7. Environmental engineering services are not included but can be provided under a separate agreement.
8. Soil borings, infiltration testing and geotechnical analysis will be provided by others.
9. It is assumed a final Geotechnical Engineering Report, including foundation recommendations, will be complete within 3 weeks of Project Kickoff for use in the design process.
10. It is assumed all field investigation, surveying, scanning, etc. will be complete by commencement of the Schematic Design (30%) stage for use in the design process.
11. Up to date boundary and topographic survey will be provided by others in a usable CAD format for our use (AutoCAD).
12. C&S will not perform an above ground and/or utility location survey for this project. The design team will use on-site investigation during the 30% phase to examine existing conditions pertaining to the site. Any additional survey data required to complete the design will be conducted and paid for by the Owner.
13. The Owner fully understands that C&S construction documentations shall provide the qualified General Contractors (GC) and bidding Sub-Contractors with the construction-intent. Additional project requirements will be considered construction methodology, also known as "means and methods" (see definition below). This shall be the General Contractor's full responsibility and may be determined as job conditions dictate. Furthermore, it is understood that the design team will not provide the "means and methods" for construction which will be the sole responsibility of the General Contractor based upon their construction experience.
    a. The definition for "means and methods" is as follows: A means or manner of procedure, specifically a regular and systematic way of accomplishing the design-intent as provided by the documents. The orderly arrangement of parts or steps to accomplish an end

design. The procedures and technique characteristics of a particular discipline or field of knowledge.

14. Scheduling of work is considered to be means and methods and shall fall under the Contractor's scope of services.
15. Design of temporary bracing, formwork, scaffolding, shoring, or construction means, methods, or procedures shall fall under the Contractor's scope of services.
16. Design assist or any coordination efforts with subcontractors is excluded from this contract and will be considered additional services.
    a. Design assist, cost estimating, pull planning, etc. is excluded from this effort.
17. Hazardous materials identification, testing and/or remediation are excluded.
18. Construction Management and Construction Inspection services are excluded.

SCHEDULE OF FEES

We propose to offer the services outlined above, on a LUMP SUM basis of **$1,040,188** including direct expenses. This fee is summarized below:

Scope of Design Services	**Fee**
Project Management	$98,414
Civil Engineering	$201,100
Architecture & Interior Design	$317,840
Structural Engineering	$72,000
Mechanical Engineering	$83,020
Electrical Engineering	$78,068
Low Voltage & Fire Alarm Engineering	$66,286
Plumbing Engineering	$65,800
Fire Protection Engineering	$21,750
Geotechnical Engineering	$19,900
Construction Cost Estimating	$10,800
Design Fee Total	$1,034,978
Scope of Design Services	
Direct Expenses	$5,210
LUMP SUM TOTAL	$1,040,188

This proposal, together with the General Airport Consulting Services Contract constitutes the entire agreement between C&S and you with respect to the subject matter and supersedes all prior and contemporaneous written or oral understandings with respect to that subject matter. This proposal may be amended, supplemented, modified, or canceled only by a written instrument signed by both parties. If this proposal, together with its governing terms and conditions, description of services to be rendered, and fee set forth herein meet with your approval, kindly acknowledge the same on the line indicated below and return one copy to the undersigned. A signature below will serve as a notice to proceed and

an acceptance of this proposal which, together with the General Airport Consulting Services Contract constitutes the Agreement between C&S Engineers, Inc. (ARCHITECT/ENGINEER), and The City of Page (OWNER or CLIENT). This proposal will remain open for acceptance for 90 calendar days from the date of this letter unless such date is modified by C&S in writing."

Our team is looking forward to working with you! If you have any questions or require additional information, please do not hesitate to contact us.

Sincerely,

Lance McIntosh, PE
Service Group Manager
C&S Engineers, Inc.

NOTICE TO PROCEED

PROJECT NAME:	Page Airport ARFF Facility Design
CLIENT:	Lore Davis-McCluskey
OWNER:	City of Page, Arizona
PROPOSAL DATE:	July 17, 2026

Proposal Fee Basis:

X LUMP SUM

PROJECT BASE FEE:	$1,034,978
ADDITIONAL FEES:	$5,210 – Direct Expenses

By signing below, this proposal becomes effective from the date indicated above. Your acceptance constitutes authorization for C&S to proceed, as indicated in the terms stated within this proposal

Client Representative:	C&S Representative:
	
Signature	Signature
	Lance McIntosh, PE
Printed Name	Printed Name
	Service Group Manager
Title	Title
	March 30, 2026
Date	Date

Please sign, date, and return to the C&S representative listed here

REQUEST FOR COUNCIL ACTION

Request for Council Action:

Meeting Type: Regular Meeting
Meeting Date: July 22, 2026
Department: Economic Development
Presented by: Adam Geller, Public Information Officer

Brief Title: Page Lake Powell Chamber of Commerce Memorandum of Understanding (MOU)

Agenda Section: New Business
Agenda Sub-category: Agreement/Contract
Action: Motion
PowerPoint Needed?: No

Request for Council Action

Recommended Action:
Move to approve the FY27 MOU between the City of Page and the Page Lake Powell Chamber of Commerce in the amount of $40,000 and authorize the Mayor to execute the agreement.

Background:
The City maintains a MOU with the Page Lake Powell Chamber of Commerce under which the Chamber provides tourism, business development, and economic development services, including business retention assistance, tourism data reporting, and regular reporting to City staff. The proposed FY27 MOU increases compensation from $35,000 to $40,000, with the Chamber assuming the cost of portable restrooms at the annual Page Balloon Regatta street fair. It also sets a one-year term to allow annual review, redirects quarterly reporting to the Economic Development Advisory Board, and updates required State of Arizona contract provisions. The City Attorney has reviewed the agreement.

Alternatives Considered:
Council could decline the proposed MOU and direct staff to continue under the existing agreement, under which the City compensates the Chamber $35,000 and the Chamber does not bear the cost of portable restrooms at the Balloon Regatta. Council could also approve the MOU at the current compensation level without the restroom provision, or direct staff to renegotiate specific terms.

Advisory Board/Commission Action:
N/A

Fiscal Impact:
Fiscal Year: FY27
Amount Requested: $40,000
Line Item(s): 10-447-9866

Budget Impact: 0

Notes:

Attachments:

1. MOU_City_of_Page_Chamber_REVISED_7_7_26-ag

MEMORANDUM OF UNDERSTANDING

Between the City of Page, Arizona and the Page Lake Powell Chamber of Commerce

This Memorandum of Understanding (this "Memorandum of Understanding" or this "MOU" or this "Agreement") is made by and between the City of Page, Arizona, an Arizona municipal corporation (the "City"), and the Page Lake Powell Chamber of Commerce (the "Chamber").

The parties agree that the Chamber shall receive Forty Thousand Dollars ($40,000) in exchange for services to be rendered related to tourism, business development, community development, educational development, economic development, and event coordination as outlined below.

RECITALS

A. The Chamber is an independent 501(c)(6) not-for-profit organization managed by a volunteer board of directors which is solely charged with developing strategies, programming, and advocacy priorities of the business community, is accountable to its members, and acts in the best interest of the business community.

B. The Chamber plays an important role in enhancing the image and prosperity of the community through activities and involvement with its members, the City, County, and State.

C. The Chamber represents the business community, particularly the small business community, and other key stakeholders throughout the City, County, and surrounding areas.

D. The Chamber offers unique skills and resources necessary to assist the City in accomplishing its goal of projecting a positive business image of the City of Page.

AGREEMENT

NOW, THEREFORE, the parties hereby agree as follows:

1. Effective Date; Term. This Agreement is effective upon execution of the Agreement by the last party to execute the Agreement and is for the period of July 1, 2026 through June 30, 2027., unless earlier terminated as provided in this Agreement.

2. Contract Rate. The City agrees to pay the Chamber the amount of Forty Thousand Dollars ($40,000) in consideration of the Chamber providing the select services specified in this Agreement, payable within seven (30) days of the effective date of this Agreement.

3. Chamber Obligations; Select Services. The Chamber will continue to provide and perform the following duties as agreed upon between the City and the Chamber:

a. Business Retention and Expansion Assistance. The Chamber will continue to support, promote, and assist in the implementation of the City's Community/Economic Development efforts in business retention and expansion initiatives, as well as continue

to serve on the EDC (NACOG) Committee. The Chamber will continue to collect and report vital tourism data and trends to the City.

b. Chamber Convener Meetings. The Chamber will continue to provide regularly scheduled Convener meetings.

c. Select Ribbon Cutting Assistance for Page Businesses Sponsorship. The Chamber will continue with ribbon cutting events services, which the Chamber will acknowledge through its weekly newsletter and local media.

d. Digital Chamber Business Directory. The Chamber will maintain a Chamber Business Directory which includes the City. The Chamber agrees to facilitate increasing web traffic to this directory and optimize the Chamber's search engine to increase website visitation to the Digital Chamber Business Directory.

e. Misc. Programs and Activities. In addition to the above, the Chamber will provide the City access to additional programs and activities including, but not limited to, the following:

i. The City, at its election, will have the opportunity for up to two City staff members to actively engage and participate in Chamber events and committees as part of the City's membership. Travel and other expenses incurred by the City staff members to participate in these events will be the responsibility of the City.

ii. The Chamber will maintain a close working relationship with the City to identify needs in the business community, provide input for business-related legislation, and foster and support legislation that is mutually beneficial to the business community and the City.

iii. The Chamber will refer business leads, forward new business inquiries, and communicate with the City regarding all new and existing business development.

iv. The Chamber will assist the City with the goal of connecting the business community and will put a link to choosepage.com on the Chamber's website.

v. The Chamber will continue to provide periodic roundtables, mixers, special meetings, community outreach, and other activities, programs, and initiatives.

f. Reporting. The Chamber will provide regular business updates to City staff on a monthly basis and to the Economic Development Advisory Board on a quarterly basis.

g. Page Balloon Regatta; Street Fair. The Chamber is responsible for producing the street fair portion of the annual Page Balloon Regatta and for all costs associated with the street fair, including but not limited to entertainment, vendor coordination, and the rental, delivery, servicing, and removal of portable restrooms for the event.

4. City Support; Obligations.

a. Chamber Best of Page Event. One table included with paid membership by the City of Page.

5. Notification. Communications and notifications regarding this Agreement and performance of its terms by the parties must be in writing. Notices will be deemed to have been duly given if (i) delivered to the party at the address set forth below, (ii) deposited in the U.S. Mail, registered or certified, return receipt requested, to the address set forth below, or (iii) given to a recognized and reputable overnight delivery service, to the address set forth below, and to the attention of such other person or officer as any party may designate in writing by notice duly given pursuant to this Section.

To the City:

City Manager

City Attorney's Office, Josh Smith

P.O. Box 1180, 697 Vista Ave.

Page, Arizona 86040

To the Chamber:

President

Page Lake Powell Chamber of Commerce

P.O. Box 727

Page, Arizona 86040

6. Immigration Law Compliance; E-Verify. The Chamber warrants compliance with all Federal immigration laws and regulations relating to its employees and subcontractors, including A.R.S. § 23-214(A), and warrants its compliance with A.R.S. § 41-4401, incorporated herein by reference, including the E-Verify program. A breach of this section shall be deemed a material breach of this Agreement and is subject to penalties up to and including termination of this Agreement. The City retains the legal right to inspect the papers of the Chamber or any subcontractor employee who works under this Agreement to ensure compliance with this provision.

7. Conflict of Interest. This Agreement is subject to cancellation for conflict of interest pursuant to A.R.S. § 38-511, the pertinent provisions of which are incorporated into this Agreement by reference.

8. Forced Labor Certification. Pursuant to A.R.S. § 35-394, incorporated herein by reference, the Chamber certifies that it does not currently, and agrees for the duration of this Agreement that it will not, use:

(1) The forced labor of ethnic Uyghurs in the People's Republic of China;

(2) Any goods or services produced by the forced labor of ethnic Uyghurs in the People's Republic of China; or

(3) Any contractors, subcontractors or suppliers that use the forced labor or any goods or services produced by the forced labor of ethnic Uyghurs in the People's Republic of China.

If the Chamber becomes aware during the term of this Agreement that it is not in compliance with this written certification, the Chamber shall notify the City within five business days after becoming aware of the noncompliance. If the Chamber does not provide the City with a written certification that the Chamber has remedied the noncompliance within one hundred eighty days after notifying the City of the noncompliance, this Agreement terminates, except that if the Agreement termination date occurs before the end of the remedy period, this Agreement terminates on the Agreement termination date.

9. Israel Boycott Certification. If applicable, pursuant to A.R.S. § 35-393 et seq., the Chamber certifies that it is not currently engaged in, and agrees for the duration of this Agreement not to engage in, a boycott of goods or services from Israel.

10. Miscellaneous Provisions.

a. Relationship of the Parties. It is clearly understood that each party will act in its individual capacity and not as an agent, employee, partner, joint venturer, or associate of the other. An employee or agent of one party may not be deemed or construed to be the employee or agent of the other for any purpose whatsoever.

b. Indemnification. To the fullest extent permitted by law, the Chamber will indemnify, defend and hold harmless the City and each council member, officer, board, commission, official, employee or agent thereof (the City and any such person being herein called an "Indemnified Party"), for, from and against any and all losses, claims, damages, liabilities, costs and expenses (including, but not limited to, reasonable attorneys' fees, claims processing, investigation, court costs and the costs of appellate proceedings) to which any such Indemnified Party may become subject, under any theory of liability whatsoever ("Claims"), insofar as such Claims (or actions in respect thereof) relate to, arise out of, or are caused by or in connection with the negligent or willful acts or omissions of work or services of the Chamber, its officers, employees, agents, or any tier of subcontractor in the performance of this Agreement.

c. Applicable Law; Venue. The Chamber will abide by and conform to any and all laws of the United States, State of Arizona and City of Page, including but not limited to, federal and state executive orders providing for equal employment, the Federal Occupational Safety and Health Act, and any other federal or state laws applicable to this Agreement. This Agreement is governed by the laws of the State of Arizona and suit pertaining to this Agreement may be brought only in courts in the State of Arizona.

d. Termination. Either party may terminate this Agreement, with or without cause, upon thirty (30) days written notice to the other party. In the event that the Agreement is terminated prior to June 30, 2027, the Chamber will refund a pro rata amount of the funds paid to the Chamber pursuant to paragraph 2.

e. Assignment. No right or interest in this Agreement may be assigned by the Chamber without prior, written permission of the City, approved by the City Council.

f. Rights and Remedies. No provision in this Agreement may be construed, expressly or by implication, as a waiver by the City of any existing or future right and/or remedy available by law in the event of any claim of default or breach of this Agreement. The failure of the City to insist upon the strict performance of any term or condition of this Agreement or to exercise or delay the exercise of any right or remedy provided in this Agreement, or by law, will not release the Chamber from any responsibilities or obligations imposed by this Agreement or by law, and will not be deemed a waiver of any right of the City to insist upon the strict performance of this Agreement.

g. Conflicting Terms. In the event of a conflict between the Exhibits and this Agreement, the terms of this Agreement will govern.

h. Attorneys' Fees. In the event either party brings any action for any relief, declaratory or otherwise, arising out of this Agreement or on account of any breach or default hereof, the prevailing party is entitled to receive from the other party reasonable attorneys' fees and reasonable costs and expenses, determined by the court sitting without a jury, which will accrue on the commencement of such action and will be enforced whether or not such action is prosecuted through judgment.

i. Records and Audit. Pursuant to A.R.S. § 35-214 and § 35-215, the Chamber shall retain and shall contractually require each subcontractor to retain all books, accounts, reports, files and other records relating to this Agreement for a period of five (5) years after completion of this Agreement. All such records shall be subject to inspection and audit by the City or the State of Arizona at reasonable times. Upon request, the Chamber shall produce a legible copy of any or all such records.

j. Non-Appropriation. Every obligation of the City under this Agreement is conditioned upon the availability of funds appropriated or allocated for the payment of such obligation. If funds are not allocated and available for the continuance of this Agreement,

this Agreement may be terminated by the City at the end of the period for which funds are available, and the City shall have no further obligation or liability beyond amounts due for services rendered prior to termination.

k. Entire Agreement; Amendment. This Agreement constitutes the entire agreement between the parties with respect to its subject matter and supersedes all prior agreements and understandings. This Agreement may be amended only by a written instrument signed by both parties.

IN WITNESS WHEREOF, the parties have entered into this Agreement on the date last written below.

PAGE LAKE POWELL CHAMBER OF COMMERCE:

_____ Date: _____

Board President – Joe Lapekas

_____ Date: _____

Executive Director – Judy Franz

CITY OF PAGE:

_____ Date: _____

Mayor – Steven R. Kidman

APPROVED AS TO FORM:

_____ Date: _____

City Attorney

REQUEST FOR COUNCIL ACTION

Request for Council Action:
Meeting Type: Regular Meeting
Meeting Date: July 22, 2026
Department: City Clerk
Presented by:
Cindy Scott, City Clerk

Brief Title: Special Event Liquor License - Page Animal Adoption Agency

Agenda Section: New Business
Agenda Sub-category: Agenda Item
Action: Motion
PowerPoint Needed?: No

Request for Council Action

Recommended Action:
Move to approve the Arizona Department of Liquor Licenses Special Event Liquor License Application for Page Animal Adoption Agency.

Background:
The City Clerk's Office received an Arizona Department of Liquor Licenses and Control Special Event Liquor License Application from Page Animal Adoption Agency for the Summer Music Festival event taking place on September 5, 2026.

A Special Event Liquor License does not require a public hearing. However, the Arizona Department of Liquor Licenses and Control requires City Council's recommendation.

The Arizona Department of Liquor Licenses and Control will be notified of the action taken and will make the final determination.

Alternatives Considered:
N/A

Advisory Board/Commission Action:
N/A

Fiscal Impact:
Fiscal Year:
Amount Requested:
Line Item(s):

Budget Impact:

Notes:

Attachments:
1. 09 05 2026 Page Animal Adoption Agency_Redacted

Arizona Department of Liquor Licenses and Control
https://www.azliquor.gov
(602) 542-5141

DLLC USE ONLY
Job #:
Date Accepted:
LC:
License #:

SPECIAL EVENT LICENSE

APPLICATION FEE $25.00 PER DAY

REC'D PAGE CITY CLERKS
2026 JUL 14 AM11:11

MUST be submitted to the Department of Liquor 10 days prior to the event.

SECTION 1

Name of Non-Profit Organization, Candidate or Political Party: Page Animal Adoption Agency

If the event will be held on an unlicensed premises, it MUST be approved and signed by the Local Governing Body Before submitting to the Arizona Department of Liquor.

LOCAL GOVERNING BODY

Date Received: _____

I, _____ _____ ☐ APPROVAL ☐ DISAPPROVAL
Government Official Title

On behalf of _____ _____ _____
City, Town, County Signature Date

SECTION 2

Will the event be at a location with a current liquor license and within the approved and licensed area?

☐ Yes ☐ No (if no skip to section 3)

If yes, MUST attach a letter of explanation/permission/suspension from the licensed location and choose ONE option below.

Name of Licensed Location_____ **Liquor License Number** _____

☐ Suspend license for the duration of the Special Event; Licensee selling all alcohol without retailer involvement. Letter of suspension required.

☐ Dispense and serve all spirituous liquors under retailer's license – Business operates normally, minimum of 25% of gross revenue from alcohol sales will be donated to licensee. Letter of permission required.

☐ Dispense and serve all spirituous liquors under special event - The special event licensee is in charge of selling alcohol that was purchased or donated by the special event licensee. The retailers existing alcohol inventory must be kept separate from any alcohol used during the special event. Letter of suspension required.

☐ Split premises between special event and licensed location - Both the special event licensee and the licensed location will conduct sales of alcohol. (These sales must be done in separate areas. If alcohol is donated or purchased by the special event licensee, it must be in a separate area from the alcohol that is dispensed by the licensed location.) Letter of explanation and permission required.

☐ **Off Sale only - Wine/Distilled Spirits Pull, Live or Silent Auctions** – Retailer will be permitted to conduct all normal sales and service of alcohol. Letter of permission required.

SECTION 3

Applicant MUST be a member of a qualifying nonprofit organization, political party, or Government entity and authorized by an Officer, Director, or Chairperson of the Organization.

1. Applicant: Fernando (Last) Natalie (First) (Middle)
2. Applicant's mailing address: P.O. Box 3907 (Street) Page (City) AZ (State) 86040 (Zip)
3. Applicants home/cell phone: [redacted] Non-profit organization phone: 928-640-1500
4. Applicant's email address: pageanimaladoption@gmail.com
5. Has the applicant been convicted of a felony, or had a liquor license revoked within the last five (5) years?
   ☐ **Yes (if yes, attach letter of explanation)** ☒ **No**

SECTION 4

1. Name of non-profit organization: Page Animal Adoption Agency
2. Non-Profit/IRS Tax Exempt Number: [redacted] (Required) Arizona Corporation Commission File #: [redacted] (Required)
3. If Out Of State, specify State **(Attach letter of good standing)**:
4. Special Event Name: Summer Music Festival

SECTION 5

5. Event Location Name: John C. Page Memorial Park
6. Event Address: 600 S. Navajo Drive, Page AZ 86040

SECTION 6

Must list type of security and control measures will you take to prevent violations of liquor laws at this event.

1 Number of Police 4 Number of Security Personnel ☒ Fencing ☐ Barriers

Must explain security measures: Perimeter of consumption area will 4' high fencing around area. Security at both ends, adults only 21+ w/ valid ID

1. How is this special event going to conduct all dispensing, serving, and selling of spirituous liquors? Check **one** of the following boxes. (R-19-318)

☒ **On-site consumption** ☐ **Off-site (auction/wine/distilled spirits pull)** ☐ **Both**

2. How many special event days have already been issued to this organization during the current year? 0

SECTION 7

Dates and Hours of Event - Days must be consecutive and may not exceed 10 days per year.

DAYS	DATE	DAY OF WEEK	EVENT START TIME AM/PM	EVENT END TIME AM/PM
DAY 1	9/5/26	Saturday	6pm	10 pm
DAY 2				
DAY 3				
DAY 4				
DAY 5				
DAY 6				
DAY 7				
DAY 8				
DAY 9				
DAY 10				

SECTION 8

1. **Is the Organization using the services of a DLLC approved Special Event Contractor from the list on our website?**

☐ **Yes** ☒ **No** If yes, please provide the Name of the Special Event Contractor: _____

Special Event Contractor Signature: _____

2. Is the organization using the services of a series **6, 7, 11**, or **12** licensee to manage the sale or service of alcohol? (Licensees who hold a series **6, 7, 11,** or **12** license are automatically qualified to be a special event contractor)

☐ **Yes** ☒ **No** if yes, Name of Licensee: _____ Liquor License #: _____

3. List the name of the Organization/individual that will receive revenues:

MUST EQUAL 100 PERCENT, APPLYING NON-PROFIT MUST RECEIVE A MINIMUM OF 25% OF THE PROCEEDS.

Name: Page Animal Adoption Agency Percentage: 25%

Address: 719 Tunnel Rd (Street) Page (City) AZ (State) 86040 (Zip)

Name: Mulligan's Pub + Patio Percentage: 75%

Address: 400 clubhouse Drive (Street) Page (City) AZ (State) 86040 (Zip)

Please read A.R.S. § 4-203.02 and R19-1-205 Special event license rules and Requirements.

SECTION 9

Licensed location diagram: The licensed premises for your special event is the area in which you are authorized to sell, dispense, or serve alcoholic beverages under the provisions of your license.

ATTACH DIAGRAM

Must attach a diagram of your special event showing the area where alcohol will be sold, served, and consumed. *Must include dimensions of event area, fencing, barricades, or other control measures, and include positions of security personnel.*

NO ALCOHOLIC BEVERAGES SHALL LEAVE A SPECIAL EVENT UNLESS THEY ARE IN SEALED CONTAINERS FOR AN AUCTION OR WINE/DISTILLED SPIRITS PULL, OR THE SPECIAL EVENT LICENSE IS STACKED WITH A WINE /CRAFT DISTILLERY FESTIVAL LICENSE.

Declaration:

I, (Print Name) Natalie Fernandez, declare under penalty of perjury that I am authorized to submit this application. I have read the contents and to the best of my knowledge believe all statements made on this application to be true, correct, and complete.

Signature: _____

SPECIAL EVENT DIAGRAM AND SAFETY PLAN STANDARDS

Diagrams do not need to be overly complicated, they can be hand drawn. However, we do not accept photographs or aerial views that do not show the premises clearly. The diagram should clearly depict the special event area in relation to the entire premises.

Each diagram must include:

- Overview of the location
- The event area clearly outlined with black marker
- Where alcohol will be served/stored
- All entrances and exits
- Where security will be positioned
- Square footage of event area
- Show North, East, South, West

2026 Summer Concert Series
Event Map

Events: Team will put up beer garden perimeter.

Approx. 73 Barricades Needed for Beer Garden

REQUEST FOR COUNCIL ACTION

Request for Council Action:
Meeting Type: Regular Meeting
Meeting Date: July 22, 2026
Department: City Attorney
Presented by:
Josh Smith, City Attorney

Brief Title: EXECUTIVE SESSION
Pursuant to A.R.S. § 38-431.03 (A)(4) The City Council may vote to go into Executive Session for discussion or consultation with the attorneys of the public body regarding contracts.
Pursuant to A.R.S. § 38-431.03 (A)(7) The City Council may vote to go into Executive Session for the purpose of discussions regarding negotiations for the purchase, sale, or lease of real property.
Car Rental Lease/Concessionaire Agreement

Agenda Section: Executive Sessions
Agenda Sub-category: Executive Session
Action: Motion
PowerPoint Needed?: No

Request for Council Action

Recommended Action:
Council direction on terms relating to the draft concessionaire/lease agreement for car rentals at the airport.

Background:
See confidential memo and attachments.

Alternatives Considered:
N/A

Advisory Board/Commission Action:
The Airport Board requested that the city council consider the requests by Avis relating to the draft fee arrangement and parking in the Main Terminal lot.

Fiscal Impact:
Fiscal Year:
Amount Requested:
Line Item(s):

Budget Impact:

Notes:

Attachments:
1. Concession Agreement memo
2. Template Car Rental Lease Agreement final

3. PGA Parking Demand Analysis_Task 1
4. PGA Paid Parking Basis of Design_Task 2

Date:	June 3, 2025
To:	Lore Davis-McCluskey, Kyle Christiansen
Company:	City of Page, AZ
From:	Daniel Garcia
Project Name:	Page Municipal Airport Parking Plan
Subject:	Task 1 – Parking Demand Analysis

Introduction

Page Municipal Airport (PGA) is a public-use airport located approximately one mile east of Page, Arizona, in Coconino County. It serves as a vital regional hub, especially for travelers exploring the Grand Circle, which includes landmarks like the Grand Canyon, Lake Powell, Zion National Park, and Monument Valley. The airport contains both commercial and general aviation operations, and a popular air tour industry. In recent years, it has experienced growth that has put a strain on the existing parking supply during the busiest periods of the year. The airport needs to understand how to plan for expanding parking in advance of growth. This includes evaluating how much additional parking should be provided and strategies for managing demand, such as paid parking.

Existing Parking Conditions

Parking Facility Locations

PGA has three onsite parking facilities that serve the traveling public, tourists, employees, fixed base operators, and rental car companies, among others. They include:

1. Main Terminal Lot (Blue)
2. Sage Lot (Green)
3. Long-Term Lot (Orange)

The following figure shows the current locations of each one of these facilities.

(THIS AREA IS INTENTIONALLY LEFT BLANK)

Figure 1: Map of PGA Parking Facilities

Source: Google Earth, Walker Consultants, 2025

The **Main Terminal Lot** is located directly in front of the terminal building. There is an approximately 350-foot walking distance from the furthest parking spot in the lot to the terminal building, which is considered a level of service (LOS) A (on a scale from A-F) for pedestrians navigating an outdoor and uncovered surface lot. The lot serves the general public, employees, and tenant crew/courtesy vehicles.

The **Sage Lot** is located southeast of the terminal building. The furthest point in the lot is approximately 850 feet from the main terminal building, which is within LOS C. However, the walking distance to the fixed-base operator (FBO) building is within LOS A. The lot serves guest and employee parkers for Million Air and a car rental company.

Lastly, the **Long-Term Lot** is located adjacent to the Sage Lot on the south side of the lot. It is approximately 1,150 feet away from the terminal building and falls within a LOS C. This lot formerly served long-term public parkers, but now only serves a second car rental company.

Parking Inventory

The following table summarizes PGA's parking inventory and the percentage of the total supply that each facility accounts for.

Table 1: PGA Parking Supply Facility

Facility Name	Distance from Terminal (LOS)	Total Supply	%of Total
Main Terminal Lot	**~350' feet (A)**	**95**	**46%**
Public Parking		43	45%
Employee Parking		39	41%
Public Parking & Tenant Crew/Courtesy Vehicle		10	11%
Accessible Parking (ADA)		3	3%
Sage Lot	**~850' feet (C)**	**46**	**22%**
Million Air Parking (Guest and Employee)		15	33%
AVIS Rental Car Parking		29	63%
Accessible Parking (ADA)		2	4%
Long-Term Lot	**~1,150' feet (C)**	**64**	**31%**
Former Long-Term Public Parking		43	78%
Hertz Rental Car Parking		21	22%
Total		**205**	

Source: PGA, 2025

As shown in the table, the largest supply of parking is found within the Main Terminal Lot, which contains 95 stalls and accounts for 46 percent of all airport parking. The Long-Term Lot contains space for approximately 64 vehicles and accounts for 31 percent of all airport parking spaces. Lastly, the Sage Lot contains 46 stalls and accounts for 22 percent of all PGA vehicle parking supply. In total, there are 205 spaces that serve the airport today.

In addition to the parking lots, there are also on-street parking spaces that are used by tenant employees located along S 10th Street and along the street located on the west side of the Main Terminal Lot between the Classic Helicopter Services building and Golliard's Park. The following figure highlights the on-street parking represented by yellow boxed areas.

Figure 2: On-Street Parking Near the Main Lot and Terminal Building

Source: Google Earth, Walker Consultants, 2025

Combined, the on-street parking near the Main Terminal Lot and terminal building has approximately 25 parking spaces. On aggregate, the 25 on-street parking spaces and the 205 spaces located in the three airport parking facilities total 230 parking spaces used by airport tenants, employees, and the general public.

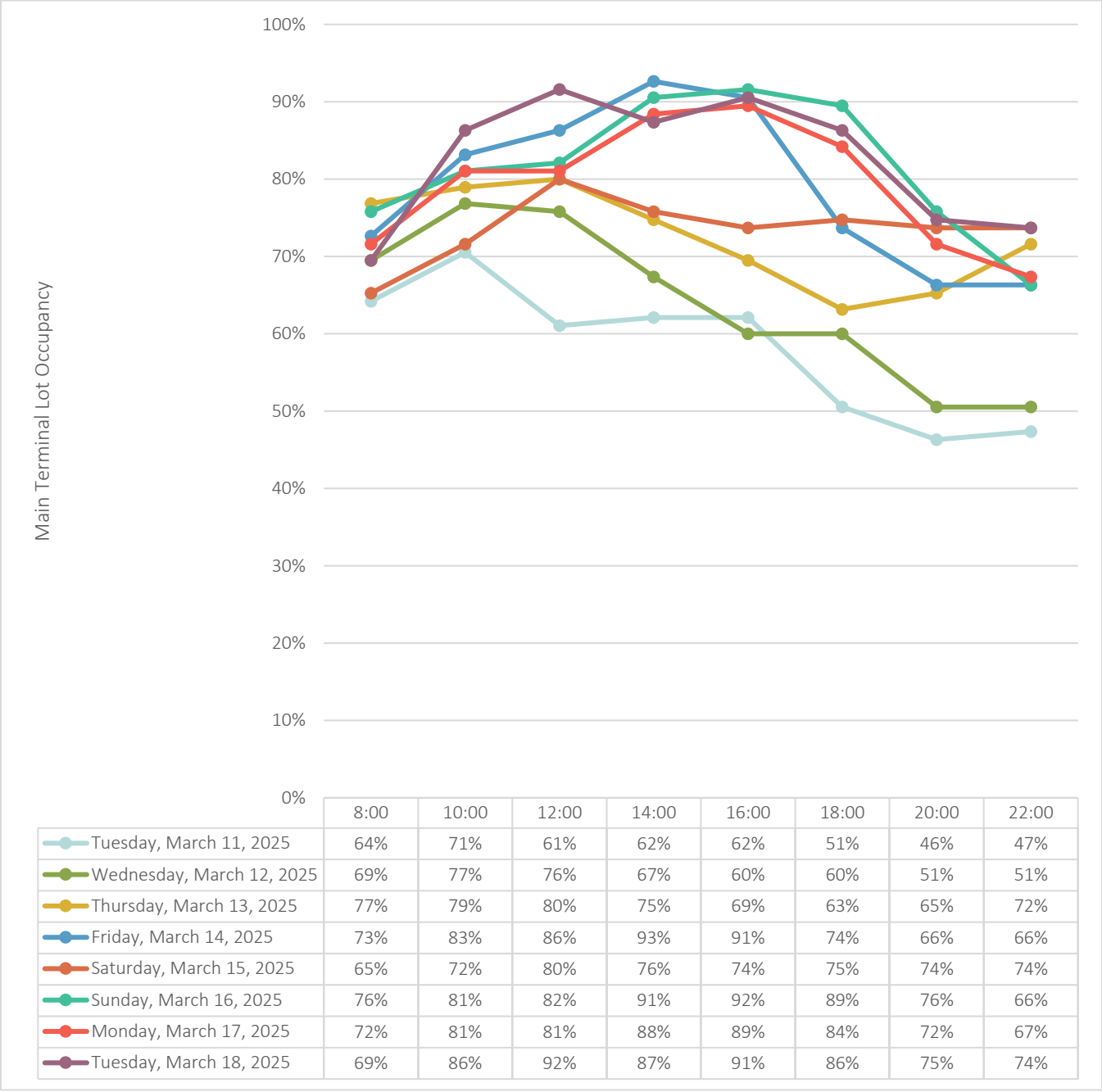
Current Parking Demand

Main Terminal Lot

To evaluate parking conditions at PGA, parking occupancy counts were conducted every two hours between 8:00 a.m. and 10:00 p.m. for eight days from Tuesday, March 11, through Tuesday, March 18, 2025, and analyzed to determine the current on-site parking demand. In addition to parking occupancy counts, parking turnover counts within the Main Terminal Lot and Sage Lot were also conducted.

The following figure illustrates the parking occupancy in the Main Terminal Lot across eight days in March 2025.

Figure 3: Parking Occupancy 3/11/25 – 3/18/25 – Main Lot



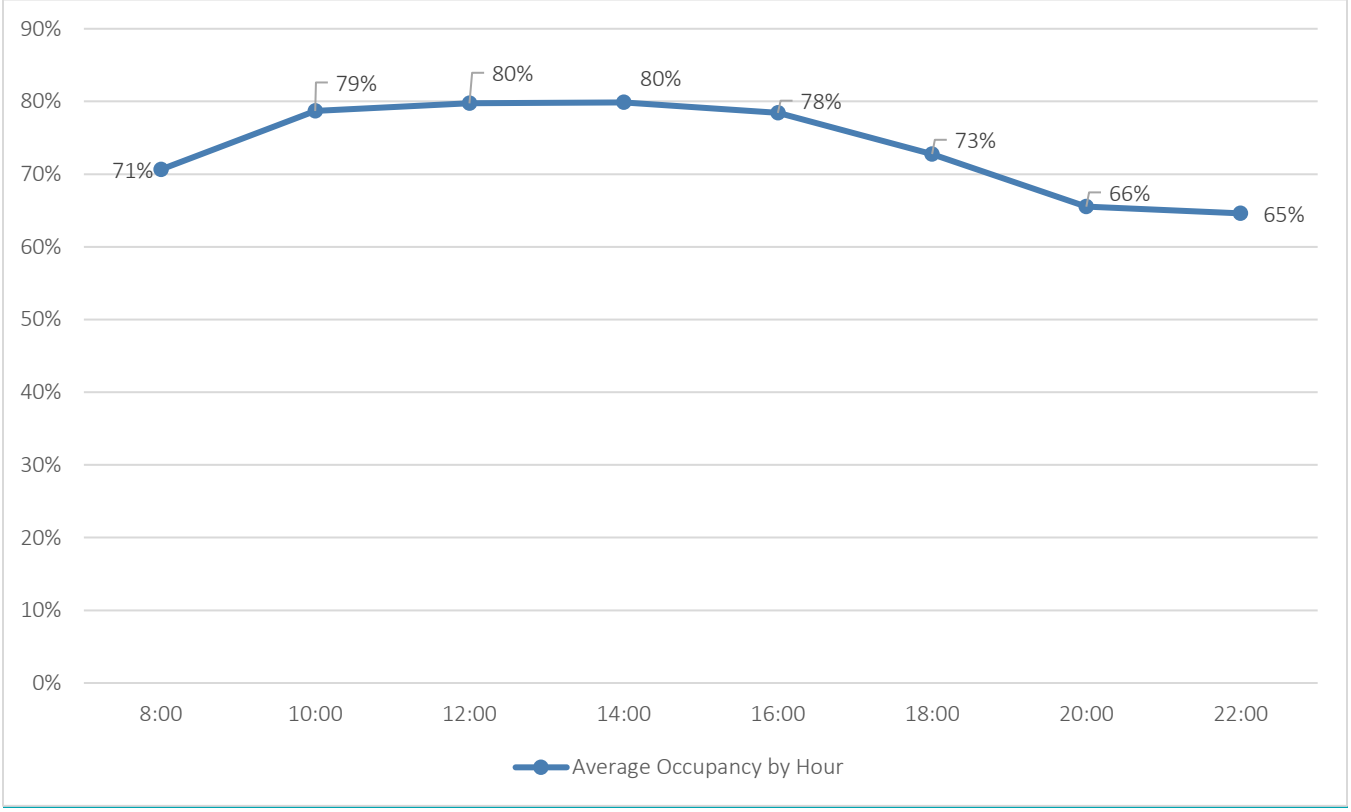
	8:00	10:00	12:00	14:00	16:00	18:00	20:00	22:00
Tuesday, March 11, 2025	64%	71%	61%	62%	62%	51%	46%	47%
Wednesday, March 12, 2025	69%	77%	76%	67%	60%	60%	51%	51%
Thursday, March 13, 2025	77%	79%	80%	75%	69%	63%	65%	72%
Friday, March 14, 2025	73%	83%	86%	93%	91%	74%	66%	66%
Saturday, March 15, 2025	65%	72%	80%	76%	74%	75%	74%	74%
Sunday, March 16, 2025	76%	81%	82%	91%	92%	89%	76%	66%
Monday, March 17, 2025	72%	81%	81%	88%	89%	84%	72%	67%
Tuesday, March 18, 2025	69%	86%	92%	87%	91%	86%	75%	74%

Source: PGA, Walker Consultants, 2025

As shown in the figure, peak parking occupancy occurred on Friday, March 14, 2025, when 93 percent of the spaces in the Main Terminal Lot were occupied. While enplanements in March are projected to represent about one-third of peak month enplanement activity (peak month is September based on 2024 data), parking demand at PGA in March is well above one-third of demand. There were several points during the survey period when demand was above 80 percent occupancy in the Main Lot.

The following figure shows the average occupancy in the Main Lot by hour across the eight-day survey period.

Figure 4: Average Parking Occupancy by Hour – Main Lot

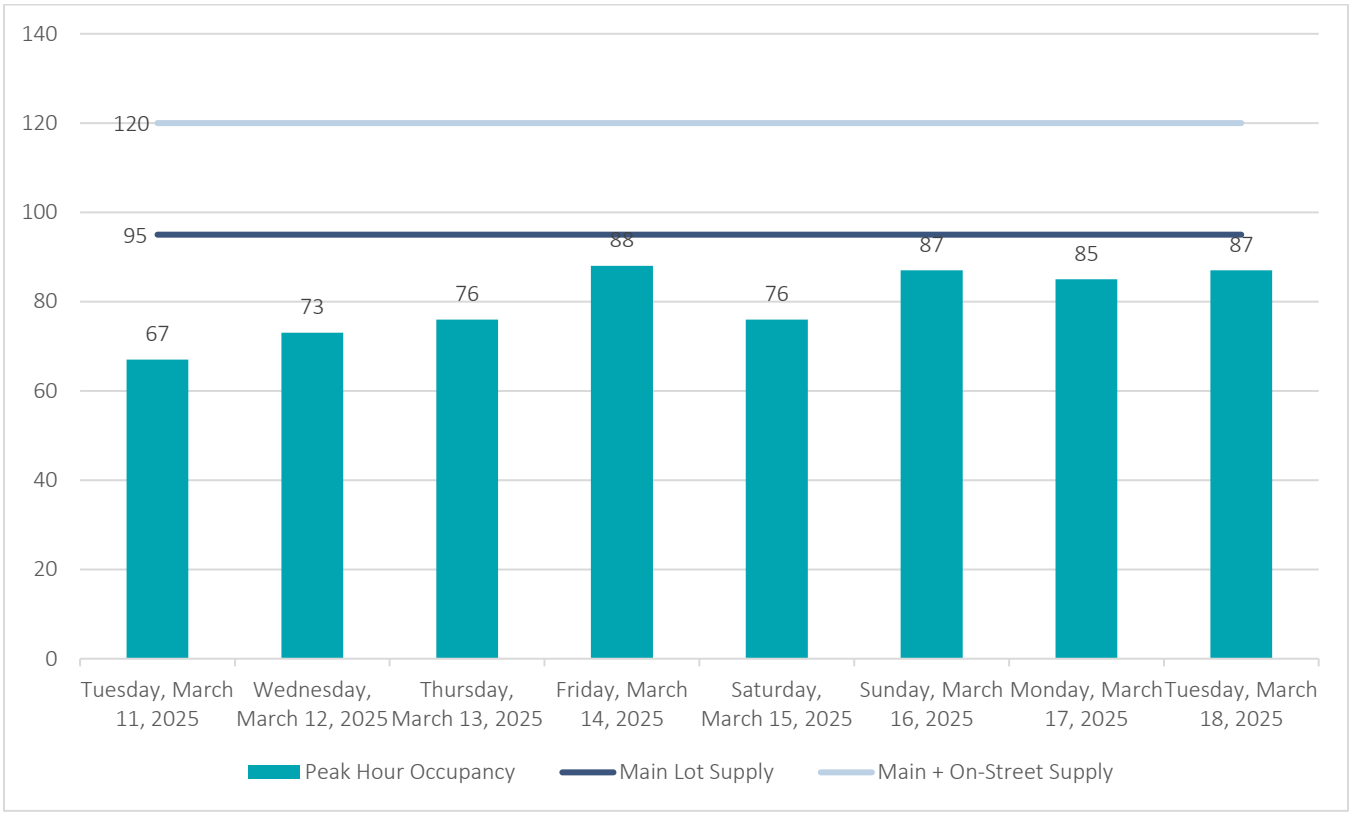


Source: PGA, Walker Consultants, 2025

Based on the average occupancy at each hour during the eight-day survey period, the highest occupancy in the Main Lot typically occurred between 12:00 p.m. and 2:00 p.m. (14:00). The average occupancy at 12:00 p.m. and 2:00 p.m. (14:00) was 80 percent, which equates to 76 of the 95 spaces being occupied.

The next figure shows the peak hour demand in the Main Terminal Lot for each of the days in the survey period and measured against the supply in the Main Lot (95 spaces) and against the Main Lot plus the on-street parking near the terminal area (120 spaces total).

Figure 5: Daily Peak Hour Demand - Main Lot



Source: PGA, Walker Consultants, 2025

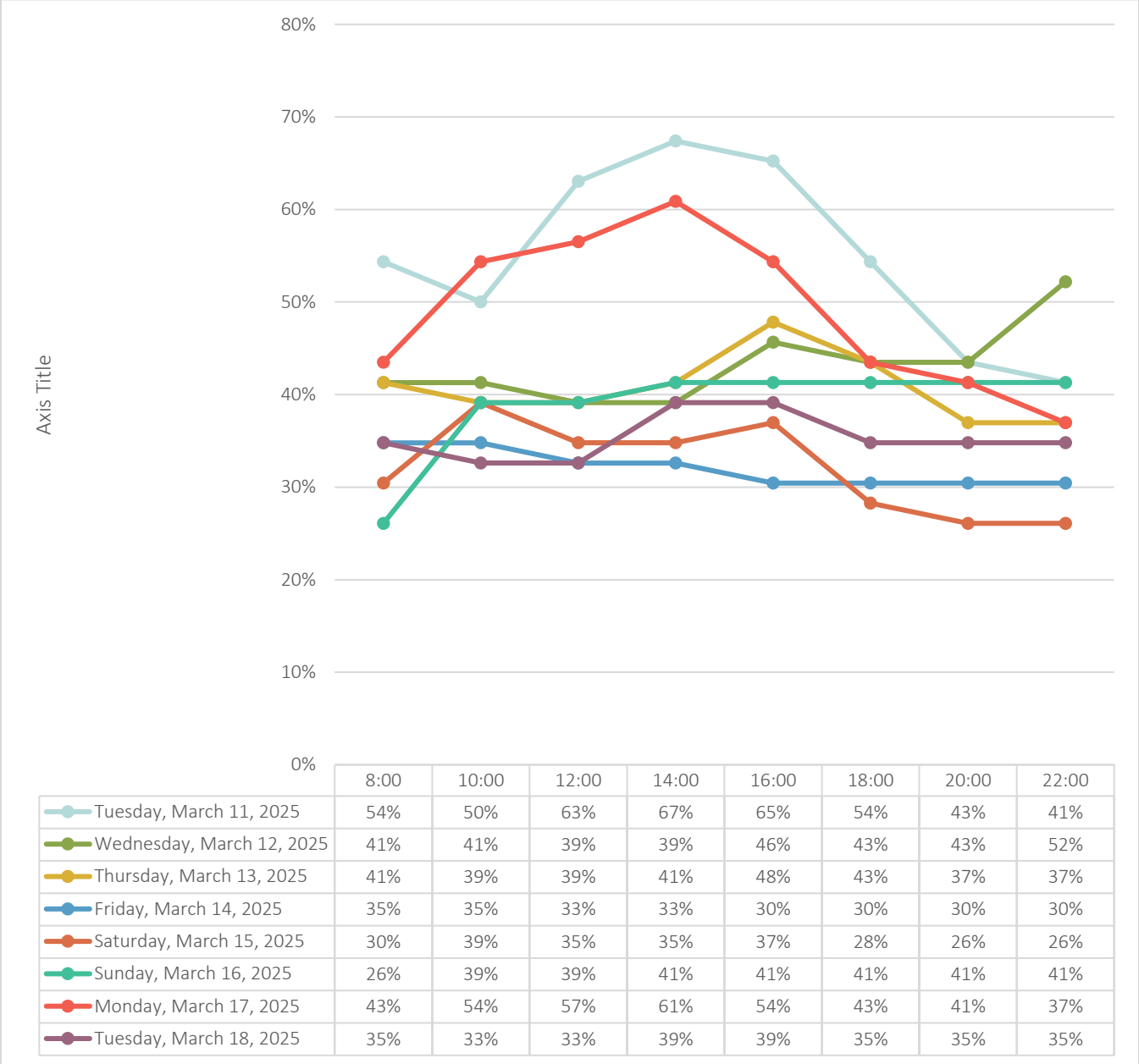
As shown in the figure, the daily peak hour demand during the survey period ranged from 67 occupied spaces to 88. On average, the peak hour demand during the survey period was approximately 80 occupied spaces.

The occupancy data show that in March, the parking supply was adequate in accommodating demand generated by all airport user groups served by the Main Lot. However, we know that March is well below the peak month's activity based on historical enplanement data. A projection of peak month demand is shown in the Projected/Future Parking Conditions section of this report.

Sage Lot

Parking occupancy counts were also conducted in the Sage Lot during the same eight-day survey period as the Main Terminal Lot. The following figure shows the parking occupancy in the Sage Lot across eight days in March 2025.

Figure 6: Parking Occupancy 3/11/25 – 3/18/25 – Sage Lot



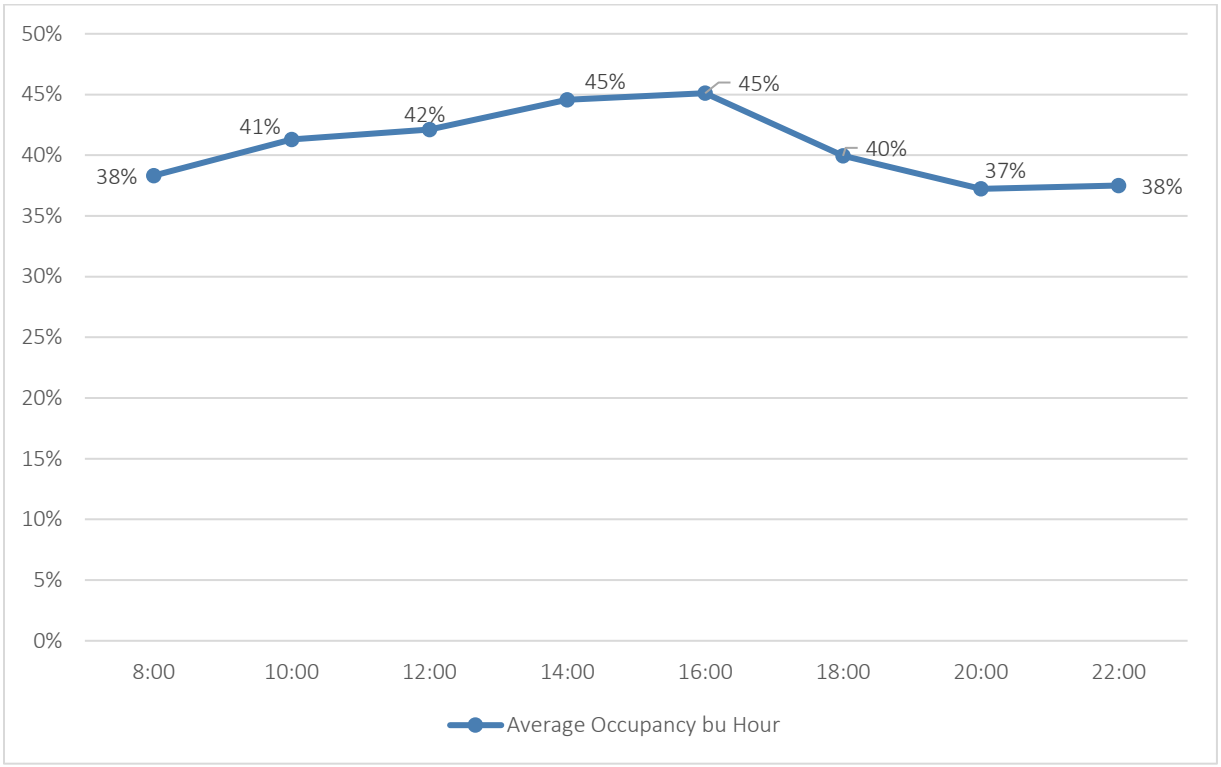
	8:00	10:00	12:00	14:00	16:00	18:00	20:00	22:00
Tuesday, March 11, 2025	54%	50%	63%	67%	65%	54%	43%	41%
Wednesday, March 12, 2025	41%	41%	39%	39%	46%	43%	43%	52%
Thursday, March 13, 2025	41%	39%	39%	41%	48%	43%	37%	37%
Friday, March 14, 2025	35%	35%	33%	33%	30%	30%	30%	30%
Saturday, March 15, 2025	30%	39%	35%	35%	37%	28%	26%	26%
Sunday, March 16, 2025	26%	39%	39%	41%	41%	41%	41%	41%
Monday, March 17, 2025	43%	54%	57%	61%	54%	43%	41%	37%
Tuesday, March 18, 2025	35%	33%	33%	39%	39%	35%	35%	35%

Source: PGA, Walker Consultants, 2025

As shown in the figure, peak occupancy in the Sage Lot occurred on Tuesday, March 11, at 2:00 p.m., when 67 percent of the lot's spaces were occupied. The average occupancy rate in the lot was 41 percent across the survey period.

The following figure shows the average occupancy in the Sage Lot by hour across the eight-day survey period.

Figure 7: Average Parking Occupancy by Hour – Sage Lot

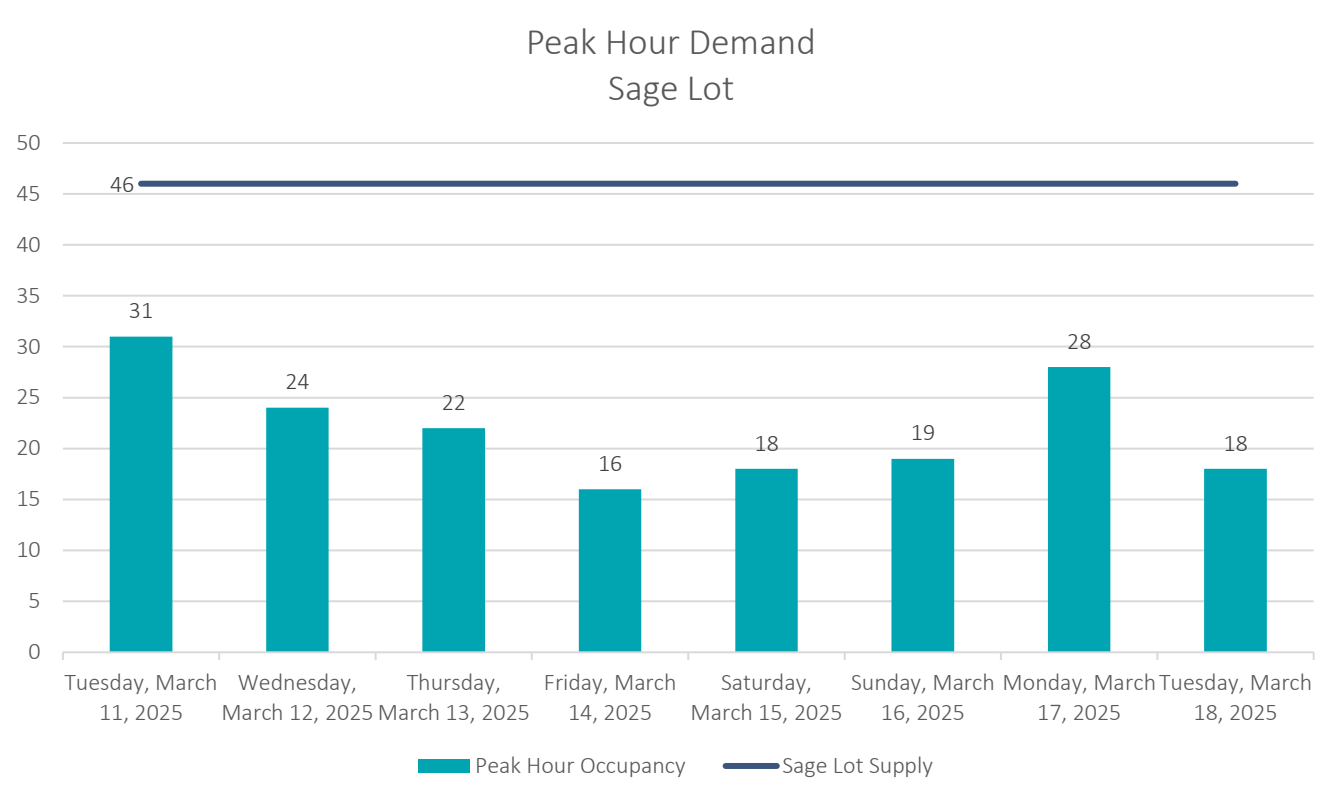


Source: PGA, Walker Consultants, 2025

Differing from the Main Lot, the busiest hours in the Sage Lot were 2:00 p.m. (14:00) and 4:00 p.m. (16:00). The Sage Lot also has significantly less demand than the Main Terminal Lot. During the peak hour, the Main Lot had an average occupancy of 80 percent, while the Sage Lot had an average occupancy of 45 percent at 2:00 p.m. and 4:00 p.m.

The next figure shows the peak hour demand in the Sage Lot for each day in the survey period, measured against a supply of 46 spaces.

Figure 8: Daily Peak Hour Demand - Sage Lot



Source: PGA, Walker Consultants, 2025

As shown in the figure, peak hour demand during the survey period ranged from 16 occupied spaces to 31 in the Sage Lot. On average, the peak hour demand during the survey period was approximately 22 occupied spaces.

The occupancy data show that in March, the parking supply was sufficient in accommodating demand generated from all airport user groups in the Sage Lot. However, as discussed previously, March is not the peak month in terms of enplanement activity at the airport. Walker projected current peak month conditions in the section of the report called “Projected/Future Parking Conditions.”

Long-Term Lot

Occupancy counts were not conducted in the Long-Term Lot; however, 21 spaces are allotted in that lot to a car rental company. The general public is not allowed to park in the Long-Term Lot. We assume that no more than 21 rental car vehicles occupy the Long-Term Lot at any given time, and thus for this analysis we assume that 11 spaces (approximately 50% of supply) was the average occupancy in March, similar to the rate observed in the Sage Lot. An analysis of rental car transaction data may render a more accurate picture of current lot utilization and demand, particularly of vehicles that are dropped off at PGA that originated from other locations.

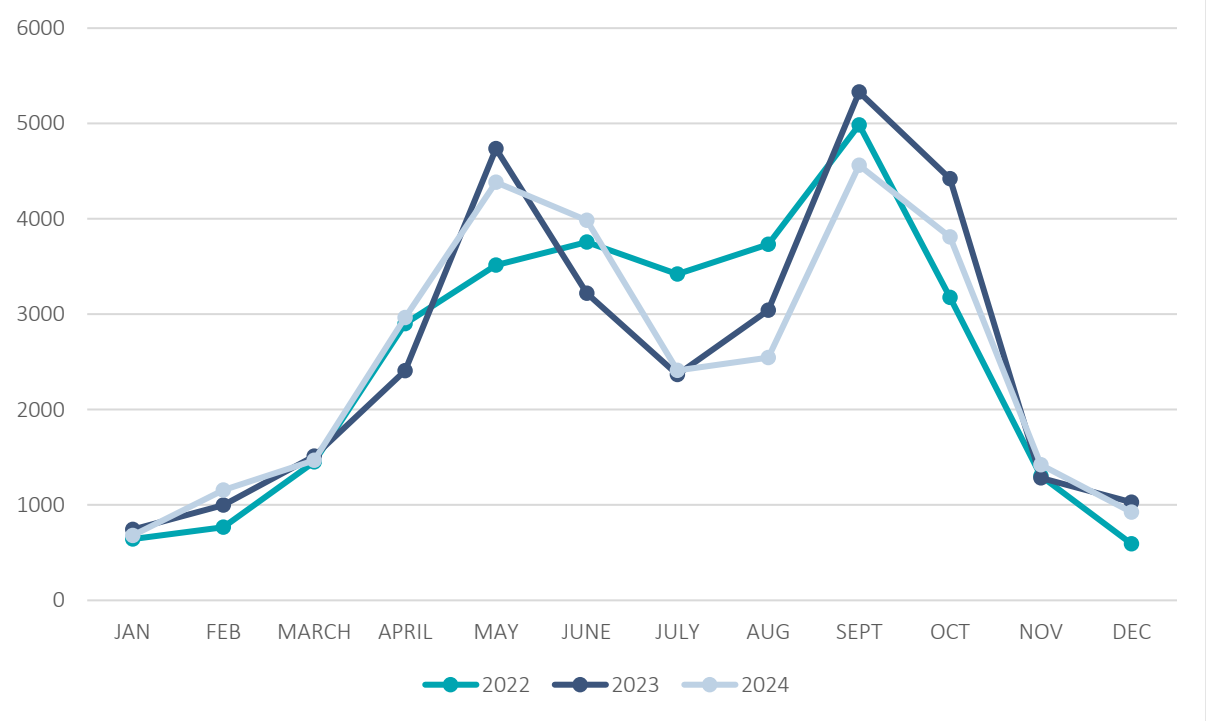
Projected/Future Parking Conditions

Historical Enplanement Activity

Like many airports, PGA has periods of high enplanement activity and low enplanement activity. Enplanements in general are a key indicator of overall airport usage and directly correlate with parking demand. As enplanements increase, more travelers arrive at the airport. This surge in passenger volume typically leads to higher occupancy rates in parking facilities, necessitating expanded parking infrastructure or improved parking demand management strategies. On the other hand, a decline in enplanement activity due to seasonality can result in reduced parking demand.

Walker reviewed historical enplanement data at PGA and noted that peak activity consistently occurred in September. In the last three years (2022-2024), September represented the peak month for enplanements.

Figure 9: Monthly Enplanements (Air Tours and Commercial) 2022-2024



Source: PGA, 2025

Because parking data were collected in March 2025, Walker modeled peak month conditions (i.e., September) to base future demand projections on. The following section describes the methodology used to project future conditions.

Methodology

An industry standard approach for projecting future parking demand at an airport is by using the projected growth in passenger enplanements as a proxy for growth in parking demand. Enplanements significantly impact parking demand at airports due to the direct correlation between the number of passengers boarding flights (and in the case of PGA, taking air tours) and the need for parking facilities.

To determine future parking conditions at PGA, Walker analyzed the eight days of parking occupancy data from March 2025, as well as four days of rental car counts in May 2025, gathered enplanement data for the month of March 2025 to match the period when the data were collected, and developed a ratio of parking spaces per 1,000 enplanements. Given that March is not the peak for enplanement activity, to model peak month conditions, we took the projected peak month enplanements for 2025 (based on 2024 proportions, i.e., 15 percent of total enplanements) and applied the parking ratio to get a projected number of spaces needed to satisfy demand.

Since the parking facilities at PGA have a mix of users, i.e., travelers, tourists, employees, rental cars, etc., it was important to separate them. Employee parking demand, for example, does not grow with enplanements in the same way that passenger parking demand does. Thus, employee demand was modeled separately.

Design Day Demand Ratios

Using the peak hour parking data and the enplanements data, we calculated the following parking demand ratios at PGA.

Table 2: PGA Parking Demand Ratios

User Group	Peak Hour Demand*	Monthly Enplanements	Demand Ratio (per 1,000 enplanements)
Public	39	1,340	29.41
Rental Cars	25	1,340	18.78

Notes: *Excludes employee parking demand.

Source: Walker Consultants, 2025

As shown in the table, the demand ratios vary per user type. For public parking across all facilities, there is demand for 29.41 spaces per thousand enplanements. For rental car parking, there is demand for 18.78 spaces per thousand enplanements across all lots (Main, Sage, and Long-Term). These ratios are used to forecast future public and rental car parking needs at PGA in the following section.

The following table is relevant for calculating future parking needs. Our analysis is based on the projected peak month passenger enplanement totals. Shown in the table are the annual enplanement totals as well as the peak month totals for 2024 (current) and projected for 2028 and 2038. In 2024, the peak month enplanements at PGA were approximately 15% of the total annual enplanements. As such, this same proportion is assumed for future projections.

Table 3: Enplanement Projections

Enplanements*	Factor	2024	2028	2038
Annual	100%	30,309	35,400	43,800
Peak Month	15%	4,546	5,310	6,570

Notes: *The calculations are based on enplanements only but include both air tour and commercial enplanements.

Source: Walker Consultants, 2025

Effective Supply Adjustment

Adjustments to the demand model are important to consider when planning for airport parking facilities. One important adjustment is known as the effective supply. A parking system operates at optimum efficiency at somewhat less than its actual capacity. It is unrealistic to expect an arriving parker to find the last available parking space in a system without significant frustration and the resulting perception that parking is inadequate. Therefore, it is important to have a cushion of extra spaces in the supply to account for operating fluctuations, vehicle maneuvers, misparked vehicles, debris, and minor construction, etc. Because "perception is reality", parking "demand" must include this effective supply cushion.

The factors that affect the degree of adjustment required to compensate for effective supply include the size of the parking system, the type of users (familiar versus unfamiliar), the degree of turnover, and restrictions, if any, on usage, either individually or by areas. In the case of PGA, because it is has a small parking system, an effective supply factor of 5 percent over the anticipated design hour accumulation of vehicles is appropriate.

Projected Parking Needs for Public Parking

Considering the adjustment for the effective supply, we project a total adjusted parking need of up to roughly 203 public parking spaces to support 2038 projections. The actual timing, however, for when parking capacity should be expanded will depend on how often the system as a whole is getting close to reaching capacity. That could arrive sooner than 2038 or even later. As such, it is important for PGA to continue monitoring parking demand in comparison to supply.

Table 4: Adjusted Future Public Parking Demand Projections

Year	Projected Design Day Demand	Effective Supply Adjustment	Total Adjusted Parking Need
Public Parking			
2025	134	5%	141
2028	156	5%	164
2038	193	5%	203

Source: Walker Consultants, 2025

Total public parking demand at PGA is projected to be 141 spaces under 2025 demand projections, 164 spaces by 2028, and 203 spaces by 2038.

Projected car rental parking demand is shown in the next section.

Projected Parking Needs for Rental Cars

An effective supply adjustment is not needed for rental car operations. These spaces are generally occupied by employees of the rental car companies and thus, they are used more efficiently than public parking facilities. In the absence of transaction data, Walker utilized parking occupancy data and forecasted enplanement growth to project rental car needs over the planning horizon (2038).

Table 5: Future Rental Car Parking Demand Projections

Year	Projected Design Day Demand
Rental Car Parking	
2025	85
2028	100
2038	123

Source: Walker Consultants, 2025

Car rental parking demand at PGA is projected to be 85 spaces under 2025 peak month demand projections, 100 spaces by 2028, and 113 spaces by 2038. It is important to note that rental car projections are based on parking occupancy counts. We note that analyzing transaction data may render a more accurate projection of rental car needs, especially since PGA sees a lot of drop-off activity from customers who rented vehicles in other locations.

Projected Parking Needs for Employees

Growth in employee parking demand is projected differently than growth in parking among travelers, as employee growth does not occur in the same way. Employee parking demand tends to grow at a slower rate than enplanements[1] and, therefore, should be projected differently. In this case, Walker took a conservative approach and projected employee parking demand to grow by one and a half percent per year over the planning horizon, 2038. The results are shown in the following table.

Table 6: Adjusted Future Employee Parking Demand Projections

Year	Projected Design Day Demand	Effective Supply Adjustment	Total Adjusted Parking Need
Employee Parking			
2025	32	5%	34
2028	34	5%	36
2038	39	5%	41

Source: Walker Consultants, 2025

Employee parking demand is projected at 34 spaces under 2025 peak month conditions. A need for 36 spaces is projected by 2028, and 41 spaces by 2038.

[1] In the Page Municipal Airport Master Plan from September 2020, employment in Coconino County grew at a compounded annual growth rate of 1.41% (see Table 1J page 1-50 of the master plan), whereas enplanements are projected to grow at rate of 2.58% (see Table 2M of the master plan).

Adequacy of the Existing Parking System in Serving Future Conditions

The following table shows the adequacy of the existing parking system at PGA in accommodating the current year's peak month demand and future parking demand.

Table 7: Adjusted Future Parking Demand Projection and Adequacy

Year	Total Adjusted Parking Need	Current Supply	Surplus/Deficit
Public			
2025	141	90[1]	-51
2028	164	90[1]	-74
2038	203	90[1]	-113
Rental Cars			
2025	85	93[2]	8
2028	100	93[2]	-7
2038	123	93[2]	-30
Employee			
2025	32	47[3]	13
2028	34	47[3]	11
2038	39	47[3]	6
Total (System-Wide)			
2025	251	230	-30
2028	290	230	-70
2038	355	230	-137

Notes: [1]Includes Main Lot public parking spaces (56), plus (9) spaces in the Sage Lot, and (25) on-street spaces. 2 The rental car supply includes (29) spaces allocated to Avis in the Sage Lot and (64) spaces, or the entire capacity of the Long-Term Lot., although only 21 spaces are allotted to Hertz. [3]The supply of employee parking spaces consists of (39) spaces in the Main Lot and (8) spaces in the Sage Lot.

Source: Walker Consultants, 2025

Looking at 2025 parking demand projections, we see that public parking is projected to be at a deficit of approximately 51 spaces, whereas rental car and employee parking demand are at slight surpluses. A caveat is that the supply of rental cars includes the entire (64-space) Long-Term Lot supply instead of just the 21 spaces that are allotted to the rental car company that utilizes those spaces today. If the demand is measured against the reduced Long-Term Lot supply of only 21 spaces, then current rental car demand is projected to be at a deficit of approximately 35 spaces. It is important to note that airport staff have observed rental cars being parked in the Main Lot overnight even though they are not supposed to.

By 2028, the deficit for public parking is projected to increase to 74 spaces, while a deficit of 7 is projected for rental cars, and a surplus of 11 is projected for employees. Lastly, by 2038, public parking is projected to be at a deficit of 113, while rental cars are projected to have a deficit of 30 spaces, and employees at a surplus of 6 spaces.

Key Findings

As shown in the previous table, under existing conditions (based on 2025 data), there is a projected system-wide deficit of 30 parking spaces at PGA during the peak month for enplanements. By 2028, the deficit is projected to increase to 70 spaces, and by 2038, the deficit is projected to increase to 137 spaces. These findings are based on the current supply of parking that is offered within airport parking facilities plus the 25 on-street spaces that are

utilized by different user groups today (230 spaces total). The existing parking supply is projected to be operating at a deficit in the near term. As such, different parking management solutions and expansion alternatives may need to be considered to address the projected shortfall of spaces. One parking management solution is paid parking, and it is explored in the Task 2 – Paid Parking Basis of Design Memo. In addition to exploring paid parking, Walker also developed expansion alternatives to address the projected deficit of spaces in the long-term.

(END OF REPORT)

Date:	June 3, 2025
To:	Lore Davis-McCluskey
Company:	City of Page, AZ
From:	Emmanuel Trigueros, Daniel Garcia
Project Name:	Page Municipal Airport Parking Plan
Subject:	Task 2 – Paid Parking Basis of Design

Introduction/Background

Page Municipal Airport (PGA) currently provides parking free of charge to both its travelers and employees across three parking facilities. There is no parking access and revenue control system (PARCS) equipment installed today. Separation of users is dictated by signage in the Main and Sage Lots and a fenced gate in the Long-Term Lot. Walker has been tasked with providing PGA recommendations for implementing improvements to the airport's parking facilities and services, including but not limited to – geometric improvements to the parking facilities, implementation of paid parking, installation of Parking Access and Revenue Control System (PARCS) for parking management, and other improvements to the airport's parking facilities that will improve the overall use of said facilities by commercial passengers, tour groups, employees, and general aviation users.

Findings from Parking Demand Analysis (Task 1)

Walker's parking supply and demand analysis found that under existing conditions (based on 2025 data), there is a projected system-wide deficit of 30 parking spaces at PGA. By 2028, the deficit is projected to increase to 70, and by 2038, the deficit is projected to increase to 137. This memorandum provides an overview of the technology options that are available to PGA to implement paid parking and strategies for managing parking demand today and in the future and also provides several parking layout options for expanding the current parking supply to address the projected deficit of spaces.

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Figure 1: Subject Parking Lots

Source: Google Earth, Walker Consultants, 2025

Peer Benchmarking

One way to assess the market for paid parking at PGA is to benchmark or compare rates at similar airports. This comparison helps measure PGA against airports with similar characteristics and how they approach parking for their customers. Additionally, we compare the PARCS equipment that peer airports utilize to collect revenue and manage parking. The following section summarizes the methods and findings of the benchmarking analysis.

The following airports were used in the benchmarking comparison, due to several key factors that make them favorable peers to PGA.

Similar number of enplanements per year (fewer than 50,000 enplanements, 2019)

- St Cloud, MN (STC)
- Redding, CA (RDD)

Similar number of commercial passenger services

- Flagstaff, AZ (FLG)
- Eureka, CA (ACV)

Similar number of General Aviation, Charter, FBO, Tour, and other non-passenger services

- Carlsbad, CA (CRQ)
- San Luis Obispo, CA (SBP)
- St George, UT (SGU)

Similar quantity & size of parking facilities

- Moab, UT (CNY)
- Sedona, AZ (SDX)

Parking Access and Revenue Control System (PARCS) Technology Options

PARCS is a key tool that airport authorities can use to control access and utilization of their parking facilities, and revenue collection. Revenue generated from parking can then be used to fund further improvements to the airport's facilities, including but not limited to, expanded parking areas, improved terminal facilities, decreased landing and tie-down fees, additional hangars for general aviation traffic, etc. Depending on the expected passenger vehicle traffic to an airport, different PARCS technology options can cater to varying traffic volumes and parking facility sizes. The following options are those which have been employed at similarly sized airports to PGA.

Gated Entry (Pay Upon Exit)

Gated entry systems are a type of PARCS technology that rely on the user to drive up to a gate and pull a ticket from an entry station to enter a parking facility, then drive up to a separate gate to pay at an exit station and exit the facility. These systems will typically rely on paper tickets to grant entry into a parking facility, though more advanced systems may also use license plate reader (LPR) technology, or mobile QR codes when pre-booking/reservations are available to grant paper-less entry into a facility. This method typically works in tandem with a kiosk-based payment platform, where parkers can pre-pay their parking upon return (at a station typically inside of the terminal building) and pay with cash, coins, or credit/debit. Users can also pay for their parking at the exit gate with credit/debit or other non-cash methods. Alternatively, the exit gate can be staffed with an attendant that collects payment. This method of parking management typically requires the greatest investment, as they may involve the most expensive installation and maintenance costs. Users of this system will typically follow this workflow:

1. Users enter a parking facility and are met by a gate. At the entry point, visitors will be met by an entry station prompting them to either pull a ticket, scan a QR code, or wait to have their license plate scanned by an LPR camera. Permitted parkers can present a proximity card credential or transponder for regular entry access.
2. Upon completion of either action, the gate opens and allows the driver to enter the parking facility.

3. Upon returning to their vehicle, visitors have the option to either pre-pay their parking at a pay-on-foot station (POF), or to pay upon exit. Permitted parkers may proceed directly to exit with their parking credential.
4. Once users have validated or paid for their parking, the exit gate is opened, allowing them to leave.

The typical construction/installation costs for this system can vary depending on the vendor, number of entry/exit gates, number of POF stations provided, and other factors related to the operations of the gated entry system. More sophisticated systems may use a fully "paperless" experience, in which payments are processed using a vehicle's license plate instead of a ticket or slip. The typical installation costs for this system are approximately ±$20,000 per gated lane or POF station, with typical operations/maintenance costs at approximately ±$2,000 per year per device. Since payments are made via a POF station or upon exit, staffing of a maintenance team may be necessary to ensure that entry/exit gates remain in good operation. A malfunctioning exit gate can result in vehicles remaining stuck in a parking facility, or result in potential loss of revenue.

Additional study is required to determine the optimal placement of gates and necessary utility connections; however, each lot can likely be served by one gated entry lane and one gated exit lane. Some parking stalls may be lost due to the footprint of equipment and to allow for adequate vehicle turning maneuvers.

Web-based Payment

Web-based payment platforms are a type of PARCS technology that relies on a website or web-based application to process payments of parking fees. These platforms can also be known as "pay-by-app", "text-to-pay", "pay by QR", or other similar names. These platforms typically consist of a website that parkers visit to input their parking information and may rely on a stable internet connection for users to be able to access the website. Users of this system will typically follow this workflow:

1. Users enter a parking facility and park in any available space. There is no gate to enter.
2. Users will be directed to follow the directions printed on a physical signpost. This sign can have one of several pieces of information, such as a parking zone or a QR code. In most cases, the user is then redirected to visit a website on their smartphone or mobile device.
3. Users will then input any required information about their parking session, such as their parking zone, license plate, duration of stay, and payment information.
4. Upon exiting the parking facility, users simply drive out. There is no gate to exit.

The typical construction/installation costs for this system can vary depending on the vendor, signage designed and printed, and if the system is paired with a pay-on-foot (POF) station. The typical installation costs for this system are approximately ±$500 per branded sign, with typical operations/maintenance costs at approximately $1.00 per parking transaction. Since all payments are made via a mobile app, webpage, or POF station, staffing of at least one parking enforcement officer may be necessary to regularly check vehicle license plates for valid proof of payment.

Enforcement may be performed on foot or in a patrolling vehicle. Hardware enforcement devices range from ±$5,000 for a handheld device for walking patrols, or ±$50,000 for vehicle mounted mobile LPR device. Vehicle costs and labor incur additional costs.

Pay on Foot (POF) Stations

Pay-on-foot (POF) Stations are a type of PARCS technology that relies on a physical kiosk to process payments of parking fees. Users can be directed to a single kiosk or to multiple kiosks spread out across a parking facility. These kiosks can typically be placed within the terminal building or outdoors and may rely on a stable internet connection to communicate with the parking enforcement platform, payment platform, and the user simultaneously. This technology can typically be used in tandem with a web-based payment platform or as a standalone method of payment. Users of this system will typically follow this workflow:

1. Users enter a parking facility and park in any available space. There is no gate to enter.
2. Users will be directed, typically with directional signage and wayfinding, to pay at their nearest kiosk.
3. At the kiosk, users will then input any required information about their parking session, such as their license plate, or parking stall number, and duration of stay.
4. Upon providing this information, users will then be directed to provide payment. Depending on the kiosk model, users can pay via coins, cash, credit/debit, contactless payment, or voucher scan (e.g. barcode, QR code, etc.)
5. Upon exiting the parking facility, users simply drive out. There is no gate to exit.

The typical construction/installation costs for this system can vary depending on the vendor, number and type of POF stations, and location of each station around the airport facility. For instance, outdoor POF stations may require additional weatherproofing or electrical connections. The typical installation costs for this system are approximately ±$15,000 per POF station, with typical operations/maintenance costs at approximately ±$1,500 per year per POF station. Since all payments are made via a POF station, staffing of at least one parking enforcement officer may be necessary to regularly check vehicle license plates for valid proof of payment.

The same enforcement notes above apply here as well. Four (4) POFs are likely suitable to serve existing parking lots; 2 in the main lot, with 1 each in the smaller lots. Some signage may be required as well in each lot to direct parkers to pay at their nearest POF station.

Summary of PARCS Benchmarking

The following section provides a general overview of different PARCS technology options used at similarly sized airports across the United States, followed by a recommendation for a preferred PARCS technology option that is right-sized for the needs of Page Municipal Airport's current and future needs.

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Figure 2: Peer Airport PARCS Systems

Selected Airport with PARCS Controls	PARCS Technology Used	Additional Information
Page	**None**	
Sedona	None	Payment method is unclear.
Flagstaff	Gated Entry	
Moab, UT	Web-based	Pay by QR code, provided by Metropolis
St George, UT	Gated Entry	
St Cloud, MN	Web-based, Pay on Foot (POF) Stations	2 kiosks available, of which 1 accepts cash. Web-based payment provided by ParkMobile
San Luis Obispo, CA	Web-based, Pay on Foot (POF) Stations	11 kiosks available, of which 1 accepts cash. Web-based payment provided by Flowbird.
Redding, CA	Pay on Foot (POF) Stations	2 kiosks available.
Carlsbad, CA	Gated Entry	
Eureka, CA	Gated Entry	

Source: Walker Consultants, 2025.

As shown in the table:

- Four (4) of the nine (9) airports in the peer airports list utilize a gated entry/exit PARCS solution in their parking facilities.
- Three (3) airports in the list utilize a web-based solution, meaning that there are no gates, but payment is rendered via mobile application, text message, phone, or through a website via a browser or QR code (however this last option has been prone to scams in recent years).
- Three (3) of the peer airports also collect payment via pay-on-foot stations, with two (2) also pairing their solution with web-based payment.

Public Parking

The following section provides a benchmarking comparison of several similarly sized airports across the United States that charge differing short- and long-term parking rates, followed by a recommended parking rate that meets the needs of PGA. It is worth noting that comparing parking rates to other airports to identify a reasonable parking rate includes some caveats. Some airports do not charge as much as they "could" charge to more accurately meet demand and see parking as an added service to the airport experience. Some airports also do not charge what they "should" charge to fully recover the cost of parking or to help improve needed demand. In general, it is beneficial to view parking rates as a means of continuing and improving overall service through added revenue.

Short-Term Parking Rates at Peer Airports

Short-term parking, otherwise referred to as hourly parking, is typically reserved for day-use users of an airport's parking facilities, such as those parking for pick-up/drop-off purposes or for shorter daytime trips. The following figure shows the short-term parking rates of several similar airports.

Figure 3: Peer Airport Hourly/Short-Term Parking Rates

Selected Airport with Paid Short-Term Parking	Rate per hour, for < 24 hours	Additional Information
Page	**Free**	
Sedona	Free	
Flagstaff	$2.00	Maximum daily charge of $8 per day in Terminal Lot (short-term area). The first hour is free.
Moab, UT	$6.00	Daily charge only. There is no free grace period.
St George, UT	$7.00	Daily charge only. The first 30 minutes are free.
St Cloud, MN	$9.00	Daily charge only. The first 2-3 hours are free.
San Luis Obispo, CA	$2.00	Maximum daily charge of $20. There is no free grace period.
Redding, CA	$20.00	Daily charge in Short-Term lot. The first 4 hours are free.
Carlsbad, CA	Free	There is a separate short-term parking lot that is not charged. Parking spaces in this lot have a 2-hour time limit
Eureka, CA	$2.00	Maximum daily charge of $11 in Short-Term lot only. The first 30 minutes are free.
Average (only Flagstaff, San Luis Obispo, and Eureka)	**$2.00**	

Source: Walker Consultants, 2025.

Looking at the table we see:

- The average per hour rate among peer airports is $2.00, this is because only three (3) airports Flagstaff, San Luis Obispo, and Eureka offer hourly rates, and all at $2.00 per hour.
- Four (4) of the airports that have paid parking, only offer daily rates, not hourly.
- Six (6) of the nine (9) peer airports offer a grace period or free period, that ranges between 30 minutes and four (4) hours.
- Two (2) airports offer free parking. Sedona offers free parking during the day, but has a fee for overnight stays.

Long-Term Parking Rates at Peer Airports

Long-term parking is reserved for most commercial travelers that expect to be leaving their vehicles at the airport for more than 24 hours. Typically, airports will separate their long-term parking facilities and provide them at a discounted daily rate, instead of providing an hourly rate. Weekly and monthly rates may also be available for regular commuters.

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Figure 4: Peer Airport Daily/Long-Term Parking Rates

Selected Airport with Paid Short-Term Parking	Rate per day, for >24 hours	Additional Information
Page	**Free**	
Sedona	$10.00	
Flagstaff	Terminal Lot: $8.00 Economy Lot: $6.00	
Moab, UT	$6.00	Monthly parking is available: $150 per month, $120 per month for 3 months or longer, $900 per year "
St George, UT	$7.00	
St Cloud, MN	$9.00	
San Luis Obispo, CA	$20.00	
Redding, CA	$10.00	Daily rate in Long-Term Lot. Short-term. Weekly rate for long-term parking is $60
Carlsbad, CA	$5.00	
Eureka, CA	$9.00	Daily rate in Long-Term Lot.
Average	**$9.00**	

Source: Walker Consultants, 2025.

The table shows:

- The average daily rate among peer airports is $9 per day.
- The maximum daily rate charge is at San Luis Obispo at $20 per day.
- The lowest rate charged is at Carlsbad at $5 per day.

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Recommendations

PARCS System

Walker recommends that the City of Page pursue a **web-based PARCS technology** for enforcing paid parking in the airport's parking facilities, preferably using a parking zone code. Upon implementation of this paid parking system, it is recommended that the airport implement a daily parking rate of **$10.00 per day** for airport parkers. Employees and general aviation users may be provided with free parking via **digital parking permits** that are based on a vehicle's license plate number. Enforcement can be performed by a team of one or two parking enforcement officers who regularly patrol airport parking facilities to scan license plates for payment validation or permit eligibility.

Installation and ongoing operations/maintenance costs for a system of this kind may vary depending on several factors, including but not limited to the following:

- The vendor chosen to manage the web-based payment system.
- The number/type of pay-on-foot stations provided to facilitate cash payments.
- The amount of physical signage that is designed/printed/installed in each parking facility.
    - Signage may include metal signposts, "windmasters", a-frames, etc.

The typical installation costs for this system are approximately **±$500** per branded sign, with typical operations/maintenance costs at approximately **$1.00** per parking transaction. Optionally, a single POF station may be included on-site, preferably inside of the main terminal building, to accommodate cash transactions or payments from non-smartphone users. The typical installation costs for this system are approximately **±$15,000** per POF station, with typical operations/maintenance costs at approximately **±$1,500** per year per POF station.

Parking Rate

Walker recommends a flat daily rate of $10.00 per day in the Main Lot. At $10.00 per day, PGA would be slightly over the average daily rate ($9.00) of the comparable set in the benchmarking analysis. Furthermore, locally, customers already experience a $10.00 per vehicle rate for local attractions such as Horseshoe Bend which is also owned and operated by the City of Page.

Nonetheless, parking demand should be monitored following implementation of paid parking to determine if the price should be adjusted in response to demand. For example, if at $10.00 per day too many customers are driven to park elsewhere, like on the street, then the rate may be too high and should be adjusted down. If the rate does not shift demand enough during peak periods, to allow at least some spaces to remain available, then the price is too low and should be adjusted accordingly.

Paid parking is not recommended in any other lots at this point. Nonetheless, if demand warrants, paid parking could be extended to the Sage Lot and Long-Term Lot as needed to manage demand.

Parking Expansion Alternatives

To meet the projected 117-space deficit by 2038, the following expansion options have been developed.

Restripe the Main Terminal Lot

One option to expand the current parking capacity of the airport is to restripe the Main Lot. There are different ways in which this could be done, from minor changes with the least amount of disruption, to substantial increases in supply, but with higher levels of disruption. Three options are shown as follows:

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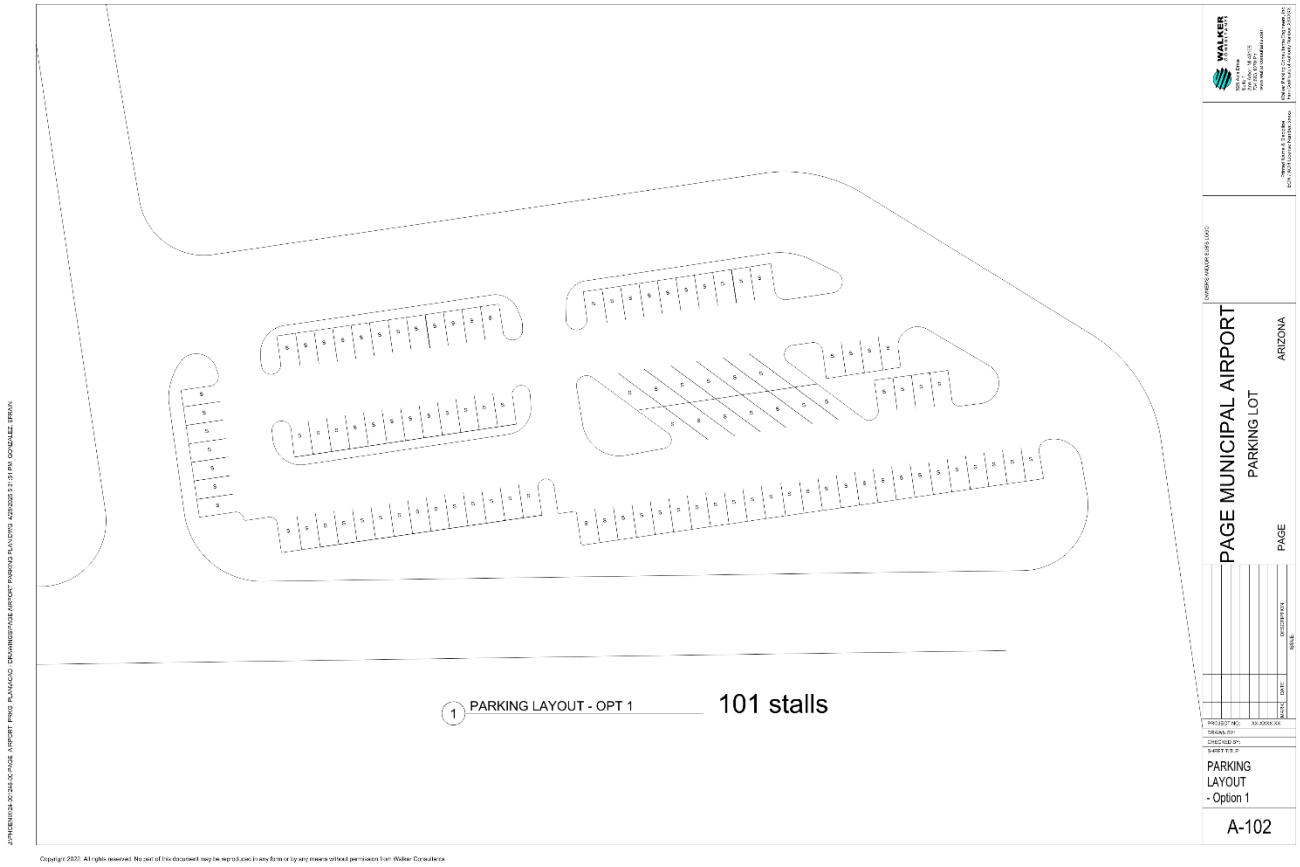
Option 1 – Convert the ten (10) courtesy vehicle spaces in the middle of the Main Lot to standard spaces increasing the supply from 95 spaces to 101 spaces. This change increases the supply by six (6) spaces.

Figure 2: Option 1 - Convert Courtesy Vehicle (Shuttle) Spaces to Standard Vehicle Spaces



Source: Walker Consultants, 2025.

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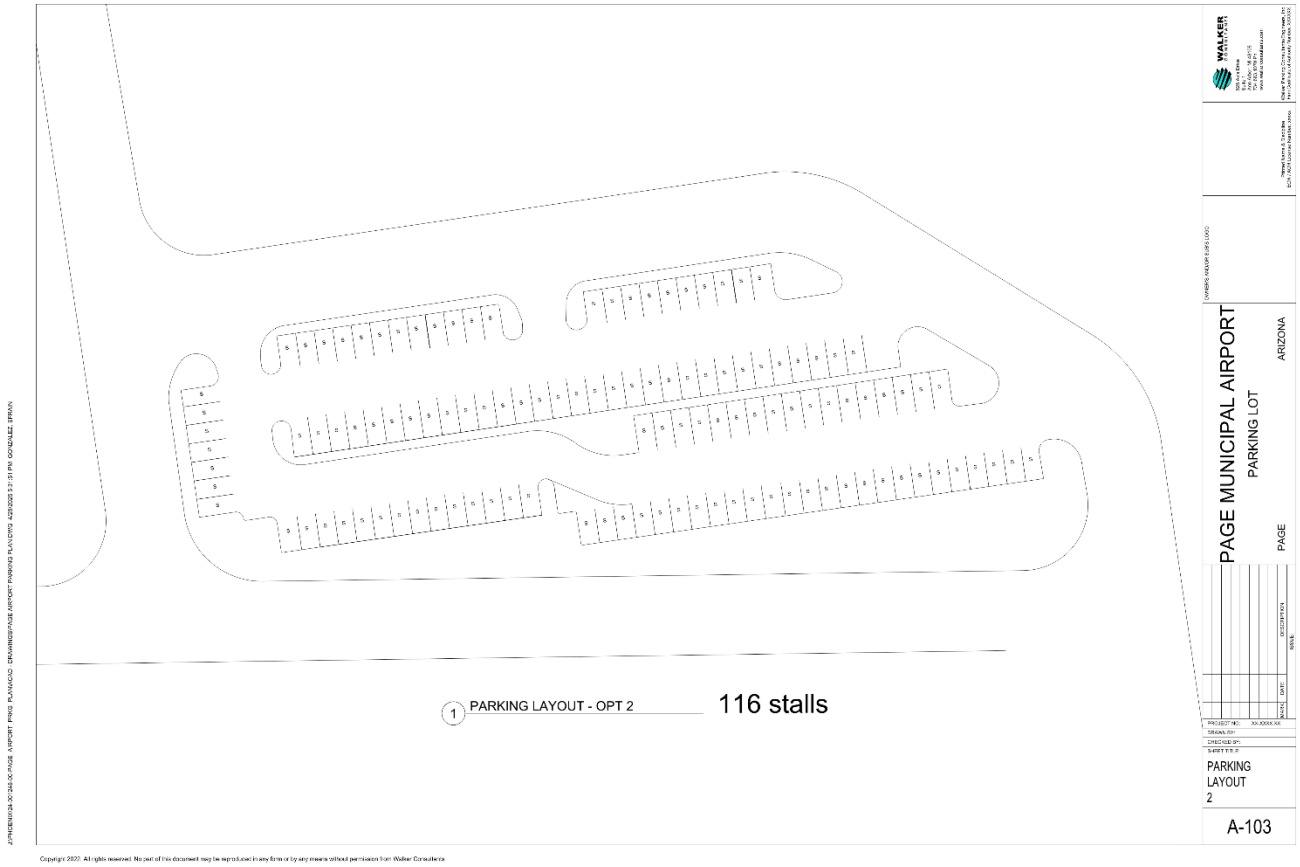
Option 2 – Restripe the Main Terminal Lot by reconfiguring the middle island and extending the middle aisle the entire length of the lot which would result in 116 total spaces, a net increase of 21.

Figure 3: Option 2 - Reconfigure the Middle Island and Extend the Middle Aisle



Source: Walker Consultants, 2025.

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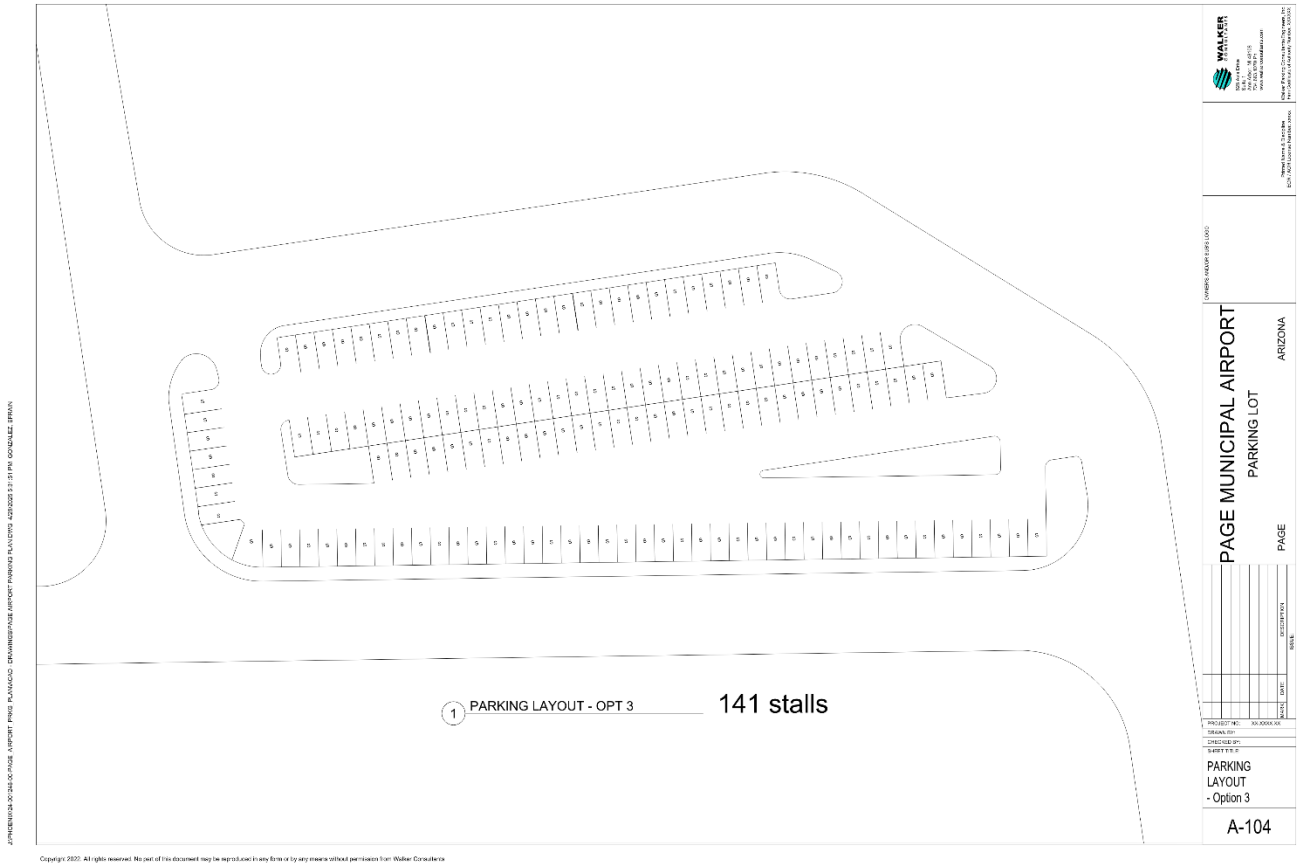
Option 3 – Reconfigure all of the islands in the lot, and move the southernmost spaces closer to 10th Avenue, resulting in a total supply of 141 spaces, a net increase of 46 spaces.

Figure 4: Option 3 - Reconfigure Parking Lot Islands and Move Southernmost Spaces Closer to 10th Ave.



Source: Walker Consultants, 2025.

Assuming that the landscaping reductions are permissible in the lot, Walker recommends that the airport consider option 3 to support 2038 parking demand projections.

Parking Lot Expansion Area (South of Long-Term Lot)

Another way in which the airport can increase its capacity is by creating a parking lot expansion on the south side of the existing Long-Term Lot. The airport has identified an area measuring approximately 32,000 square feet on the southern side of the Long-Term Lot. The area extends 500 feet from the edge of the Long-Term Lot southbound along Sage Avenue. The following figure shows a possible configuration for the proposed lot.

Figure 5: Parking Expansion Area

Source: Walker Consultants, 2025.

The expansion lot as shown in the figure could accommodate 56 angled stalls. One important feature of the layout is that it maintains access via driveway areas to the fuel farms.

With this new expansion lot, the total parking capacity at PGA could reach 307 (if the Main Lot is restriped like shown in Option 3) or 332 (including the 25 on-street spaces near the Main Lot). While this is 23 spaces short of the projected 355-space system-wide need in 2038, the introduction of paid parking might impact demand from long-term parkers utilizing the Main Lot today. As shown in the turnover data, there were at least 12 vehicles parked in the Main Lot that did not move from the same space for an average of 7 days. Seven (7) of the 12 were documented as being parked in the same space across all eight days of counts. Additionally, the airport could make Option 3 of the expansion lot bigger to accommodate another 23 or so spaces.

Reallocation of Parking Spaces

It is best practice for the most convenient parking spaces to be available for travelers and tourists. Since the Main Lot is the closest one to the terminal, those spaces should be used as short-term parking. With the introduction of paid parking, the Main Lot spaces should be available to short-term users like passengers and tourists as demand warrants. To simplify the paid parking policy, it is advised to move employee spaces out of the Main Terminal Lot.

In addition to being the most convenient spaces, they also have the highest revenue-generating potential given their proximity to the terminal building. One option is to move employees to the new expansion lot, especially since the fuel farm access is not particularly customer-friendly. To make it more palatable for employees to park in the new expansion lot, spaces could be offered free of charge.

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