



Washington City Council
Workshop Meeting Agenda
June 10, 2026

PUBLIC NOTICE is hereby given that the Washington City Council will hold a Public Electronic Workshop Meeting on **Wednesday, June 10, 2026 at 4:00 P.M.** hosted at Washington City Hall located at 111 North 100 East, Washington, Utah. The meeting will be broadcast via Youtube Live linked online at <https://washingtoncity.org/meetings>

1. Approval of the Agenda
2. Wildland-Urban Interface
3. Inland Port
4. Closed Session
5. Adjournment

POSTED on this 4th day of June 2026
Tara Pentz, City Recorder

In accordance with the Americans with Disabilities Act, Washington City will make reasonable accommodations to participate in the meeting. Requests for assistance can be made by calling the City Recorder at 656-6308 at least 24 hours in advance of the meeting to be held.

Briefing Document

Description: Wildland Urban Interface Code (WUI)

Meeting Date: 6/24/26

Presenter: Fire Chief Matt Evans

Submitted By: Fire Chief Matt Evans

Recommendation: City adoption of WUI Code from the International Code Council

Background Information:

The Wildland Urban Interface Fire Code

In the 2025 legislative session HB 48 was passed, requiring cities to adopt the same Wildland Urban Interface* (WUI) code as the State of Utah. If the City did not, it would be at risk of losing eligibility to receive reimbursement for wildfire fighting costs.

WUI codes are a set of rules aimed at reducing the risk of wildfire, protecting lives and property, and supporting emergency response. The code will add extra fire safety rules for properties near undeveloped natural areas.

These additional safety rules cover:

- What building and roofing materials can be used,
- How buildings should be built,
- What kinds of landscaping is allowed, and
- How much space must be between buildings and wildland.

**Wildland Urban Interface (WUI) is the area where neighborhoods, homes, or buildings are near or meet undeveloped wildland like forests, grasslands or other wild vegetation.*

This code also requires the City to establish a map outlining its High Risk WUI areas. We do not believe we have any areas of interface and are suggesting we adopt the map with no areas identified at this time.

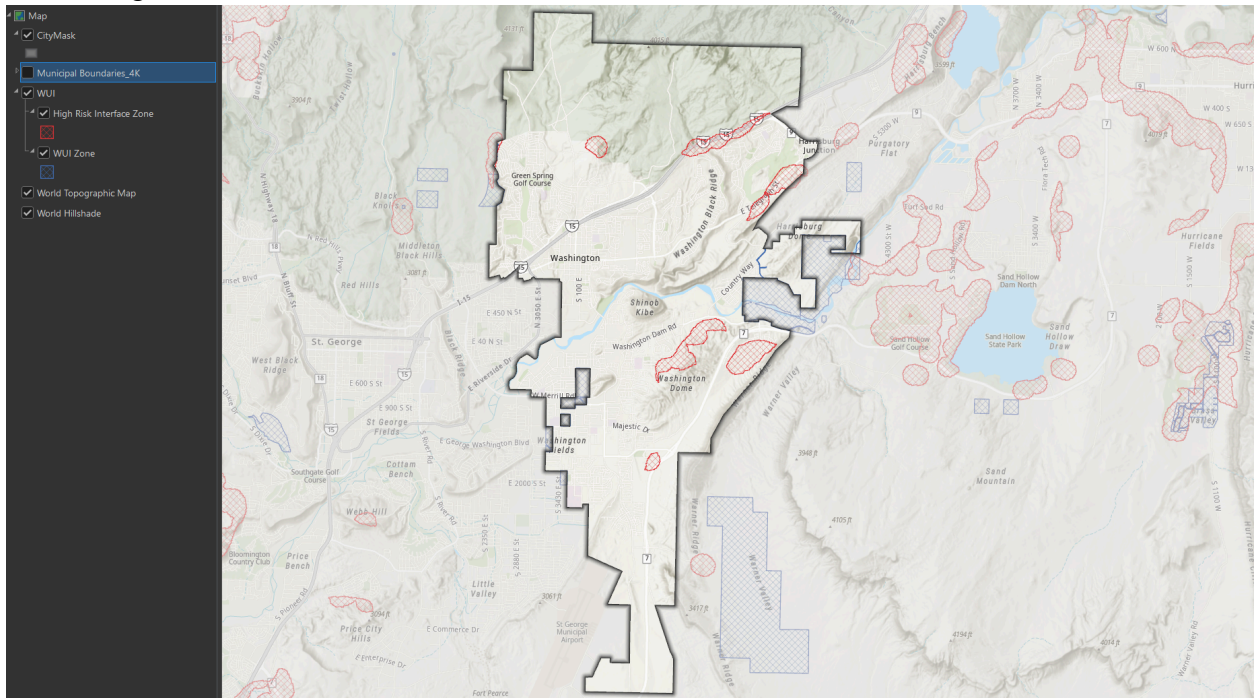
As part of the bill the State has developed a statewide map that identifies high risk WUI areas. We have been told that a portal will open in August of this year for us to submit to add or remove property from the state map. We do have some areas currently identified and have been working on our submission to remove those areas.

With no identified areas in the City the adoption of this code will currently have no impact on our residents but we believe meets the new State Law.

Fiscal Impact: None

Impacted Fund: N/A

Dale was kind enough to import the State High Risk WUI into our City map for your reference. As stated we do not believe any of this area is high risk and will be submitting for its removal as soon as allowed.



ORDINANCE NO. 2026-XX

AN ORDINANCE AMENDING THE WASHINGTON CITY CODE, TITLE 8, BUILDING CODES AND CONSTRUCTION REGULATIONS, CHAPTER 1, UNIFORM CODES, SECTION 8-1-6 FIRE CODE, TO ADOPT THE WILDLAND-URBAN INTERFACE CODE

WHEREAS, Title 8 of the Washington City Code establishes building codes and construction regulations within Washington City; and

WHEREAS, it is necessary from time to time to review and adopt code provisions and appendices to meet the needs of a growing community and to protect public health, safety, and welfare; and

WHEREAS, the City Council finds that portions of Washington City are subject to increased wildfire risk due to their proximity to natural vegetation and undeveloped lands; and

WHEREAS, the City desires to amend Section 8-1-6 of the Washington City Code to adopt and incorporate Wildland-Urban Interface regulations for the protection of life, property, and public safety;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF WASHINGTON CITY, UTAH, AS FOLLOWS:

SECTION I.

Washington City Code Section 8-1-6, Fire Code, is hereby amended to read as follows:

8-1-6 FIRE CODE

A. Fire Code Adopted.

The current International Fire Code, as adopted by the State of Utah, is hereby adopted as the Washington City Fire Code, including:

- Appendix B – Fire Flow Requirements for Buildings;
- Appendix C – Fire Hydrant Locations and Distribution; and
- Appendix D – Fire Apparatus Access Roads.

A copy of the current code shall be maintained for public inspection in the office of the City Recorder.

B. Wildland-Urban Interface Code Adopted.

The Utah Wildland-Urban Interface Code, as adopted by Utah Code Section 15A-2-103, or its successor provision, is hereby adopted as part of the Washington City Fire Code.

In addition, the International Wildland-Urban Interface Code, including Appendix Chapters A, B, and C, as adopted and amended by the State of Utah, is adopted for the purpose of regulating and governing the mitigation of hazards to life and property from wildland fire exposure, fire from adjacent structures, and the prevention of structure fires spreading to wildland fuels.

The Washington City Wildland-Urban Interface Code shall apply to all properties located within designated Wildland-Urban Interface areas as shown on the Washington City Wildland-Urban Interface Map, which shall be maintained on file in the office of the City Recorder.

The boundaries of Wildland-Urban Interface areas shall be determined by the official Washington City Wildland-Urban Interface Map. Such boundaries are based upon assessments of fuel types, topography, vegetation, and other physical characteristics affecting potential wildfire behavior within the City.

Permits, inspections, and enforcement associated with the Wildland-Urban Interface Code shall be administered in the same manner as the Washington City Fire Code.

C. Appeals.

Board of Appeals Created; Jurisdiction; Composition: There is hereby created a board of appeals to be known as the Washington City Council, to hear and decide appeals of orders, decisions, and determinations made by city officials and enforcement officers relative to the application and interpretation of the International Fire Code and Wildland-Urban Interface Code.

[Existing appeals language remains unchanged.]

D. Penalty.

Any person who violates any provision of the Washington City Fire Code or Wildland-Urban Interface Code, or who fails to comply therewith, shall be guilty of a Class B misdemeanor and shall be subject to penalties as provided in Section 1-4-1 of this Code.

Imposition of a penalty shall not excuse the violation or permit it to continue. Each ten (10) days during which a violation continues shall constitute a separate offense.

The application of the foregoing penalty shall not prevent the enforced removal or correction of any prohibited condition.

SECTION II. SEVERABILITY

If any section, subsection, sentence, clause, phrase, or provision of this Ordinance is held to be unconstitutional or otherwise invalid by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council declares that it would have adopted this Ordinance and each part thereof irrespective of the invalidity of any particular portion.

SECTION III. SAVINGS CLAUSE

Nothing in this Ordinance or in the Wildland-Urban Interface Code adopted herein shall be construed to affect any suit or proceeding pending in any court, any rights acquired, liability incurred, or causes of action existing under any ordinance or code provision amended or superseded by this Ordinance.

SECTION IV. REPEALER

All ordinances, resolutions, or portions thereof inconsistent with the provisions of this Ordinance are hereby repealed to the extent of such inconsistency.

SECTION V. EFFECTIVE DATE

This Ordinance shall take effect immediately upon publication or posting as required by law.

PASSED AND ORDERED POSTED on this 10th day of June 2026.

Washington City

Attest by:

Kress Staheli, Mayor

Tara Pentz, City Recorder

COUNCIL MEMBERS OF WASHINGTON CITY, UTAH:

Troy Belliston Aye Nay

Kim Casperson Aye Nay

Craig Coats Aye Nay

Bret Henderson Aye Nay

Kurt Ivie Aye Nay

WASHINGTON CITY
CITY COUNCIL MEETING
STAFF REVIEW

HEARING DATE: June 10, 2026

ACTION REQUESTED: Consideration of Resolution Supporting the Creation of a Utah Inland Port Authority Project Area in Washington City

REVIEWED BY: Rusty Hughes, Economic Development Director

RECOMMENDATION: Recommend approval

Background

Washington City staff has been working with the Utah Inland Port Authority (UIPA) to evaluate the potential creation of a Utah Inland Port Authority Project Area within Washington City. The proposed project area consists of approximately 300 acres generally located within and adjacent to the Sunrise Valley Industrial area in Washington City near the county landfill and State Route 7.

The proposed project area includes existing and planned industrial development areas that have demonstrated strong market demand. Sunrise Valley Industrial Park has successfully delivered multiple phases of industrial development, with additional industrial growth anticipated as infrastructure and transportation improvements are completed.

The proposed project area supports Washington City's long-term economic development objectives by encouraging the retention and expansion of existing businesses while creating opportunities to attract new employers and investment to the community.

Purpose of the Resolution

The resolution expresses the City Council's support for the creation of a Utah Inland Port Authority Project Area within Washington City and formally requests that the Utah Inland Port Authority Board consider designation of the proposed project area.

The resolution also authorizes City staff to continue coordinating with UIPA regarding infrastructure planning, economic development opportunities, and other activities necessary to advance the proposed project area.

Approval of this resolution does not create the project area, approve a project area plan or budget, authorize tax increment financing, or commit the City to any future expenditures. The

resolution serves as a statement of support and a request for further consideration by UIPA.

Regional Infrastructure Benefits

A primary infrastructure priority associated with the proposed project area is the future Purgatory Road and bridge. This long-planned regional transportation connection is intended to improve mobility between Washington City, Hurricane, Southern Parkway, and surrounding areas. Once completed, the corridor will provide an alternative route for industrial and commercial traffic, reduce traffic impacts on existing residential streets, improve access to employment centers and industrial areas, and strengthen regional transportation connectivity. The project is expected to support future economic growth throughout Washington County while enhancing the efficiency and safety of the regional transportation network.

In addition, the proposed project area benefits from its proximity to the St. George Regional Airport, which is undergoing significant infrastructure improvements that will further strengthen the area's long-term industrial, logistics, manufacturing, and distribution potential. Together, these transportation assets position the project area as an important location for future employment and economic development opportunities.

Economic Development Benefits

The proposed project area is intended to support the creation of primary employment opportunities, encourage the retention and expansion of existing businesses, and attract new industrial and commercial investment to Washington City. By creating an environment that supports business expansion and private investment, the project area can help strengthen Washington City's role as a regional employment center while contributing to the broader economic success of Washington County.

Proposed Resolution

1. Express Washington City's support for the creation of a Utah Inland Port Authority Project Area within Washington City.
2. Request that the Utah Inland Port Authority Board consider designation of the proposed project area.
3. Recognize the regional economic development, transportation, infrastructure, and employment benefits associated with the proposed project area.
4. Authorize City staff to coordinate with the Utah Inland Port Authority regarding planning, infrastructure, and implementation activities necessary to advance the project area.

Community Reinvestment Area vs Utah Inland Port Area

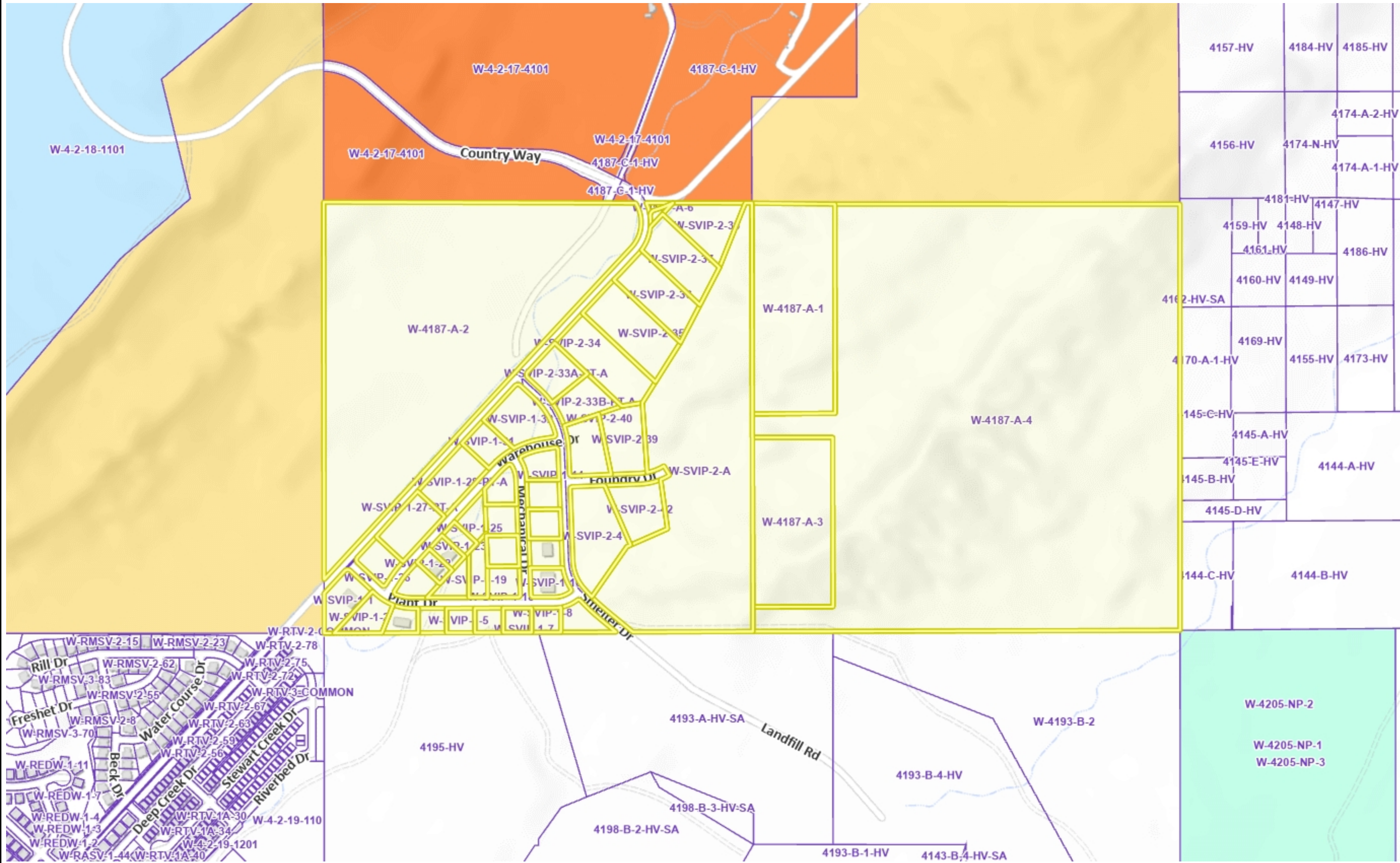
No.	Topic	CRA / RDA Project Area (Title 17C)	UIPA Project Area (Title 11-58)
1	Primary Purpose	Local economic development, redevelopment, housing, infrastructure, and community revitalization.	Regional and statewide economic development focused on industrial growth, logistics, manufacturing, transportation, and trade-related infrastructure.
2	Governing Entity	Local Community Reinvestment Agency (typically governed by the City Council acting as the CRA Board).	Utah Inland Port Authority Board.
3	Administration & Local Role	The City creates the project area, adopts the project area plan and budget, receives the increment, and determines expenditures.	Washington City must consent to the creation of a UIPA Project Area. Once created, UIPA becomes the entity that collects and administers the tax increment pursuant to an adopted Project Area Plan and Budget. However, project priorities, funding commitments, and infrastructure investments are typically coordinated through agreements between UIPA and the local jurisdiction (city).
4	Project Area Creation	Created by the local CRA through statutory notice, hearing, and adoption procedures.	Created by UIPA with written consent from the affected municipality or county.
5	Tax Increment Source	Property tax increment generated above the base taxable value.	Property tax differential generated above the base taxable value.
6	Taxing Entity Participation	Participation levels are negotiated through interlocal agreements and participation agreements.	Participation and distribution are largely established by statute.
7	School District Participation	Often excluded or partially participates depending on negotiated agreements.	May participate depending on the statutory allocation structure.
8	Project Area Plan Required	Yes.	Yes.
9	Project Area Budget Required	Yes.	Yes.
10	Financing & Capital Stack	Generally relies on local funding partnerships and traditional TIF financing	Better positioned to assemble and manage complex, multi-agency capital stacks involving state, regional, federal, and private funding sources
11	Eligible Land Uses	Retail, office, residential, mixed-use, industrial, commercial, housing, redevelopment, and community development projects.	Industrial, manufacturing, warehousing, logistics, freight, transportation, airport-related uses, and businesses supporting trade and supply chains.
12	Infrastructure Funding	Roads, utilities, parks, trails, public facilities, public safety, and other public improvements.	Roads, bridges, utilities, freight infrastructure, airport-related infrastructure, logistics facilities, and other public improvements that support regional economic development.
13	Developer Reimbursement	Commonly used for reimbursement agreements tied to eligible project costs and public improvements.	More focused on public infrastructure investments and public benefits; less commonly structured around direct developer reimbursement.
14	Affordable Housing Requirements	Typically 10% or 20% housing set-aside depending on project type.	Limited affordable housing requirements; housing is generally not a primary focus.
15	Retail Recruitment	Frequently used to support retail-serving infrastructure and commercial redevelopment.	Retail is generally not the intended focus of the program.
16	Industrial Recruitment	Allowed but not specifically emphasized.	A primary objective of the program.
17	Transportation Focus	Transportation improvements may be funded but are usually secondary to redevelopment goals.	Transportation infrastructure, freight movement, logistics, and regional mobility are central purposes.
18	Airport-Related Projects	Eligible if locally justified.	Strongly aligned with UIPA objectives, especially aerospace, cargo, logistics, and transportation-related industries.
19	Regional Significance Requirement	Primarily intended to address local economic development needs.	Intended to advance regional and statewide economic development objectives.
20	Environmental Mitigation	Generally not a major statutory focus.	Environmental sustainability and mitigation are specifically incorporated into program objectives.
21	Maximum Collection Period	Generally up to 25 years, depending on project type and adopted plan.	Generally up to 25 years, with potential extensions in certain circumstances.

Community Reinvestment Area vs Utah Inland Port Area

22	Bonding Authority	Yes.	Yes.
23	Reporting Requirements	Annual CRA reporting through state-required reporting systems.	Annual reporting to taxing entities, the State, and other oversight entities.
24	Geographic Scope	Typically confined to the sponsoring community.	Can include multiple noncontiguous areas and may encompass regional infrastructure corridors.
25	Typical Public Benefit	Redevelopment, housing, commercial growth, neighborhood improvements, and local tax base expansion.	Industrial job creation, transportation improvements, freight mobility, manufacturing growth, export opportunities, and regional economic competitiveness.
26	Best Application for Washington City	Retail corridors, mixed-use centers, housing projects, redevelopment areas, and neighborhood-serving commercial development.	Sunrise Valley Industrial Park, Purgatory Road corridor, airport-area industrial development, manufacturing, logistics, aerospace, and regional transportation infrastructure.



UIPA Proposed Area

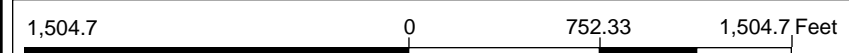


Legend

- Parcels
- Ownership
 - U.S. Forest Service
 - U.S. Forest Service Wilderness
 - Bureau of Land Management
 - Bureau of Land Management Wild
 - National Park Service
 - Shivwits Reservation
 - Utah Division of Wildlife Resources
 - Utah Division of Transportation
 - State Park
 - State of Utah
 - Washington County
 - Municipally Owned
 - School District
 - Privately Owned
 - Water
 - Water Conservancy District
 - State Assessed Oil and Gas
 - Mining Claim



Notes
 Approximate Base value (2025):
 \$33,541,400
 Approximate Acreage: 307



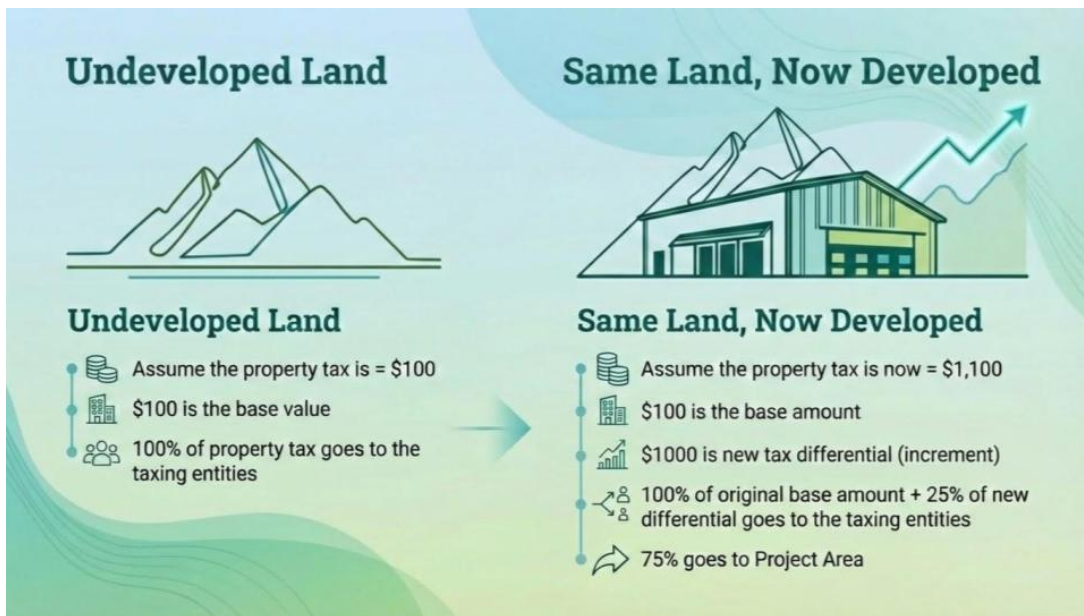
WGS_1984_Web_Mercator_Auxiliary_Sphere

DISCLAIMER: The information shown on this map was compiled from different GIS sources. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Washington County, Utah will not be held responsible for any claims, losses or damages resulting from the use of this map.

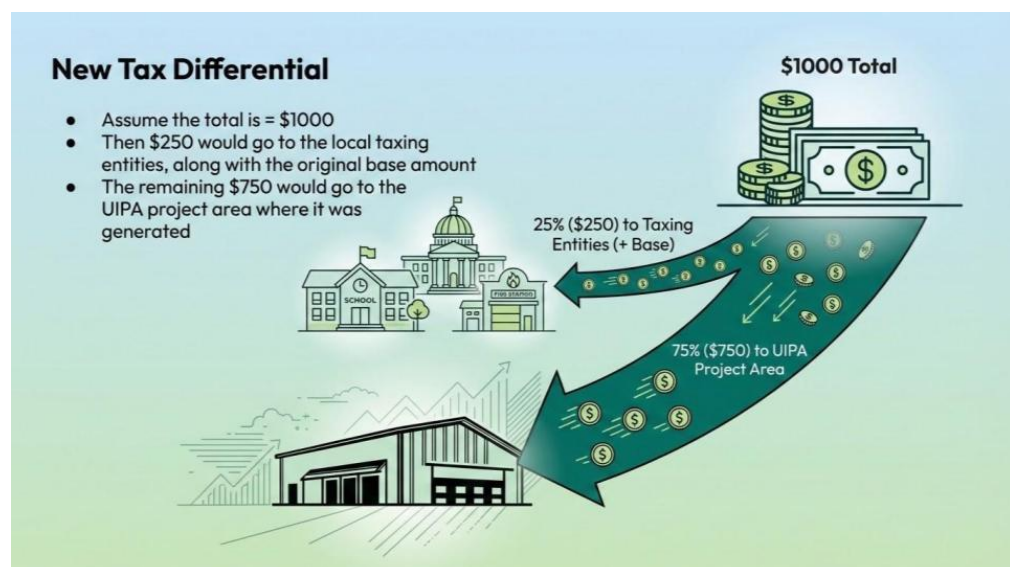
Tax Differential Explained

The Utah Inland Port Authority's best tool for business expansion and recruitment is new property tax differential (or increment) financing. Here is a basic explanation of how we use this tool, in cooperation with our community partners.


- Property tax differential is property tax revenue that results from increases in property values within a defined project area
- In this illustration we see that the base value of property tax for undeveloped land is \$100. *(These figures are greatly simplified for the purpose of illustrating the concept.)*
- Once improvements are made and the value increases through investment in facilities and equipment, the new property tax is now \$1,100.00.
- This means the new property tax differential in this scenario is \$1,000.00. Please note that \$100 of the \$1,100 in property taxes is untouched by the Port. It flows through to the taxing entities as normal.





Of the \$1,000 in new tax differential, 25% (\$250 in this case) goes to the taxing entities along with the original base value of \$100. The remaining 75% (or \$750 in this case) goes to the Port for investment back into the project area where it was generated.




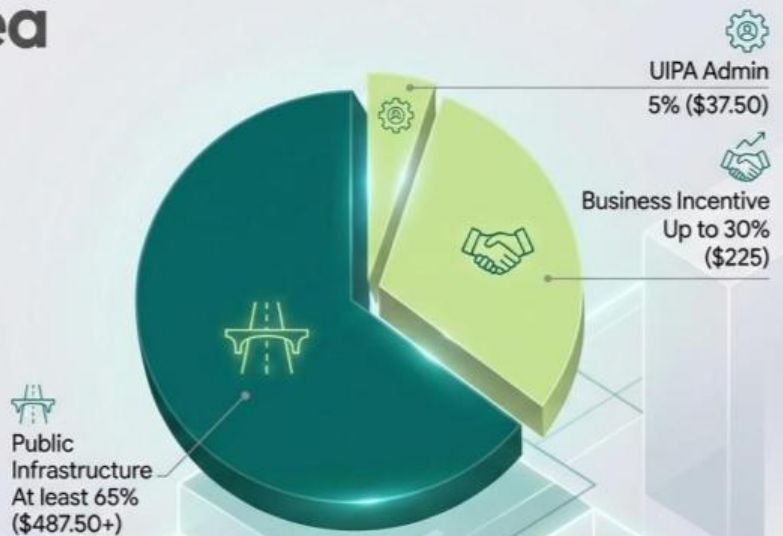
Tax Differential to the UIPA Project Area

 Assume the total is = \$750

 Then 5% or \$37.50 would go to UIPA Administration

 At least 65% or \$487.50 could be used for public infrastructure, etc. in the project area where the differential was generated

 Up to 30% or \$225 could be used for a business incentive



- Except for a 5% administration fee that is retained by UIPA, 75% of the new tax differential received by the Port Authority must be reinvested into the Project Area where it was generated, per statute.
 - The bulk of this is for investment in public infrastructure and some can potentially be used for a business incentive with a "but for" understanding: *without this incentive, the proposed business recruitment or expansion would not happen.*
 - Investment of these funds is unique to each project and is determined by contract with our community partners.
 - If an incentive is used, the percentage for business incentives is based on the project area plan and budget. In Iron County, a company that invests up to \$25M in CapX can potentially qualify for a 10% reimbursement. Up to \$50M qualifies for up to 20% and a capital investment of at least \$100M qualifies for up to 30% refunded. The Port is responsible for these funds for 25 years. After this, the entire property tax amount is disbursed directly to the taxing entities as normal.