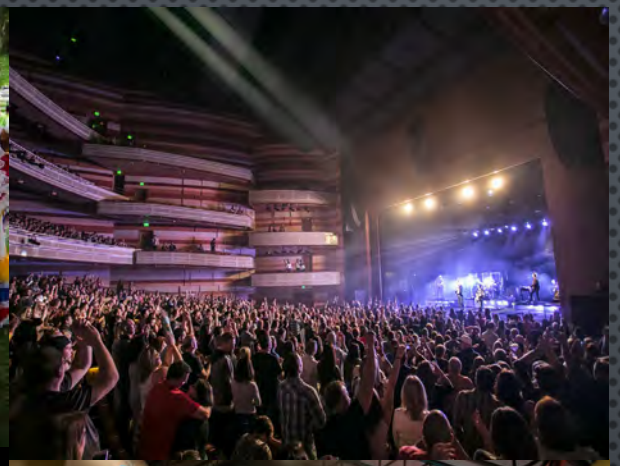
REGULAR MEETING

TAB 3

PowerPoint Presentation:



wasatch county arts council

Wasatch Community Arts Center

Project Update

2021

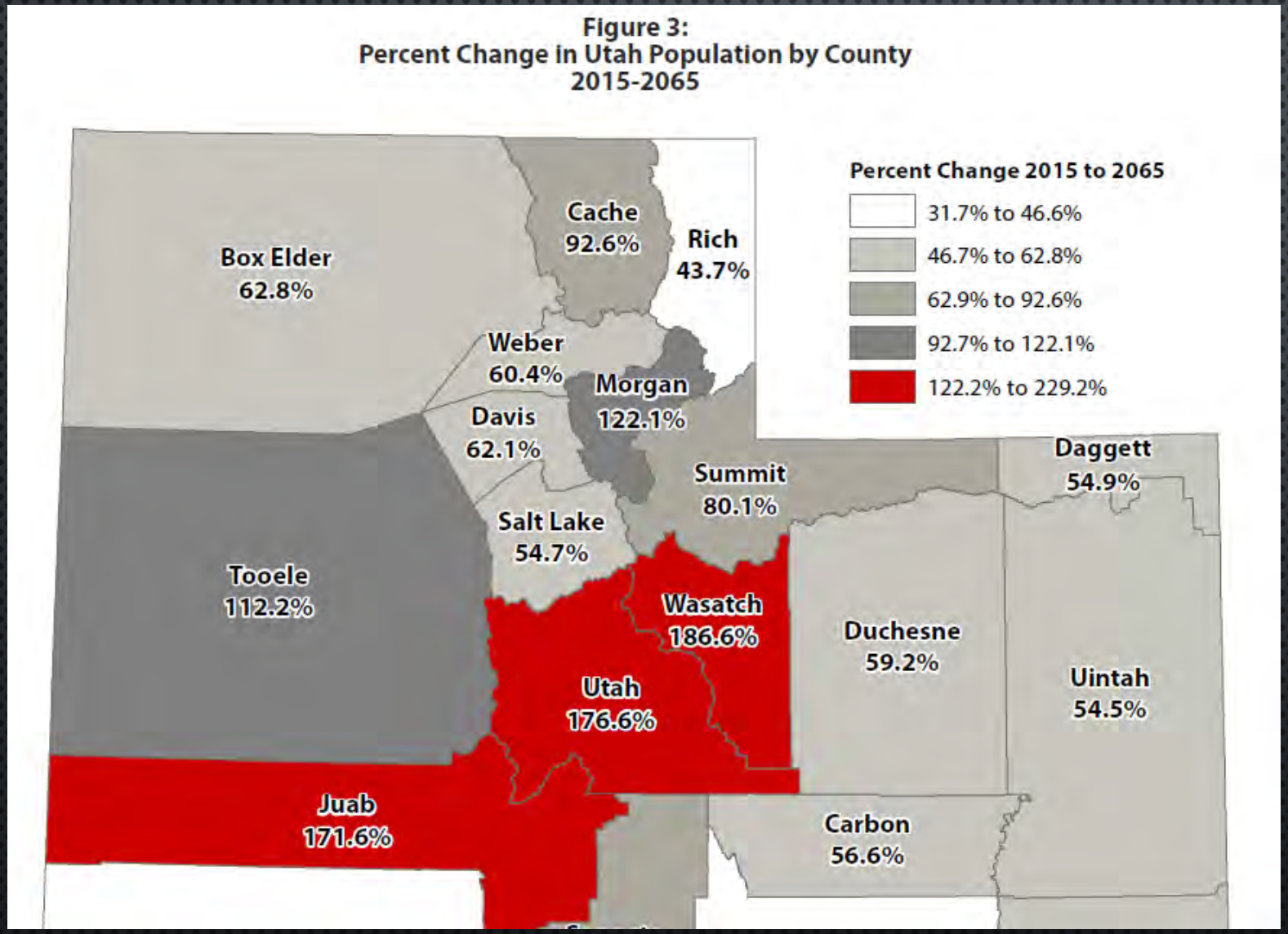
WASATCH COMMUNITY ARTS CENTER

Vision

A Memorable Experience Of Quality Arts In An Extraordinary Setting

wasatch county arts council

Wasatch County Arts Council is the ***arts agency of record*** as designated by the Wasatch County Council since 2017



"Buckle up" as most economists predict the Wasatch back to have tremendous growth over the next few decades. Some estimates show Wasatch County Growing by 186 percent by 2065

– Natalie Gochnour, Chief Economist,
Kem C. Gardner Policy Institute

Participation in Arts & Culture

554 respondents

88% Prefer to View or Attend Arts & Culture

79% In the Past 2 Years

41% In Wasatch County in the Past 2 Years

58% → Non-Wasatch County Venue in the Past 2 Years

LIGHTHOUSE RESEARCH

Provide Local Arts a Home in Wasatch County

16 LEGITIMATELY ESTABLISHED ARTS GROUPS

TIMPANOGOS VALLEY THEATRE

WDC

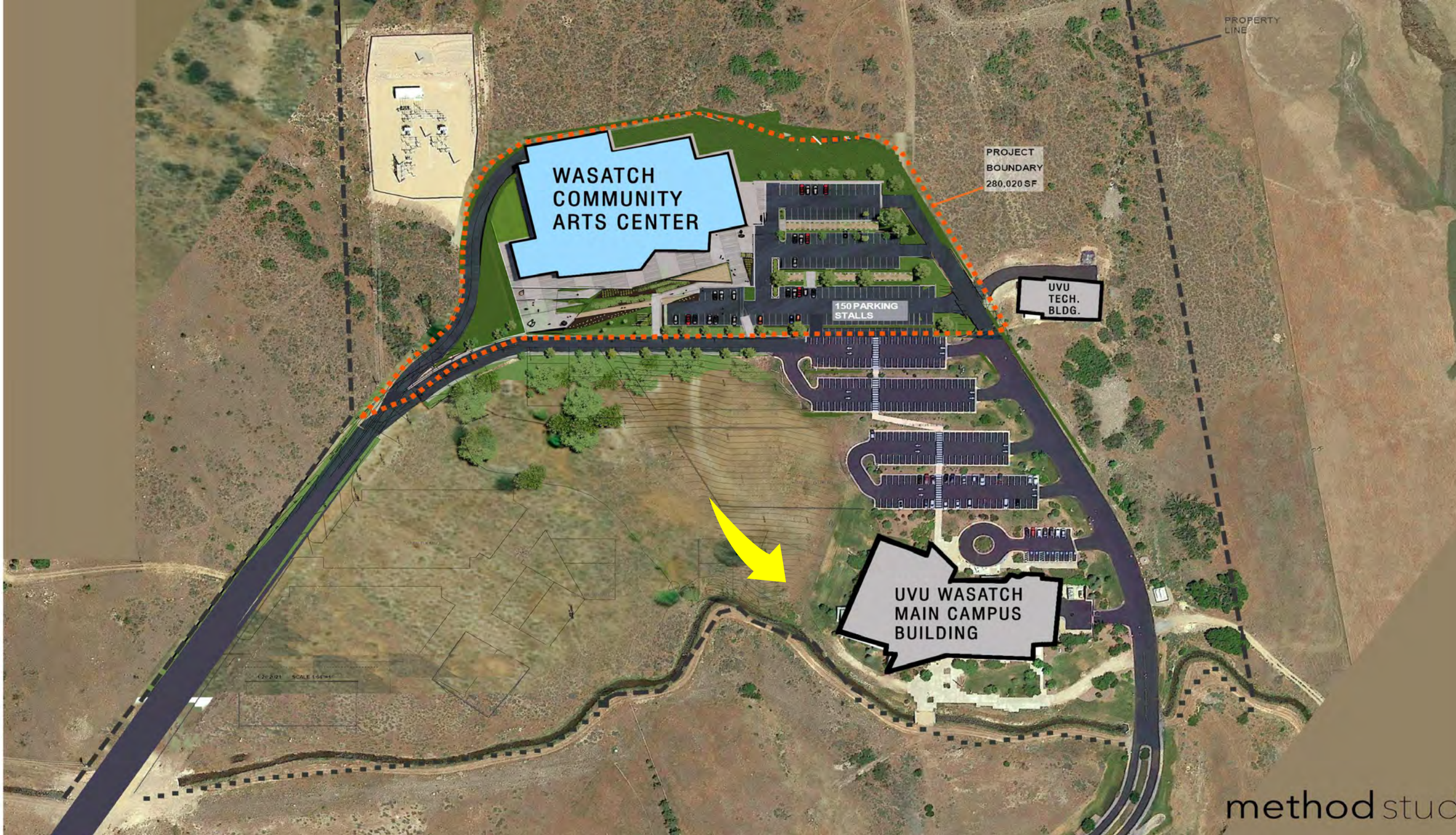
Wasatch Dance Center

HEBER VALLEY WESTERN MUSIC & COWBOY POETRY GATHERING

MIDWAY ART ASSOCIATION

HVCO

Heber Valley Choir & Orchestra


PROPERTY LINE
PROJECT BOUNDARY 280,020 SF
WASATCH COMMUNITY ARTS CENTER
150 PARKING STALLS
UVU TECH. BLDG.
UVU WASATCH MAIN CAMPUS BUILDING
method stud

WASATCH COMMUNITY ARTS CENTER

WASATCH COMMUNITY ARTS CENTER

method studio

One central place, one central purpose

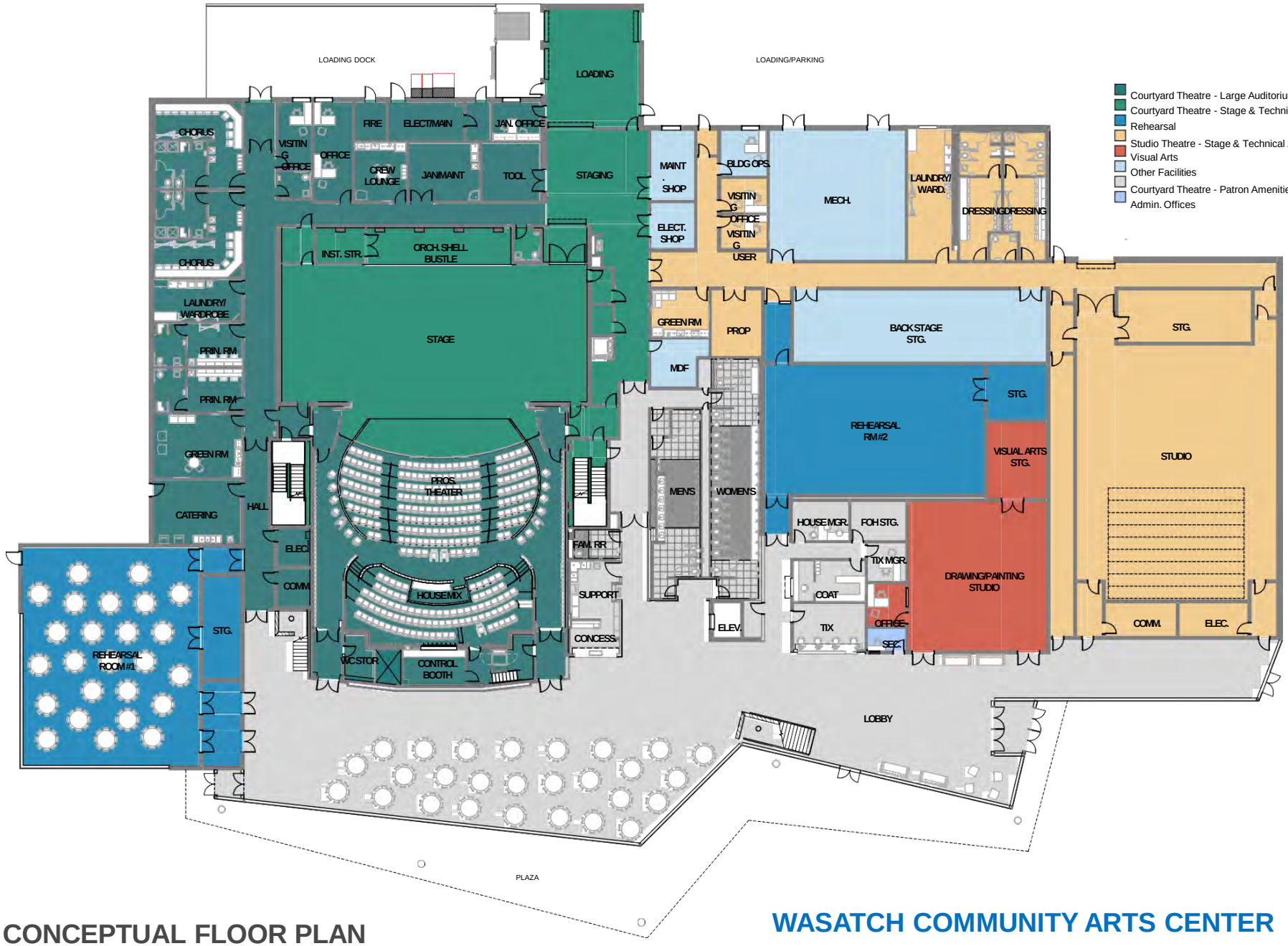
Proscenium *Courtyard* Theater

One central place, one central purpose

Black Box *Studio* Theatre

One central place, one central purpose

2 Rehearsal Studios



MAIN LEVEL - CONCEPTUAL FLOOR PLAN

WASATCH COMMUNITY ARTS CENTER

method studio

Capital Costs

- 71,000 SQ FT GROSS / 2 FLOORS / 'UNIVERSITY-QUALITY' FINISHES
- ESTIMATED COST OF PROJECT @ $590 PER SQ FT GROSS

  $ 44.8 M CONSTRUCTION – 2019 COSTS PLUS 3% ESCALATION

  $ 11.7 M SOFT COSTS – FEES, PERMITS, TESTING, ALL THEATRE & FACILITY EQUIPMENT, 1% PUBLIC ART

Project Total $ 56.5 M *

* with Ground Lease & Parking Agreement with UVU

Funding Options *

Private Funds

- **Capital Fundraising Campaign**
- **Naming Rights Campaign**
- **Developer Contributions**

Public Funds

- **Tax Exempt Financing** (Community Reinvestment Area)
- **Public Infrastructure District** (PID) Financing
- **Revenue Bonds** - income from a source such a Transient Room Tax
- **State Legislative Appropriations**
- **US Federal Grants**

* Based upon Other Similar Arts Center Projects

Projected Timeline

2021-22	Secure UVU Site | Launch Capital Campaign private and public funds
2023	Full Funding Secured | UVU 50 Year Lease Signed
2024	Design & Bid | Operations Funding Secured | Operator Contracted
2025	Construction Starts | Venue Booking & Marketing Starts
2026	Construction Completed | Pre-opening & Grand Opening

Next Steps

- Secure UVU Strategic Relationship | Ground Lease & Parking
- Develop Governance / Ownership & Operations
- Develop Broad Based Community Coalition
- Advocate as a Community Priority
- Develop Public Funding Mechanisms
- Develop Capital Campaign & Private Donors

Let's Make This Happen Together!

WASATCH COMMUNITY ARTS CENTER

TAB 5

HEBER VALLEY CORRIDOR EIS
PROJECT PURPOSE AND NEED

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

PROJECT OVERVIEW

UDOT's mission is to keep Utah moving while enhancing quality of life through transportation improvements in our state. UDOT is conducting an Environmental Impact Statement (EIS) to evaluate transportation solutions to improve mobility through the Heber Valley and the operation of U.S. 40.

Through this process UDOT will develop transportation alternatives that could include a variety of solutions including reconfiguration of Main Street, improvements to other area roads, constructing new roads, and other options identified by the public.

HEBER VALLEY BY THE NUMBERS

ANNUAL VISITORS
2.1 MILLION

REGIONAL POPULATION GROWTH BY 2050

Wasatch County	101% GROWTH
Summit County	50% GROWTH
Combined new residents	55,518

PROJECT PURPOSE

The purpose of the Heber Valley Corridor EIS is to improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 through 2050 while allowing Heber City to meet their vision for the historic town center.

What is the purpose and need of a project?

The purpose and need of a project defines a statement of goals and objectives that the study will address (purpose), and identifies the existing and future conditions that need to be changed (need). The purpose and need drives the environmental study process and lays a foundation for the types of alternatives developed.

UDOT Keeping Utah Moving

PROJECT NEED

- The character and function of U.S. 40 changes from a 65-miles per-hour (mph) limited-access freeway north of town to a 35-mph Main Street in Heber City with signalized intersections.
- Throughput on U.S. 40 is traded for increased access within Heber's historic core, resulting in congestion and delay.
- U.S. 40 is currently operating at failing conditions (level of service F) from 100 North to 100 South during the PM peak hour, and these conditions will continue to get worse by 2050.
- All signalized intersections on U.S. 40 are expected to operate at failing conditions during the PM peak hour by 2050 if no improvements are made.
- Southbound travel time on U.S. 40 from S.R. 32 to U.S. 189 during the PM peak hour will double by 2050 if no improvements are made.
- Queue lengths (vehicles backed up waiting to get through an intersection) during the PM peak hour will increase and spill back to other intersections and onto U.S. 40 north of town where the posted speed is 55 mph, resulting in safety concerns.
- Increased traffic on Main Street has disrupted the traditional downtown feel with increased noise and pedestrian safety concerns.

SECONDARY OBJECTIVES

Provide opportunities for more active transportation.

Develop alternative designs that blend with the natural and built environment.

PURPOSE AND NEED & ALTERNATIVE SCREENING CRITERIA

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

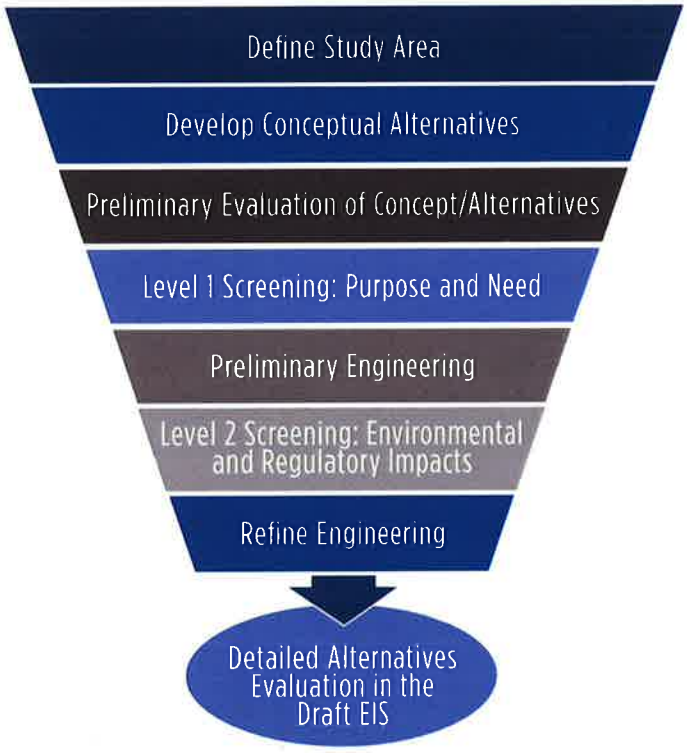
PROJECT PURPOSE

Improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 through 2050 while allowing Heber City to meet their vision for the historic town center.

ALTERNATIVES SCREENING PROCESS

The alternatives development and screening process will consist of the following seven phases:

- **Define study area** to meet the Purpose and Need, alternatives that are not on the U.S. 40 corridor should provide an attractive alternative to U.S. 40, like a relief valve. If the alternatives are too far away from U.S. 40, they will not draw traffic off because drivers do not want to travel out of direction. Travel demand modeling will be used to determine how far away alternatives can be from U.S. 40 and still effectively draw traffic off U.S. 40.
- **Develop Conceptual Alternatives** informed by traffic data and public input
- **Preliminary evaluation of alternatives** to determine if they are technically feasible and meet project objectives, NEPA requirements and are within the project study area.
- **Apply first-level screening criteria (Purpose and Need)** to eliminate alternatives that do not meet the purpose and need of the project. Refine alternatives that pass first-level screening.
- **Preliminary engineering** the alternatives that pass Level 1 screening will be further developed to avoid and minimize impacts to the natural and built environments and will be designed to a higher level of detail before UDOT performs the detailed impact analyses for the EIS.
- **Apply second-level screening criteria (Impacts)** to eliminate alternatives that might meet the purpose and need of the project but would be unreasonable alternatives for other reasons—such as unreasonable environmental or regulatory impacts.
- **Refine engineering**



LEVEL 1 SCREENING CRITERIA

The purpose of Level 1 screening is to identify alternatives that meet the purpose and need of the project.

Criteria	Measure
Improve regional and local mobility on U.S. 40 through 2050	• Improve arterial and intersection Level of Service (LOS) on U.S. 40 • Substantially decrease thru-traffic travel time • Substantially decrease queue length along U.S. 40 • Minimize conflicts[1] to north-south mobility for thru-traffic
Allow Heber City to meet their vision for the historic town center	• Avoid/minimize impacts to valued places[2] and historic buildings on Main Street • Avoid improvements that would preclude Heber City from implementing strategies to achieve their vision for Main Street *(wide sidewalks, bike lanes, landscaping, reduced speed limit)*

LEVEL 2 SCREENING CRITERIA

The purpose of Level 2 screening is to determine which alternatives are practicable and reasonable and therefore will be evaluated in detail in the EIS. Level 2 screening takes into consideration potential impacts to key resources.[3]

Criteria	Measure
Waters of the U.S.	• Acres and types of wetlands and other waters of the U.S. affected • Linear feet of ditches and creeks affected
Section 4(f)/6(f) Resources	• Number of Section 4(f) historic properties affected • Number of Section 4(f) recreation resources affected • Number of Section 6(f) resources affected *(Recreation facilities that received Land and Water Conservation Act funds)*
Right-of-way	• Number of full property acquisitions and relocations *(commercial and residential)* • Number of partial property acquisitions
Cost	• Alternatives cost compared to other alternatives *(alternatives would not be eliminated based on cost unless they are an order of magnitude greater)*

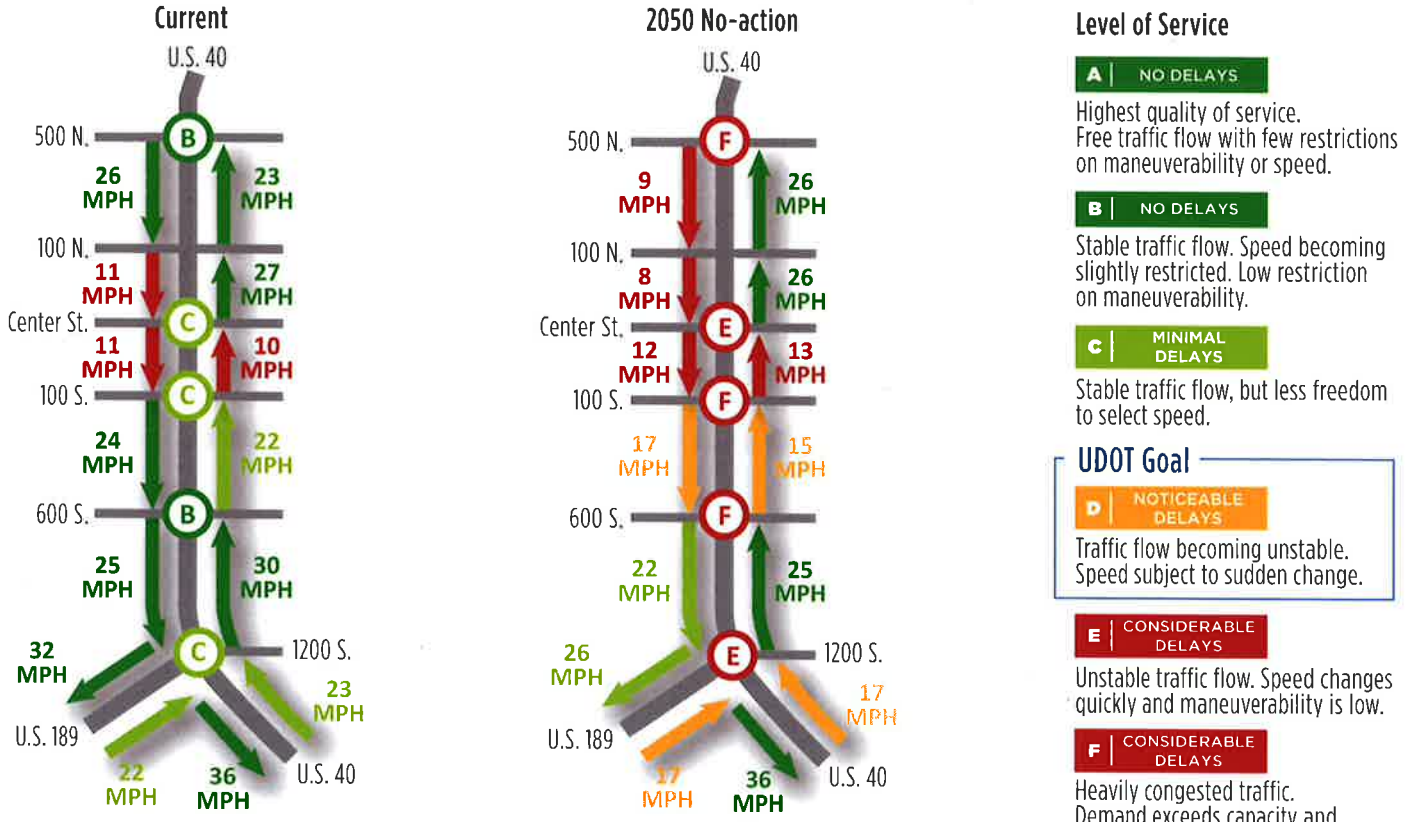
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

1. Conflicts include cross streets and driveways.
2. Downtown urban parks in the Heber City Parks, Trails, and Open Space Master Plan.
3. Waters of the U.S. and Section 4(f)/6(f) are given special consideration because federal laws require UDOT to consider and analyze alternatives that avoid these resources.

HEBER MAIN STREET LEVEL OF SERVICE

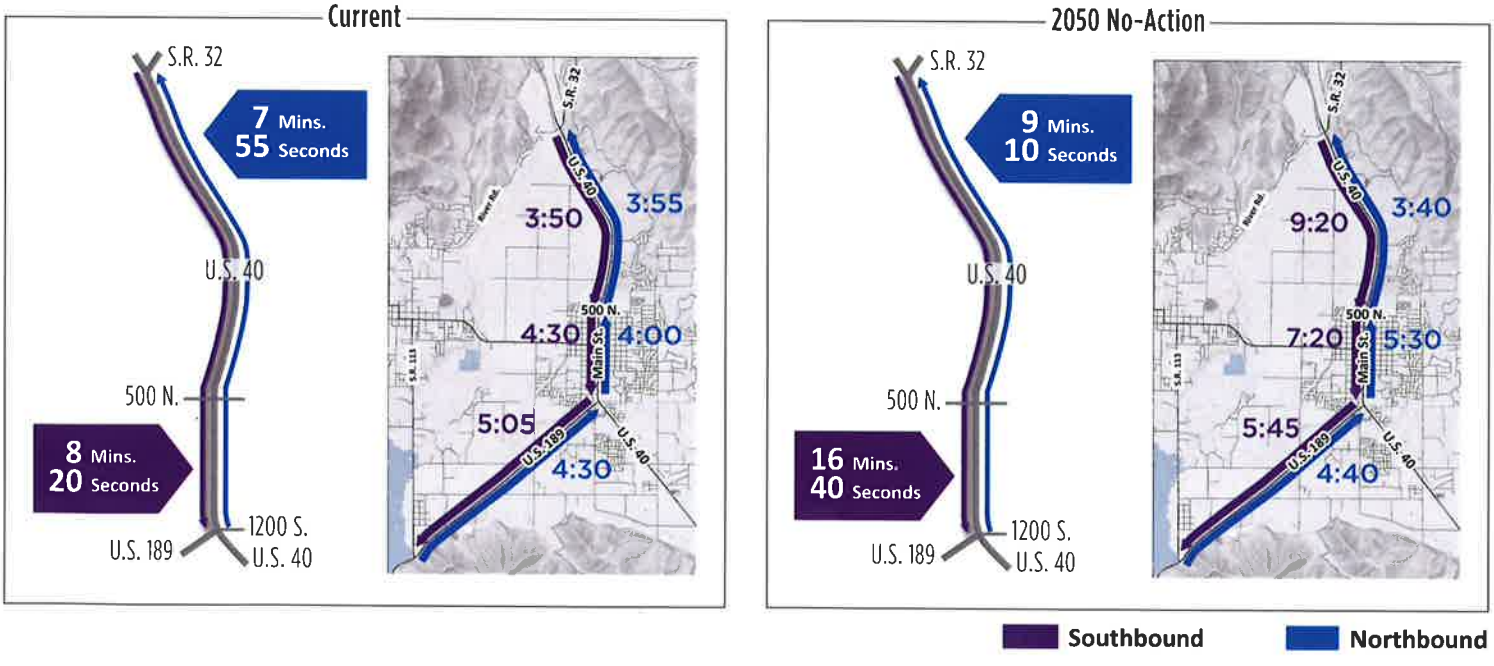
What is level of service?

Level of service (LOS) is a measurement of the vehicle-carrying capacity and performance of a street, freeway, or intersection. When the capacity of a road is exceeded, the result is congestion, delay, and a poor level of service. Level of service is represented by a letter "grade" ranging from A for excellent conditions (free-flowing traffic and little delay) to F for failing conditions (extremely congested, stop-and-go traffic, and excessive delay).



TRAVEL TIME COMPARISON

Southbound travel time will double by 2050 if no improvements are made.



PUBLIC INVOLVEMENT

30-DAY COMMENT PERIOD

April 30 – June 14, 2021

The public may submit comments that could be pertinent to analysis of environmental effects, identification of significant issues, identification of potential alternatives, the draft purpose & need, and alternative screening criteria through mail, email, or on the project website.

PUBLIC ENGAGEMENT OPPORTUNITIES

- ✓ STAKEHOLDER WORKING GROUP MEETING
- ✓ LOCAL GOVERNMENT PRESENTATIONS
- ✓ SOCIAL MEDIA
- ✓ WEBSITE

PROCESS AND TIMELINE

NEPA OVERVIEW & EARLY SCOPING	PURPOSE AND NEED & SCOPING	ALTERNATIVES DEVELOPMENT	PREPARE DRAFT EIS	DRAFT EIS	PREPARE FINAL EIS	RELEASE FINAL EIS & ROD
Spring 2020-Fall 2020	Winter 2020-Summer 2021 *Current Phase*	Summer 2021-Winter 2021	Winter 2021-Summer 2022	Summer 2022-Fall 2022	Fall 2022-Spring 2023	Spring 2023

ONGOING STAKEHOLDER ENGAGEMENT

• Virtual public meeting • 30-day public comment period	• File Notice of Intent to begin NEPA process • 45-day public comment period	• Develop screening criteria and preliminary alternatives • Public engagement		• Public hearing • 45-day public comment period	• Respond to public comments on DEIS • Revise EIS	• Public engagement

MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND REGULAR STAKEHOLDER WORKING GROUP MEETINGS

CONNECT WITH US

Email: HeberValleyEIS@utah.gov

Website: HeberValleyEIS.udot.utah.gov

Phone: 801-210-0498

Facebook Group: UDOT Heber Valley Corridor Environmental Impact Statement (EIS)

For those without internet access, please notify the project team at 801-210-0498 for accommodations in viewing materials and providing comments.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

Tab 7

DRAFT - Clean Air Ordinance

April 12, 2021
Submitted by Heidi Franco

ORDINANCE 2021 -# ?

AN ORDINANCE FOR HEBER CITY CODE, CHAPTER 8 – HEALTH AND SANITATION, WITH A NEW TITLE AND SECTIONS: 8.06 – AIR QUALITY.

Whereas, the **Heber City Envision 2050 General Plan** states that "residents need to preserve and enhance quality of life today, but also the quality of life for the City's children and grandchildren," and promotes adopting several strategies for "Clean Air: Options for Residential and Business Land Uses" to maintain air quality and keep Heber City "a healthy and beautiful place to live," (pages 4, 6, & 32); and

Whereas, "**The Utah Roadmap: Positive Solutions on Climate and Air Quality"** states "Poor air quality discourages outdoor activity by residents and affects decisions by potential visitors about where to travel" (https://gardner.utah.edu/wp-content/uploads/TheUtahRoadmap-Feb2020.pdf pg. 4); and

Whereas, the Heber City Council must provide for the health, safety and welfare of its citizens according to Utah Code Annotated 10-9a-102; and

Whereas, Heber City and Wasatch County are now 'non-attainment' areas for air quality according to the EPA, which means the City and County's air does *not* exceed air pollutants levels and is not currently required to enforce federal or state air quality requirements; and

Whereas, Heber City still wants to maintain this high quality of air, our health and environmental quality, our beautiful vistas, and protect future air quality within the city and county even with growth pressures; and

Whereas, Heber City joined the Wasatch County Clean Air Advisory Board in Fall 2019; and

Whereas, in October 2020 Heber City's Mayor signed the "Utah Climate and Clean Air Compact" to promote actions on clean air solutions; and

Whereas, Heber City will establish this city code to protect air quality knowing that other air quality initiatives can be added depending on the EPA's 'attainment' status; therefore:

BE IT ORDAINED by the City Council of Heber City, Utah, to adopt this Chapter 8 – Health and Sanitation Ordinance, Section 8.06 on Air Quality.

8.06 AIR QUALITY

8.06.010 PURPOSE & SCOPE

A. PURPOSE:

In order to protect Heber City's citizens and their health, safety and welfare, this ordinance incorporates the Envision 2050 General Plan ideas on "Clean Air: Options for Residential and Business Land Uses" (pg. 32). It incorporates air quality solutions in the "Utah Roadmap: Positive Solutions on Climate and Air Quality" and "Utah Climate and Clean Air Compact" developed and adopted in 2020 for Utah. Heber City is known nationally and internationally for its incomparable mountain views with beautiful open space and agricultural vistas, its pristine environmental quality, and its clean air. Yet Heber City faces unique geographic features that lead to inversions and other environmental concerns, as well as growth pressures. This ordinance will help to maintain the citizens' commitment to protecting their air and environmental quality. The Heber City Council will adopt an air quality slogan as desired. To begin the city slogan is: "I Care About Heber Air."

B. SCOPE:

The City Manager and other administrators are responsible for establishing programs to implement this policy at their respective departments and locations.

The City will establish an Energy Management Steering Committee to ensure best practices are evaluated and implemented for all City owned and operated facilities. Such Committee can develop annual Energy Management Plans for city departments and help administer this ordinance.

8.06.020 DEFINITIONS

For purposes of this chapter, these definitions shall apply:

AIR QUALITY MONITOR: an 'IOT' (internet of things) air quality monitor (or Outdoor Air Quality Sensor) that is attached to an electrical and wi-fi/hardware internet. The IOT air quality monitor must give real-time daily, online updates of these air emission pollutants: PM1.0, PM2.5, and PM10 mass concentration in ug/m3. As technology improves allowing lower cost, required future IOT Air Quality Monitors may include monitoring for other air emission pollutants: ozone; VOC's; Nitrogen, carbon, & sulfur oxides.

ATTAINMENT: Any area that meets the national primary or secondary ambient air quality standard for a NAAQS.

DRIVER: Any driver who drives, operates, or is in actual physical control of a vehicle.

ELECTRIC VEHICLE CHARGING STATION: A public or private parking space that is served by battery charging station equipment that has as its primary purpose the transfer of electric energy by conductive or inductive means to a battery or other energy storage device in an electric/hybrid vehicle.

ELECTRIC VEHICLE: Any vehicle that operates, either partially or exclusively, on electrical energy from the grid, or an off-board source, that is stored on-board for motive purpose. "Electric vehicle" includes: (1) a battery electric vehicle (BEV); (2) a plug-in hybrid electric vehicle (PHEV) which includes extended range electric vehicles (EREV); (3) a neighborhood electric vehicle (NEV); and (4) a medium-speed electric vehicle (MSEV).

ENERGY STAR SCORE: The 1-100 numeric rating generated by the Energy Star Portfolio Manager tool.

EPA CERTIFIED WOOD-BURNING HEATERS/DEVICES include pellet stoves, hydronic heaters, and forced-air furnaces that burn wood pellets for heat and have a current EPA CERTIFIED tag/plaque attached to device.

IDLE: The operation of a vehicle engine while the vehicle is stationary or not in the act of performing work or its normal function.

LEED Building: A certification for energy efficiency in buildings based on the Leadership in Energy and Environmental Design (LEED) according to current specifications developed by the U.S. Green Building Council.

NAAQS: National Ambient Air Quality Standards

NONATTAINMENT: Any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for a NAAQS.

NET ZERO ENERGY BUILDING: A building that balances its annual energy use with renewable energy, which can be accomplished through energy demand reductions, on site or off-site renewable energy development and purchasing renewable energy credits.

OPEN FIRE BURNING PIT/STOVES: Any non-EPA certified fireplace within any development that does not use electricity or other power source and burns cord wood; an outside fire pit; or open burning area or bonfire. This does not include commercial restaurants or licensed caterers providing grill or smoke cooking services for customers, or individual residential smoker units.

RADON GAS: Radon is a naturally occurring radioactive gas that can cause lung cancer.

TIER 3 FUEL: A fuel standard adopted by the Environmental Protection Agency (EPA) in 2014.

VEHICLE: Any self-propelled vehicle that is required to be registered and have a license plate by the Utah department of motor vehicles.

8.06.030 ANTI-IDLING

A. This chapter shall be enforceable on all public property and on private property that is open to the general public. All city anti-idling signage shall include the current city slogan. When businesses with drive-thru's or other idling/pick-up/delivery areas renew their annual business license such business will pay for the initial set of anti-idling signage and install it in those areas, unless the private property owner:

1. Has a private business posts a sign provided by or acceptable to the city informing its customers and the public of the city's time limit for idling vehicle engines.

2. Or already has anti-idling signage previously installed with current city slogan.

B. Law enforcement personnel shall exercise reasonable caution and utilize customary safety procedures in their enforcement of this chapter.

C. No driver, while operating a vehicle within city limits, shall cause or permit a vehicle's engine to idle for more than two (2) minutes, *except for the following kinds of idling*:

1. Idling while stopped:

   a. For an official traffic control device;

   b. For an official traffic control signal;

   c. At the direction of a police officer;

   d. At the direction of an air traffic controller;

   e. For airport airside operations requirements.

2. Idling as needed to operate heaters or air conditioners where the temperature is below thirty-two degrees Fahrenheit (32°F) or above ninety degrees Fahrenheit (90°F), as measured at the Heber City Airport or determined by the National Weather Service, for the health or safety of a driver or passenger, including service animals.

3. Idling for the minimum amount of time required for the operation of defrosters or other equipment to clear the windshield and windows to provide unobstructed views and ensure visibility while driving.

4. Idling as needed for emergency vehicles to operate equipment.

5. Idling as needed to ascertain that a vehicle is in safe operating condition and equipped as required by all provisions of law, and that all equipment is in good working order, either as part of the daily vehicle inspection, or as otherwise needed.

6. Idling as needed for testing, servicing, repairing, installation, maintenance, or diagnostic purposes.

7. Idling for the period recommended by the manufacturer to warm up or cool down a turbocharged heavy-duty vehicle.

8. Idling as needed to operate auxiliary equipment for which the vehicle was primarily designed or equipped, other than transporting goods, such as: operating a transportation refrigeration unit (TRU), lift, crane, pump, drill, hoist, ready mixed equipment, except a heater or air conditioner.

9. Idling as needed to operate a lift or other piece of equipment designed to ensure safe loading and uploading of goods or people.

10. Idling to recharge a battery or other energy storage unit of a hybrid electric vehicle.

11. Idling as needed for vehicles that house K-9 or other service animals.

12. Idling by on duty police officers as necessary for the performance of their official duties.

8.06.040 OPEN WOOD BURNING, STOVES & FIREPLACES

No open fire burning pit/stoves, fireplaces, home heating, or water heating appliances are allowed within ~~any~~ new development. EPA certified wood-burning heaters/devices, natural gas, or propane fire pits are allowed within residential, commercial, mixed-use, or industrial development.

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8.06.050 AIR QUALITY MONITORING

A. All commercial, mixed-use, industrial, or any subdivision developments over 10 lots or with a HOA, will install and maintain one IOT air monitor; unless such monitor is less than a half-mile from an existing IOT air monitor on the same street. Actual location will be determined with collaboration from the Wasatch County Health Department.

B. Commercial, mixed-use, industrial, or residential property owners, development managers, or subdivision HOA's will check electrical and internet connections for annual upkeep/maintenance, especially during October through March of each year. City website will provide links to IOT air quality monitoring websites.

8.06.060 ELECTRIC VEHICLE CHARGING STATIONS

A. All garages in condominiums, townhouses, duplexes, and single-family homes shall include one Level 2, 220 volt outlet to allow for rapid charging of hybrid and electric vehicles.

B. All mixed use or residential parking garages shall include Level 2 or 3 charging stations at the rate of 1 for every 10 units.

C. All commercial and industrial buildings shall provide one Level 3 charging station per 50 stalls with a cap of two such charging stations. **Add in that these charging station pay rates, collaborate with HL&P. Don't want outrageous charges. Shouldn't be free unless grants given from state program.

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D. "Charging levels" means the standardized indicators of electrical force, or voltage, at which an electric vehicle's battery is recharged. The terms 1, 2, and 3 are the most common EV charging levels, and include the following specifications:

1. Level 1 is considered slow charging. Typically operates on a fifteen or twenty amp breaker on a one hundred twenty volt alternating current (AC) circuit and standard outlet.

2. Level 2 is considered medium charging. Typically operates on a forty amp to one hundred amp breaker on a two hundred eight or two hundred forty volt AC circuit.

3. Level 3 is considered fast or rapid charging. Typically operates on a sixty amp or higher dedicated breaker on a four hundred eighty volt or higher three-phase circuit with special grounding equipment.

E. Minimum Parking Requirements. An electric vehicle charging station space may be included in the calculation for minimum required parking spaces that are required pursuant to other provisions of the code.

F. Location and Design Criteria.

Where provided, parking for electric vehicle charging purposes is required to include the following:

Clearance. Charging station equipment mounted on pedestals, light posts, bollards, or other devices shall be a minimum of twenty-four inches clear from the face of curb.

Charging Station Equipment. Charging station outlets and connector devices shall be no less than thirty-six inches or no higher than forty-eight inches from the top of surface where mounted, and shall contain a retraction device and/or a place to hang permanent cords and connectors sufficiently above the ground or paved surface.

Charging Station Equipment Protection. When the electric vehicle charging station space is perpendicular or at an angle to curb face and charging equipment, adequate equipment protection, such as wheel stops or concrete-filled steel bollards, shall be used.

Location. Placement of a single electric vehicle charging station is preferred at the beginning or end stall on a block face.

Signage. Each charging station space shall be posted with signage indicating the space is only for electric vehicle charging purposes. Days and hours of operations shall be included if time limits or tow away provisions are to be enforced. Signage shall include: A phone number or

other contact information shall be provided on the charging station equipment for reporting when the equipment is not functioning, or other problems are encountered.

Maintenance. Charging station equipment shall be maintained in all respects, including the functioning of the charging equipment.

Accessibility. Where charging station equipment is provided within an adjacent pedestrian circulation area, such as a sidewalk or accessible route to the building entrance, the charging equipment shall be located so as not to interfere with accessibility requirements for sidewalks, trails, other parking stalls. In new development, the EV charging parking stalls will be next to handicapped parking stalls.

Lighting. Where charging station equipment is installed, adequate site lighting is required for use of charging station during nighttime hours per dark sky compliance standards.

8.06.070 VOLUNTARY AUTO EMISSIONS PROGRAM

Any Heber City citizen who shows to City Treasurer proof of current, annual Wasatch County vehicle registration with address within the City, and proof of passing a current, voluntary emissions test for such vehicle will receive a current Clean Air City Slogan car sticker. This is limited to one vehicle and one emissions test annually. *Could City provide voucher for nursery use (purchase of plants)?

8.06.080 RADON AIR

The City encouraged property owners to complete radon testing in all commercial, industrial, mixed-use, and residential development. The City also encourages radon mitigation design in all developments. The City and the Wasatch County Health Department can provide radon mitigation design, radon risk maps and health facts, availability on radon test kits, and radon engineering guidelines to building permit applicants.

8.06.090 FUGITIVE DUST

City will require dust control measures for new development, new roads, the sifting dirt/rocks, etc., using water trucks or tarping per federal or state laws. If available, reclaimed water can be used.

8.06.100 ~~090~~ OTHER AIR QUALITY INITIATIVES

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A. New HOA CC&R's will require electric based landscaping and snow removal equipment instead of combustion-based engine equipment.

B. City will develop city signage for Tier 3 (or higher) gasoline businesses that promote this gasoline usage and will include the current city clean air slogan. Businesses will verify they sell Tier 3 gasoline at annual business license renewal and pay for city signage, etc., for business use. City will show such business locations on city website.

C. The City will encourage city and citizen/business use of van pooling, chain driving, car-pooling efforts on city website, with sign-up ability. The City will promote teleworking options for city government and city businesses or other organizations.

D. The City will promote the County Air Quality Website on city website and promote other information regarding air quality; such as smog ratings of vehicles, a city air quality toolbox, etc.

E. The City will identify and negotiate Park & ride lots for future mass transit & other transportation needs in future annexations or Master Development Agreements, etc.

F. The City can conduct emissions inventories to identify point sources of city vehicle, industry, and other area sources. The City can ensure City vehicles use Tier 3 or higher gasolines and create a Zero Emission Vehicle Program, thus lowering pollution emissions.

G. The City can set city goals to reduce city-generated CO2 emissions according to 2030 and 2050 goals in *The Utah Roadmap* standards, pg. 10.

H. The City can conduct energy audits for city buildings and set goals on how to make city buildings achieve 'net zero' ratings. The City can promote energy efficiency within development and redevelopments. Should City require energy efficient government buildings? Monitor Train smoke from HVRR?

I. The City can allow solar farming on city buildings or city property or join interlocal or public/private partnerships for solar farming. The City can promote geothermal and solar options for city and citizen use.

J. The City can recognize business and private buildings within Heber City that meet or use energy efficient requirements, such as energy star, LEED requirements, etc. The City can specifically negotiate for 'net zero' and/or LEED standards buildings in new development.

This ordinance shall take effect immediately upon passage.

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PASSED, APPROVED and ORDERED TO BE PUBLISHED BY THE HEBER CITY COUNCIL this _____ day of _____ 2021.

	AYE	NAY	ABSENT	ABSTAIN
Heidi Franco	_____	_____	_____	_____
Wayne Hardman	_____	_____	_____	_____
Rachel Kahler	_____	_____	_____	_____
Michael Johnston	_____	_____	_____	_____
Ryan Stack	_____	_____	_____	_____

APPROVED:

_____

Mayor Kelleen L. Potter

ATTEST:

_____ Date: _____

RECORDER

REFERENCES used for ABOVE ORDINANCE:

https://gardner.utah.edu/wp-content/uploads/TheUtahRoadmap-Feb2020.pdf

Gardiner Institute: The Utah Roadmap – Positive Solutions on Climate and Air Quality.

https://climateandcleanaircompact.org/#:~:text=Climate%20change%20poses%20a%20large,next%20ten%20years%20are%20critical. **Utah Climate and Clean Air compact.**

https://www.epa.gov/green-book/ozone-designation-and-classification-information#:~:text=Nonattainment%3A%20Any%20area%20that%20does,quality%20standard%20for%20a%20NAAQS.&text=Area%20has%20a%20design%20value%20of%200.093,but%20not%20including%200.105%20ppm. **EPA Definitions on Air Quality.**

https://www.epa.gov/sites/production/files/2020-03/documents/wood_heaters_final_nsps_fact_sheet.pdf **Woodburning Stoves Definition from EPA.**

https://www.epa.gov/residential-wood-heaters (Info for woodburning stove requirements.)

https://www.epa.gov/residential-wood-heaters/fact-sheet-summary-requirements-woodstoves-and-pellet-stoves (**definition for EPA certified wood-burning stoves, etc.)**

https://codelibrary.amlegal.com/codes/saltlakecityut/latest/saltlakecity_ut/0-0-0-40605 **Salt Lake City Code on Air Quality, etc.**

SLC's Municipal Code - 12.58: IDLING OF VEHICLES: *https://codelibrary.amlegal.com/codes/saltlakecityut/latest/saltlakecity_ut/0-0-0-53576#JD_Chapter12.58)*

https://provocleanair.org/ **Provo City Clean Air Toolkit.**

https://www.codepublishing.com/WA/WallaWalla/html/WallaWalla20/WallaWalla20156.html **Electric Vehicle definitions and requirements for signage, lighting, maintenance, etc.**

https://www2.purpleair.com/pages/technology **Gives technology and pollution standards for IOT air quality monitors.**

https://www.epa.gov/sites/production/files/2018-11/documents/six_questions_before_buying_an_air_sensor_flyer.pdf EPA recommendations for low-cost Air Sensors, including general costs for sensors measuring different kinds of pollutants. Generally, if Outdoor Air Quality Sensor (Air Quality Monitors) assess 4+ pollutants costs range from $2500-$10,000—much higher than the IOT monitors that measure PM ratings only.

https://documents.deq.utah.gov/waste-management-and-radiation-control/planning-technical-support/radon/DRC-2017-002146.pdf **Radon Gas levels for each Utah zip code/county. Percentages of sampled homes at the Zone 2 & 3 risk levels.**

https://www.epa.gov/radon/find-information-about-local-radon-zones-and-state-contact-information **US Map of all states/counties showing Zone 1, 2, & 3 designations and explanation of Radon gas levels per zone.**

https://www.epa.gov/radiation/where-does-radon-gas-come

https://www.epa.gov/radiation/what-radon-gas-it-dangerous

https://www.epa.gov/radon/radon-resistant-construction-basics-and-techniques **EPA website on concrete foundation preparation and venting needs for avoiding Radon within new construction.**

AIR QUALITY FACTS:

Utah Department of Environmental Quality – pg. 8; The Utah Roadmap link: https://gardner.utah.edu/wp-content/uploads/TheUtahRoadmap-Feb2020.pdf

"A gas-powered snowblower for one hour emits as much pollution as driving your car 287 miles."

https://www.deseret.com/2019/2/15/20665879/greg-bell-utah-needs-and-deserves-real-air-quality-change (Feb 2019)

"In his recent State of the State address, Gov. Gary Herbert announced several initiatives.

- The state will facilitate "accountable telework through office hoteling," meaning some state employees whose work can be done remotely will work in office space near their homes or away from the urban core when air quality is poor.
- New state buildings will be built to high efficiency standards, and energy cost savings will be deposited into a revolving fund to finance future energy efficient buildings.
- The state fleet will be replaced by Tier 3 vehicles, starting with cars and trucks which produce the most emissions.
- The state will build for public use 300 charging stations for electric cars and will incentivize construction of 800 more by private concerns.
- Cash incentives will be provided to remove 5,000 wood stoves and to replace 25,000 snow blowers, lawn mowers and other dirty small engines for battery-powered machines. When you realize that wood-burning stoves account for as much as 15 percent of PM2.5 emissions on a bad air day, it is essential that they not be used on those days."

https://deq.utah.gov/air-quality/governors-100m-air-quality-request-a-good-investment (Jan 2021)

"Replacing wood-burning stoves and fireplaces with cleaner-burning natural gas versions. Wood stoves are a major source of winter-time pollution, one that directly impacts the health of everyone in Utah's valleys. Past exchange efforts have replaced more than 1500 wood-burning stoves and fireplaces in Cache, Utah, and Salt Lake counties, and there is a current waiting list of 2,000 families wanting to swap out their wood-burning appliances.

Exchanging dirty two-stroke lawn mowers and snow blowers for electric ones. More than 12,000 people have signed on to a waiting list to exchange their dirty gas-guzzlers for emissions-free electric tools. Snow blowers alone account for 2 percent of all emissions during winter-time inversions.

Swapping out older, dirtier diesel engines used by industry, school buses, semi-trucks, and mass transit vehicles for cleaner-burning ones, something that will result in high bang for the buck in terms of air quality.

Encouraging state agencies to develop telecommuting plans for state workers, and remodeling state office buildings to be more energy efficient."

https://www.sltrib.com/news/politics/2019/03/15/legislature-falls-far/ (March 2019)

*State Legislature ended up appropriating $28 million toward telecommuting, free fare days on public transit, replacing polluting state vehicles and building EV's at public facilities.
"…$500,000 has been earmarked for air-quality messaging campaigns."

https://www.sltrib.com/news/environment/2020/01/28/salt-lake-citys-air/ (Jan 2020)

"…It is no surprise that Salt Lake City still has some of the worst air quality in the nation. The capital is listed at No. 7 among large metro areas in a new analysis that compares air-quality metrics for hundreds of U.S. cities."

https://www.abc4.com/news/salt-lake-city-ranked-as-one-of-the-worst-cities-for-air-quality-in-the-world-utah-doctor-weighs-in/ (Sep 2020)

"According to IQAir, a Swiss air quality technology company which specializes in protection against airborne pollutants and developing air quality monitoring, Salt Lake City was also ranked Monday morning among the top five cities in the world for bad air quality, behind Shangai, China, Lahore, Pakistan, Hangzhou, China, and Dhaka, Bangladesh." [*This was brought on because of wildfire season last year.]

"Dr. Brian Moench, Board President and Co-founder of Utah Physicians for a Healthy Environment says the wildfire air pollution we all see, smell, and breathe, is directly related to the climate crisis and the record-breaking heat and drought that has plagued the western United States for most of this summer.

"Unfortunately, summer wildfires are becoming increasingly the norm, and summer air quality may become even worse than our notorious winter inversions," said Dr. Moench. "Pollution

from wildfires may look and feel much like our winter inversion pollution, and the health effects are certainly similar."

Dr. Moench says, however, the pollution from the wildfires may be even worse.

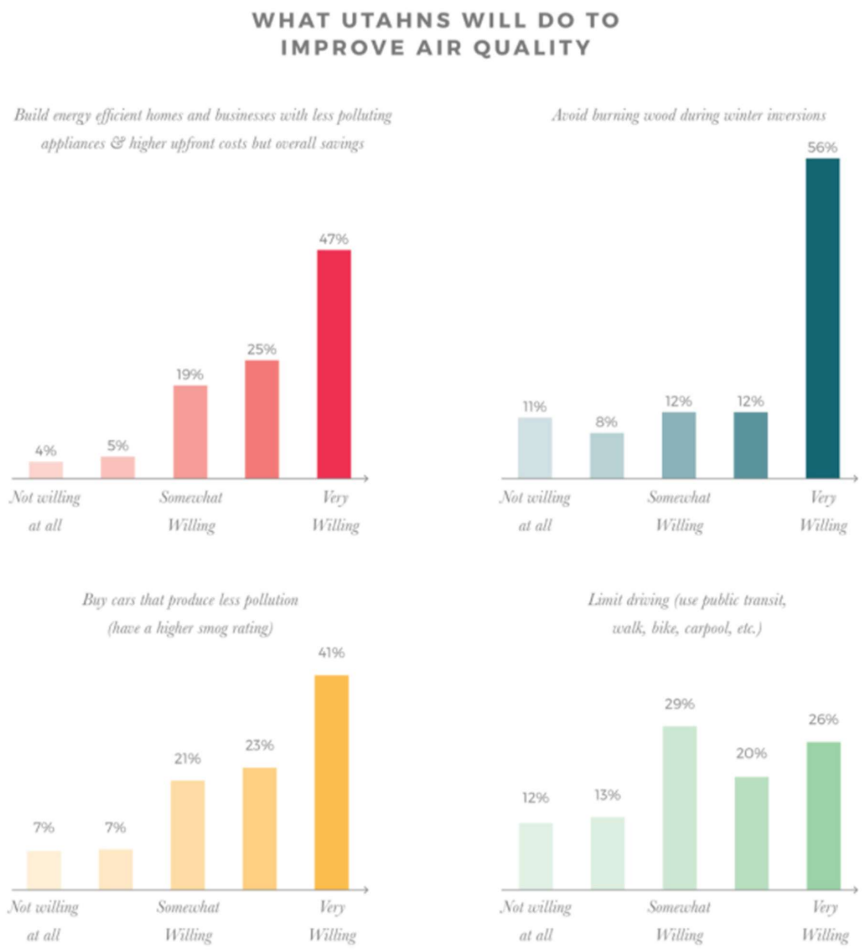
"Because there is a higher concentration of damaging chemicals in wood smoke, and many of the particles are smaller, allowing them to be more easily inhaled, picked up by the bloodstream, and delivered throughout the body, causing biologic stress wherever they end up," said Dr. Moench. "And that can be in the heart, brain, kidneys, and even the placenta of a pregnant mother."

From Envision Utah:

https://yourutahyourfuture.org/topics/air-quality/item/44-background-air-quality-in-utah

"Pollution-causing emissions come from four main sources: mobile sources, area sources, non-road mobile sources, and point sources. Mobile sources—cars and trucks—are the main source of air pollution today, causing 55% of winter emissions. Homes and businesses (more specifically, space heating, water heating, wood burning, etc.) are referred to as area sources and make up 27% of winter emissions. Included within area sources are also various household chemicals, aerosols, paints, emissions from food production and decaying plant/organic material, etc. Non-road mobile sources (engine-powered devices that operate off roadways, such as construction equipment, airplanes, boats, lawn mowers, snow blowers, etc.) cause 10% of winter emissions. Point sources are industry-related sources of pollution like power and industrial plants, and they make up 8% of winter emissions."

https://yourutahyourfuture.org/topics/air-quality/item/48-your-utah-your-future-survey-results



IOT Air Quality Sensors – Examples:

https://www.spectotechnology.com/environmental-monitoring-systems/aeroqual-dust-gas-monitoring-systems/