

**CACHE COUNTY COUNCIL
December 01, 2009**

AIRPORT MASTER PLAN – Adoption of Logan-Cache 2

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UAC LETTER REGARDING CENTRALLY ASSESSED LITIGATION BUDGET 1

**CACHE COUNTY COUNCIL MEETING
December 01, 2009**

The Cache County Council convened in a regular session on December 01, 2009 at 5:00 p.m. in the Cache County Council Chamber at 199 North Main, Logan, Utah.

ATTENDANCE:

Chairman: H. Craig Petersen
Vice Chairman: Gordon Zilles
Council Members: Craig W Buttars, Brian Chambers, Kathy Robison, Jon White & Cory Yeates
County Executive: M. Lynn Lemon
County Clerk: Jill N. Zollinger
County Attorney: James Swink

The following individuals were also in attendance: Lance Anderson, Steven Baugh, Kenneth Cardon, LaMar Clements, Jeff Gilbert, Kelly Gillman, Chief Rod Hammer, Chris Hines, Sharon L. Hoth, Clark Israelsen, Tanner Johnson, Brady Knowles, Charles Larsen, Zarek Leavitt, Larry Parker, Pat Parker, Asst. Chief Craig Pettigrew, Director Josh Runhaar, Blake Sessions, Larry Soule, Richard Stehmeier, Auditor Tamra Stones, Dan Turner, Mayor Cary Watkins, **Media:** Charles Geraci (Herald Journal).

OPENING REMARKS AND PLEDGE OF ALLEGIANCE

Council member White gave the opening remarks and led those present in the Pledge of Allegiance.

REVIEW AND APPROVAL OF AGENDA

The agenda was approved as written.

REVIEW AND APPROVAL OF MINUTES

ACTION: Motion by Council member Yeates to approve the minutes of the November 24, 2009 Council Meeting as amended. Robison seconded the motion. The vote was unanimous, 7-0.

REPORT OF THE COUNTY EXECUTIVE: M. LYNN LEMON

APPOINTMENTS: There were no appointments.

WARRANTS: There were no warrants.

OTHER ITEMS

- UAC Letter Regarding Centrally Assessed Litigation Budget** – Executive Lemon said the budget is currently completely spent. UAC set a \$300,000.00 cap as the UAC contribution to the litigation budget. Since the budget is spent, UAC will leave in the appeals for Verizon, T-Mobile and Cingular and all other appeals will be dismissed.

PENDING ACTION

- **Adoption of 2010 Capital Improvements Schedule** – Executive Lemon explained he met with all the departments during the budgeting process. This schedule includes proposed capital improvements for 2010 through 2014. It also includes several CDBG projects. Some were excluded because the entities had withdrawn their applications.

Council member White questioned whether one of the roads listed is a county or private road.

Council member Robison asked why the Senior Citizen Center is not listed in any of the capital improvements? Lemon responded the Center could be added in to the 2011 capital improvements. By then the county should know what is happening with the proposed new Senior Center.

Council member Yeates inquired about the status of the money from the jail floor court settlement. Lemon said repairs are made as needed and paid for from the monies awarded in the settlement. The balance is carried forward to be used as needed for future repairs.

Chairman Petersen indicated this item will be on the December 8, 2009 Council Meeting agenda with corrections and additions as noted by the Council.

INITIAL PROPOSAL FOR CONSIDERATION

- **Adoption of Logan-Cache Airport Master Plan – Richard Stehmeier** introduced Chuck Larsen of J-U-B Engineering who reviewed the airport master plan they have developed including the goals of identifying and protecting the area needed for long-term airport operations, compatible land use zoning, creating a vision for future economic development and long-term planning for future commercial aviation.

Kelly Gillman presented the results of the Land Use Study for the airport area noting the goals of protecting the airport from encroachment, developing land use patterns that complement the airport and support Logan's projected growth, promoting economic development and collaboration with neighboring communities. This study was done for Logan City and Logan City wants Cache County to be aware of the proposed land use in the area so that the unincorporated land will be designated for compatible development.

Larsen said the master plan has been submitted to the FAA for their review and Larsen asked for the Council's support of the master plan.

Vice Chairman Zilles asked if the road concerns of the farmers in the area have been resolved. Lemon replied it is being resolved more slowly than hoped, but it is being worked out.

Executive Lemon and Council member Yeates stated the master plan and land use study should go before the Cache County Planning Commission for its recommendations.

(Attachment 1)

ACTION: Motion by Council member Buttars to remand the Airport Master Plan and the Airport Land Use Study to the Cache County Planning Commission for review and recommendations. White seconded the motion. The vote was unanimous. 7-0

- **Approval of Funding for North Logan – 2200 to 2500 North Road for Engineering** – North Logan Mayor Cary Watkins reported that the first phase of the 200 East road reaped a savings of \$450,000.00. North Logan is requesting \$125,000.00 of that savings be given to North Logan for an engineering study to be completed on 200 East road from 2200 North to 2500 North roads.

Chairman Petersen invited Jeff Gilbert of the CMPO to comment. Gilbert stated that 200 East is the highest priority on the CMPO list.

Council member Chambers asked what the effect on the study will be if a different route is chosen for the 200 East road? Mayor Watkins feels confident the preferred route will be chosen. Watkins believes the EIS process will be protracted for at least another couple of years.

Larry Soule, North Logan resident, addressed the Council and expressed a desire that one of the alternative routes for 200 East be utilized.

Tape 1, Side B

Lance Anderson, of Cache Landmark, noted that when the EIS is made, construction must be compliant with the EIS, but only about 600 feet of the project will be affected if an alternative route is chosen.

Council member White was not in favor of awarding the \$125,000.00 to North Logan for the engineering study until the EIS is completed.

Executive Lemon stated he believes the \$125,000.00 for the engineering study will be money well spent.

Yeates asked if North Logan is sharing in the cost of the engineering study? Mayor Watkins stated North Logan is budgeting in the funding for the cash match for the construction of the project in their 2010 budget.

(Attachment 2)

ACTION: Motion by Vice Chairman Zilles to allocate \$125,000.00 to North Logan City to be used for an engineering study on 200 East road between 2200 North and 2500 North roads. Chambers seconded the motion. The motion passed, 6 aye – Buttars, Chambers, Petersen, Robison, Yeates & Zilles and 1 nay – White.

- **Proposed Changes to Personnel Policy – Section 6.5.0, Sub-Section 6.5.5.1.1 Personal Leave** - Executive Lemon said there are concerns over employees terminating employment and then taking accrued personal leave of up to 520 hours. This creates a situation where the employee is still on the payroll, receiving benefits, etc. when they are actually no longer employed. Lemon indicated the recommendation is to only allow employees who terminate employment to receive a cash payout for their accumulated personal leave or put the cash equivalent in their retirement fund or a combination of

these two choices. Employees are being notified via email and have until December 8, 2009 to comment.

Chairman Petersen observed that the proposed wording is not clear and the Council deferred the proposal to the County Attorney to redraft the language.

- **Approval of Cooperative Agreement for engineering for roadway construction of 3100 North from US-91 to 1600 East** – Dan Turner, Hyde Park Engineer, reviewed the proposed road construction and requested Cache County contribute \$5,000.00 to the project. With contributions from Cache County, North Logan and Hyde Park, Turner is confident he can get additional funding from other government sources. Turner noted that each step of the project has a work order that has to be funded and signed before work goes forward. This agreement only pertains to a work order plan to obtain funding for the entire project.

Jeff Gilbert, of the CMPO, cautioned the Council that this project should not be funded with county road tax monies as that would circumvent the County Council of Governments (CCOG). This may produce matching funds from other sources and may be money well spent – Gilbert said he has not read the agreement. Gilbert responded to Vice Chairman Zilles' question of the CMPO's priority of this project that it is a secondary or lesser priority.

Council member White asked if any of the property is in an unincorporated area? Turner pointed out the portion that is in the unincorporated area of the county. The majority of the land is in North Logan and Hyde Park.

Executive Lemon stated that road tax money would not be used for this project. Money would be obtained from the Class B Roads fund. Lemon supports the \$5,000.00 county contribution. Coupled with \$5,000.00 each from North Logan and Hyde Park there will be \$15,000.00 for a concept study.

Vice Chairman Zilles had concerns about the cost of purchasing right-of-ways, but observed that there is some advantage to having a project engineered and ready to go in the event funds become available.

County Attorney Swink said he is not comfortable with the indemnification clauses in the agreement. Chairman Petersen expressed concerns with some of the wording as well.

Tape 2, Side A

- **Resolution No. 2009-35 – Authorizing Executive Lemon to Execute a Cooperative Agreement for Engineering for Roadway Construction of 3100 North from US-91 to 1600 East (NO ACTION TAKEN)** - Council member Robison suggested that Swink review the agreement and come back with a more acceptable agreement at the January 12, 2010 Council meeting.

Pat Parker reminded the Council that if this is on the January 12, 2020 agenda, the resolution will have to have a new number.

ACTION: Motion by Council member White to table indefinitely Resolution No. 2009-35 – Authorizing Executive Lemon to Execute a Cooperative Agreement for Engineering for Roadway Construction of 3100 North from US-91 to 1600 East. Robison seconded the motion.

ACTION: Motion by Council member Buttars to amend the motion to table Resolution No. 2009-35 – Authorizing Executive Lemon to Execute a Cooperative Agreement for Engineering for Roadway Construction of 3100 North from US-91 to 1600 East – until the January 12, 2010 County Council meeting to give the Cache County Attorney time to review the agreement and make recommendations. The motion to amend passed, 4 aye – Buttars, Chambers, Robison & Yeates and 3 nay – Petersen, White & Zilles.

ACTION: Chairman Petersen called for the vote on the amended main motion. The motion passed, 4 aye – Buttars, Chambers, Robison & Yeates and 3 nay – Petersen, White & Zilles.

- **Discussion – Amendments to the Restaurant Tax** – Executive Lemon explained that the Legislative Revenue and Taxation Interim Committee passed a proposal that would repeal the 1 percent restaurant tax and in its place, allow counties to impose a 0.1 percent county option sales tax. Excess revenues from counties will be distributed to counties which collect less from a 0.1 percent county option sales tax than from the restaurant tax.

(Attachment 3)

ACTION: Motion by Council member Buttars that the Cache County Council opposes the proposed change and directs the County Executive to notify local legislators and the Chairman of the Legislative Revenue and Taxation Interim Committee of that opposition. Yeates seconded the motion. The vote was unanimous, 7-0.

- **Discussion – Requiring Sprinkler Systems in new constructed homes – Chief Rod Hammer** said the Council asked him to discuss fire sprinklers in residential homes and he wanted to place that in the context of the fire department's responsibility in fire suppression. Hammer distributed copies of a portion of the International Fire Code that has been adopted by Utah as state law dealing with fire protection water supplies (see attached). Hammer said safety of home owners' and firefighters' lives is the number one priority in fire suppression. The second priority is to stop property loss. Insurance companies estimate a 5% to 7% decrease in insurance costs to homes with fire sprinklers. There is an 80% decrease in loss of life. Fire chiefs agree that fire sprinklers save lives and property, especially where there is not a good water supply. Sprinklers activate in less than four minutes and keep the damage to the room and contents, thus saving the remainder of the home. There is almost no chance of a fire sprinkler activating accidentally because it takes heat of up to 165 to 175 degrees, which would be almost direct flame, to set it off. Fire suppression is a function of time, water supply and personnel. Sprinklers suppress the fire until personnel and a water supply become available. Hammer said he recommends fire sprinklers.

Executive Lemon indicated he is not in favor of mandating fire sprinklers in homes constructed in the unincorporated portions of the county because that would mean some home builders would be required to install them and others wouldn't. For instance, if Lemon built a duplex or other multi-family building in a city, he would not be required to

install fire sprinklers. This would be unfair. Lemon favors highly recommending fire sprinklers in county residential construction.

Council member Buttars asked that the Fire Board provide a specific recommendation concerning fire sprinklers to the Council at a future meeting.

Chairman Petersen said this issue will be on the January 12, 2010 Council meeting agenda for further discussion.

(Attachment 4)

COUNCIL MEMBER REPORTS

Kathy Robison said the Council had received a letter requesting that the Council Conference room be named for Sarah Ann Skanchy, former County Council member. The recommendation is to purchase plaques for Skanchy and Darrell Gibbons, also a former County Council member, honoring their years of service and place the plaques in a prominent location in the Historical Cache County Courthouse.

There were no other Council member reports.

ACTION: Motion by Council member Yeates to adjourn from Council meeting and move to an Executive Session to disclose the appraisal or estimated value of the property under consideration. Buttars seconded the motion. The vote was unanimous, 7-0.

The Council moved to an Executive Session at 7:10 p.m.

The Executive Session adjourned at 7:25 p.m.

ADJOURNMENT

The Council meeting adjourned at 7:07 p.m.

ATTEST: Jill N. Zollinger
County Clerk

APPROVAL: H. Craig Petersen
Chairman

LOGAN-CACHE AIRPORT

- Airport Master Plan Update
- Airport Area Land Use Study

By

Logan-Cache Airport

And

Logan City

November, 2009

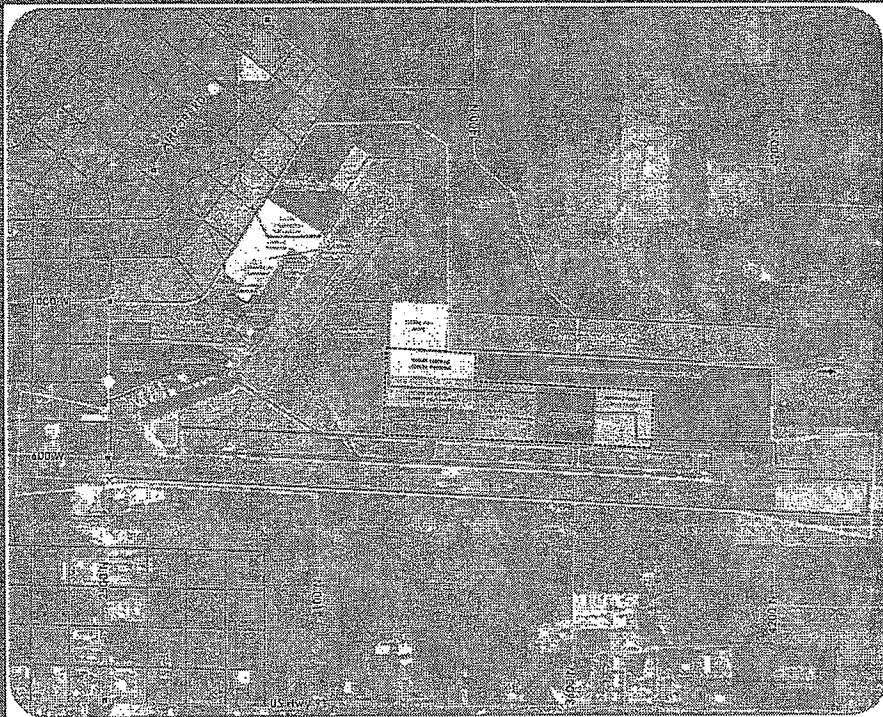
Presented By J-U-B ENGINEERS, Inc. and CRSA

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






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Logan-Cache Airport Recommended Alternative



Recommended
Alternative

Legend

-  Existing Airport Boundary
-  Future Airport Boundary
-  Future Reserve Boundary
-  Future Roads
-  Future Signalized Intersection
-  Future Right In/Out Intersection
-  Railroad Crossing



Map Coordinates: NAD 1983 Data: 1983-1984 USGS (NAD 1983) Data

Airport Master Plan Update Goals

- Identify and protect the area needed for long-term airport operations
- Compatible land use zoning surrounding the airport
- Create a vision for future economic development around the airport
- Long-term planning for future commercial operations

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LANDSIDE PLANNING

- *Goal One: Protect the Airport from encroachment*
- *Goal Two: Develop land use patterns that complement the airport and support Logan's projected growth*
- *Goal Three: Promote economic development*
- *Goal Four: Collaborate with neighboring communities*

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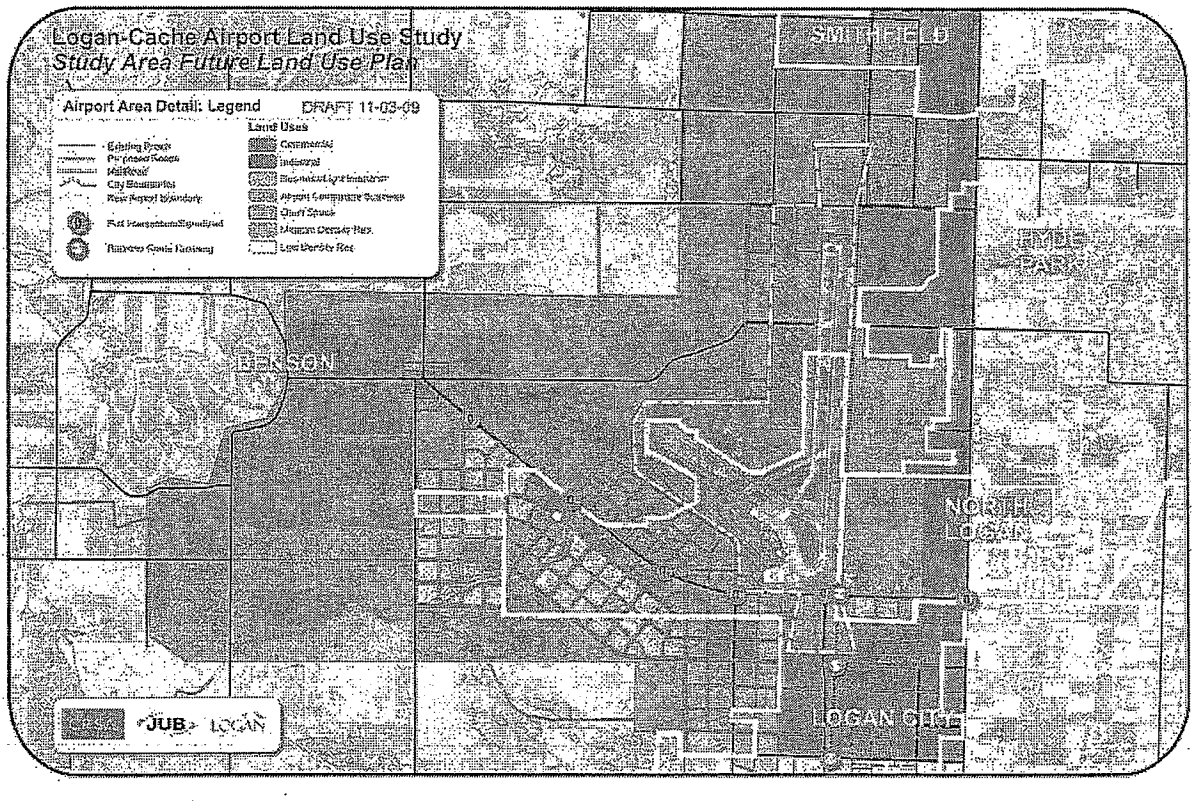
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Logan-Cache Airport Land Use Study
Study Area Future Land Use Plan

Airport Area Detail: Legend DRAFT 11-03-09

	Existing District		Land Use
	City Council District		Commercial
	City Boundary		Industrial
	Future Airport Boundary		Residential Medium Density
	Future Airport Runway		Airport Comparative Business
	Future Airport Taxiway		Office Space
	Future Airport Taxiway		Medium Density Residential
	Future Airport Taxiway		Low Density Residential










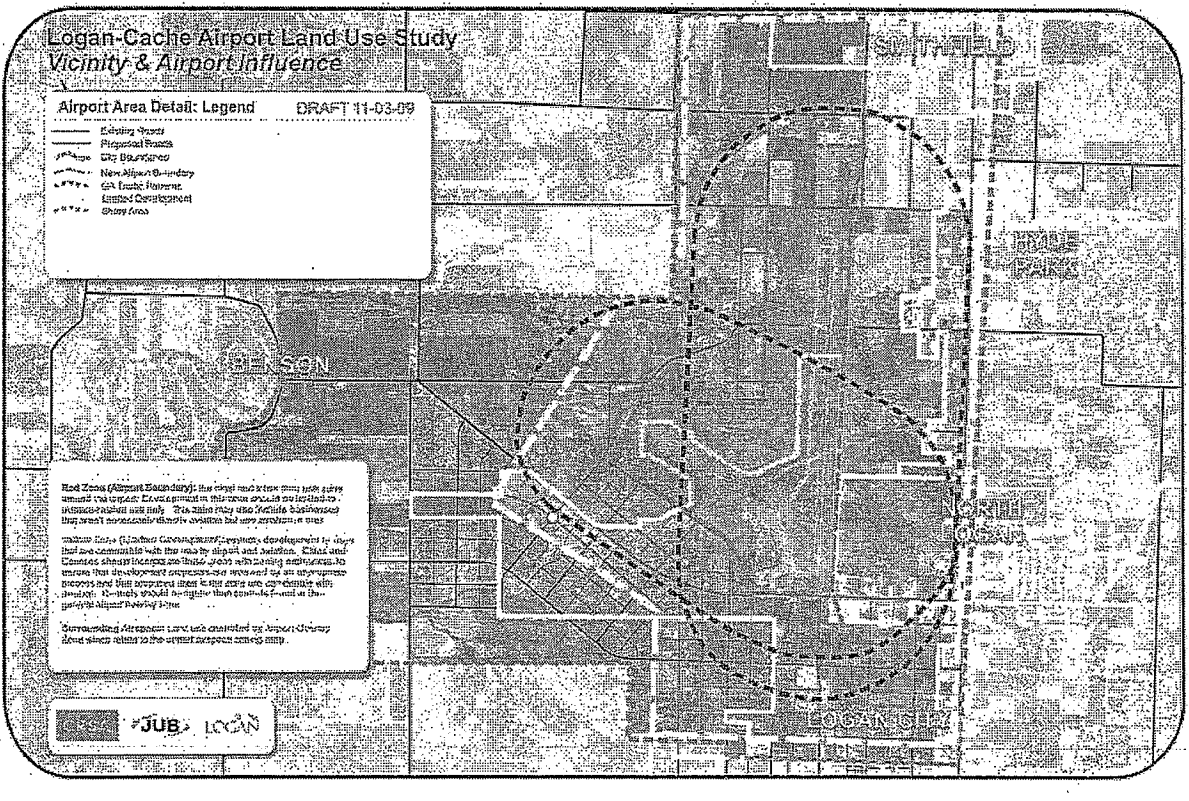
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**Logan-Cache Airport Land Use Study
Vicinity & Airport Influence**

Airport Area Detail: Legend DRAFT 11-03-09

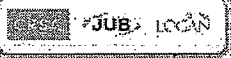
-  Existing Boundaries
-  Proposed Boundaries
-  City Boundaries
-  New Airport Boundary
-  City Council Hierarchy
-  Limited Development
-  Study Area



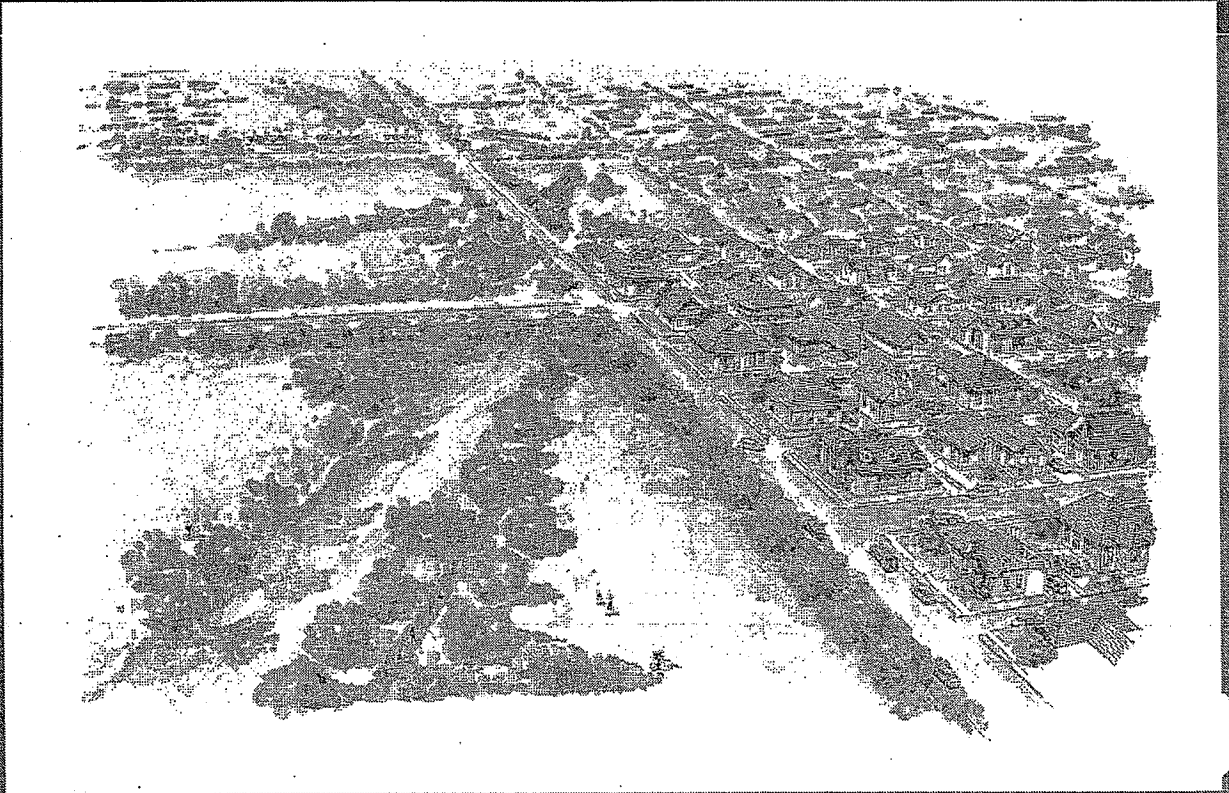
Red Zone (Airport Secondary): The city and town jurisdiction areas around the airport. Development in this zone should be limited to aviation-related uses. This area may also include boundaries that aren't necessarily directly aviation but are adjacent to the airport.

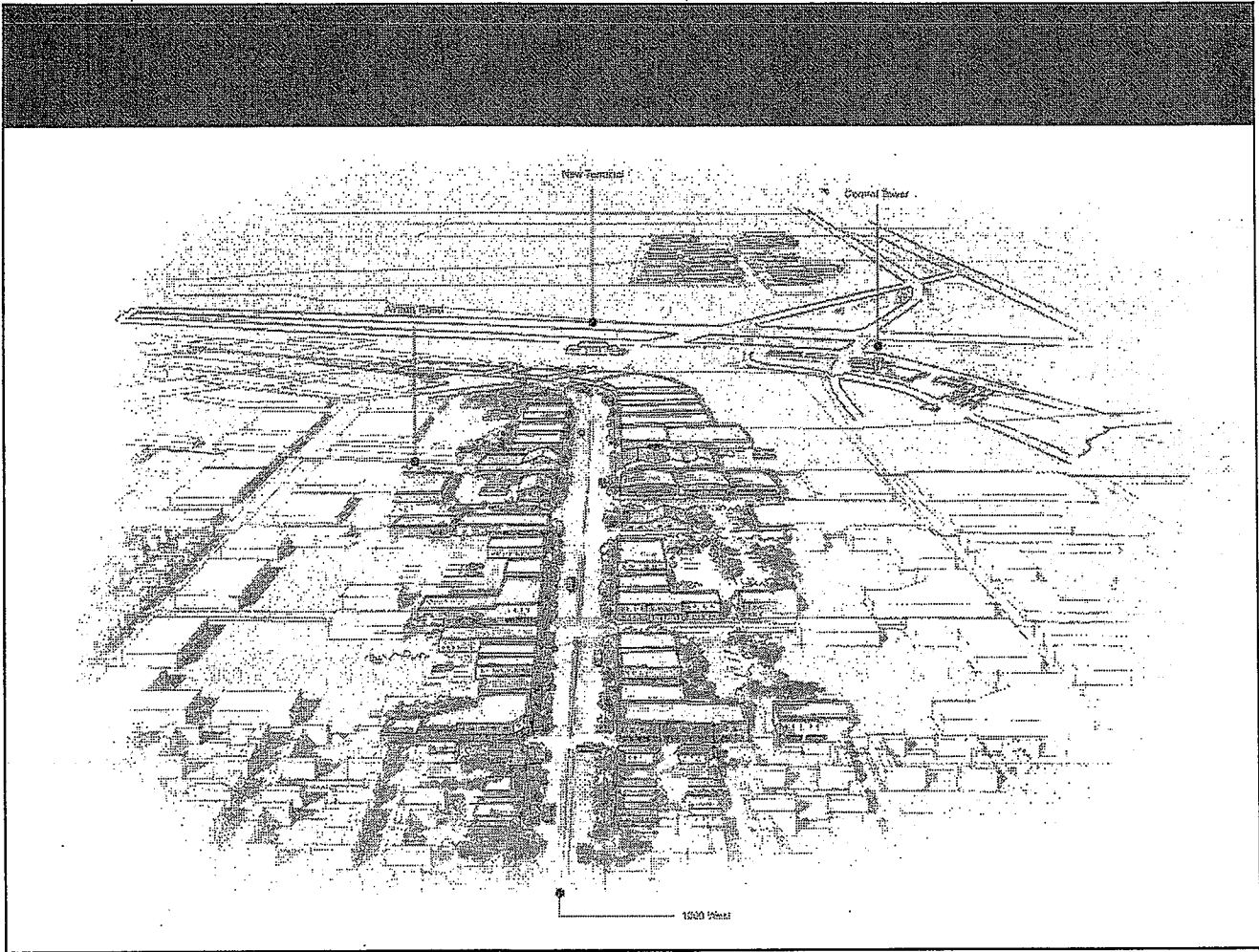
Study Area (Local Government): Development in this area should be compatible with the area by airport and aviation. This area should be developed in a way that is compatible with aviation-related uses. This area may also include boundaries that aren't necessarily directly aviation but are adjacent to the airport.

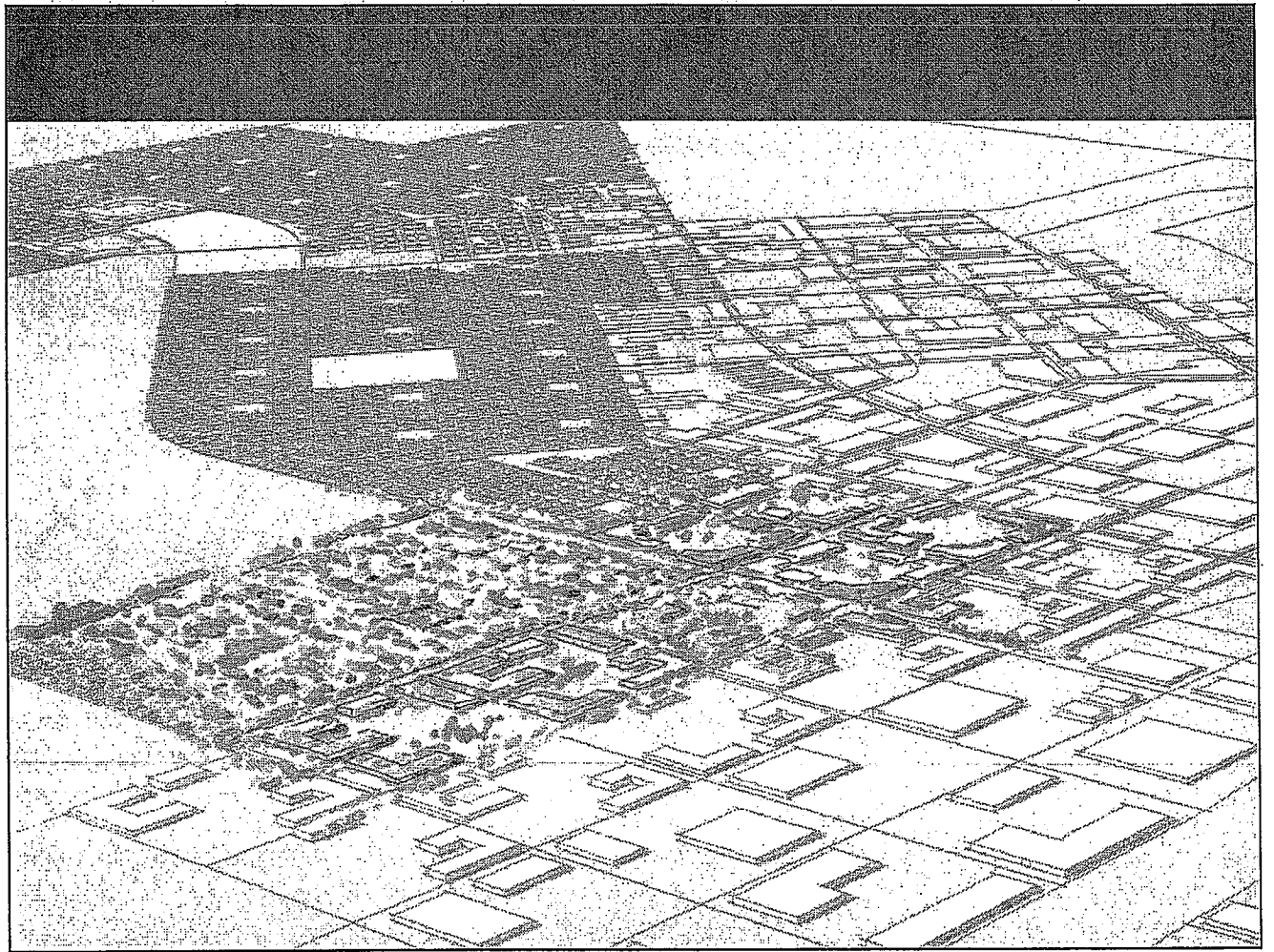
Surrounding Airport Area: This area is controlled by airport oversight and is not subject to the urban context zoning map.



SAMPLE RENDERINGS







LAND USE IMPLEMENTATION TOOLS

- General Plan Language
- Future Land Use Map
- Zoning
- Consistency Among Communities

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RECOMMENDED LAND USE ORDINANCE

1. Appropriate Base Zoning – coordinate w/ land use map
2. Overlay Zoning – secondary tool for height, light pollution, uses
3. Overlay Zoning – establish residential subcategories
4. Require aviation easements, disclosure as condition of development
5. Record disclosure language on plat

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QUESTION?

J-U-B ENGINEERS, Inc.

Chuck A. Larson, P.E.

(801) 886-9052

CRSA

Kelly Gillman

(801) 355-5915



CONCEPT DEVELOPMENT

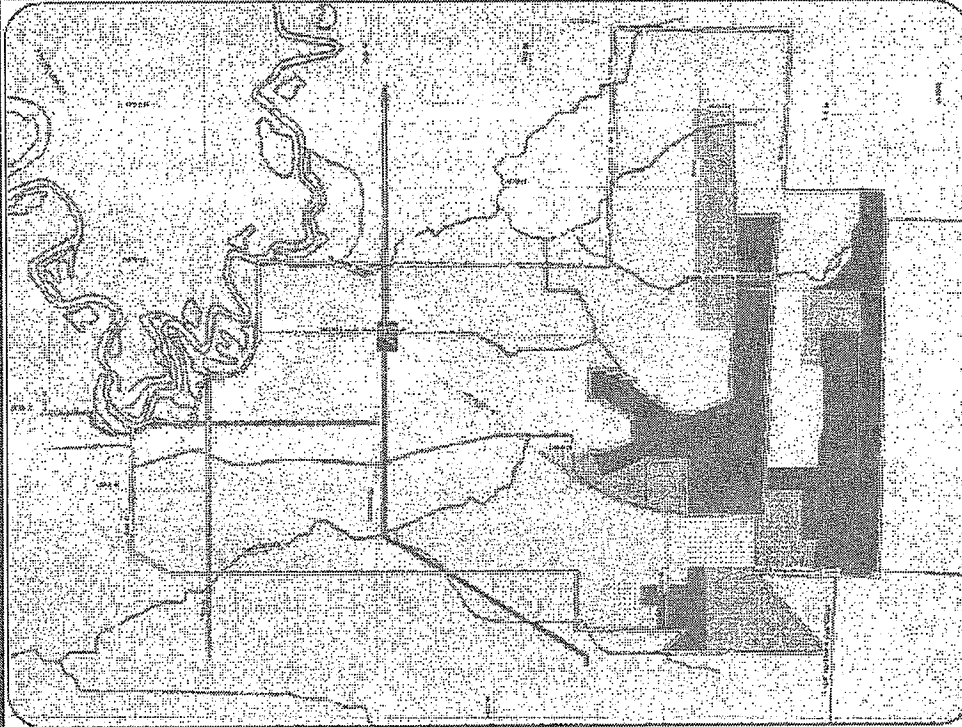
- Concept plans have been developed based on public comment.
 - Three options prepared to address wide range of public comments (Conservation, Greenways, Town Center)
 - Range from minimal development to significant development
 - Development in all options generally oriented around anticipated activity nodes
 - Airport adjacent development not significantly different between three options

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Logan-Cache Airport • Area Land Use Plan Alternative #1



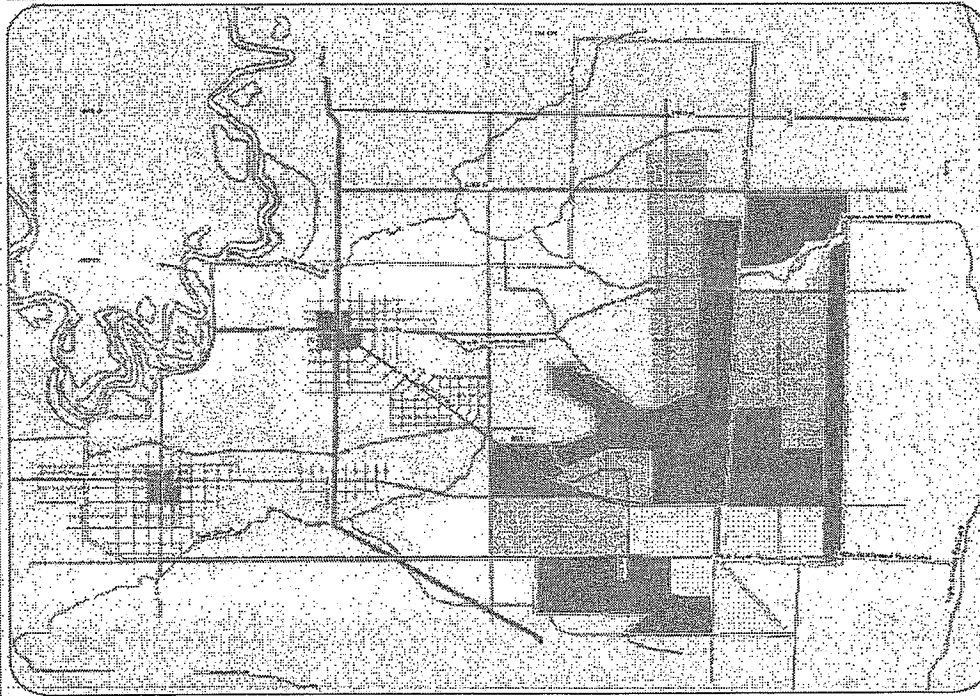
Conservation Scenario
 Proposed to be used in
 2007-2011
 2011-2015 for extension of
 The expansion of the
 2015-2020 for extension of
 2020-2025 for extension of

- Legend**
- Study Area
 - Airport Boundary
 - County Boundary
 - Highway
 - Transportation Route
 - Waterway
 - Wetland
 - Wildlife Habitat
 - Historic Site
 - State Park
 - State Forest
 - State Game Land
 - State Wildlife Refuge
 - State Game Refuge
 - State Wildlife Refuge

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Logan-Cache Airport - Area Land Use Plan Alternative #2



Greenways Scenario

Proposed Greenways to
 include: JUB
 Proposed Greenway
 to include: JUB
 Proposed Greenway
 to include: JUB
 Proposed Greenway
 to include: JUB

Legend

- Residential
- Commercial
- Industrial
- Office
- Institutional
- Office
- Office
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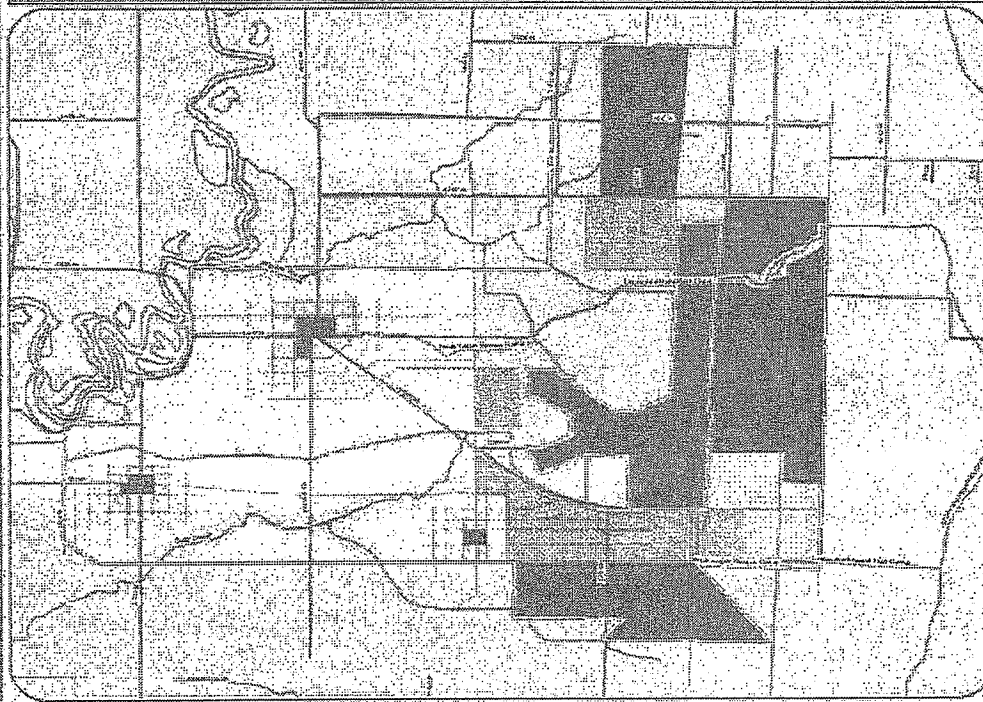
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JOB-GROWTH OR
 ECONOMIC DEVELOPMENT

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Logan-Cache Airport - Area Land Use Plan Alternative #3



Town Center Scenario

Map prepared by JUB
 Date: 10/15/2010
 Scale: 1" = 1000'
 Projection: UTM
 Contour Interval: 20'
 Data Source: GIS, Aerial, and Field Data

Legend

- Water Area
- Airport Boundary
- Property Lines
- Highway
- Interstate, Other Major Road
- Interstate, Minor Road
- Industrial
- General Business
- Office/Professional
- Community
- Open Space/Ag
- Public Use
- Unimproved Right of Way
- Public Utility
- Unimproved Right of Way

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JUB CONSULTING, INC.

CRSA JUB LOGAN

OPEN HOUSE COMMENTS

➤ Sampling of Additional Comments

- Land proposed for annexation is habitat for trumpeter swans
- Water concerns need to be addressed
- How will services be delivered to new development?
- Benson landowners have not been sufficiently involved
- Spreading out populations over the valley floor will increase commute times and associated air pollution
- Bypass road seems to be a waste since there are no businesses in area
- There should be high density housing southwest of airport

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OPEN HOUSE COMMENTS

➤ Area Land Use Plan Preference

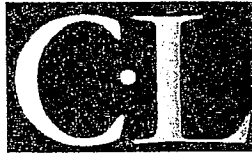
- Alternative 1 (Conservation): 18
- Alternative 2 (Greenways): 3
- Alternative 3 (Town Center): 7
- Alternative 1 or 2: 1
- None: 17

- Total Comments: 46

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Cache County Council

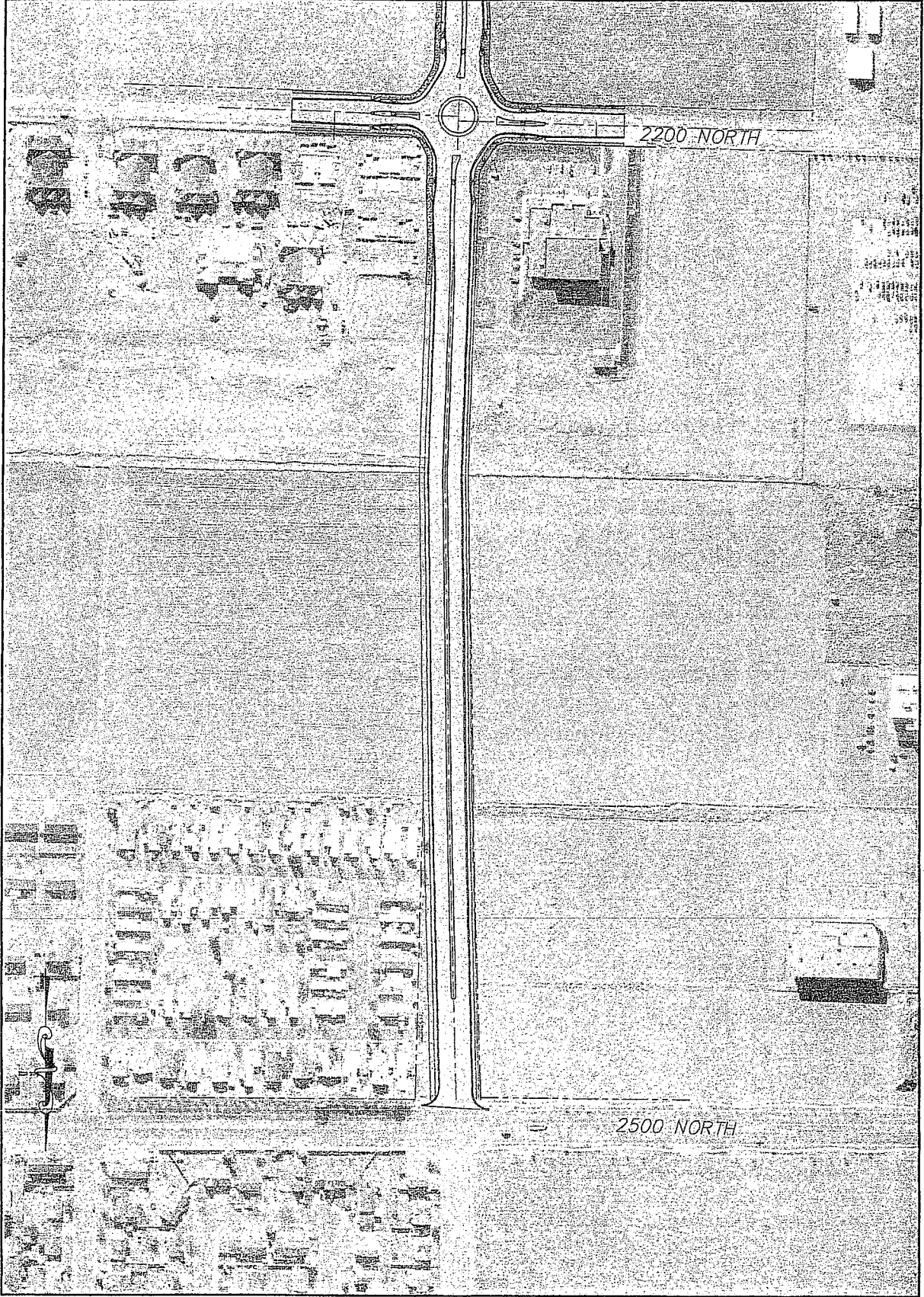
RE: 200 East Phase II (2200 N to 2500)

Phase I 200 East project is under the approved budget (County Budget) by \$400,000 to \$450,000 depending on final construction costs. The 1800 North intersection is completed. The utilities are installed from 1800 N to 2200 N. The road will be completed by July 1, 2010.

The budget is under due to lower bids for construction, savings on rights-of-way purchases, and limited contingency needed. At this time North Logan requests \$125,000 dollars of the savings from Phase I be allocated for the engineering of Phase II of 200 East from 2200 North to 2500 North.

The road will be similar to Phase I project (one lane of traffic in each direction with concrete median in the center). The road will utilize the existing 200 East right-of-way from 2200 to 2500 North. The estimated cost for Phase II is \$2.5 million dollars.

PLATTED UNDER 19, 2008 BY 044 P0100 FILE 242000 PROJECT/445-0001 NORTH LOGAN TO THE PLANNING/COMPREHENSIVE PLAN 2500 NORTH RESIDENTS SENS



1	
DATE	10/11/2009
BY	DAVID L. BROWN
FOR	DAVID L. BROWN
PROJECT	200 EAST MASTER PLAN
CLIENT	DAVID L. BROWN
ADDRESS	2200 NORTH TO 2500 NORTH
CITY	NORTH LOGAN, UTAH
COUNTY	KANE COUNTY
STATE	UTAH
COUNTRY	USA
SCALE	AS SHOWN
PROJECT NO.	242000
PROJECT NAME	200 EAST MASTER PLAN
PROJECT ADDRESS	2200 NORTH TO 2500 NORTH
PROJECT CITY	NORTH LOGAN, UTAH
PROJECT COUNTY	KANE COUNTY
PROJECT STATE	UTAH
PROJECT COUNTRY	USA

200 EAST MASTER PLAN
 2200 NORTH TO 2500 NORTH
 NORTH LOGAN, UTAH

MASTER PLAN EXHIBIT

DATE	DESCRIPTION

Pat
Please copy
County Council
Thanks
hym
Done
11/23/09



UTAH ASSOCIATION OF COUNTIES
A Unifying Voice for County Government

UAC Analysis of Amendments to the Tourism, Recreation, Cultural, Convention, and Airport Facilities Tax Act

On November 18, 2009, Representative Craig Frank introduced legislation to the Legislative Revenue and Taxation Interim Committee that would repeal the 1 percent restaurant tax and, in its place, allow counties to impose a 0.1 percent county option sales tax. The bill was adopted as a committee bill with an unanimous vote.

The bill, if enrolled, would do the following things:

- Starting January 1, 2011, the 1 percent restaurant tax would be repealed.
- Starting January 1, 2011, counties would have the option of imposing a 0.1 percent county option sales tax for TRCC purposes.
- Create a hold-harmless (based off of 2009 restaurant tax collections) for any county that collects less from a 0.1 percent county option sales tax than from the restaurant tax by distributing a portion of excess revenues from other counties' collections.

Potential benefits from the bill:

- Preliminary analysis shows that a 0.1 percent county option sales tax would have produced an additional \$12 million statewide of TRCC funds in 2008 and an additional \$7 million statewide (through October) of TRCC funds in 2009. See the attached spreadsheet.
- Passage of the bill would nearly guarantee that county government would not have to deal with the Restaurant Association in the future.

Potential costs of the bill:

- The half dozen or so counties that would be held harmless wouldn't see any growth in their TRCC collections for years (if ever).

Moving forward:

- It seems doubtful that the Legislature would allow the counties to receive such a large fiscal windfall. Chances are the bill will be amended during the Legislative Session to a point where the bill more closely approaches revenue neutral. At which point, more counties will be held harmless and see little—if any—growth.

Proposed Shift from 1 Percent Restaurant Tax to 0.1 Percent County Option Sales Tax

County	2008 Restaurant Tax	Proposed 0.1% Sales Tax	Difference	2009 Restaurant Tax*	Proposed 0.1% Sales Tax*	Difference	After Hold Harmless
Beaver	\$79,165	\$98,055	\$18,891	\$63,549	\$73,148	\$9,599	\$8,622
Box Elder	\$399,404	\$707,847	\$308,444	\$300,597	\$527,752	\$227,154	\$204,022
Cache	\$981,054	\$1,633,020	\$651,966	\$792,235	\$1,215,167	\$422,932	\$379,862
Carbon	\$213,932	\$419,567	\$205,636	\$182,120	\$306,424	\$124,304	\$111,645
Daggett	\$14,977	\$31,826	\$16,850	\$10,744	\$24,668	\$13,924	\$12,506
Davis	\$2,841,938	\$4,459,821	\$1,617,883	\$2,343,274	\$3,328,871	\$985,597	\$885,227
Duchesne	\$120,632	\$396,911	\$276,279	\$92,449	\$289,736	\$197,287	\$177,196
Emery	\$0	\$140,336	\$140,336	\$11,988	\$129,795	\$117,806	\$105,809
Garfield	\$160,664	\$91,557	(\$69,107)	\$124,358	\$65,451	(\$58,908)	\$0
Grand	\$333,704	\$224,220	(\$109,484)	\$258,365	\$164,817	(\$93,547)	\$0
Iron	\$473,622	\$692,133	\$218,511	\$375,132	\$503,003	\$127,871	\$114,849
Juab	\$87,691	\$124,357	\$36,666	\$62,047	\$97,774	\$35,727	\$32,089
Kane	\$118,087	\$106,047	(\$12,041)	\$93,872	\$87,228	(\$6,644)	\$0
Millard	\$0	\$147,489	\$147,489	\$0	\$133,975	\$13,514	\$120,331
Morgan	\$39,758	\$108,870	\$69,113	\$29,370	\$81,977	\$52,607	\$47,250
Piute	\$6	\$28,148	\$28,142	\$0	\$25,873	\$25,873	\$23,238
Rich	\$27,670	\$32,853	\$5,183	\$19,150	\$23,552	\$4,402	\$3,954
Salt Lake	\$15,994,304	\$19,031,347	\$3,037,043	\$12,528,502	\$13,981,715	\$1,453,213	\$1,305,222
San Juan	\$0	\$220,739	\$220,739	\$0	\$152,213	\$152,213	\$136,712
Sanpete	\$90,632	\$323,556	\$232,924	\$70,889	\$236,386	\$165,497	\$148,643
Sevier	\$198,240	\$350,165	\$151,926	\$163,825	\$252,055	\$88,230	\$79,245
Summit	\$1,686,766	\$980,804	(\$705,961)	\$1,358,272	\$703,964	(\$654,308)	\$0
Tooele	\$390,269	\$755,780	\$365,512	\$315,419	\$574,304	\$258,884	\$232,520
Uintah	\$350,522	\$1,071,177	\$720,654	\$275,647	\$674,806	\$399,160	\$358,510
Utah	\$4,396,450	\$7,414,406	\$3,017,956	\$3,631,473	\$5,537,378	\$1,905,905	\$1,711,814
Wasatch	\$316,003	\$340,931	\$24,928	\$219,793	\$234,213	\$14,420	\$12,951
Washington	\$1,766,270	\$2,324,889	\$558,619	\$1,374,883	\$1,669,281	\$294,398	\$264,418
Wayne	\$48,118	\$38,539	(\$9,579)	\$27,675	\$29,449	\$1,774	\$1,594
Weber	\$2,398,534	\$3,586,962	\$1,188,428	\$1,925,921	\$2,700,523	\$774,603	\$695,720
Total	\$33,528,411	\$45,882,354	\$12,353,943	\$26,651,547	\$33,825,496	\$7,173,949	\$7,173,949

All Data from the Utah State Tax Commission

*Through October

Proposed Shift from 1 Percent Restaurant Tax to 0.1 Percent County Option Sales Tax

County	2008 Restaurant Tax	Proposed 0.1% Sales Tax Less Food	Difference	2009 Restaurant Tax*	Proposed 0.1% Sales Tax Less Food**	Difference	After Hold Harmless
Beaver	\$79,165	\$89,035	\$9,871	\$63,549	\$65,283	\$1,734	\$1,382
Box Elder	\$399,404	\$609,007	\$209,603	\$300,597	\$466,549	\$165,952	\$132,241
Cache	\$981,054	\$1,418,930	\$437,876	\$792,235	\$1,060,351	\$268,116	\$213,652
Carbon	\$213,932	\$377,270	\$163,339	\$182,120	\$275,719	\$93,600	\$74,586
Daggett	\$14,977	\$29,780	\$14,803	\$10,744	\$23,039	\$12,295	\$9,797
Davis	\$2,841,938	\$3,894,469	\$1,052,531	\$2,343,274	\$2,928,382	\$585,108	\$466,251
Duchesne	\$120,632	\$373,238	\$252,606	\$92,449	\$270,417	\$177,968	\$141,817
Emery	\$0	\$129,795	\$129,795	\$11,988	\$120,870	\$108,882	\$86,764
Garfield	\$160,664	\$85,890	(\$74,774)	\$124,358	\$61,474	(\$62,884)	\$0
Grand	\$333,704	\$202,799	(\$130,905)	\$258,365	\$149,840	(\$108,525)	\$0
Iron	\$473,622	\$587,763	\$114,141	\$375,132	\$431,558	\$56,427	\$44,964
Juab	\$87,691	\$111,744	\$24,053	\$62,047	\$88,250	\$26,203	\$20,881
Kane	\$118,087	\$98,021	(\$20,066)	\$93,872	\$79,825	(\$14,047)	\$0
Millard	\$0	\$129,031	\$129,031	\$0	\$120,053	\$120,053	\$95,666
Morgan	\$39,758	\$93,637	\$53,880	\$29,370	\$70,074	\$40,704	\$32,436
Piute	\$6	\$25,575	\$25,569	\$0	\$22,928	\$22,928	\$18,270
Rich	\$27,670	\$30,499	\$2,829	\$19,150	\$21,637	\$2,487	\$1,982
Salt Lake	\$15,994,304	\$17,472,944	\$1,478,640	\$12,528,502	\$12,777,104	\$248,602	\$198,102
San Juan	\$0	\$207,192	\$207,192	\$0	\$139,687	\$139,687	\$111,311
Sanpete	\$90,632	\$267,273	\$176,641	\$70,889	\$196,712	\$125,823	\$100,264
Sevier	\$198,240	\$306,991	\$108,751	\$163,825	\$218,500	\$54,674	\$43,568
Summit	\$1,686,766	\$896,635	(\$790,130)	\$1,358,272	\$631,214	(\$727,058)	\$0
Tooele	\$390,269	\$639,637	\$249,368	\$315,419	\$490,263	\$174,844	\$139,327
Uintah	\$350,522	\$1,017,071	\$666,549	\$275,647	\$635,062	\$359,415	\$286,405
Utah	\$4,396,450	\$6,377,505	\$1,981,055	\$3,631,473	\$4,845,610	\$1,214,137	\$967,502
Wasatch	\$316,003	\$295,146	(\$20,857)	\$219,793	\$205,045	(\$14,748)	\$0
Washington	\$1,766,270	\$2,045,893	\$279,622	\$1,374,883	\$1,479,253	\$104,370	\$83,168
Wayne	\$48,118	\$34,198	(\$13,920)	\$27,675	\$25,969	(\$1,706)	\$0
Weber	\$2,398,534	\$3,166,005	\$767,471	\$1,925,921	\$2,395,042	\$469,121	\$373,826
Total	\$33,528,411	\$41,178,039	\$7,649,628	\$26,651,547	\$30,295,708	\$3,644,162	\$3,644,162

All Data from the Utah State Tax Commission

*Through October

**Sales Tax on Food Average of Quarters 1 and 2

506.1.1 Locks. An approved lock shall be installed on gates or similar barriers when required by the fire code official.

506.2 Key box maintenance. The operator of the building shall immediately notify the fire code official and provide the new key when a lock is changed or rekeyed. The key to such lock shall be secured in the key box.

SECTION 507 HAZARDS TO FIRE FIGHTERS

507.1 Trapdoors to be closed. Trapdoors and scuttle covers, other than those that are within a dwelling unit or automatically operated, shall be kept closed at all times except when in use.

507.2 Shaftway markings. Vertical shafts shall be identified as required by this section.

507.2.1 Exterior access to shaftways. Outside openings accessible to the fire department and which open directly on a hoistway or shaftway communicating between two or more floors in a building shall be plainly marked with the word SHAFTWAY in red letters at least 6 inches (152 mm) high on a white background. Such warning signs shall be placed so as to be readily discernible from the outside of the building.

507.2.2 Interior access to shaftways. Door or window openings to a hoistway or shaftway from the interior of the building shall be plainly marked with the word SHAFTWAY in red letters at least 6 inches (152 mm) high on a white background. Such warning signs shall be placed so as to be readily discernible.

Exception: Marking shall not be required on shaftway openings which are readily discernible as openings onto a shaftway by the construction or arrangement.

507.3 Pitfalls. The intentional design or alteration of buildings to disable, injure, maim or kill intruders is prohibited. No person shall install and use firearms, sharp or pointed objects, razor wire, explosives, flammable or combustible liquid containers, or dispensers containing highly toxic, toxic, irritant or other hazardous materials in a manner which may passively or actively disable, injure, maim or kill a fire fighter who forcibly enters a building for the purpose of controlling or extinguishing a fire, rescuing trapped occupants or rendering other emergency assistance.

SECTION 508 FIRE PROTECTION WATER SUPPLIES

508.1 Required water supply. ~~An approved water supply capable of supplying the required fire flow for fire protection shall be provided to premises upon which facilities, buildings or portions of buildings are hereafter constructed or moved into or within the jurisdiction.~~

508.2 Type of water supply. A water supply shall consist of reservoirs, pressure tanks, elevated tanks, water mains or other fixed systems capable of providing the required fire flow.

508.2.1 Private fire service mains. Private fire service mains and appurtenances shall be installed in accordance with NFPA 24.

508.2.2 Water tanks. Water tanks for private fire protection shall be installed in accordance with NFPA 22.

508.3 Fire flow. Fire flow requirements for buildings or portions of buildings and facilities shall be determined by an approved method.

508.4 Water supply test. The fire code official shall be notified prior to the water supply test. Water supply tests shall be witnessed by the fire code official or approved documentation of the test shall be provided to the fire code official prior to final approval of the water supply system.

508.5 Fire hydrant systems. Fire hydrant systems shall comply with Sections 508.5.1 through 508.5.6.

508.5.1 Where required. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.

Exceptions:

1. For Group R-3 and Group U occupancies, the distance requirement shall be 600 feet (183 m).
2. For buildings equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1 or 903.3.1.2, the distance requirement shall be 600 feet (183 m).

508.5.2 Inspection, testing and maintenance. Fire hydrant systems shall be subject to periodic tests as required by the fire code official. Fire hydrant systems shall be maintained in an operative condition at all times and shall be repaired where defective. Additions, repairs, alterations and servicing shall comply with approved standards.

508.5.3 Private fire service mains and water tanks. Private fire service mains and water tanks shall be periodically inspected, tested and maintained in accordance with NFPA 25 at the following intervals:

1. Private fire hydrants (all types): Inspection annually and after each operation; flow test and maintenance annually.
2. Fire service main piping: Inspection of exposed, annually; flow test every 5 years.
3. Fire service main piping strainers: Inspection and maintenance after each use.

508.5.4 Obstruction. Posts, fences, vehicles, growth, trash, storage and other materials or objects shall not be placed or kept near fire hydrants, fire department inlet connections or fire protection system control valves in a manner that would prevent such equipment or fire hydrants from being immediately discernible. The fire department shall not be deterred or hindered from gaining immediate access to fire protection equipment or fire hydrants.

508.5.5 Clear space around hydrants. A 3-foot (914 mm) clear space shall be maintained around the circumference of fire hydrants except as otherwise required or approved.