

**HEBER CITY CORPORATION
75 North Main Street
Heber City, UT 84032
Heber City Council Meeting
September 19, 2023**

APPROVED Minutes

**4:00 p.m. Work Meeting
6:00 p.m. Regular Meeting**

I. WORK MEETING - 4:00 P.M.

Mayor Franco called the meeting to order at 4:03 p.m.

City Council Present: Mayor Heidi Franco
Council Member Yvonne Barney - arrived 4:07 p.m.
Council Member Mike Johnston
Council Member Rachel Kahler
Council Member Scott Phillips
Council Member Ryan Stack

Staff Present: City Manager Matt Brower
Assistant City Manager Mark Smedley
Community Development Director Tony Kohler
Planning Manager Jamie Baron
City Engineer Russ Funk
Finance Manager Sara Nagel
City Planner Jacob Roberts
City Attorney Jeremy Cook
City Recorder Trina Cooke
Detective Heath Harvey

Staff Participating Remotely: IT Specialist Anthon Beales, Human Resources Manager Cherie Ashe, Finance Manager Sara Jane Nagel, City Engineer Russ Funk, Planning Manager Jamie Baron, Engineering Administrative Assistant Desiree Muheim, and Accounts Payable Technician Wendy Anderson.

Also Present: Chris Merritt, Amber Anderson, Chelsea Gauthier, Michael Moulton, Paul Royall, William F. Webb, Rachel Michael, Allison Salisbury, Alissa Haynes, John Hajny, Lisa Bahash, Piper Riddle, McKay Riddle Johnson, Tonia Webb, Laurie Thomson, Mark Thomson, Ann Moulton, Ryan Bonner, L. Wynn - Wave, Tori Broughton, Del Barney and others who did not sign in or whose names were illegible.

Also Attending Remotely: (Names are shown as signed-in online) Christen Thompson, John Janson, Meg Ryan, Russ Watts, Caroline Rodriguez, CLP, Danny

Hill, Diana, Dark Skies Advocate, Fox 13 News, Jeremy, Kristin Bunnell, KUTV, KSL, Julie M, Grace - KPCW, EA, Kyle Kohler, Lisa Jane Dinga, Nick Lopez, Parker Sever, Rws, Shorty, Vickie, and Vaughn Hokanson.

1. State Historic Preservation Office (SHPO) presentation on the National Main Street Program, Historic Preservation and state and national grant programs (Kohler, Smedley, Gauthier, Clarke) (Tony Kohler, Community Development Director) - *60 min*

Chris Merritt, State Historic Preservation Officer with the State of Utah, described the importance of preserving the history of communities. Mr. Merritt reviewed the purpose and function of their organization and noted the grants available for historical preservation purposes. He felt there were many opportunities for historical revitalization along Heber's downtown Main Street.

Amber Anderson further described the benefits of registering with the National Register of Historic Places. Chelsea Gauthier headed the Utah Main Street Program to support community transformation while promoting economic vitality. She reiterated potential funding programs and possible grants. Council discussion followed.

2. Implementing the Central Heber Vision (Tony Kohler, Community Development Director) - *40 min*

Planning Consultant John Janson explained there was clarification needed in the City's General Plan in order to proceed with enacting the Envision Central Heber Plan. He offered nine steps, as outlined in the attached Staff Report, in order to implement the Vision. A public hearing with the Planning Commission would be needed. Mr. Janson felt a joint meeting between the Planning Commission and Council would be helpful and possibly an additional public open house. Consensus of the Council was for Staff to proceed with the necessary steps to implement the Vision.

3. Discussion regarding changing the name of Hidden Creek Lane between Highway 40 and Mill Road (Jamie Baron, Planning Manager) - *10 min*

City Planning Manager Jamie Baron explained that the residents of the original Hidden Creek Lane were unhappy about the road name being used for a road in the new development across the highway.

Rachel Michael, resident of Hidden Creek Lane, described the existing confusion with the road as the post office had it listed under Hidden Creek Road but the emergency services had it listed as Hidden Creek Lane. She noted the road across the highway did not directly align with the pre-existing Hidden Creek Lane. She had submitted the attached letter to the Heber City Council signed by all the neighbors to request the name change for the road in the new development. Council discussion concluded that the road be given the name of its number coordinate, 1790 South, until the subdivision was built.

II. BREAK - 10 MIN

III. REGULAR MEETING - 6:00 P.M.

1. Call to Order

Mayor Franco called the meeting to order at 6:04 p.m. and welcomed everyone present.

2. Pledge of Allegiance (Scott Phillips, Council Member)

Council Member Phillips led the recitation of the Pledge of Allegiance.

3. Prayer/Thought by Invitation (Ryan Stack, Council Member)

Council Member Stack shared a prayer.

IV. CONFLICT OF INTEREST DISCLOSURE:

Council Member Stack recused himself from the HVT (Heber Valley Transit) discussion as his office represented them. He did not feel it was a direct conflict but wished to avoid any potential appearance of impropriety.

V. CONSENT AGENDA:

1. Approval of September 5, City Council Meeting Minutes (Trina Cooke, City Recorder)
2. Ordinance 2023-33 Removing Title 4 from the Heber City Municipal Code and deferring to State requirements (Jeremy Cook, City Attorney)
3. Consider Approval of Contract Award for Construction of the 1200 South 500 East Traffic Signal (Russ Funk, City Engineer) -

Council Member Kahler asked that City Engineer Russ Funk provide information for the concerned community members on Consent Agenda item three prior to approval due to a recent accident at the intersection involving a juvenile. Mr. Funk shared that Council had previously expressed interest in the installation of a traffic signal at the intersection. The City had performed a traffic safety study and the results had not warranted a signal at that time. Despite study results, the City Council and Staff had decided to proceed with the installation of a traffic signal based upon safety concerns. The Engineering Department had requested funding for the signal in the existing budget cycle and had planned on beginning the installation project in the spring but had recently decided to accelerate the timeline.

Motion: Council Member Kahler moved to approve the three Consent Agenda items as listed. **Second:** Council Member Johnston seconded the motion.

Discussion: Council Member Phillips asked to correct a statement in the September 5, 2023, meeting minutes. Page 13 of the minutes indicated that he said the temple lighting would be downward facing in order to maintain the dark skies and he had actually said "no light would be escaping the surface of the temple".

Mayor Franco asked if the crosswalk on 1200 South had been repainted since the road was resurfaced. City Engineer Russ Funk stated that the crosswalk had not been repainted yet as there was another coating that needed to be added to the road surface before the crosswalk could be redone. An officer would be posted at the crosswalk location until it was repainted.

Amended Motion: Council Member Kahler agreed to amend her motion to include Council Member Phillips requested correction to the meeting minutes.

Voting Yes: Council Members Kahler, Johnston, Barney, Stack, and Phillips. **Voting No:** none. The **Motion Passed 5-0.**

VI. PUBLIC COMMENTS: (3 min per person/20 min max)

1. Public Handouts

William F. Webb referred to a recent letter to the editor in the Wasatch Wave that had proposed one-way traffic on 100 East and 100 West in order to alleviate some of the traffic pressure on Main Street. He felt it was a good suggestion and it could work in conjunction with the bypass. He expressed his support to rename the Public Safety building for Chief Dave Booth. Mr. Webb shared that he had a neighbor who had committed suicide and Chief Booth had continued to stop by to perform welfare checks on the affected residents. Mr. Webb found the Chief to be compassionate and very dedicated to public safety.

John Hajne reminded Council he was hit by a vehicle 40 years prior and traffic safety was very important to him. He stated the City had contracted a third-party engineering firm to perform the traffic study and he felt it should be made available to the public as it had been paid for by the tax-payers. He wished to clarify his disagreement with the concept that there would be 200 lots on the land where the temple would be built. The location was zoned for 1-acre lots which equated to 18 lots. The engineering information that each home generated 10 round-trip traffic trips per day was from the 60's. He did not agree that the elected City Officials could not do more to guide the temple construction. He referred to the MOU (Memorandum of Understanding) between the City and the County from 2019 that he felt gave the City more negotiating power and wondered why the temple was not in the MOU. He suggested the City post the written guidelines for traffic requirements to inform the public and contractors.

Ann Moulton, Just Serve Specialist, had helped organize the September 11 day of service held on September 9, 2023. She wished to thank the City for their support. The service project had completed nine projects with 300-400 participants. A property clean-up was done on 274 Main Street, filling a construction dumpster and two truck beds.

Christen Thompson, Heber City Resident, liked the existing City branding and questioned the wisdom of spending tax-payer money on rebranding. With regard to speed limits and streets, he proposed lowering speed limits on Mill Road and 1200 South; installing cross-walks on 600 South Mill Road and at 600 South 270 East, by the high school; and better intersection designs such as the Dutch-style intersections with a tighter turn radius for cars and providing protected lanes for cyclists.

VII. GENERAL BUSINESS ITEMS:

1. Discussion with High Valley Transit regarding assistance from Heber City to facilitate future HVT bus stops, bike-and-ride lots, and other issues for expanded transit in the near future in Heber City (Mike Johnston, Council Member) - *15 min*

Council Member Johnston had invited High Valley Transit to present at the City Council Meeting in order to coordinate how the City could help facilitate walk-and-ride and bike-and-ride bus-stop locations going forward.

Jamie Dansie, transit planner for High Valley Transit (HVT), presented information regarding the installation of bus stops, ensuring ADA (Americans with Disabilities Act) compliance, and hopes to increase services in Heber Valley with more permanent bus stop structures. Council Member Johnston asked HVT to work with the City to project where additional stops needed to be added as new development was constructed. Discussion regarding future collaboration followed.

2. Presentation regarding Dark Skies in Heber City (Lisa Bahash) - *10 min*

Lisa Bahash and Alissa Haynes were co-founders of Wasatch Back Dark Skies. They provided information as shown in the attached PowerPoint. They would be proposing an amendment to the County's dark skies ordinance at the County Council meeting the following night.

Council Member Barney asked if there was a middle ground for the group to compromise with the County. Ms. Haynes agreed and noted it was easier to do it right from the beginning rather than try to recover later. The group had hoped the County would have made the temple an exception rather than adopting an ordinance that allowed the entire County the same lighting as the temple.

3. Utah League of Cities and Towns - September 2023 Conference Report - Housing Brochure & Data Request, NIMS Training, M&I Water and 'Water Neutral Savings,' Resolution 1 & Governor's Initiative on 'Disagree Better', Resolution 2 on 'Local Authority' See also: <https://www.nga.org/disagree-better/> (Heidi Franco, Mayor) - 20 min

Mayor Franco shared handouts with information provided at the Utah League of Cities and Towns (ULCT) conference. She felt M&I water needed to be addressed in the municipal code for development agreements. She handed out the attached Dignity Index card and read the proposed resolution to encourage dignity and civility in local politics. Mayor Franco proposed considering the adoption of a Code of Conduct.

4. Update of Council Priorities 2023-2024 (Matt Brower, City Manager) - 10 min

City Manager Matt Brower reviewed the progress of Staff to accomplish the Council priorities as listed in the attached spreadsheet. He commended the City Staff for their efforts. Mayor Franco shared plans for a stoplight to be installed at the new Smith's Marketplace location. The street light fixtures on Main Street were being replaced. Mr. Brower shared the progress of the new Heritage Farms Parkway. Council Member Johnston shared his appreciation for Mr. Brower and the City Staff and expressed thanks from the Council.

5. Central Heber Replacements Project Update (Russ Funk, City Engineer) - 5 - min

City Engineer Russ Funk shared that phase one of the Central Heber Replacements project was near completion. The project had come in over a million dollars under budget at a time when construction materials were at an all-time high and construction crews availability were at an all-time low. He continued to provide details of the progress being made as well as the projected timeline.

Council Member Barney explained that the next part of the discussion was going to be a Q&A to address concerns expressed by the community. She had found there were misconceptions and misunderstandings online regarding the Central Heber utility lines replacement project. The discussion can be heard on the meeting recording on the city website www.heberut.gov in hour three, minute 23.

Laurie Wynn, resident, asked if speed signs could be installed on all of the approved detours, specifically 750 East.

Mr. Funk asked the public to be considerate to the crews as they were working hard.

VIII. ACTION ITEMS: (Council can discuss; table; continue; or approve items)

1. Public Hearing for Resolution 2023-17 to Approve the 1st Budget Amendment to the Fiscal Year 2024 Annual Budget (Sara Nagel, Finance Manager) - 15 min

Finance Manager Sara Nagel reviewed the proposed budget amendments to the FY 2023-2024 annual budget as listed in the attached Staff Report. She noted that the Engineering Department had informed her that the amendment to fund 47, Impact Fees, for \$460,000.00 was no longer needed.

Mayor Franco opened the public hearing at 8:09 p.m. No one from the public came forward to comment. The Public Hearing was closed at 8:10 p.m.

Motion: Council Member Stack moved to approve Resolution 2023-17 amending the budget, subject to an alteration to fund 47, Impact Fee Fund, removing the requested allocation of \$460,000.00. **Second:** Council Member Phillips made the second.

Discussion: Mayor Franco asked if there was any impact to the City's surplus due to the proposed budget amendments. Ms. Nagel provided an explanation of the funds being rolled over from the previous year's budget and the amount listed in the General Fund of \$110,000 did not directly impact the surplus.

Voting Yes: Council Members Kahler, Johnston, Barney, Stack, and Phillips. **Voting No:** none. The **Motion Passed 5-0.**

Motion: Council Member Stack moved to bring item five on the agenda forward for discussion. **Second:** Council Member Kahler made the second. **Voting Yes:** Council Members Kahler, Johnston, Barney, Stack, and Phillips. **Voting No:** none. The **Motion Passed 5-0.**

2. Parker Sever Employment Agreement and Official Appointment as Heber City's Police Chief (Matt Brower, City Manager, Jeremy Cook, City Attorney) - 10 min

City Manager Matt Brower reviewed two additional proposed changes to the employment agreement for the incoming Chief of Police, Parker Sever. The first change was to section five: Termination of Employment, to change from ten days to 30 days that the employee may terminate the agreement with written notice. The second proposed change, was found in section 11: Residency, to change the language from indicating he live "within a reasonable distance to Heber City", to specifying he needed to live in the Heber Valley.

Motion: Council Member Kahler made a motion to accept the employment agreement with the two proposed changes of 30-day notice and to live within the Heber Valley.

Discussion: City Attorney Jeremy Cook clarified the intent was for section 11 to apply to the permanent full-time residency, allowing time for the new Chief to find and purchase a home.

Amended Motion: Council Member Kahler amended her motion to include in Section 11 that the employee agreed to establish full-time residence in the Heber Valley.

Voting Yes: Council Members Kahler, Johnston, Barney, Stack, and Phillips. **Voting No:** none. The **Motion Passed 5-0.**

3. School House Academy Foundation Request for Funding (McKay Riddle) - 20 min

McKay Riddle Johnson presented the information regarding a proposed non-profit child development center they were working towards opening. She reviewed the services the school intended to offer. Piper Riddle explained that the program would offer extended hours for working parents and they were also partnering with the school district to offer child care for their employees. There would be scholarships available, tuition established at a fixed rate, and biannual fundraising. Aaron Johnson reviewed the grants the program had applied for and had found that many were available for municipalities rather than private parties. The group hoped Heber City would partner with them in order to assist with securing grants as well as waive certain municipal fees.

Council Member Kahler recognized the need for childcare in the community. She had reached out to another childcare facility and did not feel the request to waive fees was fair to the other facilities in the City that were required to pay the same fees. Council Member Stack agreed and felt it would not set a good precedent to waive City fees but did support working in partnership to secure grants for the program. Council Members Barney and Johnston indicated support for the project as well and felt the City should help with the acquisition of grants. Consensus of Council majority supported the City working with the school project towards securing grants.

4. Resolution 2023-16, the renaming of the Heber City Public Safety Building to the David D. Booth Public Safety Building (Heidi Franco, Mayor) - 10 min

Motion: Council Member Stack moved to remove action item four from the agenda, given that the Council had already addressed action item five. **Second:** Council Member Kahler seconded the motion.

Discussion: Mayor Franco felt the Council had gotten halfway there with the approval of the plaque to honor Chief Booth.

Call the Question: Council Member Stack called the question. **Voting Yes:** Council Members Kahler, Johnston, Barney, Stack, and Phillips. **Voting No:** none. The **Motion Passed 5-0.**

Vote on original Motion: Voting Yes: Council Members Kahler, Johnston, Barney, Stack, and Phillips. **Voting No:** none. The **Motion Passed 5-0.**

5. Plaque to commemorate Chief David D. Booth's retirement and contributions to Heber City including the construction of the Public Safety Building (Scott Phillips, Council Member) - *10 min*

Council Member Phillips explained he wished to commemorate Chief Booth for his service but was unsure whether renaming the Public Safety Building for him was the appropriate action. He proposed a bronze plaque to honor Chief Booth and read the proposed inscription to be engraved as found attached to the meeting materials. He reiterated the Council's gratitude for Chief Booth for leaving the community better than he had found it. Mayor Franco pointed out that the Police Department slogan at the top of the inscription should read "Protect with courage, serve with compassion" rather than "passion."

Motion: Council Member Kahler moved to accept Council Member Phillip's recommendation for a plaque to commemorate Chief Booth. **Second:** Council Member Johnston seconded the motion.

Discussion: Council Member Phillips asked if Council needed to include funding in an amount not to exceed \$8,000 in the motion. City Manager Matt Brower proposed letting Staff run with the project and return to Council if a budget amendment was needed. Council Member Johnston expressed, on behalf of the Council, utmost admiration for Chief Booth. Council Member Barney agreed and indicated her preference to name the building for Chief Booth but was willing to go along with the Council. She hoped the plaque would be placed at the entrance of the building where everyone who entered would be able to see it.

Voting Yes: Council Members Kahler, Johnston, Barney, Stack, and Phillips. **Voting No:** none. The **Motion Passed 5-0.**

6. Subdivision Requirements Update (Tony Kohler, Community Development Director) - *30 min*

Planning Consultant John Janson reviewed the proposed updates to Heber City's municipal code with regard to section 17.30, Subdivisions, as outlined in the attached Staff Report. Council Member Stack inquired whether all of the proposed changes were in order to comply with State Code. Mr. Janson responded that there were additional proposed changes to the Municipal Code that were not state-mandated. Consensus of Council majority was to return the agenda item to the next meeting as an action item to be voted on.

7. Ordinance 2023-20 adopting the Affordable Housing Amendment (Tony Kohler, Community Development Director) - *20 min*

Council Member Mike Johnston served on the Wasatch County Housing Authority Board and shared the Board's decision to not hire a full-time housing director at that time as there was not a full-time workload. The Board was contracting with MAG (Mountainlands Association of Government) for staff to fill their needs. He reviewed the progress being made with deed-restricted housing in new developments to offer lower-cost housing for government employees and first responders. He recommended those interested in housing should contact the Housing Authority Board or MAG. Planning consultant Meg Ryan asked that if there was a motion made to include moving section 18.102.040 into 18.102.050. Council Member Johnston commended Tony Kohler and Meg Ryan for their work on the affordable housing code. He recognized affordable housing was a difficult topic to address in the code but felt they had realized a good start.

Motion: Council Member Johnston moved to adopt Ordinance 2023-20 adopting an updated affordable housing plan as presented and to move 040 into 050 as recommended. **Second:** Council Member Phillips made the second. **Voting Yes:** Council Members Kahler, Johnston, Barney, Stack, and Phillips. **Voting No:** none. The **Motion Passed 5-0.**

8. City Rebranding (Ryan Bunnell) - 15 min

Ryan Bunnell presented the updated rebrand proposed. Council expressed support for the new branding. Council Member Phillips clarified the existing branding would not be replaced until replacement was needed due to wear and tear.

Public comment: Paul Royall expressed support for the design. City IT Specialist Anthon Beales expressed support for the new design and felt it would work well on the website and with email signatures.

Motion: Council Member Phillips moved to accept the design as the new Heber City Logo, the brand guidelines book, and the style guide as presented by Ryan Bunnell. **Second:** Council Member Kahler seconded the motion. **Voting Yes:** Council Members Kahler, Johnston, Barney, Stack, and Phillips. **Voting No:** none. The **Motion Passed 5-0.**

9. Resolution 2023-11 Updating the Personnel Policies & Procedures Handbook (Jeremy Cook, City Attorney , Cherie Ashe, Human Resources Director) - 20 min

City Attorney Jeremy Cook shared the implemented updates shown in the attached redlined version reflecting the changes proposed by Council during the previous meeting.

Motion: Council Member Phillips moved to adopt Resolution 2023-11. **Second:** Council Member Stack seconded the motion. **Voting Yes:** Council Members Kahler, Johnston, Barney, Stack, and Phillips. **Voting No:** none. The **Motion Passed 5-0.**

10. Authorization to solicit proposals for sale of City-owned Commerce Park property (Matt Brower, City Manager) - 5 min

City Manager Matt Brower recalled the previous invitation to negotiate (ITN) issued by the City in 2021. At the time, Council had declined all offers submitted to purchase the parcel of City-owned land located in the industrial area. The City continued to receive offers to purchase the parcel and Mr. Brower wished to obtain Council direction. Council Member Phillips proposed proceeds from the sale be applied towards the first employee-dedicated affordable housing with deed restrictions for Heber City employees. Mr. Brower recognized it was a Council prerogative but recommended setting the money aside for downtown parking infrastructure or the purchase of the County building. Council Member Stack wished to specify that the City would not entertain proposals for storage units. Council Member Barney did not wish to see the land used for rock or concrete businesses. Consensus of Council majority was for Staff to proceed with the ITN process.

IX. COMMUNICATION:

Mr. Brower shared the Fitness Court ribbon-cutting would take place the following Monday at 4:00 p.m.

City Recorder Trina Cooke advised that the Ranked Choice Voting ballot would have six rankings for candidate selection rather than allowing ranking for all 11 of the candidates.

Council Member Rachel Kahler read a prepared statement to address the Mayor's article in the Wasatch Wave the previous week. Mayor Franco felt Council Member Kahler's comments were out of order and called for a motion to adjourn.

Motion: Council Member Stack moved to allow Council Member Kahler to finish her statement. **Second:** Council Member Phillips made the second.

Council Member Kahler completed her statement. Council discussion regarding respectful conduct continued.

X. ADJOURNMENT:

Motion: Council Member Stack made the motion to adjourn. **Second:** Council Member Phillips seconded the motion. The meeting adjourned at 9:53 p.m.




Trina Cooke, City Recorder

From: Richard Getz Gmail

Sent: Friday, September 8, 2023 2:10 PM

To: Rachel Kahler <rkahler@heberut.gov>

Cc: CC Public Comments <ccpublic@heberut.gov>; Council@wasatch.utah.gov; Doug Smith <dsmith@wasatch.utah.gov>; Heidi Franco <hfranco@Heberut.gov>; Mike Johnston <mjohnston@heberut.gov>; PublicComment@wasatch.utah.gov; City Council <citycouncil@heberut.gov>; erowland@wasatch.utah.gov; kcrittenden@wasatch.utah.gov; kmcmillan@wasatch.utah.gov; lsearle@wasatch.utah.gov; manager@wasatch.utah.gov; Matt Brower <mbrower@Heberut.gov>; mnelson@wasatch.utah.gov; planning@wasatch.utah.gov; Ryan Stack <rstack@heberut.gov>; sfarrell@wasatch.utah.gov; spark@wasatch.utah.gov; Scott Phillips <sphillips@heberut.gov>; Yvonne Barney <ybarney@heberut.gov>

Subject: (EXTERNAL) Re: Groundwater mitigation at proposed temple site

Please, please, please do what is right for the residents of Wasatch County, Heber City and the Heber Valley.

The proposed site is simply NOT appropriate.

Pumping millions of gallons of water during construction and then on an ongoing basis is absurd.

I can't even imagine the NOISE pollution of industrial water pumps going 24/7/365!

<https://www.kpcw.org/wasatch-county/2023-09-07/lds-temple-may-need-to-dewater-hundreds-of-thousands-of-gallons-of-groundwater-daily>

Regards,

Richard Getz

From: Dave Speer

Sent: Tuesday, September 19, 2023 10:58 AM

To: planning@wasatch.utah.gov; Doug Smith <dsmith@wasatch.utah.gov>; lsearle@wasatch.utah.gov; Council@wasatch.utah.gov; sfarrell@wasatch.utah.gov; erowland@wasatch.utah.gov; mnelson@wasatch.utah.gov; kmcmillan@wasatch.utah.gov; spark@wasatch.utah.gov; CC Public Comments <ccpublic@heberut.gov>

Cc: jcjohnson@redledges.com; Lisa Bahash <lbahash@outlook.com>; Heidi Franco <hfranco@Heberut.gov>; Matt Brower <mbrower@Heberut.gov>; Planning Commission <planningcommission@heberut.gov>; City Council <citycouncil@heberut.gov>; Yvonne Barney <ybarney@heberut.gov>; Mike Johnston <mjohnston@heberut.gov>; Rachel Kahler <rkahler@heberut.gov>; Scott Phillips <sphillips@heberut.gov>; Ryan Stack <rstack@heberut.gov>

Subject: (EXTERNAL) The new county lighting ordinance is based on flawed data

Dear Wasatch County Council members,

Should you decide to vote against the proposed amendment by *Save Wasatch Back Dark Skies* to revise your lighting ordinance, it should by no means close the book on this issue. As I have pointed out in several previous letters and public commentary, your ordinance contains a serious error that must be corrected before it results in a tragedy for the county's night skies and turns Heber into just another brightly lit suburb of Salt Lake City.

The allowable maximum Luminance of 27 cd/m² specified in your document is based on someone's misunderstanding of the Joint Illuminating Engineering Society (IES) / International Dark Sky Association (IDA) Model Lighting Ordinance (MLO). It is then compounded by a mathematical error in the translation of Illuminance (incident light) to luminance (reflected light). The result is an allowable level of light that is on par with inner city "brightness". This can be used to light ANY future project within county boundaries. I do not believe this is your intention for the Heber Valley and surrounding county property.

I implore you to take your ordinance back to the drawing board and correct this error (among others that should be discussed). This is an important issue to many county residents and must not be ignored if you have any desire to control light pollution. Continuing the current course prohibits the county (and Heber City for that matter) from using any association with Dark Sky advocacy in the future.

Respectfully,

David Speer

Illumination Engineer, retired after 40+ years

From: Kelsey Berg

Sent: Tuesday, September 12, 2023 10:47 PM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) Fwd: 1790 South/Hidden Creek Lane name removal support

To: Heber City Council

We would like to express our support to the Council for removal of the name "Hidden Creek Lane" from 1790 South in Heber City.

We request and support removing the name from 1790 South for the following reasons:

1. Hidden Creek Lane on the east side of Mill Road is a private road.
2. 1790 South does not connect to Hidden Creek Lane on the east side of Mill Road. Two roads with the same name that don't connect will cause unnecessary confusion for those looking for addresses on both roads.
3. 1790 South does not align with Hidden Creek Lane. In order for them to meet, it would require a curved road through the Forest Service property and this may never be open for development. This means that it is likely the two roads will never connect.
4. The development on the west side of Mill Road (Sawmill Development) is within Heber City boundaries and the east side of Mill Road and Hidden Creek Lane is within Wasatch County jurisdiction. According to the agreement between Heber City and Wasatch County, the city

boundary will not cross east of Mill Road, and therefore it could cause problems in the future to have two roads of the same name within two jurisdictions.

We ask and support the removal of the name "Hidden Creek Lane" from 1790 South.

We appreciate your efforts to rectify this situation.

Respectfully,

Tod and Lynette Berg
Kelsey Berg
Kameron and Lorrie Kohler
Jake and Natalie Lundquist
Rachel Michael
Brent and Ginger Baker
Eric and Suzy Anderson
Starla Phillips
Tanner and Shelby Phillips

From: Caroline Anderson
Sent: Tuesday, September 12, 2023 3:36 PM
To: CC Public Comments <ccpublic@heberut.gov>;
Subject: (EXTERNAL) Pumping the aquifer for the temple

Dear County Council members,

I just read the report about how the aquifer under Heber will need to have millions of gallons pumped out of it in perpetuity in order for the proposed LDS temple to have a basement for baptisms.

While it's clear that there's a huge division between LDS members and non members with regard to the height of the temple, the lighting issues and what is considered beautiful etc., surely everyone with children and grandchildren can see that pumping water out of the aquifer in perpetuity is not environmentally sound or sustainable in these times? Even if one is more focused on Heaven and eternal life etc., don't all of our grandchildren still have to live on this Earth another 70+ years?

See also: <https://www.nytimes.com/interactive/2023/08/28/climate/groundwater-drying-climate-change.html>

This issue is not going to go away and will only get more and more national attention. Even in Utah, if we don't have another heavy snow year and are back in drought conditions by next year, won't draining the local aquifer for this reason make Heber and the Church look bad?

Please, please reconsider or at least postpone approving this location and consider alternative locations for the Heber temple that would not further contribute to the draining of the aquifer. Thank you for your time,

Sincerely,

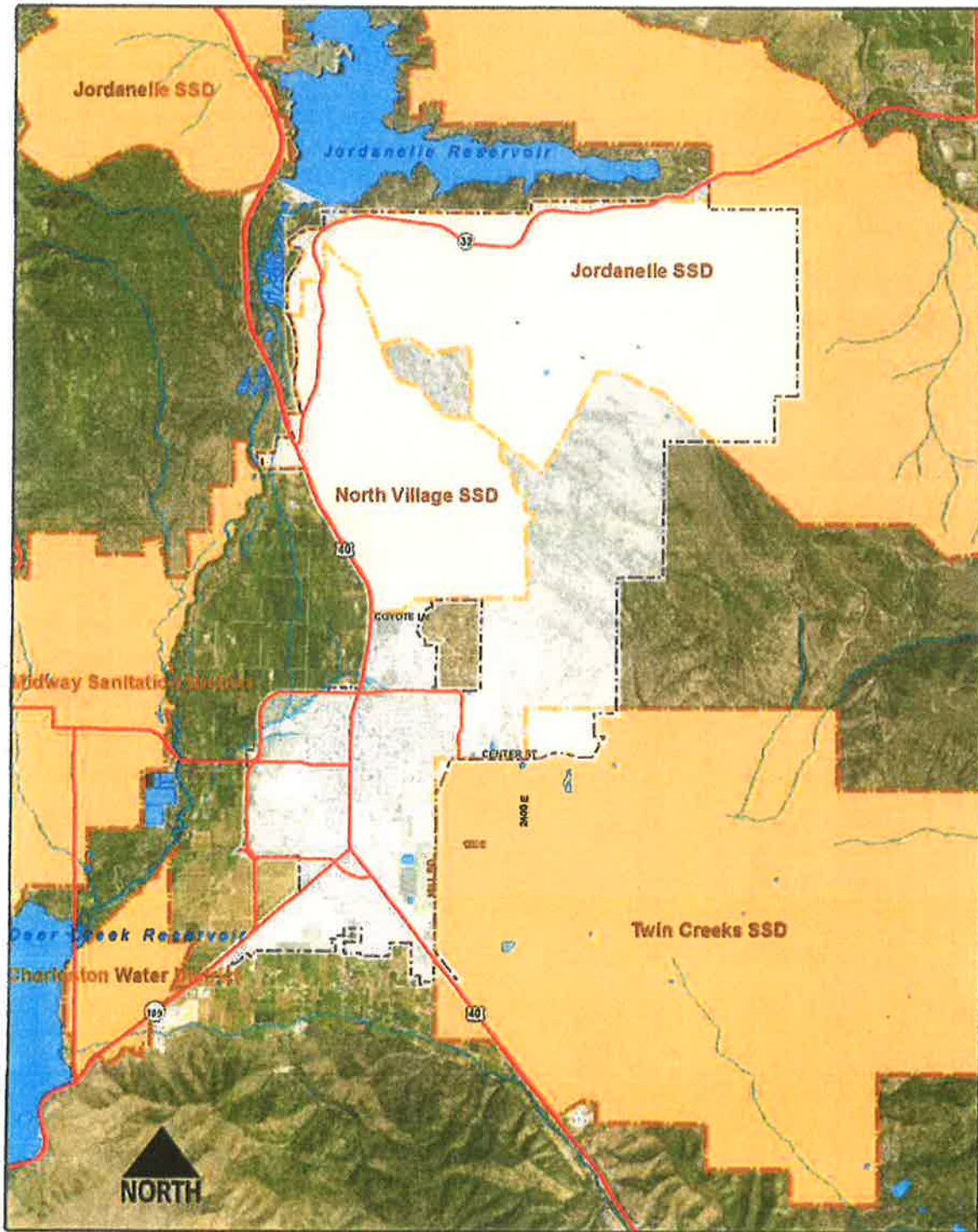
Caroline Anderson
Heber City, UT

HEBER CITY EXPANSION AREA MOU

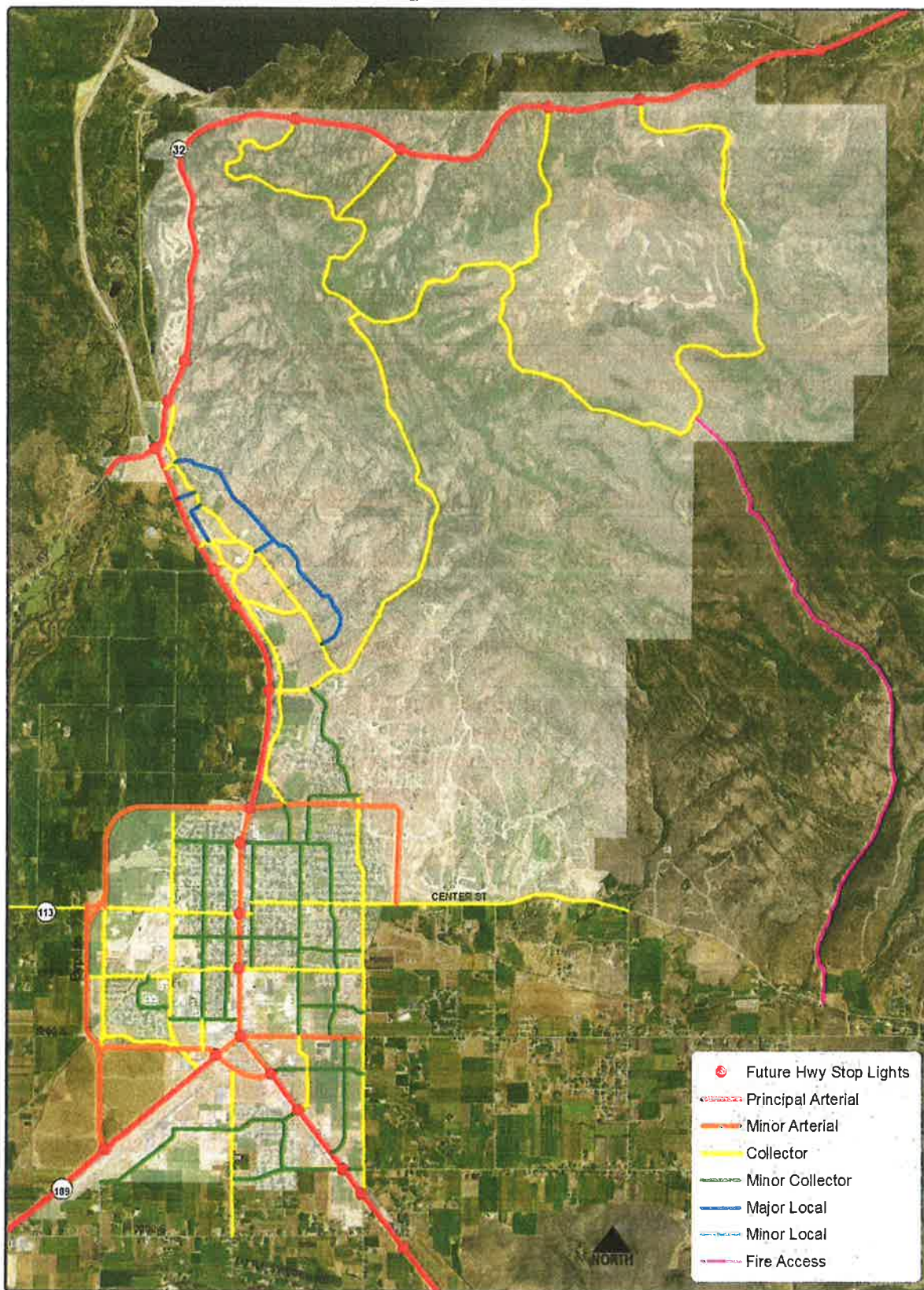
MEMORANDUM OF UNDERSTANDING BETWEEN WASATCH COUNTY AND HEBER CITY

1. **Parties.** This Memorandum of Understanding (hereinafter referred to as "MOU") is made and entered into by and between Wasatch County, whose address is 25 North Main Street, Heber City, Utah 84032, and Heber City Corporation, whose address is 75 North Main Street, Heber City, Utah 84032.
2. **Purpose.** The purpose of this MOU is to establish the terms and conditions under which Wasatch County and Heber City will implement multi-jurisdictional annexation, land use and utility service policies.
3. **Term of MOU.** This MOU is effective upon the day and date last signed and executed by the duly authorized representatives of the parties to this MOU and the governing bodies of the parties' respective counties or municipalities and shall remain in full force and effect for not longer than 30 years. This MOU may be terminated, without cause, by either party upon 60 days written notice, which notice shall be delivered by hand or by certified mail to the address listed above.
4. **Responsibilities of Wasatch County.**
 - a. Invite Heber City Planning to Development Review Committee Meetings when urban development is proposed within the City's Expansion Area as shown in Exhibit A.
 - b. Invite Heber City Planning Department to Public Hearings involved in amendments to zones, ordinances and standards affecting properties within the City's Expansion Area.
 - c. The North Village Special Service District (NVSSD), Twin Creeks Special Service District (TCSSD) and Jordanelle Special Service District (JSSD) agree to provide and maintain all water, secondary water, and sewer service within their respective service areas, unless those districts and Heber City mutually agree at the time of development that these services should be provided in another manner.
 - d. Ask property owners proposing urban development within the City's Expansion Area to first talk with Heber City regarding development in the City

EXHIBIT B: SPECIAL SERVICE DISTRICT AREAS



Transportation Plan



Development Agreement. Applicant will not change the elevation of the flood plain area. The language of the Development Agreement will confirm Applicant's obligation to comply with FEMA regulations.

11. [C-PLN-App-16] The County is in the process of hiring a lighting Engineer to review the plans. The intent is to ensure that all lighting is at the minimum levels allowed by code for IBC and lowest recommended levels for the IES regulated lighting and that all aspects of the code are complied with. 16.21.19, 16.21.16, 16.26, 16.33.10. This review will come at a later date.

Response: We are waiting for the County to provide further comments.

12. [C-PLN-App-17] Traffic on public roads to the site and the improvements to Center Street are in Heber City. There will need to be a formal approval letter from Heber City regarding traffic and improvements including pedestrian access to the site. The draft Development Agreement helps address these issues. However for future public meetings a formal letter needs to be provided.

Response: Heber City has provided comments which we are in the process of responding to. The comments for the traffic study came from an independent professional traffic engineering company, Horrocks Engineers. The comments for the traffic study were minor and have been adjusted in the traffic study report. We have attached both the redline comments and the updated report.

Attachment: Other I - Traffic Study - FINAL_Heber Valley Special Use Site_Stamped

Attachment: Other J - RP Temple TrafficStudy 230607 C - Redlines

13. [C-PLN-App-18] Some issues are intended to be resolved through the development agreement. If the development agreement is not approved some items regarding the site plan, process and other aspects of the project may need to be changed.

Response: KM: The parties anticipate that the County will approve the Development Agreement in the same manner as a land use regulation (i.e. the County Council will adopt the document after a public hearing and recommendation from the planning commission). If the County declines to approve the Development Agreement, then the Applicant and the County will discuss the best way to address issues which would have been dealt with in the Development Agreement.

14. [C-PLN-App-19] The RA-1 zone only allows for signs typically found in residential zones like home occupation uses. See 16.08.14(A)

Response: KM: The parties expect that the Development Agreement will explicitly identify and provide approval for the signage for the Temple site.

15. [C-PLN-App-20] 16.27.12 requires a 10' PUE to be around the periphery of the parcel.

Response: Meridian: The 10-foot PUE has been added along the parcel. The easement along Center Street will also be part of the 20-foot TCSSD waterline

Trip Generation

By ITE Technical Council Committee 6A6

The primary objective of Committee 6A6's report, here summarized, is to provide traffic and transportation engineers with a single document and guide on trip generation rates for all land uses and building types. It is intended that the full report, soon to be published by the Institute, will be updated periodically.

Members of Committee 6A6 were: Dan Cherepacha (M); Juergen A. Fehr (M); Christopher R. Fleet (A); Lawrence Gassman (M); Lawrence V. Hammel (M); Herman A. J. Kuhn (M); Clinton L. Lefler (M); Gary D. Long (M); and James B. Saag (M). Special thanks are given to the U.S. Department of Transportation, Federal Highway Administration for its assistance in computer programming and analysis.

Carl H. Buttke (M)
Chairman

Trip generation rates have been developed for the average weekday, Saturday and Sunday for the peak hours of the generator and of the adjacent street traffic. However, in some cases, only limited data could be obtained and thus may not be too indicative of a particular building type. This report is intended as a guide in estimating the number of trips which may be generated by a specific building or land use.

Variations in generation rates for the same building or land use type exist and have been identified in the report. Because of these variations, sample size and special characteristics of a site being analyzed, extreme care must be made in the use of the rates. The data in this report represents weighted averages of those collected throughout the United States since 1966. At specific sites, the traffic and transportation engineer may wish to modify the generation rate presented in this report because of public transportation service, proximity to other developments which may reduce vehicle trip making through walking or combining trips or because of special characteristics of the site or the surrounding area.

Definition of Terms. The following definitions of terms are presented to clarify the terminology used throughout the text and tables:

Trip: A single or one-direction vehicle movement with either the origin or destination (exiting or entering) inside the study site.

Trip End: The origin or destination of a trip. Each trip has two ends. On a daily basis, each end has two trips: one entering and one exiting for an attractor of trips, and one exiting and one entering for a producer of trips. In this report, trip end refers to a two-direction vehicle movement at the origin or destination of a trip.

Average Trip Rate: A weighted average of the number of trips or trip ends per unit of related independent variable, i.e., trip ends per dwelling unit, employee, etc. The average rate was calculated by summing all trips or trip ends and all independent variables where paired data was available and then dividing the trip sum by the sum of the independent variable to obtain a weighted average.

Average Weekday Vehicle Trip Ends (AWDVTE): The weighted 24-hour total of all vehicle trips counted to and from a study site from Monday through Friday.

Average Trip Rate for Peak Hour of Adjacent Street Traffic: The weighted average trip rate during the hour of the highest volume of traffic passing the site on adjacent streets between 7 and 9 A.M. or between 4 and 6 P.M.

Average Trip Rate for Peak Hour of Generator: The weighted trip rate during the hour of highest volume of traffic entering and exiting the study site in the A.M. or in the P.M. It may or may not coincide in time or volume with the trip rate for the peak hour of the adjacent street traffic.

Independent Variable: A physical measureable and predictable unit quantifying the study site or generator, i.e., building area, employee, seats, acres, dwelling units, etc.

Regression Equation: An expression of the optimal mathematical relationship

between two or more related items (variables) according to a specified criterion, as: $Y = a + bX$.

The objective in developing the relationship between X (independent variable) and Y (dependent variable) is to determine values of the parameters "a" and "b" so that the expected error involved in estimating the dependent variable given estimates of the independent variable will be a minimum.

Correlation Coefficient (R): A measure of the degree of linear association between two variables. The correlation coefficient indicates the degree of which the model estimated values account for the deviations in the individual observed values of the dependent variable from their mean value. Numerical magnitudes for "least squares" models range from -1 to +1 with larger absolute values representing higher degrees of linear association. The correlation coefficient for rate models is undefined when the use of a constant of trips is better than the use of the rate model (this does not occur with least square models) (Figure 1).

Data Collection Procedure

The data analyzed in this report was obtained from various local governmental agencies, consulting engineers, universities and colleges and technical reports from sections of the Institute of Transportation Engineers. No attempt was made to conduct original field surveys for this initial report.

Field Data Collection. Generally, the data has been collected with automatic counters varying from one weekday to seven days, by counting vehicular traffic entering and exiting a site. These counts cordoned the site and did not include through traffic. They were made on driveways of sufficient length to avoid double counts of turning vehicles. In some cases, counts were nondirectional and therefore did not separate entering from exiting vehicles. Manual counts supplemented some of the automatic counts to obtain vehicle occupancy and classification, to check the reliability of

Table 1. Average Weekday Vehicle Trip Ends Generation Rate Summary.

ITE Land Use Code	Land Use of Building Type	Vehicle Trip Ends Rate
021	Commercial Airport	11.8/Employee
022	General Aviation Airport	6.5/Employee
110	General Light Industrial	3.2/Employee
130	Industrial Park	4.1/Employee
140	Manufacturing	2.2/Employee
150	Warehousing	4.3/Employee
210	Single Family Detached Unit	10.0/Unit
220	Apartment	6.1/Unit
230	Condominium	5.6/Unit
240	Mobile Home	5.4/Unit
310	Hotel	10.5/Occupied Room
320	Motel	9.6/Occupied Room
330	Resort Hotel	10.2/Occupied Room
411	City Park	60.0/Acre
412	County Park	5.1/Acre
413	State Park	0.6/Acre
420	Marina	3.8/Boat Berth
430	Golf Course	9.1/Acre
501	Military Base	1.8/Employee
520	Elementary School	0.5/Student
530	High School	1.2/Student
540	Junior/Community College	1.6/Student
550	University	2.4/Student
590	Library	41.8/1,000 gross square feet
610	Hospital	12.2/Bed
620	Nursing Home	2.7/Bed
630	Clinic	5.9/Employee
710	General Office Building	11.7/1,000 Gross Square Feet
720	Medical Office	75.0/1,000 Gross Square Feet
820	Shopping Center	116.0 to 26.5/1,000 Gross Square Feet
831	Quality Restaurant	56.3/1,000 Gross Square Feet
832	High Turnover Restaurant	164.4/1,000 Gross Square Feet
833	Drive-in Restaurant	553.0/1,000 Gross Square Feet
844	Auto Service Station	748.0/Station
850	Supermarket	125.0/1,000 Gross Square Feet
851	Convenience Market	578.0/1,000 Gross Square Feet

Table 2. Summarization of Rate Tables of Different Types of Dwelling Units.

Type of Dwelling Unit	Average Weekday Average	Vehicle Trip Maximum	Ends per Unit Minimum
210—Single Family Detached Unit	10.0	21.9	4.3
220—General Apartment	6.1	12.3	0.5
221—Low-Rise Apartment	5.4	5.5	4.7
222—High-Rise Apartment	4.3	6.4	3.1
230—Condominium	5.6	5.6	5.6
240—Mobile Home	5.4	6.8	2.8
250—Retirement Community	3.3	4.9	2.8
270—Planned Unit Development	7.9	10.0	6.2

Table 3. Correlation Between Average Weekday Vehicle Trip Ends and Independent Variables for Single Family Detached Houses.

Independent Variable	Correlation Coefficient (R)
Persons	0.995
Number of Units	0.937
Number of Vehicles Owned	0.999
Units per Acre	0.999
Acres	0.339

gether with the trip characteristics, trip generation rate tables and data limitations. The following is an example of the detail provided for each building type, taken from the section concerning residential land uses (200) and, more specifically, single family detached housing (210).

Residential 200. This section summarizes trip generation for all types of residential dwellings. Each category of residential housing, particularly single-family detached housing and apartments, used data from a wide range of units with varying sizes, price ranges, locations and ages. Consequently, there could be as wide a variation in trips generated within each category as there is between different categories. As expected, dwelling units that were larger in size, more expensive or farther away from the Central Business District (CBD) had a higher trip generation rate per unit than those smaller in size, less expensive or closer to the CBD. However, other factors such as geographic location within the country and type of adjacent and nearby development also had an effect on the generation rate. Thus, only the above general statement (instead of some linear relationship) concerning size, cost and location of dwelling unit and the income of the occupant could be made.

Table 2 summarizes the rate tables of the different types of dwelling units. As expected, the single family detached unit has the highest generation rate of all residential uses. This is followed by apartments, with retirement communities having the lowest rate. The rate for planned unit developments which have a mix of single family, detached units and apartments is in between these two types. The single family detached unit has the highest rate because: they are the largest units in size and have more people and more vehicles per unit than the other types of units; they are generally located farther away from shopping centers, employment areas and other attractors than are other types; and they have fewer alternate modes available because they are not as concentrated as other types of units.

Single Family Detached Housing 210. Any single family detached home on an individual lot is included in this category. A typical example is a home in a modern subdivision.

Slightly over 200 different studies were made of subdivisions containing single family homes. The average size subdivision contained 506 dwelling units for a total of more than 105,000 dwellings studied. These subdivisions were located primarily in suburban areas throughout the United States.

The average development density was 3.5 units per acre with 3.7 persons per

Table 4.

SUMMARY OF TRIP GENERATION RATES								
Land Use/Building Type		Single Family Detached House			ITE Land Use Code		210	
Independent Variable—Trips per		Dwelling Unit						
			Average Trip Rate	Maximum Rate	Minimum Rate	Correlation Coefficient	Number of Studies	Average Size of Independent Variable/Study
Average Weekday Vehicle Trip Ends			10.0	21.9	4.3		208	506
Peak Hour of Adjacent Street Traffic	A.M. Between 7 and 9	Enter	0.3	0.6	0.1		37	248
		Exit	0.6	1.7	0.2		38	258
		Total	0.8	2.3	0.4		173	269
	P.M. Between 4 and 6	Enter	0.7	1.8	0.3		38	245
		Exit	0.4	1.2	0.1		38	245
		Total	1.0	3.0	0.4		196	292
Peak Hour of Generator	A.M.	Enter	0.3	0.6	0.1		38	245
		Exit	0.6	1.7	0.2		38	245
		Total	0.8	2.3	0.4		175	271
	P.M.	Enter	0.7	1.8	0.3		40	252
		Exit	0.4	1.2	0.1		38	245
		Total	1.0	3.0	0.4		193	261
Saturday Vehicle Trip Ends			10.1	14.7	6.3		43	292
Peak Hour of Generator	Enter		0.5	1.0	0.4		21	273
	Exit		0.5	0.7	0.3		21	273
	Total		1.0	1.7	0.7		35	296
Sunday Vehicle Trip Ends			8.8	11.7	0.5		38	301
Peak Hour of Generator	Enter		0.5	0.8	0.3		19	252
	Exit		0.5	1.2	0.4		19	252
	Total		1.0	2.0	0.7		34	284
Source Numbers 1, 4, 5, 6, 7, 8, 11, 12, 13, 14, 16, 19, 20, 21, 24, 26, 34, 35, 36, 38, 40, 71, 72 (references appear in the committee's full report, available from ITE).								
ITE Technical Committee 6A-6—Trip Generation Rates								
Date: _____								

unit. The average automobile ownership measured was 1.6 vehicles per unit.

Trip Characteristics. The analysis of correlation between average weekday vehicle trip ends and all measured independent variables is shown in Table 3.

Although the number of vehicles and number of residents have the highest correlations with average weekday trip ends, these variables have limited use. This is because the number of vehicles and residents is difficult to obtain and very few of the studies contained this data, and because the data is also difficult to predict. The number of units has a high correlation with average weekday vehicle trip ends. This variable is best because it is contained in most studies, it is easy to project and convenient to use.

As indicated in Table 4, single family dwellings generate on the average 10 vehicle trip ends per weekday per dwelling unit. Saturday vehicle trip generation is slightly higher; on Sunday, it is lower.

The regression equations developed for calculating the average weekday vehicle trip ends (AWDVTE) are as follows:

$$\begin{aligned} \text{AWDVTE} &= 138 + 8.17 \times \text{Units} & R &= 0.937 \\ &= -100 + 2.55 \times \text{Persons} & R &= 0.995 \\ &= -185 + 6.76 \times \text{Vehicles} & R &= 0.999 \end{aligned}$$

Some data is from studies conducted in the late 1960s and therefore should be updated. Additional data concerning auto occupancy and other modes of transportation is necessary.

Data Limitations

As indicated in the trip generation table, the data presented has limitations. The basic limitation, and one reason for variations in rates, is the sample size of counts at some generators and for peak hours for most generators. Additional data is needed for most generators to state more accurately the peak hour entering and exiting rates.

Another reason for variation in the generation rates is caused by different lengths of count periods and the time of the year the traffic volumes were counted. There exist daily and seasonal variations for most generators. In some cases, full week counts were made to define the average weekday and in other cases, a single day's count was obtained. In almost no case was the generation measurement adjusted for seasonal variations. This is especially true for shopping centers.

Variations in generation rates may also exist because of the location of the generator studied either within a metropolitan area or within the U.S. These locations have been identified in the data

sets but no separate analyses have been made to determine if a difference exists because of location.

In all cases, the generation rates presented in this report represent driveway volumes of vehicles entering and exiting the site. For some building types, such as retail establishments, the generation rate could overstate the volume of traffic when assigned to the adjacent street system because some traffic is attracted to the site from the passing stream of traffic. That portion of the total generated traffic attracted to the site would pass on the adjacent street system whether or not the site were developed. It is essential that heavy effort be focused on defining how much of the total generated traffic to all building types would be attracted from the passing adjacent street traffic in order to define more accurately the traffic impact on the street system caused by development of a site.

The data summarized in this report is only for vehicle trip ends and does not include all person trip ends by mode. More data is needed for each building and land use type to define vehicle occupancy rates and person trip generation rates by mode of travel.

More data is also needed to define generation rates for the following types of buildings or land uses:

- water ports
- truck terminals
- railroad terminals
- low- and high-rise apartments
- condominiums
- retirement communities
- residential planned unit developments containing a mixture of duplexes, apartments and/or single family units
- day care centers
- churches
- museums
- libraries
- hospitals
- nursing homes
- clinics
- medical offices
- government buildings
- specialty shopping centers containing a mixture of small specialty shops and restaurants
- building materials retail establishments
- high quality restaurants
- drinking establishments
- banks, savings and loans, real estate offices, insurance offices and other financial services
- recreational uses.

Update Procedure

The Institute is establishing a formal procedure to update this report and to add data for additional land uses or building types not sufficiently covered in the report and to develop information on person trip ends by mode.

It is recommended that all ITE districts and sections be involved in this continual update procedure. These organizations, through their respective technical committees, can collect data from at least one or more sites annually and send it either on keypunch cards or on the trip generation coding sheets to the ITE Technical Council. In many cases, traffic counters, or even personnel, may be available from time to time to conduct a generation study in a given area.

It is also proposed that ITE work with the U.S. Department of Transportation, state, county and city departments of transportation or traffic engineering and with private consultants to obtain additional current data and include it in the updated reports. In this manner, a continual, uniform method of obtaining and summarizing the current trip generation data for all types of special generators, land uses and building types will be produced.

To implement this update procedure, the ITE Technical Council is establishing a permanent committee on trip generation rates for special generators, land uses or building types to update this report at least every two years.

The function of this committee will be to:

1. Store all trip generation data.
2. Coordinate with ITE district and section technical committees, government agencies and private consultants for the collection of additional data.
3. Distribute trip generation coding sheets and instructions to those collecting data.
4. Maintain computer program for trip generation analyses and summarization.
5. Maintain and modify when necessary a uniform procedure for collecting data.
6. Summarize trip generation data.
7. Conduct special trip generation analyses when appropriate.
8. Revise trip generation rate tables and appropriate text of report on basis of the additional data.
9. Establish data collection needs in areas where deficiencies exist or where little information is available.

The following procedure is presented to obtain new generation data from actual traffic volume counts. It is recommended that it be followed when collecting data and to transmit it on the coding sheets shown in the full report or on keypunch cards.

- Count a special generator where automatic counts can be made on drives without double-counting turning vehicles and without counting through traffic. Preferably, directional counts should be made. The site should be self-contained with adequate parking not shared by other activities.

The Utah League of Cities and Towns engages based on three principles of respect, collaboration, and outcomes. We strive to respect each other's roles and work together to achieve mutually beneficial outcomes. Our mayors, council members, and city leaders are on the front line to ensure the quality of life of today's and tomorrow's residents. Treating each other with dignity and respect is critical so that we can collectively tackle the challenging issues facing our communities. As Utahns, our strength is based on our ability to work together, even when we have differing perspectives. As local leaders, we strive to set an example of not just civility, but **dignity** in all our interactions.

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THE DIGNITY INDEX

Ease Divisions. Prevent Violence. Solve Problems.

8

"Each one of us is born with inherent worth, so we treat everyone with dignity—no matter what."

7

"We fully engage with the other side, discussing even values and interests we don't share, open to admitting mistakes or changing our minds."

6

"We always talk to the other side, searching for the values and interests we share."

5

"The other side has a right to be here and a right to be heard. It's their country too."

4

"We're better than those people. They don't really belong. They're not one of us."

3

"We're the good people and they're the bad people. It's us vs. them."

2

"Those people are evil. They're going to ruin our country if we let them. It's us or them."

1

"They're not even human. It's our moral duty to destroy them before they destroy us."