



**REGULAR MEETING
OF THE VINEYARD PLANNING COMMISSION,
Wednesday, May 18, 2022, at 6:00 p.m.**

PUBLIC NOTICE is hereby given that the Vineyard City Planning Commission will hold a regularly scheduled meeting at City Hall, 125 South Main Street, Vineyard, Utah. You can also view the meeting on our [live stream channel](#).

REGULAR SESSION

CALL TO ORDER

1. INVOCATION/INSPIRATIONAL THOUGHTS/PLEDGE OF ALLEGIANCE

2. OPEN SESSION - Time dedicated for public comment. Comments will be limited to three (3) minutes. No actions may be taken by the Planning Commission due to the need for proper public noticing.

3. MINUTES REVIEW AND APPROVAL

3.1 March 16, 2022

4. PUBLIC HEARING

4.1 The Public Hearings for the Geneva Nitrogen General Plan Land Use Map and Zoning Map Amendment Applications have been CONTINUED to the July 6, 2022 Planning Commission Meeting. [Members of the public who attend will be heard; following their comments, this item will be continued]

These are city-initiated applications to amend the Land Use and Zoning Map designations of the property known as Geneva Nitrogen, addressed 1165 North Geneva Road, Vineyard Utah from an undesignated land use category to Regional Commercial and from I-1 Industrial District to Regional Commercial District. The property is approximately 27.36 acres in size.

Following public comment by any members of the public who wish to be heard, this item will be continued to the July 6, 2022, Planning Commission meeting and the July 13, 2022, City Council meeting.

5. WORK SESSION

5.1 General Plan Review- Heritage and Cultural Resources

Planner II Briam Amaya Perez will lead a discussion about the Heritage and Cultural Resources section of the General Plan. No action may be taken.

5.2 Geneva Retail Mixed Use Zone

Community Development Director Morgan Brim will present the proposed Geneva Retail Mixed Use (GRMU) Zone. No action may be taken.

5.3 BYU Presentation

Planner II Briam Amaya Perez will present a class project prepared by the Brigham Young University Geography Department regarding Mill Road and 400 North. No action may be

taken.

5.4 Site Plan Minor Amendments

Community Development Director Morgan Brim will present amendments for consideration regarding minor amendments to site plans. These amendments will provide a more efficient process for businesses to add elements like outdoor dining and seating.

6. COMMISSION MEMBERS' REPORTS AND EX PARTE DISCUSSION DISCLOSURE

7. ADJOURNMENT

The Public is invited to participate in all Planning Commission meetings. In compliance with the Americans with Disabilities Act, individuals needing special accommodations during this public meeting should notify Cache Hancey, Planning Technician, at least 24 hours prior to the meeting by calling (801) 226-1929 or email at cacheh@vineyardutah.org.

The foregoing notice and agenda were posted on the Utah Public Notice Website and Vineyard Website, posted at the Vineyard City Offices and City Hall, delivered electronically to city staff and each member of the planning commission.

AGENDA NOTICING COMPLETED ON: May 12, 2022

NOTICED BY: /s/ Cache Hancey

Cache Hancey, Planning Technician



**REGULAR MEETING
OF THE VINEYARD PLANNING COMMISSION,
Wednesday, March 16, 2022, at 6:00 p.m.**

Present

Chair Jeff Knighton
Vice Chair Bryce Brady
Commissioner Tim Blackburn
Commissioner Christopher Bramwell
Commissioner Anthony Jenkins

Other Commissioners Present

Commissioner Marcus Jessop
Commissioner Tay Gudmundson
Commissioner Kristal Price

Staff Present: Community Development Director Morgan Brim, Planner II Briam Amaya Perez,
Planning Technician Cache Hancey, City Engineer Naseem Ghandour

Others Present: Resident David Lauret, Resident Kerry Haude, and Lafe Harris with BHD
Architects



CALL TO ORDER- Chair Knighton called the meeting to order.



1. INVOCATION- Vice Chair Brady offered an invocation.



2. OPEN SESSION- Resident David Lauret requested information on how to get application
for traffic calming to the city council. Resident Kerry Haude asked about the bike path
south of Franklin Elementary.



3. MINUTES REVIEW AND APPROVAL

3.1 November 17, 2021

3.2 December 1, 2021

3.3 February 2, 2022

**MOTION: COMMISSIONER JENKINS MOTIONED TO APPROVE THE NOVEMBER 17, 2021,
DECEMBER 1, 2021, AND FEBRUARY 2, 2022, WITH THE MENTIONED CHANGES. VICE CHAIR
BRADY SECONDED THE MOTION. ROLL WENT AS FOLLOWED: CHAIR KNIGHTON, VICE CHAIR
BRADY, COMMISSIONER BLACKBURN, COMMISSIONER BRAMWELL, AND COMMISSIONER
JENKINS VOTED AYE. THE MOTION CARRIED UNANIMOUSLY.**

4. BUSINESS ITEMS

- 4.1  **Public Hearing, Site Plan and Conditional Use Permit- The Church of Jesus Christ of Latter-day Saints is seeking approval of a conditional use permit and site plan for a place of assembly located at 212 N 220 W. Parcel Number 41:914:0058. The property is in the Hampton subdivision and zoned SFD-15000**

Planner II Briam Amaya Perez presented the site plan and staff review.

 Lafe Harris with BHD Architects presented and answered questions from the Planning Commission.

 **MOTION: COMMISSIONER BRADY MOTIONED TO OPEN THE MEETING A PUBLIC HEARING. COMMISSIONER JENKINS SECONDED THE MOTION. ROLL WENT AS FOLLOWED: CHAIR KNIGHTON, VICE CHAIR BRADY, COMMISSIONER BLACKBURN, COMMISSIONER BRAMWELL, AND COMMISSIONER JENKINS VOTED AYE. THE MOTION CARRIED UNANIMOUSLY.**

 Public comments and questions were given.

 **MOTION: COMMISSIONER BRADY MOTIONED TO CLOSE THE PUBLIC HEARING. COMMISSIONER JENKINS SECONDED THE MOTION. ROLL WENT AS FOLLOWED: CHAIR KNIGHTON, VICE CHAIR BRADY, COMMISSIONER BLACKBURN, COMMISSIONER BRAMWELL, AND COMMISSIONER JENKINS VOTED AYE. THE MOTION CARRIED UNANIMOUSLY.**

 **MOTION: COMMISSIONER BRADY MOTIONED TO APPROVE THE CONDITIONAL USE PERMIT WITH CONDITIONS THAT THE PARKING LOT IS ADEQUATELY LIT, THAT ALL PEDESTRIAN WALKWAYS CROSSING VEHICLE TRAFFIC WILL BE ADEQUATELY DIFFERENTIATED, THAT THE DIAGONAL PEDESTRIAN CROSSING IN THE NORTHWEST CORNER OF THE PROPERTY BE CHANGED TO DIRECTIONAL RAMPS, THAT NO DEEP ROOTED VEGETATION MAY BE PLANTED NEAR FIRE HYDRANTS, THAT ALL EXTERIOR SIGNAGE WILL BE REVIEWED THROUGH A SEPARATE SIGN PERMIT, AND THAT AN EASEMENT WILL BE PROVIDED ON THE NORTH SIDE OF THE PROPERTY FOR A TRAIL. COMMISSIONER JENKINS SECONDED THE MOTION. ROLL WENT AS FOLLOWED: CHAIR KNIGHTON, VICE CHAIR BRADY, COMMISSIONER BLACKBURN, COMMISSIONER BRAMWELL, AND COMMISSIONER JENKINS VOTED AYE.**

5. WORKSESSION

- 5.1  **Traffic Impact Study Training**

Ryan Hales with Hales Engineering gave an educational seminar regarding the uses and benefits of traffic impact studies.

82 **6. COMMISSION MEMBERS' REPORTS AND EX PARTE DISCUSSION DISCLOSURE**



Chair Knighton reviewed the Planning Commission bylaws regarding attendance.

84 Community Development Director Morgan Brim gave an update of the Waterfront Master
85 Plan.

86 City Engineer Naseem Ghandour updated the Planning Commission on the status of the
87 Frontrunner station.

88
89 **ADJOURNMENT**



Chair Knighton adjourned the meeting

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92 **CERTIFIED CORRECT ON:** March 14, 2022

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94 **CERTIFIED BY:** /s/ Cache Hancey

95 Cache Hancey, Planning Technician
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Community Development

Date: May 18, 2022
From: Briam Perez, Planner II
To: Planning Commission
Item: Work Session to discuss further edits to the Heritage and Cultural Resources Element of the General Plan
Applicant: City Initiated
Location: NA

BACKGROUND:

During the April 20, 2022, Planning Commission meeting, the Commission discussed updates to the General Plan that shall be made in 2022. Part of that initiative includes updating the goals and strategies within the Heritage and Cultural Resources Element (chapter) of the General Plan. Briam Perez, Planner II, introduced a series of proposed changes, and the Commission provided comments. During this upcoming Planning Commission meeting, the Commission will be asked to provide further feedback on the draft edits. In addition, the Commission will brainstorm further methods for engaging the community on topics regarding heritage and cultural resources.

ATTACHMENTS:

- Heritage and Cultural Resources Element, initial draft redlines.

GOAL 1: Identify and locate significant historic vintage farm implements, tools, artifacts, buildings and other heritage-related items.

Strategy 1: Identify, locate and create an inventory of significant historically related implements, tools, buildings, properties and other such artifacts. Continue dialogue with owners of these items in order, to the degree possible, reassign ownership to the Vineyard Heritage Foundation or receive them on loan.

Strategy 2: Use Vineyard's Trails and Parks overall master plan to determine proper placement for such artifacts/implements, etc. for display and enjoyment of all residents and visitors.

Strategy 3: Create a Vineyard Heritage Museum, Cultural Center and/or viewing area specifically for the purpose of demonstrating the rich life of Vineyard's forefathers.

GOAL 2: Identify, locate, and preserve significant sites of historical importance throughout the City.

Strategy 1: Using existing maps and other resources, specifically identify historically important and culturally rich sites and areas that need to be noted, preserved, cataloged and identified with signage.

Strategy 2: Where possible, work with homeowners/land owners to nominate sites and structures that meet the criteria to be registered on the National Register of Historic Places.

Strategy 3: Designate the principal/major trail throughout Vineyard as the Vineyard Heritage Trail with appropriate signage placed throughout the system.

Strategy 4: Expand the existing "Gammon Park" with the adjacent undeveloped property, into a larger and vibrant multi-faceted "Vineyard Heritage Park".

GOAL 3: Enhance and promote the City's historical character to increase visitation and commerce throughout the City and to help all residents and visitors appreciate and connect with the past.

Strategy 1: Working with BYU Library and other institutions, establish a traveling historical exhibit relating to Geneva Steel that can be exhibited in Vineyard on loan and or on special occasions.

Strategy 2: Support the preparation and publication of brochures and other written and online resources that provide visitors with information on the City's history and significant history-related resources, such as online access to the book "Our Vineyard Heritage" on the City's website.

Strategy 3: Obtain as many oral and written personal histories and photos from original families as possible and have them published online on the City's website.

Strategy 4: Create self-guided history and heritage tours and materials to be used on bike trails and hiking trails throughout the entire trail system. Consider augmented reality system to show historic uses of sites.

GOAL 4:

Strategy 1: Work with private sector investment in preservation and renovation projects.

Strategy 2: Create theme-based park benches and other public area features that recognize and promote Vineyard's history.

Heritage and Cultural Resources

GOAL 1: ~~Identify and locate significant historic vintage farm implements, tools, artifacts, buildings and other heritage-related items. Introduce fun, creative, and educational ways to celebrate and display Vineyard's rich heritage and cultural resources.~~

Strategy 1: ~~Identify, locate and c~~reate an inventory of ~~significant~~ historically related implements, tools, ~~buildings, properties and other such and~~ artifacts. Continue dialogue with owners of these items ~~in order, to the degree possible, to~~ reassign ~~their~~ ownership to the Vineyard Heritage Foundation or ~~to~~ receive them on loan.

Strategy 2: Use Vineyard's ~~Trails and Parks overall comprehensive~~ master plans to determine proper placement for such artifacts/implements, ~~etc.~~ for ~~the~~ display and enjoyment of all residents and visitors.

Strategy 3: ~~Expand the existing Gammon Park into the adjacent, undeveloped property.~~ Create a Vineyard Heritage Museum, Cultural Center, and/or viewing area ~~specifically for the purpose of demonstrating to showcase the rich life of Vineyard's forefathers heritage.~~

Strategy 4: Obtain oral/written histories and photographs that can be published online and in other locations for public consumption.

Strategy 5: Secure funds for at least one significant historical project per year, such as the Vineyard Heritage Trail. This trail could incorporate appropriate signage and a ~~self-guided tour with physical and/or virtual materials. Consider augmented reality features throughout the greater trail network.~~

Strategy 6: Incorporate historically themed programming and design features throughout public property that enhances a sense of place and community.

GOAL 2: Enhance and promote the City's historical and cultural resources to increase commerce and tourism. ~~Identify, locate, and preserve significant sites of historical importance throughout the City.~~

Strategy 1: ~~Identify, catalogue, and preserve historical buildings, sites, and properties throughout the City. Have these recorded on the Register of Historic Places and other relevant databases. Partner with property owners to allow the public to visit/tour these sites. Using existing maps and other resources, specifically identify historically important and culturally rich sites and areas that need to be noted, preserved, cataloged and identified with signage.~~

Strategy 2: ~~Where possible, work with homeowners/land owners to nominate sites and structures that meet the criteria to be registered on the National Register of Historic Places. Work with local, education institutions, such as BYU and UVU, to showcase local, historical exhibits (i.e., photographs, artwork, artifacts, etc.). These could be displayed at City Hall, City-sponsored events, and other community events.~~

Strategy 3: ~~Designate the principal/major trail throughout Vineyard as the Vineyard Heritage Trail with appropriate signage placed throughout the system. Prepare and publish written and online material that provide visitors with information on the City's history.~~

Commented [BP1]: More encompassing, comprehensive goal

Commented [BP2]: Buildings and properties are of especially important. Merits a separate goal

Commented [BP3]: New action item

Commented [BP4]: unnecessary

Commented [BP5]: More inclusive term

Commented [BP6]: Element of Smart Cities

Commented [BP7]: Addressed in Goal 1

Commented [BP8]: Unnecessary

Commented [BP9]: redundant

Commented [BP10]: Unnecessary; does not add significant value

Commented [BP11]: New action item

Commented [BP12]: Moved to Goal 1, Strategy 5

Strategy 4: Expand the existing “Gammon Park” with the adjacent undeveloped property, into a larger and vibrant multi-faceted “Vineyard Heritage Park.” The Vineyard Zoning Code (VZC) shall incorporate standards for the historical preservation and renovation of buildings, sites, and structures.

Commented [BP13]: Moved to Goal 1, Strategy 3

GOAL 3: Enhance and promote the City’s historical character to increase visitation and commerce throughout the City and to help all residents and visitors appreciate and connect with the past.

Commented [BP14]: Moved to Goal 2

Strategy 1: Working with BYU Library and other institutions, establish a traveling historical exhibit relating to Geneva Steel that can be exhibited in Vineyard on loan and/or on special occasions.

Commented [BP15]: unnecessary

Commented [BP16]: See Goal 2, Strategy 2

Strategy 2: Support the preparation and publication of brochures and other written and online resources that provide visitors with information on the City’s history and significant history-related resources, such as online access to the book “Our Vineyard Heritage” on the City’s website.

Commented [BP17]: See Goal 2, Strategy 2

Strategy 3: Obtain as many oral and written personal histories and photos from original families as possible and have them published online on the City’s website.

Commented [BP18]: See Goal 1, Strategy 4

Strategy 4: Create self-guided history and heritage tours and materials to be used on bike trails and hiking trails throughout the entire trail system. Consider augmented reality system to show historic uses of sites.

Commented [BP19]: See Goal 1, Strategy 5

GOAL 4:

Strategy 1: Work with private sector investment in preservation and renovation projects.

Commented [BP20]: See Goal 2, Strategy 4

Strategy 2: Create theme-based park benches and other public area features that recognize and promote Vineyard’s history.

Commented [BP21]: See Goal 1, Strategy 6

Heritage and Cultural Resources

GOAL 1: Introduce fun, creative, and educational ways to celebrate and display Vineyard's rich heritage and cultural resources.

Strategy 1: Create an inventory of historically related implements, tools, and artifacts. Continue dialogue with owners of these items to reassign their ownership to the Vineyard Heritage Foundation or to receive them on loan.

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GOAL 2: Enhance and promote the City's historical and cultural resources to increase commerce and tourism

Strategy 1: Identify, catalogue, and preserve historical buildings, sites, and properties throughout the City. Have these recorded on the Register of Historic Places and other relevant databases. Partner with property owners to allow the public to visit/tour these sites.

Strategy 2: Work with local, education institutions, such as BYU and UVU, to showcase local, historical exhibits (i.e., photographs, artwork, artifacts, etc.). These could be displayed at City Hall, City-sponsored events, and other community events.

Strategy 3: Prepare and publish written and online material that provide visitors with information on the City's history.

Strategy 4: The Vineyard Zoning Code (VZC) shall incorporate standards for the historical preservation and renovation of buildings, sites, and structures.



Community Development

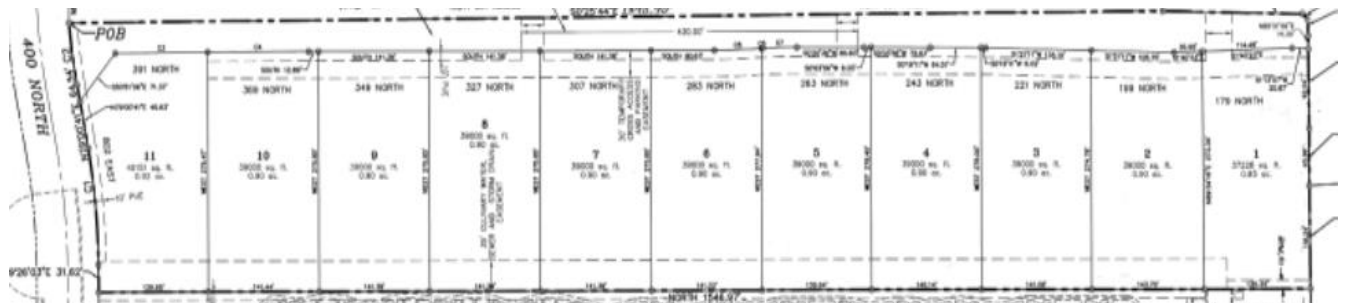
Date: May 10, 2022
From: Morgan Brim, Community Development Director
To: Planning Commission
Item: Work Session to discuss proposed Geneva Retail Mixed Use District (GRMU)
Applicant: Jason Boal, Urban Planner with Snell & Wilmer representing X Development
Location: Bounded by: 400 N. (North), Geneva Road (East), Edge Water Townhome Community (West), and former Parish Chemical Site (South)

BACKGROUND:

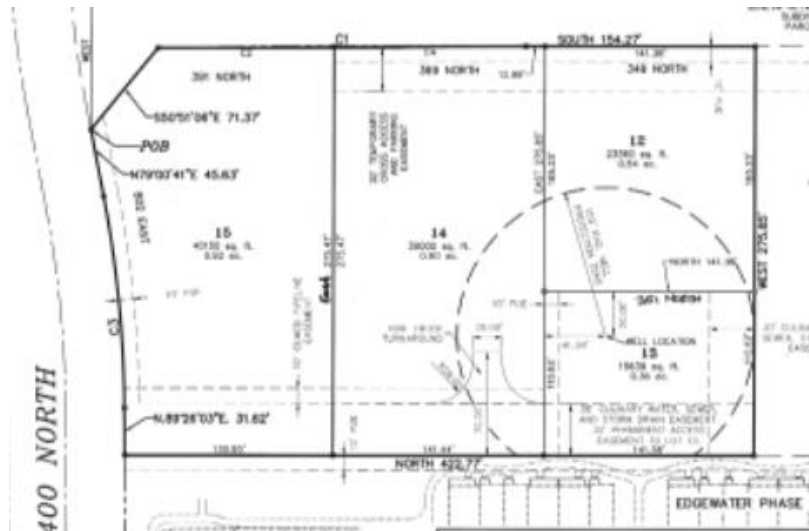
The subject property consists of two recorded commercial subdivision plats, Geneva Retail Frontage Subdivision consisting of 11 lots recorded in 2018 and an amended plat to lots 9, 10, and 11 titled Geneva Retail Frontage Subdivision Plat B. The amended plat recorded in 2021 for purposes of splitting lot 9 into two lots, an east and west split and retitled these as lots 12 (east) and 13 (west). Lot 13 was sold to Central Utah Water Conservancy District for a new well site. During the drilling of the well, the District found the water quality to be underperforming and is evaluating the possibility of bringing the quality levels to meet standards. At this point it is unclear how this property will be utilized. The applicant has indicated a desire to incorporate this lot into their concept should the District be willing to part ways with it. Lots 10 and 11 from the 2018 plat were retitled as lots 14 and 15 under the amended 2021 plat.

Lot 1 is the only site that has been developed and houses O'Reilly Auto Parts retail establishment and is owned by Monica Properties LLC. The GRMU District proposal includes all 11 original lots with three separate properties owners. Prior to forwarding this application to public hearing, ownership authorization from Monica Properties LLC and the Conservancy District will be required or the location of the district boundaries must be amended. The overall property size is approximately 10 acres and currently zoned Regional Mixed Use (RMU).

2018 Plat:



2021 Amended Plat:



ANALYSIS:

The applicant would like to add auto-oriented uses for servicing and repair on the south portion of the property adjacent to O'Reilly's Auto Parts. The RMU District allows car washes through a conditional use permit and prohibits auto uses like vehicle/equipment repair, sells, and rentals. The RMU District limited residential uses in 2009. In 2021, X Development applied for a zoning text amendment to allow for an increase of up to 2,350 units through approval of a development agreement which is currently being utilized in a mixed-use development on the north side of 400 North across from this subject property.

The GRMU, as proposed, allows for a residential density of 26 units per acre or up to 85 units per acre through a development agreement. A maximum of 30% of the district may contain standalone units. Auto uses like carwashes and minor repair are permitted, and vehicle and equipment rental and sales are conditional uses. Major vehicle and equipment repair are not permitted in this proposal. The majority of other uses pattern allowances provided in the RMU District. Street cross sections are provided for a proposed frontage retail road and street treatment of the Geneva Road corridor. Development standards and guidelines are proposed for architectural treatments, dimensional standards, heights, non-residential intensity, compatibility requirements, mixed use requirements, open space, parking, landscaping, block structure, ground floor activation, and building orientation.

Staff is working with the applicant to refine their application and to ensure development standards are sufficient to mitigate potential detrimental impacts to adjoining residential properties to the west and city as a whole. Geneva Road will be the gateway visually to many visiting the city. It is in the best interest of the city to have this corridor well managed and maintained.

The follow items are being addressed between the applicant and staff:

- Need development standards for impactful uses like carwashes and other auto oriented uses:
 - Blowers and vacuums should be placed a certain distance from property line of residential, limitations on outdoor storage.
 - Concerned with auto uses that later inhabit lots – future aesthetic look of Geneva Road.
 - Lighting should be directed into the site and downcast.
 - Car wash hours of operation should be limited – Is there a cut-off time that works for the potential user?
- Need exhibit clarifying location of uses – Top four lots should be mixed use and brought up to the street with streetscape details.
- Parking and access drives of the top four lots should be rear located behind the MU buildings.
- Parking can be oriented as needed on the south lots.
- Residential uses within the GRMU need to be considered. Council members have expressed concerns with adding more units to this area.
- The preference is for a mixed-use office environment on the north end of the district to contain a similar urban wall and architectural feel as the development occurring on the north side of 400 North. This mixed-use make-up would consist of office, professional uses and services mingled with ground floor retail fronting 400 North and Geneva Road.
- O'Reilly's and Central Utah Water Conservancy District properties need to provide written authorization if the district boundaries include them.
- Add a gateway feature/detail emphasizing this entrance to the city; must add visual interest and attractiveness to the subdivision.
- Need a plan/program to accommodate at a minimum, overnight parking for residents living adjacent to the proposed GRMU.

GENERAL PLAN:

General Plan Analysis		
	Goals	Comments
Heritage + Cultural Resources	Enhance and promote the City's historical character to increase visitation and commerce throughout the City and to help all residents and visitors appreciate and connect with the past.	Not present in current proposal.
	Encourage developers to incorporate architectural features that underscore and celebrate the City's rich heritage and history.	The Design Intent section speaks to the character of the development as familiar, traditional setting for users while allowing a diversity of building styles that is both timeless and contemporary.
Land Use	Enhance Vineyard's identity as a community with a high standard of living, a diverse economy, and rich mixture of housing and recreation opportunities.	The district will allow for a wide range of retail, housing and auto-oriented uses. These are services needed by the community and will add employment opportunities.

	Encourage a pattern of growth that reflects the City's ability to efficiently provide necessary services and anticipates the resource needs of future generations.	The city is promoting services and shopping accessible by walkability. The project provides close access to several thousand residents within a 10-minute walking shed.
	Provide an adequate supply of public and private parking options in Vineyard.	Application states the planner will set parking minimums. Staff is concerned with this standard and believes it is too broad. Concrete standards need to be provided or parking requirements should mirror the off-street parking ordinance.
Open Space	Increase the amount of publicly accessed open spaces provided throughout Vineyard.	Private amenities will consist of 15% of residential areas. A minimum of 10% of the site area of the non-residential development will be set aside for open space and include areas like plazas, and outdoor seating. An open space concept has not been provided.
	Enhance, improve and connect existing bicycle and pedestrian trail network throughout the city and to the regional trail network.	Building standards provide for awnings and overhead cover to protect pedestrians from the elements on sidewalks adjacent to building facades. Trail corridors are not highlighted in the ordinance.
Economic Development	Establish criteria and methodology for reviewing, evaluating and updating City incentives to attract new businesses.	The project incentivizes mixed use-retail business by opening up auto-oriented uses.
	Ensure the City's long-term fiscal health by taking measures to establish a larger tax base of both property and sales tax revenues.	The proposal provides allowances for significant retail space.
	Establish zoning that encourages strategic, accessible and centralized economic centers that will integrate appropriately into the community.	The mixed-use function of the district is strategic in its location to encourage greater integration between the adjacent residential neighborhood and the mixed use portion of the project along 400 North.
	Focus future development and investment efforts on implementing the Town Center and Forge Special Zoning Districts while maintaining the intent of these districts to create distinctive walkable village centers.	This site is south of the Forge district and the Yard Development but will connect in character and development type on the north end of the GRMU district. Walkability will be a major aspect of the project.

Transportation	Provide multiple connections between neighborhood, city-wide and regional systems that safely and effectively move people through, into and out of the city while mitigating traffic congestion.	The development of the district will extend the 400 North ROW eastward. The applicant is considering providing a shared parking plan between Edge Water Townhomes. Pedestrian connections should be considered through the development wall separating the sites.
	Reduce auto dependency in Vineyard to improve air quality, reduce traffic congestion and enhance the quality of life.	The development of the northern portion of the district will be urban in nature and contain pedestrian facilities that connect with the building frontages. 400 North was delineated by the city for future light rail but the final decision of its location will be made by our MPO and Utah State officials.
	Adopt a Complete Streets Policy to ensure safe access for all users, including pedestrians, bicyclists, vehicles and transit riders of all abilities.	The city is redesigning 400 North to provide a complete street layout with enhanced pedestrian and bicycle facilities and mid-block and intersection crossings.
Moderate Income Housing	Encourage and promote affordable housing developments by incentivizing developers to build this type of housing.	As proposed, the zoning district provides significant opportunities for housing. Concerns have been expressed by community members and the Council regarding additional residential units in this portion of the city. The Council recently approved a zoning text amendment to add more residential on the north side of 400 North across the street from this project.
	Provide the framework for the successful integration of a mix of housing types in the community's various neighborhoods.	Same noted as above.

ATTACHMENTS:

- Application and Redlines

Snell & Wilmer

15 WEST SOUTH TEMPLE
SUITE 1200
GATEWAY TOWER WEST
SALT LAKE CITY, UT 84101
801.257.1900 P
801.257.1800 F

Jason Boal, AICP & CFM
(801) 257-1917
jboal@swlaw.com

April 7, 2022

Mayor Julie Fullmer
Vineyard City
125 S Main Street
Vineyard, UT 84059

Re: Vineyard City Land Use Code Text Amendment

Dear Honorable Mayor

On behalf of the X Development Team, the future owners of Parcel Nos. 40:513:0002, 40:513:0003, 40:513:0004, 40:513:0005, 40:513:0006, 40:513:0007, 40:513:0008, 40:513:0011, 40:513:0013, 40:513:0015 and 40:513:0016, we would like to make application for an amendment to the Vineyard City Zoning Code and Zoning Map. This request is made pursuant to Vineyard City's Zoning Code §15-10-060 (code text) and §15-10-090 (zoning map), as adopted.

We are seeking to add a new Special Purpose Zoning District (SPZD) to the Vineyard City Code that would allow specific and appropriate standards for eleven (11) lots located along Geneva Road in the Geneva Retail Frontage Subdivision. This district we have named the Geneva Road Mixed Use District. This proposed amendment is being requested in order to facilitate more intense and automobile-centric commercial development in a location that is appropriate. The businesses and services that can be provided in this zoning district are needed in Vineyard City, and development in this location allows for minimal impacts on surrounding properties and minimal traffic impacts for current city residents as well.

As required in Vineyard City Code §15-10-070, we have included a redlined version of a proposed chapter, which we propose to be located in Code §15-14 (Special Zoning Districts), a redlined Code §15.12.050 District Use Table, which will identify the uses permitted in the new district, and a revised Zoning Map. Our proposal is to simply add a new zoning district, that is based off the zoning district the lots are currently zoned (Regional Mixed Use District). This approach allows the new zone to retain the character and standards of the RMU District, but permit uses and site designs which are unique to these few lots.

Mayor Julie Fullmer
April 5, 2022
Page 2

The purpose statement of the Geneva Road Mixed Use District we propose to be:

The Geneva Road Mixed Use ("GRMU") District is intended to encourage a mixture of commercial, office and residential uses along the Geneva Road corridor. Development in the Geneva Road MU District is intended to provide more intense commercial uses, safe and attractive streetscape, and a compatible setting for residential and commercial development. The cross access between the lots in the GRMU is vital to the design and function of the District. The standards are intended to established objectives for the design of a mix of uses.

The inclusion of our proposed GRMU District will allow appropriate uses and site designs along Geneva Road. This corridor is vital to Vineyard City as a gateway and introduction to the city. The proposed district will incorporate the character of the city, while ensure development happens in an appropriate way.

We ask for the opportunity to present our proposed Land Use Code and Zoning Map amendments to the Planning Commission for their recommendation and ultimately the City Council. We are pleased to have for the opportunity to work with the City through this Code amendment request.

If you have any questions or concerns, please feel free to reach out to us.

Respectfully submitted,

Jason Boal

CC X Development Team,
Craig Jensen

Enclosures:

- Redlined proposal of code sections Code §15.14.7 and Code §15.12.050 District Use Table
- Revised Zoning Map

Underline identifies new code text
Strike Through identifies removed code text

Chapter 7 – Geneva Road Mixed Use

Sections:

7.02 Purpose

7.04 Uses

7.06 Site Plans and Building Design

7.08 Development standards

7.10 Design Guidelines

7.02 Purpose

The Geneva Road Mixed Use (“GRMU”) District is intended to encourage a mixture of commercial, office and residential uses along the Geneva Road corridor. Development in the GRMU District is intended to provide more intense commercial uses, safe and attractive streetscape, and a compatible setting for residential and commercial development. The cross access between the lots in the GRMU is vital to the design and function of the District. The standards are intended to established objectives for the design of a mix of uses.

7.04 Uses

- A. Permitted Uses. Permitted uses shall be those identified under the RMU district in VZC 15.12.050 District Use Table of Allowed Uses in Non Residential Zoning Districts.
- B. Conditional Uses. Conditional uses shall be those identified under the RMU district in VZC 15.12.050 District Use Table of Allowed Uses in Non Residential Zoning Districts.
- C. Accessory Uses. Uses which are customary and incidental to the principal use of the property as approved by the Town Planner.
- D. Prohibited Uses. Any use not listed in VZC 15.12.050 District Use Table of Allowed Uses in Non Residential Zoning Districts shall be prohibited.

7.06 Site Plans And Building Design

It is intended that development in the GRMU District (*Figure: The Geneva Road Mixed Use District Boundary Map*) will be subject to the following standards and regulations and Design Guidelines (VSP 7.10 – Design Guidelines).

This will be accomplished by the following procedures:

1. **Individual Site Plans.** A site plan for each parcel shall be submitted for review and approval by Vineyard in accordance with VZC 15.28 – Permitted Uses. Individual site plans shall include a demonstration of how the proposed project will be consistent with The Geneva Road MU District and Design Guidelines, including the following:
 1. The proposed architectural and site design concepts including style, colors, type of materials and placement of structures.

- A. Buildings which may accommodate one or more uses;
 - B. Predetermined right in/right out access points to Geneva Road will be utilized for access to Geneva Road.
 - C. Access will be provided to the lots via a eastern cross access drive, western cross access drive, an access point on 400 North and the approved access points on Geneva road;
2. **Minimum Acreage.** The minimum acreage for application of the GRMU District is 5 acres.
3. **Residential Intensity.**
- A. The maximum residential density for the entire GRMU is twenty-six (26) units per acre. This density can be allocated on a single or multiple lots.
 - B. A maximum of forty-five (45) percent of the GRMU district land area may be used for standalone residential uses. Residential uses above the first floor are excluded from this requirement.
 - C. The maximum residential density may be increased up to 85 units per acre through a Development Agreement as provided for in Section 15.16 of this title.
4. **Non-Residential Intensity.** There is no limit on the intensity of non-residential development as long as each development complies with the development standards of The GRMU District, any other applicable Vineyard Ordinances and the requirements herein.
5. **Building Height.**
- A. No primary building within any district shall be erected to a height less than one (1) story entirely above grade.
 - B. No primary building shall be built to a height greater than sixty-six feet (66'). Building height is measured from the top of the back of curb to the highest point of the building or structure. See also the definition of "Building Height."
6. **Setbacks.**
- A. Building Setback: The building setbacks in the GRMU district shall be measured from the 30' front cross-access easement, 35' rear cross-access easement and side property lines.
 - 1. Front Setback: There shall be no minimum front setback from the cross-access easement. Where there is no cross access easement, the front setback shall be twenty feet (20') from the property line adjacent to Geneva road.

2. Side Setback: There shall be no minimum side setback requirement from property lines. Street side setbacks on a corner lot shall be twenty feet (20').
 3. Rear Setback: There shall be no minimum rear setback from the cross access easement. Where there is no cross-access easement, the rear setback shall be twenty feet (20')
7. **Compatibility Requirements.** Development within The GRMU District shall be compatible with and preserve the character and integrity of adjacent land uses. Each development shall include improvements or modifications, either on-site or within the public rights-of-way, to mitigate adverse impacts, such as traffic, noise, odors, shadow, scale, visual nuisances or other similar adverse effects on existing adjacent land uses. These improvements or modifications may include but shall not be limited to the placement or orientation of buildings and entryways, parking areas, buffer yards, the alteration of building mass, and the addition of landscaping, walls, or both.
 - A. The main structure on Lot 11 of the Geneva Retail Frontage Subdivision, which is the corner lot o Geneva Road and 400 North, shall have a design that is comparable and compatible with the structures on the norths side of 400 North.
8. **Separation Between Industrial Uses.** There shall be an appropriate separation between existing or planned industrial uses and planned residential uses to provide adequate safety and to avoid concerns with noise, odors, views, and other reasonable concerns as determined by the Town Council at the time of Development Plan approval.
9. **Mixed Use Requirements**
 - A. Mixed-use development is a development in which land uses are mixed vertically and/or horizontally (such as with existing or planned adjacent land uses). The GRMU District shall comply with the following standards:
 - B. Each development or project area shall connect to and be compatible with any adjacent development or project area.
10. **Open Space.** The GRMU District shall provide open space within the development as follows:
 - A. A minimum of fifteen (15) percent of the site area of the residential development shall be set aside as recreation amenities. Such areas shall be uses for tot lots, play fields, armadas, gardens, and other similar areas as approved by the Town Council at time of Development Plan approval.
 - B. All open space areas shall be owned and maintained by a property owners association or landowner. Areas greater than 5 acres in size may be dedicated to the Town upon approval of the Town Council.
11. **Parking.** Parking shall be provided as required as determined by the Town Planner.

12. **Landscaping.** A common landscape theme shall be established for each Development Plan. All landscaping, including materials and quantities, shall be installed in accordance with the provisions of the Zoning Ordinance.

7.10 Design Guidelines

The following Design Guidelines have been adopted for The GRMU District.

1. **Introduction.** The GRMU District is approximately 9 acres located on the southwest corner of Vineyard Connector and Geneva Road. The proposed project will include retail, services, offices and restaurants. It will also contain a range of residential uses in order to provide vitality day and night, and opportunities to live close to work and to accommodate the multiple housing needs of the region.

The GRMU District is intended to provide an auto-oriented mixed use area that is compatible with Geneva Road and the surrounding uses.

The GRMU District will be implemented over time by a variety of individual builders. The urban design framework for the GRMU District will guide future development to ensure consistency and a high level of urban design quality. To be successful as a high energy, high density center, it will be important that fundamental principles of good urban design be followed in each project.

2. **Design Intent.** The general, overall character of the GRMU District should reflect the vibrancy of Vineyard. This character will bring about a familiar, traditional setting for users while allowing a diversity of building styles that is both timeless and contemporary.
3. **Urban Design Framework.** The Urban Design Framework is a summary of the key physical constraints and building placement objectives that are required for development in the GRMU District.
4. **Block Structure**
- a. Block Size: the GRMU District is made up of a single block along Geneva road. This block length is approximately 1,400' in length.
 - b. Mid-Block Access points: Per the Geneva Retail Frontage Subdivision, there are two (2) right in right out access points along Geneva Road. These access points will be necessary to ensure adequate vehicular circulation.
5. **Building Orientation and Climate Protection**
- a. Building Orientation: Buildings within the GRMU District should be oriented with the front of the building facing Geneva Road.
 - b. Energy and Climate Orientation: Buildings are highly encouraged to include passive solar and passive wind strategies.

- c. Protective Porticos and Awnings: Architectural elements that provide shade are encouraged to provide pedestrians a pathway that is enjoyable to use year round and foster walking and social interaction. The climate in Utah Valley is such that in the summer months shade is preferred, and in the winter months protection from snow is preferred. Awnings that extend over the public right of way require a revocable permit and shall have at least eight feet (8') clearance above the adjacent sidewalk at all points, and shall not extend more than six feet (6') into the public right-of-way.

6. **Ground Floor Activation**

- a. Transparency: The first floor elevation facing a street shall not have less than thirty percent (30%) transparent surfaces.
- b. Entrances: Provide at least one operable building entrance per elevation that faces a public street. Buildings that face multiple streets are only required to have one door on either street.
- c. Wall planes: The maximum length of any continuous ground floor wall surface, uninterrupted by a change in material, setback or protrusion, will be thirty feet (30').
- d. Screening: All building equipment and service areas, including on-grade and roof mechanical equipment and transformers that would be visible from the public right of way, shall be screened from public view, or enclosed as to appear to be an integral part of the architectural design of the building

7. **Architectural Character and Materials**

- a. Building Character Organization: All buildings shall generally have a “base, middle, and top” character to avoid monotonous uniformity of single-material building walls. Differentiating buildings into these three components gives human scale and variety through change, contrast, and intricacy in facade form, color and/or material. Other scaling elements such as insets and projections are encouraged to break up flat or monotonous facades.
- b. Exterior Three-Dimensional Details: Three-dimensional details are encouraged along the publicly-visible exterior of buildings, including:
 - 1. Cornices, fascia, visible substantial window sills and headers, projecting bay windows, inset doors and windows and balconies.
 - 2. Recessed windows (all windows are encouraged to be recessed a minimum of three inches)
- c. Building Materials: All materials shall be durable in nature and build on the multi layered history of the site. The following is a non-exhaustive list of materials that

would meet this objective:

1. Sandstone-based brick material - this is desired as a base material for the entire development and is of regional significance to the area;
 2. Brick with accent banding and symbols of various colors and patterns;
 3. Visible steel support such as I-beam columns and spandrels, steel cable or rod suspension, decorative steel railings;
 4. Corrugated steel siding;
 5. Concrete foundations, columns, lintels, sills, loading docks;
 6. Large expanses of multi-paned glass windows, glass block, large display windows, skylights, greenhouses;
 7. Heavy wood timber columns and spandrel beams; and
 8. Wood, stone, corrugated metal, etc.
 9. Local materials are encouraged, whether as reclaimed materials from nearby projects or manufactured locally and support sustainable building practices.
 10. Other materials can be considered to minimize costs while achieving a similar aesthetic (e.g., concrete with an applied texture versus a brick wall) while out-of-character materials will be considered in special circumstances - such as iconic architecture - to bring additional variety and contemporary influences.
- d. Iconic Architectural Elements: Selected use of iconic architectural elements is encouraged at key locations that serve as focal points for the district. Examples might include:
1. Tower buildings fronting open spaces, plazas, or other gathering spaces.
 2. Architectural signage and marquees.
8. **Signage. (RESERVED)**
9. **Lighting**
- a. Street Lights: Consistent street light fixtures will be used throughout the GRMU District for both automobile and pedestrian safety.

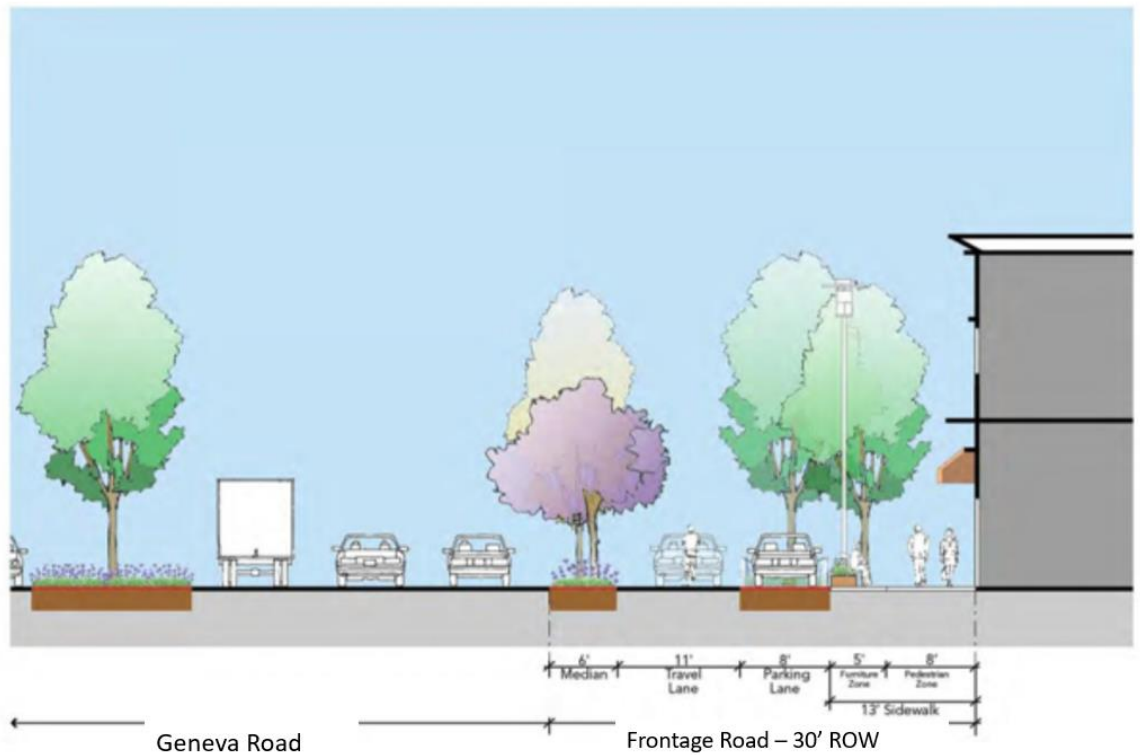
b. Architectural Lighting: Building illumination will be limited to:

1. Highlighting of specific building features
2. Building and ground floor business names
3. Lighting of public walkways
4. Lighting of architectural features above the ground floor

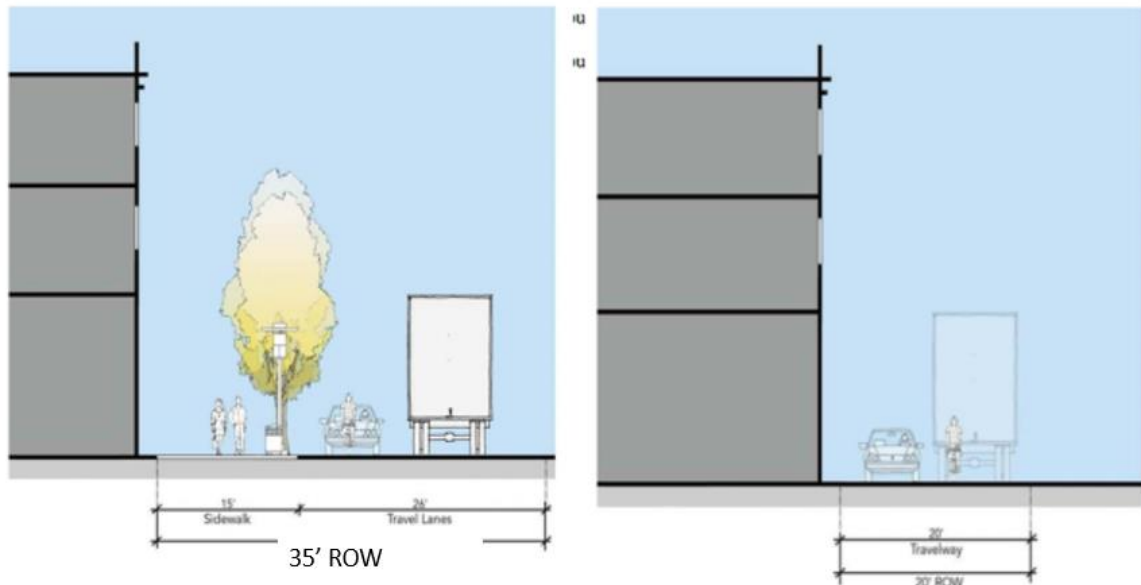
10. Streets

a. Prototypical Sections and Plans:

1. Frontage Street -



2. Alley



- b. Rear Alley: It is envisioned there will be a 20' deep parking area along the rear of the property that is accessed from the rear alley.
- c. Sidewalks: Sidewalks serve multiple purposes within an urban environment and should incorporate different activities including seating, outdoor dining, lighting, trash and recycling receptacles, bus stops and shelters, newsstands, utility boxes and shade trees between pedestrian walkways and traffic. A minimum eight feet (8') ADA accessible, unobstructed pedestrian walkway is required. This walkway shall be located in Parcel A and completed with the reconstruction of Geneva Road.

11. Alleys

- a. Service and Storage: Consideration should be given to loading, delivery and transfer of merchandise, garbage collection, recycling, fire and utilities. Loading areas should be provided when appropriate. However, these functional needs should not compromise the visual character of the overall development or adjacent properties and will be subject to design evaluation and approval of the final legislative authority.
- b. Drive-thru Lanes: Drive-thru facilities in the GRMU will be subject to careful design evaluation and approval. Any drive-thru lanes adjacent to roadways in the GRMU are encouraged to be designed with one or more of the following conditions:
 - 1. Be limited to 3 bays or less
 - 2. Feed into a single exit lane

- c. Screening: Screening techniques should be utilized throughout the GRMU District for any activity or storage that should be kept from public view. This may include any combination of building design, landscaping and berming, and/or location and will be subject to design evaluation and approval of the final legislative authority. Typical areas that should require screening may include:
 - 1. Outdoor Storage
 - 2. Refuse Containers
 - 3. Surface Parking
 - 4. Loading Areas (adjacent to roadways)
- d. Enclosures: Enclosures should be located to provide easy access for users, adequate space for servicing by refuse trucks, and visibility for safe vehicle circulation.
 - 1. Enclosure materials and colors should be consistent with, and complementary to, building materials and finishes.
 - 2. Refuse containers should be conveniently located throughout the project, yet sufficiently buffered from project entries, main building entries, and main pedestrian paths.

15.12.050 District Use Table*

ZONING DISTRICT USES	GRMU
<u>RESIDENTIAL</u> ⁸	<u>Clinical Support Housing</u> N
	<u>Dwelling, Multiple-Family</u> P
	<u>Dwelling Single-Family</u> N
	<u>Dwelling, Two-Family</u> P
	<u>Model Home or Unit</u> N
	<u>Residence for Persons with a Disability</u> N
	<u>Residence for Persons with a Disability that are Substance Abuse Facilities located within 500 feet of a school</u> N
	<u>Residential Facility for Elderly Persons</u> N
	<u>Residential Lease, Short-term</u> N
<u>COMMERCIAL</u>	<u>Agriculture, Commercial</u> N
	<u>Animal Hospital</u> C
	<u>Billboard</u> N
	<u>Cannabis Production Establishment</u> N
	<u>Car Wash</u> P
	<u>Chemical Manufacture, Storage, and Distribution (Existing)</u> N

<u>Commercial Day Care/Preschool Center</u>	C
<u>Commercial Plant Nursery</u>	N
<u>Commercial Recreation, Indoor</u>	C
<u>Commercial Recreation, Outdoor</u>	N
<u>Composting Facility</u>	N
<u>Construction Sales and Service</u>	N
<u>Contractor's Office/Storage Yard</u>	N
<u>Distribution Center</u>	N
<u>Drive-thru Facility</u>	P Z
<u>Dry Cleaning</u>	P
<u>Financial Institution</u>	P
<u>Flammable Liquids or Gases Manufacture, Storage and Distribution</u>	N
<u>Funeral Home/Mortuary</u>	N
<u>Golf Course</u>	N
<u>Health and Fitness Facility</u>	P
<u>Hotel</u>	C
<u>Hybrid Production Facility</u>	C
<u>Kennel, Commercial</u>	N
<u>Kennel, Outdoor Commercial</u>	N

	<u>Laundry, Commercial</u>	<u>P</u>		<u>Salvage Yard</u>	<u>N</u>
	<u>Laundry, Self Serve</u>	<u>P</u>		<u>Sexually Oriented Business</u>	<u>N</u>
	<u>Manufacturing, Heavy</u>	<u>N</u>		<u>Storage - Self Service Mixed-Use Facility</u>	<u>N</u>
	<u>Manufacturing, Light</u>	<u>N</u>		<u>Storage - Self Service</u>	<u>N</u>
	<u>Medical and Dental Clinic</u>	<u>P</u>		<u>Storage of Recreational Vehicles</u>	<u>N</u>
	<u>Medical or Dental Laboratory</u>	<u>P</u>		<u>Trailer/RV Camping Facilities</u>	<u>N</u>
	<u>Motel</u>	<u>C</u>		<u>Vehicle and Equipment Rental</u>	<u>C</u>
	<u>Motor Vehicle Fueling Station</u>	<u>P</u>		<u>Vehicle and Equipment Repair (Major)</u>	<u>N</u>
	<u>Nightclub</u>	<u>C</u>		<u>Vehicle and Equipment Repair (Minor)</u>	<u>P</u>
	<u>Nursing Care Facility</u>	<u>C</u>		<u>Vehicle and Equipment Sale and Rental New or Used (Heavy)</u>	<u>C</u>
	<u>Nursing Home, Convalescent Care</u>	<u>N</u>		<u>Vehicle and Equipment Sale or Rental New or Used (Light)</u>	<u>C</u>
	<u>Office</u>	<u>P</u>		<u>Warehouse</u>	<u>N</u>
	<u>Pawnshop</u>	<u>N</u>		<u>Warehouse Club</u>	<u>N</u>
	<u>Personal Care Services</u>	<u>P</u>		<u>Wholesale Distribution</u>	<u>N</u>
	<u>Personal Instruction Service</u>	<u>P</u>		<u>Assembly, Place of</u>	<u>C</u>
	<u>Pharmacy</u>	<u>P</u>		<u>Commuter and Light Rail Facilities and Station</u>	<u>P</u>
	<u>Pharmacy, Medical Cannabis</u>	<u>N</u>			
	<u>Private Club</u>	<u>C</u>			
	<u>Restaurant</u>	<u>P</u>			
	<u>Retail Sales and Services</u>	<u>P</u>			
	<u>Retail Sales and Services (Community Commercial)</u>	<u>P</u>			
	<u>Retail Sales and Services (Regional)</u>	<u>P</u>			
			<u>PUBLIC AND INSTITUTIONAL</u>		
			-		

	<u>Earth Station (Satellite Dish Farm)</u>	<u>N</u>
	<u>Educational Facility</u>	<u>P</u>
	<u>Emergency Care Facility</u>	<u>P</u>
	<u>Environmental Remediation Activities</u>	<u>P</u>
	<u>Farmers' Market</u>	<u>C</u>
	<u>Helipoint</u>	<u>N</u>
	<u>Hospital</u>	<u>C</u>
	<u>Liquor Store (State Owned)</u>	<u>C</u>
	<u>Major Facility of a Public Utility</u>	<u>N</u>
	<u>Minor Facility of a Public Utility</u>	<u>C</u>
	<u>Museum</u>	<u>P</u>
	<u>Open Space and Trails</u>	<u>P</u>
	<u>Parks and Associated Facilities</u>	<u>P</u>
	<u>Park and Ride Facility</u>	<u>N</u>
	<u>Power Plant</u>	<u>N</u>
	<u>Public Use</u>	<u>C</u>
	<u>Recycling Collection Center</u>	<u>N</u>
	<u>Recycling Processing Facility</u>	<u>N</u>
	<u>Transit Passenger Hub (Intermodal)</u>	<u>P</u>
	<u>Wireless Telecommunications Site/Facility</u>	<u>C</u> ₂
<u>ACCESSORY USES</u>	<u>Accessory Building</u>	<u>N</u>

<u>Accessory Dwelling Unit</u>	<u>N</u>
<u>Accessory Dwelling Unit for Owner or Employee</u>	<u>N</u>
<u>Accessory Use</u>	<u>P</u>
<u>Billboard</u>	<u>N</u>
<u>Domestic Livestock and Fowl</u>	<u>N</u>
<u>Home Day Care (one to seven children)</u>	<u>N</u>
<u>Home Day Care (eight to ten children)</u>	<u>N</u>
<u>Home Occupation</u>	<u>N</u>
<u>Home Preschool (one to seven children)</u>	<u>N</u>
<u>Home Preschool (eight to ten children)</u>	<u>N</u>
<u>Household Pets, Noncommercial</u>	<u>N</u>
<u>Open/Outdoor Display of Products or Merchandise</u>	<u>N</u>
<u>Seasonal Use</u>	<u>T</u> ₅
<u>Sign - Temporary</u>	<u>T</u> ₆
<u>Swimming Pool</u>	<u>P</u> ₂
<u>Temporary Use</u>	<u>T</u> ₅
<u>Tennis Court/Sports Court</u>	<u>N</u>
	-

1. Religious institutions are allowed through the provision of a conditional use permit. No other assembly uses as defined in VZC 15.60 of this ordinance are permitted.

2. See VZC 15.34 for additional use development standards.

3. Use is allowed as an accessory use to a principle use.

4. Use shall not exceed 25% of the net square footage of a single building or development.

5. See VZC 15.26 for additional use standards.

6. See VZC 15.48 for signage requirements.

7. In accordance with the District Use Table above, drive-thru facilities complying with all standards listed in Section 15.34.190 Part 1 through 11 of the VZC are considered a permitted use. Drive-thru facilities containing a drive aisle between the building's front façade and the front property line shall require the approval of a conditional use permit. See Part 12 of Section 15.34.190 of the VZC.

8. Use shall meet all licensing requirements as required by Utah State Code and conform to Section 15.34.210 Cannabis Production Establishments and Medical Cannabis Pharmacies development standards of this title.



Community Development

Date: May 18, 2022
From: Briam Perez, Planner II
To: Planning Commission
Item: BYU Geography 510 Mill Road and 400 N Improvements Project
Applicant: City Initiated
Location: NA

BACKGROUND:

During the Winter 2022 Semester at BYU, the Geography 510 class, led by Professor David Simpson, was invited to assist the Community Development Department in conceptualizing improvements for the existing Mill Road and future 400 N extension. The students were asked to provide concepts that were sustainable, walkable, and yet suited our needs for vehicular transportation in the near and distant future. This area is and will continue to experience significant growth and development in the coming years.

The students were divided into two separate projects—one for improvements along Mill Road, and another for improvements along 400 N to Geneva Rd. As final deliverables, both projects submitted PowerPoint presentations of their analyses and final recommendations. These have been attached to the agenda. Collectively, the student projects proposed the following:

1. Painted crosswalks along 400 N for clear demarcations of pedestrian space
2. Install a pedestrian crossing at 400 N along the Provo Main Line to enhance connectivity and access.
 - a. Consider constructing a pedestrian bridge to achieve the former.
 - b. The pedestrian bridge should feature unique and consistent Vineyard City branding that enhances a sense of place.
3. Road diet to Mill Rd coupled with robust pedestrian infrastructure
 - a. Traffic studies from Wasatch Front Regional Council show that a three-lane road is sufficient for current and future vehicular traffic on Mill Rd.
4. 400 N as a Complete Street
 - a. Wider sidewalks
 - b. Elevated (grade separated) bike lanes
 - c. Extended curbs to reduce crossing distances for active modes of travel
 - d. Increase lighting
5. On street parking (120 new spots)
 - a. Providing sufficient on-street parking shall be a key element in the economic vitality of the area.
6. Intersection Improvements
 - a. Mill Road and 400 N

- i. Redesign the intersection to provide curbs cuts, painted crosswalks, improved lighting, wider sidewalks, and bike lanes.
 - ii. Use branding features to enhance sense of place.
 - b. 710 E and 400 N
 - i. Wider sidewalks, extended curbs, designated bike lines, and painted crosswalks
7. Designated Walkway throughout The Yard A and B Subdivisions
 - a. Provide a safe, welcoming, and enjoyable path of travel for pedestrians that traverses The Yard A and B subdivisions. This feature would increase the amount of local, usable public open space in the area and would provide a safe route of travel for those wishing to access the various amenities and services near and around The Megaplex.
8. See attached report and slideshow presentations for further details.

The BYU 510 Geography worked diligently with City Staff to provide a series of feasible improvements along these major roadways. The students made good use of traffic studies that allowed them to provide well thought-out recommendations. They were able to learn and gain valuable experience through their interactions with City Staff and our governing bodies. The class had the added opportunity to present their proposals to the Bicycle Advisory Commission on March 31, 2022. Their final advise is, because Vineyard City is growing rapidly, these or similar measures should be taken into thoughtful consideration in order to improve the quality of service for all modes of transportation in Vineyard. The Community Development Department hopes to continue collaboration with BYU's Geography Department in future semesters.

ATTACHMENTS:

- 400 N Project PowerPoint Presentation
- Mill Road Project PowerPoint Presentation
- Final Report Word Document



Mill Road Streetscape Improvement Plan

BYU Student Project - Prepared April 2022

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Project Introduction



OUR SCOPE

The City of Vineyard invited us, the Salamander Group from the Professional Planning Studio class at Brigham Young University, to assist them with planning Mill Road. The section of Mill Road we were assigned is bordered on one side by Utah Valley University (UVU) land, and on the other by a currently existing cultural center, including the Yard and the Forge. Our section of Mill Road ends where it intersects with the Vineyard Connector in the north and 400 North in the south.

Background/Context

Vineyard, Utah is one of the fastest growing cities in the United States with a growth rate of nearly 12% annually. Its current population - 12,543 - is projected to grow to 33,870 by 2040, which means that Vineyard needs to prepare its infrastructure for the expected growth by improving roads, accessibility, amenities, parking, and more. The area around Mill Road is expecting to see several different kinds of development, including a UVU campus expansion into Vineyard that will likely consist of student housing, The Forge mixed-use development area, the further development of The Yard, development north of Vineyard Connector, and potentially a new FrontRunner station.

Our goals as the Salamander Group were to improve pedestrian connectivity from the east to the west side of the road and create a balance between multimodal and car travel moving north-south on Mill Road. In addition, we were to provide continuity with pedestrian friendly developments at The Forge and Downtown Vineyard and create solutions that will be as relevant to the future of Vineyard as they are to the present. We used these goals to guide us in planning the future of Mill Road in conjunction with Vineyard, Utah.

SITE DESCRIPTION

Existing Conditions

Mill Road is currently 98 feet wide, with five lanes of traffic and zero pedestrian sidewalks or crosswalks, and no bike lanes. Doing a walk audit of the site showed construction in the commercial area bordering Mill Road, but unsafe conditions for people who want to go to that commercial area in anything other than a car.



Fig. 1: Google Street View of Mill Road as it currently looks (2022)

Future Conditions

According to the Mountainland Association of Governments (MAG) Small Area Population and Employment Projections document made in 2017, Vineyard's population will double, and employment will quadruple by 2050.

By 2050, the Wasatch Front Regional Council (WFRC) estimates that there will be about 10,500 trips per day on this road, which can be easily supported by only three or four lanes of traffic (Spack, 2011). This indicates that the current size of Mill Rd is far too large for its current and projected use.

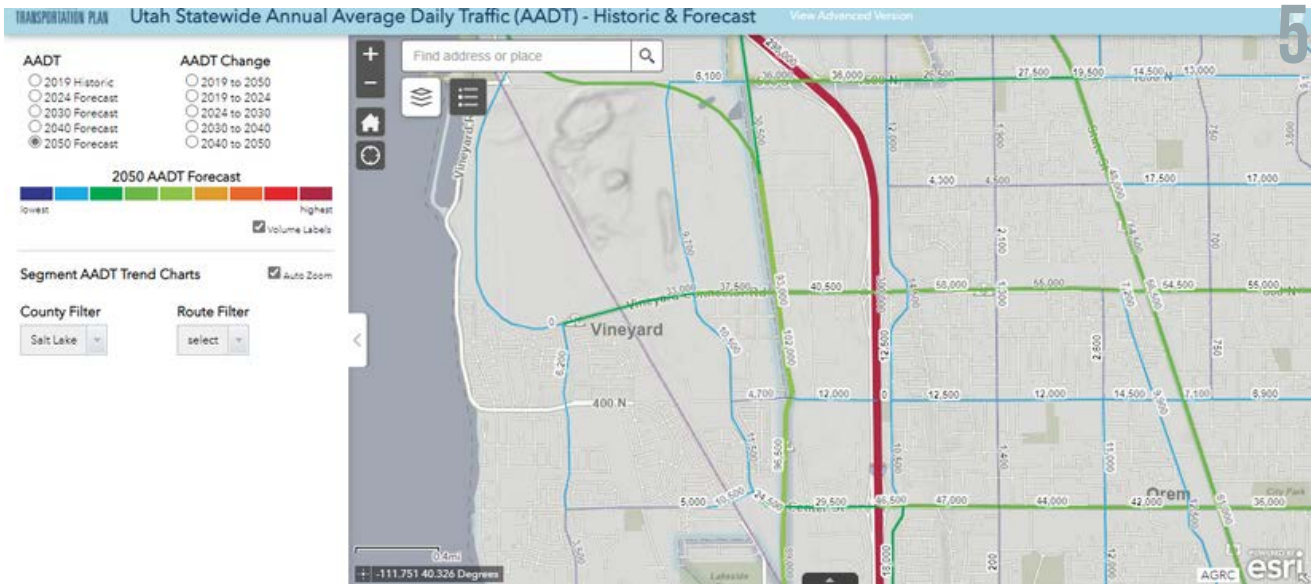


Fig. 2: MAG forecast for Mill Road's daily traffic in 2050

Moreover, the west side of Mill Road that extends south of Vineyard Connector to 400 North is owned by UVU--which requires planning for a high student population in the area. UVU plans to have both class buildings and student dorms on the property that they own, which would drastically increase the density of the population here, and carefully planning routes alternative to driving is imperative to avoid massive automobile congestion in the area.

PROJECT METHODS

Initial Assessment and Analysis

When we began this project, we first did an evaluation and analysis of the area in question to fully understand not only what the goal for this road is, but also to know what the current traffic use and demands are. Upon realizing that Mill Road is currently far too large for both the vision of walkability as well as its current and future use, any plans we made revolved around reducing the amount of automobile traffic and giving the space created to sidewalks, bike lanes, and street parking.



Fig. 3: The bubble diagram for the area around Mill Road, showing its current land uses.

Bubble Diagram

Our analysis included the creation of a Bubble Diagram as a quick way to reference which areas are owned by whom, and what the current use is for the area. This has proved to be incredibly useful in identifying the different organizations that have the authority and potential to act within the area.

As mentioned previously, UVU has recently created an updated General and Master Plan for the site which will include a significant number of students in the area. This will undoubtedly be a boon for the nearby commercial area, but it also requires complete cross-communication between Vineyard City and UVU so that an accurate count of parking requirements and pedestrian foot traffic can be made.

An aerial photograph of a city street, Mill Road, showing a proposed streetscape design. The design includes a central green median with a yellow border, a wide sidewalk with a yellow border, and a crosswalk with a red crosswalk. The design is overlaid on the existing street and surrounding buildings and parking lots.

Project Deliverables

STREETSCAPE DESIGN

General Guiding Principles

In considering potential design solutions for Mill Road, given its context and background we made it a goal to design the streetscape in a way that would improve walkability and help encourage the use of alternative transportation in the area. Within our specific design concepts we attempted to incorporate these elements which would help us to achieve our goal for Mill Road. These are very widely applicable "best practices" when designing a downtown area with a high number of pedestrians that allow for walkability and manage automobile traffic

1. Expanded Sidewalks
2. Separated/Protected Bike Lanes
3. Reduced number of Vehicle Traffic Lanes where possible
4. Barriers between Pedestrians/Bicyclists and Vehicles
5. Safer crosswalks
6. Lower Speed Limits



Fig. 4: A drawing representing what the area around Mill Road could look like after redevelopment

Median Parking Concept

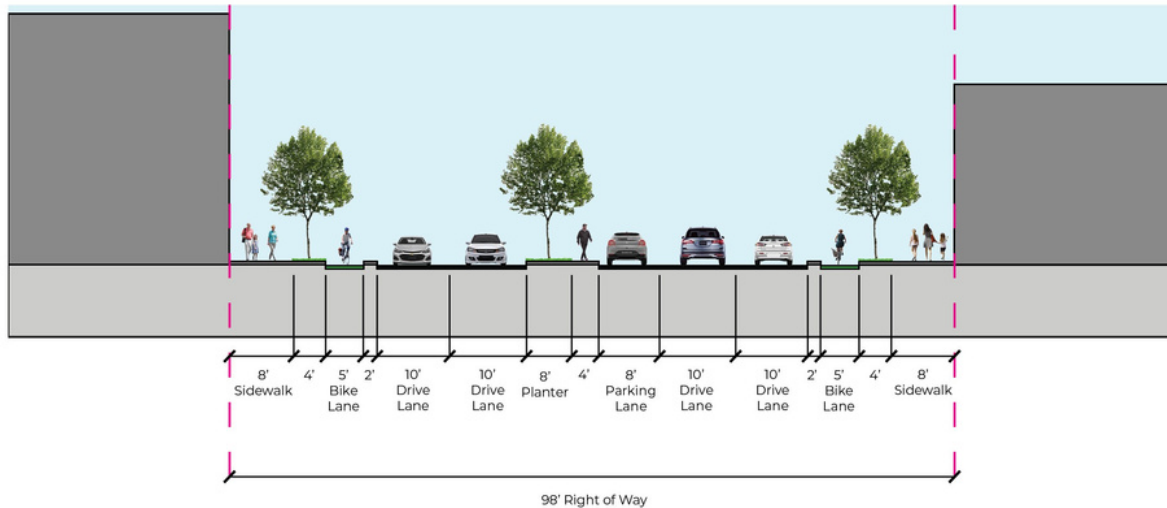


Fig. 5: 2-dimensional cross section of the median parking design concept

The first design was based around the idea of separating the two opposing directions of traffic with a lane of street parking, tapering off to give way for turn lanes at intersections. This design specifically keeps four lanes of traffic, as well as adding separated bike lanes, 8 to 12 foot sidewalks, and trees bordering both the sidewalks and the median. These elements arbitrarily cause drivers to slow down and pay more attention to their surroundings, something we want to encourage since we are expecting so many pedestrians in the area.

Road Diet Concept

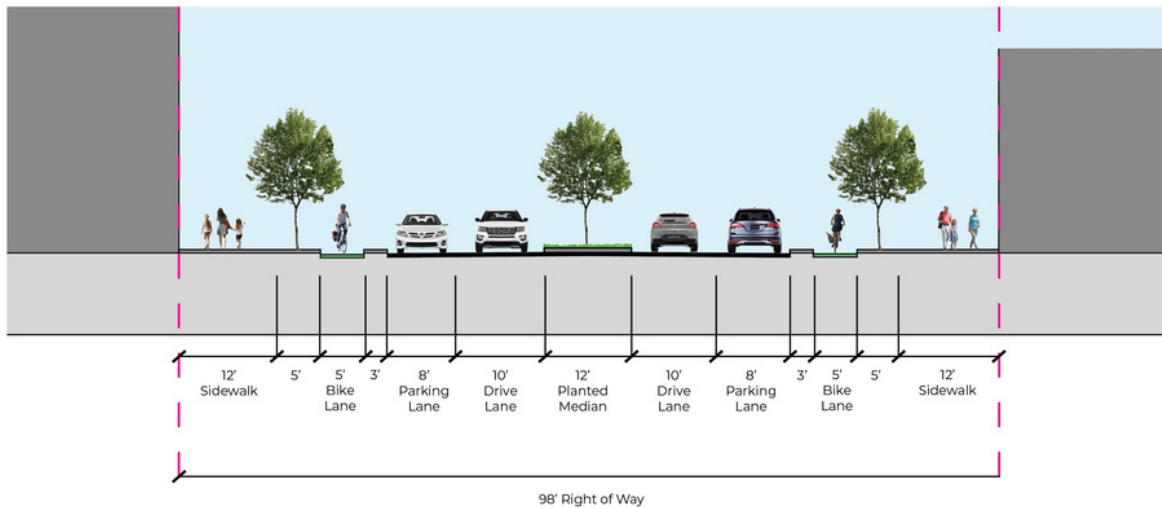


Fig. 6: 2-dimensional cross section of the "road diet" design concept

The second design is a Road Diet concept, which would transform the outer two lanes of traffic into street parking, leaving one lane in both directions and then a median (occasionally transforming turn lane) in the middle. Once again, there is plenty of room to include 10 to 12 foot sidewalks, with protected bike lanes, and trees separating any pedestrians from moving traffic.

Road Diet Concept - 3D View

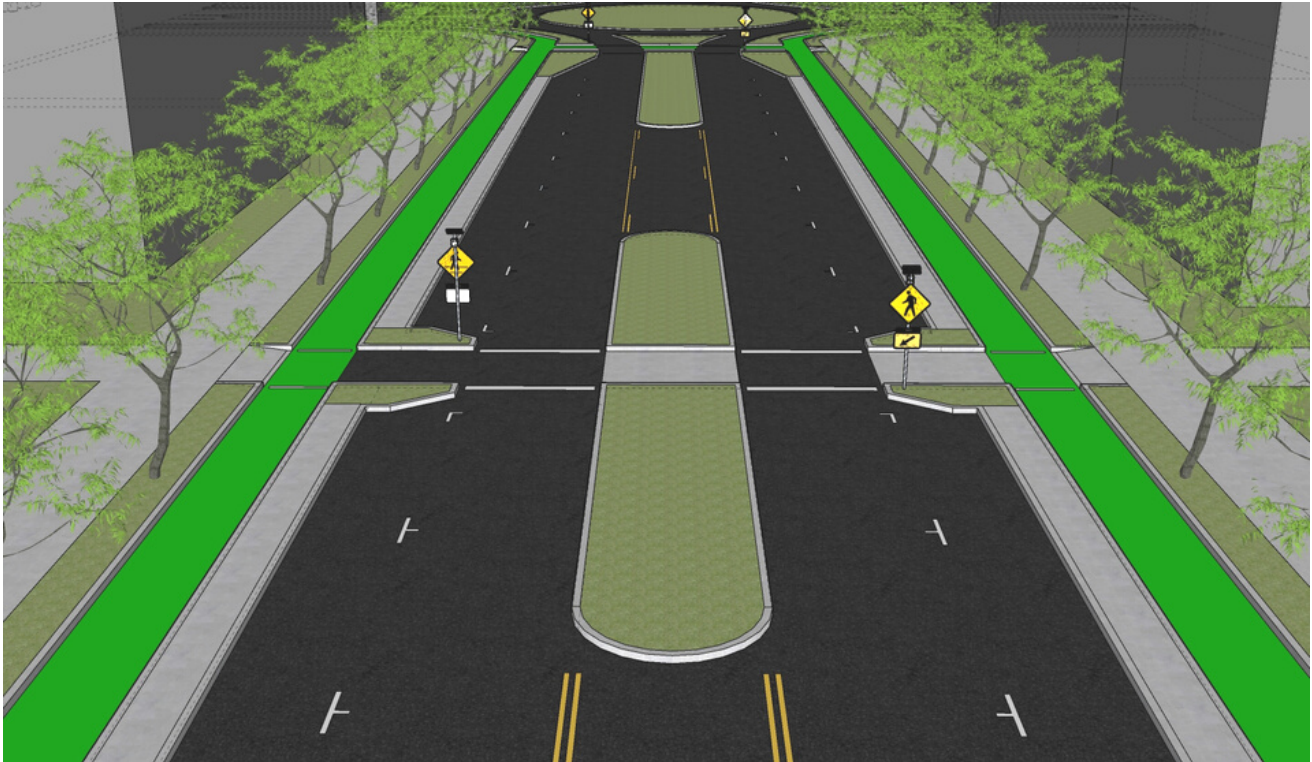


Fig. 7: 3-dimensional model of the "road diet" design concept

This 3D view of our Road Diet concept showcases what a potential mid-block pedestrian crossing could look like. Features to note include:

- Rapid flashing beacons alert drivers when pedestrians are crossing
- The central median acts as a landscaped pedestrian island near crosswalks but can become a left turn lane when needed
- The design provides room for walking, cycling, landscaping, street parking and driving all within the cities current right of way

INTERSECTION DESIGN

Background/Context

Given the future development expected to come to the area immediately adjacent to Mill Road it became clear that a new intersection will eventually need to be added between 400 N and Vineyard Connector

We felt that new intersection would be best placed at E 650 N and Mill Road. We decided that a roundabout would be the best design solution for this particular intersection

Guiding Principles

These particular ideas and principles guided our intersection design and are key to understanding how this roundabout concept would work within the context of Mill Road

- A roundabout located at 650 N and Mill Road could provide an excellent opportunity for gateway signage or other branding or landscaping welcoming students and visitors to UVU and connecting the future UVU campus with the city of Vineyard
- In this design protected bike lanes circle the roundabout in their own dedicated tracks and are not forced to merge vehicle traffic when entering the roundabout
- Beacons alert motorists for cyclists and pedestrians at each crosswalk
- Landscaping is kept below eye level and outside of buffers between cars and cyclists and from inside the central circle so lines of sight are maintained at all times within the roundabout



Fig. 8: An example of roundabout design, with pedestrian beacons, a lowered roundabout edge, and pedestrian islands.



Fig. 9: An example of high visibility roundabout landscaping



Fig. 10: "Dutch Style" roundabout, cyclists have a protected lane that circles the roundabout

650 N Intersection Design Concept

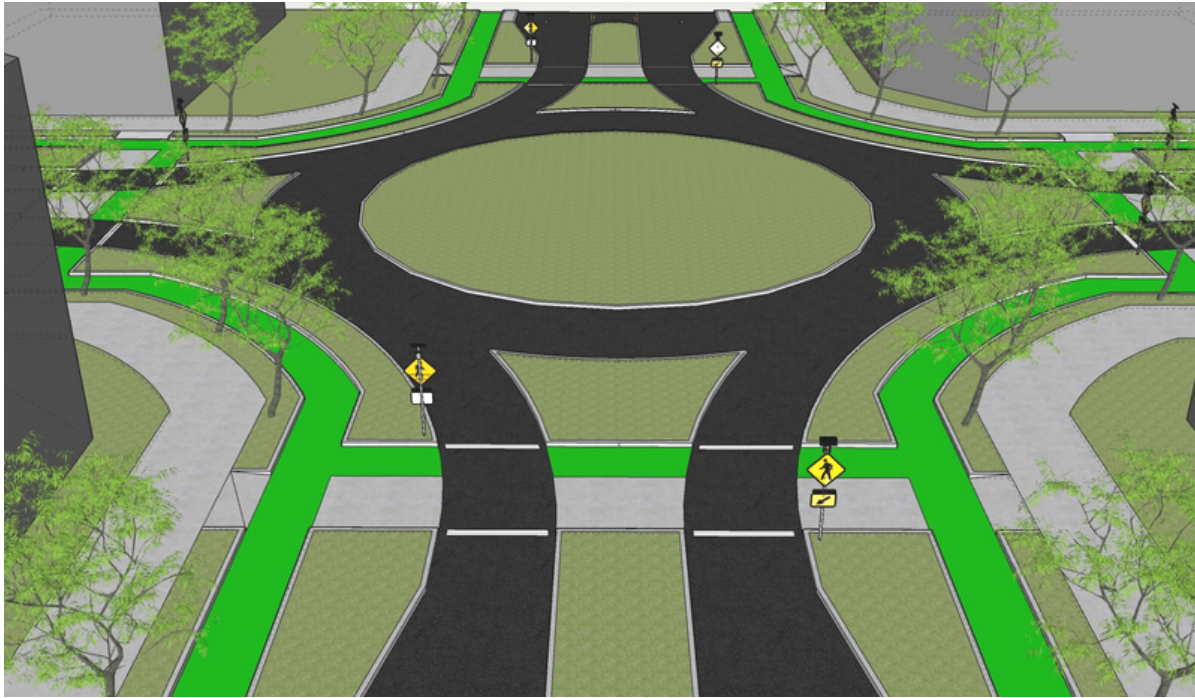


Fig. 11: 3-D model side view of the potential roundabout

Top View

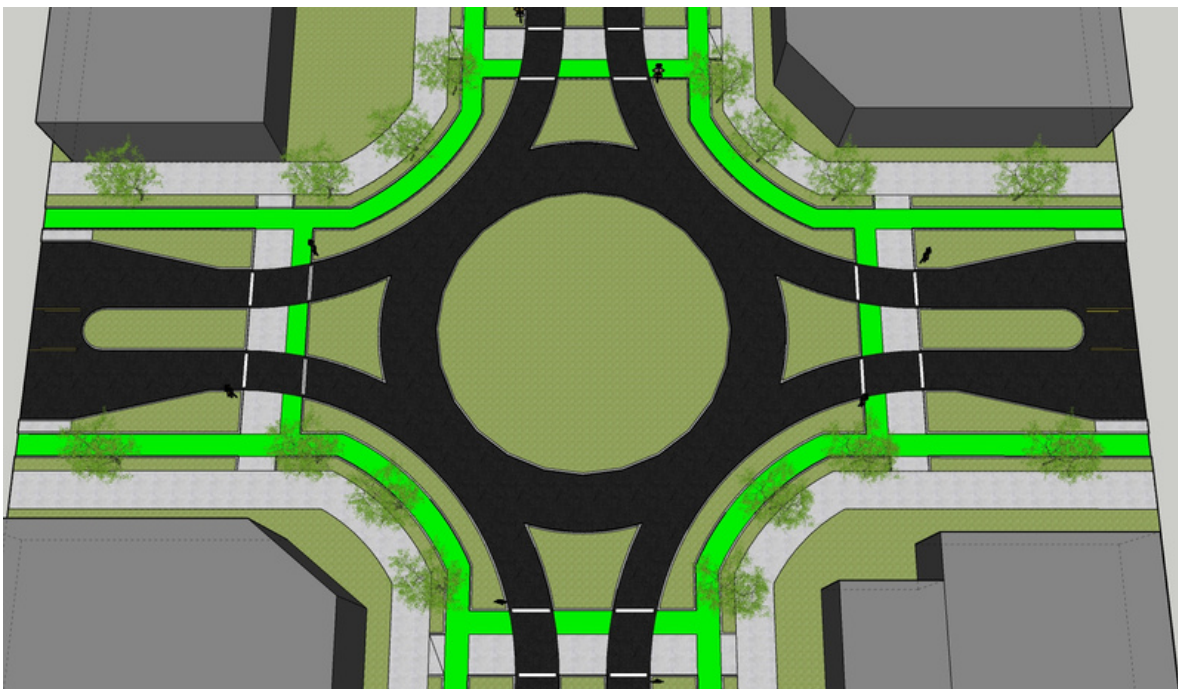


Fig. 12: 3-D model top view of the potential roundabout

ADDITIONAL CONSIDERATIONS

Vineyard Transit Service Expansion

Something additional to consider is future UTA service expansion in the area. The UTA Frontrunner will soon have a stop just a few blocks to the west, so it is not outside the realm of possibility that in the future UTA will want to increase the amount of Bus routes or even a BRT system in the area. With the promise of a high number of students due to a UVU campus extension in the area, UTA's desire to expand must also be factored into the designs for Mill Road.

By keeping three to four lanes of traffic, this leaves room for adjustment in the future in case UTA wants to implement Bus lanes later--it is much easier to take put something in if there's not much to remove in the first place.

Of course, this is conjecture, but given the success of the UVX BRT in Provo/Orem, additional Bus routes need to be considered as a possibility.

Snow Removal and Protected Bike Lanes

Despite what some may think, grade separated, protected bike lanes can be successfully maintained in places with cold and snowy winters such as Utah. With the proper planning and design as well as use of the right maintenance practices protected bike lanes can become assets to their communities they are built in, even in the coldest of winters.

Below are some suggestions for designing and maintaining protected bike lanes in cold and snowy climates

- Provide sufficient space for snow removal vehicles to maneuver in protected bike lanes. Smaller vehicles often used for clearing sidewalks such as ATV's, or small tractors are also great at clearing snow from protected bike lanes

- Provide space for snow plowed from roads to be stored outside of bike lanes and snow plowed from bike lanes to be stored off of sidewalks. For roads this could mean limiting or restricting on-street parking during snow events to provide space for snow storage. For bike lanes this could mean providing a landscaped park strip between the bike lane and the sidewalk which could double as storage for snow during the winter
- Salt Lake City currently uses a Kubota f3060 tractor with a 45 inch snowplow for snow removal in their narrower downtown protected bike lanes



Fig. 13: Specialized vehicle clearing snow from a protect bike lane



Fig. 14: Example of the Kubota f3060 used in Salt Lake City

On-Street Parking

In both Mill Road streetscape design concepts we proposed earlier we recommended adding parking stalls along the street within city right of way. Adding on street parking to Mill Road could benefit the city in multiple ways.

First parked cars can serve as a barrier between automobile traffic and cyclists and pedestrians, they can also help to slow traffic speeds by making motorists feel more constricted.

Second the on street parking could help the city to solve issues of overparking in nearby residential neighborhoods and on vacant land in the city by providing addition parking spaces without construction costs outside of pavement striping

Third a system of paid parking could provide the city with additional revenue. The city could charge by the hour during the day to university students or shoppers and or implement a permit system and charge residents for overnight parking permits. Either way the city would be in complete control of these new on street parking spaces

Approximate Number of Proposed Parking Spaces

Road Diet Concept: 162 spaces

Median Parking Concept: 75 spaces

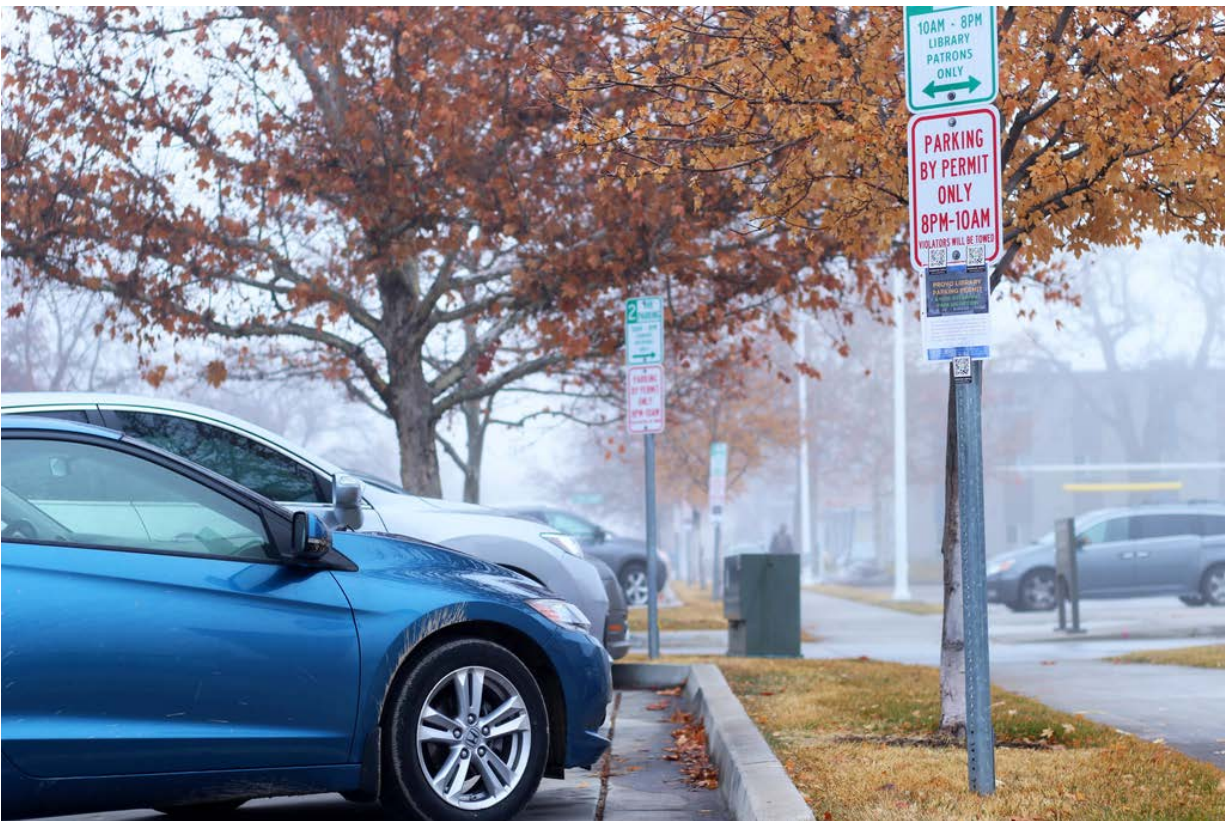


Fig. 14: Overnight paid permit parking program, Provo, UT

ZONING AND POLICY SUGGESTIONS

Specific Suggestions for Mill Road

We recommend retaining the current zoning. In addition to retaining the current zoning, we are recommending a few changes to the current Regional Mixed Use District (RMU) code. Our suggestions are as follows:

- Require less parking and add more pedestrian and bike paths to encourage walkability
- Add bike lanes, median parking on Mill Road, more sidewalks and pathways, wider sidewalks, and potential BRT to facilitate walkability
 - We suggest emphasizing what is currently in Vineyard's zoning code, which is "In order to provide efficient pedestrian connections to adjacent destinations, the Town may require additional sidewalks, walkways, or bike paths not associated with a street"
- Increase open space requirements to 15% of non-residential land
- Create a consistent standard for parking requirements

In order to facilitate these changes, we have prepared some example wording changes for the existing Vineyard Zoning Code. Example wording changes for the code are as follows:

- Parking (VZC 2.10):
 - Current: Parking shall be provided as determined by the Town Planner
 - Suggestion: 2-3 parking spaces shall be provided per 1000 square feet of retail/commercial space as determined by the Town Planner
- Open Space (VZC 2.08.10b):
 - Current: A minimum of ten (10) percent of the site area of the non-residential development shall be set aside for open space
 - Suggested: A minimum of fifteen (15) percent of the site area of the non-residential development shall be set aside for open space.

REFERENCES

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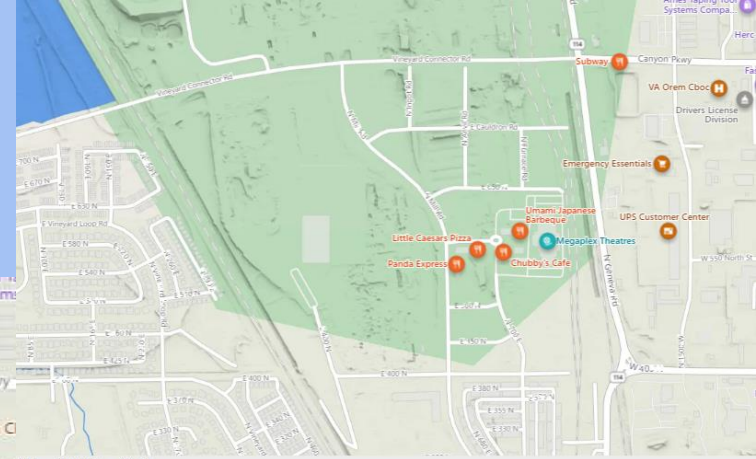
Mill Road Street Design Recommendations

Templates for creating a thriving and walkable city

Salamander Design Group: Dylan Cindrich, Sarra Smith, Diana Hood

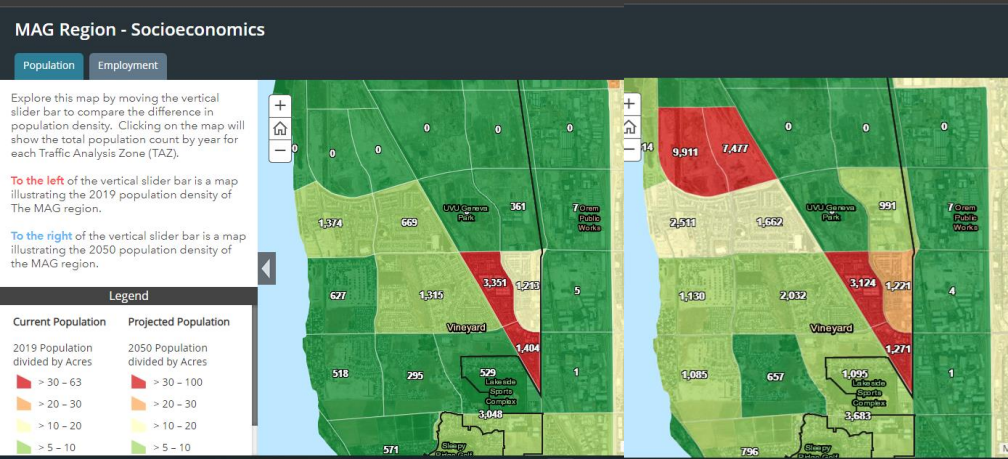
BYU Student Project

Site

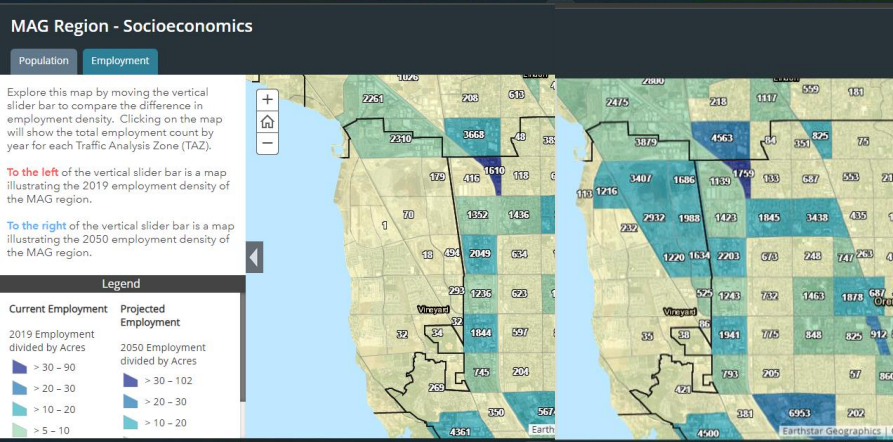


Proposed
Intersection/Roundabout at
650 N and UVU

BYU Student Project



Projections: Population & Employment

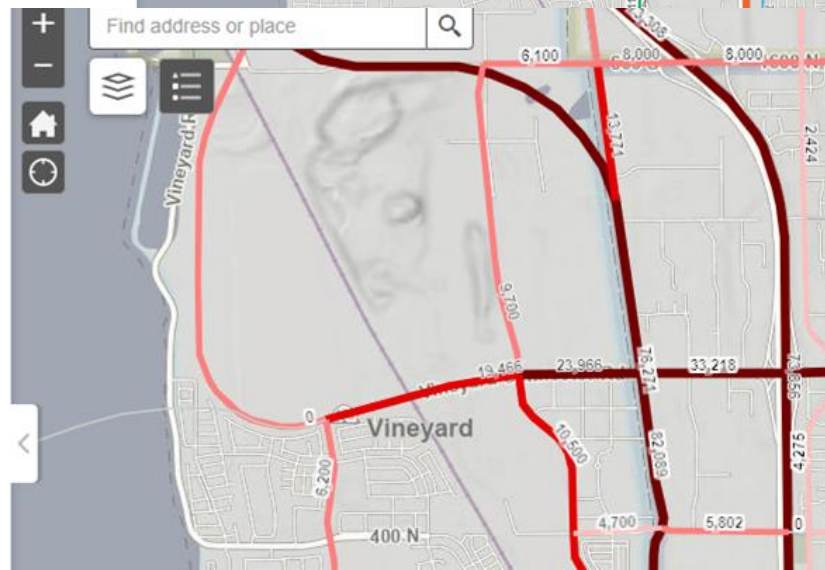
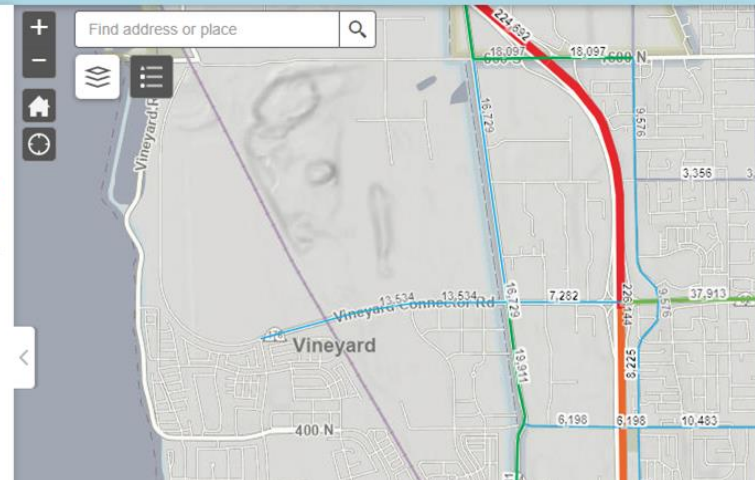


According to the Mountainland AOG Small Area Population and Employment Projections document made by MAG in 2017, Vineyard's population will double and employment will quadruple by 2050

Utah County	679,188	861,852	1,080,082	1,297,515	325,797	405,681	493,054	593,648
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Vineyard	14,887	24,017	33,870	36,265	3,757	8,900	13,381	18,505
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BYU Student Project



Projections: Traffic

- By 2050, there will be about 10,500 trips per day on this road
- **Current size of Mill Rd is far too large** for current and projected use



- **Innovation District**
 - Large, “institutional-scale” buildings
 - “Urban Campus Feel”
- **Institutional Flex Zone**
 - Large buildings
- **Research Park Zone**
 - Research Facilities
- **Residential Mixed-Use Zone**
 - On-campus living/dorms
- **Open Space (Athletics + Parks)**

UVU Plans

Legend

- Innovation District
- Institutional Flex Zone
- Research Park Zone
- Residential Mixed-Use Zone
- Open Space (Athletics + Parks)

BYU Student Project



Zones/Block Typologies

The Vineyard Campus is organized into various zones. The focal point of the campus is an innovation district located around the main entrance. A research park is located in the northeast corner next to adjacent industrial and mixed-use properties. A flexible, mixed-use zone provides for a diversity of future uses, and serves as a buffer to the residential zone at the southern end of the campus.

The Innovation District accommodates large, institutional-scale buildings, with deep floor plates (up to 150 ft.), taller buildings (up to 4-6 stories), and a campus-like feel with inter-block public spaces, plazas, pedestrian circulation, and with out vehicle circulation.

The Institutional Flex Zone accommodates large buildings (up to 150 ft. floor plates, and 3-5 stories) with a similar focus on inter-building pedestrian-focused public space.

The Research Park Zone, situated next to industrially-zoned property, is intended to accommodate large-scale research facilities that bridge the academic/industrial designation.

The Residential Mixed-Use Zone accommodates on-campus living with ground-level commercial uses and acts as a transition to lower-intensity use south of campus.

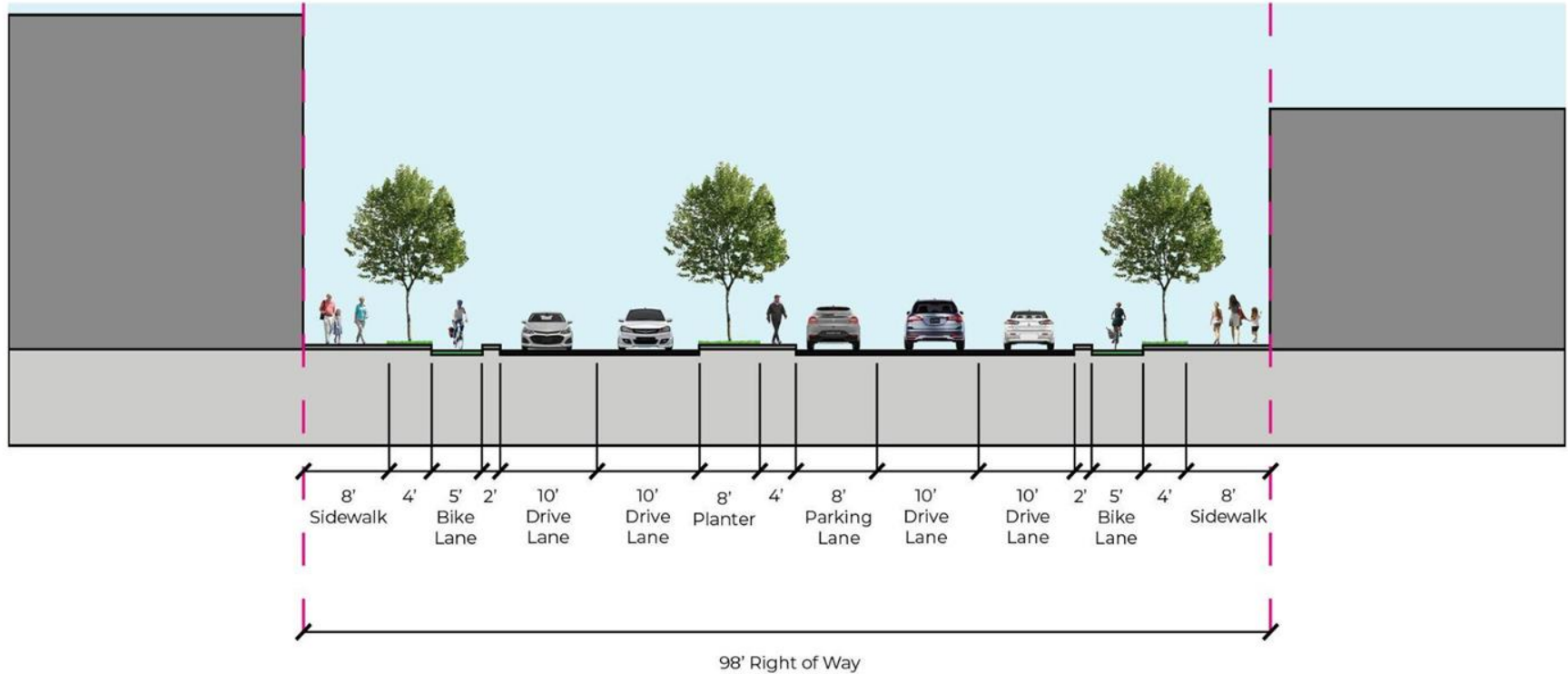
Legend

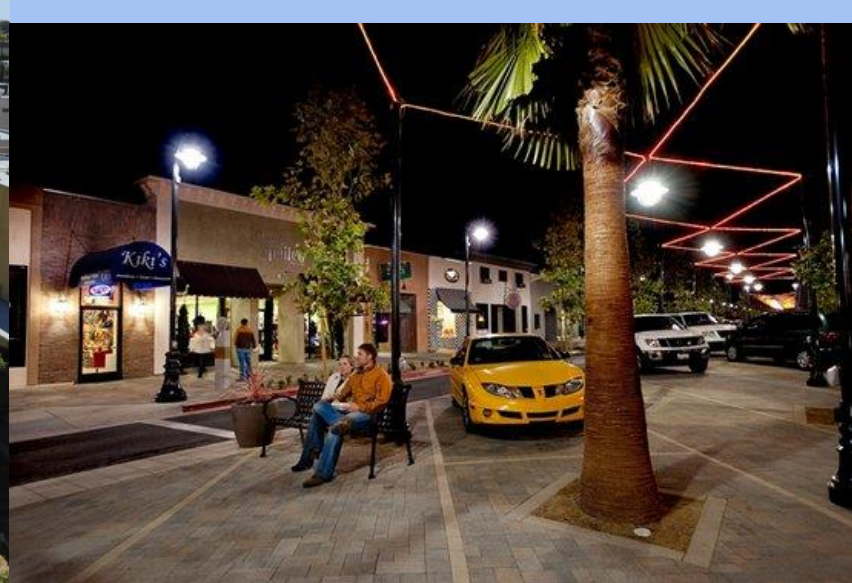
- Innovation District
- Institutional Flex Zone
- Research Park Zone
- Residential Mixed-Use Zone
- Open Space (Athletics + Parks)

2 Main Designs

- **Shift the Focus from the current Car Centric Design to a Multimodal Design**
- **Key Factors**
 - Expanded sidewalks
 - Separated Bike Lanes
 - Road diet to reduce the number of traffic lanes
 - Barriers between pedestrians/bicyclists and vehicles
 - Safer intersections
 - Lower Speed Limits **30 mph (20 within roundabouts)**

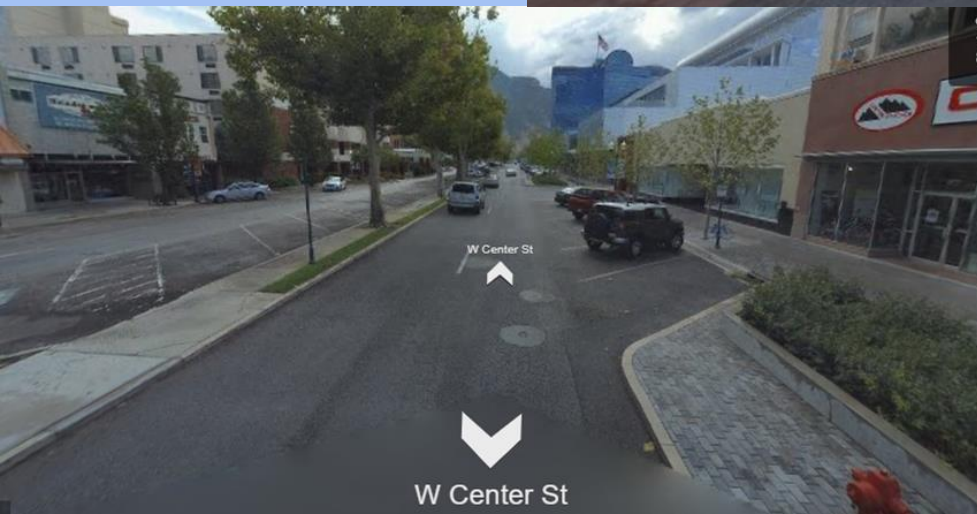
Median Parking Design





Reference Photos

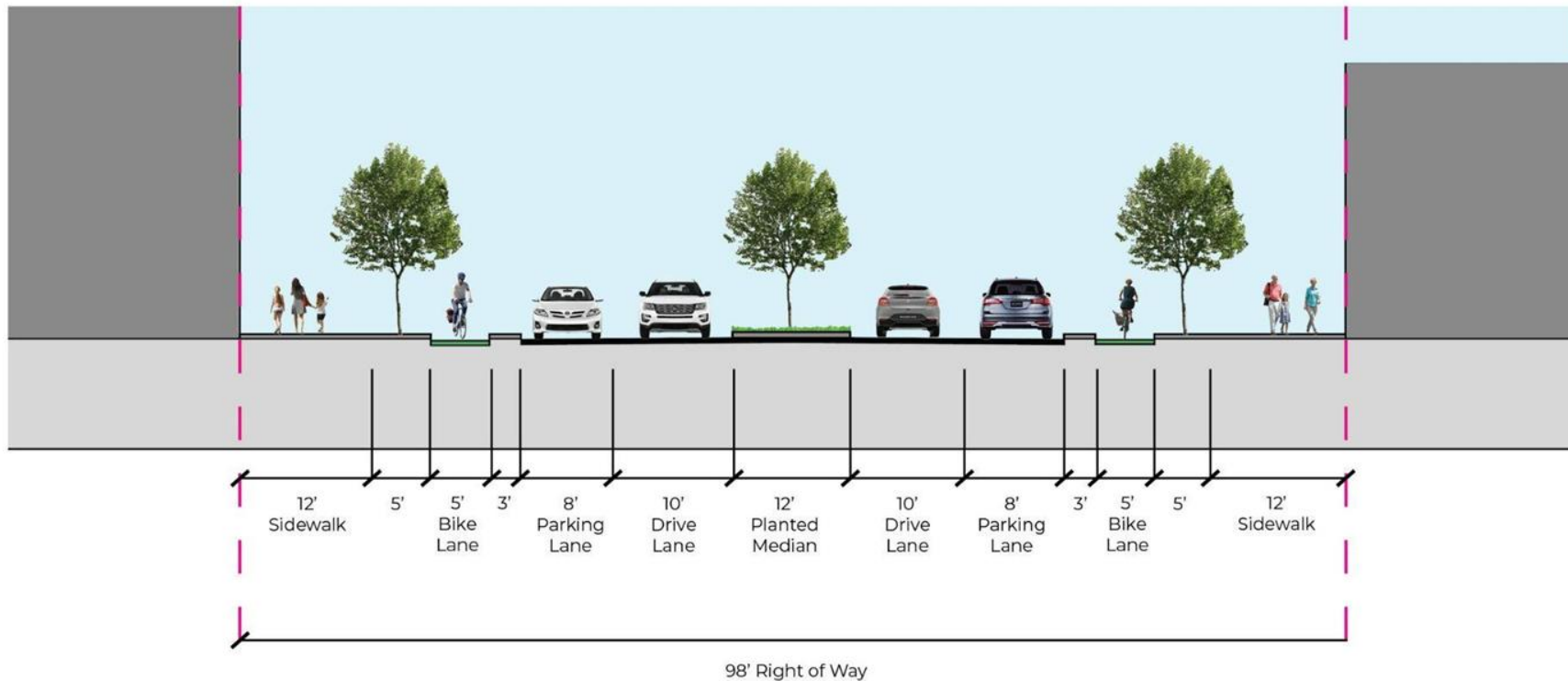
BYU Student Project



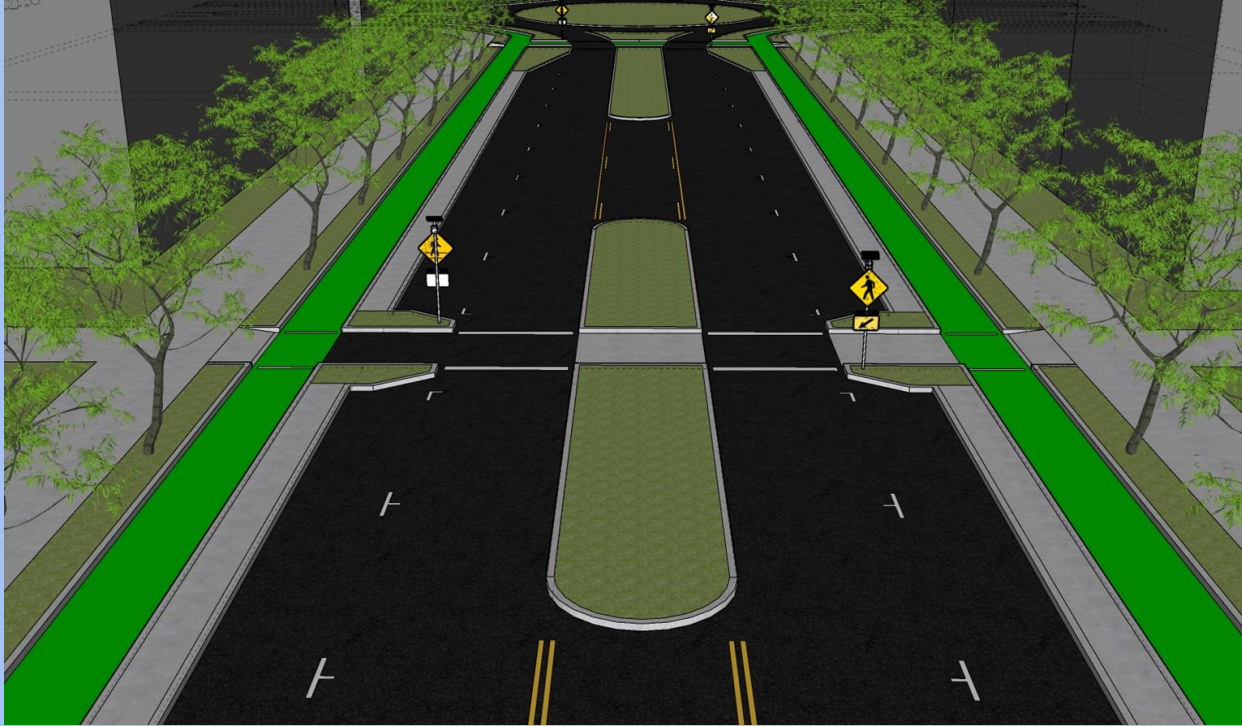
Provo Center Street Reference

BYU Student Project

Road Diet Design



Road Diet Concept



BYU Student Project

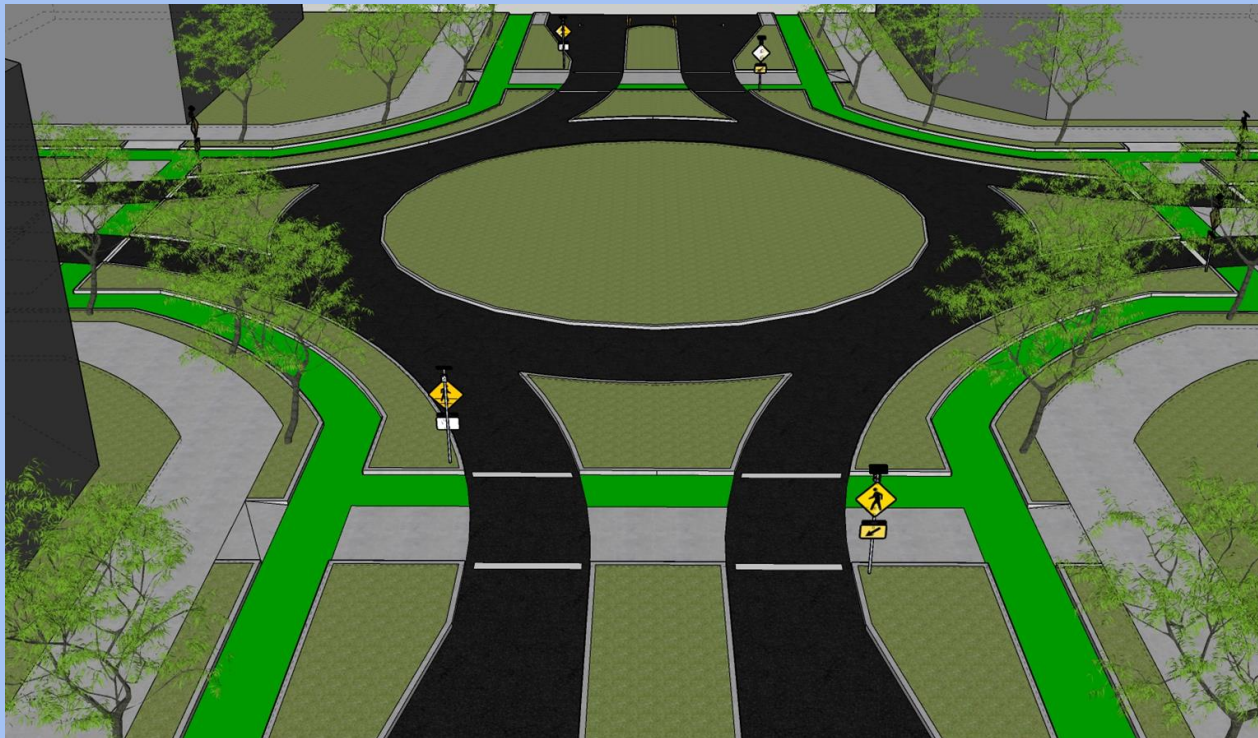
Intersection Design Elements

- Roundabout gateway experience for UVU Vineyard Campus
- Protected Bike Lanes circle the roundabout
- Beacons alert motorists for cyclists and pedestrians at crosswalks
- Lines of sight are maintained so pedestrians and motorists are clearly visible to each other



BYU Student Project

Potential Future Intersection at UVU and 650 N

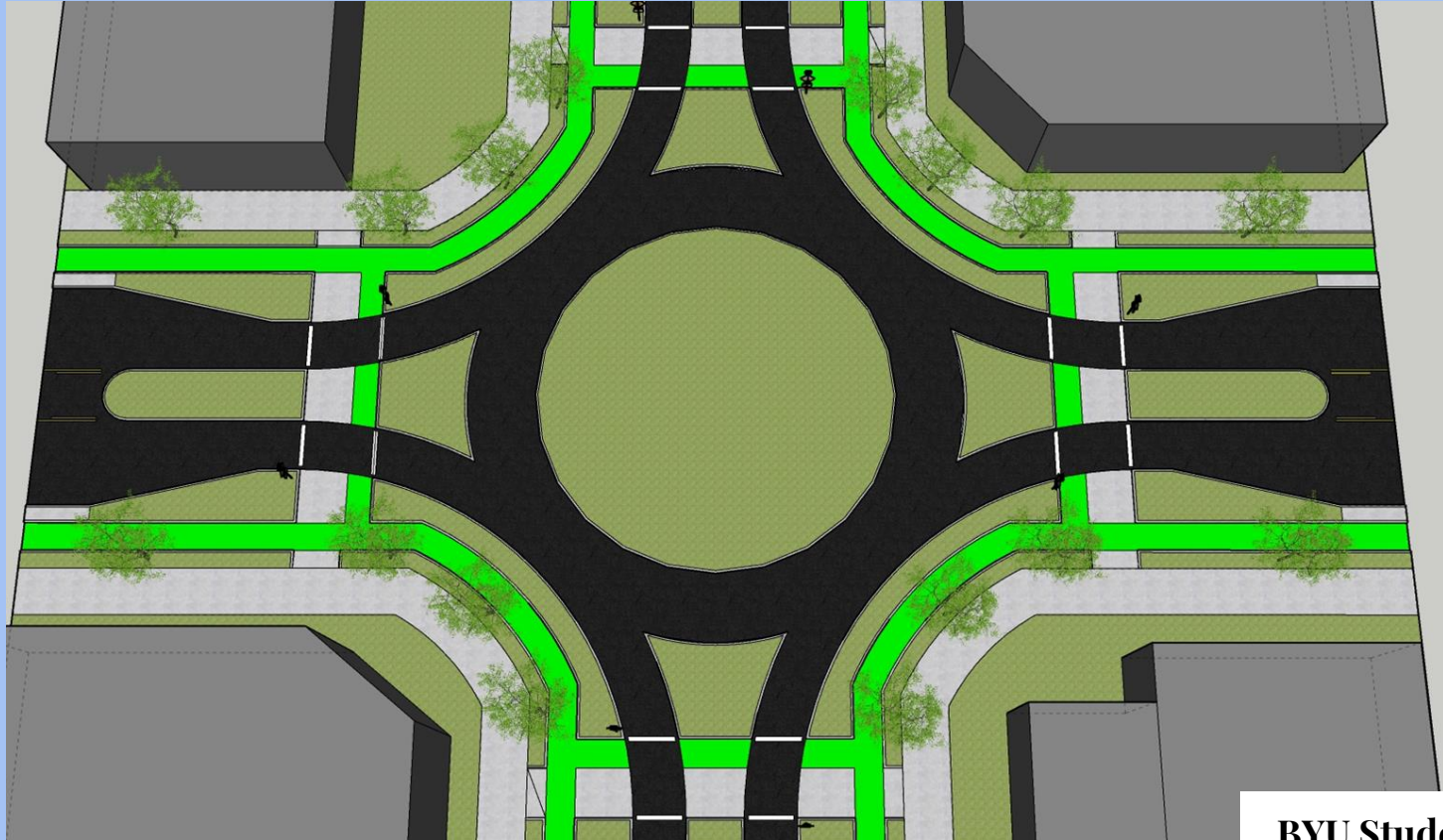


BYU Student Project

Additional Considerations

- A road diet design with parking on shoulders would add approximately **162** new city controlled street parking spaces along Mill Road between 400 N and Vineyard Connector
- A median parking design would add approximately **76** parking spaces along the same stretch of Mill Road

Top View



BYU Student Project

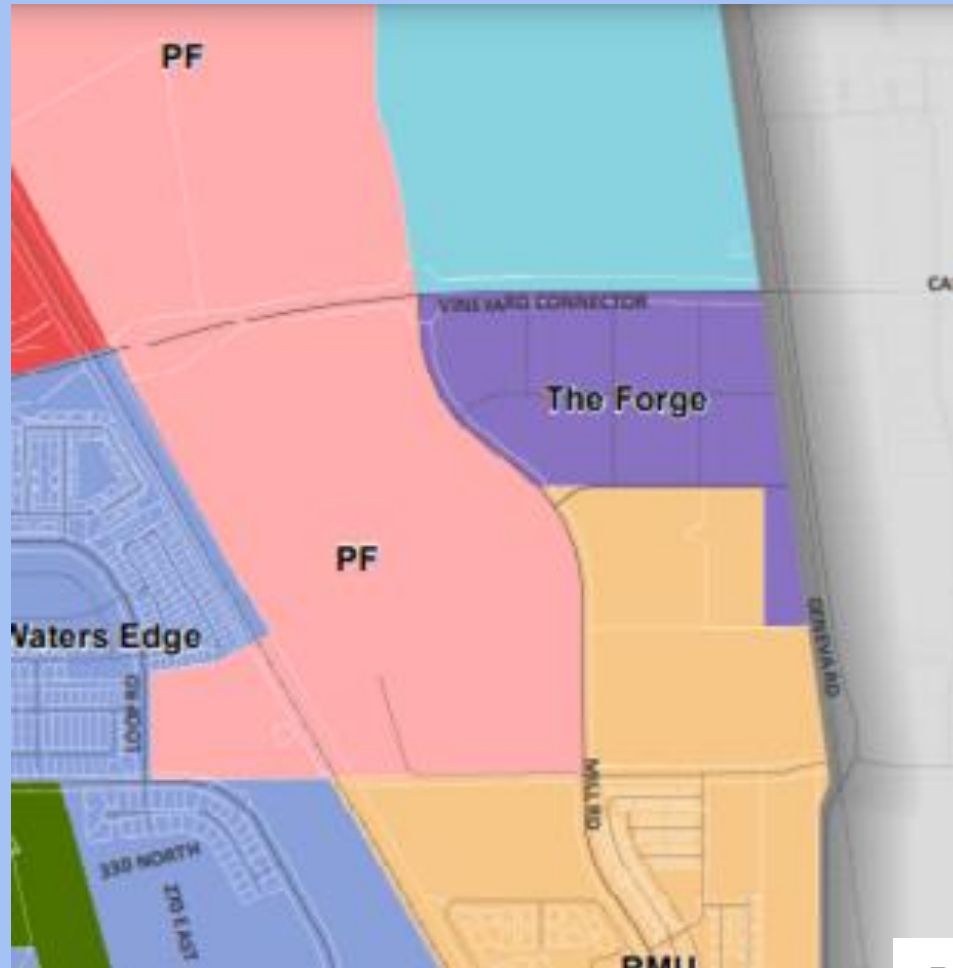
Current Zoning

PF: Public Facility

The Forge

RMU: Regional Mixed Use

RC: Regional Commercial



ZONES

- PO Overlay
- OS: Open Space
- A-1: Agriculture
- R&A-5: Residential Agricultural
- RE-20: Residential Estates
- R-1-15: Single-Family Residential
- R-2-15: Residential
- R-1-10: Single-Family Residential
- R-1-8: Single-Family Residential
- HDR-1: High Density Residential
- HDR-2: High Density Residential
- BP: Business Park
- FOI: Flex Office & Industry
- M: Manufacturing
- I-1: Industrial
- PF: Public Facility
- RC: Regional Commercial
- RMU: Regional Mixed Use
- TC: Town Center
- The Forge: Mixed Use
- Waters Edge: Special Purpose

Note: For additional requirements and sub-district

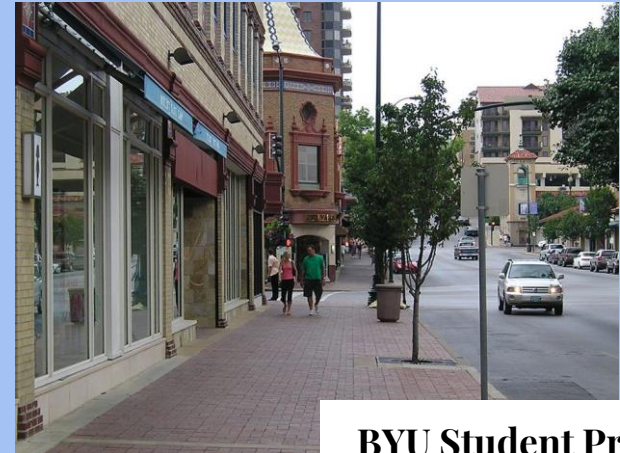
BYU Student Project

Suggested Zoning & Code Changes

Retain Current Zoning

Code changes to RMU zone:

- **Require less parking & encourage walkability**
 - **Suggestion:** 2-3 parking spaces per 1000 square feet of retail/commercial space
 - Adding bike lanes, median parking on Mill Road, wider sidewalks, & potential BRT
- **Increase open space requirements to 15% of non-residential land.**



BYU Student Project

Key Ideas

- **Mill Rd is currently too large** for both its current and projected use
- **Reduce the size of the street by:**
 - Increasing sidewalks
 - Inserting bike lanes
 - Create barriers between Pedestrians/Bicyclists and Automobile traffic
- **We recommend that the current zoning for the area stay the same, but to modify the code to include:**
 - Less parking, more walking/biking paths
 - More Open Space



References

- UVU Master Plan: [22 0204 Master Plan Draft Update.pdf - Google Drive](#)
- WFRC Traffic Forecast: [Utah Statewide Annual Average Daily Traffic \(AADT\) - Historic & Forecast \(wfrc.org\)](#)
- MAG Small Area Population and Employment Projections: [MAG Small Area Population Projections 2019.pdf \(mountainland.org\)](#)
- MAG Population & Employment Projections: [MAG Region - Socioeconomics \(arcgis.com\)](#)



2022

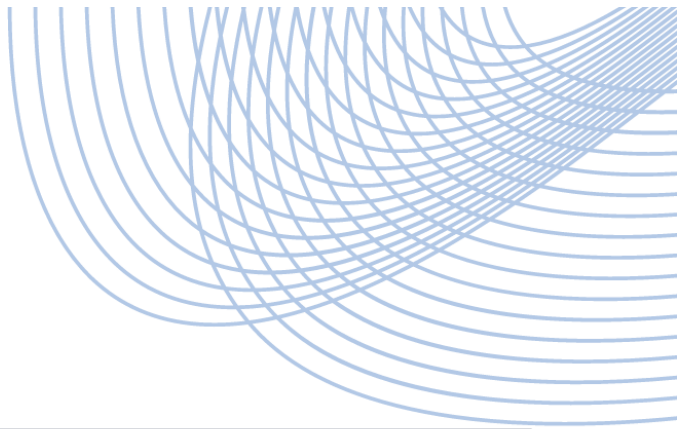
FINAL PROJECT REPORT 400 N

PREPARED BY

KIM CO.

KELSEY FREY, MATTHEW GAULDING, IAN CAHOON

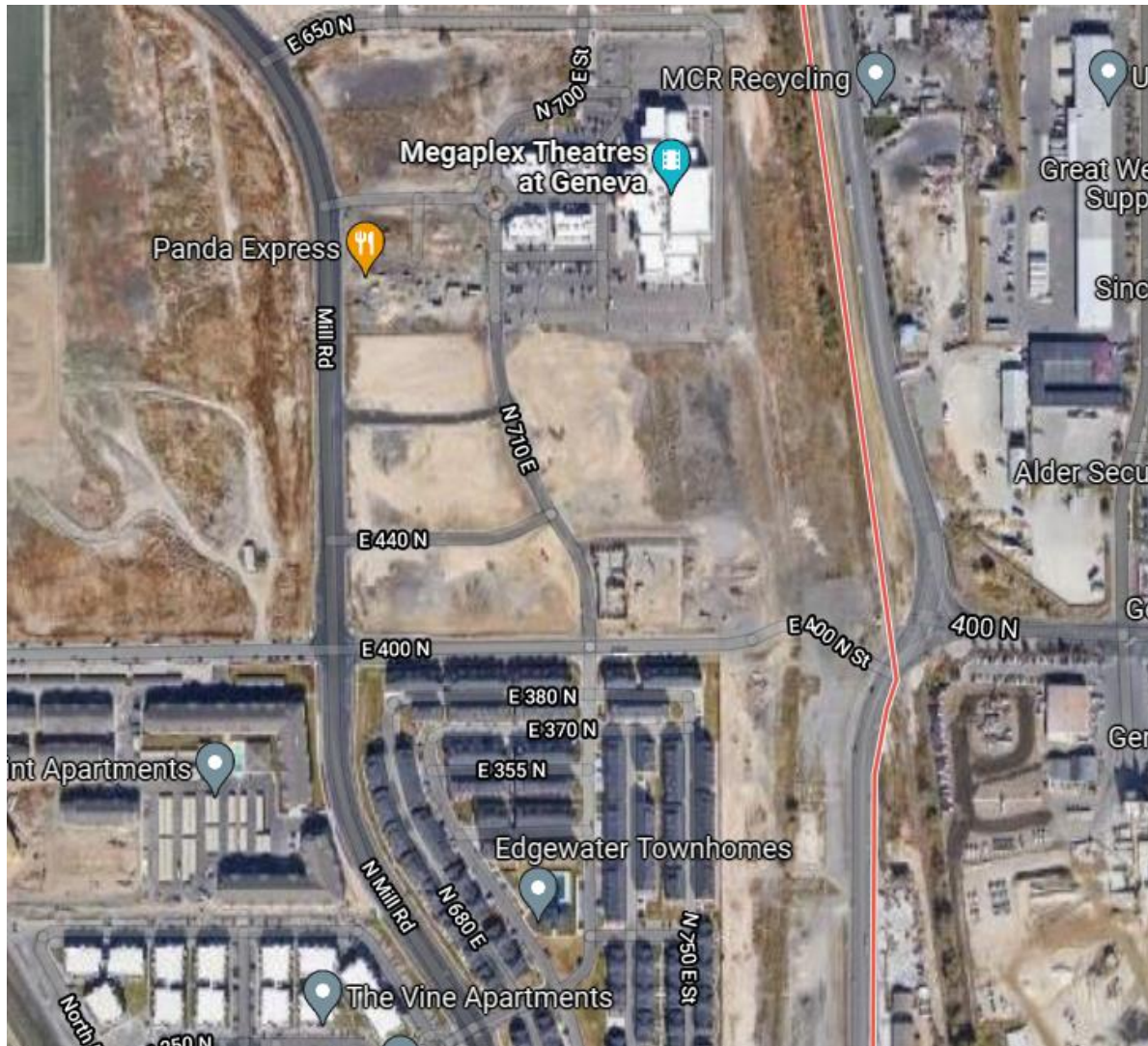
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Introduction:

This project came to life when the city of Vineyard reached out for help on one of their roads. The road that they wanted consulting on was 400 N near Mill Road.



We were introduced to this project by Briam Perez, a planner for the city. Some of the key things he pointed out were about problems with parking, improving the street design, enhancing walkability, understanding the tenets in the area, understanding the nearby projects like the downtown, UVU's plan and the connection to Geneva.



Background / Context of Vineyard:

In taking steps to start to address this job, we first took time to understand the background and context of Vineyard as a whole. We found that the population was around 20k according to the census, but we were cautioned by Briam that the number that was reported was very low. This makes Vineyard the 51st largest city in Utah. Addition to a decently sized city, Vineyard makes its impact by its growth rate. According to world population review, "Vineyard is currently growing at a rate of 11.89% annually and its population has increased by 12433.81% since the most recent census." In looking further into the demographics, we found that the average age is in the mid-twenties, "89.82% white, 3.83% two or more races, 3.18% Black or African American, and 1.83% Asian." There are also slightly more males that live in the area at "52.82%." Another important statistic that we needed to consider when planning for the area was that the majority of the population of the city are renters. Because of Vineyard's proximity to UVU and BYU, there is a large student population. To account for the high

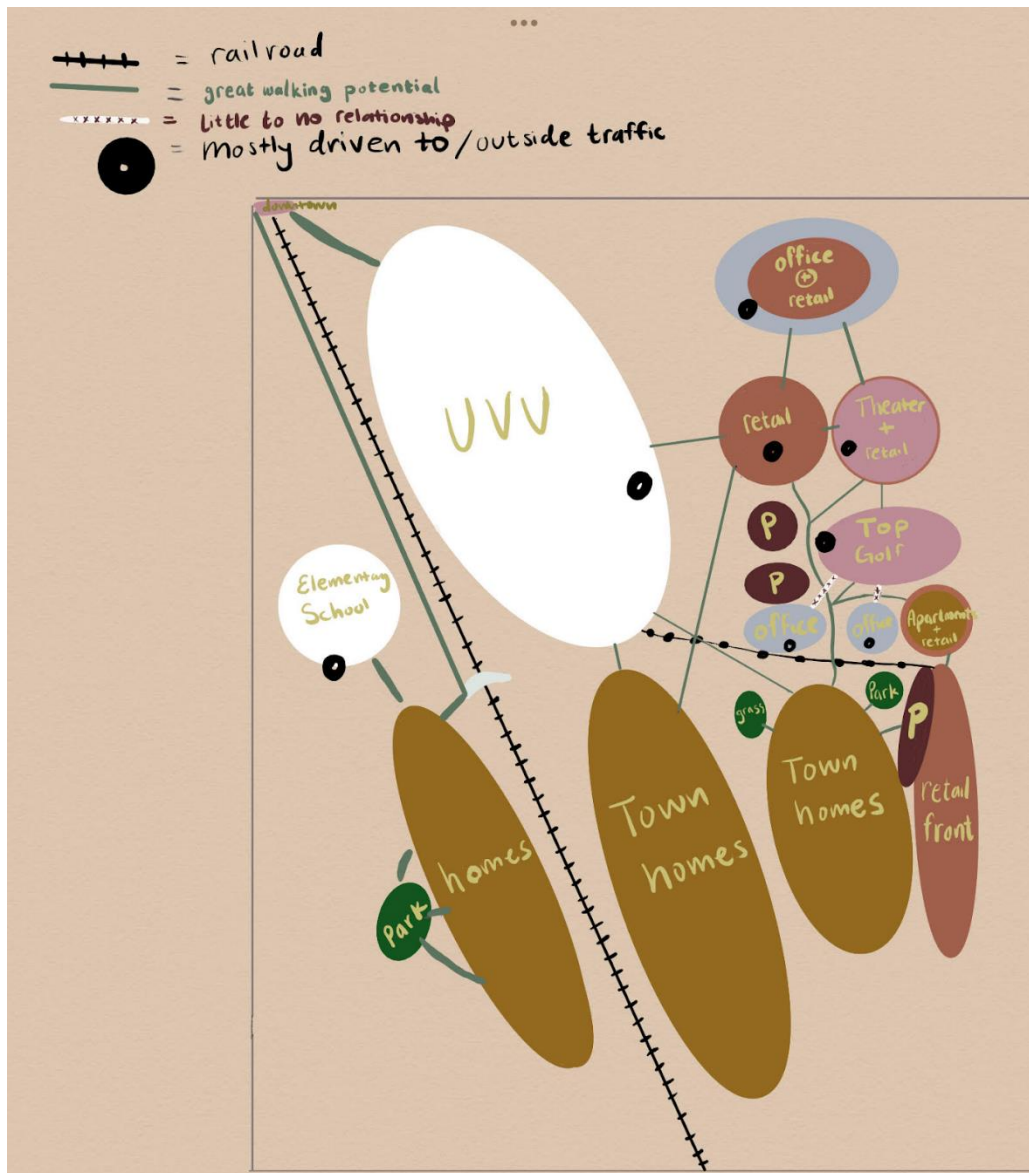
growth, Vineyard is growing a lot internally to help grow the city. Right now, the planning department's focus is very high growth, and pro-walkability. Because of this, they are in the process of building a new downtown, new forms of public transit, and building out new commercial centers. These are some of the things that we considered while developing a plan to help the city.

Site Description:

Because Vineyard is a diverse city, it is not only important to understand the background of the city as a whole, but it is also important to look at the specific area that we are focusing on. To help gain this understanding we decided to walk and drive the area. By walking the area, we were able to see the problems, significant areas and good things within the scope of our site. Some of the problems that we recognized were poor walkability, nothing to excite pedestrians, no crosswalks, low greenspace, and a fast speed limit that people seemed to take advantage of.

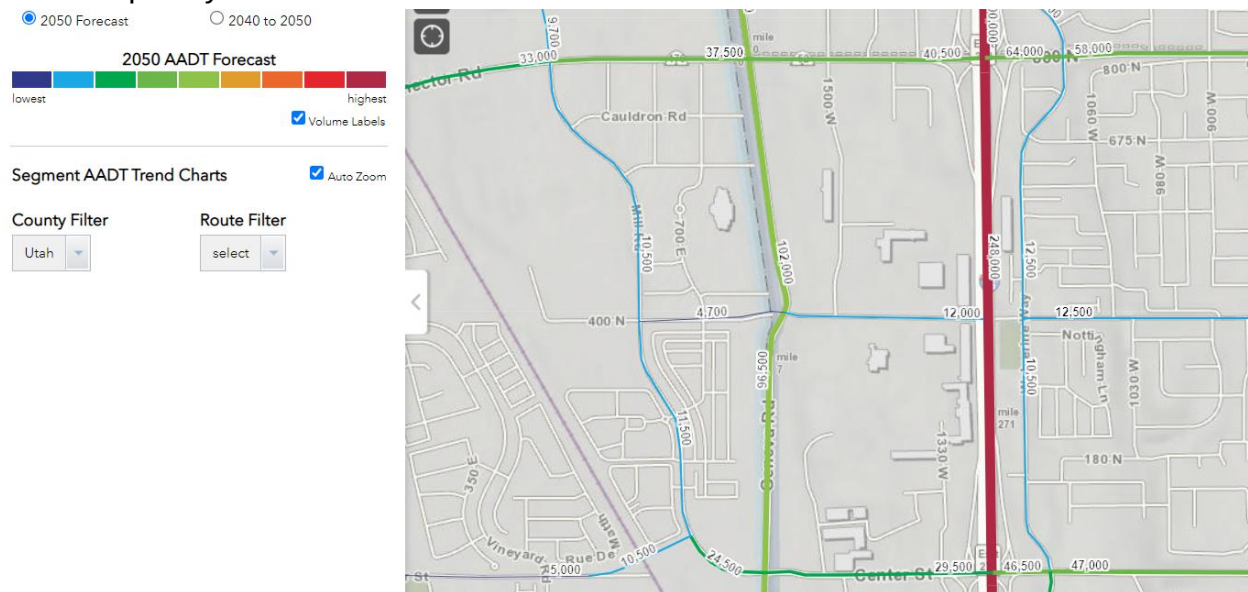


After identifying some of the problems we looked at the significant areas near the project. We used a bubble diagram to understand the main movements and areas. The bubble diagram focuses on potentially walkable paths, and it also identifies which areas are most likely to be driven to. When we understand how the different spaces are connected, we can better plan where we should implement trails, quality sidewalks and roads.

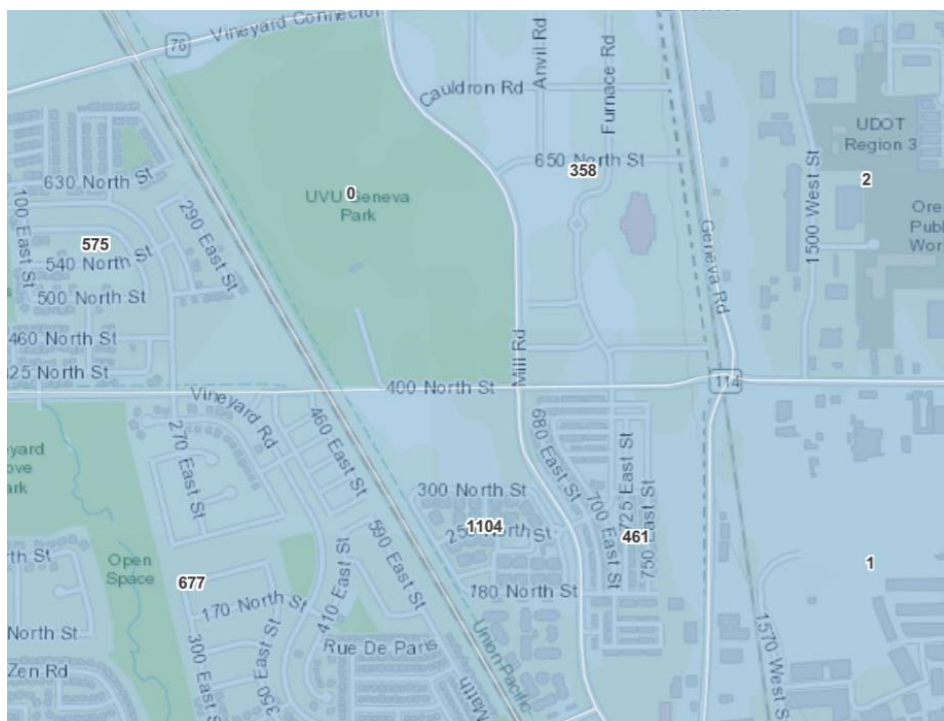


Some of the areas we were aware of included Edgewater Townhomes, Mill Point Apartments, Trailside Elementary, UVU Vineyard, the Forge, and the new Downtown. After understanding the key sites, we looked at the good things. Unfortunately, it was hard to find too many good things, but we did find some things that were ok that we felt we could make great. These things included a bike path on the west side of the rail line, as well as a road that connected the megaplex area with the apartments that we could widen and make something amazing. After looking at some of the micro trends we looked at the bigger picture by understanding what they want the area to look like in the long run as well as what MAG projected the area to look like in the future. Because of our conversations with Briam and others in the city, we understood that Vineyard wanted to be recognized as a walkable city, and that this was a great area to implement that vision. In looking at the MAG projections we saw that there would be a significant

increase in traffic in the next 30 years, as well as this would be a dense area once it was completely built out.



The increase in trips per day would be coupled by a denser population not only in the townhome area, but by the students who would potentially be living on UVU's future campus to the west of the Megaplex and the Yard. Although these student populations were not included in MAG's projections, this population was definitely something to consider.

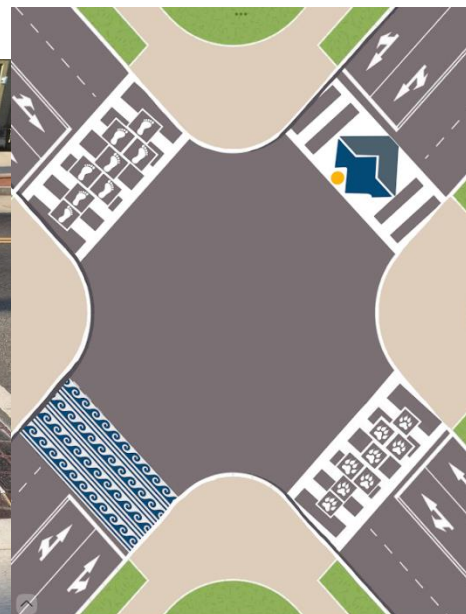
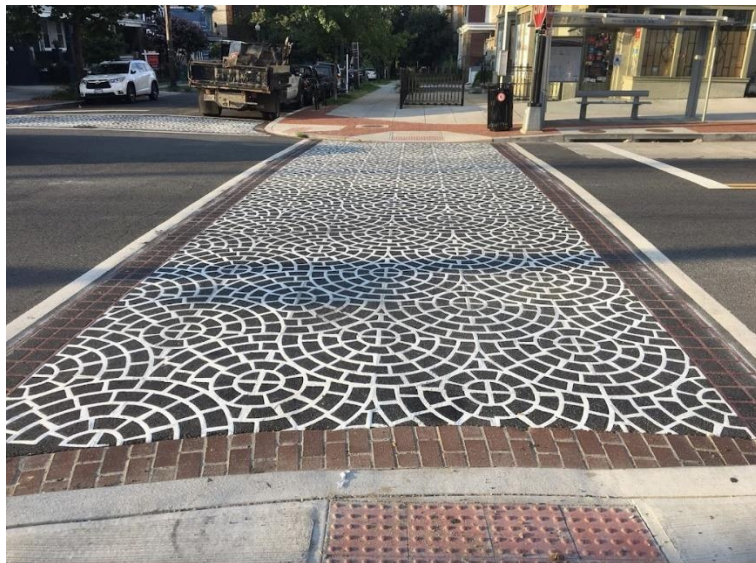


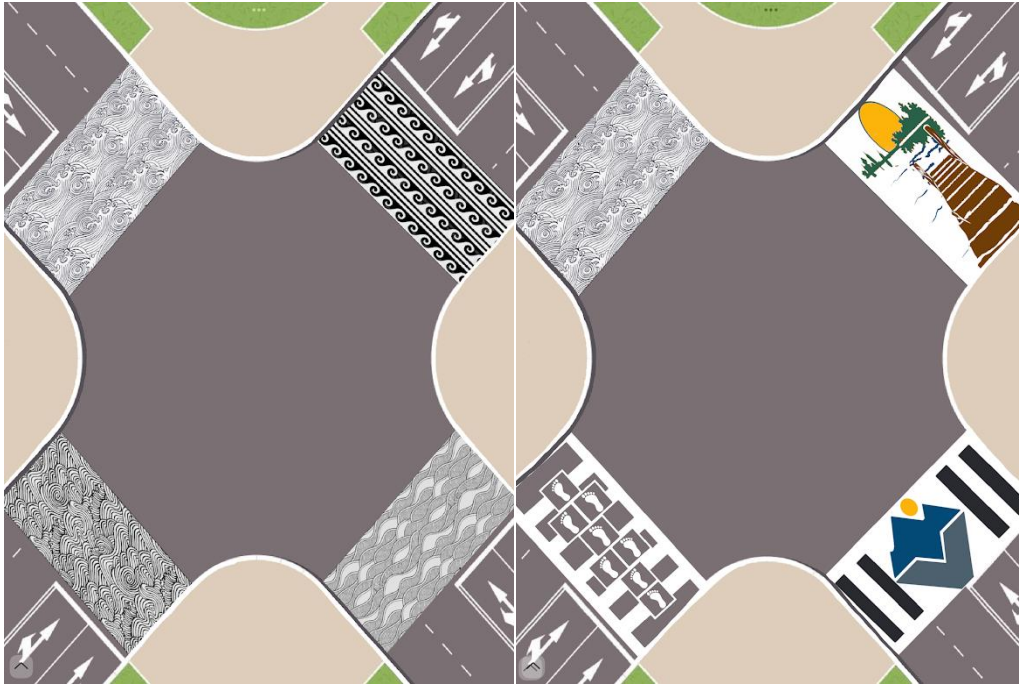
Key Aspects:

After speaking with the Vineyard city planners and with the city engineer, we decided a few key design aspects were important to accomplish specific goals that Vineyard has. Vineyard wants to become a hotspot for pedestrian travel, wants to become an economic and cultural hotspot, and they want to be able to grow in a healthy and sustainable way. In our proposal for Vineyard, we incorporated a few key design aspects that will help paint Vineyard as the place to be.

A. Unique Painted Crosswalks

We propose that the city implement painted crosswalks at the intersections along 400 N and throughout the whole city. These crosswalks could be painted in color or simply with the white paint the city already uses for crosswalks. We suggest modeling the designs after key features in Vineyard. This can look like water patterns that allude to vineyard's lake front, or it could be crosswalks that are made to look like a boardwalk, for the city is planning on making boardwalks in the future. It could also simply be Vineyard's logo going across the crosswalk. Including fun crosswalks, such as painted hopscotch would also entice people to walk more. Including these crosswalks is a relatively simple and cheap way to give Vineyard an identity and motivate people to leave their car at home and walk to the local commercial spaces. If implemented throughout the city, people will begin to understand that when they see these beautiful, fun crosswalks, they are in Vineyard. Designing the crosswalks also provides a unique opportunity for the community and local artists to get involved in making the city more beautiful and walkable.





B. Railroad Crossing

One way to increase walkability and connectivity throughout this area of Vineyard is by implementing a railroad crossing at the west end of 400 North. Currently, the road just ends in dirt and a fence as it comes to the TRAX railroad. There is currently a small bike and pedestrian path on the West side of the railroad tracks and UVU is planning on adding a bike path of their own on the East side of the tracks. By adding a pedestrian bridge that is wheelchair accessible will allow pedestrians and bikers to safely cross over the railway. This will allow great connectivity between 400 North and the future downtown. Currently, the only way to cross is on Vineyard Connector which is quite dangerous for pedestrians. This bridge would allow for safer travel, which would encourage more pedestrian movement. It would also provide a path for people living West of the train tracks to get to the Megaplex on foot or bike, allowing for even more business.

Pedestrian Bridge in Portland:



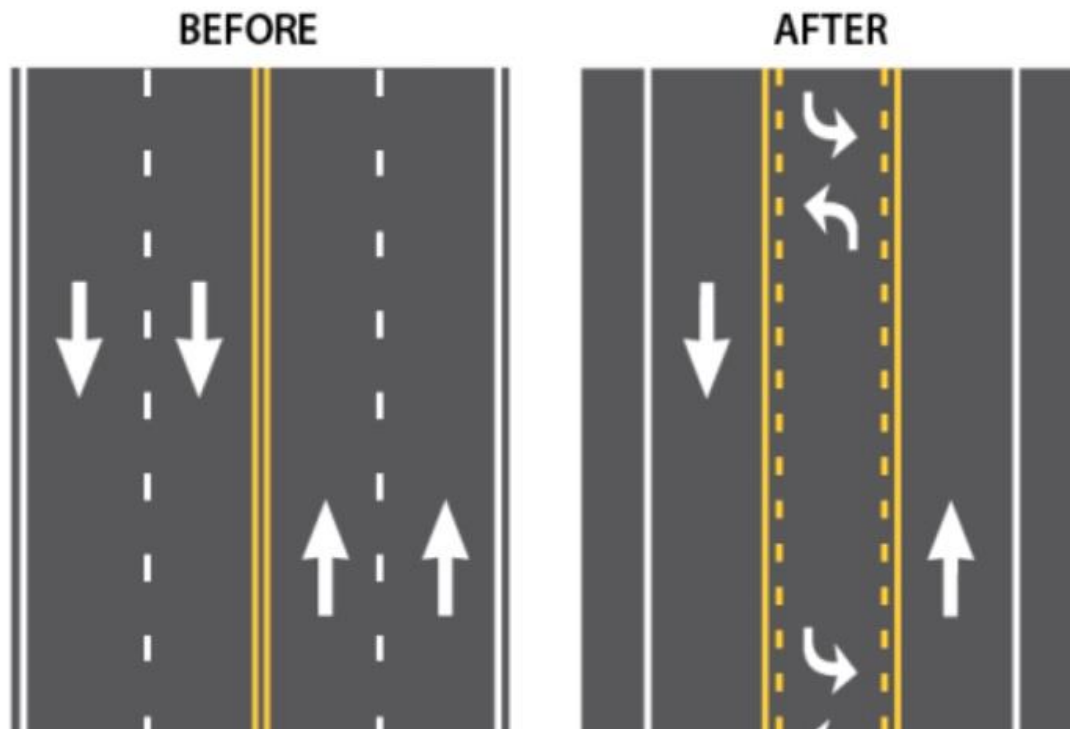
Our Bridge Concept:



C. Road Diet

A great way to decrease car travel down a specific road is by limiting the number of lanes on that road. When a “road diet” is coupled with a robust pedestrian travel network, the obvious alternative to driving is to walk or ride a bike. This is exactly what

we want to encourage along 400N and Mill Rd. in Vineyard. A road diet to Mill Rd. decreasing it from a 5 lane “raceway”, where hardly anyone adheres to the speed limit, to a 3-lane road is a great option. UVU’s Master Plan for their campus in Vineyard has also included this diet to Mill Rd. as the see the benefits to decreasing lanes. After looking at the Wasatch Front Regional Council’s traffic projections for Mill Rd, a three-lane road will be more than sufficient to handle the forecasted 10,500 trips on Mill Rd. by 2050. Even if this number is off by 50% (15,000 trips per day) a three-lane road is still sufficient for that level of traffic. If pedestrian travel is to be encouraged, a road diet is critical in the process.



D. Wide Sidewalks

Looking at all the most “walkable” cities across the United States and even the world, one of the most prominent aspects of these cities that helps to create walkability are the expansive sidewalks. Wider sidewalks aid in creating the idea that an area is more pedestrian friendly. Rather than a four or five foot “one-lane” sidewalk, sidewalks that are fifteen to twenty feet or more wide give people options of where they can travel. This adds more paths one can take to reach any destination. Having a multiplicity of options, when choosing whether to drive or to travel by foot, can make all the difference. UVU understands this idea as they have implemented a twenty-foot sidewalk on the west side of Mill Rd. into their Master Plan.



E. Elevated Bike Lanes

Biking is an effective healthy way to get from one place to another. The key to promoting biking within a city context is to provide a safe usable way to bike, and to create multiple paths a biker can follow. To do this, we incorporated raised protected bike lanes along every sidewalk in our designs. The elevation to the same height as the sidewalk eliminates any kind of special snowplow issues the city might have in keeping these lanes clear. Even though special bike lane plows do exist, we decided to avoid that issue altogether. These bike lanes are also to be painted a very obvious bright green color to signify the path. This difference in color will help bikers and pedestrians alike know which space is specifically for bikers and which space is not. This allocation of space and paths for bikers will not only encourage a healthier community but will help to decrease the carbon footprint of the city with a decreased usage of cars.



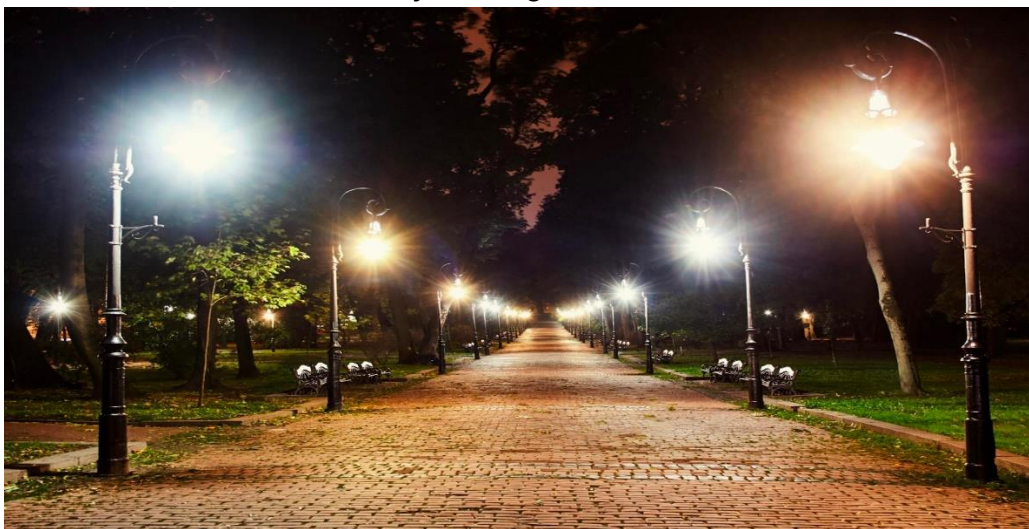
F. Extended Curbs

Another very important aspect to our design were the extended curbs on every intersection. These extended curbs serve two main purposes. The first of which is to slow traffic. When the turns at an intersection are sharper and extended into the drivers view, it encourages one to slow down. If that driver intends to turn, they will have to come to nearly a complete stop to make the sharper turn. When curbs at an intersection are elongated and curved, drivers can take the turns at a wider angle and can zip through the intersection at a faster rate. Also, the change in appearance allows the drivers to know they are entering a “pedestrian zone”. The second purpose of this extended curb is to not only protect pedestrians, but to create a unification of sidewalk to crosswalk. Instead of pedestrians being afraid to cross a busy street, they will feel more comfortable because they are in a protected area. People will likely feel safer while crossing the street which will encourage more crossings. The more crossings we encourage, the better.



G. Lighting

Another very simple way to encourage and promote pedestrian travel throughout the city of Vineyard is to provide ample lighting along all pedestrian paths. The main purpose of the lighting on pedestrian paths is to help create the idea of and promote safety on sidewalks, crosswalks, and bike lanes. Not only does lighting discourage crime, but it also helps one to see the path ahead of them to avoid injury or getting lost. When a well-lit path is available, people who bike, walk, or run on the paths will feel safe to do so at all times of the day and night.



H. On-Street Parking

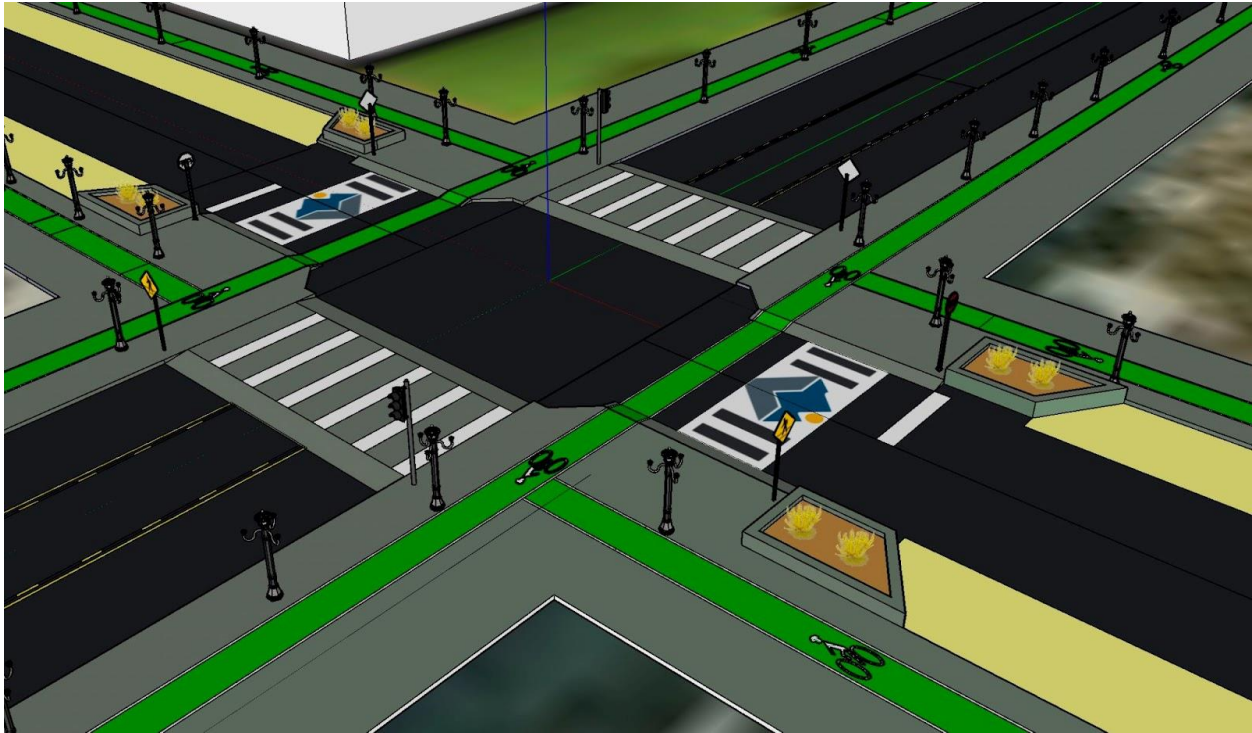
Although increasing pedestrian travel and walkability throughout our designs has been our main focus, cars are a reality that we have to plan for. People from outside of the city make trips to Vineyard every day and allowing them to drive to these nodes within the city is key to allowing Vineyard to flourish and grow economically. Because of this, we have included on-street designated parking all along 400 N street. By setting around a three-hour time limit for the daytime use of these parking areas, the city can encourage turnover in who uses these areas and discourage people from keeping specific spots for more than a few hours. On-street parking also creates another barrier between pedestrians and moving cars on the street. This extra layer of protection will help to create a safer pedestrian experience. This additional 120 proposed spots will help to keep parking at net positive because of the removal of some parking spots in the Yard parking that would need to be removed for our proposed walkway, the “Vine” (See section, “The Vine”)



I. Mill Road and 400 N Intersection Proposal

At the intersection of Mill Rd and 400 N we propose revamping the entire intersection and pedestrian network. Including the aforementioned aspects of wider sidewalks, specific bike lanes, ample lighting, extended curbs, a road diet, and uniquely painted crosswalks, we came up with a conceptual design that used these aspects to create a new Mill Rd. 400 N experience. Our design focuses on safety, creating a sense of place, and giving people more options to travel than just the car. We especially wanted

to focus on the idea of creating an enjoyable journey, not just a destination. People will want to leave their house a few minutes earlier so that they can take a pleasant walk to the megaplex area, or to top golf. They will have the option to walk or ride their bike on a safe path designated for them. This will encourage pedestrian travel and will aid in decreasing travel by automobile for the locals of Vineyard. The included on-street parking along 400N is set-back far enough from the crossing so that the view of pedestrians and traveling vehicles is not obstructed but is close enough to still be convenient and usable.



J. 400 N and 710 Intersection

At the moment, the intersection at 710 and 400N is rarely used, even by the locals. This is not a frequently driven area, but this will change soon as UDOT re-aligns Geneva and 400N is connected to it. This intersection is a very important connection between the Edgewater townhomes to the south, and the “Yard” mixed use commercial area on the north side of 400. We proposed a few similar aspects to this area including wider sidewalks, extended curbs, designated bike lanes, pedestrian crossing lights, and unique and visible crosswalks. These simple changes will change this intersection experience and will encourage locals to take this path to get to the Yard from their place of residence. The extended curbs will encourage cars to slow down, and will help pedestrians to feel safe as they wait and as they cross 400 N. The included on-street parking along 400N is set-back far enough from the crossing so that the view of pedestrians and traveling vehicles is not obstructed.



K. The Vine

To add to the walkability in the area, we propose a designated walkway or linear park through some of the Yard's parking lot so that pedestrians have access to a safe path going from the Edgewater townhomes all the way to the core of the Commercial area. We suggest taking away the first row of parking next to the sidewalk and implementing a path that has greenspace on both sides.

This pathway will add to the idea of creating an enjoyable journey for pedestrians. We suggest making the path with a unique pavement, such as cobblestone or other brick so that it stands out from the normal sidewalk and that this material extend into the street at crosswalks so that cars know that they are entering a path that could have increased pedestrian traffic. With included micro-parks along it, people will want to take their kids along the path so that they can safely explore for a few minutes while they are on their way to a movie or to dinner. Many of the features we proposed come from parklet ideas that cities around the US have implemented. Some ideas including a mini putt putt station along the path closest to the future top golf facility, unique swings that both children and adults can enjoy and areas to create art and see public art.





Summary:

Overall, this project not only helped Vineyard understand some of the things that they could incorporate, but it helped us learn more about the city and the process that the city uses. Being able to present to the bicycle commission and communicate with city officials along the way allowed us to develop a modern, engaging, and walkable plan for this growing area. By achieving our key ideas of giving the area an identity, better streetscapes, interesting areas, and powerful design, we were able to address the problems that we saw in a clear and practical plan and vision. By focusing on walkability, Vineyard can lead the region in pedestrian safety and travel and can be a leader in Utah in sustainable design standards. Because Vineyard is growing fast, these measures should be taken quickly to ensure healthy growth in the right direction.

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Community Development

Date: May 18, 2022
From: Morgan Brim, Community Development Director
To: Planning Commission
Item: Work Session to discuss amending the site plan process to allow minor amendments to site plans to be review administratively
Applicant: City Initiated

BACKGROUND:

Recently the city approved a request from Bout Time Pub and Grill for a site plan amendment to add a canopy extension from the east side of the restaurant to cover outdoor seating and the addition of a gate to provide delineation between the sidewalk and restaurant space. The process required review by staff, the development review committee and approval by the Planning Commission. Following this approval, the city has been approached by two other restaurants hoping to accomplish a similar approval for outdoor dining. Staff would like to streamline these applications through an administrative process to reduce the timeframe and overall review process for minor amendments. Staff is proposing the following stipulations for an administrative minor site plan amendment:

- The site area shall not exceed 2,000 square feet
- No internal building square footage shall be added
- Meets all requirements for ADA and Building Code
- Pedestrian routes shall stay intact or an equivalent alternative route shall be provided
- Vehicular parking or travel ways are not eliminated or modified
- Architectural and landscaping treatments shall meet ordinance standards and blend in with the existing site design
- Applications shall be reviewed by the Vineyard Development Review Committee
- Community Development Director or designee shall make the final determination

Staff will bring an updated code section with standards described above for public hearing and consideration. Below is the current code section that will be amended.

15.36.020 Authority

1. *The Planning Commission is hereby authorized to review and render a decision for all of the following site plan and subdivision applications:*
 - a. *Nonresidential site plan applications*
 - b. *Detached single-family residential developments with ten (10) or more units.*
 - c. *Attached residential and multifamily residential developments.*

ATTACHMENTS:

Site Photos

Photos of Bout Time Pub and Grill Patio:

