

MINUTES OF A JOINT MEETING OF THE  
VINEYARD TOWN COUNCIL AND PLANNING COMMISSION  
SERVING AS A TECHNICAL ADVISORY COMMITTEE  
Town Hall, 240 East Gammon Road, Vineyard Utah  
Friday May 8, 2015 at 8:30 AM

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**Present:**

Councilmember Julie Fullmer  
Councilmember Dale Goodman  
Councilmember Nate Riley  
Planning Commission Chair Wayne Holdaway  
Planning Commissioner Chris Judd  
Town Planner Nathan Crane  
Town Engineer Don Overson  
Town Clerk/Recorder Pamela Spencer  
John Janson, Planning Solutions  
Jake Young, Civil Solutions  
Steve Pastorik, Civil Solutions  
Mike Taylor, Civil Solutions  
Frank Young, UVU  
Richard Brockmyer, UTA  
Gerald Anderson with Anderson Geneva

**Absent**

Mayor Randy Farnworth  
Councilmember Sean Fernandez  
Planning Commissioner Garrett Smit  
Planning Commissioner Daniel Pace  
Planning Commissioner Angela Kohl  
Planning Commissioner Kelly Wixom

**Others Present:**

Resident Tyce Flake, developers Micah Lewis and Josh Bush, Kelly Pfof with Lewis Young Robertson & Burningham

**WELCOME**

John Janson with Civil Solutions opened the meeting at 8:35 AM. Micah Lewis and Josh Bush, potential developers for the Town Center area, introduced themselves. Kelly Pfof with Lewis Young introduced herself.

**REVIEW OF PROGRESS**

Jake Young with Civil Solutions went over the map and the changes they made (see attached map).

Highlights were:

- TCMU (Town Center Mixed Use) – High Density with higher buildings; building height 4-story minimum; no maximum on building height; parking included
- Parking and Plaza are with either two-way or one-way streets

- UTA Station
- TCMU – Medium Density; building height 2-story minimum; no maximum on building height; emphasize corners on main street; parking included
- Trails – make a connection the lake
- Office – anticipated 12 million square feet with 12,000 employees
- Geneva Park – Containment Area Management Unit (CAMU)
- Beach Front Residential & Beach Front Commercial – There was a discussion about the density and the Beach Front street.

Mr. Young asked for any changes to the map. Suggested changes were:

- Change the smaller office parcel to be part of the TCMU – High Density
- Residential area – There was a discussion about density and owner-occupied units versus rentals. Vineyard had a 25 percent density with rental units, which was high for any city. Anderson Geneva was competing with Thanksgiving Point and Provo, etc. for development. Mr. Janson said that Civil Solutions did a market study which showed that there were still many office opportunities. There was a discussion about whether they were meeting the Regional Mixed Use definition.
- Store Front Buildings –
  - Mixed Use Buildings
  - First floor a flex space
  - residential or commercial uses
  - using a building type to get the kind of form in the area
- Retail Space – There was a discussion about how to bring retail to the area.
- Residential – There was further discussion about owner versus rental. They cannot have owners and not expect rentals. They liked the mixed use. Mr. Janson suggested flex space. Mr. Young suggested having the flex space in key locations such as along Main Street.
- Building Types – There was continued discussion about what types of buildings should be located where. Mr. Anderson did not want building type restrictions that might limit his ability to sell the property. It was suggested that they have flexibility in the building types.

## **STREETS**

Mike Taylor with Civil Solutions discussed the street mix. He described how the Orenco Station in Oregon looked. There was a discussion about Vineyard’s Main Street. Highlights were:

- Main Street
  - Two (2) to four (4) lanes; Main Street is the most important street from a community perspective
  - Use Main Street to get people in and out of the train station. Most people would stay on the Vineyard Connector
  - Create a walkable area so people would use transit
  - The original Master Plan had a 3-lane road
  - 12-foot lanes for buses
  - Vineyard’s standard road section was 13-feet wide
  - Bus pullout to allow them to get out of traffic

- Parking on Main Street – downtown Provo did not have enough parking and if a bus stopped to let people off, vehicles had to wait. Congestion at peak hour was not a bad thing. There was a discussion about parking and the width of roads. It was suggested that they put the majority of the parking behind the buildings.
- Make it pedestrian friendly
- Bike lanes inside of parking
- Need a space for light poles, planters, trees, bike parking, thru space for pedestrians to walk, street furniture, and dining
- On street parking is cluttered and slows down traffic, but it provides more retail dollars per stall than other type of parking
- Four (4) stalls on the diagonal for a 50-foot store front
- Remainder of parking around back
- On street parking makes it look like the community is alive
- Smaller shops on Main Street
- On street parking is a common component
- On street parking works where there is a true downtown

There was continued discussion about parking on Main Street. Make a pedestrian-friendly street and include bike lanes.

There was a discussion about sidewalks.

Main Street summary was:

- They liked bike lanes
- Have two (2) to four (4) lanes depending on traffic
- Median
- 12-foot minimum sidewalks

There was continued discussion about the types of roads and sidewalks.

- Side streets
  - Narrower than Main Street and not as large of a median, with shared lanes
  - Meant to be quiet, easy-going streets
  - The roundabouts could have a different cross section
  - Auto oriented
  - Green space with the road coming off of the station for people walking around
  - Needs to have things like shops and restaurants for people to utilize on the way to the lake
  - The road to the station is not a side street
  - All of the green space has two streets on both sides
  - Walkable and have the largest sidewalks

There was a discussion about the types of stores and what they wanted.

- Have some of the units front onto the green space and have it be included as part of the required park/open space for the development

- Move the north lane further to the west and make it a complete loop, making a one-way road with two (2) travel lanes
- 100-feet of green space

Discussion continued about the streets around the green space and the train station.

- **Parking**

Where to put the parking

- Behind the buildings
- Parking lots
- Space has to include parking, negotiate with the developer
- Include in the code where the surface parking lots should be located
- Side of the building etc.
- Issues with event parking – If they built an amphitheater where would people park
- Should the parking be public or private with a cost to park, etc.
- Opportunity to share parking – Shared parking is included in the current Zoning Ordinance

There was a discussion about the Beach Front Road, the power corridor and the trails along the lake shore.

- **Beach Front Road**
  - Power line corridor was an issue – sewer and water installed under it
  - Cannot build high-rises or parking garages
  - Can have restaurants, etc.
  - Frontage road was designed to connect with the Vineyard Connector
  - Is an access road – not a thru road
  - Lake shore trail that connects to the Geneva Park area
  - A lot of angled parking
  - No building along the water
  - Beach Front Commercial where it bumps out on the map

## **Uses**

Mr. Janson went over the general categories of permitted uses and how they relate to the districts (see attached spreadsheet.)

- **Types of allowed neighborhood retail / commercial**
  - Antiques
  - Apparel
  - Accessory stores
  - Arts
  - Education
  - Bakeries
  - Bicycle sales

- Camera and photo
- Convenience stores
- Fabric
- Florists
- Gift shops
- Small grocery
- Hobby shops
- Office supplies
- Excludes general retail

There was a discussion about the types and sizes of stores permitted in each area.

Steve Pastorik with Civil Solutions went over the suggested non-permitted uses (see attached list). This list would be of non-permitted uses for the entire Town Center area. Mr. Young asked about excluding the indoor or outdoor recreation. Mr. Pastorik explained that when they were talking about having high-rise buildings, an outdoor recreation use such as boondocks would take up a lot of space. There was further discussion about the suggested prohibited uses. Mr. Crane stated that they needed to strike a balance between form and use. Mr. Pastorik suggested that they structure the uses to be in line with the state code.

Mr. Pastorik asked for suggestions on any other non-permitted uses

- Dollar Stores – It was suggested that they could control stores like a Dollar Store with the “form”

Mr. Pastorik suggested that there were other areas in the city that could allow some of the non-permitted uses.

### **Future meetings**

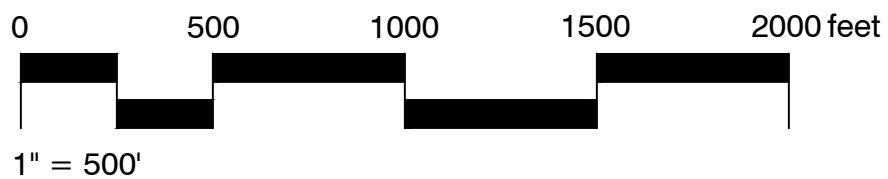
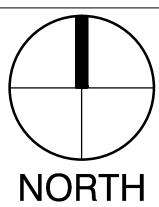
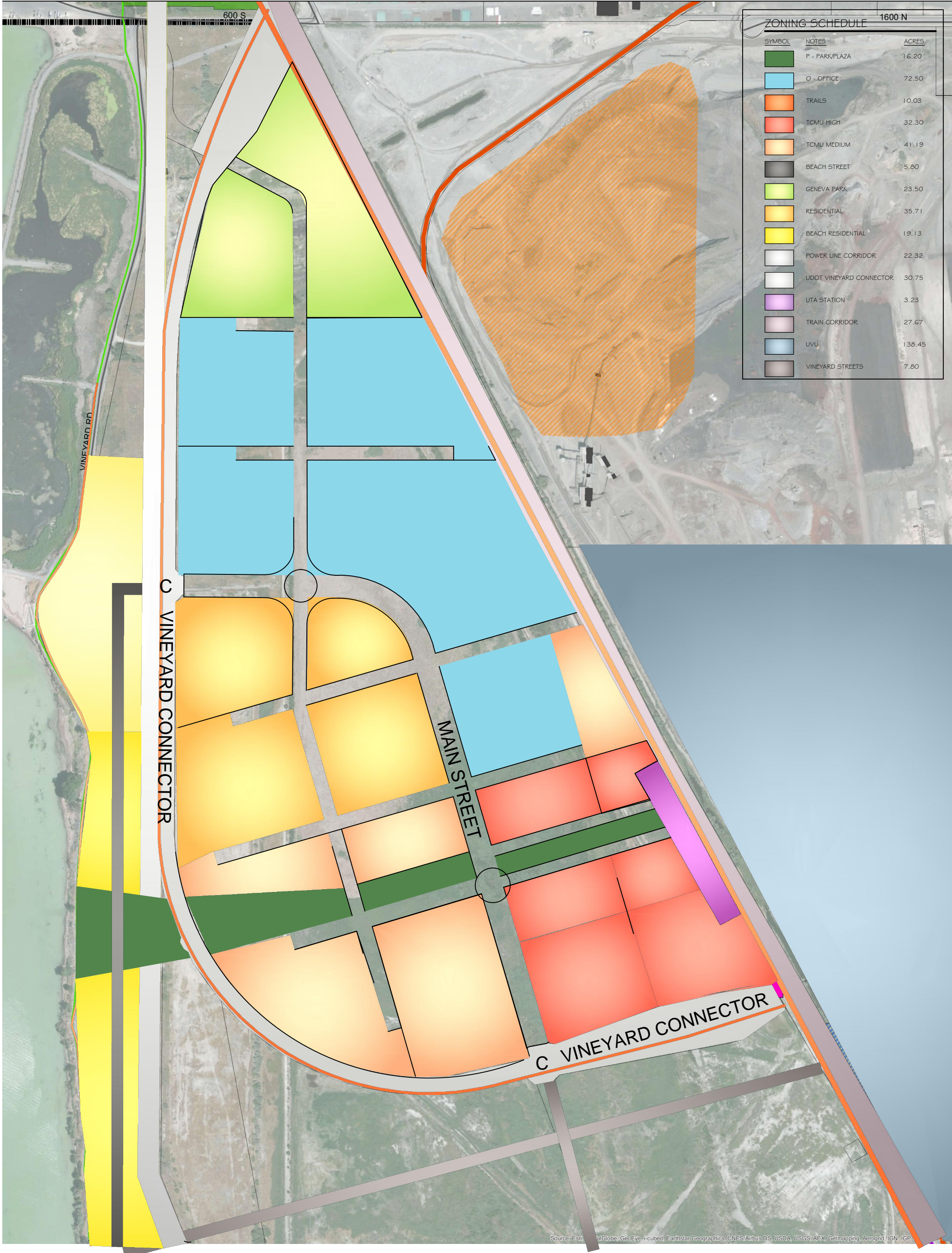
- Draft Ordinance within the next three (3) weeks
- May 29th at 8:30 AM – review the draft ordinance; then at 11:30 AM have a developer’s meeting to get feedback from them
- A couple weeks after that go over the draft and get it ready for Planning Commission and Town Council approval

The meeting was adjourned at 10:42 AM.

*These minutes are for informational purposes only.*

CERTIFIED CORRECT BY: /s/ Pamela Spencer  
 P. SPENCER, TOWN CLERK/RECORDER

# VINEYARD TC PLAN TC 05/07/2015



Source: Esri, DeLorme, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerognd, IGN, IGP

Use by District

	1	1	2	3	4	5	6	7	8
	Land Use	TCMU H - Storefront	TCMU - Storefront, GS if not fronting on Main	Residential - Storefront, GS, Row, Mansion	Office - GS	Beachfront Residential - SLSFD, SFDs, Row, Mansion	Beachfront Commercial Storefront	Commercial corners - Storefront	OTHER
1	Mixed Use	P	P	If fronted on Main St.	NP	NP	P	P	
2	SFDs	NP	NP	NP	NP	P	NP	NP	
3	Multi-family	P	P	NP	NP	NP	NP	NP	
	Multi-family Row and/or Mansion	NP	NP	P	NP	P	NP	NP	
4	Hotel/Inn	P	P - if fronted on Main	P- if fronted on Main	P - if fronted on Main	NP	P	P	
5	Civic	P	P	P	P	NP	NP	P	
	Parks/Plazas	P	P	P	P	P	P	P	
	Neighborhood Retail	P	P	P- if fronted on Main	P - if fronted on Main	NP	P	P	
	Neighborhood Service	P	P	P- if fronted on Main	P - if fronted on Main	NP	P	P	
	Office	P	P	NP	P	P	Second floors and above	Second floors and above	
	Home occupations	P	P	P	NP	P	P	P	
	Parking Lots	C	C	C	C	NP	C	C	
	Parking Structures	P	P	P	P	NP	P	NP	
	Signs on a building	P	P	P	P	NP	P	P	
	Freestanding signs - under 15' height	On Main only	On Main only	On Main only	On Main only	NP	On Main only	On Main only	
	Low profile signs	P	P	P	P	NP	P	P	
	Temporary A-Frame signs	P	P	On Main only	P	NP	P	P	

## Prohibited uses

1. Automobile sales and leasing
2. Automobile service
3. Automobile parts/supply store
4. Bail bonds
5. Billboards
6. Blood plasma center
7. Car title loan business
8. Check cashing/deferred deposit loan
9. Commercial indoor recreation
10. Commercial outdoor recreation
11. Dance studio
12. Detention facility/jail
13. Fast food restaurant with a drive-up window
14. Funeral home
15. Furniture store
16. Hardware store/home improvement center
17. Indoor/outdoor gun range or gun store
18. Indoor/outdoor swap meet
19. Laundromat
20. Lingerie store
21. Outside storage or display
22. Martial arts/karate studio
23. Massage parlor
24. Motor fuel sales
25. Moving truck rental
26. Non-stealth wireless communication facilities
27. Non-stealth radio towers
28. Outdoor kennel
29. Outcall services and service-oriented escort bureaus
30. Pawnshop
31. Private club
32. Reception center
33. Retail tobacco specialty store
34. Sale and/or lease of mobile homes, travel trailers, campers, motorcycles and other recreational vehicles
35. Secondhand precious metal dealer/processor and/or precious gem dealer
36. Secondhand store
37. Self-storage facility
38. Sexually-oriented business
39. Tattoo establishment
40. Taxicab business
41. Tavern