

**PUBLIC HEARING AND REGULAR MEETING
OF THE VINEYARD PLANNING COMMISSION
Vineyard City Hall, 125 S Main St., Vineyard, Utah
Wednesday, March 4, 2020 at 6:00 p.m.**

Present	Absent
Chair Anthony Jenkins	Alternate Commissioner Jessica Welch
Vice-Chair Jeff Knighton (arrived at 6:15 p.m.)	Alternate Commissioner Amber Rasmussen
Commissioner Bryce Brady	
Commissioner Tim Blackburn	
Alternate Commissioner Tay Gudmundson	
Alternate Commissioner Shan Sullivan	

Staff Present: Morgan Brim, Elizabeth Hart, George Reid, Don Overson, Chris Wilson, Holden Rockwell

Others Present: Jeff Speck of Speck & Associates, Bronson Tatton, Nate Hutchinson, and Pete Evans with Anderson Geneva, Ryan Hales with Hales Engineering, City Councilmember Cristy Welsh, David Lauret, Damian Stucki, Bill Leavitt, Mike Hathorne, Tiffany Madsen, Kim Nitta, and Mark Ostebo

1. CALL TO ORDER

Chair Jenkins called the meeting to order at 6:00 p.m.

2. INVOCATION/INSPIRATIONAL THOUGHTS/PLEDGE OF ALLEGIANCE

Commissioner Gudmundson led the Pledge of Allegiance and gave the invocation.

3. OPEN SESSION

Chair Jenkins opened the open session at 6:01 p.m. Resident David Lauret commented on having more notice on making reports available to the public. Morgan responded that with the upcoming changes to the Code, the intent was to post the complete ordinance draft well in advance of the next meeting. A discussion ensued about staff reports, staff recommendations, and draft changes being available to the public online and upon request.

4. MINUTES REVIEW AND APPROVAL

Motion: COMMISSIONER GUDMUNDSON MOVED TO APPROVE THE MINUTES FROM THE FEBRUARY 5, 2020 PLANNING COMMISSION MEETING. COMMISSIONER BLACKBURN SECONDED THE MOTION. ALL WERE IN FAVOR. THE MOTION CARRIED UNANIMOUSLY.

5. BUSINESS ITEMS:

5.1 Sign Standard Waiver – Panda Express

Ms. Hart stated that the applicant is requesting approval of a sign standard waiver for the Panda Express building. The subject property is located within the Yard development, addressed 538 North Mill Road. She further explained that they were requesting four

wall signs instead of the permitted two wall signs and an increase in the total sign area to 148 square feet. Staff recommended approval. There was a discussion about the waiver and why Panda Express was requesting it, which was so that all of their locations would be consistent.

Motion: COMMISSIONER BRADY MOVED TO APPROVE THE SIGN STANDARD WAIVER PANDA EXPRESS. COMMISSIONER BLACKBURN SECONDED THE MOTION. ALL WERE IN FAVOR. THE MOTION CARRIED UNANIMOUSLY.

5.2 Public Hearing and Consideration: Zoning Text and Map Amendment to the Town Center Form Based Code Special District 3. Tax ID: 17:026:0045

The applicant, Anderson Geneva, is proposing changes to the Town Center Code. The Planning Commission will make a recommendation to the City Council.

Commissioner Knighton entered the meeting at 6:15 p.m.

Mr. Brim and Pete Evans with Anderson Geneva both gave brief introductions.

Jeff Speck with Speck & Associates gave a presentation. His colleague Matt Lambert of DPZ joined in via conference call. Speck & Associates and DPZ were working in partnership on behalf of Anderson Geneva.

Mr. Speck started by referencing the general theory of walkability, and that his goal as a planner was to make walkable places. He further explained that in order to make walking as attractive as driving, the planner must achieve four things simultaneously:

1. A reason to walk – Putting uses closer together creates walkability and also more flexibility for cars. Public transit allows you to connect the walkable areas to each other, creating a more walkable city.
2. A safe walk – He explained that speeds went up as lanes widen, which increased the numbers of auto-pedestrian accidents, so a goal was narrower lanes. Parallel parking and trees also helped to lower the chances of auto-pedestrian accidents. Investing in bike infrastructure generated a bike culture in the community. He cited several examples from across the country.
3. A comfortable walk – Making street spaces feel enclosed but in a way that also provided an open view was ideal.
4. An interesting walk – Humans want to see signs of humanity and not just parking and monotonous buildings. A strategy he used is ‘demise lines’ where they designed the façade of a building to look like multiple buildings.

Mr. Speck then gave a presentation of the Vineyard Station project. He highlighted the different types of uses and buildings and that most of the daily needs of residents would

be within walking distance. They modified the earlier plan by allowing a wider range of building types. The Promenade offered a series of different experiences from the train station to the lake. The blocks in the plan were a little larger than the earlier plan so they could be broken up by a secondary network of pedestrian ways. There was a smaller promenade to the north that had a central green area with protected bike lanes. Parking was hidden between buildings. The idea was that there was a network of open spaces so that someone is never more than a block or two away from a nice public space. He also addressed traffic flow in the plan, and then concluded by explaining the lakefront green.

Mr. Brim reported on the status of the review process of the Zoning Map and the text amendments.

There was a discussion about road widths and the possibility of having smaller fire trucks in order to have a more walkable city while still complying with fire codes.

Mr. Brim continued his summary of the text amendments, which included having taverns and massage therapy as permitted uses. He explained that to ensure a true downtown feel, single-family homes would not be permitted in the Village General district. He also discussed the sizes and patios of different units, which would vary to offer a range in price, and building heights. A key point was to keep the view corridor of the lake unobstructed. He discussed aspects of open space, as well as parking.

Mr. Brim concluded that staff was recommending that they continue the public hearing.

Discussions ensued regarding residential dwelling types and the minimum requirement of commercial and retail in the Town Center. Requiring areas with ground-floor retail would help preserve the vision of a downtown. In addition, when building residential, they must meet the ratios until they reached one million square feet of retail.

There was a discussion about the ways to connect the Town Center to the part of Vineyard which was south of the Vineyard Connector. They also discussed how making a development more walkable tended to make it more attractive to small, local businesses. Matt Lambert of DPZ explained why the proposed plan included the street along the lakefront as opposed to making that open space.

Motion: COMMISSIONER GUDMUNDSON MOVED TO MOVE INTO A PUBLIC HEARING AT 7:53 P.M. COMMISSIONER KNIGHTON SECONDED THE MOTION. ALL WERE IN FAVOR. THE MOTION CARRIED UNANIMOUSLY.

Tiffany Madsen, community manager for and future resident of the Lakefront Townhomes Association and current resident of The Preserve Townhomes, expressed concern about the functionality of the plan being presented because of the plan appeared to have

inadequate parking. She also wondered how the downtown concept of this kind of plan affected crime rates.

Mr. Speck responded, saying there was no data on crime in the previous communities they have designed because crime has not been a problem, and he therefore expressed confidence that it would not be an issue. He emphasized that the developer cared very much about parking and that as they developed the site, they could adjust the parking to get the proper outcome.

Kim Nitta, resident of The Cottonwoods, agreed with Ms. Madsen that parking was a concern. She mentioned that she had lived in some of the areas in Mr. Speck's presentation, and that parking in those areas was a problem. She asked if the parking was going to be free or paid, and also asked about access between south Vineyard and the Town Center.

Mr. Evans replied, indicating that the majority of the parking would be free. He discussed that these were established parking ratios, and reiterated that they could adjust them as they built the project. A discussion about parking management and enforcement ensued.

Resident David Lauret stated that we lived in a university town, so the city could anticipate that a lot of students would want to live in the Town Center area and felt that it would be foolish to not plan for that. He was concerned that the plan seemed to be to create a "Little Manhattan" but without the transit system that made Manhattan work or without the parking that was needed here.

Mr. Evans asserted that instead of a "Little Manhattan" they were in fact trying to create a charming, walkable community. He expressed confidence that they could work through the parking concerns and cited the good working relationship they had with the Mr. Overson and Mr. Wilson to ensure both walkability and drivability.

Mr. Speck added that this model had been done successfully several dozen times in the United States, which was to build a piece of walkable urbanism, in the suburbs, where the people owned vehicles. The idea was that people could park their car once, have a multi-hour experience of shopping, dining, entertainment, etc., and then maybe want to live or work there.

Mr. Hutchinson with Anderson Geneva commented that they were planning on student housing as part of the mix of units. He added that this concept made it so that mass transit users who typically need one car at each end of their journey would not have to have a second car at this end.

Commissioner Knighton asked about public transit connections to the Town Center and throughout the city.

Mr. Overson responded that city staff had been working with Utah Transit Authority (UTA) and detailed some of the bus route plans under discussion, including a bus loop that would use the FrontRunner station as an end point. He noted that UTA was trying to get Bus Rapid Transit (BRT) to be extended to Vineyard's station.

Motion: COMMISSIONER KNIGHTON MOVED TO CONTINUE THIS TOPIC AND CONTINUE THE PUBLIC HEARING TO THE PLANNING COMMISSION MEETING ON MARCH 18. COMMISSIONER BRADY SECONDED THE MOTION. ALL WERE IN FAVOR. THE MOTION CARRIED UNANIMOUSLY.

6. COMMISSION MEMBERS' REPORTS AND EX PARTE DISCUSSION DISCLOSURE

Commissioner Gudmundson discussed attending the Utah County Sustainability Coalition meeting with Mr. Brim and Ms. Hart, where Ms. Hart presented the Town Center plan.

7. STAFF REPORTS

- Morgan Brim, Planning Director – Mr. Brim reported he attended the Utah APA conference in Moab. He discussed public art and how the city of Moab used public art to create a sense of place in their downtown, and he recommended that they consider how Vineyard could do the same.

Commissioner Knighton commented that the murals in downtown Provo brought in people and activated the downtown. City Councilmember Cristy Welsh commented that art could be used in many ways in the community outside of just having an art museum.

- Don Overson, City Engineer – Mr. Overson had no items to report.

8. ADJOURNMENT

Motion: COMMISSIONER KNIGHTON MOVED TO ADJOURN THE MEETING AT 8:28 P.M. COMMISSIONER BLACKBURN SECONDED THE MOTION. ALL WERE IN FAVOR. THE MOTION CARRIED UNANIMOUSLY.

MINUTES APPROVED: April 1, 2020

CORRECTED BY: /s/ Elizabeth Hart
Elizabeth Hart, Planner