



VINEYARD
STAY CONNECTED

**AMENDED
REGULAR MEETING
OF THE VINEYARD PLANNING COMMISSION,
Wednesday, February 3, 2021 at 6:00 p.m.**

This meeting will be held electronically because of the gathering restrictions in force due to the COVID-19 Pandemic.

Join Zoom Meeting

<https://zoom.us/j/96159233126?pwd=WndqME1JS2RmQ3hyRHU3TkNoSFpsZz09>

Meeting ID: 961 5923 3126

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You can also view the meeting on our [live stream channel](#).

CALL TO ORDER

1. WRITTEN DETERMINATION

This meeting will be an electronic meeting according to Vineyard Municipal Code Section 3.08.030.

I, Bryce Brady, as the Chair of the Vineyard Planning Commission, do hereby find and declare as follows:

1. Due to the Emergency conditions which currently exist in the State of Utah, and specifically in Utah County and Vineyard City as a result of the COVID-19 Pandemic and the recent surge in COVID-19 infections across the state and in Utah County, the holding of public meetings with an anchor location as defined in the *Utah Open and Public Meetings Act*, presents a substantial risk to the health and safety of those who may be present at the anchor location; and

2. The risk to those who may be present at an anchor location can be substantially mitigated by holding public meetings of the Planning Commission pursuant to electronic means that allow for public participation via virtual means; and
3. The City has the means and ability to allow virtual participation in the public meetings in accordance with the *Utah Open and Public Meetings Act*;

NOW THEREFORE, BASED UPON THE FOREGOING,

For thirty days from the date of this Order, meetings of the Vineyard Planning Commission shall be conducted by virtual means without an anchor location.

2. INVOCATION/INSPIRATIONAL THOUGHTS/PLEDGE OF ALLEGIANCE

3. OPEN SESSION

“Open Session” is defined as time set aside for citizens to express their views for items not on the agenda. Each speaker is limited to three (3) minutes. Because of the need for proper public notice, immediate action cannot be taken in the Planning Commission Meeting. If action is necessary, the item will be listed on a future agenda. However, the Planning Commission may elect to discuss the item if it is an immediate matter of concern.

4. MINUTES REVIEW AND APPROVAL:

4.1 January 6, 2021

5. BUSINESS ITEMS

5.1 Public Hearing - Zoning Text Amendment (ZTA) for 15.34.100 Parking Requirements of Private Recreational Vehicles in Residential Zoning Districts

- The Planning Commission will hold a public hearing and consider proposed amendments to VZC 15.34.150.

6. WORKSESSION

6.1 General Plan Review

- Briam Amaya Perez, Planner II, will present a review of the 2018 Vineyard City General Plan.

7. COMMISSION MEMBERS' REPORTS AND EX PARTE DISCUSSION DISCLOSURE

8. 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 emailed to the Salt Lake Tribune, posted on the Utah Public Notice Website and Vineyard Website, posted at the Vineyard City Offices, delivered electronically to city staff and each member of the planning commission.

AGENDA NOTICING COMPLETED ON: February 1, 2021

NOTICED BY: /s/ Cache Hancey

Cache Hancey, Planning Technician

**ORDER ON PUBLIC MEETINGS OF THE
VINEYARD CITY PLANNING COMMISSION**

I, Bryce Brady, as the Chair of the Vineyard City Planning Commission, do hereby find and declare as follows:

1. Due to the Emergency conditions which currently exist in the State of Utah, and specifically in Utah County and Vineyard City as a result of the COVID-19 Pandemic and the recent surge in COVID-19 infections across the state and in Utah County, the holding of public meetings with an anchor location as defined in the *Utah Open and Public Meetings Act*, presents a substantial risk to the health and safety of those who may be present at the anchor location; and
2. The risk to those who may be present at an anchor location can be substantially mitigated by holding public meetings of the Planning Commission pursuant to electronic means that allow for public participation via virtual means; and
3. The City has the means and ability to allow virtual participation in the public meetings in accordance with the *Utah Open and Public Meetings Act*;

NOW THEREFORE, BASED UPON THE FOREGOING,

For thirty days from the date of this Order, meetings of the Vineyard City Planning Commission shall be conducted by virtual means without an anchor location.

DATED this 1 day of FEBRUARY, 2021.

By: _____

Bryce Brady, Chair

ATTEST:


Pamela Spencer, City Recorder



**REGULAR MEETING
OF THE VINEYARD PLANNING COMMISSION,
Wednesday, January 06, 2021 at 6:00 p.m.**

Present:

Commissioner Tim Blackburn

Chair Bryce Brady

Commissioner Jessica Welch

Vice-Chair Shan Sullivan

Commissioner Anthony Jenkins

Other Commissioners Present: Commissioner Jeff Knighton

Staff Present: Community Development Director Morgan Brim, Planner II Briam Amaya Perez, Planning Technician Cache Hancey, Public Works Director Don Overson, City Engineer Chris Wilson

Others: Brandon Watson with Edge Homes

CALL TO ORDER

Chair Brady called the meeting to order at 6:03 p.m. and then read the following statement:

1. WRITTEN DETERMINATION

I, Bryce Brady, as the Chair of the Vineyard Planning Commission, do hereby find and declare as follows:

1. Due to the Emergency conditions which currently exist in the State of Utah, and specifically in Utah County and Vineyard City as a result of the COVID-19 Pandemic and the recent surge in COVID-19 infections across the state and in Utah County, the holding of public meetings with an anchor location as defined in the *Utah Open and Public Meetings Act*, presents a substantial risk to the health and safety of those who may be present at the anchor location; and
2. The risk to those who may be present at an anchor location can be substantially mitigated by holding public meetings of the Planning Commission pursuant to electronic means that allow for public participation via virtual means; and
3. The City has the means and ability to allow virtual participation in the public meetings in accordance with the *Utah Open and Public Meetings Act*;

NOW THEREFORE, BASED UPON THE FOREGOING,

For thirty days from the date of this Order, meetings of the Vineyard Planning Commission shall be conducted by virtual means without an anchor location.

2. INVOCATION/INSPIRATIONAL THOUGHTS/PLEDGE OF ALLEGIANCE



Commissioner Tim Blackburn gave an invocation.

3. OPEN SESSION

 At 6:05 p.m. Chair Brady opened the session to the public. Hearing none, he called for a motion to close the open session.

MOTION:

COMMISSIONER BLACKBURN MOVED TO CLOSE THE OPEN SESSION. VIC-CHAR SULLIVAN SECONDED THE MOTION. ROLL CALL WENT AS FOLLOWS: COMMISSIONER BLACKBURN, VICE-CHAIR SULLIVAN, COMMISSIONER WELCH, COMMISSIONER JENKINS, AND CHAIR BRADY VOTED AYE. THE MOTION CARRIED UNANIMOUSLY.

4. MINUTES REVIEW AND APPROVAL:

No minutes were presented before the Commission for approval.

5. BUSINESS ITEMS

5.1 Parking Requirements of Private Recreational Vehicles and Trailers in Residential Zoning Districts

Chair Brady opened up the meeting for public comment.

Resident Jim Brinton made a comment stating that one of the problems we have in general is every time the city makes a law; people then don't abide by it and then the line gets moved. He believes that if people had been arrested for some of the improprieties being done in the last couple of years, they would not take the chance. He thinks the same thing applies to our community. In other words, if people are allowed to move the line on parking then pretty soon, they will be doing all kinds of crazy things. The streets were made narrow because they did not want people parking on the streets. If we allow that in any way it becomes pandora's box. People will start seeing one trailer parked and then that will open up them to park multiple trailers out. It becomes a slippery slope where everyone feels like there are no rules. He understands that at the moment we are just talking about a fence but the fence constitutes a line, it lets the citizens know they are abiding by the law. The trailer should be behind the line and we should not move the line. He stated that those who moved to the City were aware of or should have been aware of the existing regulations regarding RV and trailer parking.

Planning Technician, Cache Hancey, read public comments received by Staff on Dec. 6

Mr. Hancey read resident Alisha Sabin's comment:

"Below are my recommendations for changes to the recreational vehicle/boat/trailer parking code and reasoning behind said changes. I did quite a bit of research today on other city's codes and what their requirements are. Vineyard is a very tight code comparatively. Please let me know if you have any questions for clarification. I really appreciate your willingness to address this. Proposed changes to code: No parking of rec. vehicles on the street for more than 48 hours (could also consider 24 hours, I know Provo City is currently considering changing theirs to 24 hours from 48) Remove requirement "screened from front yards" and "located in a detached or attached garage or other accessory building". Add that it shall not obstruct a roadway or sidewalk. Could consider that the rec. vehicle shall not be more forward than the most forward portion of the house. Also consider changing the wording of the code from "may" to "shall" as to not confuse the public that it is not an option. May suggests discretion, must or shall do not. Reasoning for proposed changes: It's important that the city council and the citizens of the city take safety into consideration first. Although what is aesthetically pleasing to the eye

can be considered and important in some situations it should not be a priority consideration. This is already included in the code where it states, "vehicles kept in reasonable repair and operable condition." They should also consider that the Sleepy Ridge neighborhood existed before this version of the code (dates back to 2015) and those building houses here didn't have this code in mind when they decided how they would have their property built and organized. They should also consider a healthy balance between maintaining city safety and city goals with private property rights. Citizens should store rec. vehicles in a way that is safe and the city should ensure the code is not unreasonable. Many view the current code as unreasonable. For example, a citizen who parks their rec. vehicle in their driveway not obstructing anything nor creating a safety issue and has it on the side of the house, reasonably, shouldn't be expected to spend more money and resources on covering it or fencing it in. Government and City Council decisions don't always have to be about tightening rules and codes. They can be about re-evaluating and amending codes to bring balance between the city and its citizens. County wide this is a common complaint to city code enforcements and Vineyard is one of the tightest code's county wide, only second to Lehi City in its code's strictness. We should all consider how we can come to a harmonious conclusion; one that does not give the city a reputation of micro-managing personal property and one that gives citizens a reputation of consistent compliance."

Mr. Hancey read a comment from resident Tim Blackburn:

"I understand that soon, perhaps tonight in the City Council meeting, a "joint letter" from residents along "the loop" of Lakeview Drive in Sleepy Ridge will be read. This letter will apparently be expressing their concern about needing to abide to existing city code to shield boats, trailers, RV's etc. from street view.

Years ago, when the then- existing HOA covering this same area was disbanded, we as residents were assured not to be concerned because any city code existing, with the purpose of covering the same items an HOA covered, would be enforced. This is one of those codes that needs to be enforced, and those in violation need to take the necessary steps to be in compliance.

Thank you for your attention to this matter and for listening to another voice. "

Mr. Hancey read a comment from resident Jim Brinton:

"In the United States, we are expected to live by the rule of laws. The reason Vineyard is exceptional, is because residents here try to obey these laws and regulations. Each citizen who cares about our community will be law abiding and makes Vineyard a better place to live. Laws and regulations are established at the inception of each individual community. Each person, by moving here, agrees to follow the EXISTING regulations. Each NEW resident must adjust his or her expectations PRIOR to moving into this neighborhood. Changing the ordinances/regulations there-after can become a slippery slope, unfair to those already living in the community. The wisdom of the ordinance being discussed today is that a physical structure, a fence beside a home, defines an area. Without a fence, the area for storing RVs, boats, trailers and trucks can easily be expanded or even moved, defeating the location definition. We must ask ourselves, "Where do we draw the line?" Erasing these lines leads to progressive changes that ultimately defeat the original purpose of the ordinance. Granting a 24-hour temporary exception for loading and unloading purposes ONLY is very reasonable. The discussion today is about long-term storage areas and they must be defined in an ordinance for the entire community to strictly obey. No one and nothing should be above the law. Significant fines should

be levied for violations and repeated violators should to move to a community that allows for their needs.

When I first moved to this community 7 years ago, I questioned why the streets are so narrow. The mayor explained, the narrow streets are intentional because people will not be allowed to park permanently on them. If you don't like our community laws and ordinances, let me help you move.

"

Chair Brady asked Commissioner Knighton if he would like to provide a comment speaking as a resident. He told a story of when he rented a camper trailer this summer. He did not have a place to store it. He picked it up at night and then parked it in front of the house and took it out the next day. He spoke about a letter he received from his HOA due to parking his trailer in front of his property. After thinking about it, he understood the negative effects on the community of parking rv's and trailers on the street. He said, we do not want the streets to fill up with recreation vehicles. But after these events, he decided to maintain his vehicle parked off the street in accordance with the zoning code, but he also understands the plight of those who do not have the space to accommodate these vehicles on their property. Community Development Director, Morgan Brim, interjected suggesting that the Commission hear Mr. Hancey's presentation.

Mr. Hancey read from his presentation. He read the current code and noted proposed text amendment. He stated that on December 9, 2020, the Council asked staff to conduct research regarding how cities in our region have addressed this issue. Mr. Hancey read the findings of his research. He reviewed 14 different nearby city codes and he found there are three (3) types of codes. There are (five) 5 that do not have any screening requirements. There are five (5) that have a 6-foot screening requirement similar to Vineyards, but Vineyard does not have a height requirement. And there are four (4) that do not have screening requirements but have front parking restrictions such as, vehicles cannot obstruct the sidewalk. Mr. Hancey proposed the following two solutions/scenarios: To keep the code as is, or to eliminate the shielding requirements entirely; Staff would not recommend any parking in front yards or street.

Mr. Brinton stated that preserving the code as written would prevent increases in crime in this community (Sleepy Ridge) and that fences increase the overall appeal and beauty of the neighborhood.

Chair Brady asked if there were any more public comments. He moved forward with closing public comment and opening up comment from the Commissioners.

Commissioner Jenkins stated that it is important to regard safety as a priority. As a minimum, recreational vehicles (regardless of shielding or not shielding) should be parked in line with the front facade of the house. Nothing should ever be stored in front of the house. He then stated that there is not a need for a change to the code right now. Mr. Jenkins asked for clarification regarding the 'grandfathering' of properties that were parking RV's on the street or in front of their home after the code was put into place. Mr. Brim clarified that property owners are grandfathered through the code that was in place when they moved into the property. Mr. Jenkins submitted that he would be in favor of not changing the code and leaving it as is.

Chair Brady asked if there were not several residents that voiced their opinion regarding the manner in the last City Council meeting. Mr. Brim responded, yes and that the staff did meet with one of the residents that provided the initial comment and they encouraged her to ask her neighbors to come out to this meeting. It has been put on the agenda for a council meeting and will have an official public

hearing. The directive received from council was to put together some options. They will put together a code that eliminates the fence requirements and then Planning Commission will put together a recommendation and it will go back to the city council.

Commissioner Blackburn concurred that he would not like to see the code changed. The ordinance was adopted in 2006. His family moved in in 2012. He stated that at the time he moved in, there was an existing HOA in Sleepy Ridge. Shortly after moving in, the developer turned in over the HOA to the community. At the time, an HOA Board was put in place. Surprisingly, the HOA Board voted to dismantle the HOA over time. Nevertheless, at one of the meetings that was held by the HOA, Julie Fulmer, assured that HOA that even if that HOA was dismantled all existing codes under that HOA would still be enforced by the City. This includes the City's current code regarding RV and Trailer parking. Ignorance of the code by those who moved in after 2006 is not a viable reason for amending the code. In addition, many residents who wanted to come into compliance with the code, have invested the money to construct the necessary shielding. Changing the code now, would not be fair to those residents. He also proposed that on-street parking should be limited with in the city, especially in Sleepy Ridge, to no more than 24 hours. He admitted that he knows this poses a challenge. Anyone parking a vehicle on the street for more than 24 hours should be required to move their vehicle.

Chair Brady asked remaining Commissioners to offer their opinions. Vice-Chair Sullivan asked Mr. Hancey if the data conducted in research showed that Vineyard is truly more constrictive in regards to this issue. She also stated that it seemed that the argument is that Vineyard is more restrictive but it does not really seem that way. It seems as if Vineyard is in company with other cities. Our code also does not specify a height which creates more flexibility than what some other cities offer. She agreed with the things that have been said she does not see a need for a change from what Vineyard currently has. Commissioner Jenkins reiterated that most municipalities studied presented that Vineyard City is not a strong outlier in terms of strictness. He explained that it is about 50/50 on this issue.

Chair Brady stated that he was in favor of increasing parking regulations on public roads. He also stated that he was not deeply in favor of HOA's, in general as he enjoys private property rights. He stated that RV's and trailers, under no circumstances, should be parked on the street. He would be fine with keeping screening if that is what most Commissioners are in favor of. He would also be in favor of eliminating the screening if the vehicles are behind the front of the house. He said, it sounds like majority of the Commissioners are in favor of leaving it how it is. He asked Mr. Brim to bring both options so they can hear public comment on the next meeting then they can make a decision on the next meeting.

Mr. Brim asked the Commissioner to clarify if they wanted to reduce the City's parking regulations from 48 hours to 24 hours. Chair Brady asked to bring back potential code amendments regarding both topics for the upcoming planning commission meeting.

6. WORKSESSION

6.1 Lakefront at Town Center Phase 1G

 Mr. Watson with Edge Homes displayed phase 1G of the Lakefront development. He then stated in 2018 or 2019 this area was classified as wetland, but due to recent rulings from the federal government They have reviewed this area as a wetland. He continued that the Army Core of Engineers cleared this area as a wetland 4 to 6 months ago, in previous planning commission meetings, they removed 22 units in the Lakefront Development that were previously platted across the wetlands area. Edge homes has

233 decided that they do not want to build homes in the area regardless of the wetland's classifications
234 because they don't want to run the risk of building homes over a wet area potentially. They will build in
235 an extensive underground drain system to ensure they don't have any flooding in basements or any
236 problems structurally with the surrounding roads and utilities. Brandon stated the site plan being
237 displayed is what Edge homes intend to build in the area. He continued, they are doing an extensive
238 rehabilitation of the shoreline by doing a trail system with native vegetation and grasses. This
239 landscaping plan continues that theme from the lakeshore development wet land area. He moved on to
240 describe what is being displayed in each part of the landscape plan. He stated, he wanted to get it in
241 front of the Planning Commission to review before it officially on planning commission for the site plan
242 approval. He would love to have feedback from the Planning Commission. They feel like it is a good plan
243 and consistent with the surrounding areas.

244
245 Mr. Brim asked Mr. Watson to review all of the materials with in the plan.

246
247 Mr. Watson went through each material with in the landscape plan. He stated, the green area is a
248 traditional lawn with a grass mix. The grass mix includes both short and long grass. He stated, that
249 Commissioner Rasmussen wanted to preserve the wetland look so Edge Homes is trying to keep the
250 native grasses with in the landscape plan while also trying to eliminate the phragmites that could
251 potentially pop up.

252
253 Chair Brady asked if any of the commissioners have any comments.

254
255 Vice-Chair Sullivan stated she was going to ask if Commissioner Rasmussen had been on a tour of the
256 area or had a chance to weigh in. She was glad to hear that Commissioner Rasmussen had the ability to
257 look at the area.

258
259 Mr. Brim stated that Commissioner Rasmussen had comment on the Lakeside Landscape and it looks
260 like Mr. Watson had done a good job of having it transition and keeping it consistent but that he would
261 try to get Commissioner Rasmussen's comments on this landscape plan prior to the next meeting.

262
263 Commissioner Blackburn stated that he appreciated the effort to create a transition that looks natural.
264 He likes the opportunities that they may have in the future from a heritage perspective, to incorporate
265 and commemorate the heritage of Vineyard.

266
267 Mr. Watson stated, that he would love to get Commissioner Rasmussen's feedback. He met with her in
268 October or September to receive feedback. They got really good feedback from her when they met with
269 her in October/September. He continued, hopefully they can incorporate that same feedback into this
270 design.

271
272 Chair Brady asked what the plan to limit the weed growth with in the plants being planted.

273
274 Mr. Watson responded; they have met with the landscaping company Golden Landscaping. Golden
275 Landscape maintains the golf course at Sleepy Ridge so they are familiar with the area. They have had
276 extensive conversations about the invasive species with in the area and how to completely remove
277 them. They will continue to coordinate with them to make sure they do what is need to get rid of the
278 invasive species.

Chair Brady asked if the parking on the northside is new. Mr. Watson replied that it was implemented under phase 1E or 1F. Morgan mentioned that only 2 parking stalls were rearranged but for the most part the infrastructure is the same.

Chair Brady asked if there were any more comments from Commissioners.

Commissioner Blackburn asked, what the plan is for watering. Mr. Watson answered they will use traditional landscaping for the grass and they may have to use temporary irrigation up front to make sure it establishes. They may also have wait for next growing season and wait until next spring and will do irrigation if it is needed. Commissioner Blackburn confirmed, so there is no plan for sprinkling systems, they would depend on rainfall for watering once they get established. Mr. Watson said they would. There would be some irrigation that is more on the outskirts. But the Sod will have normal irrigation. There will be no irrigation in the wetlands area.

Chair Brady asked Morgan if he was going to send all of the information being presented before the next meeting and Morgan confirmed yes, he would that this was just a work session.

Commissioner Knighton asked if there were any walkways or pathways in the wetlands area. And if there would be a bridge of some sort for pedestrian connections. Mr. Watson replied that he reached out to a person named Chad Kitchen with contact, they do pedestrian bridges. He is working on getting information from him to see what it would look like going over the wetlands. As of now they just plan on putting a sidewalk through that area. Right now, they are doing an extensive bridge and trail system along the shoreline. They would like to be consistent and so if there is a bridge along the lakeshore it might make sense to do a similar bridge system in the wetlands as well. He doesn't want to create a division. They would like to create the pedestrian connectivity they just don't know what it will look like yet.

Resident Jim Brinton asked if there would be plants that would keep the area dry to mitigate mosquitos, such as bushes. Chair Brady replied that they are focusing on that issue during the redevelopment along the shoreline by getting rid of the phragmites which encourage mosquito growth. And then replacing them with better plants that fight back mosquitos.

Chair Brady closed the session.

7. COMMISSION MEMBERS' REPORTS AND EX PARTE DISCUSSION DISCLOSURE

Commissioner Blackburn provided an update regarding the historical graphics being selected for the Vineyard Frontrunner Station being planned and constructed soon.

Commissioner Jenkins noted a bike and pedestrian committee will be having a special meeting to discuss some opportunities that came from grant money that came for a bike/skate park. The park would be located on the Eastside of the parking lot of Vineyard Grove Park. It will be a public meeting. It is noteworthy for the Planning Commission and Vineyard residents.

Chair Brady reminded the Commission to regularly read the General Plan. He will be sending out an email to everyone to get everyone's main interests for the general plan. He would like to refer peoples interests in Planning Commission meetings. City Planner, Briam Amaya Perez, clarified the process for

filling out the General Plan Review Spreadsheet. He would like all the Planning Commission to go through the spreadsheet.

Chair Brady reminded the Commissioners to respond to the meeting invitations that Mr. Brim sends out so they know who will be there.

A discussion about the glass images for the Frontrunner station ensued. Mr. Brim displayed the mockup artwork that will be placed at the station. They will be presented to the RDA. Commissioner Blackburn mentioned the 4 topics that are going to be displayed.

Commissioner Welch mentioned that they have made some progress about the library. They have also started a children's book; V is for Vineyard. She asked if the City would be able to use the photos from the train station in the book. Mr. Brim offered to share the photos as long as the owner gives permission. Commissioner Blackburn mentioned that the Heritage book has a lot of photos available for the children's book.

8. ADJOURNMENT

MOTION:

VICE-CHAIR SULLIVAN MOVED TO ADJOURN THE MEETING.COMMISSIONER BLACKBURN SECONDED THE MOTION. ROLL CALL WENT AS FOLLOWS: COMMISSIONER WELCH, COMMISSIONER JENKINS, COMMISSIONER KNIGHTON, CHAIR BRADY VOTED AYE. THE MOTION CARRIED UNANIMOUSLY.

NOTICED BY: /s/ Cache Hancey

Cache J Hancey, Planning Technician



Date: January 29, 2020

Agenda Item: **Parking Requirements of Private Recreational Vehicles and Trailers in Residential Zoning Districts**

From: Cache Hancey, Planning Tech

Department: Code Enforcement

Subject: Proposed amendments to VZC 15.34.100

Background

In October of 2020, staff received a complaint of 15 trailers and vehicles parked against code in the Sleepy Ridge Neighborhood. Once enforcement began, the City received complaints from those residents about the zoning code. We asked for a resident to propose an amendment and bring it before the City Council. Resident Alisha Sabin's comment was read during the 12.09.2020 City Council Meeting, proposing to amend Vineyard Zoning Code 15.34.100.

Listed is the proposed changes:

- No parking of recreational vehicles on the street for more than 48 hours (This is listed under the Vineyard Municipal Code but not the Vineyard Zoning Code).
- Remove requirement "screened from front yards" and "located in a detached or attached garage or other accessory building".
- Include language to prevent recreational vehicles from obstructing a roadway or sidewalk.
- Include language that the recreational vehicle shall not be more forward than the most forward portion of the house.

Staff Research

Original wording for the code was adopted by Ordinance 2005-04, effective January 1, 2006. ([Section 1710](#))

Three types of code observed from 14 surrounding municipalities

- No screening requirements (5)
- 6-foot-tall screening (5)
- No screening requirement with front yard parking limitations (4)

Planning Commission Summary

At the 1/6/21 Planning Commission Meeting, the Commissioners discussed this topic in a work session. The consensus that was reached was that they did not see reasoning to



change the code but wanted to see the written language of the text amendment. One resident spoke in favor of maintaining the code as is.

ATTACHMENTS:

- Recreational Vehicle Ordinance Table and Ordinance 2021-02

City	Recreational Vehicle Ordinances	Summary
Lehi	B. Recreational Vehicles; Trailers: It is unlawful to park or keep any motor home, trailer, camper, boat, recreational vehicle or trailer of any kind, attached or unattached, on a public street, except for the limited purpose of loading or unloading the same, not to exceed twelve (12) hours.	No screening requirements
Springville	It shall be unlawful to park, store or leave or permit the parking, storage, or leaving of any licensed or unlicensed motor vehicle of any kind, including boats, trailers or vehicle parts, and recreational vehicles, or a part or parts thereof which is in a wrecked, junked, partially dismantled, dismantled, or inoperative condition, whether attended or not, upon any Property in the city for a period of time in excess of seventy-two (72) hours, except that two (2) or less vehicles or part or parts thereof may be stored within a building, or placed behind an opaque screening fence six feet in height,	6ft screening requirement
Payson	It shall be unlawful to park, store or leave or permit the parking, storage, or leaving of any licensed or unlicensed motor vehicle of any kind, including boats, trailers or vehicle parts, and recreational vehicles, or a part or parts thereof which is in a wrecked, junked, partially dismantled, dismantled, or inoperative condition, whether attended or not, upon any property in the City for a period of time in excess of 72 hours, except that 2 or less vehicles or part or parts thereof may be stored within a building, or placed behind an opaque screening fence six feet in height,	6ft screening requirement
Vineyard	Recreational vehicles, including boats, travel trailers, motor homes, horse trailers, similar vehicles kept in reasonable repair and operable condition, may be located in a detached or attached garage, or other accessory building, or parked in the rear yard or side yard and screened from front yards and streets by a wall, fence, gate, landscaping, or other suitable screening material(s).	Screening required
Orem	Boats, boat trailers, recreational vehicles, or travel trailers may not be placed, kept, or maintained within the front yard areas of any residential zone, except on a paved driveway. Boats, boat trailers, recreational vehicles and travel trailers shall not violate the clear vision area of a corner lot.	No screening requirements



Provo	Boats, boat trailers, or travel trailers may not be placed, kept, or maintained within the front yard areas of any residential (R) zones, except that such boats or trailers may be located anywhere on the lot, except in a clear vision zone of a corner lot as defined in Section 14.34.100, Provo City Code for a temporary period not to exceed twenty-four (24) hours for loading and unloading purposes, or for temporary storage not to exceed seven (7) days if such facility is owned by a bona fide guest of the occupants of the premises.	No screening requirements
Salt Lake County	If parked or stored on a paved surface in compliance with section 19.80.030.C or 19.83.035.A, a recreational vehicle may be located in the front yard, side yard, or rear yard of a dwelling. Additionally, a recreational vehicle may be parked or stored on a parking pad which is constructed of six inches of compacted gravel. This area must be kept weed free. If parked or stored on any other type of surface, recreational vehicles must be behind the front line of the dwelling and screened from view from public streets or neighboring properties with a six-foot tall (minimum) opaque fence.	6ft screening requirement
Draper	Parking Of Recreational Vehicles In Residential Zones: Personal recreational vehicles, including, but not limited to, trailers, boats, travel trailers, boats, watercraft, utility trailers, and motor homes parked in residential zones shall be parked on a hard surfaced area behind the front wall plane of the primary structure on the same property. Parking for such vehicles within residential developments approved with off street recreational vehicle parking areas shall be allowed within those recreational vehicle parking areas only.	No screening requirements, must park behind front wall plane of primary structure
Nibley	Nibley does not allow vehicles, including RVs to be parked on street for longer than 48 hours at a time. Off-street on private property, RV's can connect to utilities with guests for up to 30 days.	No screening requirements



Midvale	Storage of individual recreational vehicles (RVs), travel trailers, boat trailers and utility trailers shall occur in an improved off-street location a minimum of five feet behind the sidewalk. No portion of the RV or trailer, or anything attached to the RV or trailer, shall extend closer than five feet to the sidewalk. This includes, but is not limited to, hitches. Parking in the side or rear yard shall be improved with concrete, asphalt, concrete pavers or gravel. Parking areas surfaced with either concrete pavers or gravel must be maintained to ensure that no weeds grow in these areas. With the exception of the driveway and approved side yard parking, no other portion of the front or side yards shall be surfaced or used for parking. At no time shall parking occur on any landscaped area.	No screening requirements, must park 5ft behind sidewalk
Murray	Boats, boat trailers, campers, travel trailers and other similar recreational vehicles may not be placed, kept, stored, or maintained within the front yard of any residential zone except on established driveways. Such vehicles must maintain a minimum setback of five feet (5') from the front property line so as to preserve adequate visibility for pedestrian and traffic safety. Further, such use shall not be located in the clear vision zone of a corner lot as defined in this title.	No screening requirements, must park 5ft behind sidewalk
South Salt Lake	A. Vehicles must be parked on a Hard Surface. All areas used for parking shall be paved with a Hard Surface of concrete or asphalt material. B. Trailer and recreational vehicle parking surface. All approved areas for parking trailers and recreational vehicles shall be accessed from an approved driveway and shall be paved with a Hard Surface of concrete or asphalt material.	No screening requirements
Salt Lake City	The recreational vehicle parking space shall be screened from the front or street side at the setback line of the existing principal building with a six foot (6') high sight proof fence with a gate for access; and (F) The recreational vehicle parking space shall be screened on the side yard with a six foot (6') high sight proof fence or equivalent vertical vegetation.	6ft screening requirement



West Jordan	1. Any portion of a parked or stored watercraft, trailer, camper, recreational vehicle, or motor home, may be stored in the rear yard and/or side yard and may extend into the front yard but shall not be closer than three feet (3') from the edge of the sidewalk nearest the home or structure, or in the case of no sidewalk, no closer than ten feet (10') from the front property line. In no case shall any portion of a parked vehicle, watercraft, camper, trailer or motor home extend onto a sidewalk or past the property line.	No screening requirements, must park 3ft behind sidewalk
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**VINEYARD
ORDINANCE 2021-02**

**AN ORDINANCE OF VINEYARD CITY, UTAH, AMENDING THE VINEYARD
ZONING ORDINANCE TO AMEND SECTION 15.34.100 PARKING
REQUIREMENTS OF PRIVATE RECREATIONAL VEHICLES IN RESIDENTIAL
ZONING DISTRICTS TO REMOVE SCREENING REQUIREMENTS OF
RECREATIONAL VEHICLES AND TRAILERS WITHIN SIDE AND REAR
YARDS; PROVIDING A REPEALER CLAUSE, PROVIDING A SAVINGS AND
SEVERABILITY CLAUSE, PROVIDING FOR PUBLICATION BY SUMMARY;
AND PROVIDING AN EFFECTIVE DATE.**

WHEREAS, Title 10, Chapter 9a Municipal Land Use, Development, and Management Act of Utah Municipal Code permits the City of Vineyard to ensure the health, safety, and welfare of the community through local land use planning and the adoption of land use ordinances; and

WHEREAS, the City of Vineyard is authorized to amend the City's Zoning Ordinance pursuant to Utah Municipal Code § 10-9a-102(2); and

WHEREAS, the Planning Commission held a public hearing on February 3, 2021, and after fully considering public comment and staff recommendations, recommended approval to the Vineyard City Council; and

WHEREAS, the Vineyard City Council, having reviewed the proposed Zoning Text Amendment, held a public hearing on February 10, 2021, and

WHEREAS, The Vineyard City Council, having considered the recommendation of the Planning Commission and submitted comments and testimony from the public, having determined that it is in the best interest of the public and on February 10, 2021, adopt the proposed Zoning Text Amendments.

NOW THEREFORE, be it ordained by the Council of Vineyard, in the State of Utah, as follows:

SECTION 1: **AMENDMENT** “15.34.100 Parking Requirements Of Private Recreational Vehicles In Residential Zoning Districts” of the Vineyard Zoning Code is hereby *amended* as follows:

A M E N D M E N T

15.34.100 Parking Requirements Of Private Recreational Vehicles In Residential Zoning Districts

The location or storage of mobile homes, travel trailers, recreational vehicles, boats, camping trailers and truck campers, and other recreational vehicles and equipment owned by the property owner, may be parked subject to the following:

1. Recreational vehicles, including boats, travel trailers, motor homes, horse trailers, similar vehicles kept in reasonable repair and operable condition, may be located in a detached or attached garage, or other accessory building, or parked in the rear yard or side yard ~~and screened from front yards and streets by a wall, fence, gate, landscaping, or other suitable screening material(s).~~
2. A mobile home, travel trailer, recreational vehicle, boat, camping trailer, or truck camper may be located in the front yard for the purposes of loading and unloading for a period not to exceed forty- eight (48) hours.
3. A recreational vehicle may be occupied temporarily by family members or guests of the owner. However, no boat, trailer, motor home, travel trailer, or similar recreational vehicle shall be occupied for a period greater than thirty (30) days.

SECTION 2: REPEALER CLAUSE All ordinances or resolutions or parts thereof, which are in conflict herewith, are hereby repealed.

SECTION 3: SEVERABILITY CLAUSE Should any part or provision of this Ordinance be declared by the courts to be unconstitutional or invalid, such decision shall not affect the validity of the Ordinances a whole or any part thereof other than the part so declared to be unconstitutional or invalid.

SECTION 4: EFFECTIVE DATE This Ordinance shall be in full force and effect from _____ and after the required approval and publication according to law.

PASSED AND ADOPTED BY THE VINEYARD COUNCIL

_____.

	AYE	NAY	ABSENT	ABSTAIN
Mayor Julie Fullmer	_____	_____	_____	_____
John Earnest	_____	_____	_____	_____
Tyce Flake	_____	_____	_____	_____
Chris Judd	_____	_____	_____	_____
Cristy Welsh	_____	_____	_____	_____

Presiding Officer

Attest

Julie Fullmer, Mayor, Vineyard

Pamela Spencer, City Recorder
Vineyard



VINEYARD CITY PLANNING COMMISSION STAFF REPORT

Meeting Date: February 03, 2021

Agenda Item: General Plan Review

Department: Community Development

Presenter: Briam Amaya Perez

Background:

The General Plan serves as a blueprint for the future, prescribing policy goals and objectives to shape and guide the physical development of the City. It is good practice for a City to review and update the General Plan on a regular basis. The Utah Land Use, Development, and Management Act (LUDMA) requires cities, towns, and counties to do so. Regularly updating the plan enables a local government to consider and plan for the community's needs based on thoughtful analysis, public input, and current conditions. The 2018 Vineyard City General Plan has been thoroughly revised for errors, inaccuracies, and needed improvements. In addition, the Vineyard City Planning Commission and Staff have completed a survey regarding the status of all goals and strategies within the General Plan. Their answers and remarks, which will be later presented, have provided insight on how best to move forward.

Scope of Work for 2021 Update

Below, we have provided a breakdown of the entire General Plan. However, in this update, we will focus on updating only the Moderate-Income Housing and Open Space, Parks, Trails, and Lakefront Elements in depth. Minor amendments will be made to some of the Goals and Strategies found within other elements. Nevertheless, those elements

will not be updated in depth. In addition, we will also be updating the various maps and diagrams found throughout the document. This review is not intended to be a complete overhaul of the entire General Plan.

This review will address the following:

Moderate Income Housing Element
Open Space, Parks, Trails, and Lakefront Element
Updating Maps and Diagrams
Updating Goals and Strategies

General Comments:

The Good

- *Excellent starting point*
- *History of the City.*
- *Provides overarching goals and vision.*
- *Lots of community input and engagement.*
- *Provides background on various elements.*
- *Very Informative charts and diagrams.*
- *Lays out key challenges and opportunities.*
- *Explains Zoning Districts and Special Purpose Districts.*
- *Believable Goals and Strategies.*
- *Provides an Action Plan.*

Writing Errors

- Spelling and grammar errors
- Punctuations
- Redundancies
- Missing words
- Word choice
- Wordiness
- Capitalization
- Repetitive/Redundant Strategies
- Etc.

Public Education

- The General Plan should be more educative.
 - Planning words and concepts are not always defined or explained (i.e., zoning, placemaking, smart growth, brownfields, new urbanism, etc.).
 - Make sure to explain why we desire to implement certain strategies (higher density, walkability, TOD, etc.) and the implications thereof.
 - Beware of acronyms without explanation (MAG, UDOT, TOD, BRT, etc.)

Vagueness

- Vague language or strategies are often employed throughout the document. These should be further defined and clarified.
 - “promote a pattern of growth...” (p. iii)
 - “Expand the Parks + Recreation department/program...” (p.iv)
 - “Work with governmental agencies, non-profits, school districts, private and recreation organizations... (p. 51)
 - “We believe in small-city community values and...” (p. 2)
 - “We support the right businesses for our community...” (p. 15)
- Tighten up the language...
 - A lot of goals say, “Consider doing...” or “Study this...”
 - “Consider augmented reality system to show historic uses of sites” (p. 25)
 - “Consider vehicle, bike and scooter share technology to reduce vehicle dependency and improve air quality” (p. 82)
 - “Consider institutional uses that promote Vineyard as a place for innovation” (p. 39).
 - “Study Bus Rapid Transit (BRT) route connecting Vineyard FrontRunner Multi-modal Hub to the greater region” (p. 83).

Outdated Information

- Tables and Diagrams (Demographics, Jobs and Employment, Household Income, AMI Thresholds, Residential Occupancy, etc.) **Waiting for Census Data
- “Complete the Center Street Overpass and add an overpass from Vineyard Road over the train tracks, ensuring adequate pedestrian/bike access” (p. 54)
- “There are currently no bus routes within the Vineyard community. The nearest bus routes run along the east and southeastern boundaries of the City” (p. 77)

- “The City has taken measures to provide a Vineyard station that is planned for the Town Center development and should be complete by 2020” (p. 80)

Formatting and Structure

- Vision Statement not provided until p. 26. A powerful vision statement should head the entire document. Our vision statement should be introduced sooner, so that it may lay the foundation for the rest of the document.
- *Design Workshop* has suggested a series of metrics at the end of each Element, but none are used concretely. There is currently no way to quantify our goals and strategies and ultimately our progress.
- No specific timelines/dates are incorporated into our goals and strategies.
- Explain the IMPLEMENTATION MATRIX STRATEGY (p. 122); this should be expanded.
- Identify sources of funding.
 - i.e., “Continue partnering with Orem and Provo to give residents the option of using these municipalities’ facilities until the Vineyard population and *funding* support a Vineyard recreation center with indoor pool” (p. 53)
- Identify local and regional institutions, agencies, and organizations that we wish to partner with. These are not always listed within the document. Here is a good example of how it should read...
 - “Identify and work with affordable housing programs like the Housing Authority of Utah County that will assist moderate income households in being able to purchase homes through voucher programs and discounts” (p. 105).
- Plans and programs are mentioned that do not exist or are still in the development process...
 - Parks and Trails Master Plan (p. 24)
 - Bicycle Master Plan (p. 54)
 - Vineyard Heritage Trail (p. 24)
 - Park and Rec Acquisition and Development Program (p. 4)
 - Comprehensive Leisure and Hospitality Strategy (p. 63)
 - Trash and Recycling Program (p. v)

Subject Matter in Need of Increased Attention

- Moderate-Income Housing (and Low-Income Housing)
- Tourism

- Parking (within Transportation element).
- Aging in place; multi-generational housing and amenities (p. 27).
- Parks and Open Space in East Vineyard.
- Attracting and nurturing start-ups and entrepreneurial ventures.
- Sensitive Land Preservation and Low Impact Development (i.e., Green Infrastructure).
- Increasing Level of Service for Cyclists.
- Branding the Eastlake Industrial District
- ADA Improvements throughout the City; Planning for All Ages and Abilities
- Healthcare (within Public Facilities and Services element)
- Working with Developers to incorporate architectural features that celebrate Vineyard's rich heritage (p. 25).
- Address the issues caused by invasive species.
- Stronger entrances to the City; Vineyard City Branding (sense of place).

Maps and Diagrams Update

- Several maps throughout the document should be updated to increase accuracy and clarity.
 - Land Use Map (p. 30)
 - Open Space, Parks, and Trails (p. 46)
 - Transportation Map (p. 79)
- Several tables and diagrams should also be updated most notably in the Economic Development Element and the Moderate-Income Housing Element.

Conclusion:

The 2018 General Plan has been a great resource for the City and its residents for the last two years. It has provided a strong base and starting point for improving quality of life in Vineyard. It has shown us the value of engaging the community in planning efforts. It is time to build upon this document by updating specific Elements or Chapters as we move into the future and as new data is recorded and made available. A General Plan should not be a stagnant document, rather a living and breathing document that is referred to over and over. Periodically reviewing and updating the General Plan and employing the insights of Planning Commissioners and City Staff alike will ensure that the document stays relevant and beneficial.

Attachments:

1. 'Staff and Planning Commissioner Survey Results' Spreadsheet
2. 'Top Three's' Spreadsheet
3. 'Priorities' Spreadsheet
4. General Plan Goals and Strategies Comments

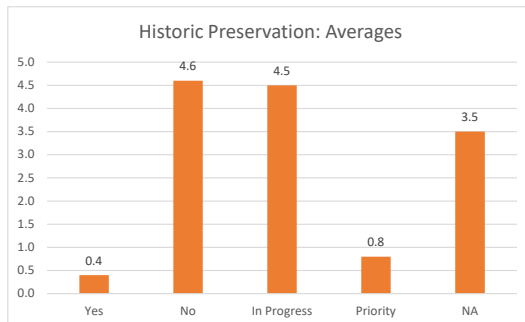
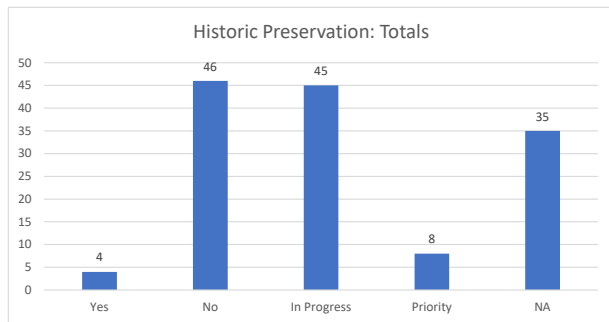
Staff and Planning Commissioner Survey Results

HISTORIC PRESERVATION

	Yes	No	In Progress	Priority	NA
Commissioner 01	0	0	2	0	11
Commissioner 02	0	7	6	1	0
Staff 01	1	8	1	0	3
Staff 02	1	10	2	0	0
Staff 03	0	8	5	0	0
Commissioner 03	1	4	0	1	8
Commissioner 04	0	0	13	0	0
Commissioner 05	0	0	13	5	0
Commissioner 06	0	0	0	0	13
Staff 04	1	9	3	1	0
Totals	4	46	45	8	35
Mean	0.4	4.6	4.5	0.8	3.5
Median	0	5.5	2.5	0	0
Mode	0	0	2	0	0
Range	1	10	13	5	13
Standard Deviation	0.5	4.2	4.9	1.5	5.2

Key Findings

Element with the least amount of 'Yes' votes
 Most strategies have not been accomplished
 Many strategies are in progress

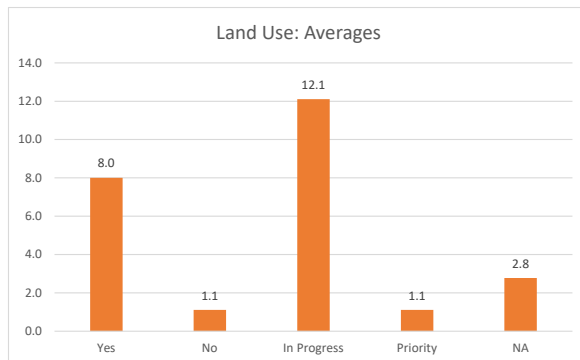
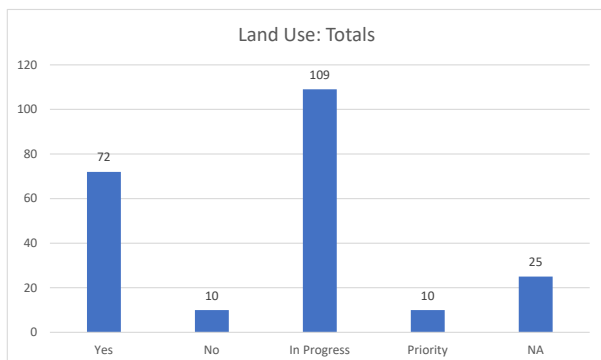


LAND USE

	Yes	No	In Progress	Priority	NA
Commissioner 01	2	0	14	0	9
Commissioner 02	10	2	17	1	0
Staff 01	10	0	9	2	3
Staff 02	13	3	12	0	0
Staff 03	11	1	13	0	0
Commissioner 03	2	0	22	0	2
Commissioner 04	9	1	13	1	0
Commissioner 06	5	1	6	2	11
Staff 04	10	2	3	4	0
Totals	72	10	109	10	25
Mean	8.0	1.1	12.1	1.1	2.8
Median	10	1	13	1	0
Mode	10	0	13	0	0
Range	11	3	19	4	11
Standard Deviation	4.0	1.1	5.7	1.4	4.3

Key Findings

Element with the least amount of 'No' votes
 Element with the least amount of 'NA' votes
 Element with the second highest 'YES' and 'IN PROGRESS' votes



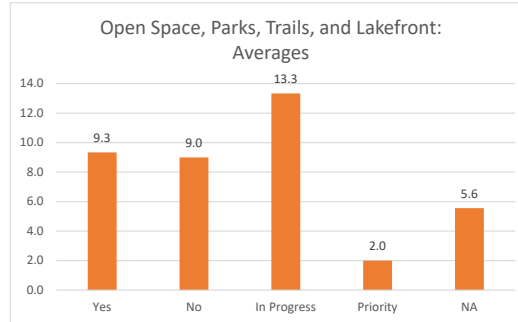
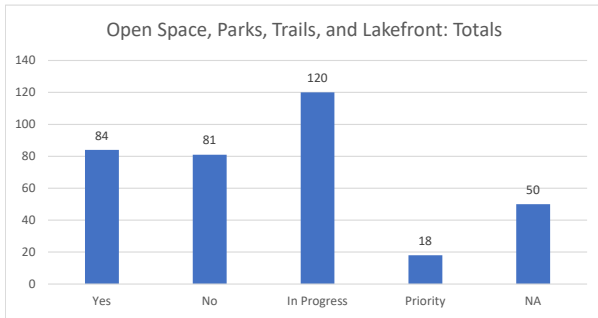
OPEN SPACE, PARKS, TRAILS, AND LAKEFRONT

	Yes	No	In Progress	Priority	NA
Commissioner 01	1	0	29	2	12
Commissioner 02	11	5	31	4	0
Staff 01	20	5	8	0	8
Staff 02	22	17	2	0	0
Staff 03	2	13	24	0	2
Commissioner 03	7	19	2	4	13

Commissioner 04	0	0	0	0	0
Commissioner 06	8	7	9	2	15
Staff 04	13	15	15	6	0
Totals	84	81	120	18	50
Mean	9.3	9.0	13.3	2.0	5.6
Median	8	7	9	2	2
Mode	#N/A	0	2	0	0
Range	22	19	31	6	15
Standard Deviation	8.0	7.2	12.0	2.2	6.4

Key Findings

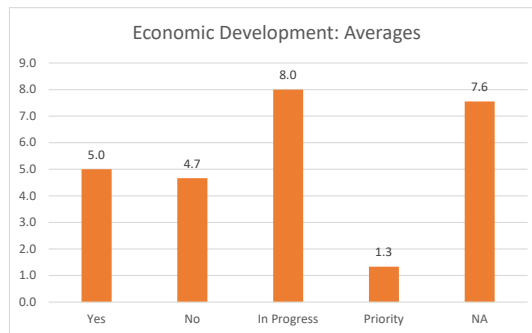
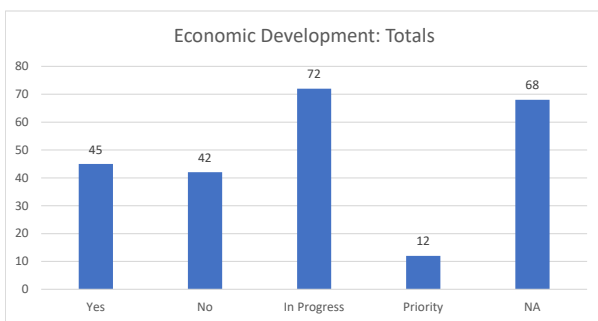
Parks and Open Space has been Vineyard's area of highest priority and accomplishment
Received the highest number of YES votes despite also receiving the highest number of 'NO' votes
Received the highest number of IN PROGRESS votes
Received the highest number of PRIORITY votes



ECONOMIC DEVELOPMENT					
	Yes	No	In Progress	Priority	NA
Commissioner 01	0	0	8	0	24
Commissioner 02	5	1	22	2	0
Staff 01	6	0	10	1	17
Staff 02	19	8	3	0	0
Staff 03	1	8	22	0	0
Commissioner 03	0	9	0	2	0
Commissioner 04	0	0	0	0	0
Commissioner 06	0	0	0	5	27
Staff 04	14	16	7	2	0
Totals	45	42	72	12	68
Mean	5.0	4.7	8.0	1.3	7.6
Median	1	1	7	1	0
Mode	0	0	0	0	0
Range	19	16	22	5	27
Standard Deviation	7.0	5.8	8.8	1.7	11.6

Findings

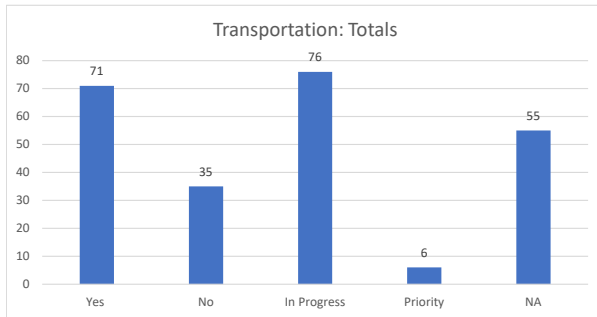
Second highest number of NA votes; implies a lack of information/communication
Second highest number of 'PRIORITY' votes



TRANSPORTATION					
	Yes	No	In Progress	Priority	NA
Commissioner 01	1	0	3	0	24
Commissioner 02	11	0	18	4	0
Staff 01	14	3	18	1	5
Staff 02	19	4	4	0	0
Staff 03	5	3	17	0	2
Commissioner 03	0	20	0	1	0
Commissioner 04	0	0	0	0	0
Commissioner 06	1	0	2	0	24
Staff 04	20	5	14	0	0
Totals	71	35	76	6	55
Mean	7.9	3.9	8.4	0.7	6.1
Median	5	3	4	0	0
Mode	1	0	18	0	0
Range	20	20	18	4	24
Standard Deviation	8.3	6.4	8.1	1.3	10.3

Key Findings

Achieving many of our strategies
Currently working on many of our strategies
Surprisingly low priority votes

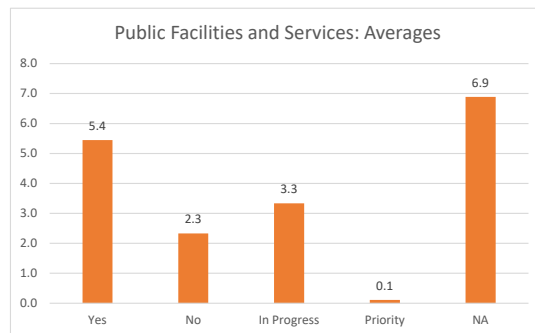
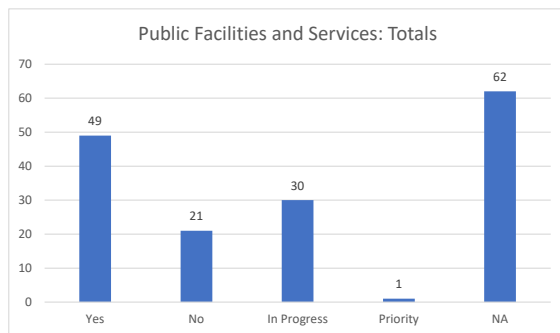


PUBLIC FACILITIES AND SERVICES

	Yes	No	In Progress	Priority	NA
Commissioner 01	0	0	6	1	15
Commissioner 02	7	3	10	0	0
Staff 01	8	0	3	0	9
Staff 02	10	4	3	0	1
Staff 03	7	3	6	0	2
Commissioner 03	2	4	0	0	15
Commissioner 04	0	0	0	0	0
Commissioner 06	1	0	0	0	20
Staff 04	14	7	2	0	0
Totals	49	21	30	1	62
Mean	5.4	2.3	3.3	0.1	6.9
Median	7	3	3	0	2
Mode	0	0	0	0	0
Range	14	7	10	1	20
Standard Deviation	5.0	2.5	3.4	0.3	8.0

Findings

Not considered a top priority
Highest number of NA votes (implies a lack of information/communication)

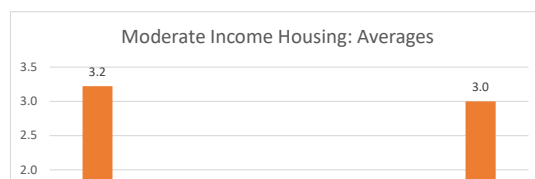
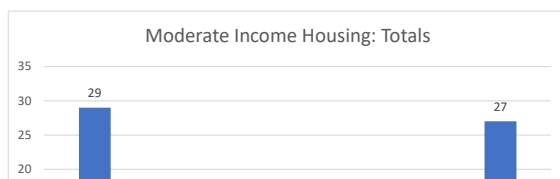


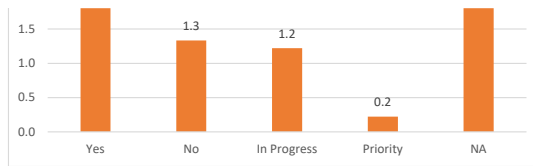
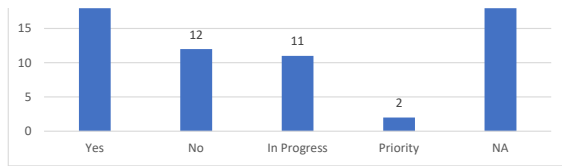
MODERATE INCOME HOUSING

	Yes	No	In Progress	Priority	NA
Commissioner 01	0	0	1	1	9
Commissioner 02	6	1	3	0	0
Staff 01	5	2	2	1	0
Staff 02	4	5	0	0	0
Staff 03	7	2	0	0	0
Commissioner 03	0	0	0	0	9
Commissioner 04	0	0	0	0	0
Commissioner 06	0	0	0	0	9
Staff 04	7	2	5	0	0
Totals	29	12	11	2	27
Mean	3.2	1.3	1.2	0.2	3.0
Median	4	1	0	0	0
Mode	0	0	0	0	0
Range	7	5	5	1	9
Standard Deviation	3.2	1.7	1.8	0.4	4.5

Findings

Not considered a top priority
Low number of In Progress votes implies that we need to be working on more in this department
We have set a low standard and have met such



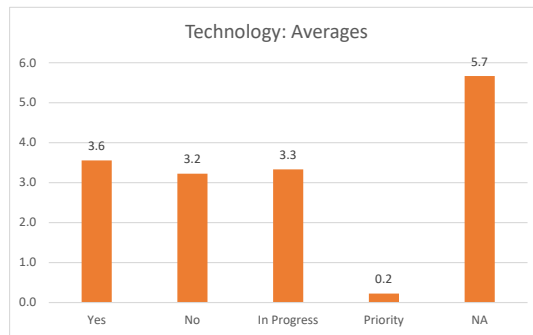
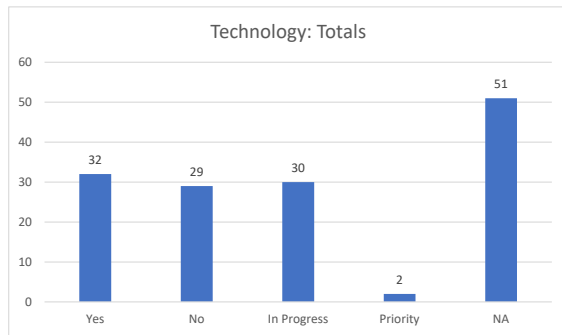


	TECHNOLOGY				
	Yes	No	In Progress	Priority	NA
Commissioner 01		0	0	2	1
Commissioner 02		2	1	14	1
Staff 01		7	5	2	0
Staff 02		9	5	1	0
Staff 03		5	9	3	0
Commissioner 03		1	0	1	0
Commissioner 04		0	0	0	0
Commissioner 06		0	0	0	0
Staff 04		8	9	7	0
Totals		32	29	30	2
Mean		3.6	3.2	3.3	0.2
Median		2	1	2	0
Mode		0	0	2	0
Range		9	9	14	1
Standard Deviation		3.7	3.9	4.5	0.4

Findings

Not considered a top priority

High number of NA votes implies lack of information/communication



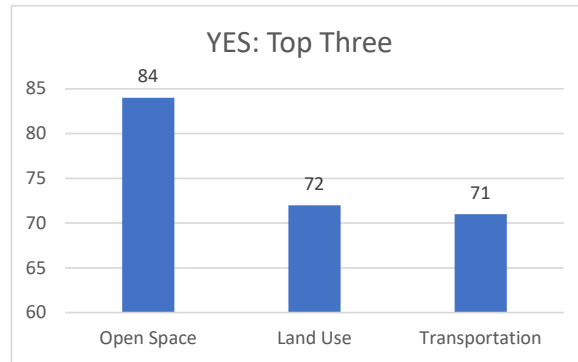
Top Threes Spreadsheet

YES CATEGORY

Top Three

Open Space
Land Use
Transportation

84
72
71

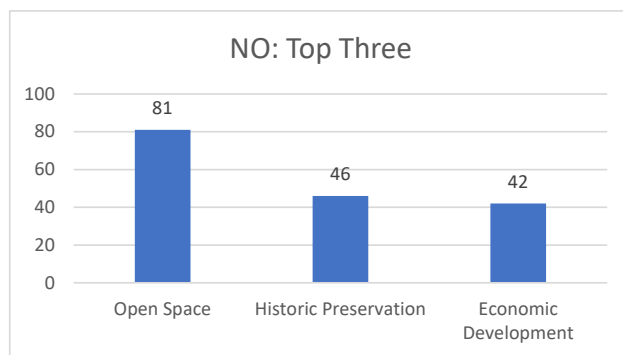


NO CATEGORY

Top Three

Open Space
Historic Preservation
Economic Development

81
46
42

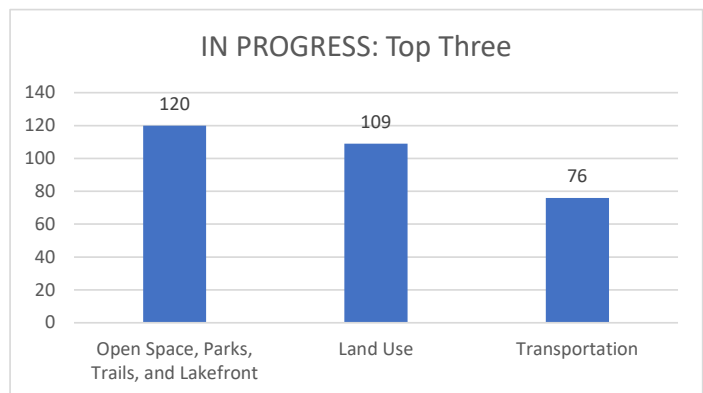


IN PROGRESS CATEGORY

Top Three

Open Space, Parks, Trails, and Lakefront
Land Use
Transportation

120
109
76

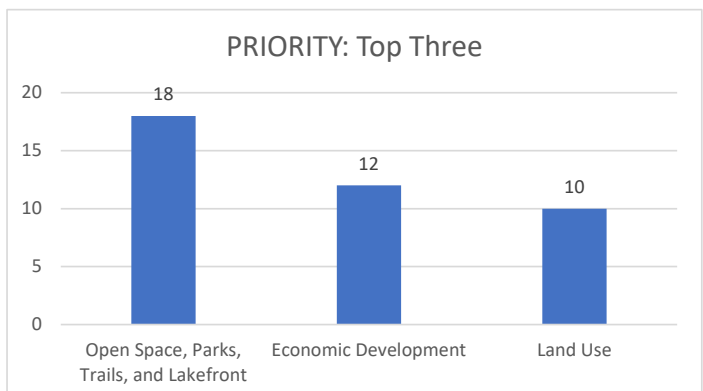


PRIORITY CATEGORY

Top Three

Open Space, Parks, Trails, and Lakefront
Economic Development
Land Use

18
12
10

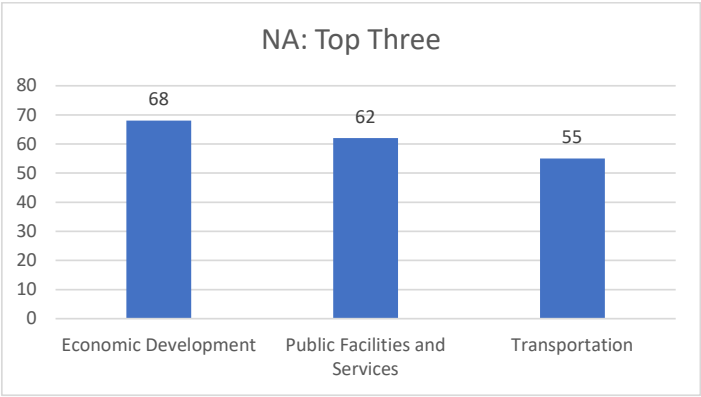


NA CATEGORY

Top Three

- Economic Development
- Public Facilities and Services
- Transportation

68
62
55



Priorities Spreadsheet

Strategy Votes Priority

Historic Preservation (8)

1	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.
2	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.
3	1	Create a Vineyard Heritage Museum, Cultural Center and/or viewing area specifically for the purpose of demonstrating the rich life of Vineyard's forefathers.
4	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.
6	2	Designate the principal/major trail throughout Vineyard as the Vineyard Heritage Trail with appropriate signage placed throughout the system.
7	1	Expand the existing "Gammon Park" with the adjacent undeveloped property, into a larger and vibrant multi-faceted "Vineyard Heritage Park".

Land Use (10)

1	2	Integrate the pattern of land uses and mobility systems in ways that allow for less automobile trips and more choices for transportation.
8	2	Mixed-use developments should be encouraged in the areas around the new Town Center, proposed train station, The Yard and The Forge.
9	1	Promote the continued development of Eastlake Industrial park through strategic branding and marketing.
10	1	Remove Union Pacific Spur Line to increase access from Orem to Vineyard and encourage regional transportation networks.
14	1	Provide for and support appropriate transitional uses to mitigate conflicts among incompatible land uses.
17	1	Encourage compact, dense, mixed-use, and pedestrian-oriented development that limits the demand for parking and supports alternative modes of transportation like biking.
22	2	Provide adequate parking for residential neighborhoods and implement parking requirements for commercial and industrial developments that are adequate for employees and customers.

Open Space, Parks, Trails, and Lakefront (18)

1	1	This plan should include: – Vision, goals and policies based on the goals included in this General Plan Update – Existing conditions and needs assessment – Funding, Operations + Resources Evaluation – Open Space Element – Parks, Recreation + Recreation Facilities Element – Trails Element – Implementation
7	1	Consider the addition of retail/restaurants near the lakefront, with access to the shoreline trail to attract tourists, e.g the Town Center Lake Front Commercial area.
9	1	Build three different dog parks to serve distinct areas of the city.
14	1	Develop a conservation and management plan that encourages preserving wetlands and allows for grazing.
19	1	Provide clear standards for amount of park space relative to population. – Establish minimum standard requirements that vary based on the needs of specific neighborhoods. – Use the National Recreation + Park Association's Park Metrics suite of tools to create reports that provide benchmark data to better serve the Vineyard community
22	1	Focus on the maintenance and enhancement of existing parks and trails.
24	1	Put a park on the east side of the railroad, south of the Vineyard Connector, to provide equitable access to open space.
25	1	Provide a system of community and neighborhood parks that are within walking distance of all residents and that are connected via a system of safe trails for pedestrians and bicyclists.
28	2	Consider the addition of community recreational amenities, including a community recreation center and community pool.
29	1	In partnership with other entities, provide amenities the community desires that are not currently part of Vineyard's offerings, like a Community Garden program
31	1	Add nature play and outdoor exploration opportunities and outdoor fitness equipment throughout Vineyard.
32	2	Improve bike and walking access from all areas of Vineyard to the lakefront and the City's parks and open space network.
36	1	This plan should include: – Vision, goals, and policies based on the goals in the Open Space, Parks + Trails Master Plan – Existing conditions and needs assessment that addresses bike lands and facilities – Funding, Operations, and Resources Evaluation – Implementation
37	2	Work with Utah County and the Utah Lake Commission to make improvements to Vineyard Beach, including a more welcoming beach environment, concession stand, umbrellas, and improvements to gravel parking area on east side of beach area. Also work to promote the connection between the beach and Lindon Marina via the paved running and biking trail that will become part of the Utah Lake Trail System in the near future.

Economic Development (12)

1	1	Establish and promote a clear economic development message that defines who and what the City wants to attract, explains why Vineyard is a great place to do business, expresses a positive and attractive brand for Vineyard, and capitalizes on the City's attributes including its affluent population, location and development areas. Collaborate with other City decision makers on the development of a positive, encompassing brand for the community and test potential messages with stakeholders, edcUTAH and the community.
4	1	Develop and carry out a comprehensive leisure, tourism and hospitality strategy to capitalize on the City's location and recreational assets.
10	1	Annually review City incentives and survey key stakeholders to ensure that the most effective business incentives are being offered and market as appropriate.
11	1	Consider the establishment of a Vineyard Chamber of Commerce to create a consistent business outreach program and process that encourages interaction between local businesses.
19	1	Protect residential areas from major commercial development by using mixed-use development as a buffer, focusing major employment centers in targeted areas, and utilizing traffic management and design sensitivity
20	1	Protect residential areas from major commercial development by using mixed-use development as a buffer, focusing major employment centers in targeted areas, and utilizing traffic management and design sensitivity
22	1	Identify, develop and promote active recreation opportunities to visitors and residents such as watersports, portage locations, exercise stations, hiking and biking.

23	1	Identify, develop and promote passive recreation, cultural and ecotourism opportunities such as picnic areas, viewpoints, beach areas, outdoor dining and bird watching that will benefit residents, attract visitors and support business recruitment.
24	2	Ensure that adequate transportation access is available to these developments including public transit, pedestrian and bicycle travel.
29	1	Define the target industries the City wants to attract to the business park and establish a clear brand that is congruent with those industries.
31	1	Establish a long-term strategic partnership with UVU by coordinating Vineyard's business recruitment efforts with the school's specialties and degree fields.

Transportation (6)

10	1	Encourage the use of hybrid vehicles and alternative fuel vehicles.
13	1	Develop significant entrances to the City with landscaping, design and arrival signage.
18	1	Ensure that public transit options support the Vineyard population during rapid growth spurts
20	1	Develop a bike lane system that is accessible throughout the city and accommodates both recreational riders and commuters.
25	1	Establish best practices for a Complete Streets policy that is appropriate for Vineyard and responds to its community context.
26	1	Design and operate public street right of way to make it accessible and safe for all users regardless of age, ability or mode of transportation.

Public Facilities and Services (1)

21	1	Develop an educational program for residents and businesses to promote best practices on water usage and preventing pollution.
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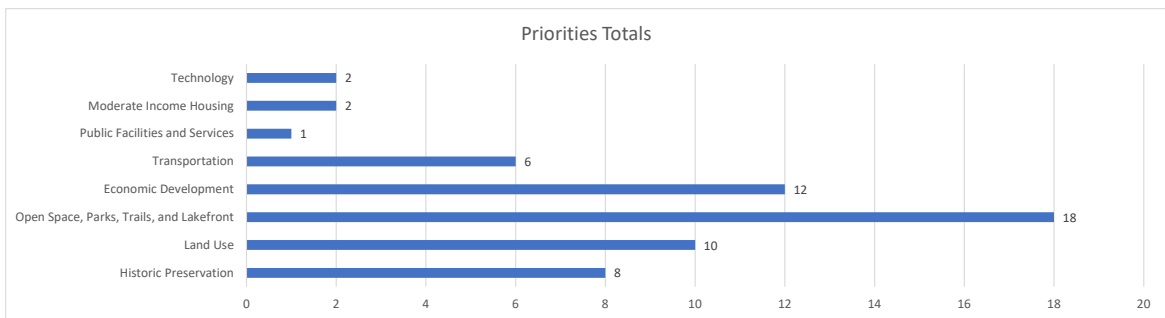
Moderate Income Housing (2)

2	1	Increase the availability of affordable single-family units by identifying areas that will be best suited for moderate income housing and incentivizing developers to undertake these projects.
5	1	Establish developer incentives that promote the construction of a variety of housing types including smaller, affordable units

Technology (2)

3	1	Promote the accessibility of information and communication technologies to residents that may not have the means through municipal offerings like free WiFi areas and public computers.
10	1	Promote electric vehicle use to mitigate climate change and air pollution through subsidies, incentives and the provision of charging stations.

Priorities	Total
Historic Preservation	8
Land Use	10
Open Space, Parks, Trails, and Lakefront	18
Economic Development	12
Transportation	6
Public Facilities and Services	1
Moderate Income Housing	2
Technology	2



General Plan Goals and Strategies Comments from Staff and Planning Commission

Element	Strategy	Comments (from Planning Commissioners and Staff)
Heritage	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.	I would like to see an emphasis on the Native American heritage of the area. Does the VHC have an inventory somewhere? Do we have a contact at US Steel that we can work with to acquire additional artifacts? Do we know who these owners are? Having reports and updates during planning commission would be helpful Obtained numerous vintage implements. Still working with owners to obtain more.
	Designate the principal/major trail throughout Vineyard as the Vineyard Heritage Trail with appropriate signage placed throughout the system.	The entire lake shore trail should be a great place to show off our heritage. As soon as it connects to provo marina it will be a heavily used regional trail.
	Create a Vineyard Heritage Museum, Cultural Center and/or viewing area specifically for the purpose of demonstrating the rich life of Vineyard's forefathers.	There is a plan for the creation of a Heritage Park, in the place of the current Gammon Park and expanded to the West in open space which would be the logical place for a museum, Cultural Center, etc. Consider an agricultural equipment museum similar to Helper City. Working on obtaining and creating accurate historical map to show original landowners.
	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.	
	Expand the existing "Gammon Park" with the adjacent undeveloped property, into a larger and vibrant multi-faceted "Vineyard Heritage Park".	Keeping farming heritage should be top priority.
	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.	Do we know any possible sites? Potential Sites: Geneva Resort, Vineyard School, Vineyard Chapel, etc. Do we have any that would qualify? We should consider making an app for this.
	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.	
	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.	"Our Vineyard Heritage" was placed online in the Vineyard City website. More written materials are being considered.
	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.	This was started in 2020, then stopped because of COVID and loss of personnel. Needs to be re-started
	Integrate the pattern of land uses and mobility systems in ways that allow for less automobile trips and more choices for transportation.	We need to be specific about the land use pattern desired. We need to define this intended "pattern of land use"; are we talking about activities or are we talking about urban form?
Land Use	Allow for a diversity of residential product types to fulfill the needs of the entire community.	
	Support a balance between jobs and housing by colocating housing, employment and supporting infrastructure in mixed-use areas.	Remove and combine with the strategy above
	Adopt policies, standards, and procedures to ensure that residential areas will be adequately served by a transportation system, parks, schools, utilities and similar activities that are essential to a safe and adequate environment.	Remove, add some language to the first land use strategy
	Property uses that generate revenues, including commercial, retail, office and industrial developed on the former Geneva Steel Mill site must be included as part of any approved project plan and developed concurrently with residential components to ensure a fiscally positive benefit to the City.	Need more mixed use and neighborhood retail
		Remove Lakefront at TC is being developed with no retail or commercial activity.
	Promote the continued development of Eastlake Industrial park through strategic branding and marketing.	I don't think we have a defined brand at Eastlake.
	Encourage land uses that contribute to the community character of Vineyard and define the community's identity within the larger region and Utah Valley.	What character is this? Not clearly defined.
	Continue to allow home-based occupations in residential areas, but only under conditions which will effectively preserve the residential character of the neighborhoods.	Remove
	Focus efforts on placemaking to create a distinct feel for this new "downtown" area	
	Use the future FrontRunner station to catalyze development in the new downtown area by considering a TransitOriented Development node that connects with the Front Runner, supports the inclusion of light rail in the community, and provides multi-modal transportation access.	Combine with line 23
	Encourage compact, dense, mixed-use, and pedestrianoriented development that limits the demand for parking and supports alternative modes of transportation like biking.	Combine with line 23
	As a condition of development approval, new development within the former Geneva property should include adequate water, sewer, storm drain and other utility services.	Key to a successful downtown and economic development Remove
	Consider institutional uses that promote Vineyard as a place for innovation	
	Provide adequate parking for residential neighborhoods and implement parking requirements for commercial and industrial developments that are adequate for employees and customers.	Remove or combine with another goal regarding UVU Most single family homes have 4 or 6 off street parking spots. Hardly anyone should need more than 6 spots at a single residence. The city shouldn't feel obligated to store everyone's private property. Public streets should be open to everyone or no one. Safety should be the guiding principle. In most situations, the problem isn't a lack of parking -- its is that there are too many cars! There will always be issues if there are 4 cars for a three bedroom townhome that only has 2 parking spots. Priority for this next year Remove; this does not need to be a strategy Combine with line 30 and 31
	Require shared parking access for multi-use developments.	
	Utilize City resources and work with community stakeholders to develop efficient parking solutions including the development of parking structures to optimize land use	

Open Space, Parks, Trails, and Lakefront	This plan should include: – Vision, goals and policies based on the goals included in this General Plan Update – Existing conditions and needs assessment – Funding, Operations + Resources Evaluation – Open Space Element – Parks, Recreation + Recreation Facilities Element – Trails Element – Implementation Work with governmental agencies, non-profits, school districts, private and recreation organizations and to coordinate planning for parks and recreation facilities. Work with governmental agencies, non-profits, school districts, private and conservation organizations to maintain and protect regional and local open space Ensure there is adequate funding for the construction and maintenance of facilities by exploring funding options including, but not limited to, taxes and public-private Consider the addition of retail/restaurants near the lakefront, with access to the shoreline trail to attract tourists, e.g the Town Center Lake Front Commercial area. Collect and analyze visitor data to inform future decision making regarding recreational tourism. Use green infrastructure BMPs to manage infrastructure improvements. Build three different dog parks to serve distinct areas of the city. Consider adding trails, and opportunities for residents to enjoy the outdoors surrounding these improvements. Work with surrounding cities including Orem, Lindon and Provo and other entities, including the Utah Lake Commission and private land owners to conserve the proposed conservation properties through a variety of methods Develop a conservation and management plan that encourages preserving wetlands and allows for grazing. Work with external entities to add this type of open space to the east side, where much of the open space is private, near locations like Megaplex or the Forge. Continue to require Planned Development Overlay Districts (PD) to provide a minimum of 10 percent of the total area of the development site as publicly accessible open space. Consider requiring any new development to provide open space as a percentage of development area and/or allowing density bonuses to developers who provide amenities desired by residents (e.g. trees for shade, trail connections). Pursue an active park and recreation acquisition and development program. Consider requiring any new development to provide parks as a percentage of development area and/or allowing density bonuses to developers who provide park amenities desired by residents. Focus on the maintenance and enhancement of existing parks and trails. Add parks to the City's GIS/mapping system. Ensure all residents have access to wellmaintained, clean and safe open space, parks and recreational facilities. Continue partnering with Orem and Provo to give residents the option of using these municipalities' facilities until the Vineyard population and funding support a Vineyard recreation center with indoor pool. Consider the addition of community recreational amenities, including a community recreation center and community pool. Add nature play and outdoor exploration opportunities and outdoor fitness equipment throughout Vineyard. Complete the Center Street Overpass and add an overpass from Vineyard Road over the train tracks, ensuring adequate pedestrian/bike access Ensure bike lanes are maintained and kept clean and usable. Connect the east and west sides of 400 North, across the Provo Main Line, with a pedestrian bridge, allowing for safe pedestrian and bike activity. This plan should include: – Vision, goals, and policies based on the goals in the Open Space, Parks + Trails Master Plan – Existing conditions and needs assessment that addresses bike lands and facilities – Funding, Operations, and Resources Evaluation – Implementation Complete Utah Lake Shoreline Trail connections on the north (between just north of 400 North Street south to 150 North Street) and south and provide access to the water's edge for all users. Private land lies immediately east of the trail. Discussing improvements that may impact this area should be considered. Work with Utah County and the Utah Lake Commission to make improvements to Vineyard Beach, including a more welcoming beach environment, concession stand, umbrellas, and improvements to gravel parking area on east side of beach area. Also work to promote the connection between the beach and Lindon Marina via the paved running and biking trail that will become part of the Utah Lake Trail System in the near future. Consider the creation of a Conservation Overlay District to apply additional regulations for development to preserve the special character along the lakefront. Develop a business relocation package that describes Vineyard's economic climate, proactively answers questions that potential businesses will likely ask, defines incentives offered by City and State for specific industries and is readily accessible to potential business leads on a variety of platforms.	Our trail system is one of our best assets. It must connect to Provo marina Non-profit grants for dog parks need to be explored. Combine with the above strategy Identify sources of funding Key for Town Center success. This would be amazing! Strava data is helpful to see outside of the city cyclists that come here. There are a lot! This should be reviewed by Public Works It's been discussed, but nothing exists This is a top priority for me. Remove; the City is already doing this. Does not need to be a goal. Combine with the strategy below. This is a great opportunity to involve citizen scientists in identifying, caring for, and learning about our natural spaces Needs to be developed. It seems the city is working to get rid of wetlands rather than preserve them. Much needed Combine with the strategy above. Combine with two strategies above. Needs to be developed. Remove this strategy. Who cares what our plans are if we can't take care of what we already have. Maintaining what we have should always take priority over building more. Parks and trails on the east side of Vineyard need greater attention They should be more publically available and also put on openstreetmaps and google maps. We should attached a minimum required distance to this goal that all developments must abide by. Also, would this be required in all new projects (residential, commerical, industrial, etc.)? Lindon, Provo, and Orem have amazing facilities. It is wise to subsidize access to those rather than try to build a multimillion dollar facility in Vineyard. Change this strategy to read "Study the feasibility and need for establishing a Vineyard recreation/community center." Add near shoreline Reword to remove Center Street Overpass language. We do a pretty good job. Geneva road and the connector (UDOT roads) are bad in bike lanes Remove, this is a maintenance issue. Reword to add "study project" Nothing here but could be a good idea when UVU builds out that area Reword "Active Transportation Plan" Just need to connect from sunset beach park to the existing trail to the north Finishing the trail connections and improve the trails vegetation is a top priority. This is a priority Not sure an overlay district is needed. Remove. Upfront incentives are worrisome to me as evidenced by the RDA investment in the Golf Facility (who in a good economy couldn't find a bank to lend to them)
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Economic Development	Consider the establishment of a Vineyard Chamber of Commerce to create a consistent business outreach program and process that encourages interaction between local businesses.	May be too soon and too small for a city specific chamber of commerce in my opinion I think this is a priority for this next year.
	Take measures to attract retail development that will decrease Vineyard's retail leakage and increase sales tax revenues through strategic identification and marketing of parcels that are appropriate for the specialty retail and larger format stores that will serve residents and preserve the integrity of the community.	Online and delivery are the future. Focus on tax revenue that way. Fulfillment and logistics centers are important too.
	Identify areas best suited for medium to high density mixed-use and residential and incentivize development in order to maximize property tax revenue.	Remove
	Encourage the clustering of uses to create and maintain distinctive districts within the community.	Remove
	Encourage the clustering of uses to create and maintain distinctive districts within the community.	Remove
	Protect residential areas from major commercial development by using mixed-use development as a buffer, focusing major employment centers in targeted areas, and utilizing traffic management and design sensitivity	Our problem is that there is not mixed use happening.
	Evaluate visitor services and infrastructure within the City to ensure that the leisure and hospitality industries can be adequately supported and make improvements as appropriate.	This could all be done with a website and wayfinding signage (with website links).
	Identify, develop and promote active recreation opportunities to visitors and residents such as watersports, portage locations, exercise stations, hiking and biking.	Stargazing to the west and birdwatching too
	Identify, develop and promote passive recreation, cultural and ecotourism opportunities such as picnic areas, viewpoints, beach areas, outdoor dining and bird watching that will benefit residents, attract visitors and support business recruitment.	
	Focus marketing efforts on highlighting the progress, momentum and attributes of these developments.	This and two strategies above sound redundant to other goals BYU is developing a marketing plan for the Vineyard Downtown.
Transportation	Encourage the clustering of uses in these developments and target tenants that will complement each other.	This and the two strategies below sound redundant.
	Explore business incentives that will attract new businesses to these areas such as expedited processes, tax incentives and reduced fees.	
	Ensure that no constraints exist that discourage new businesses from relocating to these Special Zoning Districts.	
	Establish a long-term strategic partnership with UVU by coordinating Vineyard's business recruitment efforts with the school's specialties and degree fields.	Essential to have a good relationship with UVU
	Actively cooperate with UDOT, UTA, MAG, and surrounding cities in planning regional transportation system efforts.	UTA bus route is a good first step. Do we have ridership info?
	Provide adequate connections between neighborhood systems and city-wide systems to optimize circulation of multimodal transportation.	Neighborhoods need more trail connections. There are some new neighborhoods with trails behind houses, but people in those houses have to walk a half mile just to get on the trail. Remove; new plan is in place.
	Where appropriate, make the improvements recommended in the transportation studies conducted by Civil Solutions (Sep 2015) and Hales Engineering (Jan 2017).	
	Mitigate the railroad's bifurcation of the City with a potential railroad overpass at Center Street.	DONE.
	Promote a mix of uses including residential, office, retail, restaurants and recreation in land use decisions and encourage the mixed-use projects that support a variety of uses within a pedestrianoriented development.	Remove; done. Need more mixed use.
	Encourage the use of hybrid vehicles and alternative fuel vehicles.	I haven't seen any focus on this but we should! The city can easily buy these types of vehicles when replacing the fleet, put in charging stations, and solar panels on city building.
Public Facilities and Services	Consider vehicle, bike and scooter share technology to reduce vehicle dependency and improve air quality. Market these efforts as part of the City's appeal as a great place to live and work.	Allow Lime scooter and other similar companies in the city. Could mean tax revenue as well. Learn from other cities.
	Develop significant entrances to the City with landscaping, design and arrival signage.	These needs to happen at Geneva& Center and Geneva& 800 north This could be look at this year and improved.
	Develop a bike lane system that is accessible throughout the city and accommodates both recreational riders and commuters.	Greater LOS could be provided for biking commuters. Sharrows are not enough.
	Mitigate the railroad's bifurcation of the City with a potential railroad overpass at 800 North, 400 North and/or Center Street.	800 north and center done. 400 N could be just a pedestrian bridge or tunnel Remove.
	Decrease the demand for parking in high traffic areas by promoting alternative modes of transportation.	If you build it they will come -- don't put more parking in at grove park that will just incentivize people to drive instead of walking across the street.
	Design and operate public street right of way to make it accessible and safe for all users regardless of age, ability or mode of transportation.	Accessible and safe for everyone is much more important than just moving cars quickly. This needs work.
	Provide a public works site for the storage and maintenance of the City's vehicles and equipment.	Lindon Marina area.
	Require commercial entities to establish recycling programs.	Remove; completed.
	Identify areas that will be attractive to businesses that need high-speed communications and internet and ensure the delivery of adequate services to these areas.	Remove High speed internet infrastrucue is a must in any development regardless of use.
	Ensure that new development within the former Geneva property includes adequate water, wastewater, storm drain and other utility services as a condition of approval.	Remove; redunant
Public Facilities and Services	Maintain working cooperation with adjacent communities and entities that provide public services lacking in Vineyard including public safety, libraries, senior services, childcare and recreation centers.	Orem has great resources. Keep partnering there.
	Take appropriate measures to ensure new developments accurately project water use needs when purchasing water rights and ensure that new growth pays its own way when extending water and wastewater systems through fees and the allocation of service delivery	Reduce water needs by making sure we aren't putting in landscaping requirements that require a lot of water.

Moderate Income Housing	Identify and work with affordable housing programs like the Housing Authority of Utah County that will assist moderate income households in being able to purchase homes through voucher programs and discounts. Identify and work with affordable housing programs like the Housing Authority of Utah County that will assist moderate income households in being able to purchase homes through voucher programs and discounts. Introduce and integrate rental units and moderate income housing into neighborhoods by allowing higher-density development to act as a buffer between commercial and lower density, more affluent single-family residential areas. Encourage an appropriate mix of housing types and styles and require appropriate code compliance and property maintenance to sustain neighborhood individuality, quality and appearance.	Not aware of us doing this so far. I would like to see more focus on social programs for our residents. I want to be sure that no one here is suffering without food, utility access, safety, etc. ADUs serve this purpose -- although ironically ADUs are almost exclusively in the more affluent single family neighborhoods rather than in the small lot moderate income neighborhoods. Not much variation in style when one builder has built 80% of the new single family homes.
Technology	Promote the accessibility of information and communication technologies to residents that may not have the means through municipal offerings like free WiFi areas and public computers. Utilize technology to mitigate strains on the transportation network, reduce traffic congestion, increase safety and optimize parking. Utilize technology to collect, analyze and share data that will accommodate autonomous/connected vehicles and improve the transportation system Utilize technology to provide city specific air quality and weather reports. Utilize software, like iWorq or a similar city management/public works software, to monitor and track public complaints, service requests, work orders, and inspections and to improve interdepartmental coordination of certain projects.	WiFi in the town center would be nice -- although unlimited data plans are more ubiquitous now This is very important and would love to see it happen. Use parking and traffic studies. Let the market dictate on many things. Make road and map data accurate and up to date The city should have weather and air quality stations at the city office locations and at all schools - that would provide adequate coverage. The City would benefit greatly from having a weather station. No to tracking issues in excel! Use tickets in a real software system.