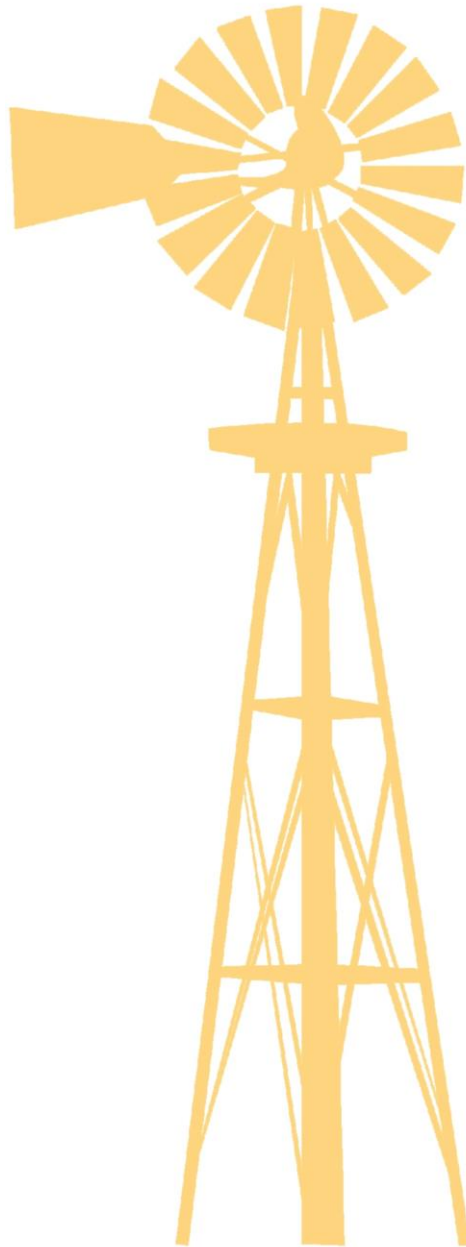
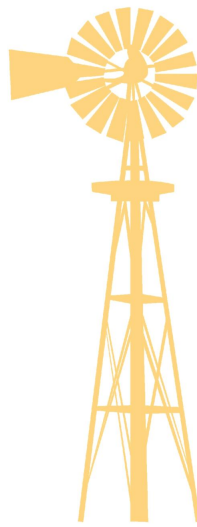


Vineyard Town
General Plan



As Adopted - November 11, 2004
by the
Vineyard Town Council



Vineyard Town General Plan

Part 1 – Introduction

Part 2 – Land Use Element

Part 3 – Streets Element

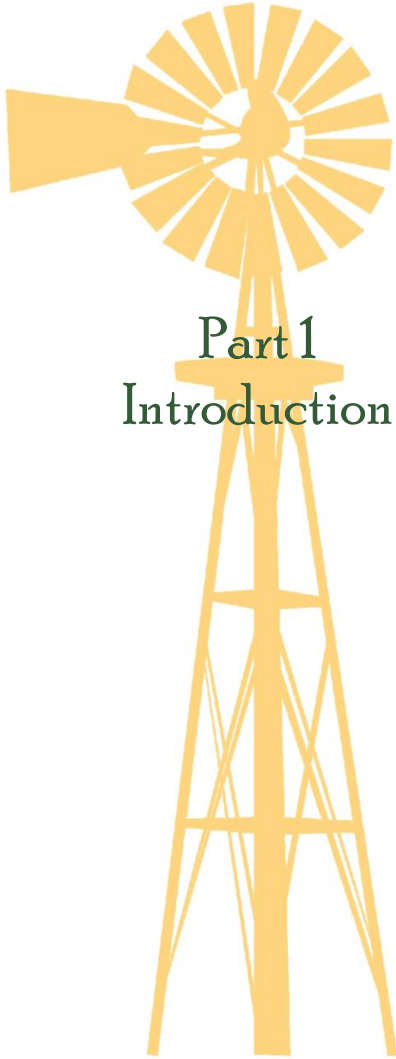
Part 4 – Public Facilities Element

Part 5 – Open Space & Trails Element

Part 6 – Moderate Income Housing Element

Part 7 – Implementation Element

Vineyard Town General Plan



INTRODUCTION

Planning provides the basis for nearly all productive effort. Community leaders, while consistently dealing with the day to day issues which arise, must be ever conscious of the future and the long term consequences of each day to day decision and should develop and follow plans and policies which will give purpose and direction to the changing conditions within the community, to the end that growth will take place in a manner which is financially prudent and orderly and that the quality of life within the community will be maintained.

Unlike a building project which has both a beginning and an end, a community is always in process and never completed. In addition, through the election and appointment processes those individuals who serve the Town as public officials and who are responsible for providing direction, are themselves constantly in change. The primary function of the General Plan is to provide a measure of continuity to the constantly changing conditions within the community.

In 1954, the U.S. Supreme Court, in an attempt to help clarify the appropriate role of local government with respect to community planning noted:

"The values a community represents are spiritual as well as physical, aesthetic as well as monetary. It is within the power of the legislature to determine that the community be beautiful as well as healthy, spacious as well as clean, well balanced as well as carefully patrolled."(Berman vs Parker -1954)

More recently the Supreme Court commented further with respect to the right of a community in the preservation of residential areas:

"A quiet place where yards are wide, people few, and motor vehicles restricted are legitimate guidelines in a land use project addressed to family needs. The police power is not confined to the elimination of filth, stench and unhealthy places. It is ample to layout zones where family values, youth values, and the blessings of quiet seclusion and clean air make the area a sanctuary for people." (Village of Belle Terre vs Boraas 1974).

These are the kind of issues that are at the core of the current effort to prepare and implement the General Plan for the Town of Vineyard. This plan document represents the "Official" statement of the objectives and policies intended to be followed regarding the physical development of the community.

To better present of the various concepts and recommendations, the General Plan document is divided into major elements or subject areas, as follows:

1. **LAND USE ELEMENT** - including a combination of maps and explanatory text showing the proposed general distribution, location

*As Adopted by the Vineyard Town Council
November 11, 2004*



and development density of various land use categories for housing, business, industry, agriculture, institutional, major open space areas and other categories of public and private use of land.

2. **MAJOR STREET/TRANSPORTATION ELEMENT** - containing a combination of maps and text showing the general location and extent of existing and proposed freeways, arterial, collector and significant minor streets and other modes of transportation.
3. **OPEN SPACE & TRAILS ELEMENT** - showing the location, size, character, and other applicable factors for the recommended park and open space areas and the alignment of trails throughout the City.
4. **PUBLIC SERVICES AND FACILITIES ELEMENT** - showing general plans and recommendations for construction and/or improvement of the culinary water, sewage collection, storm water disposal.
5. **HOUSING ELEMENT** - setting forth the plans and programs for ensuring a broad range of housing types and values to the end that the Town will contain a diversity of residents.

PURPOSE OF THE GENERAL PLAN

*As Adopted by the Vineyard Town Council
November 11, 2004*



As stated in the laws of Utah, the general purpose for preparing a General Plan is to:

1. Provide for the health, safety, and welfare, promote the prosperity, improve the morals, peace and good order, comfort, convenience and aesthetics of the municipality and its present and future inhabitants and businesses.
2. Protect the tax base and secure economy in governmental expenditures.
3. Protect both urban and non-urban development.
4. Protect property values.
5. To establish minimum levels of service for the various facilities and services provided by the Town and provide a basis for the amount of Impact Fees to be assessed upon new development.

VISION STATEMENT

*As Adopted by the Vineyard Town Council
November 11, 2004*



A basic objective of the planning process is to bring about the realization of a community's self image. Accordingly, one of the first steps in any community planning effort is to determine what the desired end result will be. This is often referred to as the vision statement.

At the outset of the planning process the Planning Commission spent considerable time and effort in attempting to formulate a vision statement for the Town. Following is a summary of the Vision Statement for the Town of Vineyard as prepared by the Planning Commission.

BACKGROUND

Rising from the Lake bottom area which was once alkali-ridden and covered with greasewood, salt grass and sagebrush, the Town of Vineyard, Utah, incorporated as a municipality in May, 1989, is one of Utah's smallest Towns. The community has been largely rural in character, consisting mainly of beautiful farms and the Geneva Steel Plant, constructed during WWII. Vineyard Town is now ready to undertake the challenge of entering into a new urban era and providing municipal services to its residents.

Citizens of Vineyard have identified four basic areas of concern for the future. These are:

1. The Town should continue to function as an independent municipality as opposed to being absorbed as part of an adjacent municipality.
2. The Town should preserve a decidedly rural or open nature through the use of trails, parks and open space areas, etc.
3. The plan should acknowledge the importance of an industrial/commercial base in maintaining the economic health and should encourage the retention/development of such uses.
4. The plan should make provision for more adequate vehicular access into and within the community.

VINEYARD COMMUNITY VISION STATEMENT

TO MAINTAIN THE INTEGRITY AND QUALITY OF RURAL LIVING IN A WELL-PLANNED, WELL-ORGANIZED FASHION SO AS TO SAFEGUARD A PEACEFUL, INDEPENDENT, BEAUTIFULLY KEPT, LIVABLE COMMUNITY.

GENERAL GOALS AND POLICIES

*As Adopted by the Vineyard Town Council
November 11, 2004*



As part of the vision statement, specific goals and policies needed to achieve the objectives of the Vision Statement were also developed. These are as follows:

At buildout it is envisioned that Vineyard would be a community containing 35,000 to 40,000 residents, together with areas devoted to retail, office, industrial and mixed uses. Approximately two-thirds of the residents and nearly all of the retail, office and industrial areas will be located in the northern portion of the community on lands formerly occupied by Geneva Steel plant.

1. Basic infrastructure of sewer and culinary water is available.
2. Public streets will be in place with at least three streets available for entry into and out of the Town.
3. Two or more Town parks will be in place; including an extension of the present Town park, which will include a small, shallow lake, and additional parks which will include areas for RV and camping.
4. Public trails will connect the parks to one another and to Utah Lake.
5. All residential development will conform to the General Plan as to density. The southern portion of the Town would be developed in a manner which preserves a decidedly rural flavor and abundant open space. The northern portion would be highly urbanized including residential developments with a range of densities together with a combination of retail, office and industrial and open space uses.
6. No growth should take place on lands that are subject to flooding or wetland or other significant natural limiting condition. All new development should be adequately served with a full range of utility services.
7. To the maximum extent possible new growth should pay its own way, bearing the cost of extending all required roads and utility services.
8. Property owners will be encouraged to keep their property clean and free of weeds and debris through a community beautification program.
9. All Town and/or public property will be well maintained.
10. Any new development projects will be encouraged to take full advantage of natural resources; including; but not limited to, Utah Lake, wetland areas, etc.
11. Any new development will be required to adhere to high quality architectural and site design standards.
12. Any new or future development should be channeled into areas that can be efficiently and effectively served by public infrastructure and placed in the most suitable locations in order to safeguard the public interest.

13. Community residents are encouraged to work towards the same end.

14. Vineyard is recognized as a business friendly community.

PLANNING AREA

One of the initial steps in the community's planning process is to identify and establish a "Planning Area". As stated in the State planning statutes, a

*As Adopted by the Vineyard Town Council
November 11, 2004*



community's planning area should consist of "all the territory within the boundaries of the Town and any areas outside its boundaries which in the community's judgement bear relation to the planning of the municipality".

Except for the western boundary of the Town which lies entirely in Utah Lake, Vineyard

Town is bordered on all sides by Orem City and Lindon City. Further annexation of

additional territory is unlikely. Therefore, the Planning Area for Vineyard Town is limited to the territory within the current Town boundary.

Vineyard Town General Plan



Part 2 Land Use Element

LAND USE ELEMENT

*As Adopted by the Vineyard Town Council
November 11, 2004*

EXISTING CONDITIONS

The Town of Vineyard contains a total land area of approximately 4,073 acres within the current boundaries. Of this amount, 1,099 acres (27%) consists of Utah Lake surface. An additional 1,862 acres (44%) is occupied by the former Geneva Steel Plant area and appurtenant users and lands. The remaining 1,112 acres (27%) is contained within the farms located in the Town or have been converted to residential, parks or other form of urban development.

Of the 1,112 acres classified as farm/developed lands, approximately 15 acres are devoted to residential home sites, approximately 16 acres is occupied by Town parks, another four acres are occupied by commercial uses, an additional 12 acres has been developed for a school building, and about 20 acres are occupied by the right-of-way of the Town's approximately 7 miles of road. When combined, these urban uses occupy about 65 acres, which accounts for less than 6 percent of developable land area.

Existing Farm lands and vacant parcels account for the remaining farm/developable acres (approximately 1,047 acres). Of the farm land within the Town, about 150 acres may be considered as wet pasture and may qualify as jurisdictional wetlands. Most of the remaining 900 acres are actively cultivated and used for grazing or the production of agricultural products.

The Geneva Steel plant, which occupies approximately 1,750 acres, has now ceased operation as a basic steel manufacturing facility and is currently undergoing bankruptcy proceedings. The future of the property is currently unknown. Under the direction of the bankruptcy court, the former owners are in the process of dismantling the plant and disposing of the assets. One proposal, currently favored by the company and under consideration by the court, is the redevelopment of the plant area as "planned community development" containing a combination of urban uses including approximately 10,500 small lot and multiple family dwelling units together with some retail commercial, office, industrial, public facilities and park and open space areas.

FUTURE POPULATION & LAND NEEDS

An essential element of any land use planning program is a determination of future land use requirements. This information is necessary to adequately assess the extent and direction of community growth and as an aid in establishing utility construction and annexation policies.

The projection of future land use needs is a function of two factors; the number of new residents and the density of new urban development activity.

Because of the rural nature of the Town, past development trends are not an indicator of future growth rates. However, the location of the Town in proximity to existing population centers with limited land area available for new development indicates that the proposed change in Town policy to allow high density residential development would likely result in a rapid expansion.

The rate at which growth would occur is uncertain. However, the population of the Town area at buildout is significant. Assuming the proposed zoning regulations for the southern portion of the Town are followed, at buildout this area would have a population of approximately 7000. For the northern area, the preliminary development plans advanced by Geneva representatives indicate an intent to develop in excess of 10,000 dwelling units which translate into a population at buildout of approximately 30,000 residents. When combined, this represents a total population for Vineyard, at buildout, of approximately 37,000 persons.

The main limitation to growth would be: (1) the availability of an adequate culinary water supply and distribution system, adequate sewer collection and treatment facilities and other infrastructure improvements, (2) the market demand for the new development of the type proposed, and (3) the growth management policies of the Town.

In the event that the Geneva redevelopment plan is approved by the bankruptcy court, the amount of land available for development purposes in the North Planning District area would be increased significantly. Because of its location adjacent to a major community approaching buildout, the Geneva parcel could well become the latest development "hot-spot" and it is probable that residential growth within the Town could reach several hundred dwelling units per year, particularly if the majority of the units were entry level dwellings and apartments.

GOALS AND POLICIES

*As Adopted by the Vineyard Town Council
November 11, 2004*



Closely related to the Vision Statement is the more specific statement of Goals and Policies. The Goals and Policies are more focused on the diverse subject areas of the General Plan and are intended to provide more specific guidance to the tasks to be undertaken to realize the Vision Statement. Following is a summary of the Development Goals and Policies of the Vineyard Town General Plan as formulated by the Planning Commission.

LAND USE - GENERAL GOALS AND OBJECTIVES

The Town should:

1. Pursue a course which will transform the Town from a predominantly agricultural production area to a rural/residential community.
2. Adopt ordinances and policies which provide for a broad range of land use areas including residential, retail, office, industrial, and open space areas.
3. Designate in general terms the appropriate land use type for all areas of the Town and the maximum level of density (typically expressed in dwelling units per acre)
4. Develop and implement policies, ordinances and programs which, insofar as possible, will promote the intended use of the land as set forth on the plan and protect each of the designated areas from the intrusion of incompatible uses.
5. Undertake a growth management strategy which will require development to take place sequentially, rather than in a leapfrog fashion throughout the entire Town.
6. Do all the above in a manner which is fiscally prudent for the Town, and places the obligation for construction of required improvements on those seeking development approval- not the Town.
7. Provide for appropriate transitional uses and buffering, wherever possible to eliminate or mitigate conflicts among incompatible land uses.
8. New development within the former Geneva property should include adequate water, sewer, storm drain and other utility services as a condition of development approval. New development be fiscally positive. Residential properties generally do not pay sufficient property tax to meet the cost for the services which the residents require. Other property uses that generate revenues including commercial, retail, office and industrial must be included as part of any approved project plan and developed concurrently with the residential components in order to ensure a fiscally positive benefit to the Town.

LAND USE - RESIDENTIAL DEVELOPMENT

The Town should:

1. Adopt ordinances which allow for a variety of residential areas and building types providing for a range of housing alternatives and densities to meet the needs of a diverse population.
2. Adopt policies, standards and procedures to insure that residential areas will be adequately served by a transportation system, parks, schools, utilities and similar activities which are essential to a safe and adequate residential environment.
3. Pursue an active park and recreation acquisition and development program.
4. Encourage the use of planned unit and similar development alternatives in order to more effectively preserve the open character of the community.

LAND USE - COMMERCIAL DEVELOPMENT

The Town should:

1. Provide commercial business services to the residents of the Town and adjacent area.
2. Provide well designed, attractive and aesthetically pleasing commercial environment within the Town, having adequate parking and other amenities.
3. At such time as population levels warrant (2000 to 3000 population), the Town should consider the construction of a neighborhood commercial area to be located adjacent to collector class roads in the vicinity of the Town park.
4. Home based occupations should be allowed in residential area, but only under conditions which will effectively preserve the residential character of the neighborhoods.
5. New non-accessory signs should be prohibited in commercial and residential areas.

LAND USE - INDUSTRIAL DEVELOPMENT

The Town should:

1. Provide for the establishment of well designed light and general industrial environment in appropriate locations throughout the Town.
2. Protect the integrity of designated industrial area by adopting policies, standards and regulations prohibiting the intrusion of incompatible uses into the designated areas.
3. Promote the development of "industrial parks" exhibiting high standards of design, landscaping, traffic access and circulation and provision of amenities.

DESCRIPTION OF LAND USE CATEGORIES

RESIDENTIAL LAND USE CATEGORIES

1. Residential-Agricultural. The intent of this category is to facilitate the development of an area for those desiring a rural lifestyle on large lots (one acre per dwelling unit or larger) with limited agricultural and livestock operations. Average development density in this area would be 1 dwelling unit per gross acre or less.
2. Medium Density Residential. This category would include areas having a density of up to 2.5 dwelling units per gross acre. Much of this area would be developed under a typical subdivision format, while clustering and preservation of open space is encouraged.
3. Planned Developments. The intent of this category is to define a development type. Development under this category would consist of master planned projects having a variety of housing styles and providing for clustering of dwelling units and the preservation of significant open space area. This category should be considered as supplementary to the density categories defined above and would be applicable within other residential areas.

COMMERCIAL LAND USE CATEGORIES

1. General Commercial Uses. This category is applicable within the traditional commercial area of the Town and the areas in the vicinity of Geneva Road and other major travel corridors currently designated for commercial purposes.
2. Design Commercial Areas. This category includes those areas of the City considered appropriate for commercial development with a significant concern for the relationship with adjacent commercial uses and a landscaped environment. It is most appropriate under shopping center type developments and in areas which are being newly developed and readily accessible by major streets. Most of the area appropriate for Design Commercial has been placed in the Planned Community category. Any approved plan for the Planned Community should provide for a significant amount of land area to be designated and developed as Design Commercial.
3. Office Commercial. The office commercial category provides for the establishment of hospitals, clinics and related medical facilities, office structures and related facilities situated in pleasant surroundings, but not including retail or wholesale commercial uses. Development within this category requires a significant landscaping component.

INDUSTRIAL LAND USE CATEGORIES

1. Research / Manufacturing / Business Park. Research / Manufacturing / Business Parks are limited to those portions of the Town specifically designated or proposed to be placed in a Planned Research / manufacturing zone. The intent of the category is to provide a location for the development of research, manufacturing and similar activities in an attractive, park-like environment.
2. General Manufacturing and Warehousing. Uses within this category consist of manufacturing, processing distribution and storage activities, but not including retail commercial uses (except when operated as an incidental part of a primary manufacturing activity. This area should be located in the northern edge of the Town and include the lands occupied by all active industrial users, the areas recently approved for development of the power plant and waste transfer station, and sufficient additional territory to accommodate development of new industrial projects. Some of the area appropriate for General Manufacturing and Warehousing has been placed in the Planned Community category. Any approved plan for the Planned Community area which includes this territory should be designated for General Manufacturing and Warehousing purposes.

INSTITUTIONAL LAND USE CATEGORIES

Schools, Churches, Cemeteries, and Parks. Uses under this category are considered compatible and are typically associated with residential uses. Such uses are considered as an integral part of the designated residential areas.

PLANNED COMMUNITY LAND USE CATEGORY

This category includes those portions of the Town intended for development in accordance with a master plan for the entire area and containing a variety of uses, including single-family and multi-family residential, retail and office commercial, industrial, public and open space areas. Residential areas typically occupy the major portion of a Planned Community project. Residential density and the distribution of land uses within the project area will be established through preparation of an overall development plan of the project area and approval of the plan by the Town.

OPEN SPACE/RESOURCE LIMITED LANDS

1. Sensitive/Critical Lands. This category includes areas where, because of wetland condition, potential for flooding or other natural condition, development should be discouraged or prohibited. These areas should be preserved as open space through purchase by the public, cluster development project approval, Transferable Development Rights (TDR), or similar preservation techniques.
2. Major Park and Open Space Areas. This category consists of the large areas which have been formally designated as major park sites or public open space areas.

LAND USE PLAN SUMMARIES

To facilitate presentation of the recommendations, the Land Use Plan is presented at two levels, as follows:

1. A Land Use Plan Map, consisting of a single map showing the recommended land use for the entire Town and adjacent Planning Area (see map on following page).
2. District land Use Plans providing a more specific detailed written explanation of the major recommendation applicable to each of the Planning Districts.

Two separate Planning Districts have been established. The two districts include:

- a. The Southern Residential/Commercial Planning District, consisting of these portions of the Town located south and west of Vineyard Road and historically used for agricultural.
- b. The Northern Planning District consists of those portions of the Town situated north and east of Vineyard Road and consisting primarily of lands owned by Geneva Steel.

A third major area consists of the portion of Utah Lake within the Town. However, most of the lake surface area is administered by the State of Utah and will be regulated by the policies of the State. No specific community plan for this area is proposed.

LAND USE PLAN- *Southern Residential/Commercial Planning District*

INTRODUCTION / CURRENT STATUS

The Southern Residential/Commercial Planning District consists of the territory within the Town situated south and west of the Vineyard Road. It is bordered on the east by Geneva Road and on the west by the shoreline of Utah Lake.

With the exception of a relatively small concentration of single family dwellings, clustered adjacent along Holdaway Road and along the western edge of Geneva Road the area consists of open agricultural land.

Portions of this Planning District have significant physical constraints to development, jurisdictional wetlands and a potential for flooding, unusually high water table, soils subject to liquefaction and other adverse engineering properties. These resource limited areas are primarily located adjacent to the lake shore and also in the central part of the planning district.

Further, much of the current farmland is useable only because of extensive drain systems which have been installed to lower the water table.

Because of these physical constraints the City should seek to ensure that the resource limited areas will remain substantially undeveloped (except for open space), and further, any development occurring in the Planning District should duly recognize and effectively accommodate the potential impacts from these physical constraints.

Fortunately, because of the limited levels of development and current zoning restrictions applicable to much of the area, the Planning District is in effect a "Blank Canvas" which provides the Town an opportunity, through effective implementation of development regulations, to "insist" on what it believes to be an appropriate form of development and an adequate treatment of the physical constraints and community objectives.

The Town should continue its current policy regarding zone changes which is, in effect, that any change in zone that will result in a significant potential for development should be enacted only after there is a clear understanding of the extent of proposed development and adequate assurances that the constraints will be properly accommodated in a manner not detrimental to the long term future of the are and without cost to the Town.

LAND USE PLAN

The Land Use Plan for the South Side Residential/Commercial Planning District provides for the division of the District area into a variety of land use categories (See Attached Land Use Plan Map), as follows:

1. Residential-Agriculture Area (Up to 1 dwelling unit per acre). While designated as Residential, the northern one\third of the District consists of a "Church Farm" operated by the LDS Church as part of their agricultural welfare production program. While long term use of the area for agricultural production is not certain. The current policy is to retain the land in agricultural production, including the possible establishment of an

Agricultural Preservation Area. In the event that a Preservation Area is requested, the workings of state law will require formal designation of the area as agricultural by the Town.

2. Residential (Up to 2.5 dwelling units per acre). The major portion of the District is designated for low density residential use. The area designated for development as Low Density Residential consists of the southern portion of the District, including the current residential cluster area along Holdaway Lane. This category represents about 80 percent of the residentially designated areas. Development at the rate permitted under the Low Density criteria is generally compatible with existing levels of development in the area. The physical constraints to development in this area are potentially significant and, in some areas, will require a high degree of design flexibility on the part of the developer and high level of discretion on the part of the Town in the approval process in order to incorporate the various physical and Town policy factors. It is the finding of the Town that development at the level set forth under this density category provides for both an adequate level of flexibility in the design of development projects and a sufficient cushion to adequately accommodate the diverse physical constraints and public policy objectives for the area.
3. Commercial Area. The Land Use Plan recommends that all retail commercial area be located to the territory adjacent to and in the vicinity of Geneva Road. The plan further recommends that the regulations governing commercial development should be modified to provide a high level of review and site plan approval in order to better insure compatibility in design. In order for lands not fronting on Geneva Road to be useable for commercial purposes, a roadway system providing ready access to the interior of the commercial area will be required.
4. Open Space/Resource Limited Lands
The Open Space/Resource Limited Lands category consists of three major sub-areas, as follows:
 - a. The Utah Lake Shoreline Flood Area –This area consists of the riparian lake shore area of Utah Lake considered susceptible to inundation during a 100 year flood event (defined Flood Plain). Much of this Defined Flood Plain area was inundated during the 1983-84 flood episode which, while devastating to the area did not reach the level of a 100 year flood event. To the extent possible the flood plain area should be acquired by the Town or other public agency, and construction occurring in this area, if any, should be limited to facilities which, when inundated by water or subject to ice jams from the lake, would receive minimal damage. Uses such as trails, parks, and golf courses are typical of uses in this area. No habitable structures should be constructed or permitted to be constructed in this area.

- b. Jurisdictional Wetlands –The Planning District contains several areas which will qualify as wetlands and are subject to the jurisdiction of the U.S. Corps of Engineers. The largest consists of the marshlands adjacent to Utah Lake in the southwest corner of the Town. This area was addressed under the Utah Lake shoreline area above. Additionally, there are two other large areas near the Town's center identified on the map identified as park and open space. These areas should be preserved as open space and incorporated into the Town's park, trail and open space programs. A third, wetland area, is currently located adjacent to Gammon Road east of its intersection with Holdaway Lane. This area is small and should be eliminated through mitigation. A fourth area, located near the southeast corner of the Town, locally referred to as the Harding Slough, also qualifies as a wetland. Further, an inventory by Orem City in the general area also found the presence of an endangered plant species. The Orem portions of this area have been determined to be a jurisdictional wetland. It is anticipated that the area will be considered as a permanent wetland. The Town should undertake a program to fully document the extent of wetlands in its jurisdiction and undertake a plan to determine those areas to be retained and/or considered eligible for mitigation.
- c. Historic Drains - The Planning District is also traversed by several historic drainage channels which have served to receive and convey surplus ground water collected from field drains, return flow irrigation water and unused flows from artesian wells and springs and wetlands in the area. These historic drains need to be maintained and replaced. In addition to their historic purposes, with increased urban development of the area, it is anticipated that the historic drain system will form the main stem elements of the City's surface water removal system. Preservation of the drain systems for use as a surface water removal system is considered necessary in order to: (1) retain the current ground water levels (2) provide for removal of increased amounts of surface water as a result of urban development in the area (the area's high water table does not permit the use of sumps for storm water disposal). While the Land Use Plan does not identify the location of these historic drains, all plans for development in the District should identify and preserve the historic drains. To better address the Town's storm water removal needs, the Town has undertaken preparation of a master storm water removal plan by an engineering firm with experience in the subject.

LAND USE PLAN
North Side Planning District

PRESENT STATUS

The North Side Planning District consists of the lands currently occupied and owned by Geneva Steel Company, including the area occupied by the Geneva Steel plant site, and the adjacent lands occupied by other ongoing industrial operations. The Planning District includes the territory shown on the Land Use Plan Map as Industrial and Planned Community. It is currently zoned as I-1 Industrial.

The Geneva Steel works has recently ceased operation as a steel manufacturing facility and is currently idle. It's future is in the hands of the Bankruptcy court and the return to activity as a steel making operation is unlikely. The plant area occupies approximately two-thirds of the lands held by Geneva and is considered as a "Brownfield Site". Company officials are in the process of preparing a plan for the dismantling of the plant buildings and redevelopment of the plant area into a combination of uses, including industrial, office, retail residential and mixed-use development.

PLAN RECOMMENDATIONS

In recognition of the changing nature of the Geneva area, the Land Use Plan for the North Side Planning District provides for the division of the District into three major land use categories, as follows:

1. General Manufacturing and Warehousing.
2. Planned Community Development.
3. Open Space and Resource Limited Lands

1. General Manufacturing and Warehousing

The area under this category includes all the territory currently occupied by active industrial operations and adjacent lands intended for industrial development. The industrial area is generally located along the northern

and north eastern boundary of the Planning District. Some, but not all, of the industrial users are located on lands owned separately from Geneva Steel. Their operation as an industrial activity will likely continue as at present. Also the northern boundary lies adjacent to Lindon City's industrial park and the uses on either side of the boundary are generally compatible

This portion of the Planning District is included as part of the Town's traditional "Industrial Area". Its proximity to the railroad and freeway, together with the level of prior industrial activity, make it generally less suitable for other uses.

Industrial uses are typically one of the major contributors to the Town's tax base. The land use plan provides that the area be retained as manufacturing and warehouse. However, some modification to the current zoning regulations to make the future approval of uses in the area more performance oriented should be adopted.

2. Planned Community

The major portion of the Planning District is included in this Category. The eastern two-thirds of the area designated as Planned Community (east of the SP Railroad mainline track) is currently occupied by the buildings, tracks, and storage areas formerly used in the production of steel. Under the plans for redevelopment of the site plant site, all the existing buildings and appurtenant facilities are to be removed and existing hazardous areas reclaimed. When demolition and clean-up of the area is completed, the lands are intended to be suitable for any urban purpose.

The western one-third (west of the SP Railroad mainline track) has remained largely vacant and undeveloped. The major structural element here has been the large pond area used for storage of cooling water. This pond is in the process of being drained and the impoundment dike removed. Because the land has remained largely undeveloped, remedial action for the western portion should be minimal. However, local residents who lived in the area prior to construction of the plant indicate that portions of the pond area contained significant spring and wetlands areas which will likely re-establish themselves once the pond is drained. Any plan for redevelopment of the area should anticipate and properly account for this condition.

The costs of remedial action, particularly on the east side of the railroad, are significant and the representatives of Geneva charged with the dismemberment of the plant have indicated that to partially off-set the clean-up costs, the replacement uses of the plant site will need to include high density residential and commercial development and other high value uses. Also, requests to the Town for assistance using redevelopment financing as provided under the states RDA law are likely.

A major influence in any subsequent development within this area is the location of the SP Railroad mainline track which runs in a northwesterly/southeasterly direction through the center of the Planning District. Also significant, but to a lesser extent is the former UP track located along the eastern border,

adjacent to Geneva Road. Rights to develop a commuter rail line adjacent to the existing SP track have been acquired by the Utah Transit Authority (UTA), and there has been some thought to the use of the UP tracks as a future light rail line. The presence of these two railroads suggests the possible development of a transit oriented project for part of the area. However, the timing of any construction of transit facilities and the location of terminals is uncertain.

An equally significant influence to development of this area is the placement of major streets. The Master Street Plan shows the placement of a major collector street parallel to the SP track on the eastern side. This roadway is an important major element of the development of the Planned Community area, and in time will compliment the role of Geneva road in providing north-south travel through the north Utah County area.

It is anticipated that the Planned Community area will be developed using a combination of residential (both high and low density), retail, office, public structures and facilities, parks, trails, and open space areas, and light manufacturing uses in a coordinated design, with the intent of providing a well rounded community which is adequately served by essential utilities, provides convenient circulation facilities and adequate open space.

It is also essential that the development of the Planned Community area be self-sustaining economically and a contributory to the economic viability of Vineyard Town, as it has been traditionally. Property tax revenues received from residential development typically are insufficient to meet the demand for services of the residents. The additional revenue necessary to provide the demand for public expenditure is usually made up by sales tax receipts and property taxes on business and industrial uses. It is therefore, imperative that any development plan include provisions for construction of adequate infrastructure and services required to serve the new development, and that new development be phased in a manner which includes a balance of sufficient revenue generating uses to off-set the added costs from the increased residential and non-revenue producing uses.

Because of the detail required for design and construction of a planned community

Project, a specific development plan for the proposed planned community is not included as part of the General Plan. However, such detailed plans establishing the type, extent and location of the various uses to be include in the planned community area, the residential density, the location of streets, trails and open space components, the construction of essential utility lines and facilities, the phasing of construction of the various project elements, will be required prior to approval of any construction within the area designated as Planned Community.

3. Open Space / Resource Limited Lands

The Open Space/Resource Limited Lands category consists of two major sub-areas, as follows:

a. The Utah Lake Shoreline Flood Area - This area consists of the riparian lake shore area of Utah Lake considered susceptible to inundation during a 100 year flood event (defined Flood Plain). Much of this Defined Flood Plain area was inundated during the 1983-84 flood episode which, while devastating to the area did not reach the level of a 100 year flood event.

To the extent possible the flood plain area should be acquired by the Town or other public agency, and construction occurring in this area, if any, should be limited to facilities which, when inundated by water or subject to ice flows from the lake, would receive minimal damage. Uses such as trails, parks, and golf courses are typical of uses in this area. No habitable structures should be constructed or permitted to be constructed in this area.

b. Historic Drains - The Planning District is also traversed by two major drainage channels which have served to receive and convey surplus ground water collected from field drains, return flow irrigation water and unused flows from artesian wells and springs and wetlands from areas within and outside the boundaries of the Town.

These historic drainage channels need to be maintained. In addition to their historic purposes, with increased urban development of the area, it is anticipated that these historic drain channels will form main stem elements of the Town's surface water removal system.

Preservation of the drain systems for use as a surface water removal system is considered necessary in order to: (1) retain the current ground water levels (2) provide for removal of increased amounts of surface water as a result of urban development in the area's high water table does not permit the use of sumps for storm water disposal.

To better address the Town's storm water removal needs for North Side Planning District, the Town should undertake preparation of a master storm water removal plan similar to the one recently completed for the Southern Planning District by an engineering firm with experience in the subject.

c. Jurisdictional Wetlands -The Planning District may contain areas which qualify as wetlands and are subject to the jurisdiction of the U.S. Corps of Engineers. These areas should be preserved as open space and incorporated into the Town's park, trail and open space programs.

The Town should undertake a program to fully document the extent of wetlands in its jurisdiction and undertake a plan to determine those areas to be retained and/or considered eligible for mitigation.

PLAN IMPLEMENTATION

The entire North Side Planning District is currently classified as I-1 General Industrial Zone. To properly address the terms of the General Plan for the District, the Council should amend the zone map to show those portions not considered appropriate for industrial development in the Planned Community Project Zone. This change would allow the Geneva representatives time to prepare a more detailed development plan for the area and the Town to prepare the amendments to the development code to better address the issues involved in approval of and development of Planned Community projects within the Town.

Vineyard Town General Plan



Part 3 Streets Element

TRANSPORATION ELEMENT

A community's street and transportation system is perhaps the most significant influence upon growth within a community. While the primary element of the transportation system is the street system, within Vineyard railroads pose a significant influence.

STREETS

Within a community, the network of streets provides the primary means of vehicular and pedestrian movement. In a manner of speaking, the street system is the "bloodstream" of the community. Accordingly, a well designed and adequate street system is essential to the safe and efficient development of the Town.

The Town's street system serves four major functions:

1. It provides a corridor for the circulation of goods and people into and within the community.
2. It serves as the principle means of access to individual properties throughout the community.
3. It serves as the primary location for the placement of culinary water and sewer mains and other public utility systems.
4. It provides open space for light and air to adjoining properties.

PURPOSE OF A STREET PLAN

The primary purposes for preparing, adopting and implementing a Master Street Plan are:

*As Adopted by the Vineyard Town Council
November 11, 2004*



1. To provide a guide to community leaders, property owners, and developers in making decisions regarding the location, width, and alignment of new streets and the improvement of existing, but inadequate streets.
2. To identify and make recommendations for the prevention and elimination of unsafe and/or inconvenient vehicular access conditions within the Town.
3. To provide a basis for the adoption and enforcement of development of subdivision and other development regulation within the Town.

EXISTING CONDITIONS

The Town of Vineyard contains approximately six miles of public streets and roads. As is typical of rural communities, nearly all the streets are on narrow rights-of-way and have a minimum standard of improvements.

TRAFFIC VOLUMES

Because of the rural character of the community traffic volumes on Town streets are minimal. The exception to this condition is Geneva Road located adjacent to the eastern boundary of the Town.

While not actually within Vineyard, Geneva Road currently functions as the primary artery serving the community. Recent traffic studies show this route as having an average daily traffic volume of approximately 20,000 vehicle trips per day. The major impact from such volumes has been and increasing difficulty in accessing the route. However, the recent construction of the 400 South semaphore and intersection improvement program has greatly improved the current access condition.

Reserve Capacity (PCPH)	Level of Service	Expected Delay to Minor Street Traffic
Greater than or equal to 400	A	Little or no delay
300-399	B	Short traffic delays

DESIGN STANDARDS AND CRITERIA

LEVEL OF SERVICE CRITERIA

Generally, the adequacy of a road system is determined by the capacity of its intersections to allow the movement of vehicle with minimal delay time. To facilitate the evaluation of the adequacy of intersections highway planners have adopted a "Level of Service" criteria. A summary of the criteria for stop sign controlled streets is shown on the following table.

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

200-299	C	Average traffic delays
100-199	D	Long traffic delays
0-99	E	Very long traffic delays
0	F	When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection. This condition usually warrants improvement in the intersection.

Experience suggests that there is little concern from motorists until such time as the conditions reach the Level of Service condition "C", and to the maximum extent possible the Town should preserve this standard throughout the community.

CAPACITY OF EXISTING SYSTEM

The capacity of an intersection is customarily a measure of the number of vehicles that may pass through the intersection in an hour (VPH). The following table gives volume levels which can be accommodated at four way stop controlled intersections under Level of Service conditions "C".

CAPACITY OF A TWO-BY-TWO LAND FOUR-WAY STOP CONTROLLED INTERSECTION FOR VARIOUS DEMAND SPLITS

Demand Split	Capacity * (VPH)
50/50	1,900
55/45	1,800
60/40	1,700
65/35	1,600
70/30	1,500

Most of the intersections within the Town appear to meet this standard and the volumes are readily accommodated by the use of stop signs.

CLASSIFICATION OF STREETS

All streets within the Town may be classified into one of three types or "functional classes", as follows:

1. Arterial streets - Arterial class streets are the major traffic routes. Their primary function is to facilitate the relatively large volume of traffic at high speed to and through the City. Geneva Road currently functions as an Arterial class road.
2. Collector Streets - The primary function of collector class streets is to carry local traffic to and from arterial streets and local traffic generators (schools, commercial areas etc.), however, collector class streets also often serve to provide

access to abutting properties. The dual function of collector streets should be recognized and right-of-way widths should be sufficient to safely accommodate both functions.

3. Neighborhood or Minor Streets - The remaining streets are classified as Neighborhood or Minor streets. The primary function of Minor streets is to provide a means of access to abutting properties, usually residential or agricultural, and as the location of utilities. Their use as a travel artery is strictly secondary and accordingly, the right-of-way widths are customarily narrower than for collector and arterial streets and the necessity for continuous alignment of intersections is not as significant.

To accomplish the primary function, a Minor class street system should be designed to not encourage its use for through travel of outside motorists. The use of "T" type intersections and curvilinear road alignments is common for Minor street systems.

The following table contains a summary of characteristics for each functional class.

ITEM	Function Class			
	Primary Arterial	Primary Collector	Secondary Collector	Local
Average Trip Length	Over 3 miles	Over 1 mile	Under 1 mile	Under ¼ mile
Average Travel Speed	40 mph	30-35 mph	20-30 mph	15-25 mph
Access Control	Partial to Full	Partial	Minor	Limited to Driveway Design
Spacing	2-3 miles	1 mile	1/4 – 1/3 mile	About 1/20 mile
Traffic Volume (ADT)	<30,000	<20,000	2,000-5,000	100-2,000
Traffic Control	Signalized Intersection 1,600-2,000 ft.	None to signals 1,300-1,800 ft.	Stop/yield signs on cross streets	Must stop or yield

Percentage of Total Street Mileage	5-15%	5-15%	5-10%	About 80%
Percentage of VMT	0-40%	40-70%	10-20%	5-10%

FUTURE TRAFFIC DEMANDS

As noted earlier, because of the rural nature of the community, traffic levels are minimal. Future traffic volumes will be largely dependent on: (1) the type and level of development that will take place within the community, and (2) the amount of "Pass Through" traffic.

LOCAL TRAFFIC

Traffic generation studies within the Utah area indicate that each dwelling unit generates approximately 12 vehicle "trip ends" per day (the number of times a vehicle leaves or returns to the premises). Thus, at the density proposed under the Land Use Element, the number of trip ends generated by community residents would be approximately 15,000 vehicles per day, a majority of which would likely be to destinations outside the Town.

When the number of trip ends originating from outside the Town is added, it is not unreasonable to assume that the total number of daily vehicle trips into and out of the Town's residential area will exceed 20,000 to 25,000 (about the same number as now goes down Geneva Road). With the present road network, nearly all of those trips would pass through the one major intersection 400 South and Geneva Road.

If dispersed throughout the community apparent traffic levels could be readily accommodated, except perhaps where the traffic becomes concentrated in attempting to access Geneva Road. An increase in the number of access points would have the effect of decreasing the potential for concentration and congestion.

Any increase in densities or the construction of traffic generators (new residential, commercial, office, or differing industrial uses on the former Geneva site) would result in corresponding increased volumes.

THROUGH TRAFFIC

Currently, through traffic volumes are at a minimum, consisting primarily of those traveling to and from the solid waste facility north of the Town. However, it is probable that as the area becomes more urban the volume of through traffic between the intersections with Geneva Road on the south and the northern boundary with Lindon will increase significantly, particularly when the proposed 1-15 interchange in northwestern Lindon is completed.

While the proposed interchange is some distance away, one effect will be to substantially improve access to the west Lindon industrial area from the north and the southward extension of that route into the Vineyard area.

A major objective of the Town's street network is to discourage through traffic from entering onto the local and collector streets serving the residential neighborhoods.

MASTER STREET PLAN

The Major Street Plan for the Town of Vineyard consists of three major elements as follows:

1. A Master Street Plan Map showing the general location of all existing and proposed Arterial and Collector streets and all Minor streets which have been previously acquired by the Town or for which the location has been determined to be essential to the establishment of an adequate circulation system.

This map, when adopted, will serve as the Town's Official Street Plan and provide the basis for locating all future streets in the Town.

The plan calls for the extensive use of roundabouts (traffic circles) at major intersections. While roundabouts and traffic circles are used extensively in Europe, they have only recently taken root in the United States. Current experience indicated that traffic circles require minimum upkeep and tend to act as traffic calming devices.

2. A diagram showing the standard street right-of-way widths and cross-sections for the various classes of roads within the Town. The plan provides for two types of street cross-sections (Rural and Urban). The Urban Cross-section would be used where the volume or speed of traffic requires increased safety. The Rural cross-section would be appropriate in most private streets and also in the instance of Neighborhood and Collector Class Streets (public) with minimum travel demands.

3. While some variation in the location of pedestrian and landscaping features in the right-of-way is possible (i.e. substitution of sidewalks for trails), it is essential that the travelway portion should remain consistent in order for the roads to function safely.

A summary of specific improvements needing to be undertaken by the Town and specific policies needing to be adopted by the Council in order to eliminate evident deficiencies in the existing street system, and prevent the establishment of new deficiencies. This listing will serve as the basis for capital improvements program for streets.

MAJOR STREET PLAN MAP

*As Adopted by the Vineyard Town Council
November 11, 2004*



The proper development of the Town requires the establishment of an overall street network which will provide safe and convenient circulation to both pedestrians and vehicles throughout all developed parts of the Town. The Major Street Plan Map, which is attached hereto, shows the location of all existing Town streets and the general location of all proposed Arterial, Collector and significant or essential Minor streets. It is the finding of the Town Council that each of the streets and roads identified on the plan represents a necessary and integral part of the Town's road system.

COLLECTOR AND ARTERIAL STREETS

The Major Street System consists of the designated Arterial and Collector Streets within the Town. These streets provide the basic framework of the Town's street system. Typically Arterial streets are provided on a frequency of approximately one-third to one-half mile and are one mile or longer in length.

Because of the necessity for maintaining the integrity of the Major Street System the Planning Commission and Council should be very reluctant to entertain any requests for deletion of any street segments as shown on the street plan or to allow significant shifts in alignment, particularly shifts which require right angle turns. Additionally, all subdivision proposals coming before the Town which include some portion of the Major Street network should incorporate the Major Street in the location shown on the Plan.

NEIGHBORHOOD (MINOR) STREETS

The primary function of Neighborhood or Minor streets is to provide a means of access to adjacent properties. Because Minor streets are not intended to move large volumes of traffic there is more flexibility in the design and location of the minor street system. However, the minor street network should be fully compatible and consistent with the Major Street Plan and in the course of approving subdivision proposals the Planning Commission should make adequate provision for extension of minor streets into adjacent properties.

While most minor streets will be developed as public streets (owned and maintained by the Town and accessible to the general public) some portions of the Town may developed as gated or private communities. Typically roads in such projects remain private and are maintained by the home owners within the project.

STREET RIGHT-OF-WAY STANDARDS

Cross section standards for Minor, Collector and Arterial class Streets in Vineyard are shown on the following pages.

The recommended cross sections are based on the determination that the right-of-way of a street should be sufficiently wide to allow for: (1) a paved travel surface of sufficient width to allow the movement of vehicles with safe passing margins, (2) adequate provisions for pedestrian use and (3) space for on street parking and the deposition of excess snow during the winter months.

The Right-of-way and Cross-section design standards should be formally adopted and incorporated into the Town's development ordinances and standards publications.

SUMMARY OF SPECIFIC IMPROVEMENTS AND POLICIES

Following is a summary of the specific improvements and policies which should be undertaken to improve the adequacy of the existing system and to avoid the creation of an inadequate system.

1. OWNERSHIP OF STREET RIGHT-OF-WAY

With the exception of the streets dedicated to the Town through the subdivision process or otherwise acquired by gift or purchase, most of the streets claimed and maintained by the Town have become "public streets" through right-of-use. While the public enjoys the right to use such routes, public land records show that the title to the land occupied by the right-of-way of many Town streets is still held by the adjacent property owners.

Many of these streets were initially established to provide access to adjacent farmland and the right-of-way width of many of these claimed streets is insufficient to meet the requirements of an urbanizing area. Obtaining formal title to all street right-of-way and the acquisition of additional right-of-way width for those streets which are presently too narrow is one of the major elements of the Town's Major Street Plan implementation program.

2. IMPROVED ACCESS TO GENEVA ROAD AT 575 SOUTH

At present, 400 South Street serves as the only access into the Town from Geneva Road. The intersection at 400 South and Geneva Road has recently been improved and provides safe and convenient access to the remainder of the Town and also to the recently completed recreation complex.

As a result of the improvements, the 400 South access adequately serves the needs of Town residents both from a convenience and safety perspective, However, the railroad crossing at Geneva Road still limits the free movement of traffic at certain times, and it appears that the condition will continue until such time as a railroad overpass structure is constructed on Geneva Road (See No. 4 below).

To provide better circulation and access to the Town, a second access to Geneva Road at approximately 575 South should be constructed. As a

*As Adopted by the Vineyard Town Council
November 11, 2004*

result of the early development of the Orem Golf Course and the need for improved access to the new Vineyard Elementary School and the recreation complex, the need for this alternate access is becoming increasingly important. The early development of this alternate route connecting Geneva Road with the Golf Course and adjacent residential development becoming increasingly important.

3. VINEYARD ROAD TO BE IN THE PRIMARY THROUGH ROUTE

A probable impact from the construction of the new Pleasant Grove/Lindon interchange will be an increase in through traffic along the west side of Geneva plant site, between Geneva Road and Lindon's 2000 West. Presently, Vineyard Road is the only available through corridor for this traffic. The present alignment of Vineyard Road skirts the residential and agricultural area and serves as a separator between the North Side Planning District and the Southern Planning District and the North Side Planning District.

Vineyard Road should continue to serve its present function. In order to more effectively ensure the continued role of Vineyard Road as a primary through route:

1. The Town should undertake a program to modify the alignment, with an emphasis on eliminating the existing inadequate curves, increase the right-of-way width to the standard of a Major Collector Class Street, and upgrade the quality of the road surface to better accommodate the anticipated increase in through traffic, and
2. Ensure that the Major Street Plan and the minor street network serving the Residential/Agricultural areas does not inadvertently create a condition which encourages through traffic to use routes other than Vineyard Road.
3. Vineyard Road should be moved eastward from the current alignment adjacent to the Utah Lake shoreline to an alignment located east of the SP Railroad mainline track. This relocation would provide a more direct route for through north-south traffic and eliminate the existing major crossings of the SP track.

4. CONSTRUCTION OF RAILROAD OVERPASS ON GENEVA ROAD

With the elimination of activities at the Geneva Plant, the extent of interrupted travel on Geneva Road and 400 South for extended periods has diminished significantly. However, the long term impact of travel along Geneva Road is uncertain. The Town should continue to support the effort of the Utah Department of Transportation, which has jurisdiction for Geneva Road, and adjacent communities to construct the proposed overpass structure on Geneva Road.

5. USE OF TRAFFIC CIRCLES AT MAJOR INTERSECTIONS

The use of traffic circles, as an alternative to stop signs and semaphore signals, has recently gained acceptance as a means of regulating traffic at intersections and as a non regulatory means of calming traffic. As a new community, such devices can be readily built into development planning and constructed as a part of the subdivision improvements.

The Town should adopt a policies and ordinances requiring traffic circles to be constructed at all intersections of major streets, and encouraging their use in other locations.

6. PRESERVATION OF HOLDAWAY LANE AS A RURAL LANE

Holdaway Lane serves as the access to most of the existing residences in the Town and is the only north-south route through the central part of the community. This route has developed as a narrow right-of-way and because of the location of adjacent houses would be difficult to widen.

As a matter of policy, the Town Council has determined that this route should remain largely in it current condition and should not be converted directly or inadvertently to a collector class road.

As long as the north-central part of the Town remains agricultural, traffic along the route will remain minimal. However, any urban development occurring in the area, or roads connecting from developments in adjacent lands will automatically have the effect of making the street a collector route, unless a parallel, "more attractive" route is developed.

RAILROADS

Railroads have been a major influence on the life of the community. Historically two major transcontinental railroad lines (SP and UP) have coursed their way through the Town. Additionally, these lines previously served as the primary supply source for delivery of iron ore, coal and materials essential for the making of steel to the former Geneva Steel Works and the export of the finished products produced by the plant.

Until recently, one major irritant of life caused by the railroads was the long delays at the crossing on Geneva Road caused by the delivery and switching operations at the Geneva Plant. With the termination of operations at Geneva, the delays seem a thing of the past. However, the limited number of available crossings still function to limit east-west vehicular movement and significantly influence life in the community.

RAILROADS IN THE FUTURE

With the downturn in the American steel industry and actions of the bankruptcy court, the role of the Geneva plant as a basic steel manufacturing facility has ended. It is anticipated that much of the trackage within the plant site area will be removed. However, the two through tracks are expected to remain and continue to be an important part of Vineyard's future.

Recently, The Utah Transit Authority (UTA) exercised its option and purchased much of the Union Pacific right-of-way. In Vineyard, this track lies along the eastern edge of the plant site. The intent of the purchase has been to provide a future route for a light rail system within Utah Valley.

UTA has also negotiated a purchase of rights to construct a parallel line along the current SP mainline track right-of-way for the future construction of a commuter rail system intended to connect Utah Valley with the Salt Lake City and other major communities in the Wasatch Front. This mainline track runs north-south and generally divides the Town near its center. The tracks also serve as a major rail route connecting to both eastern and western parts of the nation and will continue in that role and will be a major influence in shaping growth in Vineyard.

While numerous studies have been undertaken on both the proposed light rail and commuter rail systems, no plans for construction have yet been adopted. Nevertheless, the two lines intersect at Vineyard and the Town will likely continue to be impacted by new transit oriented development occurring adjacent to the lines and terminal facilities. Also the lack of east-west crossings and resistance to additional east-west crossings, particularly over the SP Main line tracks will be a factor in any future development of the Town.

Vineyard Town General Plan



Part 4 Public Facilities Element Culinary Water Sewer Storm Water

PUBLIC FACILITIES AND SERVICES

INTRODUCTION

*As Adopted by the Vineyard Town Council
November 11, 2004*

The public services and facilities element of the plan addresses the several systems, facilities and activities provided by the Town which are considered essential or desirable in order to meet the needs of the residents and provide a living environment which is both safe and pleasant.

The State Law on this subject defines the public services element as a document "showing general plans for sewage, waste disposal, drainage, local utilities, rights-of-way, easements and facilities for them, police and fire protection and other public services".

For Vineyard the primary public facilities to be addressed include water (both culinary and irrigation), sewage and storm water disposal.

At present, water and sewer facilities are provided on an individual basis through the use of wells and septic tanks. Because of state health department spacing requirements for individual type facilities, urban development potential in the Town is effectively limited to lots of approximately one acre. Any development on lots of less than one acre will require development the establishment of a central water and/or sewer system.

A primary purpose of the Public Facilities and Services Element is to summarize the Town's general policies for developing each facility and, where possible, provide guidelines for the type, size and location of the pipes and other elements of each system and possible procedures for constructing or otherwise acquiring the system elements.

WATER SYSTEM

ADEQUATE SYSTEM REQUIRED

The adequacy of a water system is dependent on its intended use, whether for culinary, lawn watering, fire protection or all the above. In most municipalities the water system is designed and operated as a combined system providing water for a combination of culinary, fire flow and irrigation purposes. However, more recently, the use of pressurized irrigation systems to provide the outside water use have become more common as a means of promoting conservation of higher quality water and to take advantage of available irrigation supplies.

Before any detailed planning can be undertaken, the Town must conclude on the question as to whether the City's water needs are to be supplied using a combined system or whether a separate secondary irrigation system will be utilized to serve the irrigation need of the Town. Each has advantages.

The primary advantages of a separate culinary/irrigation system are: (1) less storage capacity for the culinary system is required - only about one-half the amount required for a combined system --since only the domestic and fire reserve needs must be accommodated, and (2) the Town can use its surface water rights (irrigation shares) without treating the water to meet culinary standard or the need to secure approval from the State Engineer of a change application in order to use irrigation class water for domestic purposes.

The primary disadvantage of is the need to find a suitable location for a separate reservoir adjacent to the irrigation supply system and the added costs for constructing and maintaining two separate systems. Also, it should be noted that since secondary irrigation systems are usually drained during the non-irrigation system, fire protection and culinary uses are usually combined. The pipe size used in such a distribution network is largely determined by the fire flow requirements -- not culinary or irrigation use. Thus, regardless of whether a community uses a combined system or separate irrigation system, the size of the pipes necessary for an adequate culinary/fire system remain essentially the same.

The Planning Commission has reviewed the advantages of both alternatives, as applied to Vineyard, and concluded that the difficulty in finding an acceptable reservoir site and maintaining a reliable supply of surface water, together with the added cost in constructing and maintaining a second system will not likely justify the advantages of the dual system alternative. Accordingly, this plan is based on the notion of a single combined system.

WATER SYSTEM ELEMENTS

An adequate water system consists of four separate elements - (1) water rights, (2) water supply, (3) storage and (4) delivery system.

*As Adopted by the Vineyard Town Council
November 11, 2004*



1. WATER RIGHTS

In order to provide water to Town residents the Town needs to have rights to an adequate supply. At present, the Town has purchased irrigation water stock totaling approximately 600 acre feet. The current Town owned water rights (consisting primarily of shares in the West Smith Ditch Irrigation Company and a contract for 35 acre feet of Central Utah Project Water) were acquired in anticipation of future needs for irrigation of municipal parks and other public uses. The irrigation shares are currently approved only for irrigation purposes and are leased to farm users in order to maintain their beneficial use status. Conversion of these irrigation water rights for municipal purposes will require approval of a change application by the Utah State Engineer to municipal use. A request to convert the water for culinary purposes will likely be approved if the irrigation company agrees, but the amount of water approved for culinary purposes will likely be reduced by about 15 percent of its quantity for agricultural use.

This water right will likely prove sufficient for public needs, but is not sufficient to meet the needs of private residential and commercial development. As new development comes, additional water right will need to be acquired. Typically, a dwelling on an average lot (less than $\frac{1}{2}$ acre) will consume approximately one acre foot of water each year. Of this amount, approximately one-half will be consumed for household and domestic purposes, with the remainder being used for lawn watering and other outside purposes, usually during the summer months.

In order to meet the need of future residents the Town will need to acquire about one acre foot of water right for each dwelling unit. To meet the need, the Town should adopt a policy of requiring those proposing development to convey sufficient water right to satisfy the anticipated demand, as a condition of approval for array new subdivision or building permit.

For the most part, existing cultivated lands in the Town have appurtenant well rights, sufficient in amount to meet the anticipated level of development. Under current State policy, the agricultural water rights can be converted to municipal use. However, in order for the Town to secure its authorization to utilize the water right, a municipal well or other supply source capable of providing culinary class water will be needed and a delivery system constructed.

To facilitate the early availability of municipal class water, the Town has recently entered into a water supply and delivery agreement with Orem City. Under the terms of the agreement, Orem will deliver up to 2000 gallons per minute into the Vineyard system from Orem's existing water rights and supply sources. The initial term of the agreement is for a period of two years, during which, Vineyard will make application to the State Engineer to secure the necessary approvals to convert some of its existing rights to municipal use.

2. SOURCE OF SUPPLY

An adequate source of supply is also essential. In a residential environment a source or sources capable of delivering slightly more than one gallon per minute for each residence or equivalent residential connection (ERC) is typical.

Because of the proximity of the Utah Lake and the favorable history of extensive well use in the area, the development of reliable municipal wells appears as the most likely supply alternative. Other possible sources include treated surface water (the Town has purchased a small amount of CUP water), However, delivery of the water from the water treatment plant at the mouth of Provo Canyon to the Vineyard system would need to be arranged.

For Vineyard, the primary source of supply will likely be wells, although treated surface water is a possibility.

RESERVOIR STORAGE AND DELIVERY SYSTEM

To better evaluate the alternatives for supply, storage and delivery. The Town has previously authorized JUB Engineers (The Town's Engineering Consultants) to the prepare a water system master plan. That plan, completed in 2003, is intended to serve as the Water System Element of the General Plan. The plan is hereby incorporated by reference.

It should be noted that the studies done by JU- have been based on the assumption that the lands within the North Side Planning District would remain industrial and that water supply, storage and delivery in the District would continue using a private system as at present. The present water service arrangement with Orem City prohibits the extension of culinary water lines to supply the Geneva property. Accordingly, any increase in urban development activity in the North Side District will require the concurrent development of an adequate water system. To adequately address this issue, a major revision of the water system master plan will be required before any development approval for new projects in the North Side District can be given.

DEVELOPING AN ADEQUATE SYSTEM

With the exception of acquiring water rights, the Town does not currently have the elements of a central water system in place. Construction of all elements of an adequate system at once would be a very expensive undertaking and probably beyond the financial ability of the Town. Most new communities attempt to build into an adequate system over time, relying initially on surplus capacity of established adjacent communities.

To better facilitate the timely construction of an adequate water system, Vineyard has entered into a water supply and storage agreement with Orem City to provide bulk water at adequate pressure to the Town. This is intended as a temporary condition since the capacity of the Orem system in the area is

not sufficient to meet the Town's needs. However, the present agreement will permit Vineyard to allow a limited amount of development (approximately 200 ERC's) within the Town while acquiring the funds, through collection of impact fees, to build some of the major elements (i.e. a water tank, well etc.)

SEWER SYSTEM

SEWER SYSTEM ELEMENT

Except for a few dwellings and business buildings fronting along Geneva Road which have made private arrangements to access Orem City's sewer line in

*As Adopted by the Vineyard Town Council
November 11, 2004*



the Geneva Road right-of-way, sewage disposal is accomplished using individual septic tank and grainfield systems.

Any decision by the Council to amend current ordinances and allow small lot development within the Town will require the concurrent development of an adequate sewage collection and treatment system. An adequate sewage system consists of two primary elements -- an adequate sewage treatment facility and a collection and outfall system.

SEWAGE TREATMENT FACILITY

Several years ago, as a condition of in receiving U.S. Government funds for the construction Orem treatment plant, Orem City agreed to serve as a regional treatment plant. Under the terms of this designation, Orem agreed to accept and treat domestic sewage effluent from all jurisdictions within the regional service area, which includes Vineyard.

Pursuant to its regional designation, since 1978, the sewage effluent generated from Lindon City has been conveyed to the Orem plant for treatment. The cost and other particulars are set forth in a sewer treatment contract. Recently, Vineyard entered into a similar contract with Orem Under the current contract, a portion of the Orem plant capacity (up to 250,000 gallons per day) has been reserved for development within Vineyard. Also, a portion of the initial infrastructure for delivery of effluent from the Vineyard into the plant has been constructed.

The agreement also makes provision for expansion of flows from Vineyard, but allows a delay in determining the amount of expansion.

COLLECTION AN OUTFALL SYSTEM

To better evaluate the alternatives for collection and delivery of sewage effluent from the Town, the Town Council has previously authorized JUB Engineers (The Town's Engineering Consultants) to the prepare a sewer system master plan. That plan, entitled Sewer Feasibility Study is intended to serve as the Sewer Element of the General Plan. The plan is hereby incorporated by reference.

It should be noted that the studies done by JUB have been based on the assumption that the lands within the North Side Planning District would remain industrial and that sewage collection and treatment would likely continue to be provided by a private system, as at present. The current sewer treatment agreement with Orem will allow a small amount of effluent generated from the Geneva lands to be processed at the existing treatment plant. However, increased urban development, of the type and at the rate proposed by Geneva, will require a substantial increase in both flow and treatment capacity.

To adequately address this issue, a major revision of the sewer system master plan will be required before any development approval for new projects in the North Side District can be given.

DEVELOPING AN ADEQUATE SYSTEM

With the exception of the elements provided for under the agreement with Orem and the initial elements of the outfall line, recently completed, the Town does not currently have a central sewage collection system in place. The Major portion of the Town's sewer system will be constructed as part of the development approval process. Under the terms of the Orem Agreement Vineyard will be allowed to contribute up to 250,000 gallons per day which is sufficient to meet the needs of about 600 connections. This is not sufficient to meet all of Vineyards future needs, but will permit Vineyard to allow a limited amount of development within the Town while acquiring the funds, through collection of impact fees, to build some of the major elements.

STORM DRAIN SYSTEM

As urban development occurs and the now open fields become covered with rooftops, parking lots roads and other sealed surfaces, the need for disposal of excess surface water will become increasingly important.

*As Adopted by the Vineyard Town Council
November 11, 2004*



Concerns for surface water disposal include both the amount of water (quantity) and its chemical properties (quality).

The primary concern for water quantity is the avoidance of flooding. This is primarily accomplished by ensuring that each development proposal includes a drainage element which identifies the amount of surface water expected to be generated within the project and the provisions for accommodating the quantity of water and rate of flow from storms up to a 100 year frequency in a way that will not result in a flood hazard to development within the project area or to adjacent property.

With regard to water quality, the primary objective is to ensure that the pollutants added to the drainage water as it courses its way through the disposal system, such as oil residue from parking lots and streets, are disposed of safely and without serious impact on the down stream users of the surface water or the groundwater.

Historically, storm drainage disposal plans for municipalities in the area have relied heavily on the use of underground sumps placed strategically throughout a project. However, to work effectively, sump systems require deep, well drained soil conditions. Because of the high groundwater table throughout most of the Town, sumps will not likely function as intended. Further, the use of sumps has become less acceptable because of the potential for pollution of the groundwater. Both federal and state water agencies are currently developing programs and standards for the design and maintenance of sump systems which will greatly limit their use in the future.

Storm water removal in the future will more likely rely heavily of the use of piped systems and surface water detention and treatment. The use of wetland areas have proven to be effective in the removal and treatment of most normal urban pollutants, and it is now a well accepted concept that wetland areas can and should be a major element of an urban storm drainage and removal and treatment systems wherever possible.

To better evaluate the alternatives for collection and disposal of storm water , the Town Council has previously authorized JUB Engineers (The Town's Engineering Consultants) to the prepare a storm drainage plan for the Town. That plan, entitled Storm Drainage Master Plan is intended to serve as the Storm Drainage Element of the General Plan. The plan is hereby incorporated as part of the General Plan by reference.

It should be noted that the studies done by JUB have been limited to the Southern Planning District. Any increase in urban development activity in the North Side District will require the concurrent development of an adequate storm water disposal system.

To adequately address this issue, a major revision of the storm drain master plan will be required before any development approval for new projects in the North Side District can be given.

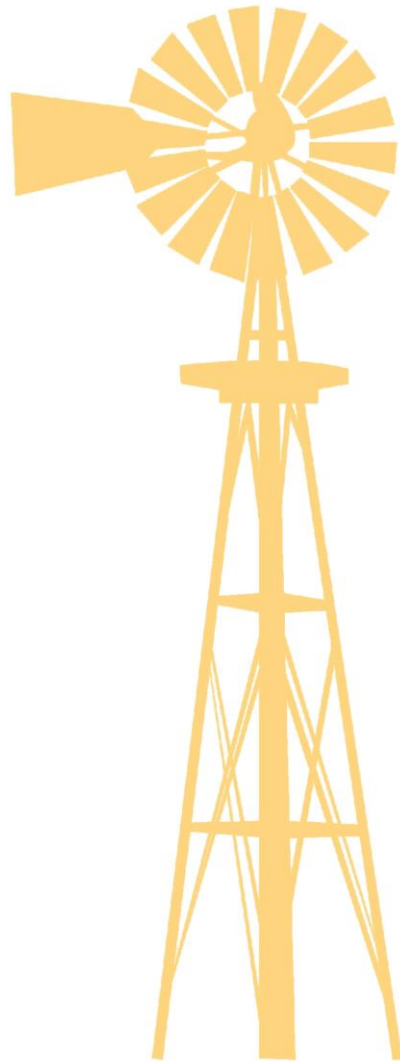
Vineyard Town General Plan

Part 5

Open Space & Trails Element

*As Adopted by the Vineyard Town Council
November 11, 2004*





PARKS & OPEN SPACE

INTRODUCTION

At present, one overriding characteristic of Vineyard Town is the limited amount of urban development and the extent of open space area. It is the open

*As Adopted by the Vineyard Town Council
November 11, 2004*

space character of the Vineyard Town that distinguishes it from most other municipalities and makes it desirable as a place to live.

Currently, open space within the Town may be classified into five categories, as follows:

1. The cultivated farm fields.
2. The vacant area owned by Geneva Steel.
3. The portion of Utah Lake surface within the Town.
4. The marsh and wetland areas within the central part of the Town
and adjacent to the Utah Lake shoreline.
5. The existing Town park and the portion of the Lakeside sports field complex.

The terms "Park" and "Open Space" are often used interchangeably. However, more specifically, the term Park is generally thought of the open areas within a community, usually owned by a public agency, and available for use by the public used for recreation, picnic and similar purposes. The term "Open Space" is more inclusive. While it customarily includes park area, it also includes other areas of a community which are not dominated by the presence of a building or some form of urban structure and which provide a sense of visual openness. Thus, open areas such as wetlands or water bodies, farm lands, golf courses, and similar extensive open areas, whether readily available for use by the public or not, are usually included.

While most of the Vineyard community may be currently classified into one of the above categories, only the formal park lands owned by the Town, the Utah Lake surface area, and perhaps, some of the wetland areas adjacent to the Utah Lake shoreline may be considered as permanent open space. All of the farm land and the vacant Geneva Steel property are eligible for development.

Upon enactment of changes to the zone regulations to permit urban development, the Town's current open space character will be immediately challenged, and the opportunity to retain any significant portion of the current farm land as open space will be largely dependent on: (1) the Town's success in acquiring additional park area, and (2) whether the regulations governing urban development adopted by the Town will include clustering and open space preservation as part of the design criteria for new projects.

EXISTING PARK/OPEN FACILITIES

In 2004 the Town park system consists of:

1. A developed community park including approximately 4.5 acres and path and containing a pavilion, ball field, children's play area, walking open play area, and
2. A ten acre parcel located adjacent to Orem City's Lakeside sports complex, currently being leased to Orem and included as part of the sports complex. Because of the specialized nature of the sports complex, this area is classified as regional park space.

PARK STANDARDS

As a guide to assist communities develop an adequate park system, the National Recreation and Park Association (NRPA) has established recommended standards for urban community park systems. The Town has reviewed the recommended NRPA standards and determined that they are generally appropriate for Vineyard. A summary of the NRPA standards and the Vineyard standards is set forth on the tables on the following table:

Park Area/Resident Ratio

Park Type	NRPA Standard (Per 1000 Residents)	Vineyard Standard (Per 1000 Residents)
Neighborhood Parks	1.25 - 2.5 acres	1.25 acres
Community Parks	5 - 8 acres	5 acres
Total "Core" Parks	6.25 -10.5 acres	6.25 acres
Regional Parks	5 – 10 acres	5 acres
Total Park Areas	11.25 - 20.5 acres	11.25 acres

Based on the Town Standards, a minimum adequate park system would require a minimum of 6.25 acres of "Core" park land (Community and Neighborhood class parks) for each 1000 persons. For Vineyard this equates to approximately .025 acres per dwelling. Further, the adopted Regional Park standard would require an additional 5 acres of regional park area for each 1000 residents, or approximately .02 acres per dwelling -- a combined total of slightly more than 11 acres of core and regional park land for each 1000 population or about .045 acres for each dwelling unit.

Based on the above standard, the existing 4.5 acre Vineyard Town Park would serve to meet the core park needs of approximately 180 dwellings. For regional parks, the 10 acres of land contributed to the upsizing of the Orem

Lakeside sports complex, if retained for that purpose, would be considered sufficient to meet the regional park needs of 250 dwellings.

Based on the NRPA standard, as adopted by Vineyard, the Town's existing park system exceeds the recommended standard for both core and regional park area.

The size and location of park facilities is also an important factor in developing an adequate park system. A summary of NRPA park size standards and the park size standards for Vineyard is set forth on the following table.

Recommended Minimum Park Size

Park Type	NRPA Standard	Vineyard Standard (minimum area)
Neighborhood Parks	3 – 10 acres	3 acres
Community Parks	20 acres +	20 acres

The current community park (4.5 acres) exceeds the Town's minimum size standard for a neighborhood and community class park. The regional park acreage, when added to the Orem portion of the Lakeside complex, conforms to the recommended minimum size for regional parks.

In addition to meeting area and size recommendations, neighborhood/community class parks should not be concentrated in a single location, but should be distributed throughout the community, typically within 1/2 mile of the residents intended to be served.

The Council hereby adopts the NRPA standard, as modified and shown on the above tables, as the minimum park area and size standard for Vineyard Town. The community's development regulations, property acquisition program and impact fee amounts, should be based on the adopted standards.

FUTURE PARK NEEDS

Based on an ultimate buildout population of 8000 persons for the Southern Planning District, an adequate park system for this portion of the Town will require a total of 50 acres of core park land area and 40 acres of regional park area --a combined total of 90 acres.

For the Northern Planning District, assuming the area is developed substantially residential, with a population of approximately 30,000, an additional 335

acres will be required to meet the Town's standard (calculated at a rate of 11.25 acres per 1000 residents).

The following map showing the location of the existing parks and natural open space areas. Additional neighborhood and community parks should be distributed throughout the residential areas in locations which are convenient and readily accessible to the residents they serve.

The location and timing for new parks area will be determined largely by the location of new residential development activity. As the Planning Commission and Council review proposals for new development, they should be mindful of the need for additional park areas to serve the residents who will occupy the new development and acquire the necessary property in advance of need.

As with other community facilities, park land will largely be acquired using recreation impact fees revenues. To provide a legal basis for such fees, the Town Council should enact a park and recreation facility impact fee ordinance sufficient in amount to assess each new dwelling for their proportionate share of costs associated with acquisition and constructing new parks.

NATURAL OPEN SPACE AREA

In addition to the formal parks the Town has determined that certain of the historic wetland areas within the Town should remain as natural open space areas.

Four specific areas are defined. These include:

1. The flood prone areas adjacent to the Utah Lake shoreline.
2. The wetland portions of the Harding Slough.
3. The wetland portions of the Holdaway Slough.
4. The wetland portions of the Church Farm Slough.

The General location of these natural open space areas are shown on the attached map.

To ensure that these areas will remain in a natural state, it is recommended that title to these lands be acquired by the Town, state or other recognized land preservation agency.

TRAILS

An adequate trail system provides an alternate circulation network for pedestrian and *other* non-motorized travel which, if designed well, operates independent from the Town's road system and thus serves to reduce the amount of vehicular traffic on Town streets and potential conflicts between pedestrian and vehicles.

The Town Council has determined to make an adequate urban trail system a part of the community's transportation and open space program; and further, to adopt the ordinances and undertake the actions necessary to acquire the trail corridors and construct the trail improvements necessary to develop the trail network within the Town.

REGIONAL TRAILS

The Mountainland Association of Governments has undertaken a program to promote the development and use of trails within the Utah County. As a result of that effort a regional trail network plan has been prepared and many of the segments constructed.

Part of the regional trail plan includes trails within and adjacent to Vineyard. Regional class trails within Vineyard include:

1. A major segment of the Utah Lake Shoreline Trail, running from Powell Slough on the south to the Lindon Boat Harbor on the north.
2. The Western leg of the Lakeside Park to UVSC trail. In the Vineyard area, this consists of a portion of the trail coursing easterly through the Lakeside sports complex, from the parking area (designated as an access point) to Geneva Road.
3. The western leg of the Lindon Trail, which is intended to connect to the Utah Lake Shoreline Trail near the Old Geneva Resort/Lindon Boat Harbor property located adjacent to Vineyard's northern boundary.

The general location of these regional trail corridors in Vineyard is shown on the following Trails Plan Map.

COMMUNITY TRAILS

The Trails Plan Map also shows the location of the major Vineyard community trail corridors to be preserved and developed by the Town. These major community trail corridors include:

1. The South Vineyard Extension running southerly from the Lakeside Park access point through the Harding wetland area to Powell Slough.

This route is intended to pass adjacent to the new Vineyard Elementary School and should be developed to serve as a direct pedestrian corridor between the school and the residential areas in Springwater Park community.

2. The North Vineyard Extension running northerly from the Lakeside Park access point along the Church Farm *Slough*, ultimately connecting to the Utah Lake Shoreline Trail at about 400 West, this trail also connects to the existing Town park.
3. The Central Vineyard extension running from the existing Town Park westerly to the Utah Lakeshore trail.
4. In addition to these formal trails, the Town's Street cross section provides for the use of trails in-lieu of standard sidewalks.

In addition to trail corridors, adequate trail access points are important. The regional plan indicates that the Lakeside parking area will serve as a major access point. This same access point is also important to the Town's trail plan in that it is proposed as a hub to two community class trails.

The Town's trail plan suggests other access points at: (1) the Town Hall parking lot, and (2) the intersection of the church slough and the shoreline trail. A third access point in the vicinity of the Geneva Resort property also seems logical, but this site lies within Lindon City and will be dependent on their interest in the project.

TRAIL DESIGN

The design and surface treatment of trails varies, depending on the intended users. Trails intended as shared use facilities (joggers, cyclists, skate boards, in-line skaters) and any trail funded with money from the federal government must conform to Federal Design Guidelines which require a minimum of 14 foot right-of-way and a 10 foot paved surface.

Trails not intended for shared use or proposed to conform to ADA requirements may be narrower and use different surface treatments.

Mountainland Association Governments has prepared recommended standards for the design of trails. The Town should adopt the recommended standards for use in Vineyard.

Vineyard Town General Plan



Part 6 Moderate Income Housing Element

MODERATE INCOME HOUSING

*As Adopted by the Vineyard Town Council
November 11, 2004*

The availability of moderate income housing has become a statewide concern. In an effort to better address the issue the Utah State Legislature, in 1966, enacted Section 10-9-307 of the Utah Code which mandates that all general plans include a "Moderate Income Housing Element" which addresses the following issues:

1. An estimate of the existing supply of moderate income housing located within the municipality;
2. An estimate of the need for moderate income housing in the municipality for the next five years;
3. A survey of total residential zoning;
4. An evaluation of how existing zoning densities affect opportunities for moderate income housing;
5. A description of the municipality's program to encourage an adequate supply of moderate income housing.

As defined by the state law, moderate income housing means "housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income of the metropolitan statistical area (hereafter referred to as MSAMI) for households of the same size". For the Utah County area, which includes Vineyard, the MSAMI income level for a family of four has been established at \$35,900.

ESTIMATE OF EXISTING SUPPLY

Vineyard Town was incorporated in 1989 with a population of approximately 150. A primary purpose in organizing as a separate municipality was to protect the existing farming operations from encroachment by high density urban development. Since incorporation, five new dwellings and two commercial buildings have been constructed. Also, two dwellings have been removed.

At present the Town contains 35 residential structures, of which two are two-family (duplex) structures, and an additional 9 are primary structures containing an accessory apartment, resulting in a current total of 48 separate dwelling units.

Based on data from county tax records it is calculated that 22 of the 48 dwelling units within the Town qualify as affordable housing under the moderate income criteria for Utah County (about 45 % of the total housing stock). This includes structures having a value less than considered affordable by families having an income less than \$39,500 per year and also the accessory apartment units.

In comparison with other municipalities in the area, this is a substantially greater

percentage of moderate income qualified units and suggests that the Town has a surplus in the number of units required to meet its fair share obligation.

ESTIMATE OF NEED FOR MODERATE INCOME HOUSING FOR NEXT FIVE YEARS

As long as the current land use policies continue, the number of moderate income qualified units should be sufficient to meet its fair share obligation. However, upon a change in policy to facilitate additional development, a more adequate program aimed to encourage additional moderate income qualified units will be required.

The number of additional units within the Town will be dependent on the extent of growth. At such time as ordinances authorizing additional development are adopted, the Town should conduct a more thorough study using the States Affordable Housing Model to determine the actual number of units necessary to meet the expanded fair share amount.

SURVEY OF RESIDENTIAL ZONING

While the primary focus of the Town land use policy has been to facilitate continuation of the agricultural activity, the Town has two zone classifications which allow for residential uses. They are summarized as follows:

ZONE CLASS	Approximate Max Density (DU/net acre)	Building Type (Max. DU/structure)
R-2-15,000	3.4	2
R&A-5	.2	1
R&C-1	2.9	1

EVALUATION OF ZONING'S EFFECT ON HOUSING OPPORTUNITIES

The present zoning ordinance places much of the Town area in the A-1 Agricultural Zone. Under the terms of the A-1, new housing is permitted only when it is clearly in support of agricultural uses.

Non-agriculturally related housing is limited to the three zones identified in the previous section, and all new development to date has taken place in one of the above noted zones.

However, the lack of a culinary water system and/or central sewage collection system is a more significant deterrent to development in the Town than zoning restrictions. While the zone ordinance allows small lots (15,000 square feet), State and county health regulations prohibit development on lots less than 1 acre. Most of the new homes developed in the Town are located within the R-2-15,000, which allows two-family dwellings, and the majority have included accessory apartments.

*As Adopted by the Vineyard Town Council
November 11, 2004*

The practical effect of this practice has been to increase the number of income qualified apartments. It is assumed that the practice of including accessory apartments with new residences will continue. It is believed that this practice will result in maintaining a supply of moderate income housing units sufficient to meet State law and policy.

VINEYARD'S PROGRAM TO ENCOURAGE MODERATE INCOME HOUSING

Based on the above analysis, the practical effect of past land use policies has resulted in construction of a mix of housing units which slightly exceeds the threshold requirements of State Law for moderate income housing. Further, ongoing statistics indicate that the number of new moderate income housing units has remained at a pace approximately equal to the demand.

The Town anticipates that an adequate supply of moderate income housing units will continue to be developed. However, the Town will continue to monitor the status of the availability of housing for moderate income families as a part of the annual review of the housing element, and if determined that a greater need develops in the future, appropriate measures to update the plan will be undertaken.

Vineyard Town General Plan



Part 7 Implementation Element

IMPLEMENTING THE PLAN

A general plan is not a self fulfilling document. Its implementation is achieved over time through a combination of private and public actions including:

- A. The submittal and approval by the Town of requests for development from property owners and developers and the subsequent construction of approved projects, and
- B. The acquisition and development of lands by the Town for essential public purposes (i.e. street right-of-way, parks and open space areas, town buildings etc.) and the construction or acquisition of essential public utilities and facilities i.e. water, sewer, water rights).

Under the current Town zone regulations the level of urban development (residential and commercial) is limited to the area adjacent to Holdaway lane and the properties fronting on Geneva Road. The potential for new development is further restricted by state health regulations regarding development relying on individual wells and septic tanks. Accordingly, implementation of the plan will require several concurrent actions, including:

1. Adoption of additional zone designations which correspond with the use and density objectives of the various use classifications shown on the General Plan. The necessary changes will include:
 - a. Zone district classifications and permitting a broad range of land uses (i.e. commercial, light industrial, public facilities) and residential densities.
 - b. Additional sections to the code which facilitate cluster type development.
2. Adoption of a program for the development of essential utility services required to support the increased level of development. Elements of the program should include:
 - a. Preparation of master plans for each of the required services (currently being prepared by the Town engineer as part of the public facilities element.)
 - b. Adoption of Adequate Levels of Service standards by the Town and concurrence requirements (provisions which require development of adequate essential facilities concurrently with approval of development projects).
 - c. Preparation of a long range capital improvements program for the construction of facilities which are beyond the scope of any single development project.
 - d. Preparation and adoption of Impact Fee Ordinances to better accommodate the costs for community improvements required as a result of new development.

- e. Preparation and adoption of a Growth Management Plan and strategy in order to regulate the timing and extent of new development.

The Town's willingness to re-zone land for development and/or grant approval of development projects must be in balance and its ability to provide the essential public utilities and facilities.

Approval of development projects without adequate essential public utilities and facilities in place will impose a immediate demand upon the Town to provide such services and facilities, regardless of cost.