

PROVO CITY CORPORATION

DEVELOPMENT SERVICES DEPARTMENT Planning Commission Agenda June 11, 2025

NOTICE OF PUBLIC HEARING BEFORE THE PLANNING COMMISSION

The Provo City Planning Commission will hold a public hearing on June 11, 2025 at 6:00 PM. Located at: Council Chambers 445 West Center Street. The items listed below will be discussed, and anyone interested is invited to participate and provide comment. Hearings can be viewed live and on-demand at: YouTube youtube.com/user/ProvoChannel17 and on Facebook facebook.com/provochannel17.

NOTICE OF PUBLIC MEETING BEFORE PROVO MUNICIPAL COUNCIL

On Tuesday, **July 8, 2025**, at 5:30 PM. the Provo Municipal Council will consider the items noted below with a star (*). Items noted on the agendas with a star require legislative action by the Municipal Council. Council agendas can be viewed at the Provo City Council web site on the Thursday prior to the Council meeting at http://agendas.provo.gov. For more information, call (801) 852-6120.

Unmarked items are administrative and require the approval only of the Planning Commission. Decisions on the unmarked items may be appealed to the Board of Adjustment by making application by 6:00 PM. within 14 days of the Planning Commission decision.

Study Session

1. Discussion on Planning Commission Variances – Aaron Ardmore

Public Hearings

- * Item 1 Development Services requests a General Plan Text Amendment to Appendix B: (Moderate Income Housing Supply and Strategies) to include new strategies contained in UCA 10-9a-403(2)(b)(iii). Citywide Application. Melissa McNalley (801) 852-6164 mmcnalley@provo.gov PLGPA20250197
- * Item 2 Development Services requests the adoption of the 2230 North Station Area Plan. Citywide Application. Hannah Salzl (801) 852-6423 hsalzl@provo.org PLGPA20250206
- * Item 3 Development Services requests the adoption of the University Avenue Station Areas Plan. Citywide Application. Hannah Salzl (801) 852-6423 hsalzl@provo.gov PLGPA20250208
- * Item 4 Development Services requests the adoption of the Joaquin Station Area Plan.

 Citywide Application. Hannah Salzl (801) 852-6423 hsalzl@provo.gov PLGPA20250215
- * Item 5 Development Services requests the adoption of the FrontRunner and 400 South Station Areas Plan. Citywide Application. Hannah Salzl (801) 852-6423 hsalzl@provo.gov PLGPA20250216
- Item 6 Braiden Hampton requests Project Plan approval for a 62-unit townhome development in the PRO-A36 (Spring Creek High Occupancy) Zone, located at 1225 East 1600 South. Spring Creek Neighborhood. Nancy Robison (801) 852-6417 nrobison@provo.gov PLPPA20250203
- Item 7 Georgetown Development requests Concept Plan approval for a six-townhome development in a proposed LDR (Low Density Residential) Zone, located at 1200 N Independence Ave. Grandview South Neighborhood. Mary Barnes (801) 852-6408 mbarnes@provo.gov PLCP20250071
- * Item 8 Georgetown Development requests a Zone Map Amendment from the MP (Manufacturing Park) Zone to the LDR (Low Density Residential) Zone in order to build a six-townhome development, located at 1200 N Independence Ave. Grandview South Neighborhood. Mary Barnes (801) 852-6408 mbarnes@provo.gov PLRZ20250072



PROVO CITY CORPORATION

DEVELOPMENT SERVICES DEPARTMENT Planning Commission Agenda June 11, 2025

Preceding the public hearing, there will be a Study Session at 5:00 PM. at the Provo Peak Conference Room, 445 W Center Street. The Study Session is open to the public; however, formal presentation of items, public comment and actions will be reserved for the public hearing at 6:00 PM.

To send public comments to Planning Commission members, email them at <u>dspublichearings@provo.gov</u>. Please submit public comment emails before 3:00 PM the day of the hearing. Additional information can be found at provo.gov/publiccomments.

Copies of the agenda materials, public hearing procedure, and staff recommendations are available the week of the hearing at a reasonable cost at 445 W Center Street, Suite 200, Provo between the hours of 7:00 AM. and 6:00 PM., Monday through Thursday. Agendas and staff recommendations are also generally available on the Provo City Development Services web site the week of the meeting at provo.gov/planningcommission.

Provo City will make reasonable accommodations for all citizens interested in participating in this meeting. If assistance is needed to allow participation at this meeting, please call the Development Services Department at (801) 852-6400 before 12:00 PM. the day before the meeting to make arrangements.

By order of the Provo City Planning Commission Planning Secretary, (801) 852-6424





Planning Commission Hearing Staff Report Hearing Date: June 11, 2025

*ITEM 1 Development Services requests a General Plan Text Amendment to Appendix B: (Moderate Income Housing Supply and Strategies) to include new strategies contained in UCA 10-9a-403(2)(b)(iii). Citywide Application. Melissa McNalley (801) 852-6164 mmcnalley@provo.gov PLGPA20250197

Applicant: Development Services

Staff Coordinator: Melissa McNalley

ALTERNATIVE ACTIONS

- 1. **Continue** to a future date to obtain additional information or to further consider information presented. *The next available meeting date is June* 25, 2025 at 6:00 P.M.
- 2. **Recommend Denial** of the requested Ordinance Text Amendment. *This action would not be consistent with the recommendations of the Staff Report. The Planning Commission should state new findings.*

Relevant History: In 2023 Provo City adopted a new General Plan with accompanying appendices including Appendix B: Moderate Income Housing Supply and Strategies. The strategies included several State required strategies which need to be updated as goals are achieved.

Neighborhood Issues: There has not yet been a neighborhood meeting on this item and staff has not received any feedback on the request at the time of this report.

Summary of Key Issues:

- Provo City needs to maintain and provide tangible progress on at least 5 strategies outlined in UCA 10-9a-403(2)(b)(iii)
- Some of the goals in the initial Moderate Income Strategies Implementation Table have been achieved or are no longer relevant.
- In order to be considered for State funding in other areas of the City, Provo must maintain a minimum of 5 strategies.

Staff Recommendation: That the Planning Commission recommend approval of the proposed General Plan amendment to the Provo City Council.

Staff Report *ITEM 1
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OVERVIEW

Development Services staff seeks to amend the Moderate-Income Supply and Strategies Implementation table to update or replace goals as required by Utah State Code 10-9a-403(2)(b)(iii) as part of the General Plan element.

FINDINGS OF FACT

- 1. Utah State Law (Title 10-9a-401) requires municipalities to maintain a general plan that includes a moderate-income housing element. State legislation also requires that cities of a certain size with a fixed public transit station shall include a recommendation to implement five or more of the moderate-income housing strategies described in 10-9a-403(2)(b)(iii).
- 2. The City has completed some of the goals set in the initial plan adopted in 2023, and some goals need revisions or replacements to meet the minimum strategy requirement of the State of Utah.
- 3. If the strategies are found non-compliant with State Code, the City is ineligible for Transportation Investment Fund of 2005 and the Transit Transportation Investment Fund, as well as the State Tax Commission Distribution of Sales and Use Tax to fund Highways.
- 4. If there are 6 or more strategies in compliance with State Code, priority consideration will be given for the funding listed above.
- 5. The proposed amendment adds additional strategies to the Implementation Table to ensure compliance with State law.

STAFF ANALYSIS

Provo City Code Section 14.02.020(2) sets forth the following guidelines for consideration of ordinance text amendments.

Before recommending an amendment to this Title, the Planning Commission shall determine whether such amendment is in the interest of the public and is consistent with the goals and policies of the Provo City General Plan. The following guidelines shall be used to determine consistency with the General Plan:

(a) Public purpose for the amendment in question.

Staff response: The amendment would support the City's goals in providing housing types to fit families through all stages of life.

(b) Confirmation that the public purpose is best served by the amendment in question.

Staff response: Staff believes that the proposed amendments serve the public.

(c) Compatibility of the proposed amendment with General Plan policies, goals, and objectives.

Staff Report *ITEM 1
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Staff response: The proposed amendments are consistent with the General Plan.

(d) Consistency of the proposed amendment with the General Plan's "timing and sequencing" provisions on changes of use, insofar as they are articulated.

Staff response: There are no timing and sequencing issues related to this proposal.

(e) Potential of the proposed amendment to hinder or obstruct attainment of the General Plan's articulated policies.

Staff response: This proposal does not hinder or obstruct attainment of the General Plan's articulated policies.

(f) Adverse impacts on adjacent landowners.

Staff response: Staff do not foresee any adverse impacts on adjacent landowners.

(g) Verification of correctness in the original zoning or General Plan for the area in question.

Staff response: This proposal does not conflict with zoning or the General Plan.

(h) In cases where a conflict arises between the General Plan Map and General Plan Policies, precedence shall be given to the Plan Policies.

Staff response: There is not a conflict.

CONCLUSIONS

The amendment to the strategies is necessary for consideration of needed transportation funding and priority funding. It is in the best interest of Provo City and its residents to approve these proposed changes.

ATTACHMENTS

1. Proposed Strategy amendments and additions to the General Plan Appendix B: Moderate Income Housing Supply and Strategies Implementation Table.

ATTACHMENT 1 – PROPOSED STRATEGY AMENDMENTS FOR THE GENERAL PLAN APPENDIX B: MODERATE INCOME HOUSING SUPPLY AND STRATEGIES IMPLEMENTATION TABLE.

Goal	Status /Benchmark	Cost	Timing	Responsibility	Code Reference
(A) Rezone for	Provo will continue to look	N/A	Short-Long	Development	UCA 10-9a-
densities necessary to	for areas to rezone as it			Services, Council,	403(2)(b)(iii)(A)
facilitate the	makes sense.			Development	
production of	Some Rezoning will take			Community	
moderate-income	place upon completion of				
housing	Station Area Plan and the				
	Code rewrite, expected to				
	be completed by the end				
	of 2025.				
(B) Demonstrate	Complete/Ongoing	\$ -	Short-Long	Development	UCA 10-9a-
investment in the		\$\$\$		Services, Council,	403(2)(b)(iii)(B)
rehabilitation or	Infrastructure is expected			Public Works	
expansion of	to expand on the West				
infrastructure that	side of Provo as more				
facilitates the	housing units are planned.				
construction of	Some of these units are				
moderate-income	expected to serve				
housing.	Moderate Income				
	populations. Without this				
	infrastructure in place,				
	development of this area				
	is not possible.				
(D) Identify and utilize	Not Yet Started	\$ <u>\$ -</u>	Short	Development	UCA 10-9a-
general fund subsidies		\$\$\$		Services, Council	403(2)(b)(iii)(D)
or other sources of	Housing Committee will				
revenue to waive	explore viability by end of				
construction related	2023				
fees that are otherwise					
generally imposed by					

				I	·
the municipality for					
the construction or					
rehabilitation of					
moderate-income					
housing.					
(E) Create or allow for,	Complete/Ongoing	\$\$	Short	Development	UCA 10-9a-
and reduce				Services, Council	403(2)(b)(iii)(E)
regulations related to,	ADUs are allowed in most				
internal or detached	residential zones and in all				
accessory dwelling	residential zones west of I-				
units in residential	15				
zones.					
	Housing Committee will				
	review off-street parking				
	requirements for ADUs by				
	the end of 2023				
(F) Zone or rezone for	Complete/Ongoing	N/A	Complete	Development	UCA 10-9a-
higher density or				Services, Council	403(2)(b)(iii)(F)
moderate-income	Much of the land near				
residential	commercial and transit				
development in	hubs is already zoned				
commercial or mixed	mixed-use and/or higher				
use zones near major	density				
transit investment					
corridors, commercial	Provo will continue to				
centers, or	review rezone applications				
employment centers.	from the development				
	community				
(I) Amend land use	Complete/Ongoing	\$	Short	Development	UCA 10-9a-
regulations to allow for				Services, Council	403(2)(b)(iii)(l)
single room					

occupancy	Provo's Mixed use zone				
developments	allows for single room				
developments	occupancy developments				
	Determine feasibility of				
	microunits and pass code				
	by end of 2023				
(O) Apply for or partner	Complete/Ongoing	<u>\$ -</u> \$\$\$	Short-long	Development	UCA 10-9a-
with an entity that		\$\$\$		Services, Council,	403(2)(2)(b)(iii)(O)
applies for state or	Provo is the lead entity on			Administration	
federal funds or tax	the HOME consortium;				
incentives to promote	Provo administers two				
the construction of	downpayment assistance				
moderate income	programs for first-time				
housing, an entity that	home buyers for Provo and				
applies for programs	Utah County; Provo				
offered by the Utah	provides funding for Self				
Housing Corporation	Help Homes which				
within that agency's	provides moderate-				
funding capacity, and	income housing				
entity that applies for	assistance				
affordable housing					
programs	Provo applied for HOME				
administered by the	funding for the next fiscal				
Department of	year to provide down-				
Workforce Services,	payment assistance to				
an entity that applies	first time homebuyers. The				
for affordable housing	goal is to provide 6-10				
programs	households with				
administered by an	assistance for				
association of	homeownership in Provo				
	-				
governments	in the coming year.				

established by an interlocal agreement under Title 11, Chapter 13, Interlocal Cooperation Act, an entity that applies for programs or services that promote the construction or preservation of moderate income housing. (G) Amend land use regulations to allow for higher density or new moderate-income residential development in commercial or mixeduse zones near major transit investment	Complete/Ongoing Much of the land near commercial and transit hubs is already zones mixed-use and/or higher density The Station Area Plans	<u>\$ -</u> \$\$\$	Short to Mid	Development Services, Council, Development Community	UCA 10-9a- 403(2)(b)(iii)(G)
-	The Station Area Plans (completed by December 2025) will make further recommendations				
(H) Amend land use regulations to eliminate or reduce parking requirements for residential development where a	Complete/Ongoing Code audit, Station Area Plans	<u>\$ -</u> \$\$\$	Short to Mid	Development Services, Council, Development Community	UCA 10-9a- 403(2)(b)(iii)(H)

resident is less likely					
to rely on the					
resident's own					
vehicle, such as					
residential					
development neat					
major transit					
investment corridors					
or senior living					
facilities.					
(V) (U) Develop and	In Progress	\$	Short	Development	UCA 10-9a-
adopt station area				Services, Council	403(2)(b)(iii)(V)
plans in accordance	All seven Station Area				
with Utah State Code	Plans adopted by				
Section 10-9a-403.1	December 2025 (early				
	goal: June 2024)				
(M) demonstrate	Provo City will partner with	<u>\$ -</u>	Short-Long	Development	UCA 10-9a-
creation of, or	Provo City Housing	\$\$\$		Services, Provo City	403(2)(b)(iii)(M)
participation in, a	authority to support CLT.			Housing, Council,	
community land trust				RDA Board	
program for moderate	Identify land to include in				
income housing;	CLT				
	Utilize RDA housing funds				
	to help subsidize				
	Moderate-income housing				
(N) Implement a	Partner with PCHA (other	\$ <u>\$ -</u>	Mid-long	Development	UCA 10-9a-
mortgage assistance	entity) to build workforce	\$\$\$	term	Services, PCHA,	403(2)(b)(iii)(N)
program for	housing for Provo City			Development	
employees of the	Employees, or Provo			Community, Council	
municipality, an	School District employees				

employer that provides contracted services to the municipality, or any other public employer that operates within the municipality (P) Demonstrate utilization of a moderate income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate income housing	Identify available parcel for development Find developers capable of cost effectively providing housing Create separate funding vehicle within the RDA fund for housing set aside. Use of funding is reflected in RDA reporting annually. Reports may be included in MIH reports as housing funds are utilized.	- -	Mid to long term	Development Services, Redevelopment Agency, Finance Department, RDA Board	UCA 10-9a- 403(2)(b)(iii)(P)
(X) Create a housing and transit reinvestment zone pursuant to Title 63N, Chapter 3, Part 6, Housing and Transit Reinvestment Zone Act	Work with the Redevelopment Agency on the creation of HTRZ near frontrunner station by June 2026 Partner with developer to create mix of housing in HTRZ including moderate income units.	- (4) (4) (5)	short	Development Services, Administration, Council, Redevelopment Agency	UCA 10-9a- 403(2)(b)(iii)(X)



Planning Commission Hearing Staff Report

Hearing Date: June 11, 2025

*ITEM 2 Development Services requests the adoption of the 2230 North Station Area Plan. Citywide Application. Hannah Salzl (801) 852-6423 hsalzl@provo.org PLGPA20250206

Applicant: Development Services

Staff Coordinator: Hannah Salzl

Current Legal Use: The current zones within the project area (a quarter-mile radius around the 2230 North UVX station) are shown on Map 2.1 in the plan.

Relevant History: The state introduced Station Area Plan requirements in H.B. 462 (2022), now found in Utah Code 10-9a-403.

Neighborhood Issues: No issues have been raised about the current version of the Station Area Plan.

ALTERNATIVE ACTIONS

- Continue to a future date to obtain additional information or to further consider information presented. The next available meeting date is June 25, 2025 at 6:00 P.M.
- <u>Deny</u> the requested variance. This action would not be consistent with the recommendations of the Staff Report.
 The Board of Adjustment should state new findings.

Summary of Key Issues: The Station Area Plan meets state requirements and addresses land use, redevelopment, transportation, and the environment (focusing on air quality from transportation) within the project area.

Staff Recommendation: Staff recommends the Planning Commission recommend approval of the proposed Conservation and Resiliency Plan to the Municipal Council.

OVERVIEW

This is one of Station Area Plans (SAPs), which cover six UVX stations and the FrontRunner station. A map and list of stations can be found in Attachment 1.

The 2230 North Station Area Plan covers the quarter-mile radius around the 2230 North UVX station at the intersection of University Parkway and 2230 North. It is entirely within the Carterville Neighborhood in District 4.

These Station Area Plans meet the Station Area Plan requirements in Utah Code 10-9a-403 as set forth in H.B. 462 (2022). The code requires that each plan promotes the following four objectives within the station area:

> Increasing the availability and affordability of housing, including moderate income housing;

- To the station of the
- 2. Promoting sustainable environmental conditions;
- 3. Enhancing access to opportunities; and
- 4. Increasing transportation choices and connections.

This plan translates those four objectives into the following vision, goals (in bold), and objectives (in italics), around which the plan will be organized. Strategies to achieve these objectives are outlined in the Implementation chapter to create a cohesive action plan.

Transportation and Environment will be combined, as the most impactful environmental benefit of these station areas is reduced emissions from multimodal travel.

VISION

The 2230 North station area will become a commercial, housing, and multimodal transit hub by promoting vertical mixed use, synergistic multimodal transit, and strategic densification that will serve as a gateway of opportunity for the city.

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Land Use

Increase the housing supply by focusing on residential redevelopment and infill close to the stations and with an emphasis on for-sale units.

- 1. Increase density throughout the area, especially near the station.
- 2. Increase the number of owner-occupied units in the area.

Redevelopment

Enhance economic and business opportunities by bringing a range of uses and services in closer proximity to the stations and housing.

- 3. Increase the number of affordable units in the area.
- 4. Maximize redevelopment opportunities to create diverse uses, with particular emphasis on transit-oriented development.
- 5. Enhance access to green spaces within the station area.
- 6. Ensure infill development and redevelopment provide appropriate on-site parking.
- 7. Create a design corridor along University Parkway.
- 8. Work with developers to include upscaling wastewater and water lines in certain areas as demand increases.

Transportation and Environment

Solidify all networks of transportation modes so they function independently and together to build synergy. Improve air quality by reducing dependency on single-occupancy vehicles through establishing and enhancing alternative transportation networks.

- 9. Implement the Future Active Transportation Map infrastructure and improvements.
- 10. Improve connectivity within the station area.

The Land Use chapter proposes a Future Land Use Map (Attachment 2). If the proposed land uses are approved and developed, staff estimates that there could be an addition of approximately 1,087 residential units in the 2230 North station area. Although the maximum development density is unlikely, the proposals in the Land Use chapter would help meet the state's goal to increase housing availability and affordability around station areas.

Where the Future Land Use Map conflicts with current zoning on any parcels, the state will require the City to rezone the parcels by the end of 2025 to bring them into conformity. The Implementation chapter includes a map of such areas.

The Redevelopment chapter notes additional redevelopment opportunities and constraints, recommendations, and tools. Projects in the 2230 North station area might require additional wastewater and water infrastructure upgrades as demand increases, depending on their location.

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The Transportation and Environment chapter lists all planned roadway and active transportation infrastructure plans within the station area. It also maps all of the traffic accidents in the area between 2017-2022. It makes further recommendations in the Future Active Transportation Map (Attachment 3).

The Implementation chapter identifies funding tools, lists all goals and strategies for each chapter of the plan, and maps where the proposed changes would be needed.

STAFF ANALYSIS

Provo City Code Section 14.02.020(2) sets forth the following guidelines for consideration of ordinance text amendments.

Before recommending an amendment to this Title, the Planning Commission shall determine whether such amendment is in the interest of the public and is consistent with the goals and policies of the Provo City General Plan. The following guidelines shall be used to determine consistency with the General Plan (responses in bold):

(a) Public purpose for the amendment in question.

Staff response: The addition of the proposed plan as an appendix to the General Plan meets the state requirement for municipalities with certain transit infrastructure to adopt station area plans.

(b) Confirmation that the public purpose is best served by the amendment in question.

Staff response: Staff believes that the proposed amendments serve the public.

(c) Compatibility of the proposed amendment with General Plan policies, goals, and objectives.

Staff response: The proposed amendments are consistent with the General Plan.

(d) Consistency of the proposed amendment with the General Plan's "timing and sequencing" provisions on changes of use, insofar as they are articulated.

Staff response: There are no timing and sequencing issues related to this proposal.

(e) Potential of the proposed amendment to hinder or obstruct attainment of the General Plan's articulated policies.

Staff response: This proposal does not hinder or obstruct attainment of the General Plan's articulated policies.

(f) Adverse impacts on adjacent land owners.

Staff response: Any rezones required to bring current zoning into compliance with the Future Land Use Map will allow the current uses to continue as a legal, non-conforming (grandfathered) uses that run with the land. This means that they may continue their use even if the property changes hands. The new land use and zone regulations will apply if the property should ever change uses or be entirely redeveloped.

(g) Verification of correctness in the original zoning or General Plan for the area in question.

Staff response: This proposal does not conflict with zoning or the General Plan.

(h) In cases where a conflict arises between the General Plan Map and General Plan Policies, precedence shall be given to the Plan Policies.

Staff response: There is not a conflict.

FINDINGS OF FACT

- 1. Staff support the recommendation to adopt the proposed 2230 North Station Area Plan.
- 2. Staff worked with the following consultants on the plan: Psomas; Wall Consulting Group; Lewis, Robertson, & Burningham.
- 3. Staff and the consultants conducted thorough public and stakeholder engagement, including a survey that received 644 responses, four focus groups, five stakeholder interviews, and ongoing work with a Technical Advisory Committee.
- 4. Staff collaborated closely with the Public Works and Parks and Recreation Departments to ensure the proposed plan fit with their goals for the station area.
- 5. The proposed plan meets the Station Area Plan requirements in Utah Code 10-9a-403 as set forth in H.B. 462 (2022).

APPLICABLE ZONING CODES

The Future Land Use Map (Attachment 2) shows uses rather than zones, though the uses correspond loosely to existing zones. The final choice for the most appropriate zones will be made during the rezone discussions after the proposed SAPs have been adopted.

CONCLUSIONS

Staff supports the adoption of the proposed 2230 North Station Area Plan. These station areas present unique land development, economic, and transportation opportunities that, if fully realized, would better connect people, goods, and services not only within Provo but also with the surrounding region. Moreover, the goals of these

Staff Report *ITEM 2
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Station Area Plans seek to guide this growth in a way that is economically, socially, and environmentally sustainable in accordance with the policies in the General Plan.

ATTACHMENTS

- 1. Map and List of All Station Areas
- 2. Future Land Use Map
- 3. Future Active Transportation Map

ATTACHMENT 1 - MAP AND LIST OF ALL STATION AREAS



The following stations are included in the plans as listed below from north to south:

2230 North Station Area Plan 2230 North Station

Joaquin Station Area Plan Joaquin Station

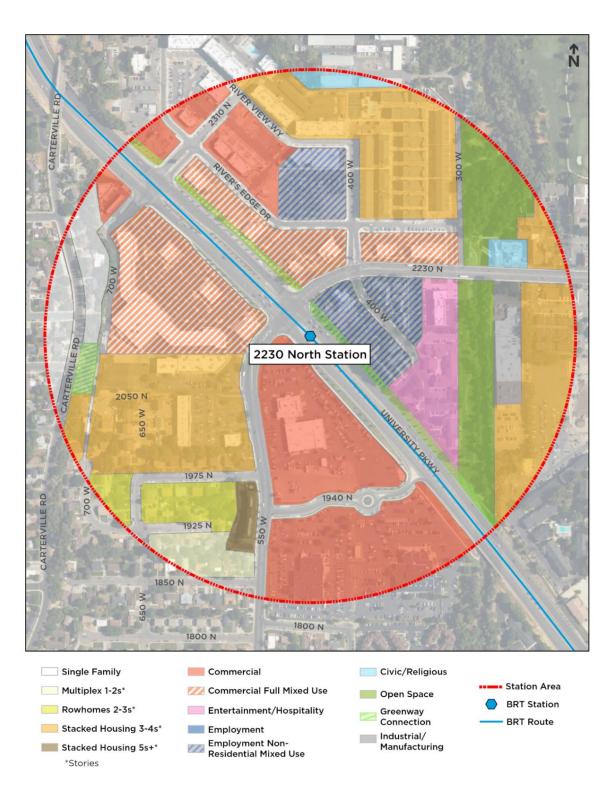
University Avenue Station Area Plan
Academy Square Station
300 North Station
Center Street Station

FrontRunner Station Area Plan

400 South Station
FrontRunner Station

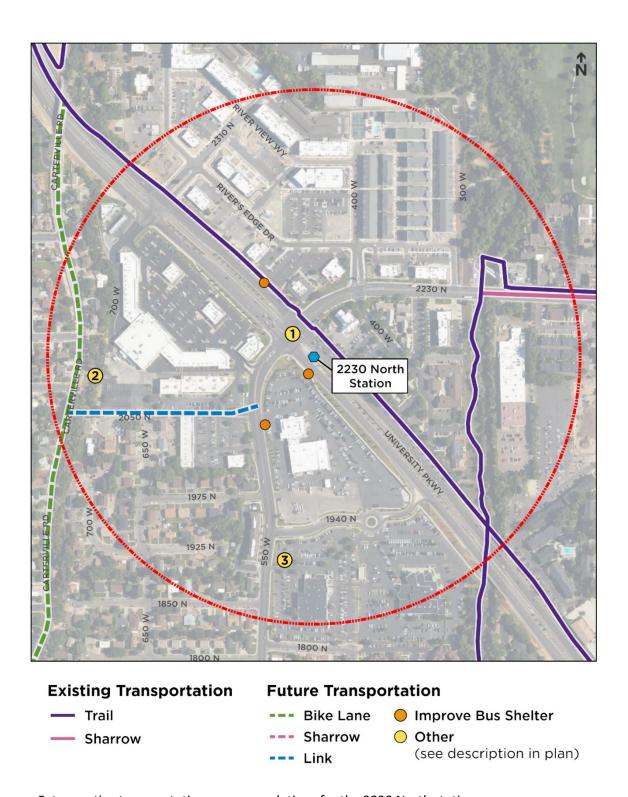
UVX route map with the Provo station areas marked

ATTACHMENT 2 - FUTURE LAND USE MAP



Future Land Use Map for the 2230 North station area

ATTACHMENT 3 – FUTURE ACTIVE TRANSPORTATION MAP



Future active transportation recommendations for the 2230 North station area



Planning Commission Hearing Staff Report Hearing Date: June 11, 2025

*ITEM 3

Development Services requests the adoption of the University Avenue Station Areas Plan. Citywide Application. Hannah Salzl (801) 852-6423 hsalzl@provo.gov PLGPA20250208

Applicant: Development Services

Staff Coordinator: Hannah Salzl

Current Legal Use: The current zones within the project area (quarter-mile radii around the three University Avenue UVX station) are shown on Map 2.1 in the plan.

Relevant History: The state introduced Station Area Plan requirements in H.B. 462 (2022), now found in Utah Code 10-9a-403.

Neighborhood Issues: No issues have been raised about the current version of the Station Area Plan.

ALTERNATIVE ACTIONS

- Continue to a future date to obtain additional information or to further consider information presented. The next available meeting date is June 25, 2025 at 6:00 P.M.
- <u>Deny</u> the requested variance. This action would not be consistent with the recommendations of the Staff Report.
 The Board of Adjustment should state new findings.

Summary of Key Issues: The Station Area Plan meets state requirements and addresses land use, redevelopment, transportation, and the environment (focusing on air quality from transportation) within the project area.

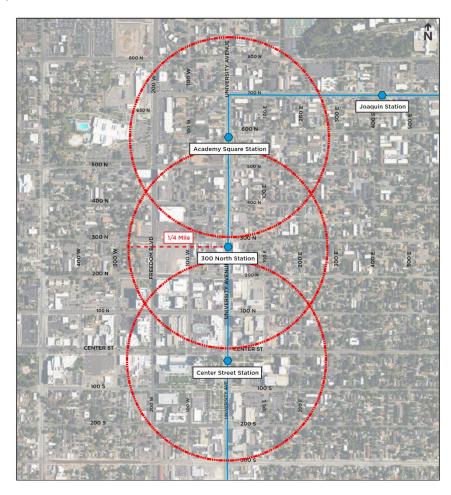
Staff Recommendation: Staff recommends the Planning Commission recommend approval of the proposed Conservation and Resiliency Plan to the Municipal Council.

OVERVIEW

This is one of Station Area Plans (SAPs), which cover six UVX stations and the FrontRunner station. A map and list of stations can be found in Attachment 1.

The University Avenue
Station Areas Plan
covers the overlapping
quarter-mile radii
around the three
northernmost stations
along University
Avenue. The station
areas are in the North
Park, Joaquin,
Downtown, and Maeser
Neighborhood in
Districts 4 and 5.

These Station Area
Plans meet the Station
Area Plan requirements
in Utah Code 10-9a-403
as set forth in H.B. 462
(2022). The code
requires that each plan
promotes the following
four objectives within
the station area:



- 1. Increasing the availability and affordability of housing, including moderate income housing;
- 2. Promoting sustainable environmental conditions;
- 3. Enhancing access to opportunities; and
- 4. Increasing transportation choices and connections.

This plan translates those four objectives into the following vision, goals (in bold), and objectives (in italics), around which the plan will be organized. Strategies to achieve these objectives are outlined in the Implementation chapter to create a cohesive action plan.

Transportation and Environment will be combined, as the most impactful environmental benefit of these station areas is reduced emissions from multimodal travel.

VISION

The University Avenue station area will continue the strategic urban densification and characteristic design of the downtown, improve active transportation corridors, and preserve the historic neighborhoods.

Land Use

Increase the housing supply by focusing on residential redevelopment and infill close to the stations and with an emphasis on for-sale units.

- 1. Increase density throughout the area, especially near the station.
- 2. Increase the number of owner-occupied units in the area.

Transportation and Environment

Solidify all networks of transportation modes so they function independently and together to build synergy. Improve air quality by reducing dependency on single-occupancy vehicles through establishing and enhancing alternative transportation networks.

- 3. Increase the number of affordable units in the area.
- 4. Maximize redevelopment opportunities to create diverse uses, with particular emphasis on transit-oriented development.
- 5. Enhance access to green spaces within the station area.
- 6. Ensure infill development and redevelopment provide appropriate on-site parking.
- 7. Preserve historic districts.

Redevelopment

Enhance economic and business opportunities by bringing a range of uses and services in closer proximity to the stations and housing.

- 8. Implement the Future Active Transportation Map infrastructure and improvements.
- 9. Improve connectivity within the station area.

The Land Use chapter proposes a Future Land Use Map (Attachment 2). If the proposed land uses are approved and developed, staff estimates that there could be an addition of approximately 1,174-7,282 residential units in the University Avenue station areas. Although the maximum development density is unlikely, the proposals in the Land Use chapter would help meet the state's goal to increase housing availability and affordability around station areas.

Where the Future Land Use Map conflicts with current zoning on any parcels, the state will require the City to rezone the parcels by the end of 2025 to bring them into conformity. The Implementation chapter includes a map of such areas.

The Redevelopment chapter notes additional redevelopment opportunities and constraints, recommendations, and tools.

The Transportation and Environment chapter lists all planned roadway and active transportation infrastructure plans within the station area. It also maps all of the traffic accidents in the area between 2017-2022. It makes further recommendations in the Future Active Transportation Map (Attachment 3).

The Implementation chapter identifies funding tools, lists all goals and strategies for each chapter of the plan, and maps where the proposed changes would need to be made.

STAFF ANALYSIS

Provo City Code Section 14.02.020(2) sets forth the following guidelines for consideration of ordinance text amendments.

Before recommending an amendment to this Title, the Planning Commission shall determine whether such amendment is in the interest of the public and is consistent with the goals and policies of the Provo City General Plan. The following guidelines shall be used to determine consistency with the General Plan (responses in bold):

(a) Public purpose for the amendment in question.

Staff response: The addition of the proposed plan as an appendix to the General Plan meets the state requirement for municipalities with certain transit infrastructure to adopt station area plans.

(b) Confirmation that the public purpose is best served by the amendment in question.

Staff response: Staff believes that the proposed amendments serve the public.

(c) Compatibility of the proposed amendment with General Plan policies, goals, and objectives.

Staff response: The proposed amendments are consistent with the General Plan.

(d) Consistency of the proposed amendment with the General Plan's "timing and sequencing" provisions on changes of use, insofar as they are articulated.

Staff response: There are no timing and sequencing issues related to this proposal.

(e) Potential of the proposed amendment to hinder or obstruct attainment of the General Plan's articulated policies.

Staff response: This proposal does not hinder or obstruct attainment of the General Plan's articulated policies.

(f) Adverse impacts on adjacent land owners.

Staff response: Any rezones required to bring current zoning into compliance with the Future Land Use Map will allow the current uses to continue as a legal, non-conforming (grandfathered) uses that run with the land. This means that they may continue their use even if the property changes hands. The new land use and zone regulations will apply if the property should ever change uses or be entirely redeveloped.

(g) Verification of correctness in the original zoning or General Plan for the area in question.

Staff response: This proposal does not conflict with zoning or the General Plan.

(h) In cases where a conflict arises between the General Plan Map and General Plan Policies, precedence shall be given to the Plan Policies.

Staff response: There is not a conflict.

FINDINGS OF FACT

- 1. Staff support the recommendation to adopt the proposed University Avenue Station Areas Plan.
- 2. Staff worked with the following consultants on the plan: Psomas; Wall Consulting Group; Lewis, Robertson, & Burningham.
- 3. Staff and the consultants conducted thorough public and stakeholder engagement, including a survey that received 644 responses, four focus groups, five stakeholder interviews, and ongoing work with a Technical Advisory Committee.
- 4. Staff collaborated closely with the Public Works and Parks and Recreation Departments to ensure the proposed plan fits with their goals for the station area.
- 5. The proposed plan meets the Station Area Plan requirements in Utah Code 10-9a-403 as set forth in H.B. 462 (2022).

<u>APPLICABLE ZONING CODES</u>

The Future Land Use Map (Attachment 2) shows uses rather than zones, though the uses correspond loosely to existing zones. The final choice for the most appropriate zones will be made during the rezone discussions after the proposed SAPs have been adopted.

CONCLUSIONS

Staff supports the adoption of the proposed University Avenue Station Areas Plan.

These station areas present unique land development, economic, and transportation

Staff Report *Item 3
June 11, 2025 Page 6

opportunities that, if fully realized, would better connect people, goods, and services not only within Provo but also with the surrounding region. Moreover, the goals of these Station Area Plans seek to guide this growth in a way that is economically, socially, and environmentally sustainable in accordance with the policies in the General Plan.

ATTACHMENTS

- 1. Map and List of All Station Areas
- 2. Future Land Use Map
- 3. Future Active Transportation Map

ATTACHMENT 1 - MAP AND LIST OF ALL STATION AREAS



The following stations are included in the plans as listed below from north to south:

2230 North Station Area Plan 2230 North Station

Joaquin Station Area Plan Joaquin Station

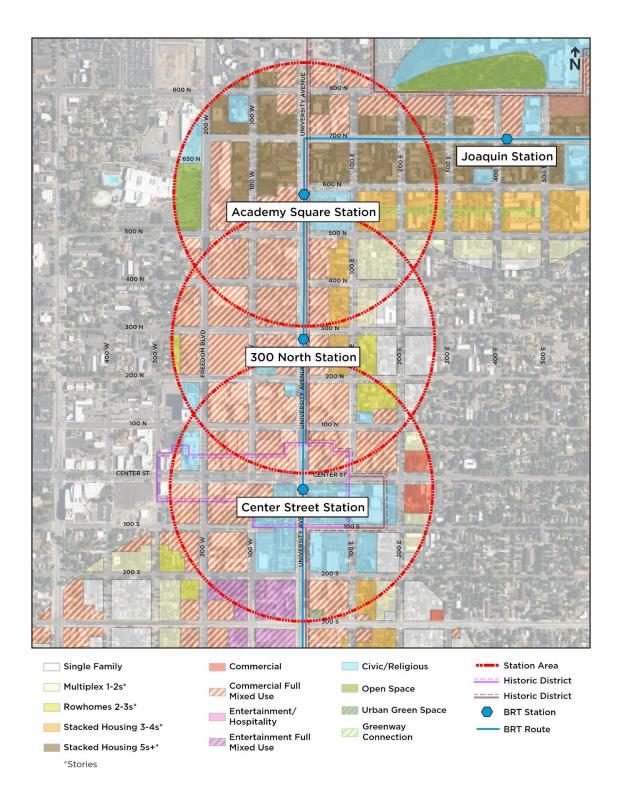
University Avenue Station Area Plan
Academy Square Station
300 North Station
Center Street Station

FrontRunner Station Area Plan

UVX route map with the Provo station areas marked

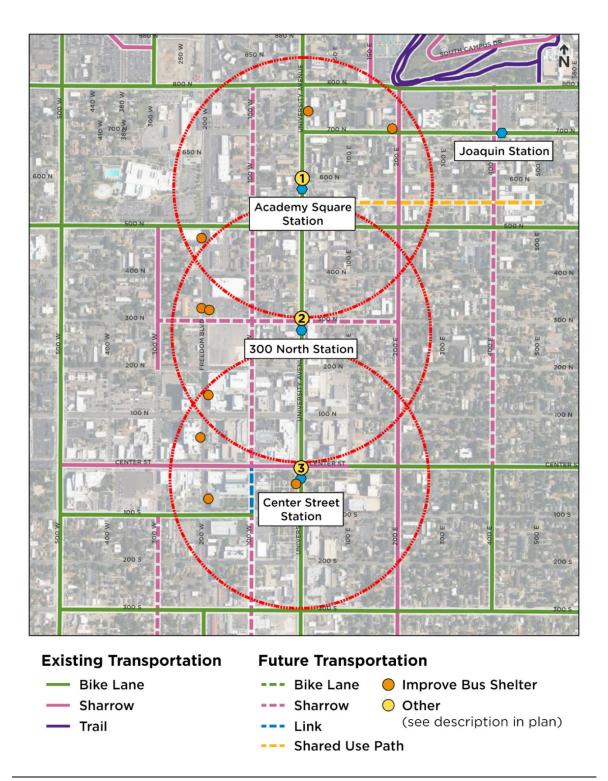
400 South Station
FrontRunner Station

ATTACHMENT 2 - FUTURE LAND USE MAP



Future Land Use Map for the University Avenue station areas

ATTACHMENT 3 – FUTURE ACTIVE TRANSPORTATION MAP





Planning Commission Hearing Staff Report

Hearing Date: June 11, 2025

*ITEM 4

Development Services requests the adoption of the Joaquin Station Area Plan. Citywide Application. Hannah Salzl (801) 852-6423 hsalzl@provo.gov PLGPA20250215

Applicant: Development Services

Staff Coordinator: Hannah Salzl

Current Legal Use: The current zones within the project area (a quarter-mile radius around the Joaquin UVX station) are shown on Map 2.1 in the plan.

Relevant History: The state introduced Station Area Plan requirements in H.B. 462 (2022), now found in Utah Code 10-9a-403.

Neighborhood Issues: No issues have been raised about the current version of the Station Area Plan.

Summary of Key Issues: The Station Area Plan meets state requirements and addresses land use, redevelopment, transportation, and the environment (focusing on air quality from transportation) within the project area.

Staff Recommendation: Staff recommends the Planning Commission recommend approval of the proposed Conservation and Resiliency Plan

to the Municipal Council.

ALTERNATIVE ACTIONS

- Continue to a future date to obtain additional information or to further consider information presented. The next available meeting date is June 25, 2025 at 6:00 P.M.
- 2. <u>Deny</u> the requested variance. This action <u>would not be consistent</u> with the recommendations of the Staff Report. The Board of Adjustment should <u>state</u> <u>new findings.</u>

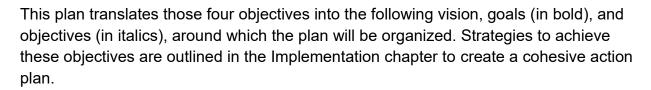
OVERVIEW

This is one of Station Area Plans (SAPs), which cover six UVX stations and the FrontRunner station. A map and list of stations can be found in Attachment 1.

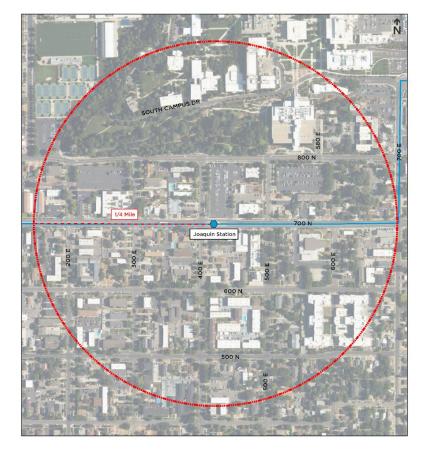
The Joaquin Station Area Plan covers the quarter-mile radius around the Joaquin UVX station at the intersection of 700 North and 400 East. It is in the Joaquin Neighborhood in District 5.

These Station Area Plans meet the Station Area Plan requirements in Utah Code 10-9a-403 as set forth in H.B. 462 (2022). The code requires that each plan promotes the following four objectives within the station area:

- Increasing the availability and affordability of housing, including moderate income housing;
- 2. Promoting sustainable environmental conditions;
- 3. Enhancing access to opportunities; and
- 4. Increasing transportation choices and connections.



Transportation and Environment will be combined, as the most impactful environmental benefit of these station areas is reduced emissions from multimodal travel.



VISION

The Joaquin station area will connect more students and visitors to Brigham Young University campus, providing better active transportation connections for visitors and vertically integrated commercial and residential uses to support a greater number of residents.

Staff Report *Item 4
June 11, 2025 Page 3

Land Use

Increase the housing supply by focusing on residential redevelopment and infill close to the stations and with an emphasis on for-sale units.

1. Align current zoning with the Future Land Use Map

Redevelopment

Enhance economic and business opportunities by bringing a range of uses and services in closer proximity to the stations and housing.

- 2. Maximize redevelopment opportunities to create diverse uses, with particular emphasis on transit-oriented development.
- 3. Enhance access to green spaces within the station area.
- 4. Ensure infill development and redevelopment provide appropriate on-site parking.
- 5. Preserve historic districts.

Transportation and Environment

Solidify all networks of transportation modes so they function independently and together to build synergy. Improve air quality by reducing dependency on single-occupancy vehicles through establishing and enhancing alternative transportation networks.

- 6. Implement the Future Active Transportation Map infrastructure and improvements.
- 7. Improve connectivity within the station area.

The Land Use chapter proposes a Future Land Use Map (Attachment 2). If the proposed land uses are approved and developed, staff estimates that there could be an addition of approximately 760-2,221 residential units in the Joaquin station area. Although the maximum development density is unlikely, the proposals in the Land Use chapter would help meet the state's goal to increase housing availability and affordability around station areas.

Where the Future Land Use Map conflicts with current zoning on any parcels, the state will require the City to rezone the parcels by the end of 2025 to bring them into conformity. The Implementation chapter includes a map of such areas.

The Redevelopment chapter notes additional redevelopment opportunities and constraints, recommendations, and tools.

The Transportation and Environment chapter lists all planned roadway and active transportation infrastructure plans within the station area. It also maps all of the traffic accidents in the area between 2017-2022. It makes further recommendations in the Future Active Transportation Map (Attachment 3).

Staff Report *Item 4
June 11, 2025 Page 4

The Implementation chapter identifies funding tools, lists all goals and strategies for each chapter of the plan, and maps where the proposed changes would be needed.

STAFF ANALYSIS

Provo City Code Section 14.02.020(2) sets forth the following guidelines for consideration of ordinance text amendments.

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(a) Public purpose for the amendment in question.

Staff response: The addition of the proposed plan as an appendix to the General Plan meets the state requirement for municipalities with certain transit infrastructure to adopt station area plans.

(b) Confirmation that the public purpose is best served by the amendment in question.

Staff response: Staff believes that the proposed amendments serve the public.

(c) Compatibility of the proposed amendment with General Plan policies, goals, and objectives.

Staff response: The proposed amendments are consistent with the General Plan.

(d) Consistency of the proposed amendment with the General Plan's "timing and sequencing" provisions on changes of use, insofar as they are articulated.

Staff response: There are no timing and sequencing issues related to this proposal.

(e) Potential of the proposed amendment to hinder or obstruct attainment of the General Plan's articulated policies.

Staff response: This proposal does not hinder or obstruct attainment of the General Plan's articulated policies.

(f) Adverse impacts on adjacent land owners.

Staff response: Any rezones required to bring current zoning into compliance with the Future Land Use Map will allow the current uses to continue as a legal, non-conforming (grandfathered) uses that run with the land. This means that they may continue their use even if the property changes hands. The new land use and zone regulations will apply if the property should ever change uses or be entirely redeveloped.

Staff Report *Item 4
June 11, 2025 Page 5

(g) Verification of correctness in the original zoning or General Plan for the area in question.

Staff response: This proposal does not conflict with zoning or the General Plan.

(h) In cases where a conflict arises between the General Plan Map and General Plan Policies, precedence shall be given to the Plan Policies.

Staff response: There is not a conflict.

FINDINGS OF FACT

- 1. Staff support the recommendation to adopt the proposed Joaquin Station Area Plan
- 2. Staff worked with the following consultants on the plan: Psomas; Wall Consulting Group; Lewis, Robertson, & Burningham.
- Staff and the consultants conducted thorough public and stakeholder engagement, including a survey that received 644 responses, four focus groups, five stakeholder interviews, and ongoing work with a Technical Advisory Committee.
- 4. Staff collaborated closely with the Public Works and Parks and Recreation Departments to ensure the proposed plan fits with their goals for the station area.
- 5. The proposed plan meets the Station Area Plan requirements in Utah Code 10-9a-403 as set forth in H.B. 462 (2022).

APPLICABLE ZONING CODES

The Future Land Use Map (Attachment 2) shows uses rather than zones, though the uses correspond loosely to existing zones. The final choice for the most appropriate zones will be made during the rezone discussions after the proposed SAPs have been adopted.

CONCLUSIONS

Staff supports the adoption of the proposed Joaquin Station Area Plan. These station areas present unique land development, economic, and transportation opportunities that, if fully realized, would better connect people, goods, and services not only within Provo but also with the surrounding region. Moreover, the goals of these Station Area Plans seek to guide this growth in a way that is economically, socially, and environmentally sustainable in accordance with the policies in the General Plan.

ATTACHMENTS

- 1. Map and list of all station areas
- 2. Future Land Use Map
- 3. Future Active Transportation Map

ATTACHMENT 1 - MAP AND LIST OF ALL STATION AREAS



UVX route map with the Provo station areas marked

The following stations are included in the plans as listed below from north to south:

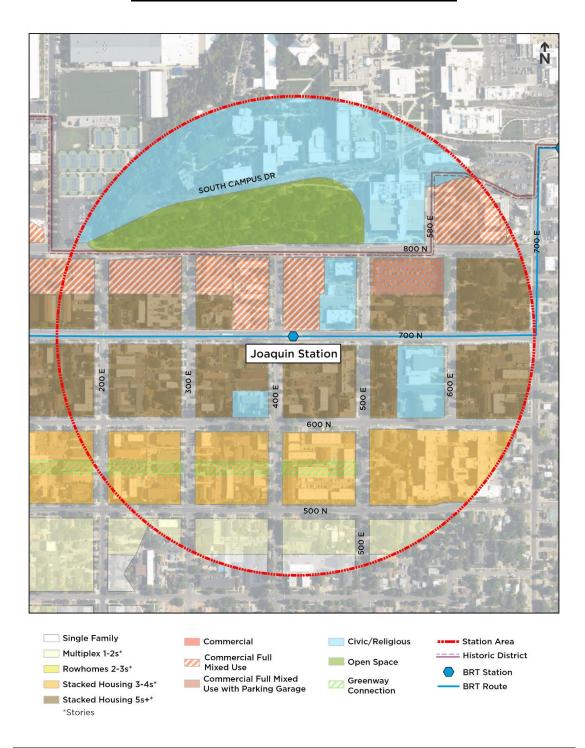
2230 North Station Area Plan 2230 North Station

Joaquin Station Area Plan
Joaquin Station

University Avenue Station Area Plan
Academy Square Station
300 North Station
Center Street Station

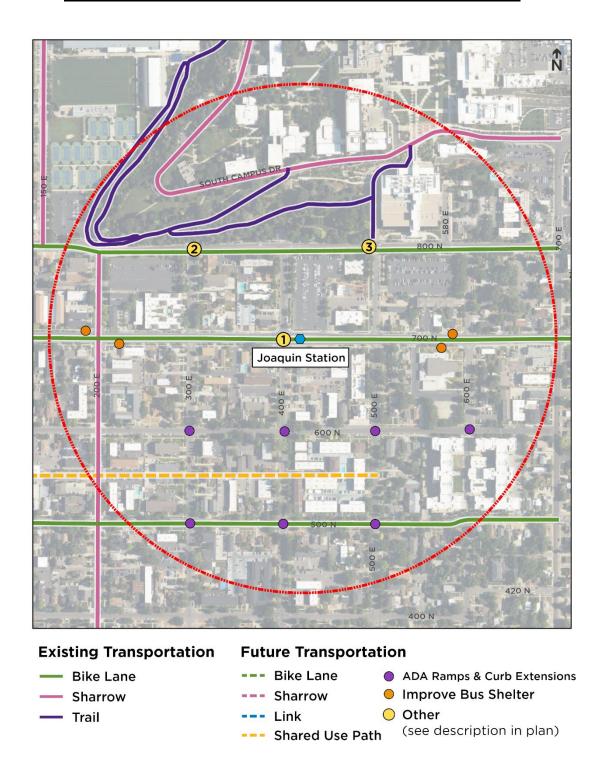
FrontRunner Station Area Plan
400 South Station
FrontRunner Station

ATTACHMENT 2: FUTURE LAND USE MAP



Future Land Use Map for the Joaquin station area

ATTACHMENT 3: FUTURE ACTIVE TRANSPORTATION MAP



Future active transportation recommendations for the Joaquin station area



Planning Commission Hearing Staff Report Hearing Date: June 11, 2025

*ITEM 5 Development Services requests the adoption of the FrontRunner and 400 South Station Areas Plan. Citywide Application. Hannah Salzl (801) 852-6423 hsalzl@provo.gov PLGPA20250216

Applicant: Development Services

Staff Coordinator: Hannah Salzl

Current Legal Use: The current zones within the project area (a half-mile radius around the FrontRunner station and a quarter-mile radius around the 400 South UVX station) are shown on Map 2.1 in the plan.

Relevant History: The state introduced Station Area Plan requirements in H.B. 462 (2022), now found in Utah Code 10-9a-403.

Neighborhood Issues: No issues have been raised about the current version of the Station Area Plan.

Summary of Key Issues: The Station Area Plan meets state requirements and addresses land use, redevelopment, transportation, and the environment (focusing on air quality from transportation) within the project area.

ALTERNATIVE ACTIONS

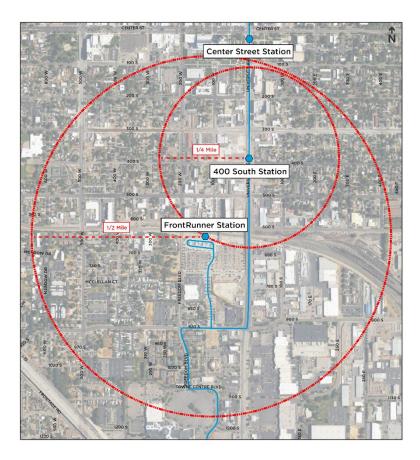
- 1. **Continue** to a future date to obtain additional information or to further consider information presented. *The next available meeting date is June 25, 2025 at 6:00 P.M.*
- 2. <u>Deny</u> the requested variance. *This* action would not be consistent with the recommendations of the Staff Report. The Board of Adjustment should state new findings.

Staff Recommendation: Staff recommends the Planning Commission recommend approval of the proposed Conservation and Resiliency Plan to the Municipal Council.

OVERVIEW

This is one of Station Area Plans (SAPs), which cover six UVX stations and the FrontRunner station. A map and list of stations can be found in Attachment 1.

The FrontRunner and 400 South Station Areas Plan covers the half-mile radius around the FrontRunner station (also known as the Provo Central Station) between University Avenue and 100 West, adjacent to the train tracks at approximately 700 South. It also covers the quartermile radius around the 400 South UVX station at the intersection of University Avenue and 400 South, which is entirely within the larger FrontRunner station area. The station areas are in the Downtown, Maeser, Franklin,



*Item 5

Page 2

Franklin South, and Spring Creek Neighborhoods within Districts 2 and 5.

These Station Area Plans meet the Station Area Plan requirements in Utah Code 10-9a-403 as set forth in H.B. 462 (2022). The code requires that each plan promotes the following four objectives within the station area:

- 1. Increasing the availability and affordability of housing, including moderate income housing;
- 2. Promoting sustainable environmental conditions;
- 3. Enhancing access to opportunities; and
- 4. Increasing transportation choices and connections.

This plan translates those four objectives into the following vision, goals (in bold), and objectives (in italics), around which the plan will be organized. Strategies to achieve these objectives are outlined in the Implementation chapter to create a cohesive action plan.

Transportation and Environment will be combined, as the most impactful environmental benefit of these station areas is reduced emissions from multimodal travel.

VISION

The FrontRunner station area will welcome residents of all ages in a diverse community that reflects the city's history while connecting residents and visitors across the Wasatch Front by improving connectivity to existing landmarks and citywide transportation networks.

Land Use

Increase the housing supply by focusing on residential redevelopment and infill close to the stations and with an emphasis on for-sale units.

- 1. Increase density throughout the area, especially near the station.
- 2. Increase the number of owner-occupied units in the area.

Redevelopment

Enhance economic and business opportunities by bringing a range of uses and services in closer proximity to the stations and housing.

- 3. Implement the Future Active Transportation Map infrastructure and improvements.
- 4. Improve connectivity within the station area.

Transportation and Environment

Solidify all networks of transportation modes so they function independently and together to build synergy. Improve air quality by reducing dependency on single-occupancy vehicles through establishing and enhancing alternative transportation networks.

- 5. Increase the number of affordable units in the area.
- 6. Maximize redevelopment opportunities to create diverse uses, with particular emphasis on transit-oriented development.
- 7. Enhance access to green spaces within the station area.
- 8. Ensure infill development and redevelopment provide appropriate on-site parking.
- 9. Preserve historic districts.
- 10. Extend Downtown Design Standards around the FrontRunner station
- 11. Evaluate alternatives for a future City park.
- 12. Improve wayfinding signage around the station.

The Land Use chapter proposes a Future Land Use Map (Attachment 2). If the proposed land uses are approved and developed, staff estimates that there could be an addition of approximately 3,640-9,522 residential units in the FrontRunner and 400 South station areas. Although the maximum development density is unlikely, the proposals in the Land Use chapter would help meet the state's goal to increase housing availability and affordability around station areas.

Where the Future Land Use Map conflicts with current zoning on any parcels, the state will require the City to rezone the parcels by the end of 2025 to bring them into conformity. The Implementation chapter includes a map of such areas.

The Redevelopment chapter notes additional redevelopment opportunities and constraints, recommendations, and tools. Projects in this station area might require additional wastewater and water infrastructure upgrades as demand increases, depending on their location.

The Transportation and Environment chapter lists all planned roadway and active transportation infrastructure plans within the station area. It also maps all of the traffic accidents in the area between 2017-2022. It makes further recommendations in the Future Active Transportation Map (Attachment 3).

The Implementation chapter identifies funding tools, lists all goals and strategies for each chapter of the plan, and maps where the proposed changes would be needed.

STAFF ANALYSIS

Provo City Code Section 14.02.020(2) sets forth the following guidelines for consideration of ordinance text amendments.

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Staff response: The addition of the proposed plan as an appendix to the General Plan meets the state requirement for municipalities with certain transit infrastructure to adopt station area plans.

(b) Confirmation that the public purpose is best served by the amendment in question.

Staff response: Staff believes that the proposed amendments serve the public.

(c) Compatibility of the proposed amendment with General Plan policies, goals, and objectives.

Staff response: The proposed amendments are consistent with the General Plan.

(d) Consistency of the proposed amendment with the General Plan's "timing and sequencing" provisions on changes of use, insofar as they are articulated.

Staff response: There are no timing and sequencing issues related to this proposal.

(e) Potential of the proposed amendment to hinder or obstruct attainment of the General Plan's articulated policies.

Staff response: This proposal does not hinder or obstruct attainment of the General Plan's articulated policies.

(f) Adverse impacts on adjacent land owners.

Staff response: Any rezones required to bring current zoning into compliance with the Future Land Use Map will allow the current uses to continue as a legal, non-conforming (grandfathered) uses that run with the land. This means that they may continue their use even if the property changes hands. The new land use and zone regulations will apply if the property should ever change uses or be entirely redeveloped.

(g) Verification of correctness in the original zoning or General Plan for the area in question.

Staff response: This proposal does not conflict with zoning or the General Plan.

(h) In cases where a conflict arises between the General Plan Map and General Plan Policies, precedence shall be given to the Plan Policies.

Staff response: There is not a conflict.

FINDINGS OF FACT

- 1. Staff support the recommendation to adopt the proposed FrontRunner and 400 South Station Areas Plan.
- 2. Staff worked with the following consultants on the plan: Psomas; Wall Consulting Group; Lewis, Robertson, & Burningham.
- 3. Staff and the consultants conducted thorough public and stakeholder engagement, including a survey that received 644 responses, four focus groups, five stakeholder interviews, and ongoing work with a Technical Advisory Committee.
- 4. Staff collaborated closely with the Public Works and Parks and Recreation Departments to ensure the proposed plan fits with their goals for the station area.
- 5. The proposed plan meets the Station Area Plan requirements in Utah Code 10-9a-403 as set forth in H.B. 462 (2022).

APPLICABLE ZONING CODES

The Future Land Use Map (Attachment 2) shows uses rather than zones, though the uses correspond loosely to existing zones. The final choice for the most appropriate zones will be made during the rezone discussions after the proposed SAPs have been adopted.

CONCLUSIONS

Staff supports the adoption of the proposed FrontRunner and 400 South Station Areas Plan. These station areas present unique land development, economic, and transportation opportunities that, if fully realized, would better connect people, goods, and services not only within Provo but also with the surrounding region. Moreover, the goals of these Station Area Plans seek to guide this growth in a way that is economically, socially, and environmentally sustainable in accordance with the policies in the General Plan.

*Item 5

Page 6

ATTACHMENTS

- 1. Map and list of all station areas
- 2. Future Land Use Map
- 3. Future Active Transportation Map

ATTACHMENT 1 - MAP AND LIST OF ALL STATION AREAS



UVX route map with the Provo station areas marked

The following stations are included in the plans as listed below from north to south:

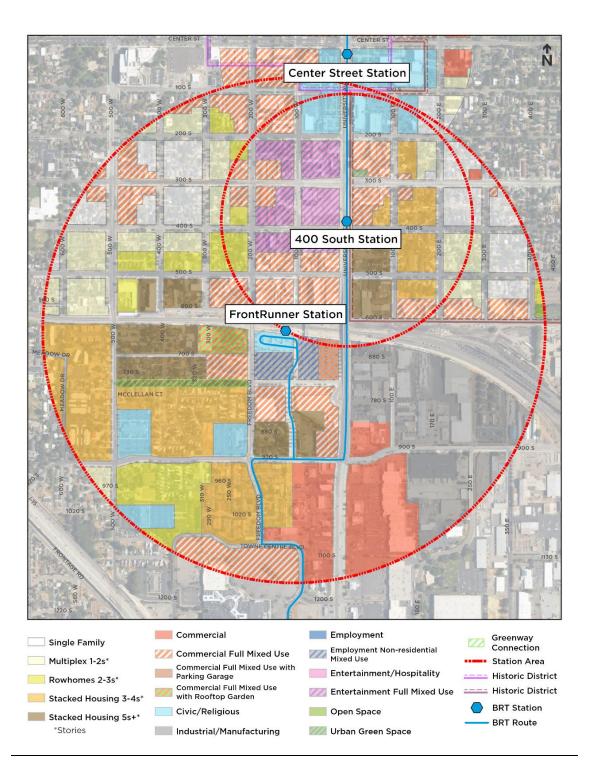
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Joaquin Station Area Plan
Joaquin Station

University Avenue Station Area Plan
Academy Square Station
300 North Station
Center Street Station

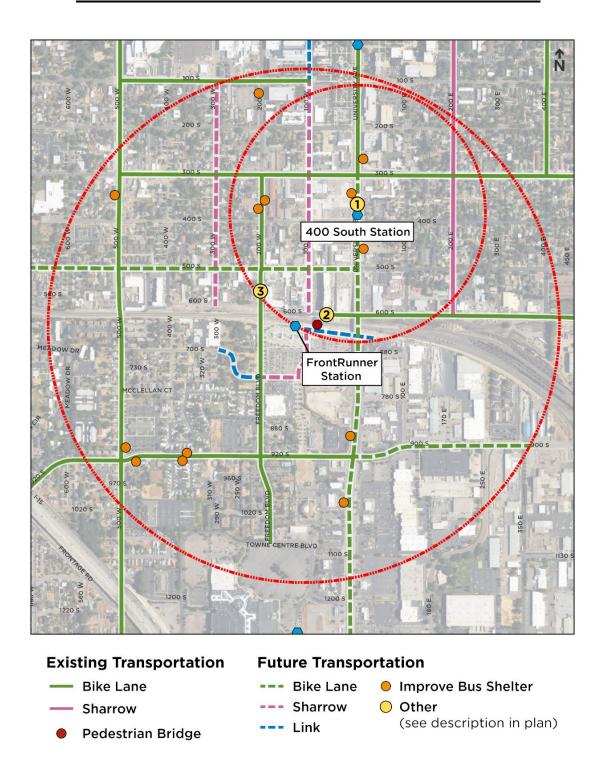
FrontRunner Station Area Plan
400 South Station
FrontRunner Station

ATTACHMENT 2 - FUTURE LAND USE MAP



Future Land Use Map for the FrontRunner and 400 South station areas

ATTACHMENT 3 – FUTURE ACTIVE TRANSPORTATION MAP



Future active transportation recommendations for the FrontRunner and 400 South



Planning Commission Hearing Staff Report

Hearing Date: May 28, 2025

ITEM 6 Braiden Hampton requests Project Plan approval for a 62-unit townhome development in the PRO-A36 (Spring Creek High Occupancy) Zone, located at 1225 East 1600 South. Spring Creek Neighborhood. Nancy Robison (801) 852-6417 nrobison@provo.gov PLPPA20250203

Applicant: Braiden Hampton

Staff Coordinator: Nancy Robison

Property Owner: WILLOWCREEK

LLC

Parcel ID#: 55:894:0034

Acreage: 6.35

Number of Properties: 63

Number of Units: 62

ALTERNATIVE ACTIONS

- Continue to a future date to obtain additional information or to further consider information presented. The next available meeting date is June 25, 2025 6:00 P.M.
- <u>Deny</u> the requested Project Plan. This action would not be consistent with the recommendations of the Staff Report.
 The Planning Commission should state new findings.

Current Legal Use: PRO-A-36 - Spring Creek High Occupancy Project Redevelopment Option Zone

Relevant History: This area was zoned Light Manufacturing (M1) in 1993. In 2017, the City Council rezoned it to Single Family Residential (R1.10)17-0007R. In 2018, a Pro-Zone was created PLRZ20180105

Neighborhood Issues: No current neighborhood issues are known at the time of this report.

Summary of Key Issues:

- This is a project plan that was presented to Planning Commission on April 24, 2019, and approved.
- In 2019, the subdivision plat was recorded with 31 buildings consisting of 2 units in each building.
- Ownership changed and an updated plat was needed to define the 62 different units.

Staff Recommendation: Staff recommend approval of the project plan.

OVERVIEW

Braiden Hampton is requesting Project Plan approval for a proposed 62-unit townhome development located at 1606 South State Street, within the Spring Creek High Occupancy PRO zone (PRO-A36). The project consists of fourteen residential buildings, each containing between four and six units. Planned community amenities include open green spaces, pickleball courts, and a gathering pavilion.

The project had previously received approval; however, that approval expired due to a lack of action within the required twelve-month period. Additionally, the need to define and plat each unit individually has necessitated resubmission to the Planning Commission.

The revised project has been thoroughly reviewed by all relevant city departments and has met all applicable requirements of both city code and the Spring Creek High Occupancy PRO zoning designation (PRO-A36).

FINDINGS OF FACT

- 1. The subject property is zoned Spring Creek High Occupancy PRO zone (PRO-A36)
- 2. The subject property includes 6.35 acres
- 3. There are 62 four-bedroom, four-bathroom single-family attached townhomes in the project.
- 4. Each unit has a 2-car garage and there are an additional 138 surface parking stalls. The total is 264 stalls. This satisfies the required number of parking spaces.
- 5. The maximum height of the proposed building is 38' feet and three stories, which is less than the maximum permitted height of 45' feet in this zone.
- 6. Amenity space includes a rooftop terrace for each unit, landscaped open space, walkways, a gathering pavilion, and pickleball courts.

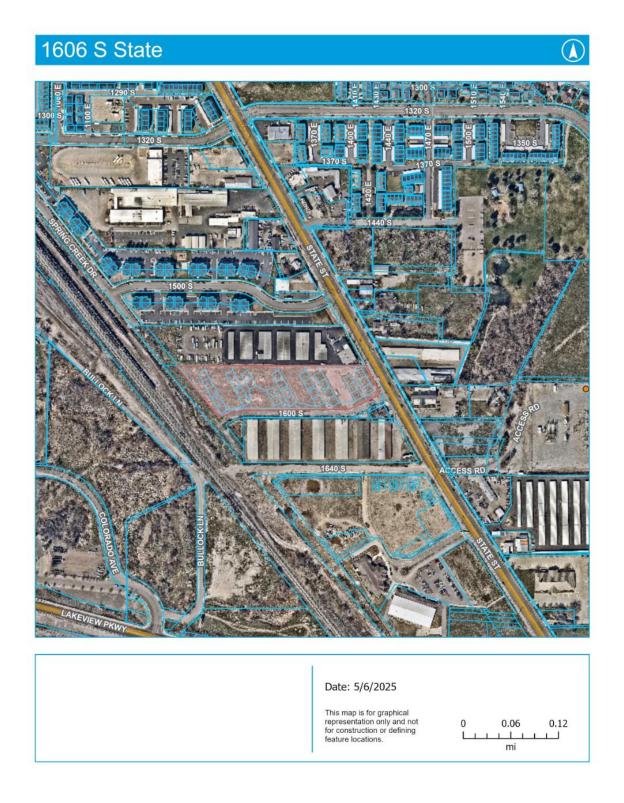
CONCLUSIONS

Staff recommend approval for this Project Plan.

ATTACHMENTS

- 1. Project Location
- 2. Site Plan
- 3. Floor Plans
- 4. Building Elevations
- 5. Landscape Plans

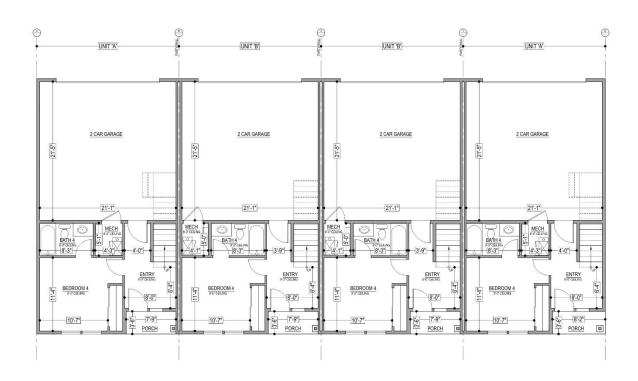
ATTACHMENT 1 – PROJECT LOCATION

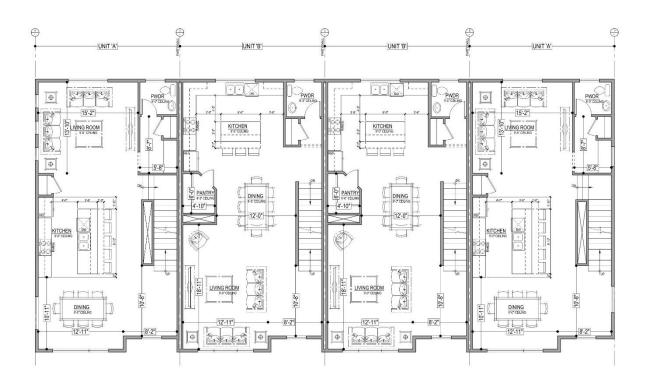


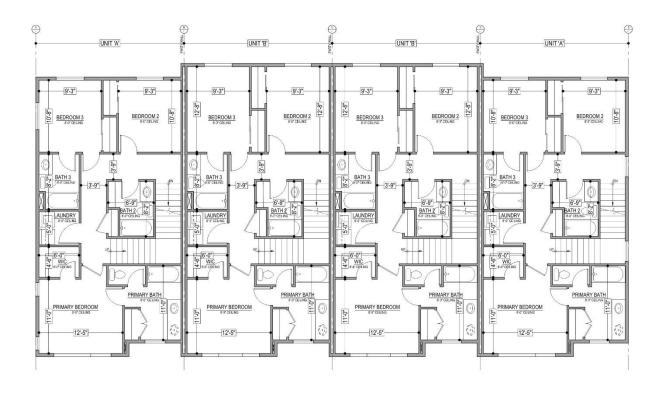
ATTACHMENT 2 - SITE PLAN

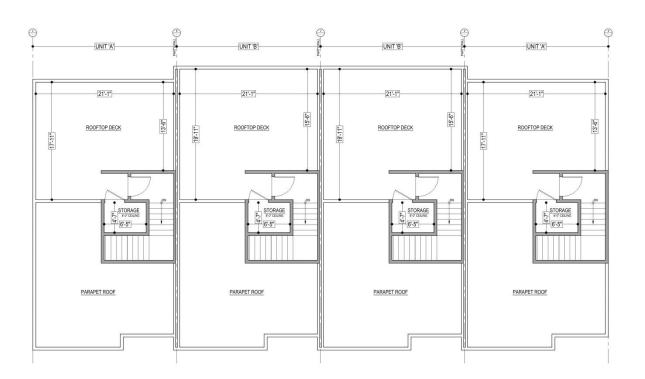


ATTACHMENT 3 – FLOOR PLANS





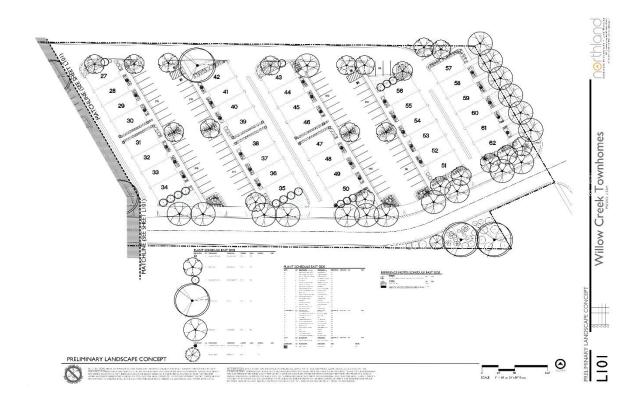


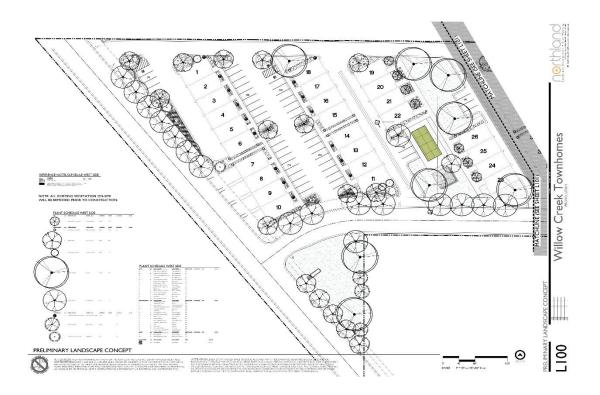


ATTACHMENT 4 – BUILDING ELEVATIONS



ATTACHMENT 5 - LANDSCAPE PLANS







Planning Commission Hearing Staff Report Hearing Date: June 11, 2025

ITEM 7

Georgetown Development requests Concept Plan approval for a six-townhome development in a proposed LDR (Low Density Residential) Zone, located at 1200 N Independence Ave. Grandview South Neighborhood. Mary Barnes (801) 852-6408 mbarnes@provo.gov PLCP20250071

Applicant: Georgetown Development

Staff Coordinator: Mary Barnes

Property Owner: OLSEN, CHRIS (ET AL)

Parcel ID: 19:048:0174

Acreage: .87 acres

Number of Properties: 1

ALTERNATIVE ACTIONS

- 1. Continue to a future date to obtain additional information or to further consider information presented. The next available meeting date is June 25, 2025, 6:00 P.M.
- 2. <u>Deny</u> the concept plan. This action would not be consistent with the recommendations of the Staff Report. The Planning Commission should state new findings.

Current Legal Use: Vacant lot

Relevant History: This vacant property is directly north of the existing Independence Avenue Townhomes project, which was rezoned in 2006 and built out from 2006-2012. The Transportation Master Plan (TMP) shows that Independence Avenue is planned to extend north to 1730 N in the future.

Neighborhood Issues: This application was presented at the District 4 neighborhood meeting on March 5, 2025. At that meeting, the applicant addressed questions on sound mitigation from the freeway, Independence Avenue, and the upper portion of the property.

Summary of Key Issues:

- The General Plan future land use map shows this area as residential, but it is currently zoned MP.
- A zone map amendment is connected to this application.

Staff Recommendation: Staff recommends that the Planning Commission approve the concept plan.

OVERVIEW

The applicant is requesting approval for a concept plan associated with a rezone request for the Low Density Residential (LDR) zone. Located at approximately 1200 N Independence Ave, the subject property is currently zoned Manufacturing Park (MP) and is a vacant lot. With the rezone, the applicant is proposing to build six townhomes and extend a segment of Independence Avenue.

Provo City Code 15.03.300 requires a concept plan to be submitted with rezone applications. The concept plan in attachment 2 shows the location of the potential buildings, access to the property, and parking spaces.

Surrounding zones and uses

North: Freeway Industrial (FI), Agriculture (A1.5), UDOT property and a vacant lot.

South: Independence Avenue Project Redevelopment Option (PRO-A12), Independence

Avenue Townhomes

East: Single-Family (R1.10), single family home neighborhood

West: Freeway Industrial (FI), Interstate 15

FINDINGS OF FACT

- 1. The current zoning on the parcel is MP (Chapter 14.26). The entire area is .87 acres, or 37,897 sq ft.
- 2. The proposed zoning is LDR (Chapter 14.14A). The applicant proposes to build six townhomes.
- 3. The General Plan designation is residential.
- 4. The proposed uses would increase the housing supply in the area and ensure the development of a previously untouched corner of Provo. The project would also complete an additional segment of Independence Avenue.
- 5. The extension of Independence Avenue to 1730 N is in Phase 1 of the capital facilities plan, it is planned to be a new 3-lane minor arterial.
- 6. The single-family homes to the east are separated from this area by a significantly tall retaining wall.
- 7. If the rezone and concept plan are approved, the applicant will have to come back for Project Plan Approval with the Planning Commission and record a subdivision plat.

STAFF ANALYSIS

Concept plan applications are intended to show what an applicant would do with their proposed rezone. They do not have the same level of detail as a project plan application and undergo less rigorous review. Nevertheless, the CRC has approved this concept plan with the understanding that additional changes will need to be made in a potential future project plan application.

The townhomes are 3-bedroom, 2.5-bathroom units. Due to the slope of the property, the townhomes will be three levels, though only 2 levels will be visible from Independence Ave. The driveway between the townhomes will slope downwards into the parking area. Each townhome

will have a two-car garage and two available parking spaces on their individual driveways. An additional 2 parking spaces are required for visitor parking. At the closest point, the townhomes will have a 36' setback from the rear property line, and a further 60 ft setback to I-15. The applicant will install sound mitigation techniques into the townhomes to block freeway sound.

The upper portion of the property is planned to be better maintained but will ultimately remain as is.

According to the 2020 Transportation Master Plan (TMP), Independence Ave is planned as a 3-lane minor arterial that will extend through to 1730 N. The applicant would only be required to install improvements for the length of the proposed project, or about 220 ft. Please figure 1 for a screenshot of the street plan.

CONCLUSIONS

In conclusion, staff recommends approval for this concept plan and associated rezone request. The proposed project is compatible with the existing townhomes to the south, and the architectural design will be similar. This is a good use for a previously unused corner of Provo City. Staff believes that a project plan application based on this conceptual layout will successfully satisfy all applicable code requirements.

ATTACHMENTS

- 1. Area Map
- 2. Concept Site Plan
- 3. Concept Elevations
- 4. Colored Concept Site Plan
- 5. Zoning Map



Figure 1: TMP configuration for Independence Ave

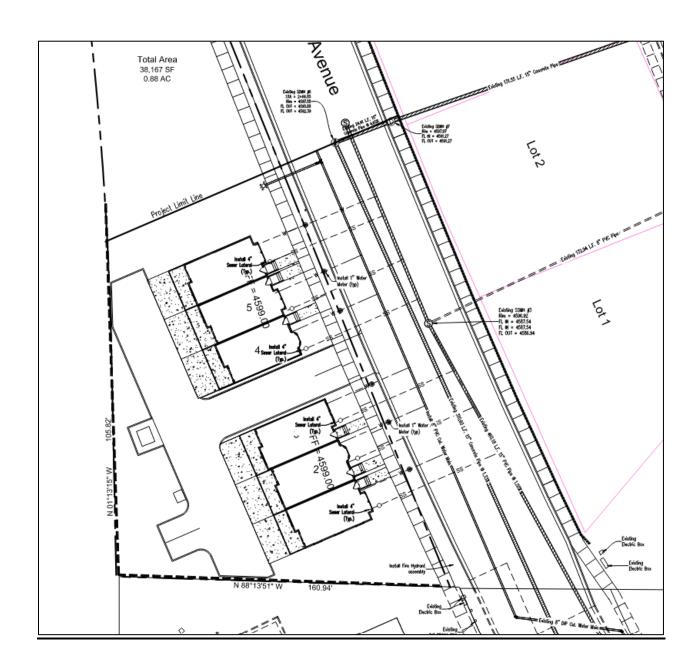
Approx. segment of road that would be installed with this concept plan

Planned configuration of Independence Ave

ATTACHMENT 1 – AREA MAP

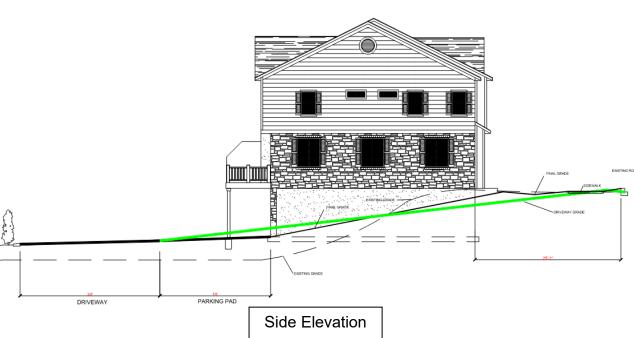


ATTACHMENT 2 – CONCEPT SITE PLAN

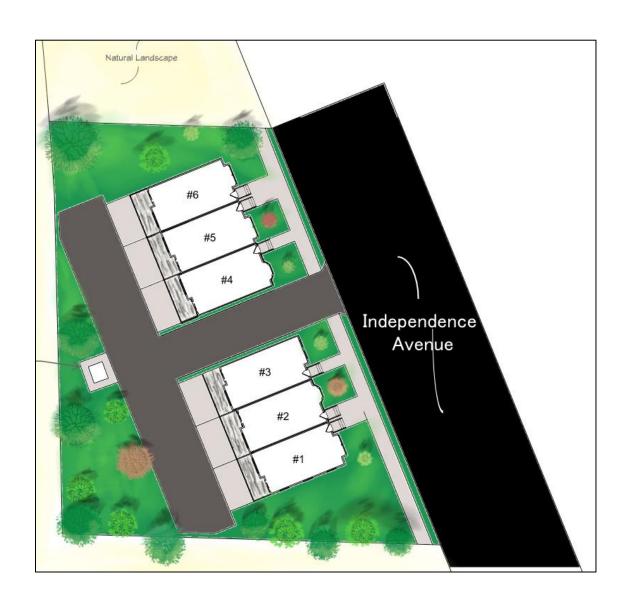


ATTACHMENT 3 – CONCEPT ELEVATIONS

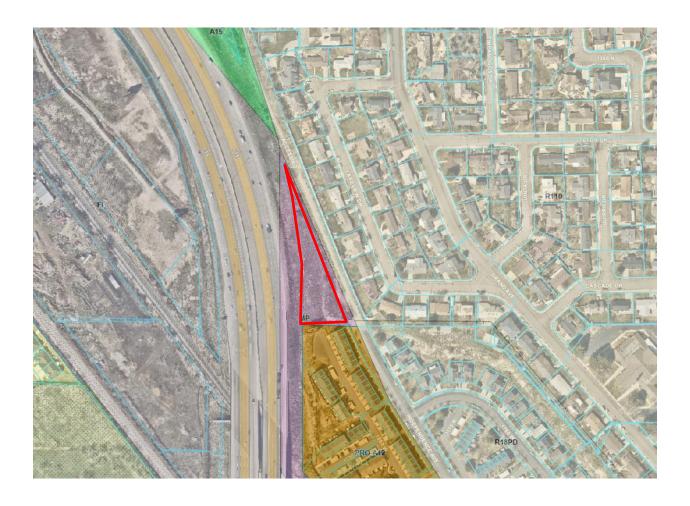




ATTACHMENT 4 – COLORED CONCEPT SITE PLAN



ATTACHMENT 5 – ZONING MAP





Planning Commission Hearing Staff Report

Hearing Date: June 11, 2025

*ITEM 8

Georgetown Development requests a Zone Map Amendment from the MP (Manufacturing Park) Zone to the LDR (Low Density Residential) Zone in order to build a six-townhome development, located at 1200 N Independence Ave. Grandview South Neighborhood. Mary Barnes (801) 852-6408 mbarnes@provo.gov PLRZ20250072

Applicant: Georgetown Development

Staff Coordinator: Mary Barnes

Property Owner: OLSEN, CHRIS (ET AL)

Parcel ID: 19:048:0174

Acreage: .87 acres

Number of Lots: 1

Current Zone: Manufacturing Park (MP)

Proposed Zone: Low Density Residential

(LDR)

Current Legal Use: Vacant lot

Relevant History: This vacant property is directly north of the existing Independence Avenue Townhomes project, which was rezoned in 2006 and built out from 2006-2012.

Neighborhood Issues: This application was presented at the District 4 neighborhood meeting on March 5, 2025. At that meeting, the applicant addressed questions on sound mitigation from the freeway, Independence Avenue, and the upper portion of the property.

Summary of Key Issues:

- The General Plan future land use map shows this area as residential, but it is currently zoned MP.
- A concept plan is connected to this application.

ALTERNATIVE ACTIONS

- 1. **Continue** to a future date to obtain additional information or to further consider information presented. The next available meeting date is June 25, 2025, 6:00 P.M.
- 2. Recommend Denial of the requested zone map amendment. This action would not be consistent with the recommendations of the Staff Report. The Planning Commission should state new findings.

Staff Recommendation:

That the Planning Commission recommend approval of the zone map amendment to the Provo City Council.

OVERVIEW

The applicant has requested a zone map amendment for a .87-acre lot located at 1200 N Independence Avenue, from Manufacturing Park (MP) to Low Density Residential (LDR). In the associated concept plan application, the applicant is proposing to build six townhomes.

The General Plan Future Land Use Map designates this area as residential. Please see Figure 1 for the future land use map.

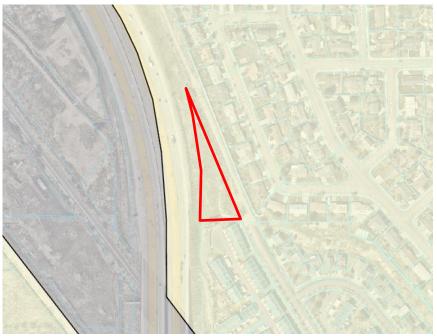


Figure 1: General Plan Future Land Use Map

Residential Industrial

Surrounding zones

North: Freeway Industrial (FI), Agriculture (A1.5)

South: Independence Avenue Project Redevelopment Option (PRO-A12)

East: Single-Family (R1.10) West: Freeway Industrial (FI)

FINDINGS OF FACT

- 1. The current zoning on the parcel is MP (Chapter 14.26). The entire area is .87 acres, or 37,897 sq ft.
- 2. The proposed zoning is LDR (Chapter 14.14A). The applicant is proposing to build six townhomes.
- 3. The General Plan designation is residential.
- 4. The proposed uses would increase the housing supply in the area and ensure the development of a previously untouched corner of Provo. The project would also complete an additional segment of Independence Avenue.
- 5. If the rezone is approved, the applicant will have to come back for Project Plan Approval with the Planning Commission and record a subdivision plat.

STAFF ANALYSIS

This property represents a remnant from the original MP zoning designation that also encompassed the entire Independence Avenue townhome development. Independence Avenue townhomes were rezoned to PRO-A12 in 2006.

If this rezone is approved, the proposed project would introduce 6 additional townhomes and a small extension to Independence Avenue. These units would complement the existing townhomes to the south and offer significantly greater compatibility than industrial development, which is currently permitted under the MP zoning classification.

General Plan

Provo City Code Title 14.02.020(2) sets forth the following guidelines for consideration of amendments:

- 1. Before recommending an amendment to this Title, the Planning Commission shall determine whether such amendment is in the interest of the public and is consistent with the goals and policies of the Provo City General Plan. The following guidelines shall be used to determine consistency with the General Plan:
 - a) Public purpose for the amendment in question.

Staff response: The public purpose of this amendment is to increase the housing supply in the area.

b) Confirmation that the public purpose is best served by the amendment in question.

Staff response: With this zone map amendment, the applicant will be able to move forward with a project plan for 6 townhomes. This will increase the housing in the area.

c) Compatibility of the proposed amendment with General Plan policies, goals, and objectives.

Staff response: Goal 1c in the Land Use chapter of the General Plan states, "Promote neighborhood scale development in residential areas, including a mix of density such as pocket neighborhoods, missing middle housing, and small lot single-family" Goal 1a in the Housing chapter of the General Plan states, "Encourage opportunities for small scale, infill housing development."

Goal 1b in the Housing chapter of the General Plan states, "Consider revising regulations to encourage development of a mix of housing types"

d) Consistency of the proposed amendment with the General Plan's "timing and sequencing" provisions on changes of use, insofar as they are articulated.

Staff response: The implementation chapter of the General Plan states that the timing of all three goals is short. This rezone would be within the short time range of 1-3 years since the General Plan was adopted.

e) Potential of the proposed amendment to hinder or obstruct attainment of the General Plan's articulated policies.

Staff response: Staff does not believe that this proposal will hinder or obstruct General Plan policies.

f) Adverse impacts on adjacent landowners.

Staff response: Adjacent landowners include the residents in the neighboring townhomes and UDOT. Due to the similar nature of the housing proposed, staff does not anticipate a significant impact on the Independence Avenue townhome residents.

g) Verification of correctness in the original zoning or General Plan for the area in question.

Staff response: The General Plan shows this area as "Residential". This rezone supports that designation.

h) In cases where a conflict arises between the General Plan Map and General Plan Policies, precedence shall be given to the Plan Policies.

Staff response: There is no conflict.

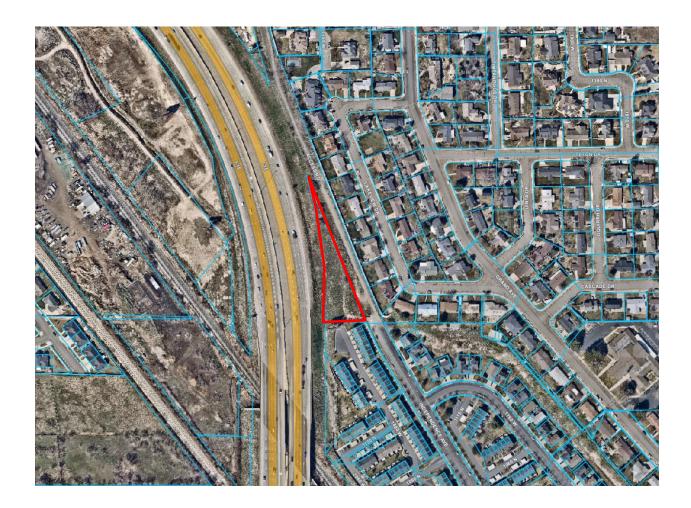
CONCLUSIONS

In conclusion, staff recommends approval of this rezone request and associated concept plan. The proposed zoning designation aligns with the established residential character to the south, ensuring compatible land use development. Additionally, this project will extend Independence Avenue, advancing the roadway toward its planned full completion.

ATTACHMENTS

- 1. Area Map
- 2. Current Zone Map
- 3. Proposed Zone Map Amendment
- 4. Concept Site Plan

ATTACHMENT 1 – AREA MAP



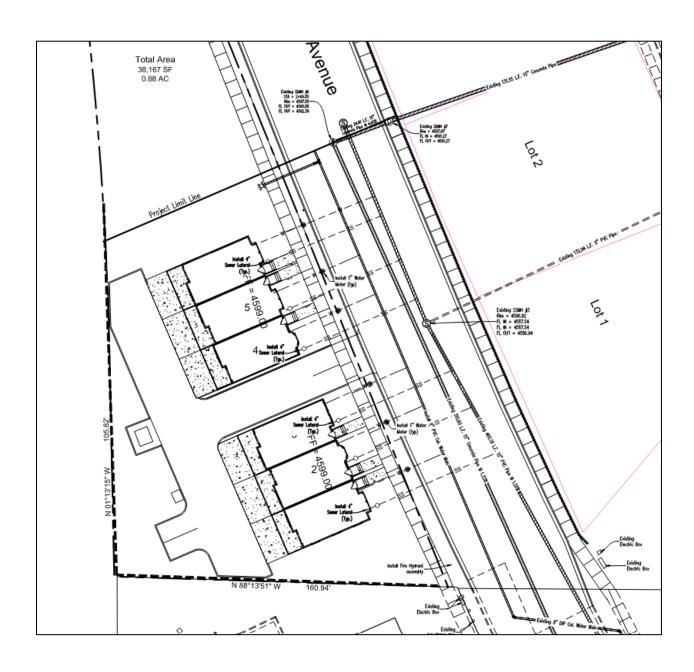
ATTACHMENT 2 – CURRENT ZONE MAP



ATTACHMENT 3 - PROPOSED ZONING MAP



ATTACHMENT 4 - CONCEPT SITE PLAN



Provo City Planning Commission

Report of Action

June 11, 2025

*ITEM 1 Development Services requests a General Plan Text Amendment to Appendix B: (Moderate Income Housing Supply and Strategies) to include new strategies contained in UCA 10-9a-403(2)(b)(iii). Citywide Application. Melissa McNalley (801) 852-6164 mmcnalley@provo.gov PLGPA20250197

The following action was taken by the Planning Commission on the above described item at its regular meeting of June 11, 2025:

RECOMMENDED APPROVAL

On a vote of 4:1, the Planning Commission recommended that the Municipal Council approve the above noted application.

Motion By: Lisa Jensen Second By: Andrew South

Votes in Favor of Motion: Lisa Jensen, Jonathon Hill, Andrew South, Barbara DeSoto.

Commissioner Anne Allen voted against the motion.

Jonathon Hill was present as Chair.

• Includes facts of the case, analysis, conclusions and recommendations outlined in the Staff Report, with any changes noted; Planning Commission determination is generally consistent with the Staff analysis and determination.

TEXT AMENDMENT

The text of the proposed amendment is attached as Exhibit A.

STAFF PRESENTATION

The Staff Report to the Planning Commission provides details of the facts of the case and the Staff's analysis, conclusions, and recommendations.

CITY DEPARTMENTAL ISSUES

• There were no departmental issues with this General Plan Text Amendment.

NEIGHBORHOOD AND PUBLIC COMMENT

There were no Neighborhood Chairs present, and no Public Comment was received on this item.

CONCERNS RAISED BY PUBLIC

No concerns were raised for this item.

PLANNING COMMISSION DISCUSSION

Key points discussed by the Planning Commission included the following:

Concern expressed over the zoning changes by commissioner Allen. Specifically concerned that the zoning will be open and be contrary to the General Plan. Commissioners expressed gratitude that staff is on top of the requirements and including strategies in the amendment that Provo City is already working toward.

Commissioner Allen expressed the concern that the strategies may be opening the door to abolishing the General Plan. Other Commissioners stated some of the strategies are already in place in the General Plan and the new strategies are things Provo City is already working on, this is just a formal implementation.



Director of Development Services

See <u>Key Land Use Policies of the Provo City General Plan</u>, applicable <u>Titles of the Provo City Code</u>, and the <u>Staff Report to the Planning Commission</u> for further detailed information. The Staff Report is a part of the record of the decision of this item. Where findings of the Planning Commission differ from findings of Staff, those will be noted in this Report of Action.

<u>Legislative items</u> are noted with an asterisk (*) and require legislative action by the Municipal Council following a public hearing; the Planning Commission provides an advisory recommendation to the Municipal Council following a public hearing.

Administrative decisions of the Planning Commission (items not marked with an asterisk) may be appealed by submitting an application/notice of appeal, with the required application and noticing fees to the Development Services Department, 445 W Center Street, Provo, Utah, within fourteen (14) calendar days of the Planning Commission's decision (Provo City office hours are Monday through Thursday, 7:00 a.m. to 6:00 p.m.).

BUILDING PERMITS MUST BE OBTAINED BEFORE CONSTRUCTION BEGINS

Exhibit A

Goal	Status /Benchmark	Cost	Timing	Responsibility	Code Reference
(A) Rezone for	Provo will continue to look	N/A	Short-Long	Development	UCA 10-9a-
densities necessary to	for areas to rezone as it			Services, Council,	403(2)(b)(iii)(A)
facilitate the	makes sense.			Development	
production of	Some Rezoning will take			Community	
moderate-income	place upon completion of				
housing	Station Area Plan and the				
	Code rewrite, expected to				
	be completed by the end				
	of 2025.				
(B) Demonstrate	Complete/Ongoing	<u>\$ -</u>	Short-Long	Development	UCA 10-9a-
investment in the		\$\$\$		Services, Council,	403(2)(b)(iii)(B)
rehabilitation or	Infrastructure is expected			Public Works	
expansion of	to expand on the West				
infrastructure that	side of Provo as more				
facilitates the	housing units are planned.				
construction of	Some of these units are				
moderate-income	expected to serve				
housing.	Moderate Income				
	populations. Without this				
	infrastructure in place,				
	development of this area				
	is not possible.				
(D) Identify and utilize	Not Yet Started	\$ <u>\$ -</u>	Short	Development	UCA 10-9a-
general fund subsidies		\$\$\$		Services, Council	403(2)(b)(iii)(D)
or other sources of	Housing Committee will				
revenue to waive	explore viability by end of				
construction related	2023				
fees that are otherwise					
generally imposed by					

the municipality for					
the construction or					
rehabilitation of					
moderate-income					
housing.					
(E) Create or allow for,	Complete/Ongoing	\$\$	Short	Development	UCA 10-9a-
and reduce				Services, Council	403(2)(b)(iii)(E)
regulations related to,	ADUs are allowed in most				
internal or detached	residential zones and in all				
accessory dwelling	residential zones west of I-				
units in residential	15				
zones.					
	Housing Committee will				
	review off-street parking				
	requirements for ADUs by				
	the end of 2023				
(F) Zone or rezone for	Complete/Ongoing	N/A	Complete	Development	UCA 10-9a-
higher density or				Services, Council	403(2)(b)(iii)(F)
moderate-income	Much of the land near				
residential	commercial and transit				
development in	hubs is already <u>zoned</u>				
commercial or mixed	mixed-use and/or higher				
<u>use</u> zones near major	density				
transit investment					
corridors, commercial	Provo will continue to				
centers, or	review rezone applications				
employment centers.	from the development				
/D A 11 1	community				1104.40.0
(I) Amend land use	Complete/Ongoing	\$	Short	Development	UCA 10-9a-
regulations to allow for				Services, Council	403(2)(b)(iii)(l)
single room					

occupancy	Provo's Mixed use zone				
developments	allows for single room				
	occupancy developments				
	Determine feasibility of				
	microunits and pass code				
	by end of 2023				
(O) Apply for or partner	Complete/Ongoing	<u>\$ -</u> \$\$\$	Short-long	Development	UCA 10-9a-
with an entity that		\$\$\$		Services, Council,	403(2)(2)(b)(iii)(O)
applies for state or	Provo is the lead entity on			Administration	
federal funds or tax	the HOME consortium;				
incentives to promote	Provo administers two				
the construction of	downpayment assistance				
moderate income	programs for first-time				
housing, an entity that	home buyers for Provo and				
applies for programs	Utah County; Provo				
offered by the Utah	provides funding for Self				
Housing Corporation	Help Homes which				
within that agency's	provides moderate-				
funding capacity, and	income housing				
entity that applies for	assistance				
affordable housing					
programs	Provo applied for HOME				
administered by the	funding for the next fiscal				
Department of	year to provide down-				
Workforce Services,	payment assistance to				
an entity that applies	first time homebuyers. The				
for affordable housing	goal is to provide 6-10				
programs	households with				
administered by an	assistance for				
association of	homeownership in Provo				
governments	in the coming year.				

established by an interlocal agreement under Title 11, Chapter 13, Interlocal Cooperation Act, an entity that applies for programs or services					
that promote the construction or preservation of moderate income housing.					
(G) Amend land use regulations to allow for higher density or new moderate-income residential development in commercial or mixeduse zones near major transit investment corridors	Complete/Ongoing Much of the land near commercial and transit hubs is already zones mixed-use and/or higher density The Station Area Plans (completed by December 2025) will make further recommendations	<u>\$ -</u> \$\$\$	Short to Mid	Development Services, Council, Development Community	UCA 10-9a- 403(2)(b)(iii)(G)
(H) Amend land use regulations to eliminate or reduce parking requirements for residential development where a	Complete/Ongoing Code audit, Station Area Plans	<u>\$ -</u> \$\$\$	Short to Mid	Development Services, Council, Development Community	UCA 10-9a- 403(2)(b)(iii)(H)

resident is less likely					
to rely on the					
<u>resident's</u> own					
vehicle, such as					
residential					
development neat					
major transit					
investment corridors					
or senior living					
facilities.					
(V) (U) Develop and	In Progress	\$	Short	Development	UCA 10-9a-
adopt station area				Services, Council	403(2)(b)(iii)(V)
plans in accordance	All seven Station Area				
with Utah State Code	Plans adopted by				
Section 10-9a-403.1	December 2025 (early				
	goal: June 2024)				
(M) demonstrate	Provo City will partner with	<u>\$ -</u>	Short-Long	Development	UCA 10-9a-
creation of, or	Provo City Housing	\$\$\$		Services, Provo City	403(2)(b)(iii)(M)
participation in, a	authority to support CLT.			Housing, Council,	
community land trust				RDA Board	
program for moderate	Identify land to include in				
income housing;	CLT				
	Utilize RDA housing funds				
	to help subsidize				
	Moderate-income housing				
(N) Implement a	Partner with PCHA (other	\$ <u>\$ -</u>	Mid-long	Development	UCA 10-9a-
mortgage assistance	entity) to build workforce	\$\$\$	term	Services, PCHA,	403(2)(b)(iii)(N)
program for	housing for Provo City			Development	
employees of the	Employees, or Provo			Community, Council	
municipality, an	School District employees				

employer that provides contracted services to the municipality, or any other public employer that operates within the municipality (P) Demonstrate utilization of a moderate income	Identify available parcel for development Find developers capable of cost effectively providing housing Create separate funding vehicle within the RDA fund for housing set aside.	\$ <u>\$ -</u> \$\$\$	Mid to long term	Development Services, Redevelopment	UCA 10-9a- 403(2)(b)(iii)(P)
housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate income housing	Use of funding is reflected in RDA reporting annually. Reports may be included in MIH reports as housing funds are utilized.			Agency, Finance Department, RDA Board	
(X) Create a housing and transit reinvestment zone pursuant to Title 63N, Chapter 3, Part 6, Housing and Transit Reinvestment Zone Act	Work with the Redevelopment Agency on the creation of HTRZ near frontrunner station by June 2026 Partner with developer to create mix of housing in HTRZ including moderate income units.	<u>\$ -</u> \$\$\$	short	Development Services, Administration, Council, Redevelopment Agency	UCA 10-9a- 403(2)(b)(iii)(X)

Report of Action

June 11, 2025

*ITEM 2 Development Services requests the adoption of the 2230 North Station Area Plan. Citywide Application. Hannah Salzl (801) 8526423 hsalzl@provo.org PLGPA20250206

The following action was taken by the Planning Commission on the above described item at its regular meeting of June 11, 2025:

RECOMMENDED APPROVAL WITH CONDITIONS

On a vote of 4:1, the Planning Commission recommended that the Municipal Council approve the above noted application with conditions.

<u>Conditions of Approval:</u> Include language in the text of each of the plans encouraging the City to consider these areas as innovation spaces to test more appropriate design to promote pedestrian and active transportation safety and to consider the NACTO standards. Successes could then be applied in other areas of the city.

Motion By: Barbara DeSoto Second By: Anne Allen

Votes in Favor of Motion: Andrew South, Jonathon Hill, Barbara DeSoto, Anne Allen

Votes in Opposition to the Motion: Lisa Jensen

Jonathon Hill was present as Chair.

• Includes facts of the case, analysis, conclusions and recommendations outlined in the Staff Report, with any changes noted; Planning Commission determination is generally consistent with the Staff analysis and determination.

STAFF PRESENTATION

The Staff Report to the Planning Commission provides details of the facts of the case and the Staff's analysis, conclusions, and recommendations.

CITY DEPARTMENTAL ISSUES

The Coordinator Review Committee (CRC) has reviewed the application and given their approval.

NEIGHBORHOOD MEETING DATE

• Citywide Application; all Neighborhood District Chairs received notification.

NEIGHBORHOOD AND PUBLIC COMMENT

- This item was City-wide or affected multiple neighborhoods.
- No neighbors or other interested parties were present or addressed the Planning Commission.

CONCERNS RAISED BY PUBLIC

No comments were received.

PLANNING COMMISSION DISCUSSION

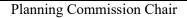
Key points discussed by the Planning Commission included the following:

• Commissioner DeSoto expressed concerns about 550 West being overdesigned and encouraging speeding, which led staff to suggest an alternative to the sharrows proposed in the Transportation Master Plan. This discussion later led to a motion to include language in the text of each of the plans encouraging Traffic Engineering staff to consider these

- areas as innovation spaces to test more appropriate design to promote pedestrian and active transportation safety. Successes could then be applied in other areas of the city. Several commissioners expressed interest in the NACTO standards. The motion was supported by all Commissioners present.
- Commissioner Jensen expressed concern about rezoning the UCAS and beauty school in the 2230 North to moderate-density housing. She argued that those educational uses are appropriate at the area and should not be rezoned. Staff supports the rezone because the current uses would be grandfathered and permitted, but if they should redevelop, housing would be a good use of the land. Commissioner Jensen later expressed that while she liked the 2230 North plan, she would be voting against it for this reason alone.
- Commissioners Jensen and DeSoto asked about the proposed Carterville trail and how much the City wants to get involved in improving the trail. Goal 9d directs the City to seek funds (completion estimated between 2030-2032) and Goal 9e directs the City to build the trail (2033-2035).

The Planning Commission identified the following findings as the basis of this decision or recommendation:

• The plan furthers the aims of the General Plan and is appropriate for the area.



Bill Reperane

Director of Development Services

See <u>Key Land Use Policies of the Provo City General Plan</u>, applicable <u>Titles of the Provo City Code</u>, and the <u>Staff Report to the Planning Commission</u> for further detailed information. The Staff Report is a part of the record of the decision of this item. Where findings of the Planning Commission differ from findings of Staff, those will be noted in this Report of Action.

<u>Legislative items</u> are noted with an asterisk (*) and require legislative action by the Municipal Council following a public hearing; the Planning Commission provides an advisory recommendation to the Municipal Council following a public hearing.

Administrative decisions of the Planning Commission (items not marked with an asterisk) may be appealed by submitting an application/notice of appeal, with the required application and noticing fees to the Development Services Department, 445 W Center Street, Provo, Utah, within fourteen (14) calendar days of the Planning Commission's decision (Provo City office hours are Monday through Thursday, 7:00 a.m. to 6:00 p.m.).

Report of Action

June 11, 2025

*ITEM 3 Development Services requests the adoption of the University Avenue Station Areas Plan. Citywide Application. Hannah Salzl (801) 852-6423 hsalzl@provo.gov PLGPA20250208

The following action was taken by the Planning Commission on the above described item at its regular meeting of June 11, 2025:

RECOMMENDED APPROVAL WITH CONDITIONS

On a vote of 5:0, the Planning Commission recommended that the Municipal Council approve the above noted application with conditions.

<u>Conditions of Approval:</u> Include language in the text of each of the plans encouraging the City to consider these areas as innovation spaces to test more appropriate design to promote pedestrian and active transportation safety and to consider the NACTO standards. Successes could then be applied in other areas of the city.

Motion By: Andrew South Second By: Lisa Jensen

Votes in Favor of Motion: Andrew South, Lisa Jensen, Jonathon Hill, Barbara DeSoto, Anne Allen *Jonathon Hill was present as Chair*.

• Includes facts of the case, analysis, conclusions and recommendations outlined in the Staff Report, with any changes noted; Planning Commission determination is generally consistent with the Staff analysis and determination.

STAFF PRESENTATION

The Staff Report to the Planning Commission provides details of the facts of the case and the Staff's analysis, conclusions, and recommendations.

CITY DEPARTMENTAL ISSUES

• The Coordinator Review Committee (CRC) has reviewed the application and given their approval.

NEIGHBORHOOD MEETING DATE

• Citywide Application; all Neighborhood District Chairs received notification.

NEIGHBORHOOD AND PUBLIC COMMENT

- This item was City-wide or affected multiple neighborhoods.
- No neighbors or other interested parties were present or addressed the Planning Commission.

CONCERNS RAISED BY PUBLIC

No comments were received.

PLANNING COMMISSION DISCUSSION

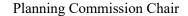
Key points discussed by the Planning Commission included the following:

• Commissioner Hill expressed the opinion that this plan area was the most straightforward because it was already our urban core. The other Commissioners agreed.

• Commissioner DeSoto expressed concern about the existing sharrows on Center Street, where people frequently speed. Should the City ever realize its long-term plans to reduce Center Street to one lane, improved bike safety will certainly be part of the studies.

The Planning Commission identified the following findings as the basis of this decision or recommendation:

• The plan furthers the aims of the General Plan and is appropriate for the area.



Bill Reperane

Director of Development Services

See <u>Key Land Use Policies of the Provo City General Plan</u>, applicable <u>Titles of the Provo City Code</u>, and the <u>Staff Report to the Planning Commission</u> for further detailed information. The Staff Report is a part of the record of the decision of this item. Where findings of the Planning Commission differ from findings of Staff, those will be noted in this Report of Action.

<u>Legislative items</u> are noted with an asterisk (*) and require legislative action by the Municipal Council following a public hearing; the Planning Commission provides an advisory recommendation to the Municipal Council following a public hearing.

<u>Administrative decisions</u> of the Planning Commission (items not marked with an asterisk) **may be appealed** by submitting an application/notice of appeal, with the required application and noticing fees to the Development Services Department, 445 W Center Street, Provo, Utah, **within fourteen (14) calendar days of the Planning Commission's decision** (Provo City office hours are Monday through Thursday, 7:00 a.m. to 6:00 p.m.).

Report of Action

June 11, 2025

*ITEM 4 Development Services requests the adoption of the Joaquin Station Area Plan. Citywide Application. Hannah Salzl (801) 852-6423 hsalzl@provo.gov PLGPA20250215

The following action was taken by the Planning Commission on the above described item at its regular meeting of June 11, 2025:

RECOMMENDED APPROVAL WITH CONDITIONS

On a vote of 5:0, the Planning Commission recommended that the Municipal Council approve the above noted application with conditions.

<u>Conditions of Approval:</u> Include language in the text of each of the plans encouraging the City to consider these areas as innovation spaces to test more appropriate design to promote pedestrian and active transportation safety and to consider the NACTO standards. Successes could then be applied in other areas of the city.

Motion By: Lisa Jensen Second By: Barbara DeSoto

Votes in Favor of Motion: Andrew South, Lisa Jensen, Jonathon Hill, Barbara DeSoto, Anne Allen

Jonathon Hill was present as Chair.

• Includes facts of the case, analysis, conclusions and recommendations outlined in the Staff Report, with any changes noted; Planning Commission determination is generally consistent with the Staff analysis and determination.

STAFF PRESENTATION

The Staff Report to the Planning Commission provides details of the facts of the case and the Staff's analysis, conclusions, and recommendations.

CITY DEPARTMENTAL ISSUES

• The Coordinator Review Committee (CRC) has reviewed the application and given their approval.

NEIGHBORHOOD MEETING DATE

• City-wide application; all Neighborhood District Chairs received notification.

NEIGHBORHOOD AND PUBLIC COMMENT

- This item was City-wide or affected multiple neighborhoods.
- No neighbors or other interested parties were present or addressed the Planning Commission.

CONCERNS RAISED BY PUBLIC

No comments were received.

PLANNING COMMISSION DISCUSSION

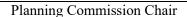
Key points discussed by the Planning Commission included the following:

• Commissioner Jensen asked whether the Future Land Use Map limited developers by forcing them to build a certain number of stories, which might add cost to a project, when a lower number would do. Staff clarified that the standard for future development would be the zoning code, which allows more flexibility. The Future Land Use Map used

- stories rather than zones because it better communicated the sense of scale and vision to the public and state reviewers who are unfamiliar with zoning codes.
- The Commissioners discussed the pros and cons of moving the mixed use from 800 North to 700 North, including proximity to campus, proximity to student residents, and vehicular traffic access. They ultimately agreed with staff to keep it on 800 North.
- The Commissioners voiced strong support for the concept of moving the UVX route to 800 North, should the opportunity arise. Should the station move, the City would have to provide an updated plan.

The Planning Commission identified the following findings as the basis of this decision or recommendation:

• The plan furthers the aims of the General Plan and is appropriate for the area.



Bill Reperace

Director of Development Services

See <u>Key Land Use Policies of the Provo City General Plan</u>, applicable <u>Titles of the Provo City Code</u>, and the <u>Staff Report to the Planning Commission</u> for further detailed information. The Staff Report is a part of the record of the decision of this item. Where findings of the Planning Commission differ from findings of Staff, those will be noted in this Report of Action.

<u>Legislative items</u> are noted with an asterisk (*) and require legislative action by the Municipal Council following a public hearing; the Planning Commission provides an advisory recommendation to the Municipal Council following a public hearing.

<u>Administrative decisions</u> of the Planning Commission (items not marked with an asterisk) **may be appealed** by submitting an application/notice of appeal, with the required application and noticing fees to the Development Services Department, 445 W Center Street, Provo, Utah, **within fourteen (14) calendar days of the Planning Commission's decision** (Provo City office hours are Monday through Thursday, 7:00 a.m. to 6:00 p.m.).

Report of Action

June 11, 2025

*ITEM 5 Development Services requests the adoption of the FrontRunner and 400 South Station Areas Plan. Citywide Application. Hannah Salzl (801) 852-6423 hsalzl@provo.gov PLGPA20250216

The following action was taken by the Planning Commission on the above described item at its regular meeting of June 11, 2025:

RECOMMENDED APPROVAL WITH CONDITIONS

On a vote of 5:0, the Planning Commission recommended that the Municipal Council approve the above noted application with conditions.

Conditions of Approval: (1) Include language in the text of each of the plans encouraging the City to consider these areas as innovation spaces to test more appropriate design to promote pedestrian and active transportation safety and to consider the NACTO standards. Successes could then be applied in other areas of the city. (2) Extend some form of bicycle infrastructure on 600 S between 90 W and 200 W to connect to existing bike lanes on 600 S.

Motion By: Lisa Jensen Second By: Barbara DeSoto

Votes in Favor of Motion: Andrew South, Lisa Jensen, Jonathon Hill, Barbara DeSoto, Anne Allen

Jonathon Hill was present as Chair.

• Includes facts of the case, analysis, conclusions and recommendations outlined in the Staff Report, with any changes noted; Planning Commission determination is generally consistent with the Staff analysis and determination.

STAFF PRESENTATION

The Staff Report to the Planning Commission provides details of the facts of the case and the Staff's analysis, conclusions, and recommendations.

CITY DEPARTMENTAL ISSUES

The Coordinator Review Committee (CRC) has reviewed the application and given their approval.

NEIGHBORHOOD MEETING DATE

• City-wide application; all Neighborhood District Chairs received notification.

NEIGHBORHOOD AND PUBLIC COMMENT

- This item was City-wide or affected multiple neighborhoods.
- No neighbors or other interested parties were present or addressed the Planning Commission.

CONCERNS RAISED BY PUBLIC

No comments were received.

PLANNING COMMISSION DISCUSSION

Key points discussed by the Planning Commission included the following:

• Commissioner Jensen would like some bike infrastructure to extend west along 600 South from its current end at the pedestrian crossing to Freedom Boulevard. This later led to a motion to recommend adding infrastructure to the map,

- which passed with full support. Staff will prepare a version of the map with that addition for the Council to consider.
- Commissioner Jensen asked about the mixed use along 600 South. This was in the Maeser Neighborhood Plan, and it had strong neighborhood support.
- Commissioner Jensen asked how UTA would ensure adequate parking if they redevelop parking at the station once Provo is no longer the southern terminus. UTA plans for a garage on site to handle full capacity, and the plan proposes another parking garage just across Freedom Boulevard to serve the southern downtown and serve as overflow parking.
- Commissioner Jensen asked about the entertainment area. Residents and other local stakeholders have expressed a desire for more entertainment near downtown. The location proposed in the plan would be ideal with its proximity to downtown, the mall, FrontRunner, and UVX. The zone would be broadly commercial, and the Future Land Use Map communicates to developers what the City would like to see in the area. It does not force entertainment as a use.
- Commissioner DeSoto asked where micromobility connections (e.g., mid-block crossings, paseos, etc.) were discussed in the plan. They are discussed in both the Redevelopment and Transportation chapters, and there is a goal in the Implementation chapter.

The Planning Commission identified the following findings as the basis of this decision or recommendation:

• The plan furthers the aims of the General Plan and is appropriate for the area.

Planning Commission Chair

Director of Development Services

Bill Reperane

See <u>Key Land Use Policies of the Provo City General Plan</u>, applicable <u>Titles of the Provo City Code</u>, and the <u>Staff Report to the Planning Commission</u> for further detailed information. The Staff Report is a part of the record of the decision of this item. Where findings of the Planning Commission differ from findings of Staff, those will be noted in this Report of Action.

<u>Legislative items</u> are noted with an asterisk (*) and require legislative action by the Municipal Council following a public hearing; the Planning Commission provides an advisory recommendation to the Municipal Council following a public hearing.

Administrative decisions of the Planning Commission (items not marked with an asterisk) may be appealed by submitting an application/notice of appeal, with the required application and noticing fees to the Development Services Department, 445 W Center Street, Provo, Utah, within fourteen (14) calendar days of the Planning Commission's decision (Provo City office hours are Monday through Thursday, 7:00 a.m. to 6:00 p.m.).

Report of Action

June 11, 2025

ITEM 6 Braiden Hampton requests Project Plan approval for a 62-unit townhome development in the PRO-A36 (Spring Creek High Occupancy) Zone, located at 1225 East 1600 South. Spring Creek Neighborhood. Nancy Robison (801) 852-6417 nrobison@provo.gov PLPPA20250203

The following action was taken by the Planning Commission on the above described item at its regular meeting of June 11, 2025:

APPROVED

On a vote of 5:0, the Planning Commission approved the above noted application.

Motion By: Andrew South Second By: Lisa Jensen

Votes in Favor of Motion: Andrew South, Lisa Jensen, Anne Allen, Barbara DeSoto, Jonathon Hill.

Jonathon Hill was present as Chair.

• Includes facts of the case, analysis, conclusions and recommendations outlined in the Staff Report, with any changes noted; Planning Commission determination is generally consistent with the Staff analysis and determination.

APPROVED/RECOMMENDED OCCUPANCY

62 Total Units

Type of occupancy approved: Pro Zone with 4 individuals per unit

APPROVED/RECOMMENDED PARKING

264 Total parking stalls required

264 Total parking stalls provided

4.25 Required parking stalls per unit

STAFF PRESENTATION

The Staff Report to the Planning Commission provides details of the facts of the case and the Staff's analysis, conclusions, and recommendations.

CITY DEPARTMENTAL ISSUES

The Coordinator Review Committee (CRC) has reviewed the application and given their approval.

NEIGHBORHOOD MEETING DATE

• The Neighborhood District Chair determined that a neighborhood meeting would not be required.

NEIGHBORHOOD AND PUBLIC COMMENT

• The Neighborhood District Chair was not present or did not address the Planning Commission during the hearing.

CONCERNS RAISED BY PUBLIC

Any comments received prior to completion of the Staff Report are addressed in the Staff Report to the Planning Commission. Key issues raised in written comments received subsequent to the Staff Report or public comment during the public hearing included the following: No concerns were raised, or comments made.

APPLICANT RESPONSE

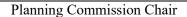
Key points addressed in the applicant's presentation to the Planning Commission included the following:

- This applicant had recently purchased the property from 3 different owners.
- They followed the code written for this particular zone 14.50(36).
- They plan on marketing the units to single family buyers.

PLANNING COMMISSION DISCUSSION

Key points discussed by the Planning Commission included the following:

- Why is this project plan returning since it was previously approved. As stated in the staff report, that approval expired due to a lack of action within the required twelve-month period.
- If the applicant has fulfilled all the zone requirements, this is really a matter of procedure, there isn't any discussion we can have about this specific code.



Bill Reperane

Director of Development Services

See Key Land Use Policies of the Provo City General Plan, applicable Titles of the Provo City Code, and the Staff Report to the Planning Commission for further detailed information. The Staff Report is a part of the record of the decision of this item. Where findings of the Planning Commission differ from findings of Staff, those will be noted in this Report of Action.

Administrative decisions of the Planning Commission (items not marked with an asterisk) may be appealed by submitting an application/notice of appeal, with the required application and noticing fees to the Development Services Department, 445 W Center Street, Provo, Utah, within fourteen (14) calendar days of the Planning Commission's decision (Provo City office hours are Monday through Thursday, 7:00 a.m. to 6:00 p.m.).

Report of Action

June 11, 2025

ITEM 7 Georgetown Development requests Concept Plan approval for a six-townhome development in a proposed LDR (Low Density Residential) Zone, located at 1200 N Independence Ave. Grandview South Neighborhood. Mary Barnes (801) 852-6408 mbarnes@provo.gov PLCP20250071

The following action was taken by the Planning Commission on the above described item at its regular meeting of June 11, 2025:

APPROVED

On a vote of 5:0, the Planning Commission approved the above noted application, with the following conditions:

Conditions of Approval:

1. No conditions

Motion By: Barbara DeSoto Second By: Andrew South

Votes in Favor of Motion: Andrew South, Lisa Jensen, Barbara DeSoto, Anne Allen, Jonathon Hill *Jonathon Hill was present as Chair*.

• Includes facts of the case, analysis, conclusions and recommendations outlined in the Staff Report, with any changes noted; Planning Commission determination is generally consistent with the Staff analysis and determination.

RELATED ACTIONS

PLRZ20250072 - Zone Map Amendment for 1200 N Independence Avenue, which was recommended for approval by the Planning Commission on June 11, 2025.

APPROVED/RECOMMENDED OCCUPANCY

*6Total Units

APPROVED/RECOMMENDED PARKING

- *14 Total parking stalls required
- *26 Total parking stalls provided
- *2.25 Required parking stalls per unit

STAFF PRESENTATION

The Staff Report to the Planning Commission provides details of the facts of the case and the Staff's analysis, conclusions, and recommendations.

CITY DEPARTMENTAL ISSUES

• The Coordinator Review Committee (CRC) has reviewed the application and given their approval.

NEIGHBORHOOD MEETING DATE

A neighborhood meeting was held on 3/5/2025.

NEIGHBORHOOD AND PUBLIC COMMENT

• The Neighborhood District Chair was not present or did not address the Planning Commission during the hearing.

^{*}Type of occupancy approved: Family 6

CONCERNS RAISED BY PUBLIC

Any comments received prior to completion of the Staff Report are addressed in the Staff Report to the Planning Commission. Key issues raised in written comments received subsequent to the Staff Report or public comment during the public hearing included the following:

- No public comment.

APPLICANT RESPONSE

Key points addressed in the applicant's presentation to the Planning Commission included the following:

- There is a significant slope differential from Independence Avenue and the west side of the property, which lends itself to the type of townhome that is being proposed. There will be a 6' fence on the west side of the property, trees and plantings along the fence, and special sound mitigation windows to try and dull the sound of the freeway.

PLANNING COMMISSION DISCUSSION

Key points discussed by the Planning Commission included the following:

- After staff presentation:
- Commissioner Jensen asked about protection from the freeway. There is a barrier to the south of the project, and I-15 does curve away from the project. Staff does not anticipate any conflicts with the northbound traffic. Additionally, the applicant will be installing a fence.
- Commissioner DeSoto asked about landscaping on the north part of the lot. The applicant will be providing a landscaping plan during a potential PPA where this can be further studied. But staff believes that there is adequate landscaping on the parcel. And the natural landscaping does help to stabilize the slope right there. Commissioner DeSoto mentioned a desire to see more native plants in the northern triangle area.
- Commissioner Hill pointed out that these townhomes will blend in with the townhomes to the south.
- Commissioner Jensen asked if the neighbors in the single-family home neighborhood to the east had heard about this project. Postcards were sent out, and this project did go to a neighborhood meeting in March.
 - o Commissioner Jensen said that it is a great transition between the single-family home neighborhoods and the freeway.
- Commissioner Hill asked about a timeline to put Independence Avenue through.
 - David Day from Public Works answered this question. Extending Independence Avenue is in Phase 1 of the Transportation Master Plan; however, it has been difficult to find funding. It will be extended when funding is secured.

After applicant's presentation:

- Commissioner DeSoto asked why the road doesn't loop around the townhomes. The applicant wanted to reduce the accesses on Independence Avenue, and a looping road would cut into a lot of open space. And end units are more appealing for homeowners. This configuration maximizes the number of end units.
- Commissioner Jensen stated that this is a good use for this parcel.
 - Commissioner Hill agreed. It could be worrying that it is so close to the freeway, but the townhomes to the south do not seem to have any issues with the proximity to the freeway.
 - o Commissioner South agreed. Provo City needs housing, and other townhome residents seem to be okay with the proximity to the freeway.
- Commissioner DeSoto asked if these townhomes would be rented. The applicant stated that they would be for sale units.

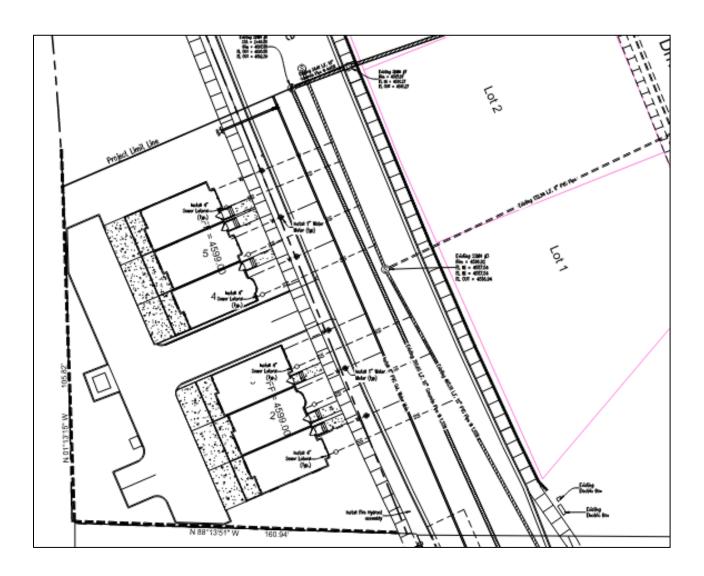
Planning Commission Chair

Director of Development Services

Bill Reperane

See Key Land Use Policies of the Provo City General Plan, applicable Titles of the Provo City Code, and the Staff Report to the Planning Commission for further detailed information. The Staff Report is a part of the record of the decision of this item. Where findings of the Planning Commission differ from findings of Staff, those will be noted in this Report of Action. Administrative decisions of the Planning Commission (items not marked with an asterisk) may be appealed by submitting an application/notice of appeal, with the required application and noticing fees to the Development Services
Department, 445 W Center Street, Provo, Utah, within fourteen (14) calendar days of the Planning Commission's decision (Provo City office hours are Monday through Thursday, 7:00 a.m. to 6:00 p.m.).
BUILDING PERMITS MUST BE OBTAINED BEFORE CONSTRUCTION BEGINS
Page 3 of 4

Exhibit A



Report of Action

June 11, 2025

*ITEM 8 Georgetown Development requests a Zone Map Amendment from the MP (Manufacturing Park) Zone to the LDR (Low Density Residential) Zone in order to build a six-townhome development, located at 1200 N Independence Ave. Grandview South Neighborhood. Mary Barnes (801) 852-6408 mbarnes@provo.gov PLRZ20250072

The following action was taken by the Planning Commission on the above described item at its regular meeting of June 11, 2025:

RECOMMENDED APPROVAL

On a vote of 5:0, the Planning Commission approved the above noted application, with the following conditions:

Conditions of Approval:

1. No conditions

Motion By: Andrew South Second By: Anne Allen

Votes in Favor of Motion: Andrew South, Lisa Jensen, Barbara DeSoto, Anne Allen, Jonathon Hill *Jonathon Hill was present as Chair*.

• Includes facts of the case, analysis, conclusions and recommendations outlined in the Staff Report, with any changes noted; Planning Commission determination is generally consistent with the Staff analysis and determination.

LEGAL DESCRIPTION FOR PROPERTY TO BE REZONED

The property to be rezoned to the LDR Zone is described in the attached Exhibit A.

RELATED ACTIONS

PLCP20250071 – Concept Plan for 1200 N Independence Avenue, which was approved by the Planning Commission on June 11, 2025.

STAFF PRESENTATION

The Staff Report to the Planning Commission provides details of the facts of the case and the Staff's analysis, conclusions, and recommendations.

CITY DEPARTMENTAL ISSUES

• The Coordinator Review Committee (CRC) has reviewed the application and given their approval.

NEIGHBORHOOD MEETING DATE

• A neighborhood meeting was held on 3/5/2025.

NEIGHBORHOOD AND PUBLIC COMMENT

• The Neighborhood District Chair was not present or did not address the Planning Commission during the hearing.

CONCERNS RAISED BY PUBLIC

Any comments received prior to completion of the Staff Report are addressed in the Staff Report to the Planning Commission. Key issues raised in written comments received subsequent to the Staff Report or public comment during the public hearing included the following:

- No public comment.

APPLICANT RESPONSE

The applicant is Brandon Mills. Key points addressed in the applicant's presentation to the Planning Commission included the following:

- There is a significant slope differential from Independence Avenue and the west side of the property, which lends itself to the type of townhome that is being proposed. There will be a 6' fence on the west side of the property, trees and plantings along the fence, and special sound mitigation windows to try and dull the sound of the freeway.

PLANNING COMMISSION DISCUSSION

Key points discussed by the Planning Commission included the following:

After staff presentation:

- Commissioner Jensen asked about protection from the freeway. There is a barrier to the south of the project, and I-15 does curve away from the project. Staff does not anticipate any conflicts with the northbound traffic. Additionally, the applicant will be installing a fence.
- Commissioner DeSoto asked about landscaping on the north part of the lot. The applicant will be providing a landscaping plan during a potential PPA where this can be further studied. But staff believes that there is adequate landscaping on the parcel. And the natural landscaping does help to stabilize the slope right there. Commissioner DeSoto mentioned a desire to see more native plants in the northern triangle area.
- Commissioner Hill pointed out that these townhomes will blend in with the townhomes to the south.
- Commissioner Jensen asked if the neighbors in the single-family home neighborhood to the east had heard about this project. Postcards were sent out, and this project did go to a neighborhood meeting in March.
 - o Commissioner Jensen said that it is a great transition between the single-family home neighborhoods and the freeway.
- Commissioner Hill asked about a timeline to put Independence Avenue through.
 - David Day from Public Works answered this question. Extending Independence Avenue is in Phase 1 of the Transportation Master Plan; however, it has been difficult to find funding. It will be extended when funding is secured.

After applicant's presentation:

- Commissioner DeSoto asked why the road doesn't loop around the townhomes. The applicant wanted to reduce the accesses on Independence Avenue, and a looping road would cut into a lot of open space. And end units are more appealing for homeowners. This configuration maximizes the number of end units.
- Commissioner Jensen stated that this is a good use for this parcel.
 - Commissioner Hill agreed. It could be worrying that it is so close to the freeway, but the townhomes to the south do not seem to have any issues with the proximity to the freeway.
 - O Commissioner South agreed. Provo City needs housing, and other townhome residents seem to be okay with the proximity to the freeway.
- Commissioner DeSoto asked if these townhomes would be rented. The applicant stated that they would be for sale units.

Planning Commission Chair

Director of Development Services

Bill Reperane

See <u>Key Land Use Policies of the Provo City General Plan</u>, applicable <u>Titles of the Provo City Code</u>, and the <u>Staff Report to the Planning Commission</u> for further detailed information. The Staff Report is a part of the record of the decision of this item. Where findings of the Planning Commission differ from findings of Staff, those will be noted in this Report of Action.

<u>Legislative items</u> are noted with an asterisk (*) and require legislative action by the Municipal Council following a public hearing; the Planning Commission provides an advisory recommendation to the Municipal Council following a public hearing.
Administrative decisions of the Planning Commission (items not marked with an asterisk) may be appealed by submitting an application/notice of appeal, with the required application and noticing fees to the Development Services Department, 445 W Center Street, Provo, Utah, within fourteen (14) calendar days of the Planning Commission's decision (Provo City office hours are Monday through Thursday, 7:00 a.m. to 6:00 p.m.).
BUILDING PERMITS MUST BE OBTAINED BEFORE CONSTRUCTION BEGINS
Page 3 of 5

EXHIBIT A
Taxing Description: COM N 1 DEG 57' 11" W 1343.84 FT & W 26.08 FT FR SW COR. SEC. 35, T6S, R2E, SLB&M. N 1 DEG 13' 15" W 105.46 FT; ALONG A CURVE TO L (CHORD BEARS: N 8 DEG 17' 49" W 449.13 FT, RADIUS = 1823 FT); N 15 DEG 22' 22" W 32.13 FT; S 21 DEG 58' 3" E 631.81 FT; N 88 DEG 11' 17" W 160.85 FT TO BEG. AREA 0.875 AC.
Page 4 of 5

EXHIBIT B

