

Provo City Planning Commission
Report of Action

December 10, 2025

***ITEM 8** Provo City Public Works Department requests Ordinance Text Amendments to Sections 15.03.020(3) and 15.03.200 to update 2025 standards to 2026 standards. Citywide Application. David Day (801) 852-6735 dday@provo.gov PLOTA20250658

The following action was taken by the Planning Commission on the above described item at its regular meeting of December 10, 2025:

RECOMMENDED APPROVAL

On a vote of 6:2, the Planning Commission recommended that the Municipal Council approve the above noted application.

Motion By: Lisa Jensen

Second By: Matt Wheelwright

Votes in Favor of Motion: Jonathon Hill, Melissa Kendall, Lisa Jensen, Matt Wheelwright, Jon Lyons, Daniel Gonzales

Votes Against the Motion: Joel Temple, Barbara DeSoto (not comfortable with motion until changes for safety are demonstrated)

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.
PLEASE NOTE PLANNING COMMISSION DISCUSSION ON 24' ROAD SECTION REMOVAL.

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

- 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.
- Neighbors or other interested parties were present or addressed the Planning Commission.

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:

- David Day read the response from the Transportation Mobility Advisory Committee (TMAC) indicating their opposition to remove the 24' street cross section from the city standards.
- Alexander Moss noted his understanding of a narrower street being safer for travel speeds and having less maintenance costs from the city.

- Lynn Schofield (Provo Fire Marshall) spoke to the issues with the existing 24' streets when people park even on one side of the road, as his trucks need 20' access. He has public safety concerns with narrow roads. He believes the best option is to allow the 24' road with parking only on one side but would prefer the 30' street.

APPLICANT RESPONSE

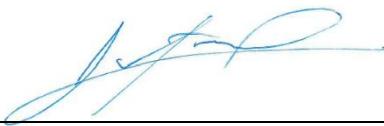
Key points addressed in the applicant's presentation to the Planning Commission included the following:

- When asked about Public Works' opinion on removing the 24' street standard, David Day indicated that all the current standards are safe in the engineer's opinion but would defer to the Planning Commission and City Council for policy.
- Provo Engineering detailed the no parking signs that will be going out on existing 24' roads to mitigate the safety issues.

PLANNING COMMISSION DISCUSSION

Key points discussed by the Planning Commission included the following:

- Commissioners asked what the justification was from the City Council to ask Provo Engineering to remove the 24' street standard, David indicated that the Council had safety concerns related to that narrow of a street.
- Some commissioners were concerned that a wider street creates safety concerns since people typically drive faster on wider streets, so there is concern in removing a narrower option.
- Commissioners wanted more user experience from examples in the city when dealing with a 24' street.
- Barbara DeSoto indicated her opposition to removing the 24' street due to increased maintenance costs, development costs, and safety related to designed speeds. She would support NACTO and AASHTO standards. Parking enforcement could solve a lot of the stated concerns with the 24' road.
- Jonathon Hill recognizes that there are arguments on both sides of the 24' road section discussion but is more sympathetic to the emergency response concerns.
- Jon Lyons asked Planning staff to clarify who makes the decisions on road cross-sections, Bill Peperone indicated that those choices are with Provo Engineering and based on traffic volumes. He asked the other commissioners if there are any other changes in this item that need to be discussed, and there were not.
- Daniel Gonzales noted that the City Council will make the decision, and that Commissioners should just note concerns with the item before it goes to the Council for a decision.
- Matt Wheelwright stated he prefers the 30' road with the 24' bulb-out at the intersections after asking David Day for clarification.
- The Commission discussed a variety of dimensional standards of street and lane widths with David Day. Barbara DeSoto hoped for a narrower bulb-out for the city standards.
- The Commission indicated support for the removal of 24' width if the bulb-out width was reduced.
- Generally, finding different ways to slow cars down and enhance safety should be a priority with city standards.



Planning Commission Chair



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.

[Legislative items](#) 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

1 Section 15.03.020. General Development Standards.

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4 (3) Provo City adopts and incorporates by reference into this section:

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6 (a) The following nationally recognized, industry standards:

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- (i) Manual of Standard Specifications, 20256, American Public Works Association;
- (ii) Manual of Standard Plans, 20256, American Public Works Association;
- (iii) Manual on Uniform Traffic Control Devices for Streets and Highways (the "MUTCD"), 2009 Edition, Federal Highway Administration;
- (iv) A Policy on Geometric Design of Highways and Streets, 6th Edition, American Association of State Highway and Transportation Officials;
- (v) Trip Generation Manual, 10th Edition, Institute of Transportation Engineers; and

(b) The following local standards, which supersede those standards adopted by Subsection (3)(a) of this Section to the extent there is any conflict:

24

(i) 20256 Provo Standard Drawing Details:

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(ii) 20256 Provo City Public Works Department Development Design Standards;

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(iii) Utah Manual on Uniform Traffic Control Devices, For Streets and Highways, (FHWA's MUTCD 2009 Edition as amended for use in Utah), 2011, Utah Department of Transportation;

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(iv) 20256 Standard Drawings for Road and Bridge Construction, 20256, Utah Department of Transportation; and

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(v) Utah Administrative Rules Titles R305-R317

38

41 **Section 15.03.200. Street Standards**

42 The type and arrangement of roadways peripheral to and abutting any development shall be in
43 compliance with the major and local street plans for the area of the development. Developments
44 which are located on or next to a collector or arterial street shall be designed and developed so
45 the public street continues through the project in a logical, safe design. Developments which are
46 located at the end of stubbed local public streets may be required to extend the street through the
47 development based on the proposed circulation needs of the area. The Planning Commission,
48 upon recommendation of the Planning and Engineering staff, shall determine if the street should
49 be extended as a through street or as a cul-de-sac during the preliminary approval.

50 (1) Arterial and collector streets shall conform to the major street plan wherever a development
51 falls in an area for which an arterial and collector street plan has been adopted. For areas where
52 such street plan has not been completed when the preliminary plan of the subdivision is
53 submitted to the Planning Commission, street dedications shall be provided as follows:

54 (a) Local street right-of-way shall have a width of ~~fifty-four (54)~~ feet, sixty (60) feet or sixty-six
55 (66) feet, except where private property owner's association includes planting areas and
56 sidewalks as part of their common area.

57 (b) Collector street right-of-way shall have a width of eighty (80) feet.

58 (c) Arterial street right-of-way shall have a minimum width of eighty (80) feet or one hundred
59 twenty-eight (128) feet as determined by future projected traffic volumes.

60 (d) Minimum width of asphalt wherever curb and gutters are installed (lip to lip of curb) shall be
61 as follows:

62 (i) For local streets (public and private): ~~twenty-four (24)~~, thirty (30), or thirty-six (36) feet are
63 to be applied as detailed in the Provo City Transportation Master Plan.

64 (ii) For collector streets: fifty (50) feet.

65 (iii) For arterial streets: fifty (50) feet or seventy-eight (78) feet as determined by the City
66 Engineer for future projected traffic volumes.

67 (2) To promote connectivity of the street system for efficient circulation, cul-de-sacs shall be
68 used only where physical conditions or land ownership configurations exist which make other
69 designs undesirable and where local area street plans do not require through circulation. When
70 used, cul-de-sac streets shall be extended in a manner that reduces the length of public access
71 ways to be constructed between the end of the cul-de-sac and the destination of such access way.
72 Each cul-de-sac shall have a minimum right-of-way of fifty (50) feet and a radius of fifty (50)
73 feet of right-of-way for the cul-de-sac bulb, except where a private property owner's association
74 includes planting areas and sidewalks as part of its common area. A cul-de-sac street shall meet
75 the pavement width standard as per Subsection **(1)(d)(i)** of this Section and a cul-de-sac bulb sha

76 Il have asphalt pavement of not less than forty-one (41) feet in radius. The maximum length of a
77 cul-de-sac street shall not exceed five hundred (500) feet, unless:

78 (a) Physical conditions necessitate providing a longer cul-de-sac, due to the inability to provide
79 any other means of access. Such conditions may include, but are not limited to, topography,
80 natural resource areas such as wetlands, ponds, streams, rivers, or lakes; or

81 (b) Buildings or existing developments block access to the site, which would result in
82 landlocked property, or an extremely inefficient development pattern. A cul-de-sac street which
83 exceeds five hundred (500) feet shall include an intermediate turnaround near the midpoint of the
84 street as approved by the City Engineer. In no case shall a cul-de-sac street length exceed one
85 thousand (1,000) feet.

86 (3) Where access is desired to the side or rear of abutting properties, an alley may be provided.
87 Alleys shall have a minimum width of twenty-four (24) feet of asphalt or concrete pavement
88 measured from lip of curb to lip of curb. The design grade and alignment design of an alley shall
89 conform to local street standards, except that the centerline radius may be reduced where
90 appropriate, as determined by the City Engineer. Curb and gutter or other acceptable drainage
91 design features shall be required to control pavement drainage. Minimum pavement thickness
92 shall conform to the same standards required for local streets. Parking shall not be allowed on
93 alleys. Alleys shall not be made a part of a lot.

94 (4) On collector and local streets, four (4) way intersections may be designed with a roundabout
95 according to Provo City standard drawings and the major and local street plan as approved by the
96 City Engineer. Streets shall intersect each other as near as possible at right angles. Minor streets
97 shall approach arterial or collector streets at an angle of ninety (90) degrees plus/minus ten (10)
98 degrees. Offsets between intersections from ten (10) feet to one hundred twenty (120) feet,
99 measured from street center line to street center line, shall be prohibited.

100 (5) Minimum street grades shall be four-tenths of one percent (0.4%). The maximum street
101 grade shall be twelve percent (12%) for local streets and eight percent (8%) for arterial and
102 collector streets.

103 (6) Where the street lines within a block deflect from each other, there should be a connecting
104 curve. The radius of the curve for the center shall be not less than five hundred ten (510) feet for
105 arterial streets, three hundred thirty-five (335) feet for collector streets, and two hundred (200)
106 feet for the local streets. Local streets shall be designed with horizontal and vertical curves.
107 (Refer to AASHTO - A Policy on Geometric Design of Highways and Streets.)

108 (7) Curbs at all intersections of collector and arterial streets shall be rounded with curves having
109 a minimum lip of curb radius of thirty (30) feet. Local street intersections shall be rounded with a
110 curve having a minimum lip of curb radius of fifteen (15) feet. (Refer to Provo City Standard
111 Details. Any exceptions shall be approved by the City Engineer.)

112 (8) Specifications for the design of street sub-base, base, hard surfacing, curb and gutters,
113 sidewalks and the treatment of drainage courses shall comply with standard specifications as a

114 adopted by the City and administered by the City Engineer. All improvements within a public
115 right-of-way shall conform to the standard drawings and specifications approved by the
116 Engineering Division.

117 (9) New street names shall not duplicate those already existing. A street that is obviously a
118 continuation of another already in existence shall bear the same name. The numerical system of
119 street designations shall be maintained and extended where possible. Streets that curve, loop,
120 horseshoe or meander should be given an alphabetical name. (See Chapter 15.13, Provo City
121 Code, for street naming.)

122 (10) Street signs shall be installed where required by the City Engineer. A street sign fee as
123 shown on the [Consolidated Fee Schedule](#) adopted by the Municipal Council shall be paid to the
124 Engineering Division prior to final plat approval. The City shall assume the responsibility for
125 installation and maintenance of street signs once the fee has been paid.

126 (11) All public streets shall be dedicated for public use. The full right-of-way of all streets (as
127 described in Subsection 1 of this Section) within a development shall be dedicated and the
128 roadway paved. Developments on one (1) side only of the proposed local street shall include
129 dedication of not less than ~~thirty-five (35)~~ thirty-nine (39) feet of the street right-of-way, twenty-
130 four (24) feet of which shall be paved, as approved by the City Engineer. Full-width pavement
131 for local streets shall be required when ADT exceeds two hundred fifty (250) vehicles. Arterial
132 and collector street dedication and pavement width shall be determined on a case-by-case basis
133 depending on projected traffic volumes for the proposed development.

134 (12) The arrangement of streets in new developments shall make provision for the continuation
135 of the existing streets in adjoining areas (or their proper projection where adjoining land is not
136 subdivided) at the same or greater width (but in no case less than the required minimum width).

137 (a) Public right-of-way connections shall be made in a manner that will provide safe and
138 convenient access to an existing or planned arterial/collector street, school, park, employment
139 center, commercial area, or similar neighborhood activity center. The connections may be
140 completed over time in phases as part of a required overall street plan.

141 (b) A public street connection shall be provided to any existing or approved public street right-
142 of-way stub abutting the development, unless it is demonstrated that a connection cannot be
143 made because of the existence of one (1) or more of the following conditions:

144 (i) *Physical conditions that preclude development of a public street.* Such conditions may
145 include, but are not limited to, topography, natural resource areas or primary and secondary
146 conservation areas such as wetlands, ponds, streams, channels, rivers or lakes.

147 (ii) Buildings or other existing development on adjacent lands, including previously subdivided
148 but vacant lots or parcels, that physically preclude a connection now or in the future.

149 (c) Public right-of-way shall be extended to adjacent undeveloped or partially developed
150 contiguous land (i.e., land that can be further divided by provisions of this Title) in locations w

151 hich will not prevent the adjoining property from developing consistent with applicable
152 standards, unless it is demonstrated that a connection cannot be made because of one (1) or more
153 of the following conditions:

154 (i) *Physical conditions that preclude development of a public street.* Such conditions may
155 include, but are not limited to, topography, natural resource areas or primary and secondary
156 conservation areas such as wetlands, ponds, streams, channels, rivers or lakes.

157 (ii) Buildings or other existing development on adjacent lands, including previously subdivided
158 but vacant lots or parcels, that physically preclude a connection now or in the future.

159 (d) Street alignments shall be selected that relate to the natural topography and other natural
160 conditions.

161 (13) Sidewalks shall be six (6) feet in width except where other widths are deemed appropriate
162 by the City Engineer and comply with the latest Americans with Disabilities Act requirements.
163 Planter strips of a minimum seven (7) feet in width shall be used in all street cross-sections
164 except where not required by the City Engineer.

165 (14) A development with a single street access (ingress and egress) shall have a maximum ADT
166 not higher than two hundred fifty (250) vehicle trips. ADT shall be determined by trip generation
167 rates obtained from the City Traffic Engineer. A second street access shall be required for
168 projects which exceed the designated trip rate.

169 (15) Direct driveway access from residential property to collector and arterial streets shall not be
170 permitted unless approved by the City Engineer. Access to new residential development shall be
171 provided by local streets. A limited number of driveways to residential property abutting a
172 collector or arterial may be permitted when allowed by the Transportation Master Plan.

173 (16) For typical street cross-sections and other street details, refer to the Provo City Standard
174 Details.

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