



PROVO MUNICIPAL COUNCIL

Work Meeting

1:00 PM, Tuesday, May 21, 2019
Room 310, City Conference Room
351 W. Center Street, Provo, UT 84601

Agenda

Roll Call

Prayer

Business

1. A presentation regarding the Municipal Wastewater Planning Program Annual Report. (19-064)
2. A presentation on the Parks and Recreation Department and potential budget impacts. (19-004)
3. A presentation on the Human Resources Department and potential budget impacts. (19-004)
4. A presentation regarding an appropriation of \$119,238 in the Airport Fund and \$775,000 in the Water Resources Fund, applying to fiscal year ending June 30, 2019. (19-061)
5. A presentation regarding code enforcement. (19-065)
6. A presentation regarding the implementation of the General Plan. (19-066)

Policy Items Referred from the Planning Commission

7. A discussion regarding the adoption of a Supplementary Residential (S) Overlay Zone in a One-Family Residential (R1.8) Zone located at approximately 244 E 2100 N. Pleasant View Neighborhood. (PLRZ20190094)
8. A discussion regarding a General Plan amendment to add the Utah Transit Authority Station Area Plan to the Downtown Master Plan as an appendix. City-wide impact. (PLGPA20190059)
9. A discussion regarding a zone change from Regional Shopping (SC3) to Health Care Facilities Zone (HCF) for 22.12 acres, and to Campus Mixed Use (CMU) for 8.94 acres, located at 178 E 1860 S. East Bay Neighborhood. (PLRZ20180321)

10. A discussion on a zone change request from One-Family Residential (R1.10) to Light Manufacturing (M1) for approximately 7.7 acres of land located at approximately 1060 E 1320 S. Spring Creek Neighborhood. (PLRZ20190117)

Closed Meeting

The Municipal Council or the Governing Board of the Redevelopment Agency will consider a motion to close the meeting for the purposes of holding a strategy session to discuss pending or reasonably imminent litigation, and/or to discuss the purchase, sale, exchange, or lease of real property, and/or the character, professional competence, or physical or mental health of an individual in conformance with § 52-4-204 and 52-4-205 et. seq., Utah Code.

Adjournment

Informal discussion may be held in the Council Conference Room between 4:30 PM and 5:30 PM.

If you have a comment regarding items on the agenda, please contact Councilors at council@provo.org or using their contact information listed at: <http://provo.org/government/city-council/meet-the-council>

Materials and Agenda: agendas.provo.org

Council meetings are broadcast live and available later on demand at youtube.com/user/ProvoCityCouncil

To send comments to the Council or weigh in on current issues, visit OpenCityHall.provo.org.

The next scheduled Council Meeting will be held on 6/4/2019 12:00:00 PM at 6/4/2019 12:00:00 PM in the Council Chambers, 351 West Center Street, Provo, unless otherwise noticed. The Work Meeting start time is to be determined (typically between 12:00 and 4:00 PM) and will be noticed at least 24 hours prior to the meeting.

Notice of Compliance with the Americans with Disabilities Act (ADA)

In compliance with the ADA, individuals needing special accommodations (including auxiliary communicative aides and services) during this meeting are invited to notify the Provo Council Office at 351 W. Center, Provo, Utah 84601, phone: (801) 852-6120 or email evanderwerken@provo.org at least three working days prior to the meeting. The meeting room in Provo City Center is fully accessible via the south parking garage access to the elevator. Council meetings are broadcast live and available for on demand viewing at youtube.com/user/ProvoCityCouncil.

Notice of Telephonic Communications

One or more Council members may participate by telephone or Internet communication in this meeting. Telephone or Internet communications will be amplified as needed so all Council members and others attending the meeting will be able to hear the person(s) participating electronically as well as those participating in person. The meeting will be conducted using the same procedures applicable to regular Municipal Council meetings.

Notice of Compliance with Public Noticing Regulations

This meeting was noticed in compliance with Utah Code 52-4-202 and Provo City Code 14.02.010. Agendas and minutes are accessible through the Provo City website at agendas.provo.org. Council meeting agendas are available through the Utah Public Meeting Notice website at utah.gov/pmn, which also offers email subscriptions to notices.

Network for public internet access: *Provo Guest*, password: *provoguest*

PROVO MUNICIPAL COUNCIL STAFF REPORT



Submitter: JMCKNIGHT
Department: Public Works
Requested Meeting Date: 05-21-2019

SUBJECT: A presentation regarding the Municipal Wastewater Planning Program Annual Report. (19-064)

RECOMMENDATION: Information only. This item is scheduled to be heard in the Council Meeting this evening.

BACKGROUND: Each year the City must update a self-assessment regarding the sewer collection and treatment system for submission to the State as part of our sewer discharge permit.

FISCAL IMPACT: None

PRESENTER'S NAME: Rebecca Andrus

REQUESTED DURATION OF PRESENTATION: 15 minutes

COMPATIBILITY WITH GENERAL PLAN POLICIES, GOALS, AND OBJECTIVES:
State requirement

CITYVIEW OR ISSUE FILE NUMBER: 19-064

1 RESOLUTION 2019-

2
3 A RESOLUTION APPROVING THE MUNICIPAL WASTEWATER PLANNING
4 PROGRAM REPORT FOR 2018 IN ACCORDANCE WITH THE UTAH
5 POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT. (19-064)
6

7 WHEREAS, in 2012 the state of Utah implemented a general permit for the collection of
8 wastewater, to develop programs for the prevention, control, and abatement of new or
9 existing pollution of the waters of the state; and
10

11 WHEREAS, Provo City submitted a Notice of Intent at the time of inception stating that
12 the City will comply with the requirements of the general permit; and
13

14 WHEREAS, the Municipal Wastewater Planning Program (MWPP) Report is required to
15 be reviewed by the City Council to ensure that all appropriate actions have been taken to
16 comply with the Utah Pollutant Discharge Elimination System permits; and
17

18 WHEREAS, on May 21, 2019, the Municipal Council met to ascertain the facts regarding
19 this matter and receive public comment, which facts and comments are found in the
20 public record of the Council's consideration; and
21

22 WHEREAS, after considering the facts and comments presented to the Municipal
23 Council, the Council finds the 2018 MWPP Report, attached hereto as Exhibit A, is
24 hereby approved, and such action reasonably furthers the health, safety, and general
25 welfare of the citizens of Provo City.
26

27 NOW, THEREFORE, be it resolved by the Municipal Council of Provo City, Utah as
28 follows:
29

30 PART I:

31
32 The Mayor is hereby authorized to inform the Utah Water Quality Board of the following
33 actions:
34

- 35 1. The Municipal Council has reviewed the 2018 MWPP Report, as attached in Exhibit
36 A.
37 2. The City has taken all appropriate actions necessary to maintain effluent requirements
38 contained in the Utah Pollutant Discharge Elimination System permit.
39

40 PART II:

41
42 This resolution shall take effect immediately.
43

44 END OF RESOLUTION.

PROVO MUNICIPAL COUNCIL STAFF REPORT



Submitter: HSALZL
Department: Council
Requested Meeting Date: 05-21-2019

SUBJECT: A presentation on the Parks and Recreation Department and potential budget impacts. (19-004)

RECOMMENDATION: Presentation only.

BACKGROUND: Revenue and reinvestment from the Recreation Center are key pieces of the Provo City Budget. Scott Henderson, the Director of Parks and Recreation, will present to the Council about how the Recreation Center affects the budget.

FISCAL IMPACT: \$413,646 will be provided for the maintenance of the Recreation Center and equipment, with unused funds moved forward for future use. The Recreation, Arts, and Parks (RAP) tax is expected to generate approximately \$1.325 million in FY2020 for recreation and arts projects.

PRESENTER'S NAME: Scott Henderson, Bryce Merrill

REQUESTED DURATION OF PRESENTATION: 30 minutes

COMPATIBILITY WITH GENERAL PLAN POLICIES, GOALS, AND OBJECTIVES:

CITYVIEW OR ISSUE FILE NUMBER: 19-004

PROVO MUNICIPAL COUNCIL STAFF REPORT



Submitter: HSALZL
Department: Council
Requested Meeting Date: 05-21-2019

SUBJECT: A presentation on the Human Resources Department and potential budget impacts. (19-004)

RECOMMENDATION: Presentation only.

BACKGROUND: The Budget Highlights for FY 2020 listed several changes that affect personnel budgets, including merit increases (2.5%), market adjustments, retirement increases, insurance increases (4.5%), and parental leave. The presentation will explain the changes and the anticipated affect on the budget.

FISCAL IMPACT: The tentative budget for personnel (\$31,073,141), insurance (\$7,857,307), retirement (\$6,561,748), and operations costs (\$14,186,548) total \$49,678,744 for FY 2020.

PRESENTER'S NAME: Daniel Softly

REQUESTED DURATION OF PRESENTATION: 30 minutes

COMPATIBILITY WITH GENERAL PLAN POLICIES, GOALS, AND OBJECTIVES:

CITYVIEW OR ISSUE FILE NUMBER: 19-004

PROVO MUNICIPAL COUNCIL STAFF REPORT



Submitter: JMCKNIGHT
Department: Public Works
Requested Meeting Date: 05-21-2019

SUBJECT: A presentation regarding an appropriation of \$119,238 in the Airport Fund and \$775,000 in the Water Resources Fund, applying to fiscal year ending June 30, 2019. (19-061)

RECOMMENDATION: Information only. This item is scheduled to be heard in the Council Meeting this evening.

BACKGROUND: This resolution corrects an omission in the Airport revenue bond interest budget funded from fund balance in the amount of \$98,238. It also increases the budget for \$21,000 in airport security fencing also from fund balance in the Airport fund. The resolution also increases funding in the water fund by \$500,000 for water reuse studies, \$75,000 for airport contract services, and \$200,000 for well development which is funded from higher than anticipated utility rate revenue.

FISCAL IMPACT: \$119,238 in the Airport Fund, \$775,000 in the Water Fund

PRESENTER'S NAME: Jimmy McKnight

REQUESTED DURATION OF PRESENTATION: 10 minutes

COMPATIBILITY WITH GENERAL PLAN POLICIES, GOALS, AND OBJECTIVES:

CITYVIEW OR ISSUE FILE NUMBER: 19-061

PROVO MUNICIPAL COUNCIL STAFF REPORT



Submitter: HSALZL
Department: Council
Requested Meeting Date: 05-21-2019

SUBJECT: A presentation regarding code enforcement. (19-065)

RECOMMENDATION: Presentation only.

BACKGROUND: For FY 2016, the Council approved funding for two additional Code Compliance Officer positions. For FY 2017, the Council adopted the Zoning Disclosure requirement. This presentation will compare data gathered to show the effect the changes have had on code enforcement.

FISCAL IMPACT: N/A

PRESENTER'S NAME: Carrie Walls

REQUESTED DURATION OF PRESENTATION: 30 minutes

COMPATIBILITY WITH GENERAL PLAN POLICIES, GOALS, AND OBJECTIVES:

CITYVIEW OR ISSUE FILE NUMBER: 19-065

PROVO MUNICIPAL COUNCIL STAFF REPORT



Submitter: HSALZL
Department: Council
Requested Meeting Date: 05-21-2019

SUBJECT: A presentation regarding the implementation of the General Plan. (19-066)

RECOMMENDATION: Presentation only.

BACKGROUND: Council staff have worked with almost every City department to report on the implementation of the 420 goals listed in the General Plan. Goal statuses were reported as follows:

Complete: 28
Ongoing (no end date): 345
In Progress (toward an end date): 13
Not Started: 34

FISCAL IMPACT: none

PRESENTER'S NAME: Cliff Strachan

REQUESTED DURATION OF PRESENTATION: 30 minutes

COMPATIBILITY WITH GENERAL PLAN POLICIES, GOALS, AND OBJECTIVES:

CITYVIEW OR ISSUE FILE NUMBER: 19-066



Planning Commission Hearing Staff Report Hearing Date: May 8, 2019

***Item 3 Kyle Wright requests the adoption of a S Overlay Zone in a R1.8 Zone located at approximately 244 E 2100 N. Pleasant View neighborhood. PLRZ20190094**

Applicant: Kyle R Wright

Staff Coordinator: Dustin Wright

Property Owner: Various

Parcel ID#: 490580019, 490580020, 490580021, 490580022, 490580023, 490580024, 490580025, 490580026, 490580027, 490580028, 490580029, 490580030, 490580031, 490580032, 490580033, 490580018, 490580017, 490580016, 490580015, 490580014, 490580012, 490580013, 490580010, 490580011, 490580009, 490580008, 490580007, 490580006, 490580005, 490580004, 490580002, 490580001

Number of Properties: 32

Number of Lots: 32

Council Action Required?: Yes

ALTERNATIVE ACTIONS

1. Recommend **denial** to the Municipal Council. *This action would not be consistent with the recommendations of the Staff Report. The Planning Commission should state new findings.*

2. **Continue** to a future date to obtain additional information or to further consider information presented. *The next available meeting date is May 22, 2019 6:00 P.M.*

Current Legal Use:

32 residential single-family homes.

Relevant History:

Neighborhood Issues:

A neighborhood meeting was held on April 18, 2019 and discussed concerns about parking in the area, could increase the cost of homes, and enforcement issues.

Summary of Key Issues:

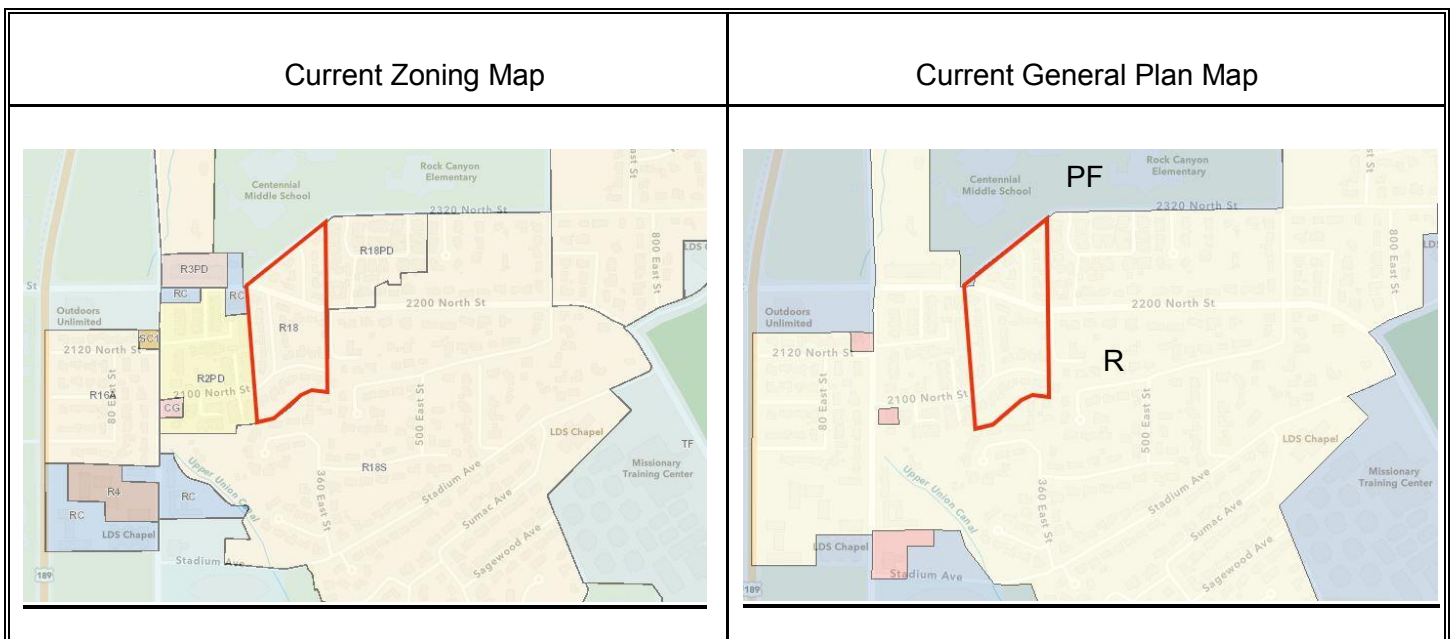
- Area boundary to apply S Overlay and surrounding zones.
- Support received from the majority of the homeowners in the proposed rezone area.
- Pleasant View Neighborhood General Plan Policies.

Staff Recommendation:

That the Planning Commission recommend approval to the Municipal Council for the requested adoption of the S Overlay Zone for 32 parcels located at approximately 244 E 2100 N.

OVERVIEW

The applicant is requesting the adoption of the Supplementary Residential Overlay to the existing R1.8 zone. The S Overlay would allow accessory apartments if the home is owner occupied. The applicant has received support from the majority of the residents in the proposed rezone area. The majority of homes in the Pleasant View neighborhood already have an “S” or “A” Overlay applied to them.



GENERAL PLAN POLICIES

1.2.9 Key Land Use Policies (by Area and Neighborhood) – Pleasant View Neighborhood

1. *Single-Family Homes*

... Promote owner occupancy throughout the single-family home areas of the neighborhood. Restrict the Supplementary Residential and Accessory overlay zones from expanding beyond the current boundaries. Continue enforcement of zoning laws to ensure public safety and the quality of residential properties...

Part of the stated policy is to promote owner occupancy while the other part is to restrict the Supplementary Residential and Accessory overlay zones from expanding beyond the current

boundaries. The Overlay zone would help to increase owner occupancy because that is the requirement to have the accessory apartment.

Should the City Council approve the requested overlay zone, staff would suggest that the second sentence, "Restrict the Supplementary Residential and Accessory overlay zones from expanding beyond the current boundaries" should be deleted from the General Plan.

FINDINGS OF FACT

1. All 32 properties are currently zoned R1.8;
2. The area is designated as Residential on the General Plan Map;
3. A neighborhood meeting was held on April 18, 2019 to discuss this item;
4. Current amendments are being made to the Supplementary Overlay Zone;
5. The applicant has received some signatures from homeowners to support the Overlay for their properties.

ANALYSIS

1. Provo City Code Section 14.02.020(2) sets forth the following guidelines for consideration of zoning map amendments:

*Upon receipt of a petition by the Planning Commission, the Commission shall hold a public hearing in accordance with the provisions of Section 14.02.010 of this Title and may approve, conditionally approve, or deny the preliminary project plan. 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: **(Staff responses in bolded)***

- (a) *Public purpose for the amendment in question. **The amendment in zoning would allow this area of the Pleasant View Neighborhood to be compatible with the majority of the neighborhood and help increase owner occupancy in the area.***
- (b) *Confirmation that the public purpose is best served by the amendment in question. **The applicant has stated that this will help simplify the boundary lines of the zones, encourage owner occupied dwellings, help young professionals overcome the high barriers to home ownership, and help provide options to solve the housing needs in Provo.***
- (c) *Compatibility of the proposed amendment with General Plan policies, goals, and objectives. **The stated policy in the General Plan under 1.2.9 would be in***

conflict with the proposed amendment as it states that the Overlay zones should not be expanded in the neighborhood.

- (d) *Consistency of the proposed amendment with the General Plan's timing and sequencing provisions on changes of use, insofar as they are articulated. **No issues with timing and sequencing.***
- (e) *Potential of the proposed amendment to hinder or obstruct attainment of the General Plan's articulated policies. **The General Plan specifies that the Overlay zone should not be expanded, but it would help in attaining an increase in owner occupancy.***
- (f) *Adverse impacts on adjacent land owners. **The proposed change would allow for an increase in individuals that could reside on a parcel of land. This would have increased traffic to the area.***
- (g) *Verification of correctness in the original zoning or General Plan for the area in question. **The zoning is correct.***
- (h) *In cases where a conflict arises between the General Plan Map and General Plan Policies, precedence shall be given to the Plan Policies. **No conflict between the Map and Policies.***

CONCLUSIONS

Staff finds that this proposal has support from many of the residents in the area and the Neighborhood Chair. The City may feel that an exception would be appropriate to the stated General Plan Policy to restrict future expansion of the Overlay zones in the neighborhood based on support received by neighbors and to help increase owner occupancy in the Pleasant View Neighborhood.

STAFF RECOMMENDATION

Recommend approval to the Municipal Council for the requested adoption of the S Overlay Zone for 32 parcels located at approximately 244 E 2100 N.

ATTACHMENTS

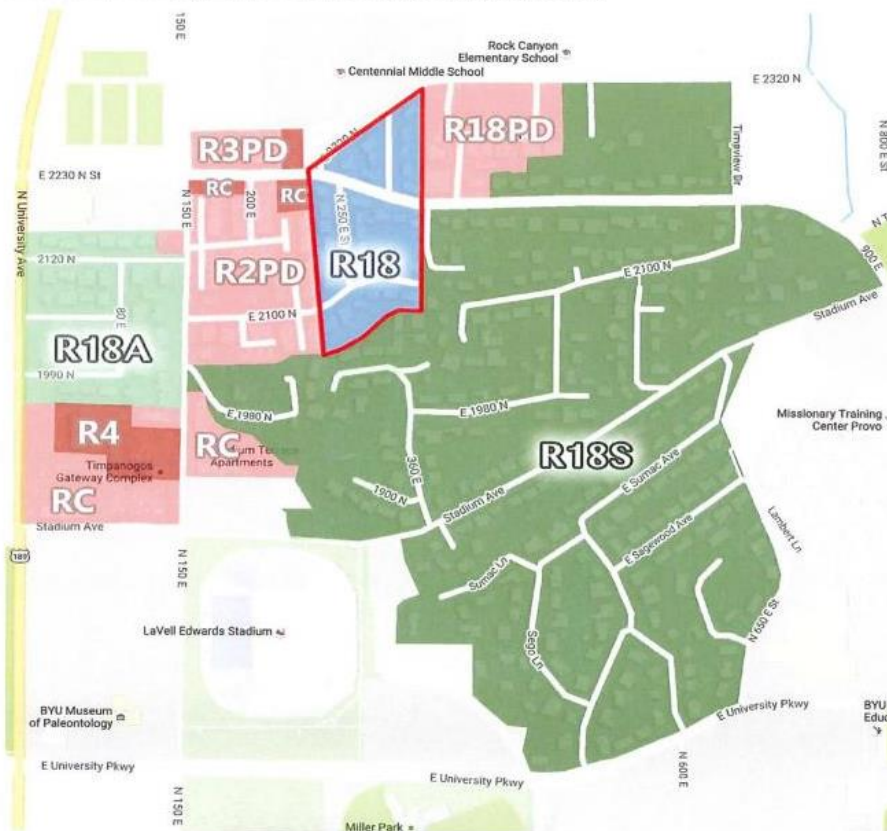
1. Applicant's Supporting Documents

I, Kyle Wright, along with 53% of the home owners in the R18 zone present to you a signed petition sheet desiring to have our R18 zone adopt the neighboring R18S "S overlay" allowing for accessory apartments. I expect additional homeowners that are currently renting their homes will also join in this effort as I continue to gather more support. As a part of the Pleasant View Neighborhood our R18 zone, consisting of 32 homes, is an island in a complex sea of zoning classifications that include apartment buildings, condos, townhomes and homes. Speaking on behalf of the majority of the R18 zone homeowners, we feel that our property values have been throttled. We also believe that by having the R18 zone adopt the neighboring "S overlay" it will,

- Simplify boundary lines
- Encourage owner occupied dwellings
- Help young professionals overcome the high barriers to home ownership
- Will also help with the massive need for housing in Provo.

Boundary Lines

In the Pleasant View Neighborhood the R18 zone is surrounded by zones R18S, R18PD, RC and R2PD. Due to the complexity of the zones surrounding us, the boundary lines are confusing and have been an issue to prospective homeowners. By adopting the "S overlay" into the R18 zone, these confusing boundary lines will no longer divide the Pleasant View Neighborhood into small confusing zones.



Owner Occupied

In the R18 zone, renters occupy approximately 50% of the households. Studies have shown that areas with a high percentage of non-owner occupied properties, the property values are lower and the area is not as stable in comparison to areas where the majority of homes are owner occupied. By adopting the neighboring "S overlay", owners would be encouraged to live in the home and offset some of the cost by renting an accessory apartment or to take advantage of the increased value and sell the home to someone who would be willing to occupy the home and rent an accessory apartment. Another benefit to having owners living in the zone is that the homeowner typically will maintain the property better than a renter, therefore increasing the property values and helping to keep Provo a truly beautiful city.

Overcoming High Barriers to Homeownership

Along with the growth in the student body of the local universities, more out of state students are coming to live in Provo and Orem. Many of these students fall in love with this area and will stay and raise their families here. Young professionals are looking to move their small families out of apartments and into homes. By allowing the R18 zone to adopt the "S overlay", these professionals are more likely to overcome the difficulties of buying a home because they can offset the debt service by having an accessory apartment, therefore allowing them to plant roots in Provo and revitalize some of the older areas of Provo.

Need For Housing in Provo

There is an increasing need for more housing in Provo. Provo residents continue to grow every year and the housing market will have to grow with it. Our single family R18 zone can be part of the solution by providing additional housing capacity.

Currently, I have contacted and secured the support of the majority of the zone, and they strongly support this change. I am confident that many of the owners I have not been able to contact will also support this change.

I respectfully request that you review this proposal and consider the advantages. I would gladly walk you through the area, introduce you to my neighbors and provide you with firsthand insights about how this change will strengthen my neighborhood.

Pleasant Village Subdivision

32 homes are zoned single family residential use with minimum 8000 sq. ft. lots (R18)

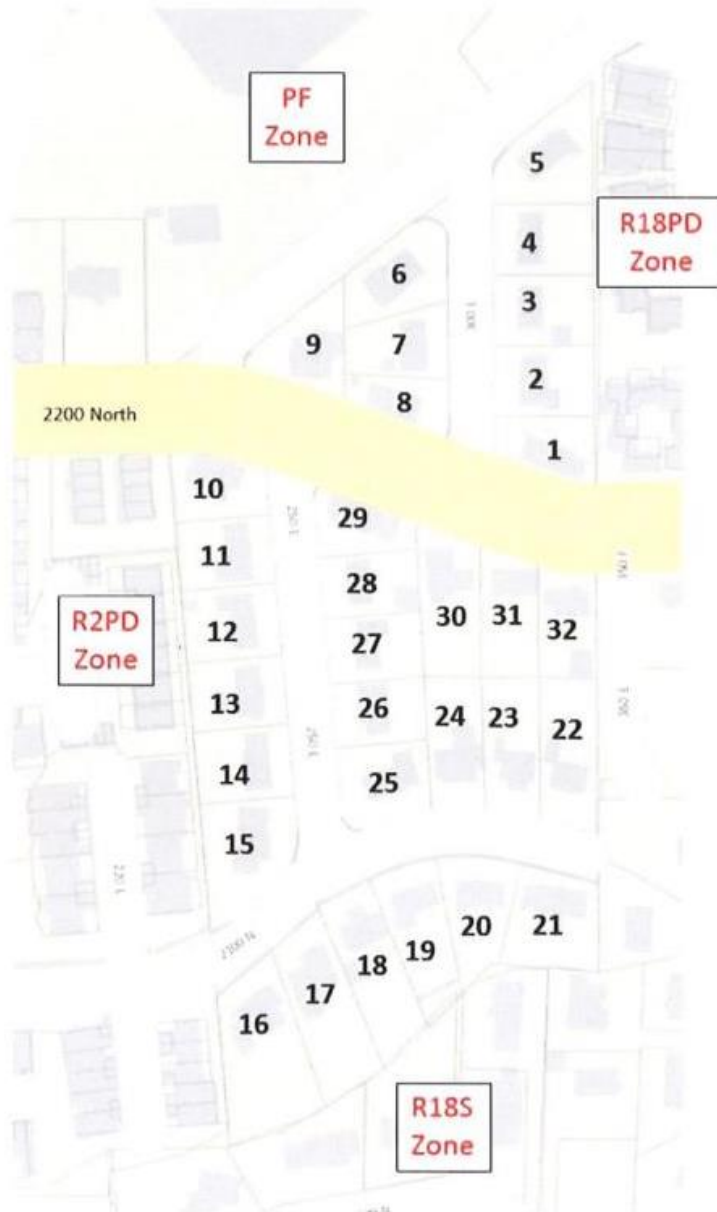
Properties marked in yellow are NOT owner occupied (18 out of 32 homes)

See map below for map number locations

Version January 31, 2019

Map	Address	Owner	Last owner	Occupants/Notes
1	319 E 2200 NORTH	Mildred Roberta Ledford Deceased 2008	1981	Richard Ledford
2	2240 N 300 EAST	Shizuko N. Arizumi e/o JOSHUA ARIIZUMI 1428 CREEKSIDE CT NEWBERG, OR 97132	1999	
3	2256 N 300 EAST	Krista Thornock	2012	Lives in China
4	2270 N 300 EAST	Merice May Larsen	1993	
5	348 E 2320 NORTH	Sadikin Budiman PO BOX 67189 SCOTTS VALLEY, CA 95067	2013	
6	290 E 2320 NORTH	Thomas E. and Kathleen B. Carter 1496 CARLOS WAY UPLAND, CA 91786- 2464	2002	
7	2243 N 300 EAST	Sharon Jean Black	1983	
8	285 E 2200 NORTH	Norman M. and Hinemoa Soakai	1999	
9	245 E 2200 NORTH	Chew Lian and Jane C. Liao	2013	
10	244 E 2200 NORTH	Richard and Marilyn Brinton 536 11TH AV SALT LAKE CITY, UT 84103	2003	Michael
11	2175 N 250 EAST	Kerry L. Bock 1251 E ENCANTO ST MESA, AZ 85203- 5705	2006	
12	2159 N 250 EAST	Wilma P. Christensen Deceased 2011	1986	Paul and Doralice Christensen Family (Paul is son of Wilma) Kacey and Kimberly Larsen Curtis and Kathy Adams (Kathy is daughter of Wilma)
13	2143 N 250 EAST	Joseph M. and Amy B. Pyrah	2005	
14	2139 N 250 EAST	Duran A. and Elizabeth H. Lucas 68 HILLSIDE AV SALT LAKE CITY, UT 84103-4610	2001	
15	2127 N 250 EAST	MRB Provo LLC e/o DEBORAH LAVIN, 7896 SITIO MIRTO CARLSBAD, CA 92009	2012	2016 Notice of violation
16	226 E 2100 NORTH	C. Marcel and Monika S. Bowman	2016	
17	244 E 2100 NORTH	Kyle and Elizabeth Wright	1998	
18	260 E 2100 NORTH	Joseph Grant and Marilyn K. Stevenson	1999	
19	278 E 2100 NORTH	Mountainside Legacy Properties LLC 1575 ALDERWOOD CIR CORONA, CA 92881	2016	Chad Willardson purchased the property in 2014 and quit claimed the property to Mountainside Legacy Properties LLC in 2016. This kind of transaction (quit claim) is interpreted as Chad moving the property from his name to an LLC; Chad is most likely the owner of the LLC. The registered agent for the LLC is United States Corporation Agents with an address of 299 S MAIN ST STE 1300, Salt Lake City, UT 84111. The local address of the LLC is listed as 983 W 1055 N #801 Orem, UT 84057
20	296 E 2100 NORTH	Florence J. Hall, TEE	1985	
21	320 E 2100 NORTH	Mark M. and Deborah M. Andrus 450 E 1980 N PROVO, UT	2004	Shari
22	325 E 2100 NORTH	Jacques C. and Julie E. Du Plessis 5642 N ARGYLE AV GLENDALE, WI 53209	1995	
23	305 E 2100 NORTH	David B. and Jeanne L. Burnett	1999	
24	285 E 2100 NORTH	Larsens	1987	
25	269 E 2100 NORTH	Lynn Alder	1985	

26	2150 N 250 EAST	Benjamin Joseph Jensen and Natasha Martin	2016	
27	2160 N 250 EAST	Katia and Edgar Duarte	2010	
28	2174 N 250 EAST	Clifton P. and Elaine J. Conner	2016	Seth and Libby Bybee
29	280 E 2200 NORTH	Spencer Smith	2001	
30	306 E 2200 NORTH	Douglas K. and LaVon R. Nuttal, TEE	1982	
31	310 E 2200 NORTH	Michael D. and Rebekah Sellers	2002	
32	330 E 2200 NORTH	Spencer N. and Rachel Elizabeth Twelmyer	2016	





Provo City Planning Commission

Report of Action

May 08, 2019

*Item 3 Kyle Wright requests the adoption of a S Overlay Zone in a R1.8 Zone located at approximately 244 E 2100 N. Pleasant View neighborhood. PLRZ20190094

The following action was taken by the Planning Commission on the above described item at its regular meeting of May 08, 2019:

RECOMMEND APPROVAL

On a vote of 4:0, the Planning Commission recommended that the Municipal Council approve the above noted application.

Motion By: Andrew Howard

Second By: Russ Philips

Votes in Favor of Motion: Andrew Howard, Russ Philips, Debora Jensen, Dave Anderson

Debora Jensen 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 R1.8S Overlay Zone is described in the attached 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.

NEIGHBORHOOD MEETING DATE

- A neighborhood meeting was held on 04/18/2019.
- No information was received from the Neighborhood Chair.

NEIGHBORHOOD AND PUBLIC COMMENT

- The Neighborhood Chair was present /addressed the Planning Commission during the public hearing.
- 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:

- The neighborhood chair described that the General Plan had a limit on expanding the area of the S and A Overlay within the neighborhood due to the area in the neighborhood that is zoned R110 in the northeast corner of the neighborhood. That area will not be affected by this proposed change. This area that is proposed to change has higher density zoning all around it.
- There is not a need to delete the text from the General Plan, just to allow a general exception in this case.
- BYU housing does not allow singles to live in residential homes.
- This provides an opportunity for alternative housing options.
- Some residents went door-to-door to gather signatures and found a lot of support for the rezone.
- In the past there have been issues with these becoming duplexes as new owners take over.
- There are a lot of smaller homes on smaller lots where it would be impossible to provide the requisite parking.
- This can become an enforcement issue and enforcement would need to increase.
- 2200 N is congested, especially on BYU football game days.
- This creates a burden on neighbors.
- Smaller homes will not promote long-term residency for home owner's family to grow.
- This can become a burden on schools, because the renters are not paying additional property tax.
- There is not a congestion issue in the area at this point.
- Out of the 32 homes, not all will even be able to qualify for the accessory apartment.
- Not BYU approved, so there will be more young couples moving into the area.

APPLICANT RESPONSE

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

- The proposed change will help clean up the boundary line of various zones in the area.
- It will help college students have more affordable options to live in.
- It will improve the amount of owner-occupied homes in this area.
- Home owners will be able to cover the debt service more easily with the ability to charge rent.

PLANNING COMMISSION DISCUSSION

Key points discussed by the Planning Commission included the following:

- This would help bring consistency to this portion of the neighborhood with the rest of the neighborhood that already allows it.
- The City is working revamp regulations and enforcement, so the issues related to enforcements should see improvements soon.
- To get a permit for an apartment, you need to have sufficient off-street parking to meet the requirements.
- The cost to convert an existing home to have an apartment can be somewhat costly and would prevent many property owners from converting for an apartment.
- No need to amend the plan because the comments from the neighborhood chair.



Planning Commission Chair



Director of Community Development

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 Community Development Department, 330 West 100 South, 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.).

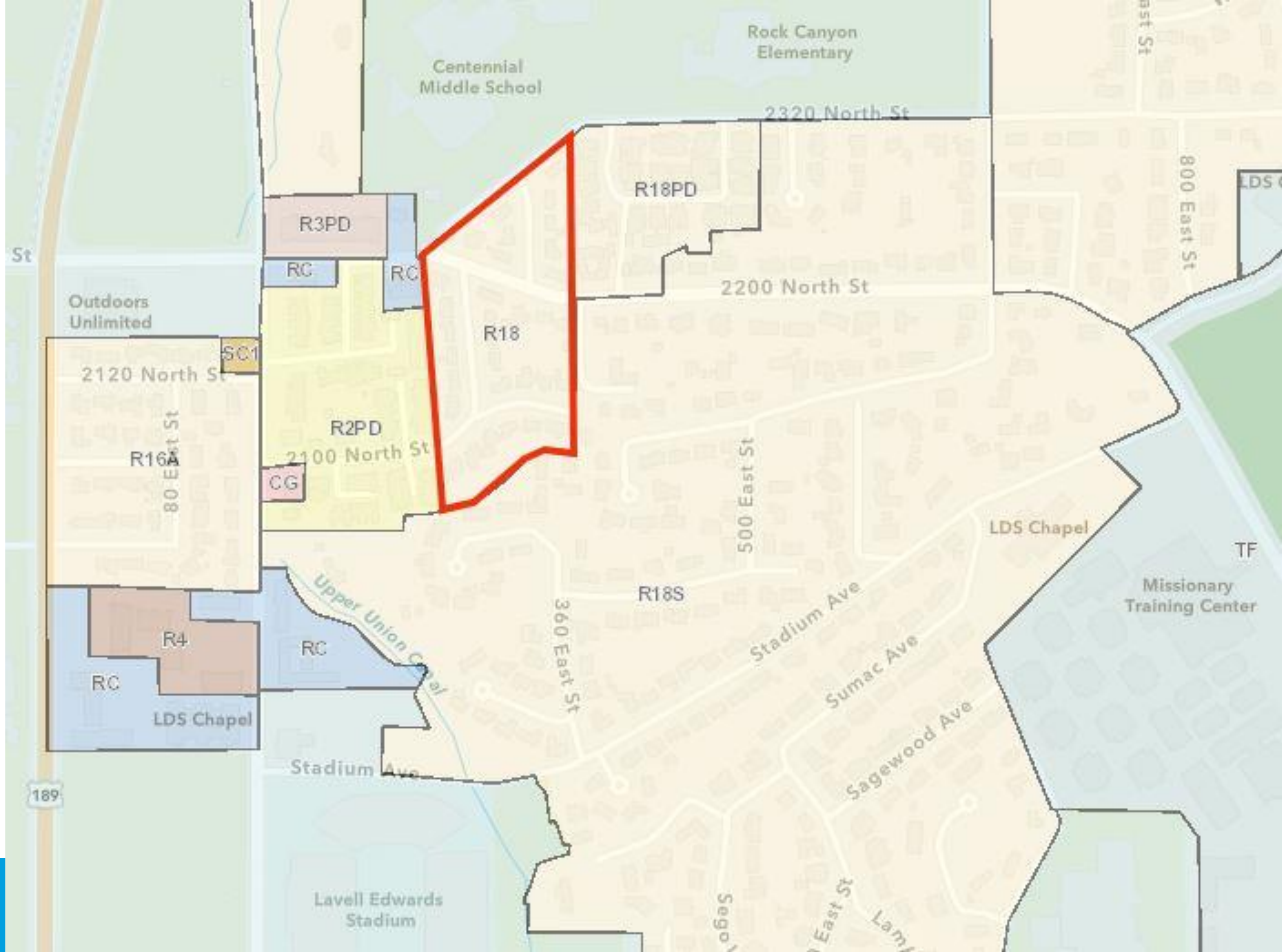
BUILDING PERMITS MUST BE OBTAINED BEFORE CONSTRUCTION BEGINS

ITEM 3*

Kyle Wright requests the adoption of a S Overlay Zone in a R1.8 Zone located at approximately 244 E 2100 N.

Pleasant View neighborhood

PLRZ20190094





**Planning Commission Hearing
Staff Report
Hearing Date: May 8, 2019**

***ITEM #4** The Community Development Department requests a General Plan amendment to add the Utah Transit Authority Station Area Plan to the Downtown Master Plan as an appendix. City-wide impact. Javin Weaver (801) 852-6413 PLGPA20190059

<p>Applicant: Community Development Department</p> <p>Staff Coordinator: Javin Weaver</p> <p>Parcel ID#: City Wide</p> <p>*Council Action Required: Yes</p> <p>Related Applications(s): 14-0002GPA</p> <p><u>ALTERNATIVE ACTIONS</u></p> <p>1. Continue to a future date to obtain additional information or to further consider information presented. <i>The next available meeting date is May 22, 2019.</i></p> <p>3. Deny the requested Project Plan. <i>This action <u>would not be consistent with the recommendations of the Staff Report. The Planning Commission should <u>state new findings.</u></u></i></p>	<p>Current Legal Use: The area is a mixture of commercial properties, residential properties and vacant parcels.</p> <p>Relevant History: The Downtown Master Plan was adopted on February 17, 2015.</p> <p>Neighborhood Issues: No neighborhood issues have been brought to staff's attention.</p> <p>Summary of Key Issues:</p> <ul style="list-style-type: none"> • Promotion of various types of transportation from key areas of the city. • The proposed text amendment will further the development of the UTA Provo Station area. <p>Staff Recommendation: Staff suggests that the Planning Commission recommend to the Municipal Council approval of the requested General Plan Amendment.</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

OVERVIEW

Three years ago the Downtown Master Plan was adopted. Since then, community stakeholders including area residents, property owners, and developers have collaborated with the Utah Transit Authority, Provo City staff and Mountainland Association of Governments to create a vision and direction for the Provo Station. The Provo Station area is projected to have 900,000 sf of new development (325,000 sq. residential, 475,000 sf. office and 100,000 sf. small-scale retail in a mixed use context).

The proposed Station Area Plan – Provo Station will be an appendix to the Downtown Master Plan. The appendix is focused plan for a smaller geographical area than the Downtown Master Plan. What is being proposed in the plan is already allowed by the Interim Transit Oriented Development zone (ITOD) by right.

Four key initiatives and strategies have been identified in executing the vision:

- Link the station area and surrounding neighborhoods to create a distinct and diverse transit-oriented development
- Facilitate the creation of an urban office and employment center geared toward multi-modal transportation
- Transform the urban fabric to support social and cultural interactions
- Establish a consistent network of physical and visual connections

FINDINGS OF FACT

1. The Downtown Master Plan was adopted February 17, 2015.
2. Surrounding land uses around the Provo Station is identified on the General Plan Map designations include: TOD – Transit Oriented Development C – Commercial and R – Residential.
3. Goal 3.4.1.2 listed in the General Plan - Maintain and encourage good quality, sustainable housing and infill development.
4. Goal 3.4.1.7 listed in the General Plan - Offer a range of housing types within neighborhoods that meets the changing needs of an aging population and facilitate long-term residency.
5. Goal 3.4.5.7 listed in the General Plan – Require moderate and high-density housing development to be functional, desirable, and connected.
6. Goal 7.4.15.3 listed in the General Plan - Support East Bay for additional business locations to accommodate both small and large business.

ANALYSIS

Section 14.02.020(1) of the Provo City Code states the following regarding amendments to the Planning and Zoning Title and to the General Plan:

“Amendments shall not be made . . . except to promote more fully the objectives and purposes of this Title and the Provo City General Plan or to correct manifest

errors.”

Additionally, guidelines for consideration of an amendment are set forth in Section 14.02.020(2) of the Code and are listed below. Staff analysis is provided after the individual guidelines in **bold**.

(a) Public purpose for the amendment in question.

The addition of the Provo Station as an appendix to the Downtown Master Plan will help facilitate growth around the station. The ITOD zone already allows for such development mentioned in the Provo Station plan. The document provides additional guidelines to the Downtown Master Plan for an area that is ripe for development.

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

The public purpose is served by the proposed general plan amendment for Provo Station appendix addition because it will foster development to a localized area of the City that is consistent with the established zone for the property.

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

As noted above, the proposed general plan amendment does help to implement the overall goals of housing creation, encourage business development and encourage infill development from the General Plan. Additionally, the General Plan items specific to the Provo Station appendix to consider include the following:

1. Goal 3.4.1.2 listed in the General Plan - Maintain and encourage good quality, sustainable housing and infill development.

The proposed general plan amendment does not conflict with the goal to maintain and encourage housing development and infill. The proposed general plan amendment helps execute this General Plan goal.

2. Goal 3.4.1.7 listed in the General Plan - Offer a range of housing types within neighborhoods that meets the changing needs of an aging population and facilitate long-term residency.

The proposed general plan amendment helps facilitate creating a variety of housing types in an area that is adjacent to multi-modes of transportation. This would allow further the live-play-work-shop ideals of urban areas.

3. Goal 3.4.5.7 listed in the General Plan – Require moderate and high-density housing development to be functional, desirable, and connected.

The proposed general plan amendment has executed this goal as the Provo City Code requires new buildings to meet architectural standards, maintain requirements to ensure the development is desirable, and is reviewed by a Design Review Committee so the aesthetics of the

building are pleasing.

Goal 7.4.15.3 listed in the General Plan - Support East Bay for additional business locations to accommodate both small and large business.

The plan anticipates 575,000 sf. of commercial space at the Provo Station area. This would be a mixture of office and small-scale retail shops. The addition of commercial properties in the East Bay neighborhood allows for the influx of a range of business tenants in the area. This Provo Station area plan accomplishes this.

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

The proposed general plan amendment should not negatively affect the "timing and sequencing" of any General Plan provision.

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

It seems unlikely that the proposed general plan amendment would hinder or obstruct attainment of the articulated policies because it is fulfilling the goals from the General Plan to create additional housing, encourage business development and promote infill development.

(f) Adverse impacts on adjacent land owners.

Land owners on the adjacent west side of 200 West would be impacted due to the type of development in the area is more dense than what is currently existing, however, the development that is to occur on the property is allowed by right of the ITOD zone. Parking would potentially be a problem; however, each development will satisfy the City Code. There would be an emphasis on the developer to include amenities such as bicycle lockers at the residential properties to encourage other modes of transportation from their residence.

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

The General Plan designations of and Transportation Oriented Development are fit for the parcels where the Provo Station Area plan applies.

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

No such conflict is anticipated as a result of the proposed general plan amendment.

RECOMMENDATION

Based on the Findings of Fact and Analysis, staff suggests that the Planning

Commission recommend to the Municipal Council approval of the requested General Plan Amendment

ATTACHMENTS

1. Proposed Ordinance Text

Attachment 1 – Proposed Ordinance Text

STATION AREA PLAN PROVO STATION

July 2018



Contents

Introduction.....	3
Community/Station Area Profile.....	4
Planning & Outreach Process.....	7
Planning Concepts/Preferred Model.....	9
Key Initiatives & Strategies.....	10
Station Area Illustrative Concept Plan.....	15
Station Area Components.....	18
Acknowledgments.....	27

PURPOSE OF THE PROVO STATION AREA PLAN

The Station Area Plan establishes a shared vision for the Provo Station neighborhood and identifies a series of strategic recommendations that outline a course of action for the plan area.



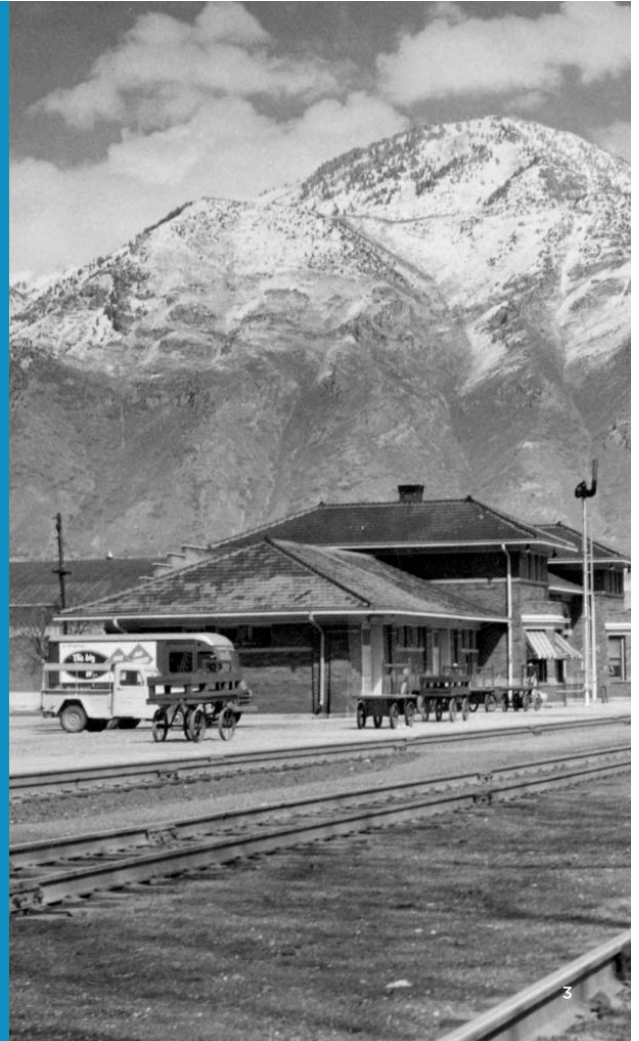
Introduction

Great neighborhoods, especially those served by transit, result from a thoughtful planning process. **The Provo Station vicinity is a great neighborhood waiting to happen.** The Station Area Plan is one step in a coordinated and sustained effort to plan and manage the transition of the area around Provo Station into a transit-oriented neighborhood. The plan reflects integrative thinking regarding land use, transportation, economic development, and the social and cultural well-being of the Provo Station community.

The Station Area Plan provides a strategic framework for how development of the core station area and surrounding context can occur over the next 20 years and beyond. Community stakeholders, including area residents, property owners, and developers, collaborated with UTA, Provo City staff, and regional partners such as Mountainland Association of Governments (MAG) to capture a vision and direction for the plan. The primary objectives of the Station Area Plan include:

1. Crafting a cohesive & flexible framework for station area development;
2. Making informed decisions & addressing multiple perspectives;
3. Ensuring effective & efficient utilization of land and infrastructure as the area transforms;
4. Developing a distinct environment that reflects the evolution of the station area into a transit-oriented community while respecting established existing neighborhoods and historic resources; and
5. Enhancing the experience of station area users – residents, employees, & visitors.

The plan provides Provo City and UTA the flexibility to strategically manage physical growth, incentivize holistic and opportunistic development, and optimize opportunities for partnerships in the station area vicinity. This cohesive vision framework with supporting initiatives and strategies is a tool to continue an informed and proactive transformation of the station area environment over the next 20 years. If implemented similar to as envisioned, the plan concept for the core station area has the potential to include nearly 900,000 square feet of new development at build out. The illustrative concept in this plan includes approximately 325,000 square feet of residential, 475,000 square feet of office, and 100,000 square feet of small-scale retail in a mixed use context.



Community/Station Area Profile

Home to Brigham Young University and the county seat of Utah County, Provo prides itself on a high quality of life, innovation, and exceptional people. Over 21 percent of the households in Utah County call Provo their home. Access to trails, rivers, mountains, and lakes, along with healthy eating options, bike lanes, and abundant green spaces are all factors contributing to the Provo community's well-being. In 2014, Provo was ranked #2 by *Outside* magazine in their Best Town Ever feature.

Situated on the southern end of Downtown Provo, the station area is located just west of University Avenue at approximately 690 South. The station area has easy access and visibility via University Avenue and Freedom Boulevard and serves as an intermodal hub, with Amtrak and Greyhound Bus service in the vicinity, as well as several UTA bus routes that connect riders to points beyond. With the newly launched Provo-Orem Bus Rapid Transit (BRT) project, the station will expand its intermodal center status. Utah Valley Express (UVX) is a 10.5 mile BRT line connecting the East Bay in Provo to the Orem FrontRunner station. UVX will stop at 18 stations along the route, with approximately 51% of the line traveling in exclusive bus lanes. The Provo Station Area is a great neighborhood, with both new development and revitalization projects helping spark change in the area.

✓ Provo Station Area Stats

791 Park & Ride Lot Spaces

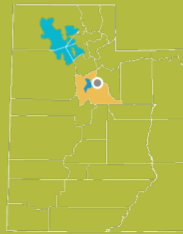
Established in 2012

Pedestrian bridge over rail lines planned w/ First Mile/Last Mile TIGER grant funding

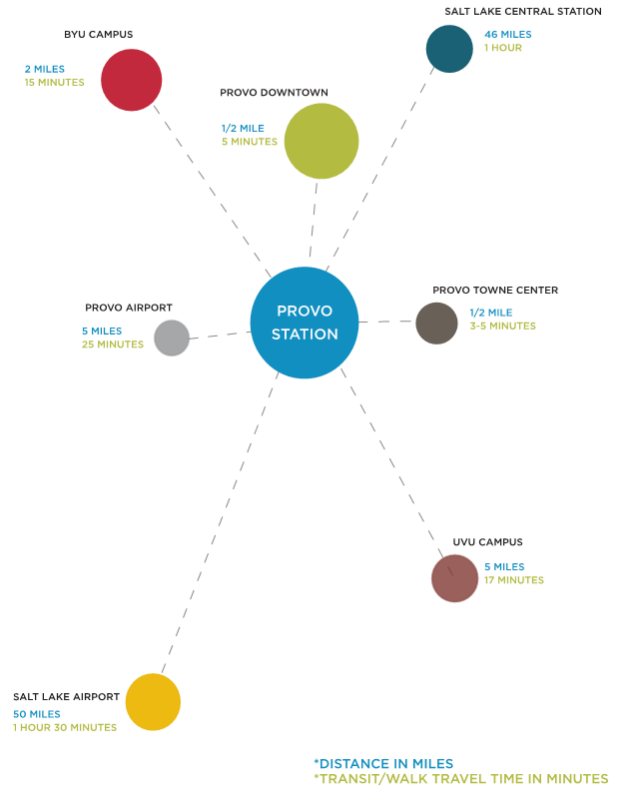
Planned local street connections (750 South)

Served by UVX and 6 bus routes [805, 821, 831, 833, 834, and 850] with 15-30 min. headways

UVX line (Bus Rapid Transit) increases intermodal connections



context & connections



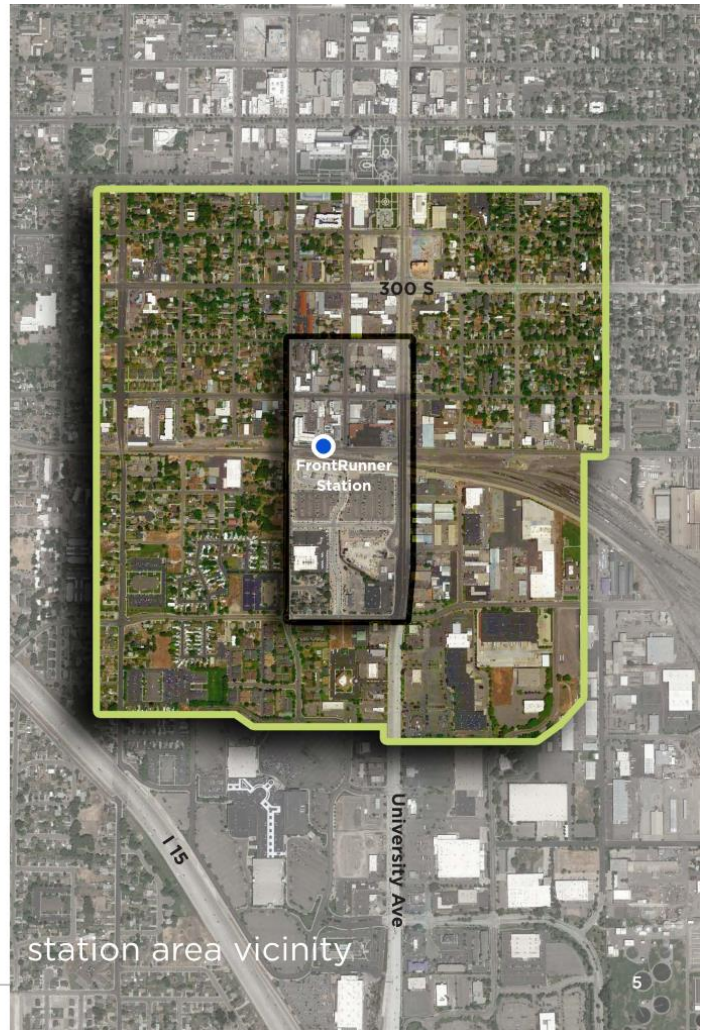
The City of Provo and Utah County are major growth hubs for the state of Utah. By 2040, the population of Utah County is projected to exceed 1 million residents. Provo will be home to 152,000 of these residents, and is expected to remain the highest populated city in the county. With a 2017 population estimate of 117,335, this means housing, jobs, and services will need to be provided for approximately 35,000 additional residents. This translates to about 10,700 dwelling units based on the average household size of 3.27 persons per household. With good planning and foresight, some of these can be integrated into the Provo Station neighborhood, connecting both existing and new residents to transportation options.

Established neighborhoods to the north and west provide the station area with a good supporting base of low and medium density residential uses. Retail and office uses are intermingled in these residential neighborhoods in a mixed use pattern consistent with older, central city neighborhoods. The historic grid of 4-acre blocks from Provo's original plat is intact north of the tracks. While some streets extend south of the tracks, the grid of small 4-acre blocks does not and the urban form is less consistent and cohesive. **Residential buildings are a mixture of historic and contemporary, single-family and multi-family. The majority are considered to be of average or great condition, indicating they can provide a solid base for strategic infill and redevelopment in the station focus area.**

To the south and east the urban form and use pattern shifts to a retail and manufacturing focus situated on larger lots and with lower street intersection density and connectivity. Approximately 20 percent of the land in the broader station area is currently occupied by tax exempt entities, such as religious, civic, or non-profit institutions.

The station area vicinity has an estimated daytime population of 3,081 employees, along with 1,124 households and 3,427 residents. The average household size of 3.05 for the station area is lower than Provo City's average, which is lower than the average for Utah County.

Provo Station Area Plan





Planning & Outreach Process

OVERVIEW

The planning and outreach process for the Provo Station area helped capture past and current understandings of the ideas and concepts for the neighborhood's future. This plan will be used as a policy guide for decision-making regarding the type and intensity of development, infill, and redevelopment in the station neighborhood. It provides a basis for making decisions now and implementing regulatory tools in the future, such as a form-based code, to guide Provo and its partners, such as UTA, toward the long-range vision.

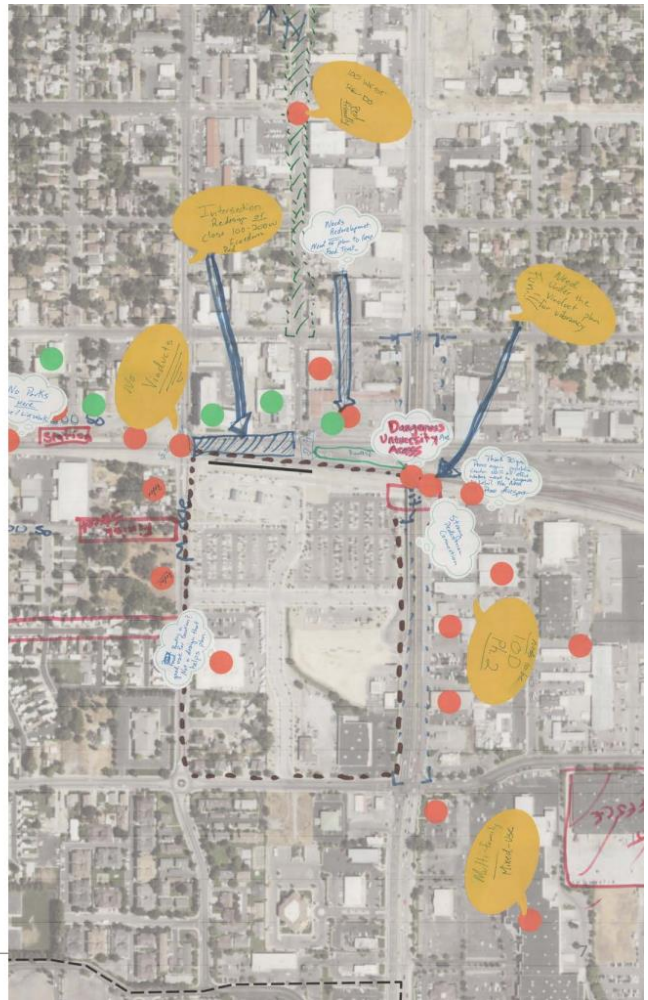
ANALYSIS

Notable construction in the neighborhood has primarily been north of the station, including a mix of multi-family dwelling types and the renovation of the historic Startup Candy Building into an event space and co-working venue. The station area contains a mix of a few vacant parcels, vacant spaces with re-use potential, and underutilized buildings and parcels likely to redevelop due to age and condition. An analysis of the highest and best use for key sites suggests the station area can become an employment hub for Provo, with mid-scale office and additional multi-family housing feasible in the short-term. As both the daytime population of employees and nighttime population of residents increases, retail uses will become more feasible. The Provo Station area provides some good opportunities for development along the BRT route as well, with overall values per acre in the mid-range compared to other stops.

OUTREACH

To gain an informed perspective on the community's vision for the station area, UTA's Transit-Oriented Development team facilitated a community dialogue regarding the future potential for the station area in conjunction with the Provo/Orem Bus Rapid Transit (BRT) study. In 2017, a Community Engagement Committee (CEC) of key stakeholders participated in a series of workshop meetings to understand the market findings regarding the station area, share ideas, and generate conceptual alternatives for the future development pattern in the Provo Station Area. The final concept plan reflects these discussions.

Provo Station Area Plan





PROVO STATION PLANNING CONCEPTS

- Focus on establishing office uses at key locations adjacent to the station with easy access and good visibility
- Retail will be modest and likely incorporated as small eateries or support services that share ground floor space with office developments
- Continued development of a blend of residential types, including townhomes and individual mid-scale multi-family buildings

- Link the station area to surrounding neighborhoods via uses and urban form patterns
- Highlight and retain the character and culture of historic neighborhoods
- Look to expand the transit-oriented look, feel, and function to the south and east as the area evolves and changes
- Facilitate a mixture of uses to provide both daytime and nighttime populations, which will increase the feasibility of desired services and amenities in the vicinity

SHORT-TERM: STATION AREA OFFICE & RESIDENTIAL



MID TO LONG-TERM: STATION NEIGHBORHOOD



Provo Station Area Plan

PREFERRED PLANNING MODEL

Conversations about future planning begin around combinations of different functions and uses, called Planning Concept Models/Scenarios. Based on the market analysis, key findings, and a review of previous visioning and current planning documents, a direction for how development in the core station area might occur was established, with office, residential, and mixed use identified for key opportunity locations. Key stakeholders, including city staff and the community engagement committee (CEC) consisting of local residents, evaluated the draft concept plan and provided feedback and insight that led to a preferred planning approach and illustrative concept plan. The concepts evaluated both the short-term and long-term perspectives for the station area.

The short-term focus on office, followed by residential, will result in the long-term development of the preferred scenario for the area to become an established transit-oriented neighborhood.

Short-term: Development projects will focus on establishing office uses at key locations adjacent to the station that offer easy access and good visibility. Residential development will continue incorporating a mix of dwelling types into the station vicinity, including attached single-family and mid-scale multi-family dwelling units.

Mid to Long-term: Short-term projects will catalyze the station area and expand the mixture of uses as well as the extent of the transit-oriented influence area. Increased densities of daytime population from office developments, coupled with the established and expanding residential base, will expand the appeal of the area and increase opportunities for retail and commercial uses in a mixed-use setting.

Four Key Initiatives & Strategies

The Station Area Plan's over-arching objective is to create a framework for how development can occur in the core station area. This development framework will facilitate the integration of existing neighborhoods and transform the surrounding context into an active, amenity-rich, transit neighborhood. The following ideas and strategies reflect current recommendations for achieving the preferred planning concept created for the Provo Station Area Plan. The strategic recommendations included describe a course of action for the concept plan area and station vicinity. To achieve this strategic framework, the planning team conducted a comprehensive analysis of past planning efforts and current trends, gathered feedback and knowledge from key stakeholders, and identified key planning issues and desired goals from the community. These strategies are organized under four main focus areas for the station area:

- 1**  **Link the station area and surrounding neighborhoods to create a distinct and diverse transit-oriented district**
- 2**  **Facilitate the creation of an urban office & employment center geared toward multi-modal transportation**
- 3**  **Transform the urban fabric to support social and cultural interactions**
- 4**  **Establish a consistent network of physical and visual connections**



1 Link the station area and surrounding neighborhoods to create a distinct and diverse transit-oriented district

The Provo Station area will function as a link between the historic, central downtown of Provo and the larger-scaled commercial area to the south, providing a framework for expanding the transit-oriented development to the south and transforming the auto-oriented urban form into a more livable, mixed-use neighborhood. **Build off the character and identity of surrounding historic neighborhoods like Franklin; revitalize and enhance these areas as part of the station planning process.** Avoid large-scale redevelopment of these foundation neighborhoods, which contribute to the unique character of downtown Provo and the station area. Target the right partners and prioritize prospects that will most benefit the holistic development of the station area.

STRATEGIES

A

Support the extension of transit-supportive urban form patterns beyond the core station area. The departure from the street grid of original Provo plat can be seen as opportunity to distinguish the station area neighborhood's urban form while providing connectivity.

B

Recognize and celebrate the distinct neighborhoods within the station area – identify the unique characteristics of each and ensure future development respects and builds from this foundation rather than ignoring and eclipsing it with non-compatible development.

C

Continue evaluating the implementation of a form-based code or hybrid code to ensure predictability in form and outcome of development types. Uses may change, but the station area needs to evolve into and remain human oriented in its style and form to be successful and adaptable and support more people without excessive parking.

D

Capitalize on historic properties as landmarks to enhance the identities of distinct districts/areas in the station area. Recognize the contributing nature of collections of vernacular buildings as well as individual landmarks. These historic properties can be development catalysts and function as unique focal points as the area revitalizes and transforms.



2 Facilitate the creation of an urban office & employment center geared toward multi-modal transportation

The Provo Station area is a potential employment hub for Provo and a key connection for growth in the south Provo and Springville area. The core station area, as well as the surrounding neighborhood, offers significant potential for redevelopment, infill, and revitalization of existing uses. Development for the BRT corridor will be focused on multi-use stations, such as the Provo Station, meaning a greater context of opportunity exists in the Provo station vicinity. With prime accessibility and visibility, key sites near the station and along the BRT route in the station vicinity should be targeted and preserved for office development. Three locations offer great opportunities: the 500 South Block between University Avenue and 100 West; along 750 South adjacent to the station; and the key intersection of University Avenue and 920 South. Some may develop in the short-term, while others may be longer-term opportunities. These office developments will in turn serve to attract and support auxiliary uses nearby and along the gateway road into the station.

UTA as a strategic partner can help establish a positive precedent for a more transit-oriented atmosphere in the station area. **The market conditions are ripe for converting some of UTA's property into office now, and live/work or residential/retail in the future.** Existing UTA surface parking stalls will be integrated into future station area developments through strategic partnerships to maintain current levels of service for park and ride transit users. Provo City and UTA should conduct a targeted parking study to evaluate the right balance of parking needed for the park and ride and future development.

Provo Station Area Plan

STRATEGIES

A Leverage innovative zoning and strategic public investments to steer optimal office development in key locations. **Capitalize on sites with prime accessibility and visibility to establish anchor employment nodes.** Re-evaluate the 2,500 square feet cap for retail and commercial uses as a permitted use; be more specific and strategic about where/how to allow retail to ensure opportunities exist for small businesses and unique entities that will serve a daytime office population and area residents.

C Encourage public-private partnerships for developing key sites near the station area and prime visibility/accessibility locations. **Facilitate partnerships between Provo City, UTA, BYU, and private developers for developing innovative spaces** for larger employers, as well as business incubation and start-up entities that desire a more urban, multi-modal setting served by transit.

E **Frame development into a cohesive, walkable setting** with clustered retail and support services that will support the growing residential population and daytime population of office workers. Incorporate office and live/work developments in the station area to provide closer options for people to live/work in Provo.

B Engage and blend future office development along University Avenue with the development surrounding the station to **facilitate a more urban, active, and pleasant office/employee experience.** The Provo Station area is well-positioned to catalyze the transformation of the surrounding context into a transit-oriented office/employment setting that will have appeal to a range of employers. Orient development south of the station and along University Ave to ensure it captures both FrontRunner and BRT ridership and does not overlook potential opportunities for connections and enhancements to southern Downtown/Provo East Bay.

D Meet current parking demands for office without compromising the overall urban form for livability & walkability. **Ensure parking requirements are not driving an excessive amount of parking and are right-sized for transit-oriented locations.** Consider re-use potential in regard to the design of structured parking on lower levels of buildings. Front streetscapes with active uses that line the buildings, locating parking areas behind. Incorporate on-street parking into streetscape designs.

STRATEGIES

A Proactively identify green spaces and public plazas for community gathering places. Provide opportunities in these open spaces that support the needs of future residents in a higher density context - e.g. dog parklets so people that live in apartments have a shared public place to walk their dog and engage with neighbors; community gardens for residents that don't have their own yard to grow a garden, etc.

B Ensure regulations promote the creation of smaller, separated parking areas and avoid combining parking into fewer larger lots that are a void in the social fabric of the urban form. Incorporate on-street parking into streetscape designs and include these spaces in parking ratio calculations. Wrap parking structures with active uses, such as small scale retail or office space and ensure the design of structured parking considers the re-use potential of space as demand decreases over time.

C Create a climate and built environment oriented to the human scale and activity, with spaces and uses focused on people and social interactions - sidewalk dining, indoor/outdoor permeability for stores, etc.; Ensure regulations are in place to efficiently and effectively offer these opportunities.

D Provide a dedicated space/plaza for food trucks to gather as existing parking lots are redeveloped. Options include the 600 South block north of the station and the back of curb right-of-way along the west side of 100 West (owned by UTA and too shallow for development) as it enters the station area from 920 South.

E Use canal easements and other rights-of-way as opportunities to formalize organic, mid-block walkways and linear parks.

F Increase the prominence of historic properties - landmarks and vernacular - through enhanced public way design, wayfinding, and integration into neighborhood district identities.



3 Transform the urban fabric to support social and cultural interactions

Establishing and maintaining a strong social fabric can help communities thrive. To facilitate the success of this in the Provo Station Area, it is critical that care and attention is given to how the urban fabric of buildings and streetscape develops. Strong connections and visual permeability with surrounding residential areas will help create a safe, inviting station area environment enhanced with landscaping, streetscape design, and future uses that are oriented to the street and other pathways.

A lively, engaged, and active station environment can be supported by ensuring a comprehensive and hierarchical street network is in place to allow for the closure of certain street segments for special events, such as street festivals, and regular weekly events like the popular food truck round up. Prioritize these events on streets where current or future rights of way may be dedicated for permanent public plazas and gathering spaces, such as the 600 South block north of the station and/or the southbound lane of 100 West between 750 South and 920 South.

Include green space, public plazas as community gathering spots that will enhance the livability and viability of the area. Providing a comfortable setting supports and facilitates use throughout the day by a variety of user types. A focus should be placed on providing opportunities in these shared public open spaces that support the needs of future residents in higher density housing as opposed to each individual development providing private, separated amenities.

STRATEGIES

A Use landscaping and streetscape treatments to **place focus on key gateways into the station area** in the short-term and the placement and orientation of development in the long-term. A tactical urbanism approach can pilot projects and explore options that work best for the mix of uses and pattern of travel. Expand and build projects that have the most impact.

B Develop a Complete Streets policy for the station area to **proactively design new streets to safely accommodate multiple modes of transportation** and redesign existing streets as the area redevelops. Include street sections that are right-sized for a multi-modal, human-oriented environment

C Establish a **finer-grained street grid** to the areas south of the tracks as the area redevelops to facilitate walkability and provide more street frontage for transit-oriented uses.

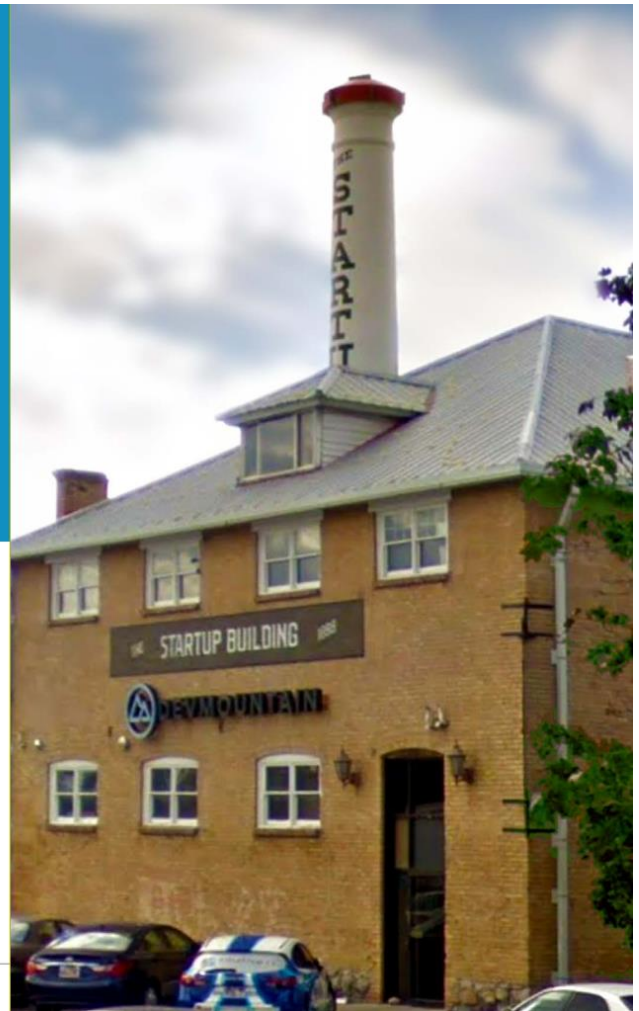
D Utilize CDA funds to help **enhance streetscapes and add open space and public art in the station area neighborhood**. Cities generally see a return on investment for improvements that create a place where companies want to be.

4 Establish a consistent network of physical and visual connections



Clear connections between the station and the origins and destinations that utilize transit are a top priority for creating a functional station area. Connect major points of origin/destination within the station area through view corridors and safe, friendly connections. Ensure the planned pedestrian crossing over the tracks is located and designed to be of the best benefit possible for new development on both the north and south ends of the bridge.

Provo Station Area Plan







Station Area Illustrative Concept Plan

OVERVIEW

The station area is comprised of multiple property owners, with parcels ranging from less than one-tenth of an acre to over 9 acres in size. For illustrative purposes, this concept plan demonstrates a potential layout with uses that are considered to be both feasible and desirable for the core station area and outlines a 20 year build-out scenario for creating a cohesive urban form for the Provo Station area. Provo City residents place a high value on retaining the character of their downtown historic residential neighborhoods. At the same time, the community recognizes that additional population and employment growth will need to be accommodated. Doing so in the Station Area Neighborhood allows for a compact development pattern that can access multiple modes of transit to commute to work, school, and nearby services. The plan is illustrative in nature and the building types and their location are based on the analysis and findings from the planning process, as well as ideas and input provided by key stakeholders during the outreach process. The mix and range of density scales reflect the desire for transitions and respect for surrounding neighborhoods' context and history. The concept plan provides a foundation for decision-making, but is intended to be somewhat flexible to allow for the city, UTA, and developers to leverage market feasibility and incentives as development occurs over time.

RIDERSHIP PROJECTIONS

In 2012, FrontRunner South was launched, establishing the anchor for the revitalization of the Provo Station area as a transit-oriented neighborhood. Ridership on FrontRunner is increasing, with 20,000 more riders in April 2018 than one year prior as well as higher average weekday ridership. **Ridership for the Provo Station Area is projected to increase about 20 percent - from 920 total boardings (existing) to 1,095 boardings.** This projected increase is based on active transportation boardings (riders that walk or bike to access the station), which result from the residential and office development outlined in this plan. Ridership projections are calculated using a regression model that estimates boardings based on residential square feet and employment within 1/2 mile of the station and peak bus trips per hour within 1/4 mile of the station.





Station Area Illustrative Concept Plan Site Diagram: Potential 20 Year Build Out

- RESIDENTIAL**
total # of buildings: 12
estimated total square feet: 303,400
estimated # of dwelling units: 139
- OFFICE**
total # of buildings: 6
estimated total square feet: 385,760
- RETAIL**
total # of buildings: 8
estimated total square feet: 47,000
- MIXED OFFICE/RETAIL**
total # of buildings: 3 (plus parking structure frontage)
estimated total square feet: 114,800
- MIXED RESIDENTIAL/RETAIL**
total # of buildings: 1
estimated total square feet: 25,200
estimated # of dwelling units: 6
- LIVE/WORK**
total # of buildings: 1
estimated total square feet: 25,200
estimated # of dwelling units: 6



STATION AREA COMPONENT: RESIDENTIAL TOWNHOUSES

A range of residential types, including townhomes, will provide transitions between different densities of residential development and offer affordable home ownership options beyond the traditional detached single-family dwelling.



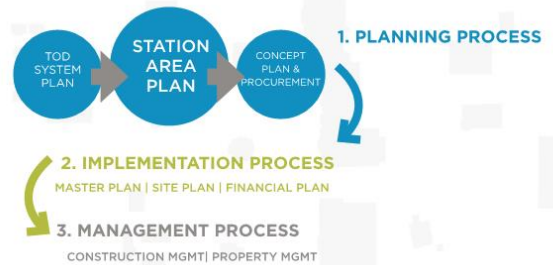
Provo Station Area Plan

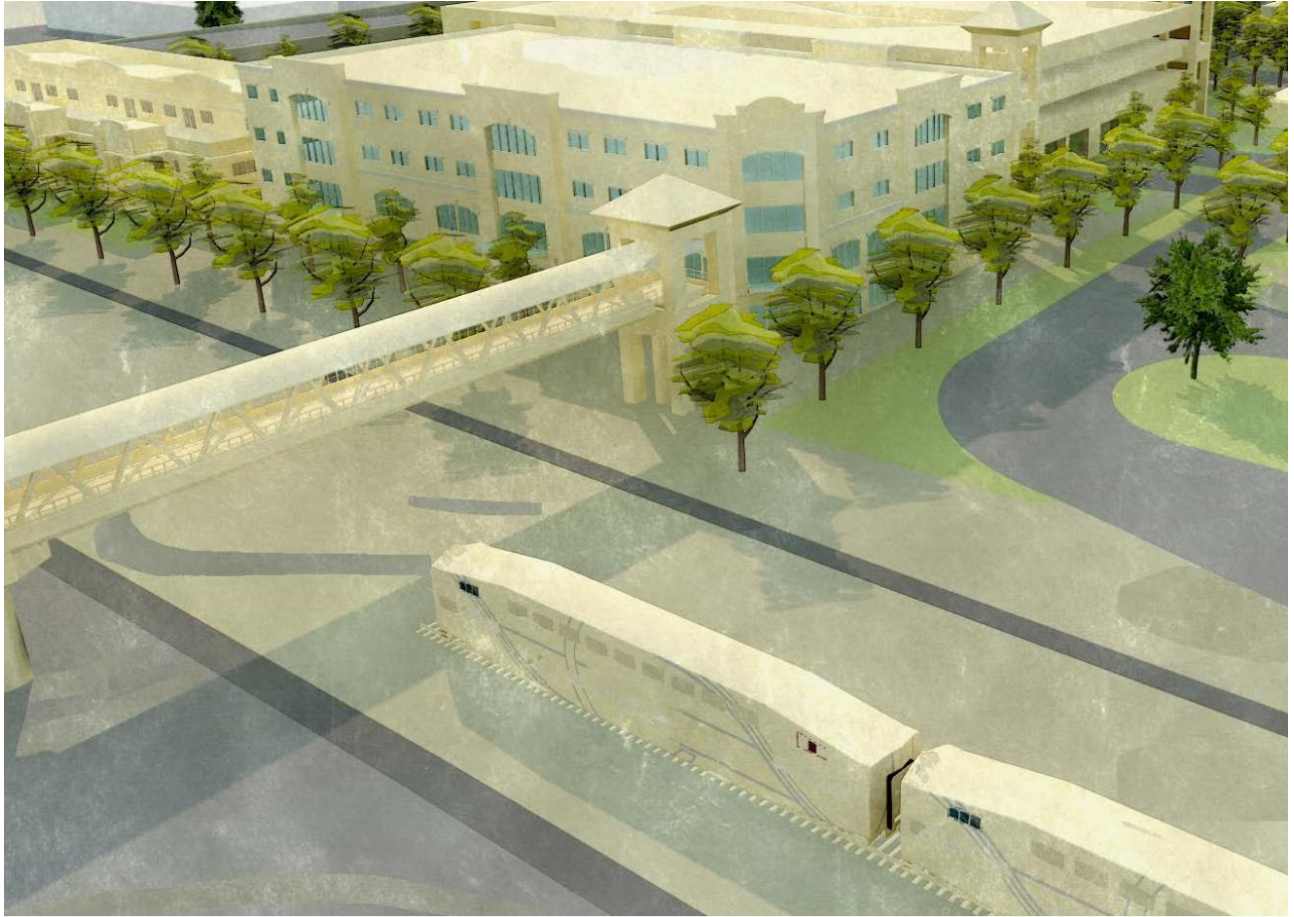


STATION AREA COMPONENT: OFFICE & LIVE/WORK

The current park and ride lot offers opportunities to catalyze development in the Provo Station Area by master planning a larger parcel that considers the long-term transformation of the surrounding context as it relates to the transit station.

This Station Area Plan is part of the Planning stage in UTA's development framework (see below diagram). With the preferred planning scenario in place for Provo Station, UTA can take next steps in considering the development of their property. Due to the smaller size of the property directly adjacent to the station - 2 parcels totaling 13.65 acres - UTA will likely work with a strategic partner to develop the site. As part of the development process, UTA and their partner would incorporate the current park and ride stalls into the office mixed-use project in a structured parking configuration.





Provo Station Area Plan



STATION AREA COMPONENT: RETAIL/RESTAURANT ROW

The row of retail shops with an enhanced plaza on the west side provide a visual and use gateway into the station area. The shops and plaza, surrounded by residential units to the west and office buildings to the east will take on "village-like" attributes and blend easily into adjacent uses such as the single-family areas to the west. Facilitate the use of the plaza for existing and future community events, such as the food truck roundup.



Provo Station Area Plan



STATION AREA COMPONENT: MIXED OFFICE/RETAIL

Office is the highest and best use for several key locations in the station area. The first office nodes in the immediate station area will serve as an anchor for the future development of small scale support services and additional office to the south and east along University Avenue.

Office and retail at the south end of the station area can help catalyze the broader station context into becoming a transit-oriented neighborhood by integrating a mixture of uses near the station and expanding the urban office pattern southward as the area evolves beyond its current auto-oriented urban form.





Acknowledgments

A special thanks to all those who participated and made the creation of this Station Area Plan possible:

Provo City Leadership
Provo City Planning & Zoning
Citizens of Provo
Key Stakeholders & the Community Engagement Committee

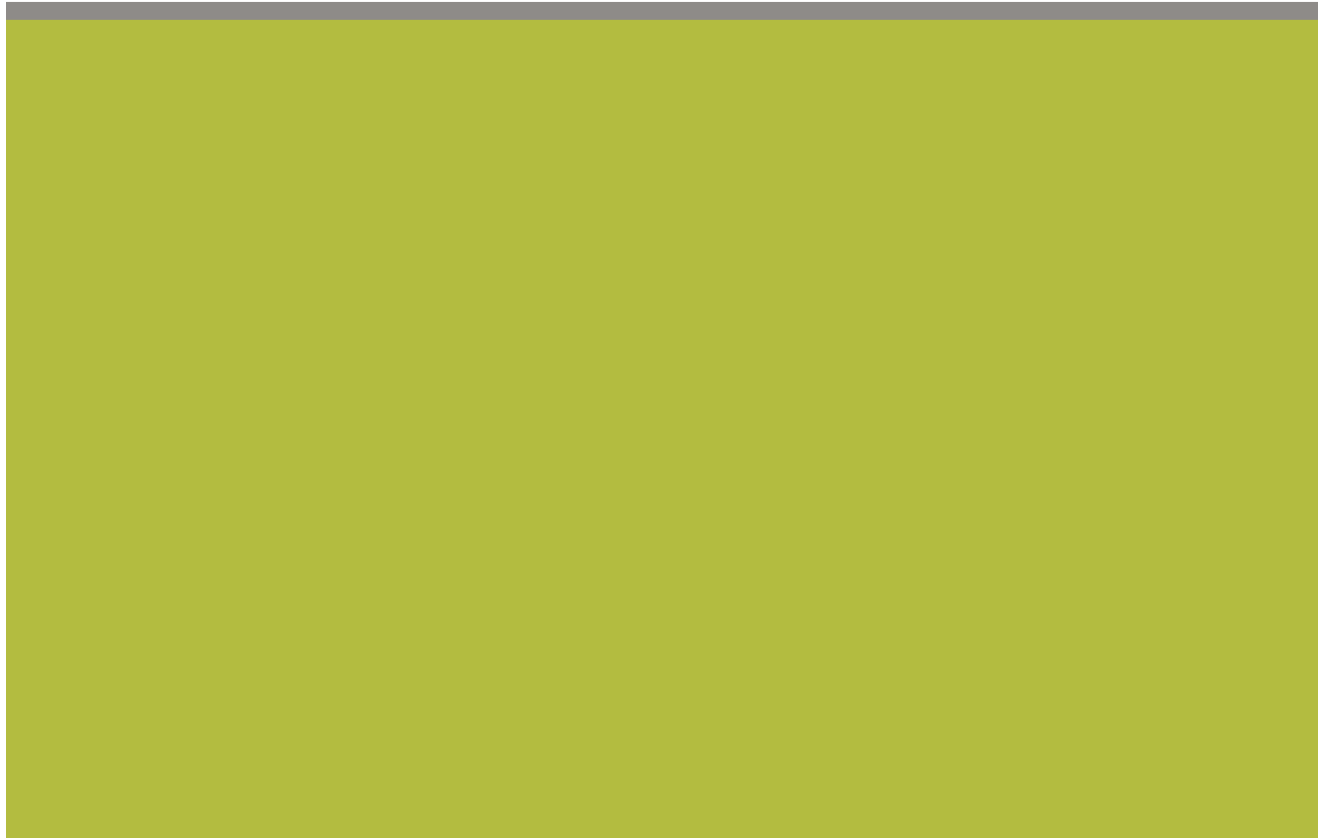
Project Management Team:

Jordan Swain, *UTA (former)*
Kevin Leo, *UTA*
Levi Roberts, *UTA*
Bill Peperone, *Provo City*
Chad Eccels, *MAG*

Consultant Team:

CRSA
ZPFI





Provo City Planning Commission

Report of Action

May 8, 2019

*ITEM 4 The Community Development Department requests a General Plan amendment to add the Utah Transit Authority Station Area Plan to the Downtown Master Plan as an appendix. City-wide impact. Javin Weaver (801) 852-6413 PLGPA20190059

The following action was taken by the Planning Commission on the above described item at its regular meeting of May 8, 2019:

POSITIVE RECOMMENDATION

On a vote of 4:0, the Planning Commission approved the above noted application.

Motion By: Andrew Howard

Second By: Dave Anderson

Votes in Favor of Motion: Andrew Howard, Dave Anderson, Deborah Jensen, and Russ Phillips
Deborah Jensen was present as Chair.

PLANNING COMMISSION RECOMMENDATION GENERAL PLAN AMENDMENT

The text of the proposed general plan 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. Key points addressed in the Staff's presentation to the Planning Commission included the following:

- The Provo Station Area Plan is a proposed general plan amendment to accompany as an appendix to the Downtown Master Plan.
- The Downtown Master Plan provides some guidelines for the Transit District and the Provo Station Area Plan provides further direction to the area surrounding the train station develops occurs.
- What is being proposed is just conceptual, however, it is allowed by the right of Interim Transit Oriented Zone.

NEIGHBORHOOD MEETING DATE

A neighborhood meeting was conducted in May 2019.

NEIGHBORHOOD AND PUBLIC COMMENT

No comment from any neighborhood chair or the public.

CONCERNS RAISED BY PUBLIC

No comments were made by the public.

PLANNING COMMISSION DISCUSSION

Key points discussed by the Planning Commission included the following:

- Deborah Jensen inquired about the street design as shown on the plan. Public Works was able to answer saying that the street network and utilities are already in place.
- Andrew Howard praised staff for drafting this area plan for an area ripe for development.



Planning Commission Chair



Director of Community Development

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 Community Development Department, 330 West 100 South, 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

STATION AREA PLAN PROVO STATION

July 2018

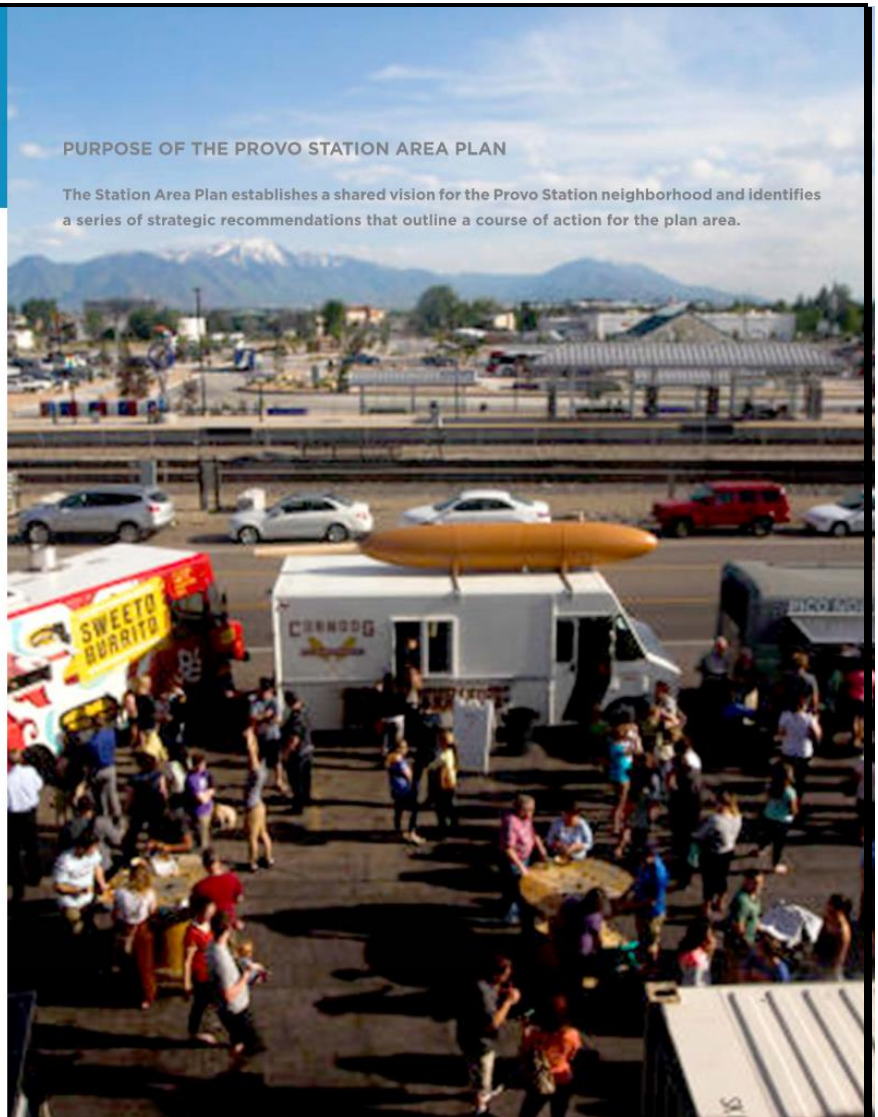


Contents

Introduction.....	3
Community/Station Area Profile.....	4
Planning & Outreach Process.....	7
Planning Concepts/Preferred Model.....	9
Key Initiatives & Strategies.....	10
Station Area Illustrative Concept Plan.....	15
Station Area Components.....	18
Acknowledgments.....	27

PURPOSE OF THE PROVO STATION AREA PLAN

The Station Area Plan establishes a shared vision for the Provo Station neighborhood and identifies a series of strategic recommendations that outline a course of action for the plan area.



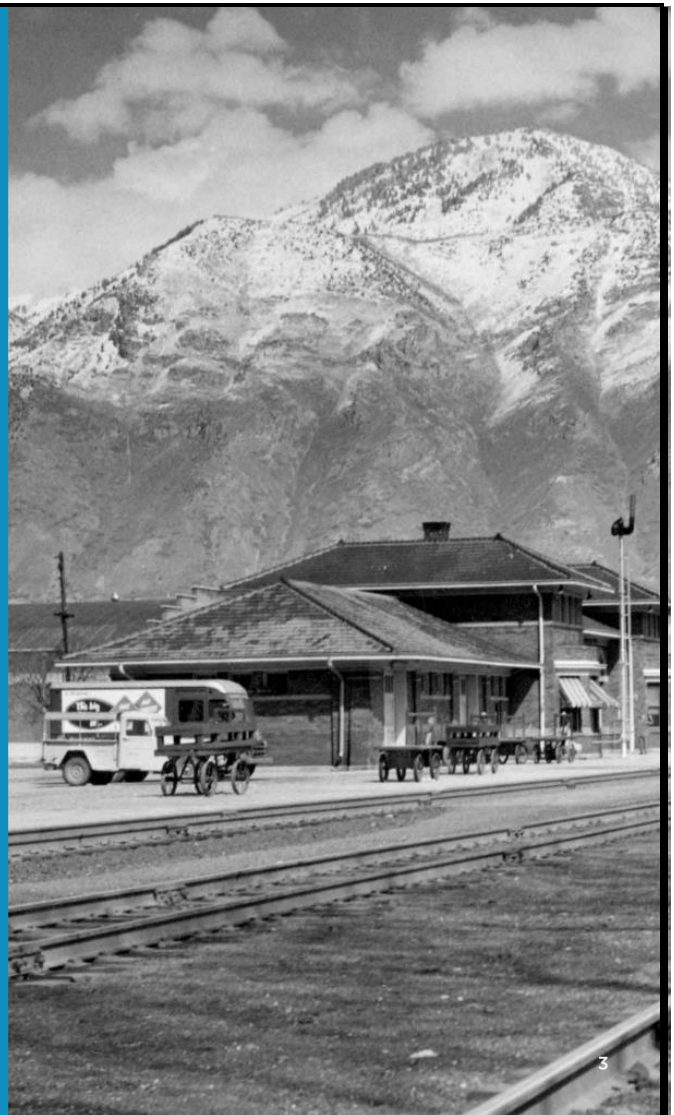
Introduction

Great neighborhoods, especially those served by transit, result from a thoughtful planning process. **The Provo Station vicinity is a great neighborhood waiting to happen.** The Station Area Plan is one step in a coordinated and sustained effort to plan and manage the transition of the area around Provo Station into a transit-oriented neighborhood. The plan reflects integrative thinking regarding land use, transportation, economic development, and the social and cultural well-being of the Provo Station community.

The Station Area Plan provides a strategic framework for how development of the core station area and surrounding context can occur over the next 20 years and beyond. Community stakeholders, including area residents, property owners, and developers, collaborated with UTA, Provo City staff, and regional partners such as Mountainland Association of Governments (MAG) to capture a vision and direction for the plan. The primary objectives of the Station Area Plan include:

1. Crafting a cohesive & flexible framework for station area development;
2. Making informed decisions & addressing multiple perspectives;
3. Ensuring effective & efficient utilization of land and infrastructure as the area transforms;
4. Developing a distinct environment that reflects the evolution of the station area into a transit-oriented community while respecting established existing neighborhoods and historic resources; and
5. Enhancing the experience of station area users – residents, employees, & visitors.

The plan provides Provo City and UTA the flexibility to strategically manage physical growth, incentivize holistic and opportunistic development, and optimize opportunities for partnerships in the station area vicinity. This cohesive vision framework with supporting initiatives and strategies is a tool to continue an informed and proactive transformation of the station area environment over the next 20 years. If implemented similar to as envisioned, the plan concept for the core station area has the potential to include nearly 900,000 square feet of new development at build out. The illustrative concept in this plan includes approximately 325,000 square feet of residential, 475,000 square feet of office, and 100,000 square feet of small-scale retail in a mixed use context.



Community/Station Area Profile

Home to Brigham Young University and the county seat of Utah County, Provo prides itself on a high quality of life, innovation, and exceptional people. Over 21 percent of the households in Utah County call Provo their home. Access to trails, rivers, mountains, and lakes, along with healthy eating options, bike lanes, and abundant green spaces are all factors contributing to the Provo community's well-being. In 2014, Provo was ranked #2 by *Outside* magazine in their Best Town Ever feature.

Situated on the southern end of Downtown Provo, the station area is located just west of University Avenue at approximately 690 South. The station area has easy access and visibility via University Avenue and Freedom Boulevard and serves as an intermodal hub, with Amtrak and Greyhound Bus service in the vicinity, as well as several UTA bus routes that connect riders to points beyond. With the newly launched Provo-Orem Bus Rapid Transit (BRT) project, the station will expand its intermodal center status. Utah Valley Express (UVX) is a 10.5 mile BRT line connecting the East Bay in Provo to the Orem FrontRunner station. UVX will stop at 18 stations along the route, with approximately 51% of the line traveling in exclusive bus lanes. The Provo Station Area is a great neighborhood, with both new development and revitalization projects helping spark change in the area.

✓ Provo Station Area Stats

791 Park & Ride Lot Spaces

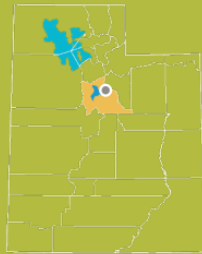
Established in 2012

Pedestrian bridge over rail lines planned w/ First Mile/Last Mile TIGER grant funding

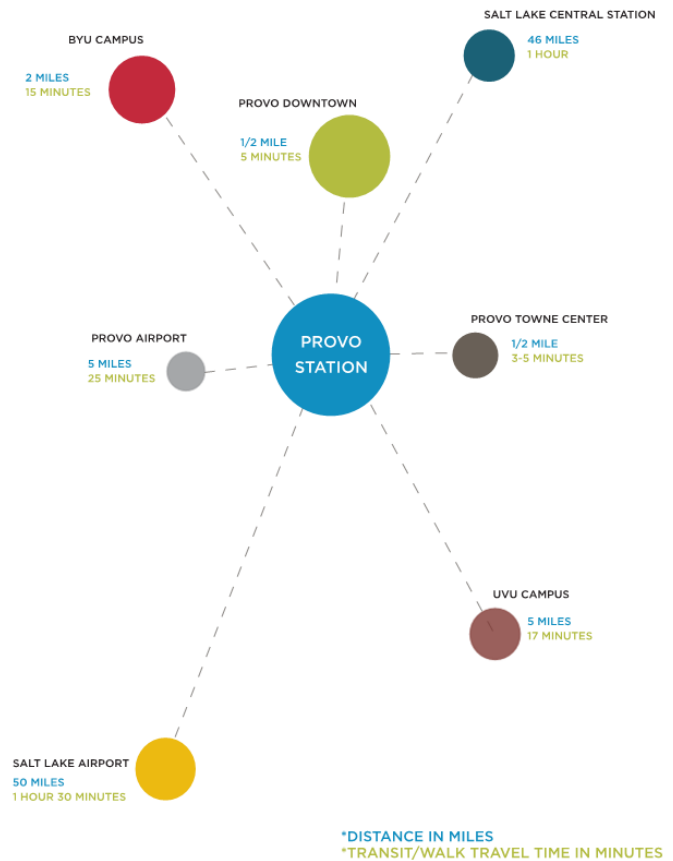
Planned local street connections (750 South)

Served by UVX and 6 bus routes [805, 821, 831, 833, 834, and 850] with 15-30 min. headways

UVX line (Bus Rapid Transit) increases intermodal connections



context & connections



The City of Provo and Utah County are major growth hubs for the state of Utah. By 2040, the population of Utah County is projected to exceed 1 million residents. Provo will be home to 152,000 of these residents, and is expected to remain the highest populated city in the county. With a 2017 population estimate of 117,335, this means housing, jobs, and services will need to be provided for approximately 35,000 additional residents. This translates to about 10,700 dwelling units based on the average household size of 3.27 persons per household. With good planning and foresight, some of these can be integrated into the Provo Station neighborhood, connecting both existing and new residents to transportation options.

Established neighborhoods to the north and west provide the station area with a good supporting base of low and medium density residential uses. Retail and office uses are intermingled in these residential neighborhoods in a mixed use pattern consistent with older, central city neighborhoods. The historic grid of 4-acre blocks from Provo's original plat is intact north of the tracks. While some streets extend south of the tracks, the grid of small 4-acre blocks does not and the urban form is less consistent and cohesive. **Residential buildings are a mixture of historic and contemporary, single-family and multi-family. The majority are considered to be of average or great condition, indicating they can provide a solid base for strategic infill and redevelopment in the station focus area.**

To the south and east the urban form and use pattern shifts to a retail and manufacturing focus situated on larger lots and with lower street intersection density and connectivity. Approximately 20 percent of the land in the broader station area is currently occupied by tax exempt entities, such as religious, civic, or non-profit institutions.

The station area vicinity has an estimated daytime population of 3,081 employees, along with 1,124 households and 3,427 residents. The average household size of 3.05 for the station area is lower than Provo City's average, which is lower than the average for Utah County.

Provo Station Area Plan





Planning & Outreach Process

OVERVIEW

The planning and outreach process for the Provo Station area helped capture past and current understandings of the ideas and concepts for the neighborhood's future. This plan will be used as a policy guide for decision-making regarding the type and intensity of development, infill, and redevelopment in the station neighborhood. It provides a basis for making decisions now and implementing regulatory tools in the future, such as a form-based code, to guide Provo and its partners, such as UTA, toward the long-range vision.

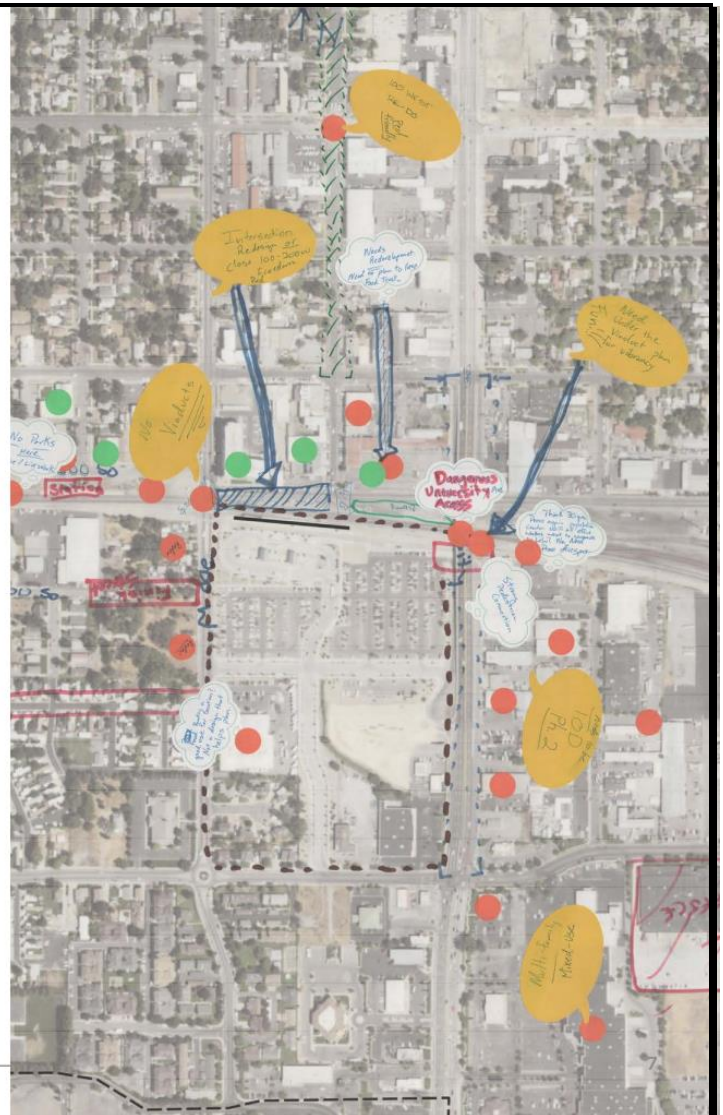
ANALYSIS

Notable construction in the neighborhood has primarily been north of the station, including a mix of multi-family dwelling types and the renovation of the historic Startup Candy Building into an event space and co-working venue. The station area contains a mix of a few vacant parcels, vacant spaces with re-use potential, and underutilized buildings and parcels likely to redevelop due to age and condition. An analysis of the highest and best use for key sites suggests the station area can become an employment hub for Provo, with mid-scale office and additional multi-family housing feasible in the short-term. As both the daytime population of employees and nighttime population of residents increases, retail uses will become more feasible. The Provo Station area provides some good opportunities for development along the BRT route as well, with overall values per acre in the mid-range compared to other stops.

OUTREACH

To gain an informed perspective on the community's vision for the station area, UTA's Transit-Oriented Development team facilitated a community dialogue regarding the future potential for the station area in conjunction with the Provo/Orem Bus Rapid Transit (BRT) study. In 2017, a Community Engagement Committee (CEC) of key stakeholders participated in a series of workshop meetings to understand the market findings regarding the station area, share ideas, and generate conceptual alternatives for the future development pattern in the Provo Station Area. The final concept plan reflects these discussions.

Provo Station Area Plan





PROVO STATION PLANNING CONCEPTS

- Focus on establishing office uses at key locations adjacent to the station with easy access and good visibility
- Retail will be modest and likely incorporated as small eateries or support services that share ground floor space with office developments
- Continued development of a blend of residential types, including townhomes and individual mid-scale multi-family buildings

SHORT-TERM: STATION AREA OFFICE & RESIDENTIAL



MID TO LONG-TERM: STATION NEIGHBORHOOD



- Link the station area to surrounding neighborhoods via uses and urban form patterns
- Highlight and retain the character and culture of historic neighborhoods
- Look to expand the transit-oriented look, feel, and function to the south and east as the area evolves and changes
- Facilitate a mixture of uses to provide both daytime and nighttime populations, which will increase the feasibility of desired services and amenities in the vicinity

The short-term focus on office, followed by residential, will result in the long-term development of the preferred scenario for the area to become an established transit-oriented neighborhood.

PREFERRED PLANNING MODEL


Conversations about future planning begin around combinations of different functions and uses, called Planning Concept Models/Scenarios. Based on the market analysis, key findings, and a review of previous visioning and current planning documents, a direction for how development in the core station area might occur was established, with office, residential, and mixed use identified for key opportunity locations. Key stakeholders, including city staff and the community engagement committee (CEC) consisting of local residents, evaluated the draft concept plan and provided feedback and insight that led to a preferred planning approach and illustrative concept plan. The concepts evaluated both the short-term and long-term perspectives for the station area.


Short-term: Development projects will focus on establishing office uses at key locations adjacent to the station that offer easy access and good visibility. Residential development will continue incorporating a mix of dwelling types into the station vicinity, including attached single-family and mid-scale multi-family dwelling units.


Mid to Long-term: Short-term projects will catalyze the station area and expand the mixture of uses as well as the extent of the transit-oriented influence area. Increased densities of daytime population from office developments, coupled with the established and expanding residential base, will expand the appeal of the area and increase opportunities for retail and commercial uses in a mixed-use setting.


Four Key Initiatives & Strategies

The Station Area Plan's over-arching objective is to create a framework for how development can occur in the core station area. This development framework will facilitate the integration of existing neighborhoods and transform the surrounding context into an active, amenity-rich, transit neighborhood. The following ideas and strategies reflect current recommendations for achieving the preferred planning concept created for the Provo Station Area Plan. The strategic recommendations included describe a course of action for the concept plan area and station vicinity. To achieve this strategic framework, the planning team conducted a comprehensive analysis of past planning efforts and current trends, gathered feedback and knowledge from key stakeholders, and identified key planning issues and desired goals from the community. These strategies are organized under four main focus areas for the station area:

1  **Link the station area and surrounding neighborhoods to create a distinct and diverse transit-oriented district**

2  **Facilitate the creation of an urban office & employment center geared toward multi-modal transportation**

3  **Transform the urban fabric to support social and cultural interactions**

4  **Establish a consistent network of physical and visual connections**



1 Link the station area and surrounding neighborhoods to create a distinct and diverse transit-oriented district

The Provo Station area will function as a link between the historic, central downtown of Provo and the larger-scaled commercial area to the south, providing a framework for expanding the transit-oriented development to the south and transforming the auto-oriented urban form into a more livable, mixed-use neighborhood. **Build off the character and identity of surrounding historic neighborhoods like Franklin; revitalize and enhance these areas as part of the station planning process.** Avoid large-scale redevelopment of these foundation neighborhoods, which contribute to the unique character of downtown Provo and the station area. Target the right partners and prioritize prospects that will most benefit the holistic development of the station area.

STRATEGIES

A **Support the extension of transit-supportive urban form patterns beyond the core station area.** The departure from the street grid of original Provo plat can be seen as opportunity to distinguish the station area neighborhood's urban form while providing connectivity.

B **Recognize and celebrate the distinct neighborhoods within the station area** – identify the unique characteristics of each and ensure future development respects and builds from this foundation rather than ignoring and eclipsing it with non-compatible development.

C Continue evaluating the implementation of a form-based code or hybrid code to **ensure predictability in form and outcome of development types.** Uses may change, but the station area needs to evolve into and remain human oriented in its style and form to be successful and adaptable and support more people without excessive parking.

D **Capitalize on historic properties as landmarks to enhance the identities of distinct districts/areas in the station area.** Recognize the contributing nature of collections of vernacular buildings as well as individual landmarks. These historic properties can be development catalysts and function as unique focal points as the area revitalizes and transforms.



2 Facilitate the creation of an urban office & employment center geared toward multi-modal transportation

The Provo Station area is a potential employment hub for Provo and a key connection for growth in the south Provo and Springville area. The core station area, as well as the surrounding neighborhood, offers significant potential for redevelopment, infill, and revitalization of existing uses. Development for the BRT corridor will be focused on multi-use stations, such as the Provo Station, meaning a greater context of opportunity exists in the Provo station vicinity. With prime accessibility and visibility, key sites near the station and along the BRT route in the station vicinity should be targeted and preserved for office development. Three locations offer great opportunities: the 500 South Block between University Avenue and 100 West; along 750 South adjacent to the station; and the key intersection of University Avenue and 920 South. Some may develop in the short-term, while others may be longer-term opportunities. These office developments will in turn serve to attract and support auxiliary uses nearby and along the gateway road into the station.

UTA as a strategic partner can help establish a positive precedent for a more transit-oriented atmosphere in the station area. **The market conditions are ripe for converting some of UTA's property into office now, and live/work or residential/retail in the future.** Existing UTA surface parking stalls will be integrated into future station area developments through strategic partnerships to maintain current levels of service for park and ride transit users. Provo City and UTA should conduct a targeted parking study to evaluate the right balance of parking needed for the park and ride and future development.

Provo Station Area Plan

STRATEGIES

A Leverage innovative zoning and strategic public investments to steer optimal office development in key locations. **Capitalize on sites with prime accessibility and visibility to establish anchor employment nodes.** Re-evaluate the 2,500 square feet cap for retail and commercial uses as a permitted use; be more specific and strategic about where/how to allow retail to ensure opportunities exist for small businesses and unique entities that will serve a daytime office population and area residents.

C Encourage public-private partnerships for developing key sites near the station area and prime visibility/accessibility locations. **Facilitate partnerships between Provo City, UTA, BYU, and private developers for developing innovative spaces** for larger employers, as well as business incubation and start-up entities that desire a more urban, multi-modal setting served by transit.

E **Frame development into a cohesive, walkable setting** with clustered retail and support services that will support the growing residential population and daytime population of office workers. Incorporate office and live/work developments in the station area to provide closer options for people to live/work in Provo.

B Engage and blend future office development along University Avenue with the development surrounding the station to **facilitate a more urban, active, and pleasant office/employee experience.** The Provo Station area is well-positioned to catalyze the transformation of the surrounding context into a transit-oriented office/employment setting that will have appeal to a range of employers. Orient development south of the station and along University Ave to ensure it captures both FrontRunner and BRT ridership and does not overlook potential opportunities for connections and enhancements to southern Downtown/Provo East Bay.

D Meet current parking demands for office without compromising the overall urban form for livability & walkability. **Ensure parking requirements are not driving an excessive amount of parking and are right-sized for transit-oriented locations.** Consider re-use potential in regard to the design of structured parking on lower levels of buildings. Front streetscapes with active uses that line the buildings, locating parking areas behind. Incorporate on-street parking into streetscape designs.

STRATEGIES

A Proactively identify green spaces and public plazas for community gathering places. Provide opportunities in these open spaces that support the needs of future residents in a higher density context - e.g. dog parklets so people that live in apartments have a shared public place to walk their dog and engage with neighbors; community gardens for residents that don't have their own yard to grow a garden, etc.

B Ensure regulations promote the creation of smaller, separated parking areas and avoid combining parking into fewer larger lots that are a void in the social fabric of the urban form. Incorporate on-street parking into streetscape designs and include these spaces in parking ratio calculations. Wrap parking structures with active uses, such as small scale retail or office space and ensure the design of structured parking considers the re-use potential of space as demand decreases over time.

C Create a climate and built environment oriented to the human scale and activity, with spaces and uses focused on people and social interactions - sidewalk dining, indoor/outdoor permeability for stores, etc.; Ensure regulations are in place to efficiently and effectively offer these opportunities.

D Provide a dedicated space/plaza for food trucks to gather as existing parking lots are redeveloped. Options include the 600 South block north of the station and the back of curb right-of-way along the west side of 100 West (owned by UTA and too shallow for development) as it enters the station area from 920 South.

E Use canal easements and other rights-of-way as opportunities to formalize organic, mid-block walkways and linear parks.

F Increase the prominence of historic properties - landmarks and vernacular - through enhanced public way design, wayfinding, and integration into neighborhood district identities.



3 Transform the urban fabric to support social and cultural interactions

Establishing and maintaining a strong social fabric can help communities thrive. To facilitate the success of this in the Provo Station Area, it is critical that care and attention is given to how the urban fabric of buildings and streetscape develops. Strong connections and visual permeability with surrounding residential areas will help create a safe, inviting station area environment enhanced with landscaping, streetscape design, and future uses that are oriented to the street and other pathways.

A lively, engaged, and active station environment can be supported by ensuring a comprehensive and hierarchical street network is in place to allow for the closure of certain street segments for special events, such as street festivals, and regular weekly events like the popular food truck round up. Prioritize these events on streets where current or future rights of way may be dedicated for permanent public plazas and gathering spaces, such as the 600 South block north of the station and/or the southbound lane of 100 West between 750 South and 920 South.

Include green space, public plazas as community gathering spots that will enhance the livability and viability of the area. Providing a comfortable setting supports and facilitates use throughout the day by a variety of user types. A focus should be placed on providing opportunities in these shared public open spaces that support the needs of future residents in higher density housing as opposed to each individual development providing private, separated amenities.

STRATEGIES

A

Use landscaping and streetscape treatments to **place focus on key gateways into the station area** in the short-term and the placement and orientation of development in the long-term. A tactical urbanism approach can pilot projects and explore options that work best for the mix of uses and pattern of travel. Expand and build projects that have the most impact.

B

Develop a Complete Streets policy for the station area to **proactively design new streets to safely accommodate multiple modes of transportation** and redesign existing streets as the area redevelops. Include street sections that are right-sized for a multi-modal, human-oriented environment

C

Establish a **finer-grained street grid** to the areas south of the tracks as the area redevelops to facilitate walkability and provide more street frontage for transit-oriented uses.

D

Utilize CDA funds to help **enhance streetscapes and add open space and public art in the station area neighborhood**. Cities generally see a return on investment for improvements that create a place where companies want to be.

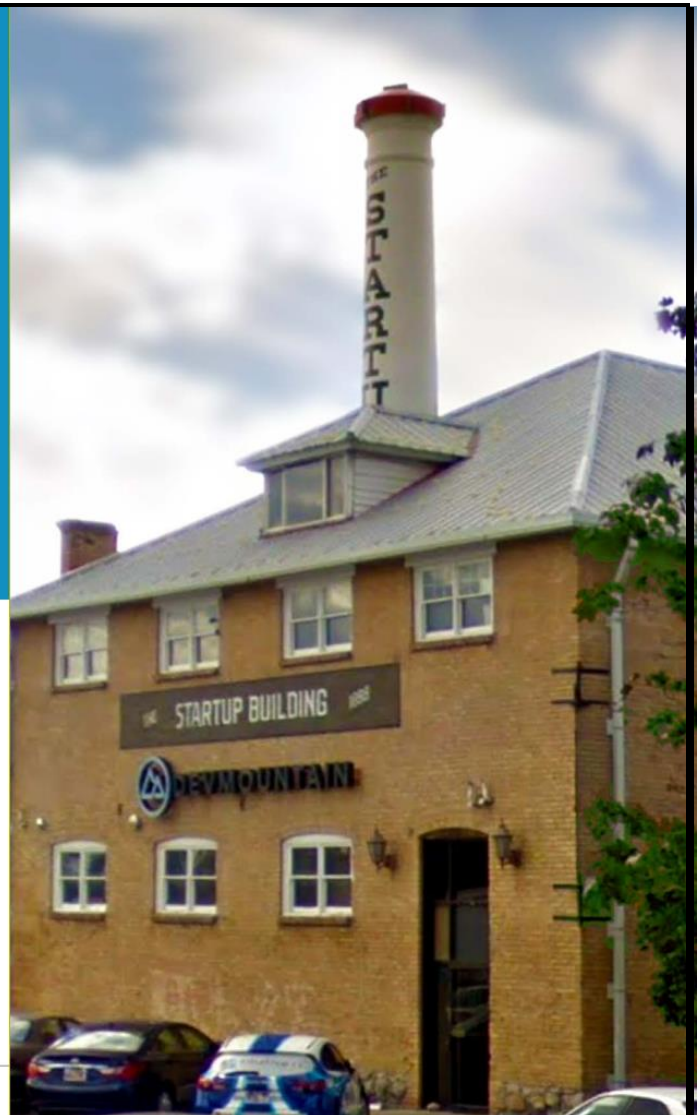
4

Establish a consistent network of physical and visual connections



Clear connections between the station and the origins and destinations that utilize transit are a top priority for creating a functional station area. Connect major points of origin/destination within the station area through view corridors and safe, friendly connections. Ensure the planned pedestrian crossing over the tracks is located and designed to be of the best benefit possible for new development on both the north and south ends of the bridge.

Provo Station Area Plan







Station Area Illustrative Concept Plan

OVERVIEW

The station area is comprised of multiple property owners, with parcels ranging from less than one-tenth of an acre to over 9 acres in size. For illustrative purposes, this concept plan demonstrates a potential layout with uses that are considered to be both feasible and desirable for the core station area and outlines a 20 year build-out scenario for creating a cohesive urban form for the Provo Station area. Provo City residents place a high value on retaining the character of their downtown historic residential neighborhoods. At the same time, the community recognizes that additional population and employment growth will need to be accommodated. Doing so in the Station Area Neighborhood allows for a compact development pattern that can access multiple modes of transit to commute to work, school, and nearby services. The plan is illustrative in nature and the building types and their location are based on the analysis and findings from the planning process, as well as ideas and input provided by key stakeholders during the outreach process. The mix and range of density scales reflect the desire for transitions and respect for surrounding neighborhoods' context and history. The concept plan provides a foundation for decision-making, but is intended to be somewhat flexible to allow for the city, UTA, and developers to leverage market feasibility and incentives as development occurs over time.

RIDERSHIP PROJECTIONS

In 2012, FrontRunner South was launched, establishing the anchor for the revitalization of the Provo Station area as a transit-oriented neighborhood. Ridership on FrontRunner is increasing, with 20,000 more riders in April 2018 than one year prior as well as higher average weekday ridership. **Ridership for the Provo Station Area is projected to increase about 20 percent - from 920 total boardings (existing) to 1,095 boardings.** This projected increase is based on active transportation boardings (riders that walk or bike to access the station), which result from the residential and office development outlined in this plan. Ridership projections are calculated using a regression model that estimates boardings based on residential square feet and employment within 1/2 mile of the station and peak bus trips per hour within 1/4 mile of the station.



- RESIDENTIAL
- OFFICE
- RETAIL
- MIXED OFFICE/RETAIL
- MIXED RESIDENTIAL/RETAIL
- LIVE/WORK
- PARKING STRUCTURE
- EXISTING USES

Station Area Illustrative Concept Plan Site Diagram: Potential 20 Year Build Out



RESIDENTIAL

total # of buildings: 12
estimated total square feet: 303,400
estimated # of dwelling units: 139



OFFICE

total # of buildings: 6
estimated total square feet: 385,760



RETAIL

total # of buildings: 8
estimated total square feet: 47,000



MIXED OFFICE/RETAIL

total # of buildings: 3 (plus parking structure frontage)
estimated total square feet: 114,800



MIXED RESIDENTIAL/RETAIL

total # of buildings: 1
estimated total square feet: 25,200
estimated # of dwelling units: 6



LIVE/WORK

total # of buildings: 1
estimated total square feet: 25,200
estimated # of dwelling units: 6





STATION AREA COMPONENT: **RESIDENTIAL TOWNHOUSES**

A range of residential types, including townhomes, will provide transitions between different densities of residential development and offer affordable home ownership options beyond the traditional detached single-family dwelling.





STATION AREA COMPONENT: OFFICE & LIVE/WORK

The current park and ride lot offers opportunities to catalyze development in the Provo Station Area by master planning a larger parcel that considers the long-term transformation of the surrounding context as it relates to the transit station.

This Station Area Plan is part of the Planning stage in UTA's development framework (see below diagram). With the preferred planning scenario in place for Provo Station, UTA can take next steps in considering the development of their property. Due to the smaller size of the property directly adjacent to the station - 2 parcels totaling 13.65 acres - UTA will likely work with a strategic partner to develop the site. As part of the development process, UTA and their partner would incorporate the current park and ride stalls into the office mixed-use project in a structured parking configuration.







STATION AREA COMPONENT: RETAIL/RESTAURANT ROW

The row of retail shops with an enhanced plaza on the west side provide a visual and use gateway into the station area. The shops and plaza, surrounded by residential units to the west and office buildings to the east will take on "village-like" attributes and blend easily into adjacent uses such as the single-family areas to the west. Facilitate the use of the plaza for existing and future community events, such as the food truck roundup.





STATION AREA COMPONENT: MIXED OFFICE/RETAIL

Office is the highest and best use for several key locations in the station area. The first office nodes in the immediate station area will serve as an anchor for the future development of small scale support services and additional office to the south and east along University Avenue.

Office and retail at the south end of the station area can help catalyze the broader station context into becoming a transit-oriented neighborhood by integrating a mixture of uses near the station and expanding the urban office pattern southward as the area evolves beyond its current auto-oriented urban form.





Acknowledgments

A special thanks to all those who participated and made the creation of this Station Area Plan possible:

Provo City Leadership
Provo City Planning & Zoning
Citizens of Provo
Key Stakeholders & the Community Engagement Committee

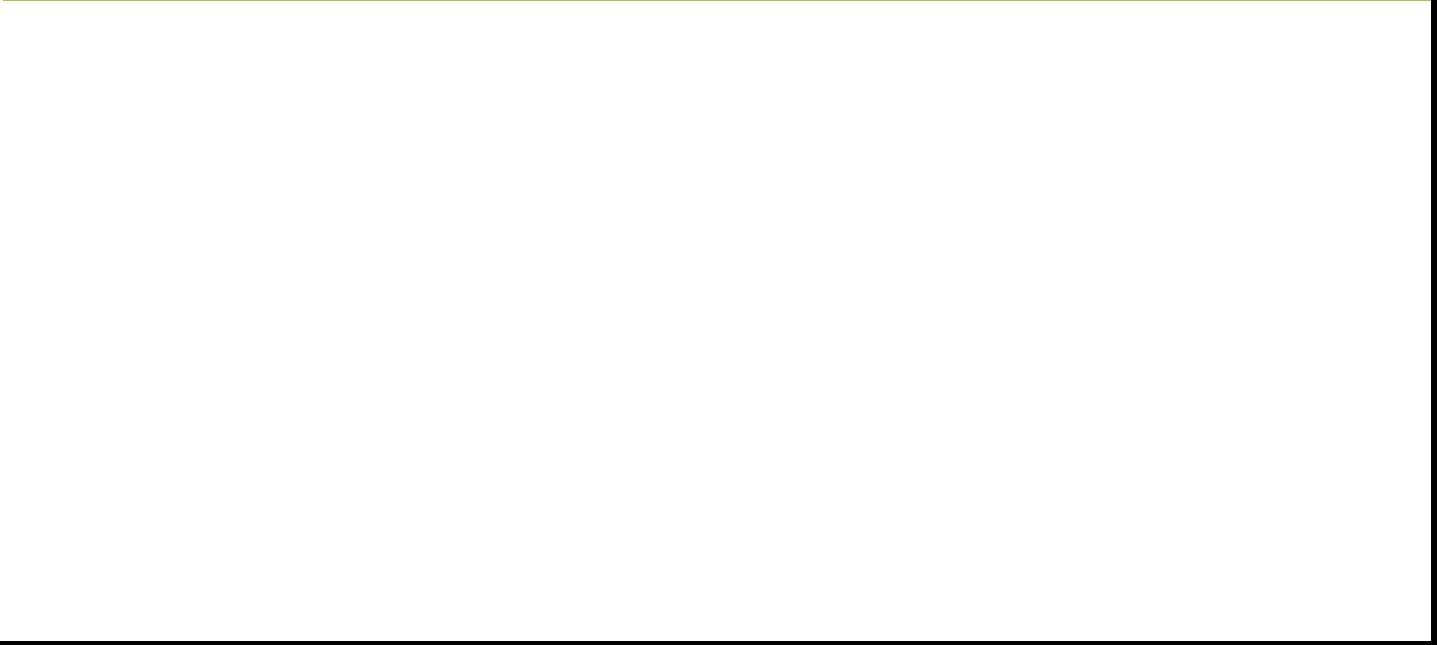
Project Management Team:

Jordan Swain, *UTA (former)*
Kevin Leo, *UTA*
Levi Roberts, *UTA*
Bill Peperone, *Provo City*
Chad Eccels, *MAG*

Consultant Team:

CRSA
ZPFI





ITEM 4*

The Community Development Department requests a General Plan amendment to add the Utah Transit Authority Station Area Plan to the Downtown Master Plan as an appendix.

City-wide impact
PLGPA20190059

The City of Provo and Utah County are major growth hubs for the state of Utah. By 2040, the population of Utah County is projected to exceed 1 million residents. Provo will be home to 152,000 of these residents, and is expected to remain the highest populated city in the county. With a 2017 population estimate of 117,335, this means housing, jobs, and services will need to be provided for approximately 35,000 additional residents. This translates to about 10,700 dwelling units based on the average household size of 3.27 persons per household. With good planning and foresight, some of these can be integrated into the Provo Station neighborhood, connecting both existing and new residents to transportation options.

Established neighborhoods to the north and west provide the station area with a good supporting base of low and medium density residential uses. Retail and office uses are intermingled in these residential neighborhoods in a mixed use pattern consistent with older, central city neighborhoods. The historic grid of 4-acre blocks from Provo's original plat is intact north of the tracks. While some streets extend south of the tracks, the grid of small 4-acre blocks does not and the urban form is less consistent and cohesive. **Residential buildings are a mixture of historic and contemporary, single-family and multi-family. The majority are considered to be of average or great condition, indicating they can provide a solid base for strategic infill and redevelopment in the station focus area.**

To the south and east the urban form and use pattern shifts to a retail and manufacturing focus situated on larger lots and with lower street intersection density and connectivity. Approximately 20 percent of the land in the broader station area is currently occupied by tax exempt entities, such as religious, civic, or non-profit institutions.

The station area vicinity has an estimated daytime population of 3,081 employees, along with 1,124 households and 3,427 residents. The average household size of 3.05 for the station area is lower than Provo City's average, which is lower than the average for Utah County.







- RESIDENTIAL
- OFFICE
- RETAIL
- MIXED OFFICE/RETAIL
- MIXED RESIDENTIAL/RETAIL
- LIVE/WORK
- PARKING STRUCTURE
- EXISTING USES

Station Area Illustrative Concept Plan Site Diagram: Potential 20 Year Build Out

- RESIDENTIAL**
 total # of buildings: 12
 estimated total square feet: 303,400
 estimated # of dwelling units: 139
- OFFICE**
 total # of buildings: 6
 estimated total square feet: 385,760
- RETAIL**
 total # of buildings: 8
 estimated total square feet: 47,000
- MIXED OFFICE/RETAIL**
 total # of buildings: 3 (plus parking structure frontage)
 estimated total square feet: 114,800
- MIXED RESIDENTIAL/RETAIL**
 total # of buildings: 1
 estimated total square feet: 25,200
 estimated # of dwelling units: 6
- LIVE/WORK**
 total # of buildings: 1
 estimated total square feet: 25,200
 estimated # of dwelling units: 6





Planning Commission Staff Report Rezone

Hearing Date: May 8, 2019

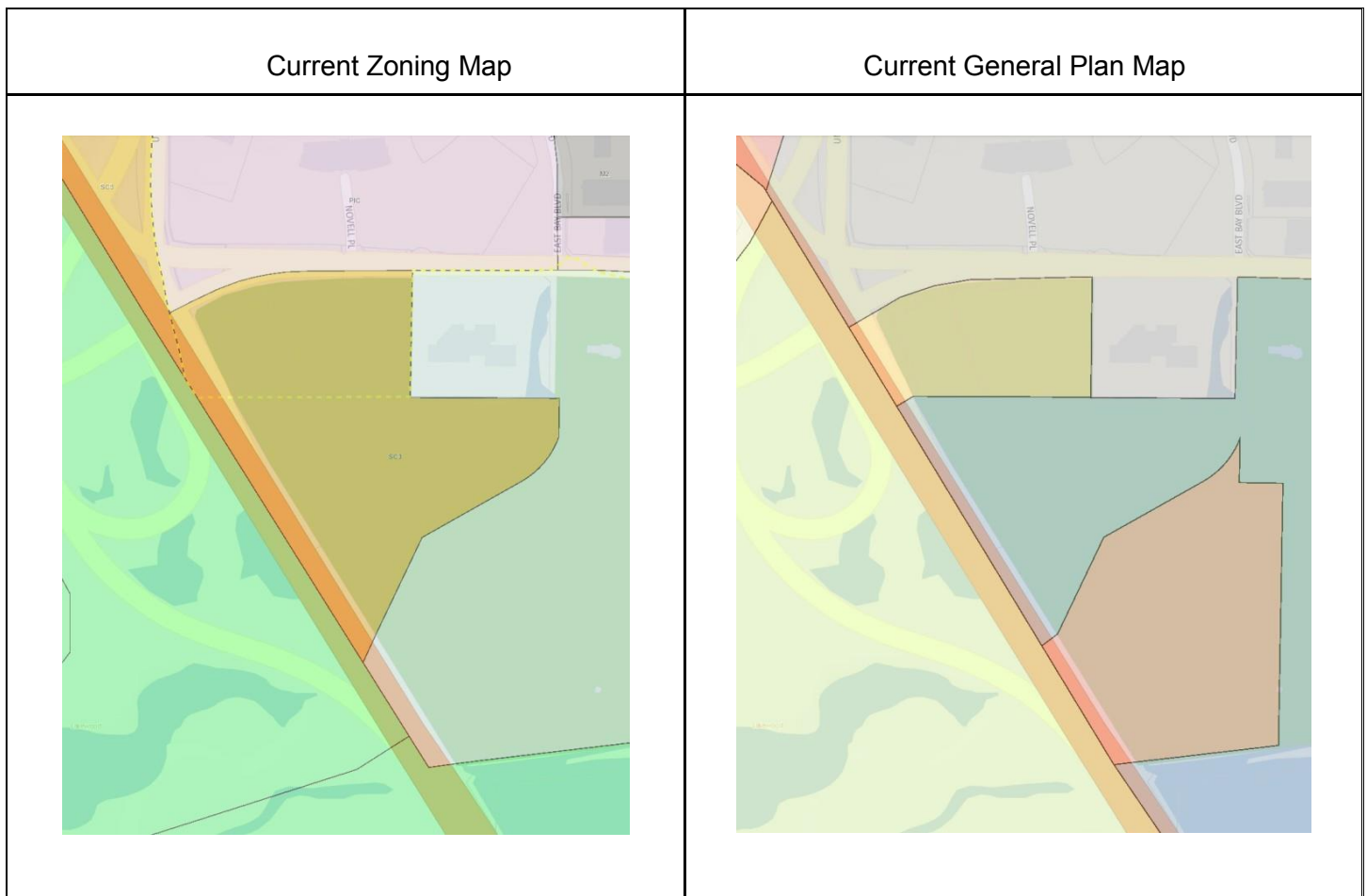
***ITEM 5** Todd Sinks request a Zone Change from Regional Shopping (SC3) to Health Care Facilities Zone (HCF) for 22.12 acres, and to Campus Mixed Use (CMU) for 8.94 acres, located at 178 E 1860 S. East Bay neighborhood. Josh Yost (801) 852-6408
PLRZ20180321

<p>Applicant: Todd Sinks Staff Coordinator: Josh Yost</p> <p>Property Owner: TG Development LLC, GT Medical Holdings LLC Parcel ID#: 220500062, 220520051 Current Zone: SC3 Proposed Zone: CMU, HCF General Plan Des.: Mixed Use, Public Facilities Acreage: 8.94, 22.12 Number of Properties: 2</p> <p>Development Agreement Proffered: No</p> <p>Council Action Required: Yes</p> <p><u>ALTERNATIVE ACTIONS</u></p> <p>1. Continue to a future date to obtain additional information or to further consider information presented. <i>The next available meeting date is May 22, 6:00 p.m.</i></p> <p>2. Recommend Denial of the proposed rezoning. <i>This would be <u>a change</u> from the Staff recommendation; the Planning Commission should <u>state new findings</u></i></p>	<p>Current Legal Use: Vacant Property, Golf Course</p> <p>Relevant History: The 22.12 acre parcel was conveyed to GT Medical Holdings LLC by the City for the development of the Noorda School of Osteopathic Medicine. The 8.94 acre parcel was acquired by TG Development LLC for the development of the associated apartment housing.</p> <p>Neighborhood Issues: None noted.</p> <p>Summary of Key Issues: The primary issues pertaining to the proposed rezone are the provision of utilities to the site and the reconfiguration of on-site storm water facilities. The applicant continues to work through the CRC process to develop acceptable solutions to each of these issues.</p> <p>Staff Recommendation: Staff recommends the Planning Commission recommend approval of the request for a Zone Change from Regional Shopping (SC3) to Health Care Facilities Zone (HCF) for 22.12 acres, and to Campus Mixed Use (CMU) for 8.94 acres, located at 178 E 1860 S.</p>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

OVERVIEW

Provo City has conveyed 22.12 acres of the Reserve at East Bay Golf Course to GT Medical Holdings for the construction of the Noorda College of Osteopathic Medicine. As part of this transaction the developers of the medical school are paying for the redesign and relocation of the affected golf course holes. A 7.82 acre parcel to the north of the medical school parcel and directly west of the US Bureau of Reclamation Office has been purchased for the development of 793 units of apartment housing. The applicant has begun preliminary discussion with Provo City to purchase a portion of the storm water retention facility to the west of the 7.82 acre parcel to include in the apartment development.

Previously the General Plan Designation for the area was changed from Commercial to Mixed Use and Public Facilities.



GENERAL PLAN POLICIES

The General Plan does not contain area specific policies related to the proposed zone map amendment. The General Plan previously contained policies contrary to the proposed amendment. These policies were removed in anticipation of this zone map amendment application.

FINDINGS OF FACT

The General Plan Designation for the 22.12 acre parcel is Public Facilities. The proposed Health Care Facility Zone is consistent with the Public Facilities Designation. The 7.82 acre parcel is designated Mixed Use in the General Plan. The proposed Campus Mixed Use Zone is consistent with this designation.

STAFF ANALYSIS

1. Provo City Code Section 14.02.020(2) sets forth the following guidelines for consideration of zoning map amendments:

Upon receipt of a petition by the Planning Commission, the Commission shall hold a public hearing in accordance with the provisions of Section 14.02.010 of this Title and may approve, conditionally approve, or deny the preliminary project plan. 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.*

The public purpose for the proposed amendment is to facilitate the development of a medical school and associated housing.

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

The proposed amendment best serves the public purpose by permitting only the proposed uses on the site, thereby protecting the interest of the city.

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

The proposed amendment is compatible with the applicable policies, goals, and objectives.

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

No such provisions are articulated for this area.

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

Staff finds no potential for the proposed amendment to hinder or obstruct the attainment of articulated policies.

- (f) *Adverse impacts on adjacent land owners.*

No adverse impacts on adjacent owners have been identified. The proposed development facilitated by this zone map amendment improves opportunities for access to adjacent property.

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

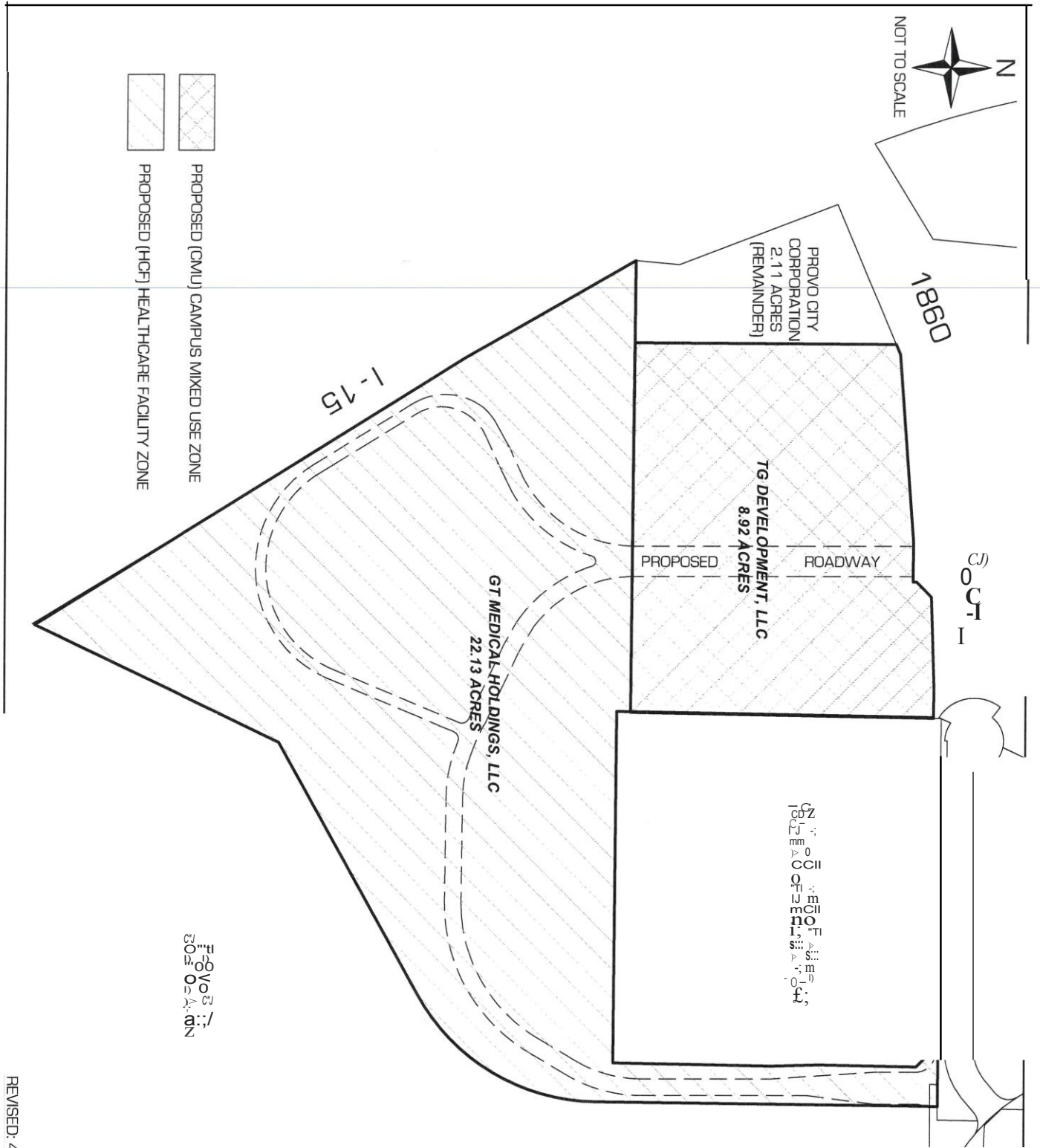
Staff verified the correctness of the existing zoning and General Plan designation for this area.

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

No such conflicts exist.

STAFF RECOMMENDATION

Staff recommends the Planning Commission recommend approval of the request for a Zone Change from Regional Shopping (SC3) to Health Care Facilities Zone (HCF) for 22.12 acres, and to Campus Mixed Use (CMU) for 8.94 acres, located at 178 E 1860 S.



REVISED: 4-17-19

ciulsolut1onsgroup.:

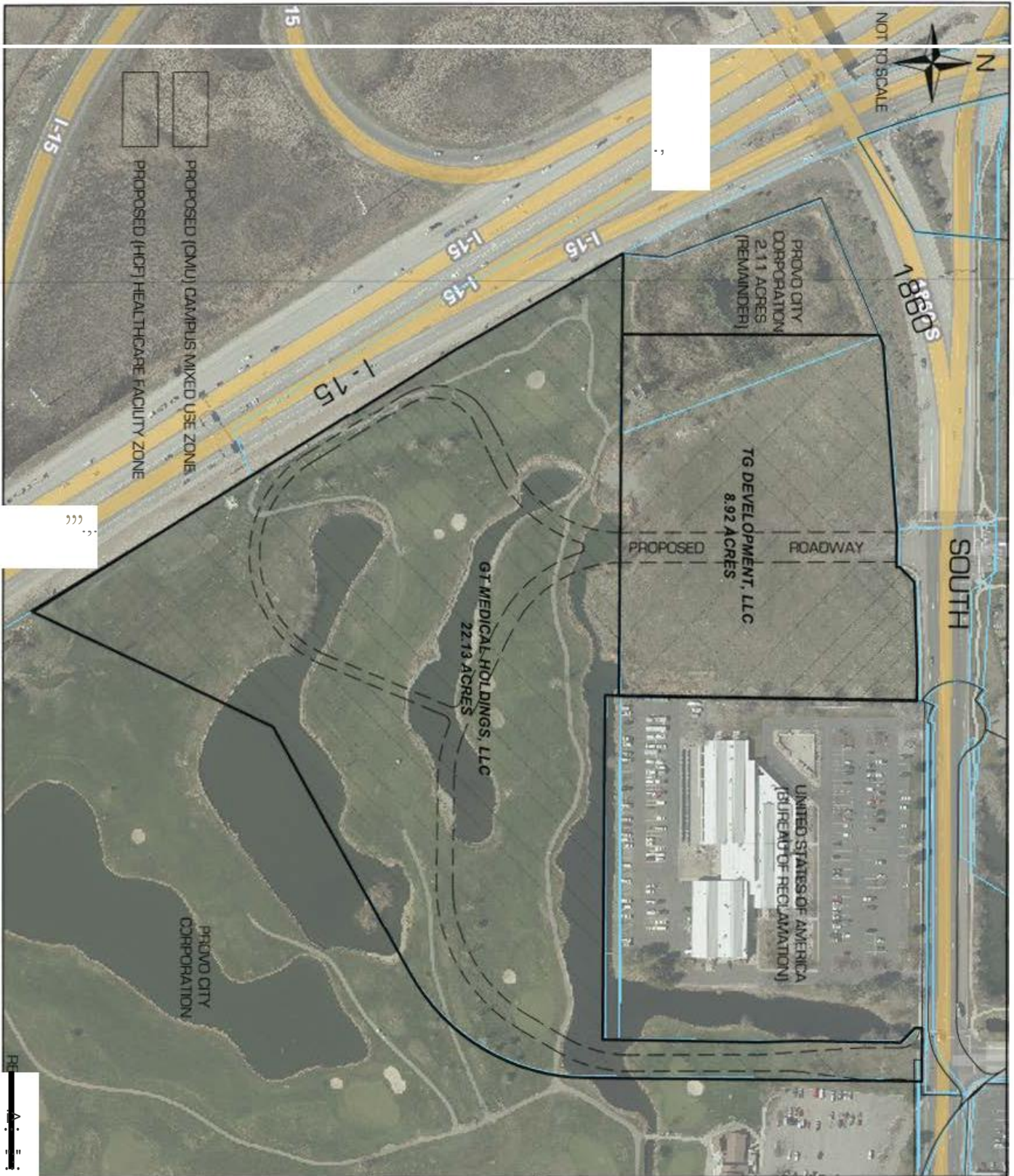
UTAH VALLEY IP: 801.874.1432
 PROVIDENCE IP: 435.213.3762
 SALT LAKE CITY IP: 801.216.3192
 info@ciulsolutionsgroup.net
 www.ciulsolutionsgroup.net



RE-ZONE EXHIBIT

SE -a OF SECTION 13, T7S, R2E & SW -a
 OF SECTION 18, T7S, R3E, SLB&M

EAST BAY AREA OF PROVO, UTAH



ciulsolutionsgroupinc.

UTAHVAU.EYI P: 80 1.874 .1 432
 PAOV10ENCf I P: 435 .213 .3762
 SALT LAKE CITY I P: 801 216 .3192
 ,infoCivdsolutionsgroup.net
 wwwcivdsolutionsgroup.net



RE-ZONE EXHIBIT

SE¹/₄ OF SECTION 13, T7S, R2E & SW¹/₄
 OF SECTION 18, T7S, R3E. SLB&M

EAST BAY AREA OF PROVO , UTAH



ciuil solutions groupmc.

**LEGAL DESCRIPTION
PREPARED FOR
EAST BAY MEDICAL SCHOOL**

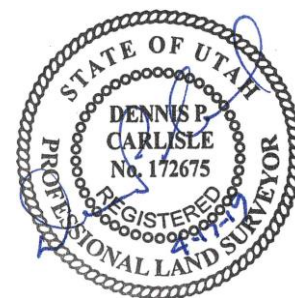
ROVO : Ur AH
(April 17, 2019)
Project No. 18-361

PROPOSED CAMPUS MIXED USE (CMU) ZONE

A portion of the SE 1/4 of Section 13, Township 7 South, Range 2 East, and the SW 1/4 of Section 18, Township 7 South, Range 3 East, Salt Lake Base & Meridian, Provo, Utah, more particularly described as follows:

Beginning at a point on the northerly line of 1860 South Street located N89°22'43"E along the Section line 431.56 feet and South 3,148.20 feet from the Northwest Corner of Section 18, T7S, R3E, S.L.B. & M. (Basis of Bearing: S89°46'54"W along the Section line between said Northwest Corner of Section 18 and the North 1/4 Corner of Section 13, T7S, R2E, S.L.B. & M); thence S 1° 05' 00" W 584.50 feet; thence N89°38' 00" W 706.39 feet; thence N0°22'00"E 503.72 feet to the southerly line of said street ; thence along said street the following 7 (seven) courses and distances: N66°55'15 "E 20.48 feet; thence N85°34'24"E 359.29 feet; thence S89 °38'43"E 77.42 feet; thence North 6.92 feet; thence N45°22'51 "E 40.64 feet; thence N88°03'40"E 170.93 feet; thence S89°38'43 "E 59.96 feet to the point of beginning.

Contains: 8.92+/- acres





Provo City Planning Commission

Report of Action

May 08, 2019

*ITEM 5

PLRZ20180321 Todd Sinks request a Zone Change from Regional Shopping (SC3) to Health Care Facilities Zone (HCF) for 22.12 acres, and to Campus Mixed Use for 8.94 acres, located at 178 E 1860 S. East Bay neighborhood. Josh Yost (801) 852-6408 PLRZ20180321

The following action was taken by the Planning Commission on the above described item at its regular meeting of May 08, 2019:

RECOMMEND APPROVAL

On a vote of 3:1, the Planning Commission recommended the Municipal Council approve the above noted application.

Motion By: Dave Anderson

Second By: Andrew Howard

Votes in Favor of Motion: Deborah Jensen, Andrew Howard, Russ Phillips

Deborah Jensen was present as Chair.

- Report of Action for item previously continued after a public hearing or other discussion.
- 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 Health Care Facility (HCF) and Campus Mixed Use (CMU) Zone is described in the attached Exhibit A.

RELATED ACTIONS

Concept Plan Approval - PLCP20180322, Approved May 8, 2019.

DEVELOPMENT AGREEMENT

- Applies - referred applicant to Council Attorney.

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

Staff presented both the Zone Change and Concept Plan Concurrently

Relevant History: The 22.12 acre parcel was conveyed to GT Medical Holdings LLC by the City for the development of the Noorda School of Osteopathic Medicine. The 8.94 acre parcel was acquired by TG Development LLC for the development of the associated apartment housing.

Summary of Key Issues: The primary issues pertaining to the proposed rezone are the provision of utilities to the site and the reconfiguration of on-site storm water facilities. The applicant continues to work through the CRC process to develop acceptable solutions to each of these issues.

Staff Recommendation: Staff recommends the Planning Commission recommend approval of the request for a Zone Change from Regional Shopping (SC3) to Health Care Facilities Zone (HCF) for 22.12 acres, and to Campus Mixed Use (CMU) for 8.94 acres, located at 178 E 1860 S.

CITY DEPARTMENTAL ISSUES

- Traffic study required and reviewed at this stage of project approval.
- Preliminary traffic study submitted.
- Important issues raised by other departments are addressed in Staff Report to Planning Commission

NEIGHBORHOOD MEETING DATE

- A neighborhood meeting was held on 10/17/2018.

NEIGHBORHOOD AND PUBLIC COMMENT

- The Neighborhood Chair was not present during the hearing.
- No 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:

No public comment was received during the hearing.

APPLICANT RESPONSE

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

The Zone Change and Concept Plan applications were presented and discussed concurrently.

Todd Sinks, applicant introduced the project team and their presentations.

Richard Nielsen, President Rocky Mountain University of Health Professions reviewed the mission of the school and its impact on Provo and the greater Wasatch Front. He provided a history of RMU and explained the genesis of the Noorda College of Osteopathic Medicine (NCOM).

John Dougherty, Dean of the proposed NCOM shared an overview of the college's purpose, education philosophy and potential impact.

Curtis Leetham, Director of Healthcare Environments at MHTN reviewed the proposed concept plan. He explained the design development process and shared the many constraints present on the site. Mr. Leetham addressed concerns expressed by Planning Commission members at the previous meeting, indicating that parking structures and college buildings had been adjusted in the site to improve the proximity and relationship between the buildings and to move the parking facilities to the periphery. He also shared the redesigned pedestrian way leading from the apartment housing to the center of the NCOM campus.

Chris Huntsman of Five Degrees Design presented the revised concept for the apartment housing. He explained that four buildings had been combined into two buildings and that the primary street frontages now feature apartment units opening directly onto the sidewalk. He also reviewed the tenant amenity spaces and parking facilities. Finally, he explained the material selections for the buildings.

Concluding the presentation and in response to questions from the Planning Commission, Mr. Sinks indicated that we was willing to enter into a development agreement which would include the concept plan elements of building siting and arrangement.

PLANNING COMMISSION DISCUSSION

Key points discussed by the Planning Commission included the following:

In the previous meeting comments were made by members not present at the second meeting.

In this meeting, Jamin Rowan expressed the following

- His most significant concern with the concept plan is the way in which the proposed buildings are situated in relation to one another on the site and the types of mobility that their situated-ness encourages among those using them. That is to say, the design and placement of the buildings on the site play a much bigger role in determining whether people will walk, bike, or drive to the site than amenities such as wide sidewalks, raised sidewalks, or pleasant landscaping play (though such amenities are undoubtedly important).
- He strongly recommended that the applicant reconsider placing two parking garages between the 793-unit apartment development and the buildings that students will use on campus.
- He also expressed concern that the sheer amount of space that paved roads take up on the site will encourage driving. For as small as the campus is (six structures), there seems to be an inordinate amount of the site dedicated to automobile infrastructure.
- Despite the applicant's insistence that he and his team have done the absolute best they could do with the site on which they are working, Mr. Rowan remained convinced that there is more that could be done with the site to make a much more walkable and user-friendly space.

Also in the first meeting, Shannon Ellsworth concurred with Mr. Rowan's comments and expressed additional concern about the appropriateness of the apartment and medical school land uses in general. She then shared her desire to obtain the best possible design for this development, especially considering the city's significant involvement in facilitating the project.

The following discussion occurred in response to the applicant's presentation in this second meeting.

Deborah Jensen noted the improvements that had been made after the initial hearing and expressed her appreciation for the presentation of the design development process. She questioned the applicant as to the likelihood of change in the plan from concept to final design. Mr. Leetham answered that any substantial change to building form or location was unlikely as it would require major redesign of the street and utility plans that underlie the concept plan. Mr. Sinks then proffered a Development Agreement to memorialize the key features of the concept plan.

Dave Andersen expressed concern about the remoteness and isolation of the proposed housing from other residential neighborhoods, services and daily needs. He continued by stating that the location for the Medical School is appropriate and acceptable. He then articulated his additional concerns related to the apartment housing element of the project.

- Provo City has approved, and continues to approve, apartment projects on a regular basis;
- Provo has more than its share of apartments in comparison to other cities in the county;
- The apartment land is ripe for commercial, business or even retail uses that would spin off from the Medical School or may be ancillary to the Medical School.

Andrew Howard questioned the apparent disconnection between the apartment housing and the medical school and asked staff if it was primarily related to site or engineering constraints. Staff responded that the appearance of a disconnect is primarily related to the presentation of the two elements separately and that they are being designed by different architects, leading to only minimal representation of the other element of the project in each architects presentation.



Planning Commission Chair



Director of Community Development

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.

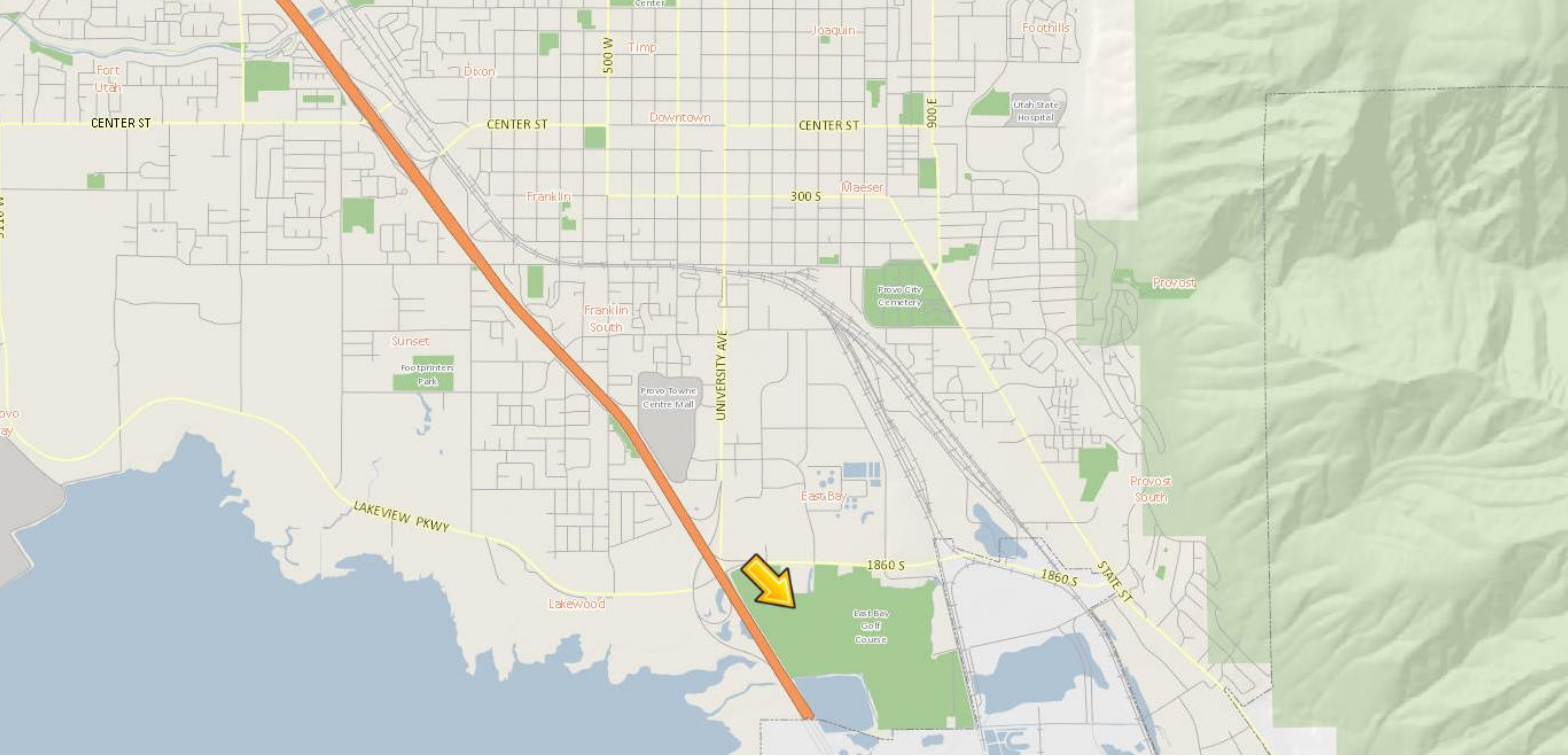
Administrative decisions of the Planning Commission (items not marked with an asterisk) **may be appealed** by submitting an application/notice of appeal, with the required application and noticing fees, to the Community Development Department, 330 West 100 South, Provo, Utah, **within fourteen (14) 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

ITEM 5*

Todd Sinks request a Zone Change from Regional Shopping (SC3) to Health Care Facilities Zone (HCF) for 22.12 acres, and to Campus Mixed Use for 8.94 acres, located at 178 E 1860 S.

East Bay neighborhood
PLRZ20180321



Fort Utah

CENTER ST

Dixon

CENTER ST

Downtown

CENTER ST

Foothills

500 W

Temp

Joaquin

Utah State Hospital

900 E

Franklin

300 S

Maeser

Provo City Cemetery

Provost

Sunset

Footprints Park

Franklin South

Provo Towne Centre Mall

UNIVERSITY AVE

East Bay

Provost South

LAKEVIEW PKWY

Lakewood

1860 S

East Bay Golf Course

1860 S

STATE ST



RE-ZONE EXHIBIT

SE 1/4 OF SECTION 13, T7S, R2E & SW 1/4
 OF SECTION 18, T7S, R3E, SLB&M
EAST BAY AREA OF PROVO, UTAH



civilsolutionsgroupinc.



UTAH VALLEY | P: 801.874.1432
 PROVIDENCE | P: 435.213.3762
 SALT LAKE CITY | P: 801.216.3192
 info@civilsolutionsgroup.net
 www.civilsolutionsgroup.net



SOUTH

1860

PROVO CITY CORPORATION
2.11 ACRES
(REMAINDER)

TG DEVELOPMENT, LLC
8.92 ACRES



UNITED STATES OF AMERICA
(BUREAU OF RECLAMATION)

ROADWAY
PROPOSED

GT MEDICAL HOLDINGS, LLC
22.13 ACRES

I-15

PROVO CITY CORPORATION

-  PROPOSED (CMU) CAMPUS MIXED USE ZONE
-  PROPOSED (HCF) HEALTHCARE FACILITY ZONE

RE-ZONE EXHIBIT

SE 1/4 OF SECTION 13, T7S, R2E & SW 1/4
OF SECTION 18, T7S, R3E, SLB&M

EAST BAY AREA OF PROVO, UTAH



civilsolutionsgroupnc



UTAH VALLEY | P: 801.874.1432
PROVIDENCE | P: 435.213.3762
SALT LAKE CITY | P: 801.216.3192
info@civilsolutionsgroup.net
www.civilsolutionsgroup.net

REVISED: 4-17-19



**Planning Commission Hearing
Staff Report
Hearing Date: May 8, 2019**


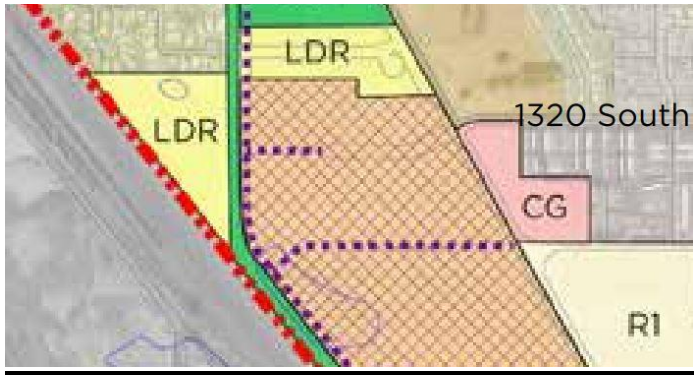
***ITEM 7 Steve Turley requests a zone change from R1.10 to Light Manufacturing (M1) for approximately 7.7 acres of land located at approximately 1060 E 1320 S. Spring Creek neighborhood. PLRZ20190117**

<p>Applicant: Steven Turley</p> <p>Staff Coordinator: Dustin Wright</p> <p>Property Owner: PROVO SOUTH PARTNERS LLC Parcel ID#:22:051:0076 Acreage:7.71 Number of Properties: 1 Number of Lots: 1</p> <p>Council Action Required: Yes</p> <p><u>ALTERNATIVE ACTIONS</u></p> <p>1. Recommend <u>Approve</u> of the requested rezone. <i>This action would not be consistent with the recommendations of the Staff Report. The Planning Commission should state new findings.</i></p> <p>2. <u>Continue</u> to a future date to obtain additional information or to further consider information presented. <i>The next available meeting date is May 22, 2019 6:00 P.M.</i></p>	<p><u>Current Legal Use:</u> The property is vacant and a residential single-family would be the permitted use for development.</p> <p><u>Relevant History:</u> In 2017 the property was rezoned from Light Manufacturing (M-1) to Single-family Residential (R1.10) In 2019 the property was subdivided (PLFSUB20180165) from the Pro Steel parcel.</p> <p><u>Neighborhood Issues:</u> A neighborhood meeting was held. The Neighborhood Chair informed staff that the proposed rezone does not follow the Southeast Neighborhood Plan future land use map recommendation.</p> <p><u>Summary of Key Issues:</u></p> <ul style="list-style-type: none"> • Proposed rezone is not consistent with the Neighborhood future land use map. • Future development of this area will require public streets to be installed to meet street frontage requirements of the zone. <p><u>Staff Recommendation:</u> A recommendation to the Municipal Council to deny the requested rezone as it is not consistent with the Southeast Neighborhood Plan.</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

OVERVIEW

The applicant is requesting a zone change from R1.10 to the M1 at approximately 1060 E 1320 S. In 2017 the Southeast Neighborhood Plan was adopted by the City. The future land use map in the plan calls for this area to be Low Density Residential (LDR) and Medium Density Residential (MDR). In the interim time the property was rezoned from the M1 zone to the R1.10 zone.

In 2019 there was a subdivision of the Pro Steel property and this parcel was created. They are now requesting to rezone it back to M1 for this new parcel, but not the Pro Steel parcel.

Current Zoning Map	Current General Plan Map
	

GENERAL PLAN POLICIES

The proposed rezone would not be consistent with the policies of the Southeast Neighborhood Plan was adopted in 2017 that identifies this area as LDR and MDR.

FINDINGS OF FACT

1. The property is zoned R1.10.
2. The Southeast Neighborhood Plan designates the subject property and surrounding area as Low Density Residential and Medium Density Residential on the Future Land Use Map.

3. The subject property has no access to a public street.

ANALYSIS

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

*Upon receipt of a petition by the Planning Commission, the Commission shall hold a public hearing in accordance with the provisions of Section 14.02.010 of this Title and may approve, conditionally approve, or deny the preliminary project plan. 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: **(Staff responses in bolded)***

- (a) *Public purpose for the amendment in question. **It has been identified that residential land uses are needed in this area. Rezoning to M1 would not be consistent with the recently adopted Southeast Neighborhood Plan.***
- (b) *Confirmation that the public purpose is best served by the amendment in question. **The proposed rezone would not help further the Southeast Neighborhood Plan.***
- (c) *Compatibility of the proposed amendment with General Plan policies, goals, and objectives. **This rezone is not compatible with the future land use map in the Southeast Neighborhood 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. **There are no existing public streets providing access to this parcel. Development would not be able to occur until public access is provided.***
- (e) *Potential of the proposed amendment to hinder or obstruct attainment of the General Plan's articulated policies. **The Southeast Neighborhood Plan land use plan would be hindered if this rezone is approved. The anticipated residential use would be thwarted and the potential conflicts between residential and industrial uses would be likely.***
- (f) *Adverse impacts on adjacent land owners. **The surrounding properties on the north and south are zoned for single-family residential.***
- (g) *Verification of correctness in the original zoning or General Plan for the area in question. **The most recent rezone has been updated on the zoning map.***

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

CONCLUSIONS

Staff finds that this proposal to rezone to the M1 zone would not be consistent with the Southeast Neighborhood Plan that shows this area to become LDR and MDR. Rezoning to M1 would be a deviation from the direction that the City has been headed for this area of the City. No compelling reason has been provided to deviate from the future land uses anticipated by the Neighborhood Plan. It is recommended that the land uses in Southeast Neighborhood Plan be followed.

STAFF RECOMMENDATION

A recommendation to the Municipal Council to deny the requested rezone as it is not consistent with the Southeast Neighborhood Plan.



Provo City Planning Commission

Report of Action

May 08, 2019

*Item 7 Steve Turley requests a zone change from R1.10 to Light Manufacturing (M1) for approximately 7.7 acres of land located at approximately 1060 E 1320 S. Spring Creek neighborhood. PLRZ20190117

The following action was taken by the Planning Commission on the above described item at its regular meeting of May 08, 2019:

RECOMMENDED DENIAL

On a vote of 4:0, the Planning Commission recommended that the Municipal Council deny the above noted application.

Motion By: Andrew Howard

Second By: Russ Philips

Votes in Favor of Motion: Andrew Howard, Russ Philips, Debora Jensen, Dave Anderson

Debora Jensen 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 M1 Zone is described in the attached 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.

NEIGHBORHOOD MEETING DATE

- A neighborhood meeting was held.

NEIGHBORHOOD AND PUBLIC COMMENT

- The Neighborhood Chair was present /addressed the Planning Commission during the public 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:

- This request doesn't align with the Neighborhood Plan.

- There is another application in to rezone the property with 112 MDR units being proposed at this location.

APPLICANT RESPONSE

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

- No proposed project has been decided upon for this request.

PLANNING COMMISSION DISCUSSION

Key points discussed by the Planning Commission included the following:

- The Planning Commission inquired about why this is being proposed.
- The Planning Commission agreed that there is value to have industrial locations in the City, however, given the amount of time and effort that goes into neighborhood plans, the plans should be followed unless there is a clear advantage to deviating from the plan.



Planning Commission Chair



Director of Community Development

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 Community Development Department, 330 West 100 South, 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

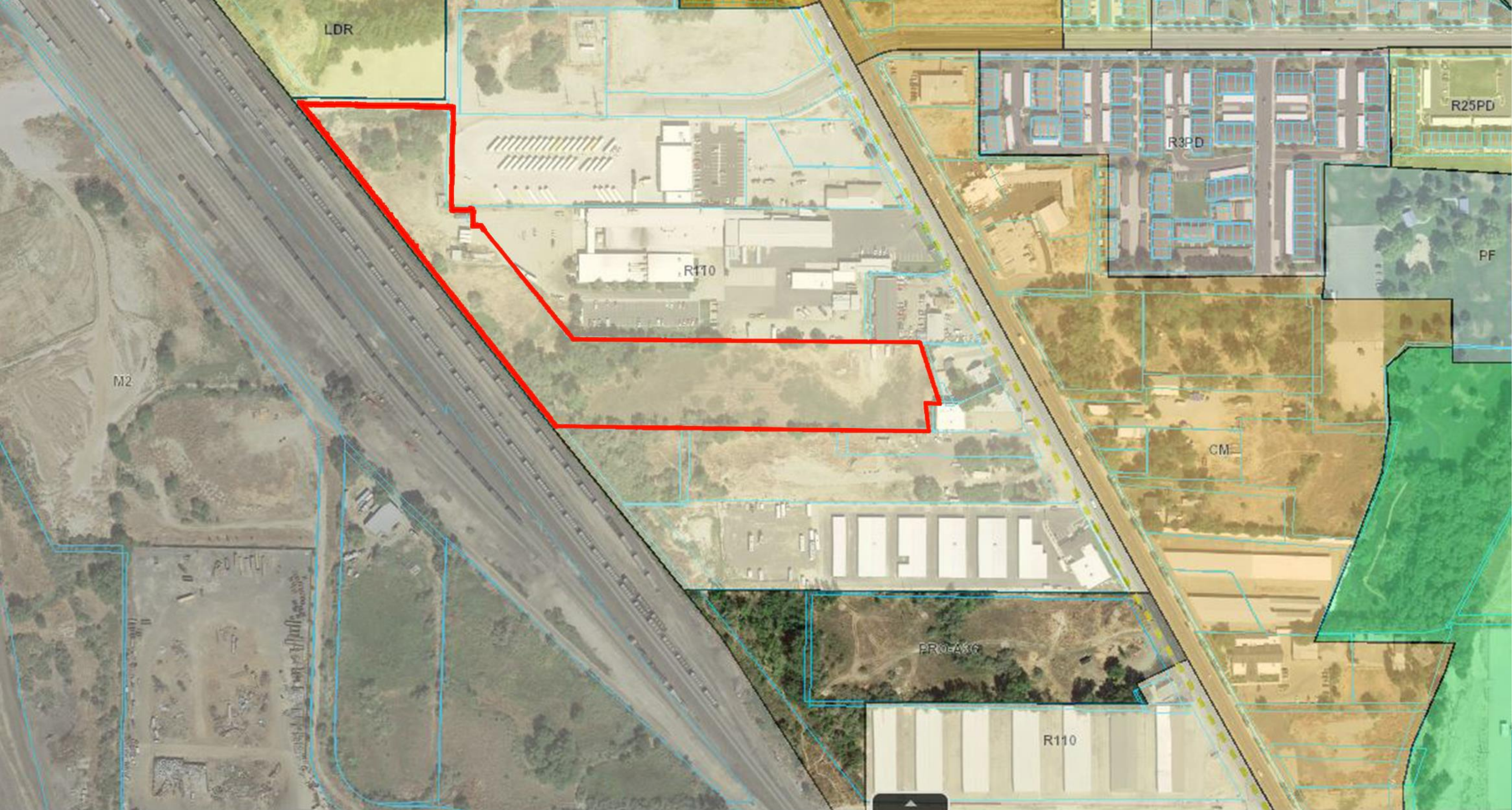
EXHIBIT A – Legal Description

PARCEL 1, PLAT A, PROSTEEL SUB AREA 7.691 AC

ITEM 7*

Steve Turley requests a zone change from R1.10 to Light Manufacturing (M1) for approximately 7.7 acres of land located at approximately 1060 E 1320 S.

Spring Creek neighborhood
PLRZ20190117



LDR

R25PD

R3PD

PF

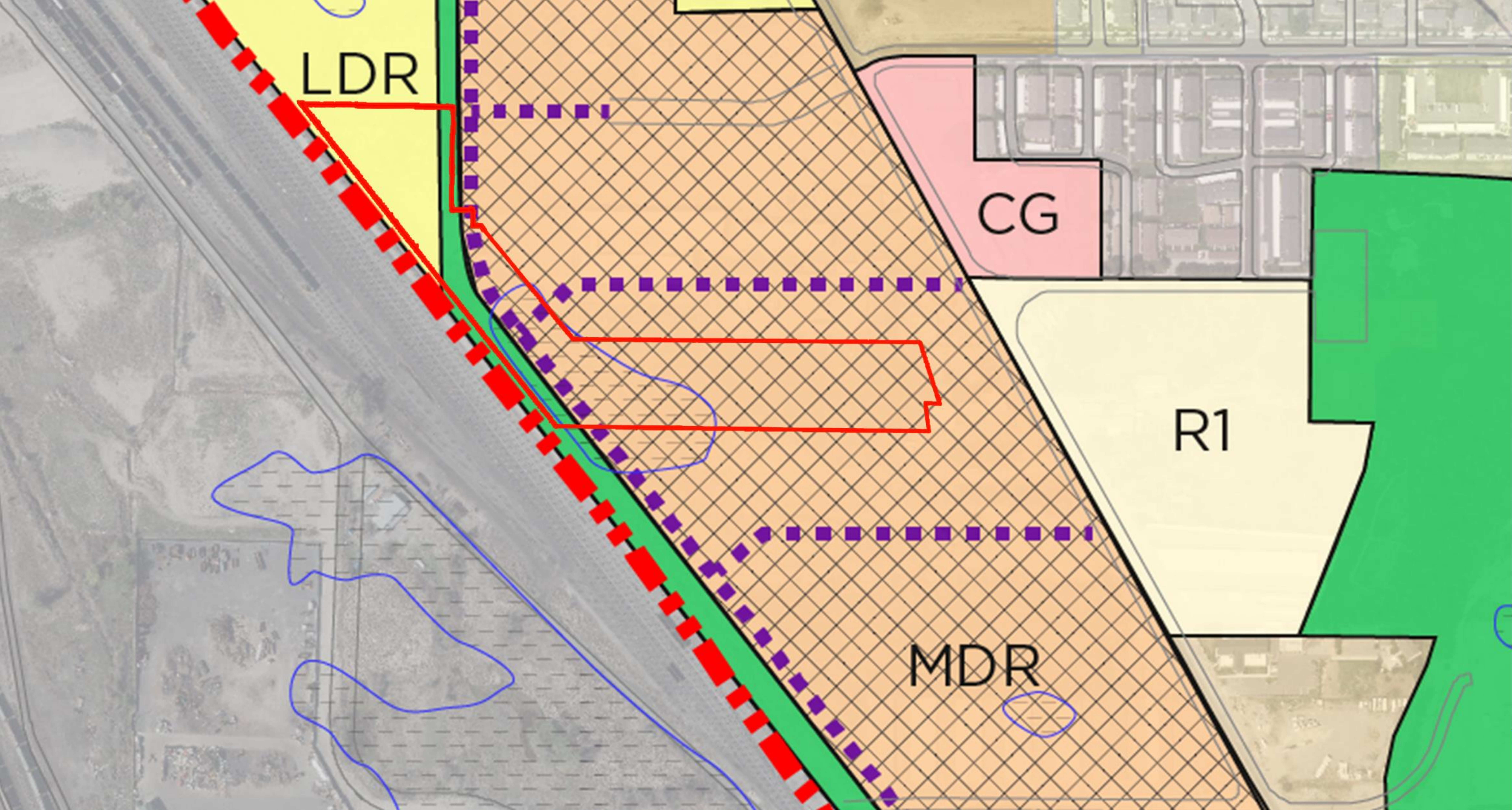
R110

M2

CM

PRO-AGG

R110



LDR

CG

R1

MDR