PROVO MUNICIPAL COUNCIL

Work Meeting

1:00 PM, Tuesday, May 21, 2019
351 W. Center Street, Provo, UT 84601
Summary of Action

Business

1. A presentation regarding the Municipal Wastewater Planning Program Annual Report. (19-064) ***Presentation only. This item was already scheduled for the Council Meeting on May 21, 2019.***

2. A presentation on the Parks and Recreation Department and potential budget impacts. (19-004) ***Presentation only.***

3. A presentation on the Human Resources Department and potential budget impacts. (19-004) ***Presentation only.***

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) ***Presentation only. This item was already scheduled for the Council Meeting on May 21, 2019.***

5. A presentation regarding code enforcement. (19-065) ***Presentation only.***

6. A presentation regarding the implementation of the General Plan. (19-066) ***Presentation only.***

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) ***This item was already scheduled for the Council Meeting on May 21, 2019. A motion (a) to continue that hearing of this item, with Council Chair David Harding announcing before the Council Meeting public comment period that the item has been continued; (b) to take public comment as part of the presentation for item 13 on the Council Meeting agenda; and (c) to indicate that when the item comes back to a future Council Meeting there will be a full opportunity to participate in the public hearing process, was approved 7:0.***

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) ***Presentation only. This item was already scheduled for the Council Meeting on May 21, 2019.***

9. A discussion regarding a zone change from Regional Shopping (SC3) to Health Care Facilities (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) ***Presentation only. This item was already scheduled for the Council Meeting on May 21, 2019.***

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) ***Presentation only. This item was already scheduled for the Council Meeting on May 21, 2019.***

Closed Meeting *None requested.*

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

RESOLUTION 2019-

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

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

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

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

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

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

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

PART I:

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

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

PART II:

This resolution shall take effect immediately.

END OF RESOLUTION.

Municipal Wastewater Planning Program (MWPP)
Annual Report
for the year ending 2018
PROVO CITY

Thank you for filling out the reqested information. Please let DWQ know when it is approved by the Council.

Below is a summary of your responses

Download PDF

SUBMIT BY MAY 31, 2019

Are you the person responsible for completing this report for your organization?

- (●) **Yes**
- ( ) No

This is the current information recorded for your facility:

Facility Name:	PROVO CITY
Contact - First Name:	Gary
Contact - Last Name:	Calder
Contact - Title	Water Resources Div. Dir.
Contact - Phone:	801-852-6782
Contact - Email:	gcalder@provo.org

Is this information above complete and correct?

- (●) **Yes**
- ( ) No

Your wastewater system is described as Collection, Mechanical Treatment & Financial:

Classification: COLLECTION
Grade: IV

(if applicable)

Classification: TREATMENT
Grade: IV

Is this correct?
WARNING: If you select 'no', you will no longer have access to this form upon clicking Save & Continue. DWQ will update the information and contact you again.

- (●) **Yes**
- ( ) No

Click on a link below to view examples of sections in the survey:
(Your wastewater system is described as Collection, Mechanical Treatment & Financial)

MWPP Collection System.pdf
MWPP Financial Evaluation.pdf
MWPP Mechanical Plant.pdf
MWPP Non-Discharging Lagoon.pdf

Will multiple people be required to fill out this form?

- (●) **Yes**
- ( ) No

Please update the information for the person in charge of filling out each section.

	Email ex. john@email.com	Name (first and last)	Notes These notes will be sent in the invite email
Financial Evaluation	jmcknight@provo.org	Jimmy McKnight	See MWPP 2018 email from 5/14/19
Collection System	cwright@provo.org	Chris Wright	See MWPP 2018 email from 5/14/19
Mechanical	mogren@provo.org	Mark Ogren	See MWPP 2018 email from 5/14/19
Review, sign and submit	gcalder@provo.org	Gary Calder	See MWPP 2018 email from 5/14/19

Click 'Yes' to send an email to each responsible person with the notes you've included (if any) with a link to the forms and to receive updates

- (●) **Yes, send the link to this form for the next person to fill out.**
- ( ) Continue filling out the form myself and send the link to others later.

Financial Evaluation Section

Form completed by:

Jimmy McKnight

What was the User Charge[16] for 2018?

483.36

Part 1: OPERATION AND MAINTENANCE

	Yes	No
Are property taxes or other assessments applied to the sewer systems[15]?	○	◉
Are sewer revenues[14] sufficient to cover operations & maintenance costs[9], and repair & replacement costs[12] (OM&R) at this time?	◉	○
Are projected sewer revenues sufficient to cover OM&R costs for the ***next five years***?	○	◉
Does the sewer system have sufficient staff to provide proper OM&R?	○	◉
Has a repair and replacement sinking fund[13] been established for the sewer system?	○	◉
Is the repair & replacement sinking fund sufficient to meet anticipated needs?	○	◉
	Yes	No

Part III: GENERAL QUESTIONS

	Yes	No
Are sewer revenues maintained in a dedicated purpose enterprise/district account?	◉	○
Are you collecting 95% or more of your anticipated sewer revenue?	◉	○
Are Debt Service Reserve Fund[6] requirements being met?	◉	○

Part IV: FISCAL SUSTAINABILITY REVIEW

	Yes	No
Have you completed a Rate Study[11] within the last five years?	○	◉
Do you charge Impact fees[8]?	◉	○
Have you completed an Impact Fee Study in accordance with UCA 11-36a-3 within the last five years?	◉	○
Do you maintain a Plan of Operations[10]?	○	◉
Have you updated your Capital Facility Plan[2] within the last five years?	◉	○
Do you use an Asset Management[1] system for your sewer systems?	○	◉
Do you know the total replacement cost of your sewer system capital assets?	○	◉
Do you fund sewer system capital improvements annually with sewer revenues at 2% or more of the total replacement cost?	○	◉

Part IV: PROJECTED NEEDS

Cost of projected capital improvements
Please enter a valid numerical value.

2019	11056000
2020	15270000
2021	41125000
2022	35235000
2023	39053000
2024	10113000

This is the end of the Financial questions

To the best of my knowledge, the Financial section is completed and accurate.

- [x] **Yes**

This is the end of the Financial section. What would you like to do next?

- (●) **This entire section is complete. Send the link to the next person in charge.** *(Once you Save & Continue, you will no longer be able to use the same link to view/edit your responses).*
- ( ) I will continue to fill out/review the next section myself.

Collection System Section

Form completed by:
May Receive Continuing Education /units (CEUs)

Chris Wright

Part I: SYSTEM AGE

What year was your collection system first constructed (approximately)?

1955

What year was the the oldest part of your collection system constructed, replaced, or renewed?

1955

PART II: DISCHARGES

How many days last year was there a sewage bypass, overflow or basement flooding in the system due to rain or snowmelt?

0

How many days last year was there a sewage bypass, overflow or basement flooding due to equipment failure (except plugged laterals)?

0

The Utah Sewer Management Program defines two classes of sanitary sewer overflows (SSOs):

Class 1- a Significant SSO means a SSO or backup that is not caused by a private lateral obstruction or problem that:

(a) affects more than five private structures;
(b) affects one or more public, commercial or industrial structure(s);
(c) may result in a public health risk to the general public;
(d) has a spill volume that exceeds 5,000 gallons, excluding those in single private structures; or
(e) discharges to Waters of the state.

Class 2 - a Non-Significant SSO means a SSO or backup that is not caused by a private lateral obstruction or problem that does not meet the Class 1 SSO criteria.

Below include the number of SSOs that occurred in year: 2018

	Number
Number of Class 1 SSOs in Calendar year	0
Number of Class 2 SSOs in Calendar year	2

Please indicate what caused the SSO(s) in the previous question.

500 w 500 s - Basement backup into 1 house. Bad construction design causing paper to pile up in the cleanout at the end of the mainline in the Street. Provo crews replaced the cleanout with a manhole to prevent future issues. 1440 s 1420 e - Basement backup into 1 house caused by roots in the line. Provo crews cut the roots, foamed the line and a lining project is scheduled for before July 2019.

Please specify whether the SSOs were caused by contract or tributary community, etc.

None

Part III: NEW DEVELOPMENT

Did an industry or other development enter the community or expand production in the past two years, such that flow or wastewater loadings to the sewerage system increased by 10% or more?

- ○ Yes
- ◉ **No**

Are new developments (industrial, commercial, or residential) anticipated in the next 2 - 3 years that will increase flow or BOD5 loadings to the sewerage system by 25% or more?

- ○ Yes
- ◉ **No**

Number of new commercial/industrial connections in the last year

31

Number of new residential sewer connections added in the last year

173

Equivalent residential connections[7] served

30740

Part IV: OPERATOR CERTIFICATION

How many collection system operators do you employ?

7

Approximate population served

120,000

State of Utah Administrative Rules requires all public system operators considered to be in Direct-Responsible-Charge (DRC) to be appropriately certified at lease at the Facility's Grade.

List the designated Chief Operator/DRC for the Collection System below:

	Name First and Last Name	Grade	Email Please enter full email address
Chief Operator/DRC	Chris Wright	IV	cwright@provo.org

List all other Collection System operators with DRC responsibilities in the field, by certification grade, separate names by commas:

	Name separate by comma
SLS[17] Grade I:	None
Collection Grade I:	None
Collection Grade II:	None
Collection Grade III:	None
Collection Grade IV:	Jon Hepworth

List all other Collection System operators by certification grade, separate names by commas:

	Name separate by comma
SLS[17] Grade I:	None
Collection Grade I:	None
Collection Grade II:	Nick Jeffers, Tom Squire, Jason Christensen
Collection Grade III:	None
Collection Grade IV:	Sam Francis, Aaron Higgins

Is/are your collection DRC operator(s) currently certified at the appropriate grade for this facility?

- (●) **Yes**
- ( ) No

Part V: FACILITY MAINTENANCE

	Yes	No
Have you implemented a preventative maintenance program for your collection system?	◉	○
Have you updated the collection system operations and maintenance manual within the past 5 years?	○	◉
Do you have a written emergency response plan for sewer systems?	◉	○
Do you have a written safety plan for sewer systems?	◉	○

Part VI: SSMP EVALUATION

	Yes	No
Has your system completed a Sewer System Management Plan (SSMP)?	◉	○
Has the SSMP been adopted by the permittee's governing body at a public meeting?	◉	○
Has the completed SSMP been public noticed?	◉	○
During the annual assessment of the SSMP, were any adjustments needed based on the performance of the plan?	○	◉

Date of Public Notice

06/30/2016

During 2018, was any part of the SSMP audited as part of the five year audit?

- ○ Yes
- ◉ **No**

Have you completed a System Evaluation and Capacity Assurance Plan (SECAP) as defined by the Utah Sewer Management Program?

- (●) **Yes**
- ( ) No

Part VII: NARRATIVE EVALUATION

This section should be completed with the system operators.

Describe the physical condition of the sewerage system: (lift stations, etc. included)

The Water Reclamation staff inspect, operate, and maintain all 14 lift stations (New northwest lift Station). There are lift stations (Billings, Grandview, Airport) that need major upgrades to pumps and controls. The system is in working condition. Regular maintenance is required and each year the maintenance demands increase due to the age of system. The Westside Lift Station is being upgraded to have a third pump.

What sewerage system capital improvements[3] does the utility need to implement in the next 10 years?

Westside Sewer Outfall, One new lift station, Parallel 36" West Side Trunk line, Relining pipe in areas with issues such as root problems, locating and repairing I&I, eliminate Billings Lift Station and direct the flow to Ironton Lift Station.

What sewerage system problems, other than plugging, have you had over the last year?

Deterioration of concrete pipe and manholes due to hydrogen sulfide gas, root intrusion and grease problems. Also, paper towels have become a significant issue because these are advertised as flushable wipes, and they are causing clogging. I&I has also been a problem.

Is your utility currently preparing or updating its capital facility plan[2]?

- (●) **Yes**
- ( ) No

Does the municipality/district pay for the continuing education expenses of operators?

- (●) **100% Covered**
- ( ) Partially cover
- ( ) Does not pay

Is there a written policy regarding continuing education and training for wastewater operators?

- (●) **Yes**
- ( ) No

Any additional comments?

Employee Cash incentive for certification with 1/2 incentive upon renewal. Pass Exam= I $100, II $200, III $300, IV $500. Renewal = I $50.00, II $100.00, III $150, IV $250.

This is the end of the Collection System questions

To the best of my knowledge, the Collection System section is completed and accurate.

- [x] **Yes**

Mechanical Plant Section

Form completed by:
May Receive Continuing Education /units (CEUs)

Mark Ogren

Part I: INFLUENT INFORMATION

Please provide the average influent flow rate and average influent BOD_5 and TSS loading rates listed below for your facility.

	Average Daily Flow (MGD)	Average Daily BOD_5 Load (lb/day)	Average Daily TSS Load (lb/day)
Design Basis or Rated Capacity	21	27,700	29,500
2018 Average	11.0	16,650	16,277

Part II: EFFLUENT INFORMATION

How many Notices of Violation (NOVs) did you receive for this facility in the review year?

0

Part III: FACILITY AGE

In what year were the following process units constructed, upgraded or renewed?

Note: If a unit process does not apply to your system enter the Evaluation Year under Construction or Upgrade Year.

	Evaluation Year	Construction or Upgrade Year	Age
Headworks	2018	2015	3
Primary Treatment	2018	2005	13
Secondary Treatment	2018	2015	3
Tertiary Treatment	2018	1998	20
Solids Handling	2018	2012	7
Disinfection	2018	2015	3

PART IV: DISCHARGES

How many days in the past year was there a bypass or overflow of wastewater at the facility due to high flows?

0

How many days in the last year was there a bypass or overflow of wastewater at the facility due to equipment failure?

0

PART V: BIOSOLIDS HANDLING

Biosolids Disposal (check all that apply)

	Yes	No
Landfill	○	◉
Land Application	◉	○
Give Away/Other Distribution	○	◉

Part VI: NEW DEVELOPMENT

Number of new commercial/industrial connections in the last year

31

Number of new residential sewer connections added in the last year

173

Equivalent residential connections[7] served

30740

Part VII: OPERATOR CERTIFICATION

How many treatment system operators do you employ?

10

State of Utah Administrative Rules requires all public system operators considered to be in Direct-Responsible-Charge (DRC) to be appropriately certified at lease at the Facility's Grade.

List the designated Chief Operator/DRC for the Wastewater Treatment System below:

	Name First and Last Name	Grade	Email Please enter full email address
Chief Operator/DRC	Mathew Kesler	IV	mkesler@provo.org

List all other Wastewater Treatment System operators with DRC responsibilities in the field, by certification grade, separate names by commas:

	Name separate by comma
SLS[17] Grade I:	None
Treatment Grade I:	None
Treatment Grade II:	None
Treatment Grade III:	None
Treatment Grade IV:	Name Mark Ogren, Thomas Thomas, Mathew Kesler, separate by comma

List all other Wastewater Treatment System operators by certification grade, separate names by commas:

	Name separate by comma
SLS[17] Grade I:	None
Treatment Grade I:	Robert Cassingham, Lane Johnson, Brandon O'Brien
Treatment Grade II:	Joel Bennett, Greg Foy,
Treatment Grade III:	Aaron Davenport, Ryan Barton, Corntey Janis,
Treatment Grade IV:	William Murdoch

Is/are your DRC operator(s) currently certified at the appropriate grade for this facility?

- (●) **Yes**
- ( ) No

Part VIII: FACILITY MAINTENANCE

	Yes	No
Have you implemented a written preventative maintenance program for your treatment system?	(●)	( )
Have you updated the treatment system operations and maintenance manual within the past 5 *years*?	(●)	( )

Identify the types of treatment equipment and processes installed at your facility.

	Yes	No
Screens	◉	○
Grit Removal	◉	○
Primary Clarifiers	◉	○
Imhoff Tanks	○	◉
Fixed Film Reactor	◉	○
Activated Sludge	◉	○
Aerobic Suspend Growth Variations	○	◉
Anaerobic Suspended Growth variations	○	◉
Physical-chemical systems for organic removal w/o secondary treatment	○	◉
Physical-chemical systems for organic removal following secondary treatment	○	◉
Membrane Filtration	○	◉
Suspended-growth Nitrification and Denitrification	○	◉
Air Stripping	○	◉
Phosphorus Removal - Chemical	○	◉
Phosphorus Removal - Biological	○	◉
Ion Exchange	○	◉
Reverse Osmosis	○	◉
Media Filtration	◉	○
	Yes	No
Dissolved Air Flotation	◉	○
Micro Screens	○	◉
Chlorine Disinfection	○	◉
UV Disinfection	◉	○

This is the end of the Mechanical Plant questions

To the best of my knowledge, the Mechanical Plant section is completed and accurate.

- [x] **Yes**

This is the end of the Mechanical Plant section, what would you like to do next?

- (●) **This entire section is complete. Send the link to the next person in charge.** *(Once you Save & Continue, you will no longer be able to use the same link to view/edit your responses).*
- ( ) I will continue to fill out/review the next section myself.

I have reviewed this report and to the best of my knowledge the information provided in this report is correct.



Has this been adopted by the council? If no, what date will it be presented to the council?

- ( ) Yes
- (●) **No**

What date will it be presented to the council?
Date format ex. mm/dd/yyyy

05/21/2019

Please log in.

Email gcalder@provo.org

PIN ••••

NOTE: This questionnaire has been compiled for your benefit to assist you in evaluating the technical and financial needs of your wastewater systems. If you received financial assistance from the Water Quality Board, annual submittal of this report is a condition of that assistance. Please answer questions as accurately as possible to give you the best evaluation of your facility. If you need assistance, please send an email to wqinfodata@utah.gov and we will contact you as soon as possible. You may also visit our Frequently Asked Questions page.

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MUNICIPAL WASTEWATER PLANNING PROGRAM

2018 ANNUAL REPORT

provo
PUBLIC WORKS
WATER RESOURCES

MUNICIPAL WASTEWATER PLANNING ANNUAL SELF-ASSESSMENT REPORT

- Meets the **REQUIRED** reporting under Utah Sanitary Sewer Management Program
- Completing these forms gives Provo additional points on the Utah Wastewater Project Priority List System. The Priority List is used to allocate funds under the wastewater grant and loan programs **($78.8M SRF funding for new plant)**.
- Operators completing these forms will be given operational continuing education units for each form returned

UTAH'S SANITARY SEWER MANAGEMENT PROGRAM

Title 19-5-104 of the Utah Code gave the Water Quality Board (Board) the power and duty to:

"… develop programs for the prevention, control, and abatement of new or existing pollution of the waters of the state.."

"...order the director to issue, modify, or revoke orders:

(i) prohibiting or abating discharges;

(iv) requiring compliance with this chapter and with rules made under this chapter;

…advise, consult, and cooperate with other agencies of the state, the federal government, other states, or interstate agencies, or with affected groups, political subdivisions, or industries to further the purposes of this chapter; or…"

GOAL IS TO PREVENT SANITARY SEWER OVERFLOWS FROM THE WASTEWATER COLLECTION SYSTEM THROUGH:



- properly managing, operating, and maintaining all parts of the sewer collection system;
- training system operators;
- **allocating adequate resources** for the operation, maintenance, and repair of its sewer collection system, by **establishing a proper rate structure**, accounting mechanisms, and auditing procedures to ensure an adequate measure of revenues and expenditures in accordance with generally acceptable accounting practices;
- and, **providing adequate capacity** to convey base flows and peak flows, including flows related to normal wet weather events.

UTAH'S SANITARY SEWER MANAGEMENT PROGRAM

- General permit **REQUIRED** for all public sanitary sewer collection systems in Utah
- Two guiding documents to be prepared individually for each system and approved by the governing body:
  - Sewer System Management Plan
  - System Evaluation and Capacity Assurance Program
- An annual evaluation/report is also required

Part 1: OPERATION AND MAINTENANCE

	Yes	No
Are property taxes or other assessments applied to the sewer systems[15]?	○	◉
Are sewer revenues[14] sufficient to cover operations & maintenance costs[9], and repair & replacement costs[12] (OM&R) at this time?	◉	○
Are projected sewer revenues sufficient to cover OM&R costs for the *next five years*?	○	◉
Does the sewer system have sufficient staff to provide proper OM&R?	○	◉
Has a repair and replacement sinking fund[13] been established for the sewer system?	○	◉
Is the repair & replacement sinking fund sufficient to meet anticipated needs?	○ Yes	◉ No

Part II: CAPITAL IMPROVEMENTS

	Yes	No
Are sewer revenues sufficient to cover all costs of current capital improvements[3] projects?	○	◉
Has a Capital Improvements Reserve Fund[4] been established to provide for anticipated capital improvement projects?	○	◉
Are projected Capital Improvements Reserve Funds sufficient for the *next five years*?	○	◉
Are projected Capital Improvements Reserve Funds sufficient for the *next ten years*?	○	◉
Are projected Capital Improvements Reserve Funds sufficient for the *next twenty years*?	○	◉

PROJECTED CAPITAL PROJECTS

- 2019 - $11,056,000
- 2020 - $15,270,000
- 2120 - $41,125,000
- 2021 - $35,235,000
- 2022 - $39,053,000
- 2023 - $10,113,000

Part III: GENERAL QUESTIONS

	Yes	No
Are sewer revenues maintained in a dedicated purpose enterprise/district account?	◉	○
Are you collecting 95% or more of your anticipated sewer revenue?	◉	○
Are Debt Service Reserve Fund[6] requirements being met?	◉	○

SSO REPORT CARD

- 2015 – Class 1 – **1** Class 2 – **0**
- 2016 - Class 1 – **0** Class 2 – **2**
- 2017 - Class 1 – **0** Class 2 – **0**
- 2018 - Class 1 – **0** Class 2 – **2**

Class 1- a Significant SSO means a SSO or backup that is not caused by a private lateral obstruction or problem that:

(a) affects more than five private structures;
(b) affects one or more public, commercial or industrial structure(s);
(c) may result in a public health risk to the general public;
(d) has a spill volume that exceeds 5,000 gallons, excluding those in single private structures; or
(e) discharges to Waters of the state.

Class 2 - a Non-Significant SSO means a SSO or backup that is not caused by a private lateral obstruction or problem that does not meet the Class 1 SSO criteria.

Below include the number of SSOs that occurred in year: 2018

	Number
Number of Class 1 SSOs in Calendar year	0
Number of Class 2 SSOs in Calendar year	2

Please indicate what caused the SSO(s) in the previous question.

500 w 500 s - Basement backup into 1 house. Bad construction design causing paper to pile up in the cleanout at the end of the mainline in the Street. Provo crews replaced the cleanout with a manhole to prevent future issues. 1440 s 1420 e - Basement backup into 1 house caused by roots in the line. Provo crews cut the roots, foamed the line and a lining project is scheduled for before July 2019.

WATER RECLAMATION FACILITY STATS

	Evaluation Year	Construction or Upgrade Year	Age
Headworks	2018	2015	3
Primary Treatment	2018	2005	13
Secondary Treatment	2018	2015	3
Tertiary Treatment	2018	1998	20
Solids Handling	2018	2012	7
Disinfection	2018	2015	3

How many days in the past year was there a bypass or overflow of wastewater at the facility due to high flows?

0

How many days in the last year was there a bypass or overflow of wastewater at the facility due to equipment failure?

0

SEWER SYSTEM MANAGEMENT PLAN (SSMP)

is a plan and schedule to properly manage, operate, and maintain all parts of the sewer collection system to reduce and prevent Sanitary Sewer Overflows (SSO), as well as minimize impacts of any SSOs that occur.





SEWER SYSTEM MANAGEMENT PLAN (SSMP)

- Operation and Maintenance Program – Mapping, cleaning, CCTV Inspection, Lift Station/Pressure Line Inspection, Defect Reporting and repair
- Sanitary Sewer Overflow Action Plan – Response activities, Notifications, Cleanup, Corrective Action
- Grease, Oil and Sand Management Program
- Monitoring and Measurement Plan – Records Maintenance, Performance measurement (annual internal audit), SSMP Updates, SSO Evaluation and Analysis
- Basement Backup Program

PIPE PATCH

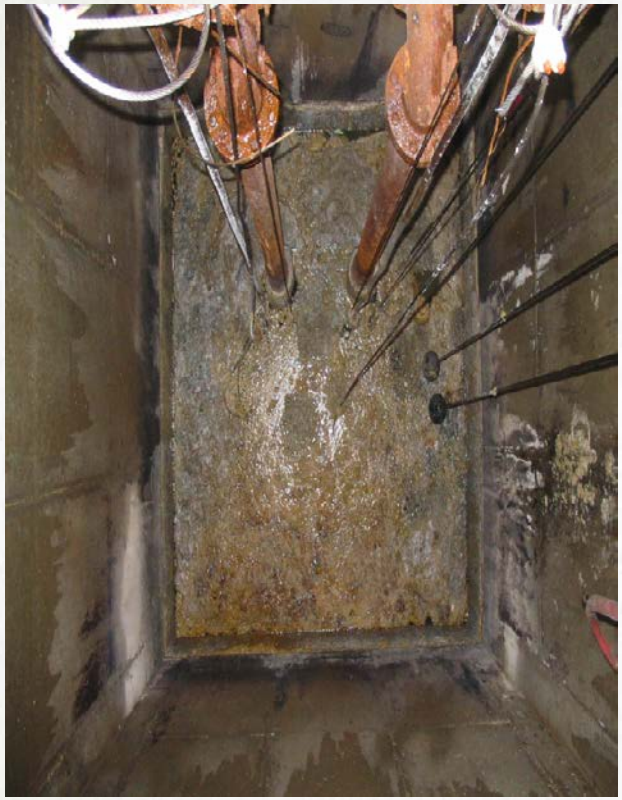


Before



After

LIFT STATION CLEANING



Before

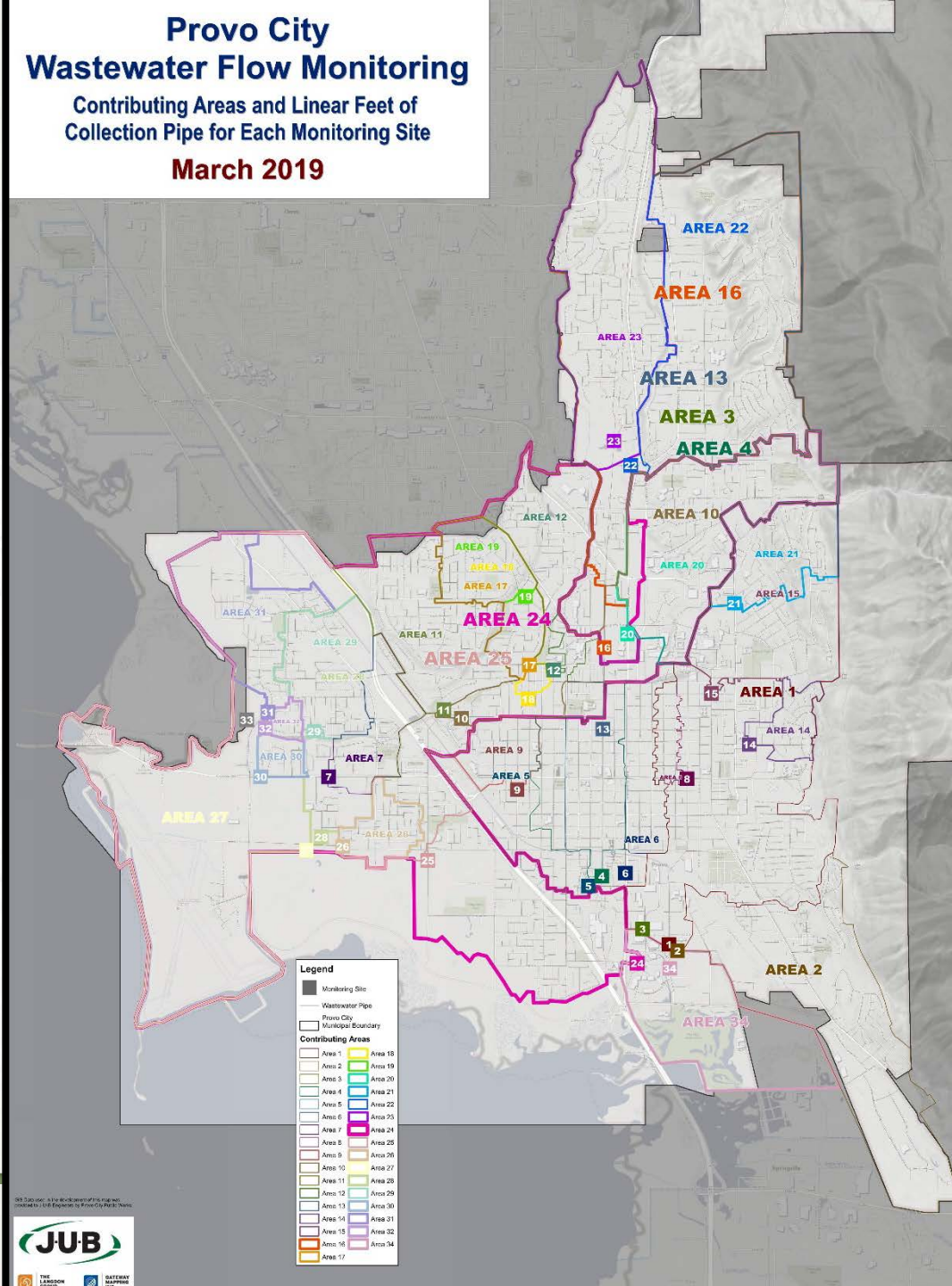


After

SYSTEM EVALUATION AND CAPACITY ASSURANCE PROGRAM (SECAP)

Provides a methodology to evaluate, plan and schedule system repairs, improvements and capital projects in order to ensure capacity and minimize the potential for overflows.

- Initial Capacity Modeling and Master Planning
- Flow Monitoring
- Surcharge Flow Analysis
- Re-evaluation Modeling and Analysis
- Flow Reduction Evaluation and Implementation
- Capacity Increase Evaluation and Implementation



J-U-B ENGINEERS, INC.

Table 1 – Flow Summary by Site

(1) Site No.	(2) Minimum Flow (gpm)	(3) Maximum Flow (gpm)	(4) Average Flow (gpm)	(5) Groundwater Infiltration (%)	(6) Irrigation Infiltration (%)	(7) Precipitation Direct Inflow[1] (%)	(8) Precipitation Delayed Inflow[1] (%)	(9) Provo River Infiltration[2] (%)	(10) Total Inflow & Infiltration (gpm)	(11) Percent of Flow that is Sanitary (%)	(12) Percent of Pipeline Capacity (%)	Minimum, Maximum, & Average Flow Notes
1	654	2,501	1,532	Varies[3]	3%	20%	7%	0%	460	Varies[3]	31%	Calculated from April 11 (after meter was replaced) to end of period
2	60	546	220	29%	0%	72%	19%	0%	263	71%	23%	Calculated from full data set
3	541	4,733	2,842	Varies[3]	1%	9%	15%	0%	710	Varies[3]	29%	Calculated through June 28
4	501	2,837	1,688	Varies[3]	0%	7%	4%	0%	186	Varies[3]	43%	Calculated from full data set
5	347	1,410	833	Varies[3]	7%	20%	6%	0%	276	Varies[3]	15%	Calculated from full data set
6	115	683	366	31%	0%	17%	0%	0%	178	69%	7%	Calculated through April 21 before backwater curve
7	51	237	126	41%	10%	24%	14%	0%	112	59%	20%	Calculated from February 5 to June 6 before potential level drift
8	6	231	96	6%	0%	0%	0%	0%	6	94%	20%	Calculated from full data set
9	98	695	370	26%	0%	25%	20%	0%	264	74%	10%	Calculated from March 29 until end of period when diversion was cleaned regularly
10	711	1,989	1,392	Varies[3]	13%	9%	19%	14%	770	Varies[3]	34%	Calculated from full data set
11	49	426	193	26%	0%	0%	16%	21%	121	74%	18%	Calculated from beginning to April 12 and May 1 to June 26
12	314	1,283	755	42%	21%	14%	5%	0%	612	58%	54%	Calculated from full data set
13	473	2,544	1,445	Varies[3]	0%	6%	0%	0%	85	Varies[3]	29%	Calculated from full data set
14	13	246	92	14%	9%	12%	6%	0%	37	86%	30%	Calculated from full data set
15	145	1,171	521	28%	0%	0%	0%	0%	145	72%	48%	Calculated from full data set
16	136	1,130	528	Varies[3]	1%	3%	0%	0%	25	Varies[3]	22%	Calculated from full data set
17	110	604	331	33%	12%	7%	0%	53%	350	67%	64%	Calculated from full data set
18	309	880	520	59%	6%	13%	0%	26%	543	41%	40%	Calculated from full data set
19	51	344	165	31%	7%	0%	7%	0%	73	69%	33%	Calculated from full data set excluding gaps in data
20	180	1,069	650	28%	7%	0%	7%	0%	270	72%	37%	Calculated from beginning to April 9, May 3 to June 27, and June 5 through the end
21	22	715	241	9%	0%	12%	17%	0%	90	91%	32%	Calculated from full data set
22	68	1,192	399	17%	31%	24%	1%	0%	292	83%	12%	Calculated from full data set
23	82	791	339	24%	36%	4%	10%	0%	251	76%	22%	Calculated from full data set
24	1,245	3,750	2,388	Varies[3]	4%	7%	9%	11%	737	Varies[3]	50%	Calculated from February 8 (after meter moved to new location) to end of period and excluded gap in data
25	756	3,280	2,038	Varies[3]	6%	5%	13%	12%	745	Varies[3]	52%	Calculated from full data set
26	61	464	192	32%	7%	2%	18%	0%	113	68%	49%	Calculated from full data set
27	22	404	168	Varies[3]	10%	8%	7%	0%	45	Varies[3]	25%	Calculated from April 16 (after large offset) to end of period
28	32	450	180	Varies[3]	0%	37%	8%	0%	80	Varies[3]	8%	Calculated from full data set
29	51	272	140	37%	9%	4%	10%	0%	83	63%	30%	Calculated from full data set
30	15	116	48	30%	11%	10%	3%	0%	26	70%	19%	Calculated from March 6 (after recalibration) to end of period
31[4]	23	280	92	25%	0%	0%	0%	0%	23	75%	31%	Calculated from March 26 to April 26 while meter was reversed
32	0	115	18	2%	37%	0%	22%	0%	11	98%	34%	Calculated from February 8 (after bands for site 31 and 32 were switched) to end excluding gap in data
33	32	281	130	24%	0%	23%	4%	0%	66	76%	44%	Calculated from full data set
34	48	281	123	39%	0%	0%	0%	0%	48	61%	40%	Calculated from full data set

NOTES

1. Based on 0.88 inches of rain on April 7, 2018
2. Based on Provo River flows on May 20, 2018
3. Miminum nighttime flows in groundwater calculations may contain sanitary flows in addition to infiltration due to lag time from a large contributing area - (Based on engineering judgment. No sewer modeling was performed as part of the analysis)
4. Based on flow data from site 33 minus site 32

SCALE

Low < 25%
Med ≤ 50%
High > 50%

provo PUBLIC WORKS WATER RESOURCES

provo COMMUNITY DEVELOPMENT

From: Provo Public Works and Community Development

To: Honorable Mayor Michelle Kaufusi and Members of the Provo Municipal Council

RE: Provo City Existing Sewer Capacity Map

This memorandum describes the way that the Provo City Existing Sewer Capacity Map (Map) will be utilized in review and approval of developments.

Development Review

The Map has been color coded to show the overall sewer capacity throughout the city. The capacity is based on a city-wide sewer metering study and modeling. Capacity has been reserved for existing legal lots that are currently vacant. The color-coding means:

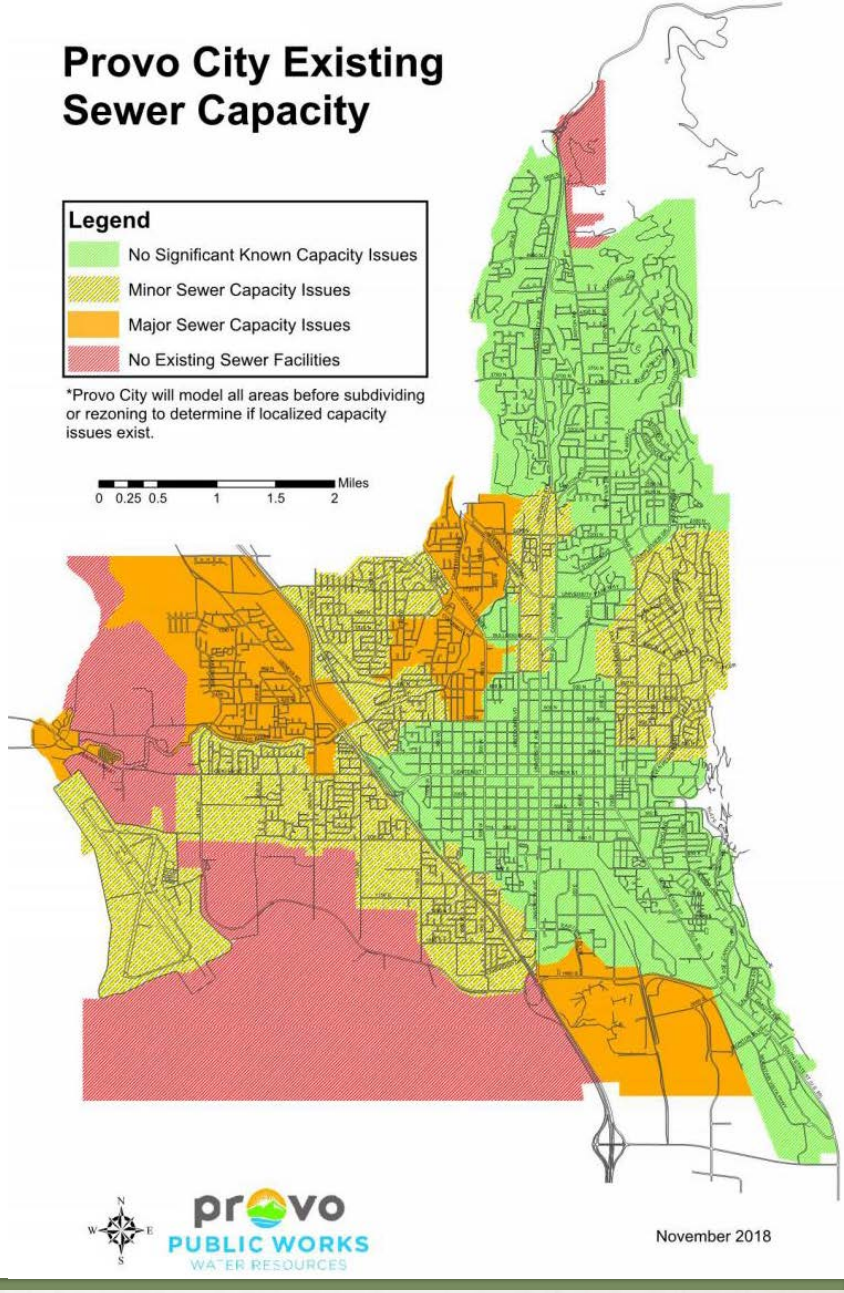
- Green areas have no known transmission capacity issues but may have localized issues that must be addressed as part of development.
- Yellow areas have minor capacity issues and limited development may be recommended for approval.
- Orange areas have major capacity issues and would generally not be recommended for rezone or subdivision until infrastructure is in place to mitigate the capacity issues.
- Red areas currently do not have gravity sewer available and would not be recommended for development until infrastructure is in place that provides gravity sewer.

The Map is intended to help developers have a general idea of the sewer capacity available in a given area but is not envisioned to reflect every pipe within the system or address developments of all sizes. When a development is submitted for review, **Provo City Staff will model ALL areas before subdividing or rezoning to determine if localized capacity issues exist.**

To keep the map and recommendations relevant, Provo staff will:

- Update the Map regularly.
- Make recommendations based on modeling and other pertinent information including system condition, planned capital improvements, development size and impact on the system, and previously approved development.

DRAFT



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:

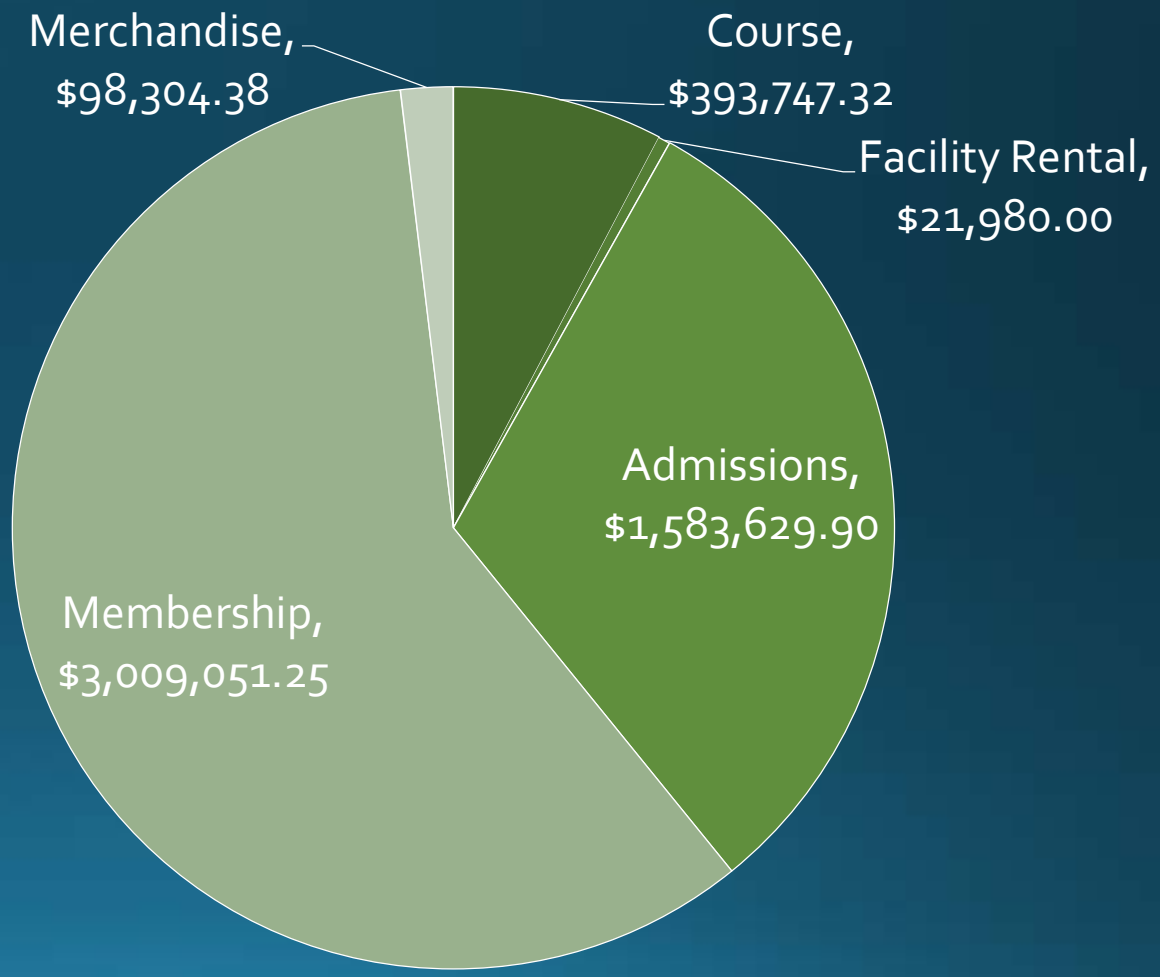
CITYVIEW OR ISSUE FILE NUMBER: 19-004

Recreation Center Revenues and Re-Investment



Trends/Structure of Rec Center Revenues

- Trends-Memberships
  - Gains from Triple Play-Still Promoting
  - 2.2% increase Year over Year
- Trends-Daily Fees
  - New this year



FY 2018 Revenue Report

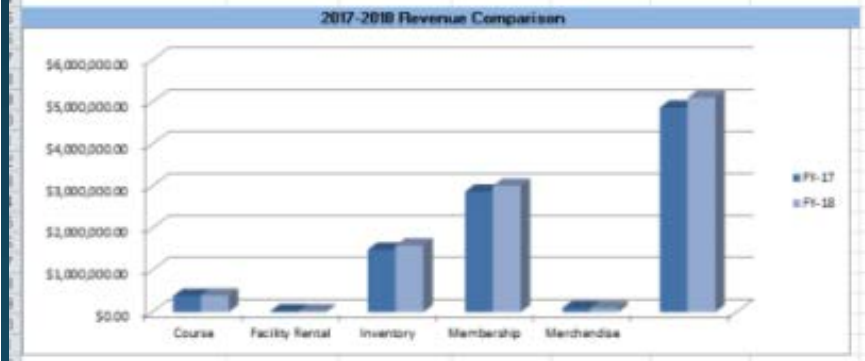
Year	Type	July	August	September	October	November	December	January	February	March	April	May	June	Total	Post Tax Total
2014-2015	Course	$13,288.00	$20,754.00	$13,436.50	$9,299.24	$10,509.50	$14,623.50	$23,373.50	$19,025.73	$48,566.48	$46,397.25	$65,938.48	$40,393.76		
	Facility Rental	$4,043.75	$3,110.00	$1,625.00	$2,243.75	$1,280.00	$1,237.50	$2,020.00	$2,332.50	$1,870.00	$5,156.00	$1,487.50	$1,552.50		
	Inventory	$242,141.87	$133,454.00	$50,336.98	$49,830.50	$60,402.24	$69,492.49	$100,405.49	$84,782.39	$88,706.71	$110,586.49	$105,529.74	$233,781.40		
	Membership	$141,512.68	$136,686.91	$167,895.45	$141,374.15	$140,493.56	$168,150.66	$244,415.40	$167,419.18	$163,752.29	$159,725.02	$340,157.31	$401,053.69		
	Merchandise	$10,609.37	$5,481.49	$5,730.90	$5,209.50	$5,090.95	$3,412.16	$5,431.70	$7,039.95	$7,253.93	$4,091.35	$5,598.85	$12,218.55		
Month Total		**$411,595.67**	[redacted]	[redacted]	[redacted]	**$217,766.25**	**$256,916.31**	[redacted]	[redacted]	**$310,149.41**	**$325,656.11**	**$518,711.08**	[redacted]	[redacted]	[redacted]
Annual Revenue Percentage		**9.96%**	**7.25%**	**5.78%**	**5.03%**	**5.27%**	**6.22%**	**9.18%**	**6.79%**	**7.50%**	**7.88%**	**12.55%**	**16.67%**		
Year	**Type**	**July**	**August**	**September**	**October**	**November**	**December**	**January**	**February**	**March**	**April**	**May**	**June**	**Total**	**Post Tax Total**
2015-2016	Course	$21,975.00	$18,521.73	$16,013.30	$13,268.50	$11,950.25	$22,591.50	$28,000.75	$38,312.99	$43,963.74	$43,222.23	$74,579.25	$33,452.24		
	Facility Rental	$5,170.00	$82.50	$3,615.00	$4,577.50	$1,956.25	$980.00	$3,460.00	$4,643.75	$1,775.00	$1,085.00	$3,412.50	$3,882.50		
	Inventory	$243,254.47	$153,974.46	$54,223.74	$51,017.00	$59,922.50	$78,448.75	$97,301.00	$98,146.49	$96,732.74	$125,045.99	$96,452.00	$221,798.50		
	Membership	$176,901.32	$173,650.79	$190,244.48	$165,450.46	$165,577.28	$196,762.40	$303,906.74	$201,079.49	$176,418.60	$196,859.07	$320,051.53	$374,835.34		
	Merchandise	$6,959.80	$8,039.24	$5,637.35	$2,161.00	$4,197.00	$3,189.25	$3,904.86	$6,034.75	$5,549.90	$5,716.56	$13,762.25	$12,253.60		
Month Total		**$454,260.59**	[redacted]	[redacted]	[redacted]	**$243,683.28**	**$307,971.90**	[redacted]	[redacted]	**$324,439.98**	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
Annual Revenue Percentage		**10.09%**	**7.87%**	**5.99%**	**5.25%**	**5.41%**	**6.84%**	**9.78%**	**7.73%**	**7.21%**	**8.26%**	**11.29%**	**14.35%**		
Year	**Type**	**July**	**August**	**September**	**October**	**November**	**December**	**January**	**February**	**March**	**April**	**May**	**June**	**Total**	**Post Tax Total**
2016-2017	Course	$25,563.75	$25,773.75	$19,663.00	$10,374.50	$14,290.00	$20,521.50	$28,281.50	$39,097.40	$58,183.25	$41,492.46	$69,766.24	$30,112.50	$384,119.85	
	Facility Rental	$383.75	$1,087.50	$1,980.00	$1,647.50	$1,852.50	$1,255.00	$2,087.50	$2,902.50	$2,583.75	$3,671.25	$1,649.00	$3,158.75	$24,259.00	
	Admissions	$257,171.70	$179,720.00	$58,449.50	$58,368.40	$66,295.00	$95,048.75	$100,321.50	$97,421.75	$96,849.99	$123,064.69	$115,690.21	$240,017.48	$1,488,418.97	
	Membership	$192,562.87	$213,664.47	$192,143.42	$194,242.84	$182,784.26	$222,640.45	$321,297.48	$202,746.48	$210,415.13	$201,061.42	$348,715.87	$388,940.60	$2,871,215.29	
	Merchandise	$7,154.13	$7,852.77	$8,020.50	$7,476.90	$4,748.75	$4,568.00	$5,627.36	$5,345.90	$6,655.60	$5,774.99	$23,176.91	$10,225.50	$99,627.31	
Month Total		**$482,836.20**	[redacted]	[redacted]	**$272,110.14**	**$269,970.51**	**$344,033.70**	[redacted]	[redacted]	**$374,687.72**	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
Annual Revenue Percentage		**9.92%**	**8.82%**	**5.76%**	**5.59%**	**5.55%**	**7.07%**	**9.48%**	**7.14%**	**7.70%**	**7.71%**	**11.48%**	**13.88%**		

Year	Type	July	August	September	October	November	December	January	February	March	April	May	June	Total	Post Tax Total	
2017-2018	Course	$22,188.09	$27,584.25	$17,982.37	$14,088.00	$13,006.25	$19,370.48	$30,567.69	$46,248.00	$69,042.71	$42,910.74	$59,660.00	$30,863.74	$393,532.32	2%	
	Facility Rental	$2,097.50	$1,639.00	$1,897.50	$1,182.50	$1,010.00	$1,510.00	$2,133.75	$2,667.50	$4,332.50	$2,486.00	$3,367.50	$3,136.50	$27,460.25	13%	
	Inventory	$294,427.24	$165,803.99	$68,661.98	$57,510.00	$73,341.22	$93,736.76	$108,690.49	$88,987.00	$120,240.49	$103,007.25	$124,824.23	$264,430.25	$1,583,660.90	6%	
	Membership	$213,403.16	$214,405.33	$237,406.99	$203,895.88	$196,158.64	$198,833.30	$333,282.19	$227,773.23	$222,988.34	$214,595.45	$369,631.29	$376,827.15	$3,009,200.95	5%	
	Merchandise	$6,867.49	$11,023.65	$4,841.96	$6,850.20	$5,728.10	$4,012.79	$15,041.60	$3,367.40	$6,584.15	$7,672.75	$7,210.30	$19,103.99	$98,304.38	-1%	
Month Total		**$528,983.48**	[redacted]	[redacted]	[redacted]	**$289,244.21**	**$317,463.33**	[redacted]	[redacted]	**$423,188.19**	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	
Annual Revenue Percentage		**10.35%**	**8.22%**	**6.47%**	**5.55%**	**5.66%**	**6.21%**	**9.58%**	**7.22%**	**8.28%**	**7.84%**	**11.05%**	**13.58%**	[redacted]	[redacted]	5%

Category Revenue	2017	2018	Difference
Course	$384,119.85	$393,747.32	3%
Facility Rental	$24,259.00	$21,980.00	-9%
Inventory	$1,488,418.97	$1,583,629.90	6%
Membership	$2,871,215.29	$3,009,051.25	5%
Merchandise	$99,627.31	$98,304.38	-1%
Total	[redacted]	$5,106,712.85	5%

Inventory Breakdown	2017	2018	Difference
Child Watch	$89,443.24	$95,183.60	6%
Concessions	$149,161.10	$165,738.76	11%
Day Passes	$1,324,675.25	$1,402,063.50	6%
Equip Rental	$10,639.00	$22,312.98	110%
Merchandise	$30,965.24	$24,185.27	-22%

Membership Demographics Comparison	2017	2018	Difference
Members	24298	25384	4%
Memberships	11029	11550	5%
17-18 Swipes	837079	919736	9%
Residents	19129	20469	7%
Non Residents	5169	4915	-5%





Year One Triple Play Use

- 73,000 visits to Peaks, East Bay Facilities
- Functional Gym access, Golf Lessons, range, executive course, fieldhouse classes, ice skating, special events teams
- New revenue opportunities: personal training, additional events hosting, market introduction to existing patrons
- 800 Resident Member Increase
- Rec Center inspired ideas to golf operation
- Consistency of patron experience across all facilities







Triple Play Effect & Goals

- Add value/amenities for current members
  - Member use of Peaks Arena and Golf Course
- Attract 18-30 Year Old Provo Population
  - Functional Fitness, social Golf events
- Respond to market changes
  - Springville/Orem Recreation center, industry activity plans
- Expand facilities without major construction
  - Pennies on the dollar for new access
- Self balancing with expense line items
  - Spending follows revenues







Triple Play Effect & Goals

- Low Risk investment for Provo
  - Self balanced books with team budgeting approach
- Adding new student memberships
  - 1000 new student memberships offset non-resident losses in just 3 months
- Using additional revenue from increased memberships to fund capital, staff, operation needs







Self Funded Reinvestment

- $412,000 self funded capital
  - Outdoor pool boiler
  - Fitness equipment replacement
  - Pumps and motors
  - Outdoor Slide modernization
  - High capacity upgrades
  - “Facility will be new forever.”





What makes the Provo Rec Center Unprecedented in Municipal Recreation

- Senior
- Adaptive
- Self-funded facility capital fund ($400,000 annually)
- $500,000 return to General Fund
- 20% to 25% of community are members





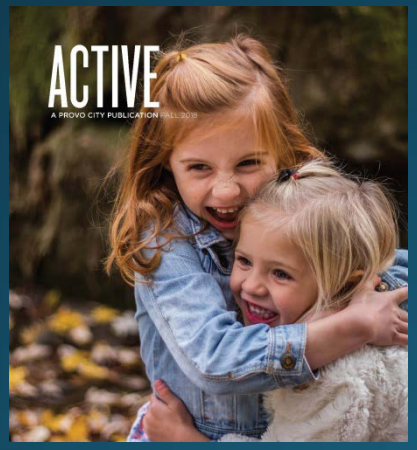


Reinvestment in Success

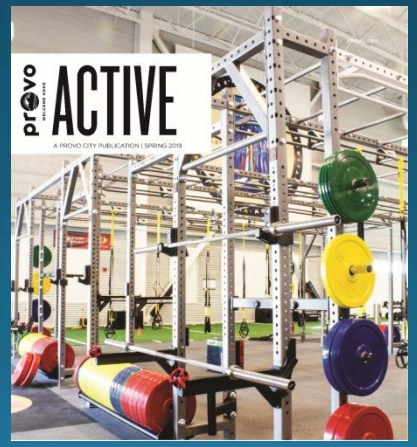
- Where did the $500,000 Rec Center contribution come from?
  - Budget Supplemental
- Flip of the question?
  - From "Should tax funds subsidize facilities" to "should facilities subsidize general fund?"
- Market Influences
  - New facilities
- Would Parks and Recreation still be a success if . . .?
- Lets make sure we partner together again for future success!

2019/2020 ONLY Budget Supplemental

- Activity Guide
  - Partnership with Mayor's Office
  - 50% Funded for next fiscal year
  - #1 marketing piece
  - Impacts of loss?
  - $40,000 ask, with a revenue source identified









Budget Highlights

- Parks Operations-Expansion = Efficiency
- Peaks Arena
  - State Funding for Design
  - New main entrance
- East Bay Golf Course
  - Medical school and more
- Covey Center
  - Perform a show in a construction site
- Regional Sports Park
  - From acquisition to development
- Parks Projects
  - Spring Creek
  - Provo River Trail (RAP)
  - Unlimited Play Center (RAP/CDBG)









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

Human Resources Budget Impacts

Wages

- 2.5% merit steps funded for all eligible full-time employees
  - $40.4 million for FT wages
- Annual pay grade study
  - Adjusting 68 classifications at a cost of $270,000
  - Accounts for transition of moving to a higher grade

Retirement

- Continued funding of retirement programs including the 2% 401k match
  - Total budgeted amount for retirement is $3.4 million
- Utah Retirement Systems amounts were static
- Pending changes next year for Tier 2 employees

Insurances

- Budgeted increase to health insurance at a rate equal to Milliman Medical Index (4.5%)
  - $12,250 single & $24,000 family
  - $13.5 million annually for health insurance
- New Accidental Death and Dismemberment Coverage
  - $50,00 for all full-time employees
  - Additional $50,000 for public safety for line-of-duty
- Workers Compensation
  - Approximately $500,000 (final numbers pending)

New Positions

- Funded new FTE positions
  - 6 additional Police Officers (plus a 7th from 2 PT positions)
  - 3 IT Systems Analysts
  - Dispatch Manager
  - Development Services Director
  - 2 temporary Water Reclamation positions
  - Water Resources Engineer
  - Fleet Mechanic
  - Airport Office Specialist
  - Parking Enforcement Officer

Other Programs and Policies

- $75,000 for educational assistance
- $200,000 for employee recognition
  - Additional $17,000 for service awards
- $700,000 to fund annual sick leave buyout
- Added Parent Leave
- Proposed changes to accrual policies
  - Front load accruals (sick and vacation)

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
PUBLIC WORKS

Public Works Appropriation

May 21, 2019

Airport Fund

- $98,238 Airport revenue bond interest for Duncan Aviation project
- $21,000 for Airport security fencing that had to be replaced after construction of new UVU parking lot

Water Fund

- $75,000 Airport contract services
- $200,000 for well development
- $500,000 for aquifer storage and recovery studies

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

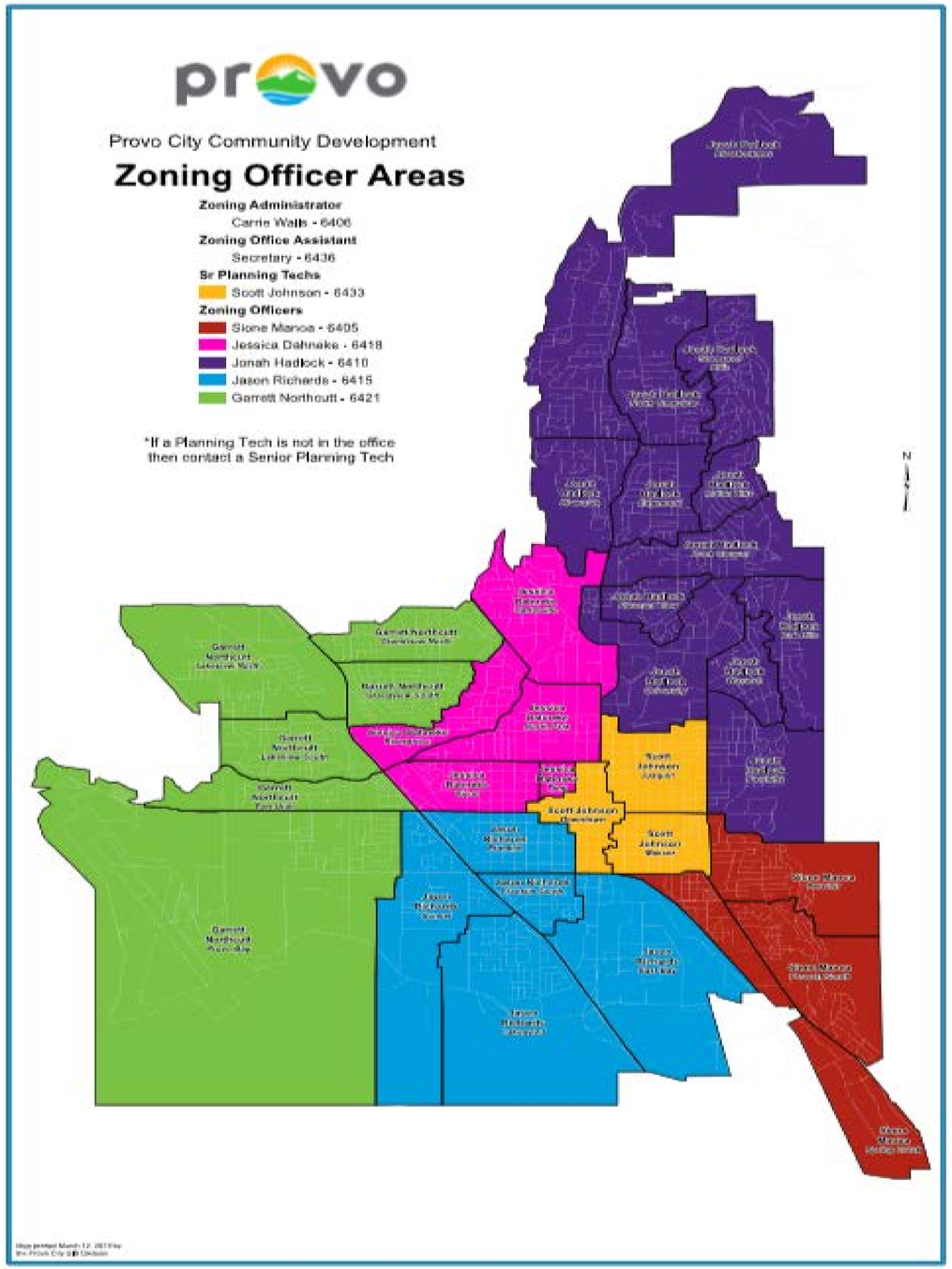
PRESENTER'S NAME: Carrie Walls

REQUESTED DURATION OF PRESENTATION: 30 minutes

COMPATIBILITY WITH GENERAL PLAN POLICIES, GOALS, AND OBJECTIVES:

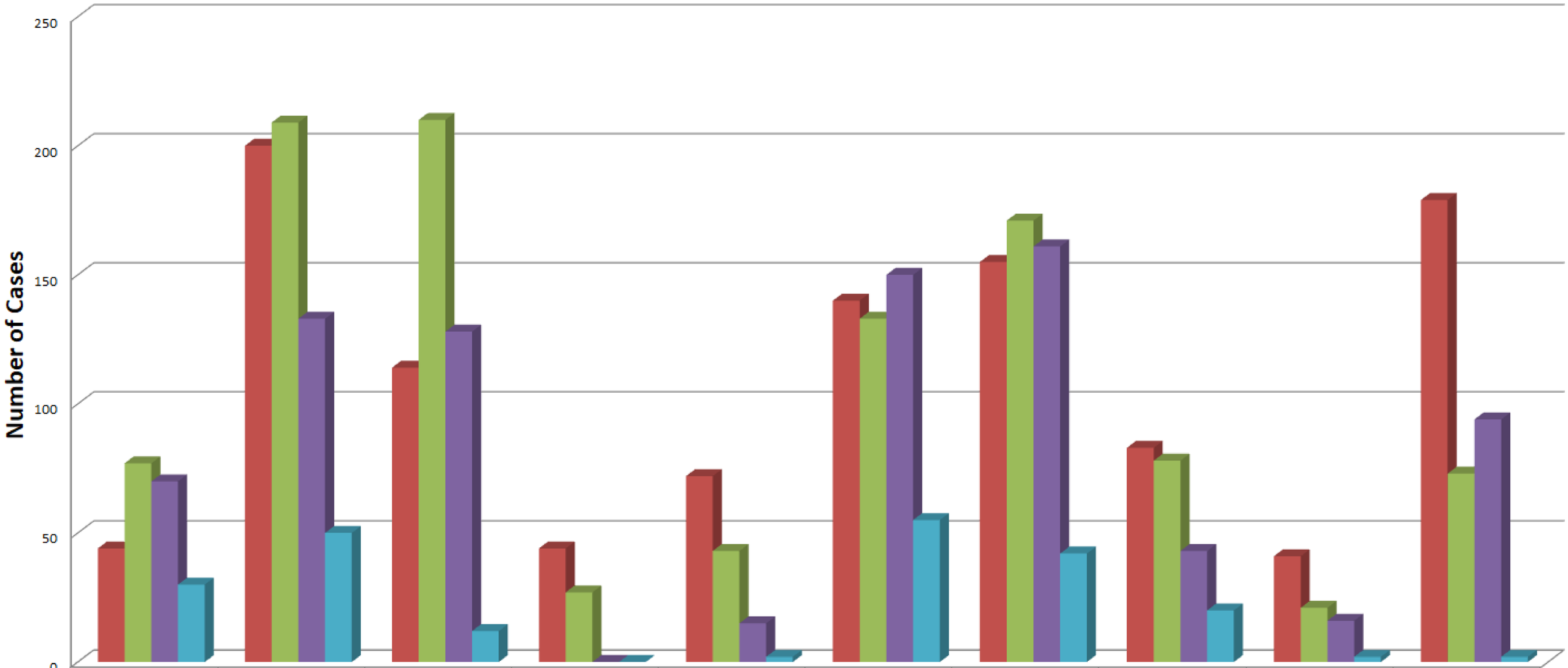
CITYVIEW OR ISSUE FILE NUMBER: 19-065

Carrie – 26 CE, 7 RDL
Jessica – 51 CE, 29 RDL
Garrett – 37 CE, 17 RDL
Jason – 25 CE, 6 RDL



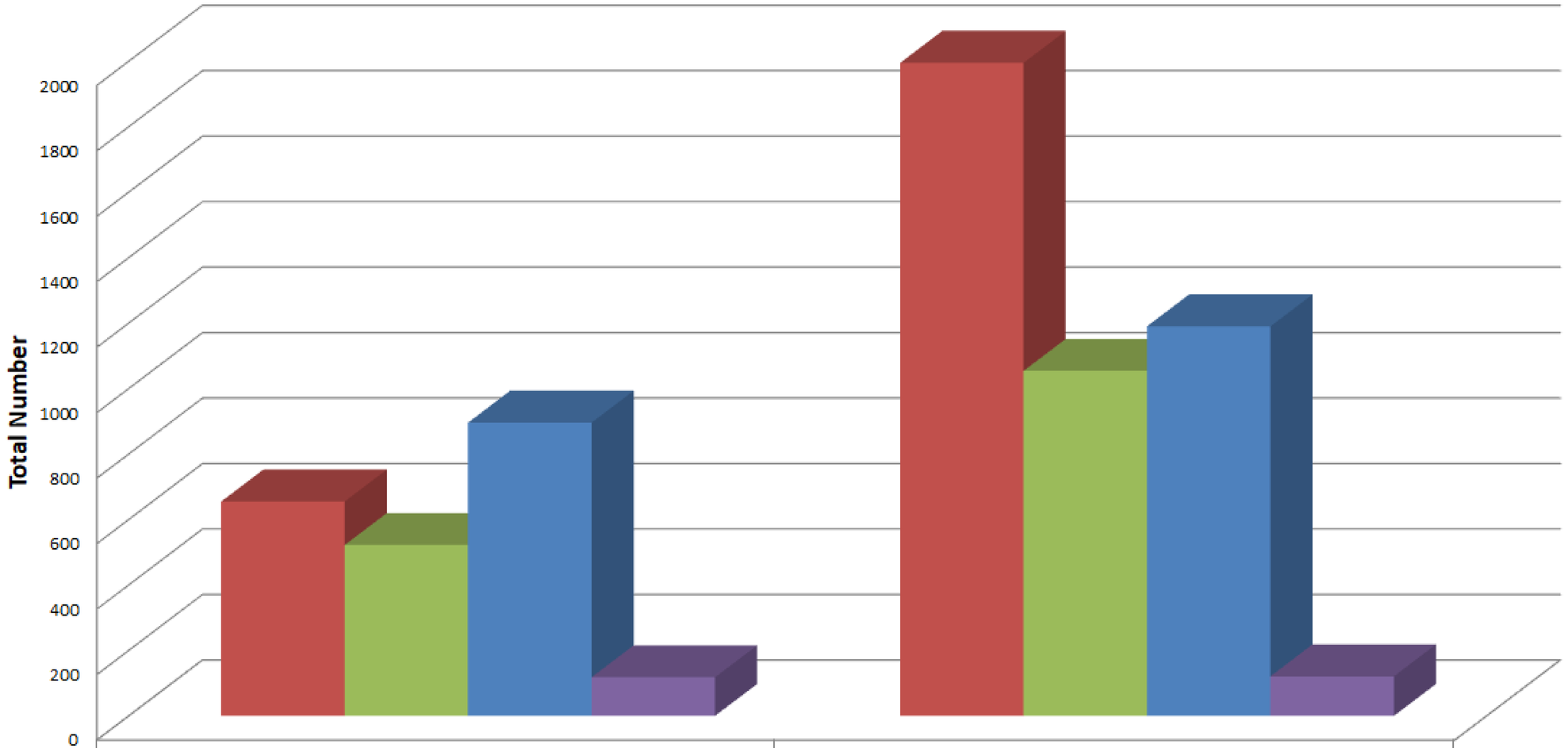
Jonah – 26 CE, 8 RDL
Scott – 72 CE, 34 RDL
Sione – 64 CE, 11 RDL

Zoning Enforcement by Type



	Health/Safety	Junk	Landscape	License/Permit	Miscellaneous	Nonpermitted Use	Occupancy	RDL	Signage	Weeds
2016	44	200	114	44	72	140	155	83	41	179
2017	77	209	210	27	43	133	171	78	21	73
2018	70	133	128	0	15	150	161	43	16	94
2019	30	50	12	0	2	55	42	20	2	2

Rental Dwelling Licenses



	Total Addresses	Total Units
2016	655	1995
2017	522	1054
2018	896	1190
2019	118	121

Comparison of Neighborhoods Over Time

Neighbor-hood	2016 CE	2016 Occupancy	2017 CE	2017 Occupancy	2018 CE	2018 Occupancy	2019 CE	2019 Occupancy
Carterville	40	2	19	1	15	2	3	1
Franklin	74	3	53	2	29	5	16	1
Joaquin	88	11	63	7	67	18	15	5
Lakeview South	52	3	49	2	15	3	1	0
Maeser	82	7	58	7	54	5	28	2
Provost	105	45	37	16	56	14	11	3
Provost South	48	13	69	21	47	11	14	5
Spring Creek	43	4	26	1	36	6	7	1
Wasatch	40	20	50	23	19	6	8	3

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

provo

WELCOME HOME

2.50.130 Executive Director for the Municipal Council - Assignment of Duties.

(o) Coordinate an annual Council review of the priorities and implementation strategies of the General Plan; and

Table 1: Status Summary

Status	Meaning	Number of Goals with this Status
Not Started	no progress made toward this goal	34
In Progress	goal is in progress toward an expected end date	13
Ongoing	goal is in progress with no expected end date	345
Completed	goal is completed	28
TOTAL		420

28 completed

GOAL REFERENCE	GOAL STATEMENT	RESPONSIBILITY 1	RESPONSIBILITY 2	STATUS	NOTES
1.4.5.3	Establish higher minimum landscaping and tree density requirements for all development	Community Development	City Council	Completed	New development landscaping standards have been adopted to complete this goal.
1.4.5.4	Establish open space requirements within developments.	Community Development	City Council	Completed	Provo City Codes in Title 14 and Chapter 15.20 have set standards for this type of landscaping.
1.4.5.6	Recognize and plan for existing and future commercial corridors, particularly at major entrances into Provo, in order to maintain a critical mass for business development.	Community Development	Economic Development	Completed	The Freeway Commercial and Gateway Zones have been adopted to enhance the Center Street Corridor between 500 W and I-15 and the South State Street Design Corridor and Southeast Neighborhood Plan addresses this goal for South State Street.
1.4.5.7	Provide effective transitional areas between commercial and residential areas.	Community Development		Completed	Section 14.34.300
1.4.5.9	Encourage signage compatible with development.	Community Development		Completed	Chapter 14.38
1.4.8.1	Encourage new, one-family detached neighborhoods.	Community Development	City Council	Completed	Sewer capacity issues.
1.4.8.2	Identify and reserve areas suitable for family housing.	Community Development	City Council	Completed	West Side Land Use Plan
1.4.8.9	Regulate the scale of buildings by the land size of the parcel.	Community Development		Completed	This is done with zoning regulations by zone.
1.4.11.6	Require landscaping, which could include xeriscape, around perimeter of residential projects to soften development.	Community Development	City Council	Completed	Provo City Codes in Title 14 and Chapter 15.20 have set standards for this type of landscaping.
1.4.13.6	Ensure that adequate measures are in place to protect the Provo Airport from the encroachment of incompatible development.	Community Development	Public Works	Completed	Airport Protection Area has been adopted for this purpose.
2.4.3.6	Make design standards for public and private roads similar;	Public Works (Engineering)		Completed	Title 15.03.200 Paragraph 1.d.i indicates that public and private street widths are the same.
2.4.3.7	Design collector and arterial roads to support neighborhood residential streets;	Public Works (Engineering)		Completed	The spacing on collector and arterial streets has been laid out to facilitate local street development throughout the city.
2.4.3.10	Develop uniform street landscaping standards;	Community Development	Public Works	Completed	The Downtown Streetscape Standards adopted uniform standards for Downtown.
2.4.4.4	Continue the removal of billboards;	Community Development	UDOT	Completed	No new billboards are permitted within City Limits. Existing billboards are permitted to remain.
3.4.2.5	Provide sufficient housing options for single professionals as a means to increase family occupancy in the single-family areas.	Community Development		Completed	This goal is further addressed by the Southeast Neighborhoods Area Plan.
3.4.4.1	Initiate actions necessary to encourage other cities within the county to accommodate a share of the rental housing market.	City Council		Completed	In response to the Housing Gap Coalition's efforts, the City Council adopted a resolution expanding its affordable housing policies and encouraging other Utah County cities to expand their policies.
3.4.4.6	Encourage maximum buildout in existing high-density areas (south of Brigham Young University and within the Central Business District).	Community Development	Redevelopment Agency	Completed	The Council has adopted the Campus Mixed Use Zone, DT Zones and ITOD Zones.
3.4.5.1	Provo City will encourage the development of market-rate housing throughout the community, with special care and analysis being taken into consideration for the construction of tax-subsidized housing inventory.	Community Development		Completed	All current housing development proposals are for market-rate units.

345 ongoing

GOAL REFERENCE	GOAL STATEMENT	RESPONSIBILITY 1	RESPONSIBILITY 2	RESPONSIBILITY 3	STATUS	NOTES
4.4.6	**Work with UMPA (Utah Municipal Power Agency) to continue to seek long-term electrical energy resources that are stable, affordable, and renewable.**	Power	Utah Municipal Power Agency (UMPA)		Ongoing	The Utah Municipal Power Agency is pursuing an 80-megawatt utility-scale solar project, along with Renew Choice options.
4.4.6.1	Seek opportunities to diversify energy resources in a cost-effective manner, including increasing energy percentages from renewable and alternative sources.	Power	Utah Municipal Power Agency (UMPA)		Ongoing	The Utah Municipal Power Agency is pursuing an 80-megawatt utility-scale solar project, along with Renew Choice options.
4.4.6.2	Seek opportunities for consumer alternatives to purchase energy from renewable resources.	Power	Utah Municipal Power Agency (UMPA)		Ongoing	The Utah Municipal Power Agency is working on several options under the umbrella Renew Choice, including wind and community solar.
4.4.7	**Work with the Utah County Bureau of Air Quality and with the Air Quality Division of the Utah Department of Environmental Quality to develop and implement programs to improve ambient air quality in Provo during all seasons of the year.**	Public Works	Sustainability and Natural Resources Committee		Ongoing	The Sustainability and Natural Resources Committee works with the Utah Valley Clean Air Task Force (under the Chamber of Commerce) and the Sustainability Coalition of Utah County to meet this goal and improve air quality.
4.4.7.1	Encourage alternative modes of transportation to reduce reliance on the automobile and thereby reducing automobile-related emissions	Public Works (Engineering)	Community Development, TMAC	Utah County Health Department, UTA	Ongoing	Pedestrian and bicycle facilities are included in the annual capital improvement plan and projects for Public Works. The Transportation and Mobility Advisory Committee, under Community Development, also puts significant efforts into promoting active transportation, implementing Complete Streets policies to further these goals, and furthering the integration of these modes of transportation in the City. Provo City continues to partner with organizations such as UTA to facilitate education efforts with the Utah Valley Express line and to encourage City employees to utilize these resources in their daily commutes.
4.4.7.2	Encourage public health education efforts.	Public Works	Sustainability and Natural Resources Committee		Ongoing	The Sustainability and Natural Resources Committee works with the Utah Valley Clean Air Task Force (under the Chamber of Commerce) and the Sustainability Coalition of Utah County to meet this goal.
4.4.7.3	Support voluntary winter wood burning curtailment programs.	Public Works	Sustainability and Natural Resources Committee	City Council	Ongoing	The Sustainability and Natural Resources Committee works with the Utah Valley Clean Air Task Force (under the Chamber of Commerce) and the Sustainability Coalition of Utah County to meet this goal.
4.4.7.4	Support financial incentives for the installation of clean-burning heating appliances.	Redevelopment Agency	Sustainability and Natural Resources Committee		Ongoing	The Sustainability and Natural Resources Committee works with the Utah Valley Clean Air Task Force (under the Chamber of Commerce) and the Sustainability Coalition of Utah County to meet this goal.
4.4.7.5	Continue efforts to improve traffic signal timing.	Public Works (Engineering)	UDOT		Ongoing	Traffic signal timing is constantly under evaluation by Provo Public Works and is regularly modified to improve traffic flow in the city.

13 in progress

GOAL REFERENCE	GOAL STATEMENT	RESPONSIBILITY 1	RESPONSIBILITY 2	RESPONSIBILITY 3	STATUS	NOTES
1.4.11.3	Identify exceptional areas that would benefit from area specific master plans, where the city would conduct a detailed land-use analysis. The objective is for a plan for every neighborhood.	Community Development			In Progress	Downtown, Joaquin, Franklin, Timpanogos, Maeser, Provost, Provost South, and Spring Creek Neighborhoods have been completed.
1.4.14.1	Accommodate an appropriate amount of industrial growth in the city.	Community Development	Economic Development	City Council	In Progress	There is already plenty of land zoned for industrial use.
2.4.3.4	Incorporate Complete Streets policy into the Transportation Master Plan to demonstrate Provo City's commitment to providing a safe, comfortable, and convenient transportation network for all users and all modes.	Public Works (Engineering)	Community Development		In Progress	The consultant currently working on the transportation master plan update will be recommending suggestions for inclusion of active transportation in the master plan. They have indicated that the City replace "Complete Streets" language with an "Active Transportation" designation.
2.4.3.5	Create walkable areas through the City. Walkable areas should be attractive, providing adequate lighting, a sense of safety, appropriate crossings, and social nodes;	Public Works (Engineering)	Community Development	Power	In Progress	Many areas of the city have been designed to include sidewalks, pedestrian crossings, and other safety measures. Provo City Energy needs to evaluate areas of the city where adequate lighting may not exist. Community Development and other city entities should provide input on social nodes that should be considered.
3.4.2.6	Promote low cost land or subsidies in the form of reduced impact fees and down payment and financing assistance.	Economic Development	Redevelopment Agency	Council	In Progress	The Council is currently exploring these tools.
3.4.3	**Encourage stability and owner occupancy in Provo's housing inventory by recognizing that zoning and land use have a significant and direct impact on the local school district and the district's ability to educate its students. Families that are unstable in terms of their location within the community make educating their children a daunting challenge for the school system.**	Community Development			In Progress	Each neighborhood plan seeks to enhance the stability of the subject neighborhood.
3.4.4.3	Encourage development patterns that reduce land and development costs.	Community Development			In Progress	Many areas of the city have been zoned to accommodate attached single-family housing up to high-density, mutli-family housing.
3.4.5.7	Require moderate and high density housing developments to be attractive, functional, desirable, and connected.	Community Development			In Progress	Updates to the downtown and residential design standards are in progress.
4.4.8.7	Encourage educational efforts for idle-free campaign.	Sustainability and Natural Resources Committee			In progress	The Sustainability and Natural Resources Committee runs an annual campaign in every school in Provo School District.
5.4.3	**Focus on maximizing our airport for business and increasing recreational vacation traffic.**	Public Works (Airport)			In Progress	Provo City is actively seeking and has secured funds from the Federal Aviation Administation, State of Utah, Utah County, and City resources (including land, infrastructure costs, and other elements), to expand the airport terminals and apron.
5.4.3.4	Strengthen the airport and access to the airport as assets to the business community.	Public Works (Airport)			In Progress	The recent and ongoing construction of Lakeview Parkway has greatly improved the access to the Provo Airport. With the construction of a new terminal, additional direct access connections will be constructed between Lakeview Parkway and the new terminal.
5.4.17	**Improve Provo City's recycling program beyond the yard waste program to include a drop-off recycling center, curbside recycling program, or combination of both drop-off and curbside recycling programs for metals, cardboard, plastics, newspaper, and other waste products, with recycling benefits to reduce landfill requirements and save energy.**	Public Works (Sanitation)			In Progress	The recycling market worldwide continues to decline given China's refusal of recycled material. Provo City Sanitation continues to encourage recycling despite significant increases in costs. Sanitation maintains three cleanup spots that are listed on their website. A glass recycling bin is also located at the City Center. Channel 17 has recently produced a video educating residents on proper recycling and how to reduce contamination of recycled materials.
6.4.8.1	Encourage the formation of National Register Historic Districts where appropriate	Landmarks	Community Development		In Progress	The Landmarks Commission has not nominated a National Register District in a long time, but they are updating one right now and would like to do surveys to establish more in the near future, especially to help home owners access tax credits.

34 not started

GOAL REFERENCE	GOAL STATEMENT	RESPONSIBILITY 1	RESPONSIBILITY 2	RESPONSIBILITY 3	STATUS	NOTES
1.4.3.2	Encourage home ownership and preservation through neighborhood-qualified economic assistance programs.	Redevelopment Agency	City Council		Not Started	What are neighborhood qualified assistance programs? Different from HUD designated census tracts? Looking to select neighborhoods other than the pioneer neighborhoods? Supplement the Council Neighborhood program?
1.4.4	**Promote safety through urban design.**	Public Works (Engineering)			Not Started	There are no urban designers in the public works department.
1.4.8.8	Encourage diversity of age groups in neighborhoods.	Community Development			Not Started	A policy decision needs to be explored.
1.4.11.5	Limit additional rental housing outside areas specifically planned for higher density development.	Community Development	Housing Committee		Not Started	This may be difficult, as all housing in Provo can be rented. Any type of ordinance amendment to provide enforcement for non-rentable housing would likely be considered unlawful.
2.4.3.15	Create a comprehensive safety management system for traffic.	Public Works (Engineering)			Not Started	(Please provide further clarification of this goal and the related objectives.)
3.4.1.3	Increase direct, landlord responsibility and accountability for overuse of city resources.	Community Development			Not Started	
3.4.1.5	Identify criteria for properties with potential for multi-family and one-family housing.	Community Development			Not Started	Criteria to determine what?
3.4.1.6	Encourage diversity of age groups in neighborhoods.	Community Development			Not Started	Housing type diversity? A policy decision needs to be explored.
3.4.2.4	Limit additional rental housing outside areas specifically planned for higher density development.	Community Development			Not Started	Community Development cannot restrict the type of ownership of a residence, however related factors are regulated by city code through rental dwelling licenses, accessory apartment requirements, etc.
3.4.3.3	Encourage a diverse population within Provo, blend home ownership with rental housing in developments that are not meant for college-student housing.	Community Development			Not Started	This goal conflicts with goals 3.4.2.5 and 3.4.3.1.
3.4.5.3	Provo City will work with major employ... discover the housi...			...uncil	Not Started	The Council's Housing Committee is considering a housing audit to identify numbers and types of housing

6.4.3.1	Identify important historical sites located throughout the city, even those where structures no longer exist, and preserve the history of the site.	Landmarks			Not Started	This has not been on the Landmark Commission's list. The Commission does as much survey work as it can afford with grants, but it has not moved out of the downtown and surrounding residential neighborhoods to other distributed sites. The Commission would like to do this for a lot of areas like Ironton, Provo Brick, Provo Woolen Mills, etc.
6.4.3.2	Identify and preserve important cultural resources.	Landmarks			Not Started	This is outside of the scope of the Landmarks Commission. The Commission tries to work with the Provo Library and BYU to ascertain resources to their collections, but the Commission does not have any active efforts in this area.
6.4.8	**Preserve historic or unique historic homes and buildings.**	Landmarks			Not Started	Because of political sensitivity, no new districts have been created.
7.4.7	**Maximize the vast second language skill set in the community.**	Economic Development			Not Started	There are no current initiatives to pursue this goal and no specified aim. Economic Development would gladly receive input from the Council and Administration.
7.4.7.1	Take better advantage of Provo's second language resources to improve business opportunities and services. Provo City and the business community enjoy a relationship based on mutual need, trust, and cooperation. Provo City and the business community understand and realize that each relies on the other to be successful and healthy.	Economic Development			Not Started	There are no current initiatives to pursue this goal and no specified aim. Economic Development would gladly receive input from the Council and Administration.
7.4.11	**Provo City will partner with the business community to encourage greater political participation as well as ensure the process of creating, promoting and growing business is streamlined and easy to navigate.**	Mayor's Office	Economic Development		Not Started	The Mayor recently proposed a one-stop shop to streamline some aspects of business development.
7.4.14.1	Encourage performance standards for commercial developments.	Economic Development			Not Started	Economic Development would like the Council to clarify what they mean by performance standards. Are these measured in sales tax, property tax, capital investment, job creation, or quality of life? A policy decision needs to be explored.
7.4.14.5	Design the open space first in future large-scale commercial development projects.	Community Development			Not Started	Most large scale commercial projects do not require significant open space, and the design of such space is outside the purview of Community Development.
7.4.16.5	Target land uses that bring more people to the downtown area.	Economic Development			Not Started	Economic Development needs more direction on this goal. Lots of different uses could bring people downtown, but not all of them would be in line with the Council's goals for Downtown.
7.4.17.1	Encourages non-polluting business and industry to locate in Provo	Economic Development			Not Started	Economic Development does not encourage smokestack industries. There are no inducements or incentives for especially clean industries to come to Provo.
7.4.17.2	Provide regulations and incentives to encourage established businesses to improve air quality.	Economic Development			Not Started	Economic Development works with the Sustainability Committee. They recently hosted an information session for local business leaders to teach them how to reduce the environmental impact of heating and cooling.

	Encourage new construction that meets standards for low-impact construction materials, energy-efficiency, and use of clean and renewable energy that are consistent with state code.	City Council	Power		Not started	Beyond Provo City's participation in the Commercial Property Assessed Clean Energy (C-PACE) program, the City currently has no such regulations or incentives in place, as many such programs are initiated and administered by the State of Utah.
	Provide regulations and incentives to encourage established businesses to improve air quality.	Economic Development	Sustainability and Natural Resources Committee			Provo City Code Chapter 9.20 (Urban Forestry) regulates the City's urban forestry program, which is a part of the Power Department. Additional policies associated with green belts, wildlife habitats, and other ecological considerations may relate more closely to Parks and Recreation.
	Identify and evaluate the urban forest and habitat areas with the city and develop policies and ordinances that would protect plant life, encourage planting, maintain a green belt and preserve habitats for wildlife.	Parks and Recreation	Community Development	Power	Not Started	Provo Public Works has recently completed the installation of an Automated Metering Infrastructure (AMI) system for the City's water system, which provides hourly water usage data for each utility account. Provo City staff are working to make this data readily available to residents so that they can make informed decisions about water use. The AMI system also reports potential leaks to Public Works staff.
	Conserve water through educating residents about water conservation best practice.	Public Works (Water Resources)	Sustainability and Natural Resources Committee		Not Started	The Emergency Manager is in the process of developing such incentives and programs.
	Explore incentives and funding sources for the seismic retrofitting of existing buildings.	Fire	Community Development		Not Started	The City has repeatedly considered the use of natural gas generated on site at the City's Water Reclamation Facility in City vehicles. Electric vehicles have also been considered. At present, fleet managers are reluctant to embrace these options because of the increased work load, variability of performance, reliability of the vehicles, and learning curve involved with these new options.
	Where appropriate purchase alternative fuel vehicles for the city fleet.	Public Works			Not Started	This is just not something the Landmarks Commission has done. The CLG grants from the State no longer pay for plaques or signs.
	stablish a program for placing monuments or signs at istoric sites, in historic districts, or in neighborhoods.	Landmarks			Not Started	The City has created the Provo Historic Tours App, which is somewhat of an online repository. Otherwise, the Landmarks Commission lacks the time and resources to do this. Most cities of comparable size have a dedicated arts/history employee who works on these types of efforts.
	Create and/or promote online and physical repositories/museums that focus on Provo's heritage and culture.	Landmarks			Not Started	The Landmarks Preservation Ordinance is very capable of preventing the destruction of Provo's unique historic resources that are listed on the Landmarks Register. The City's largest obstacle to the protection these resources is the unwillingness of the Council to nominate resources to the register over the objection of property owners and the Council's willingness to remove resources from the register at the request of property owners. If properties remain on the register, the ordinance will protect them.
6.4.2.1	Revise the city's Landmark Preservation Ordinance to strengthen the city's ability to prevent the destruction of Provo's unique historic resources.	Landmarks				

Table 2: Notes for "Not Started" Goals

Note Type	Number of Goals with this Note
Goal is unclear	6
Goal is contradictory	1
Did not know the goal existed	2
Not the purview of that department (with no other department identified)	4
Policy decision needed	6
Hit a roadblock	6
Lacking staff or means	2
Actually have started	5
Blank	2

Questions?

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.

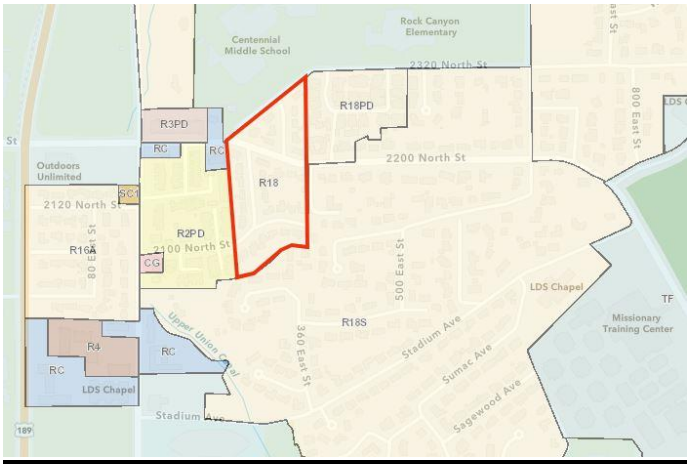
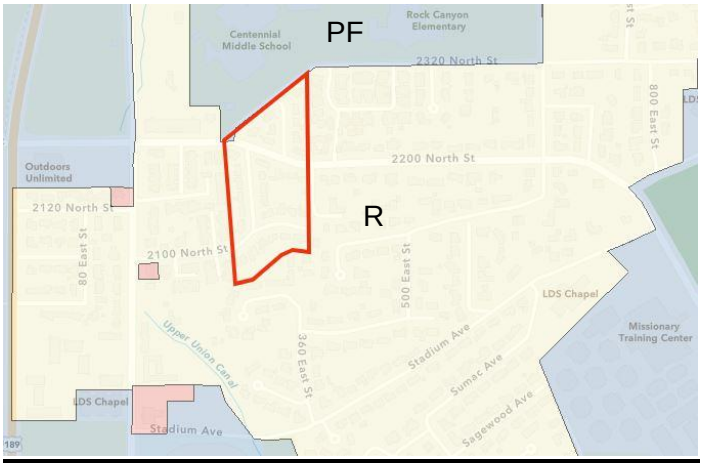
Summary of Key Issues:

- 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.

Current Zoning Map	Current General Plan Map
	

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

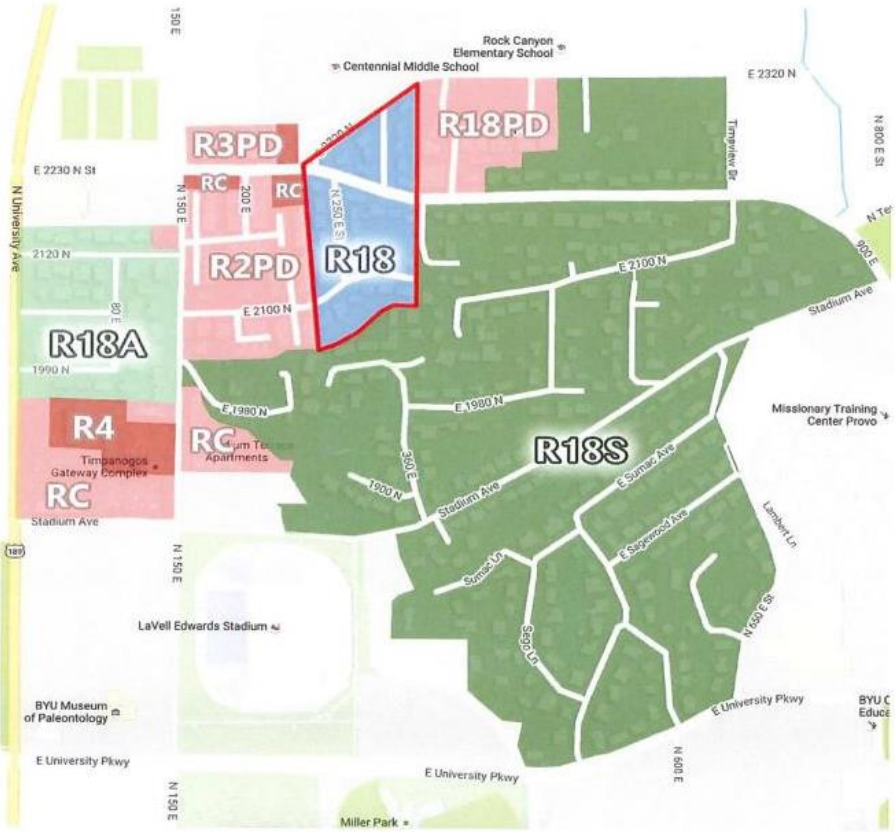
1. Applicant's Supporting Documents

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.



2.

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. Ariizumi c/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	Merlee 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. Liau	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 c/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 Marilynn 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 Moutainside 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 Julee 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 becomes 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

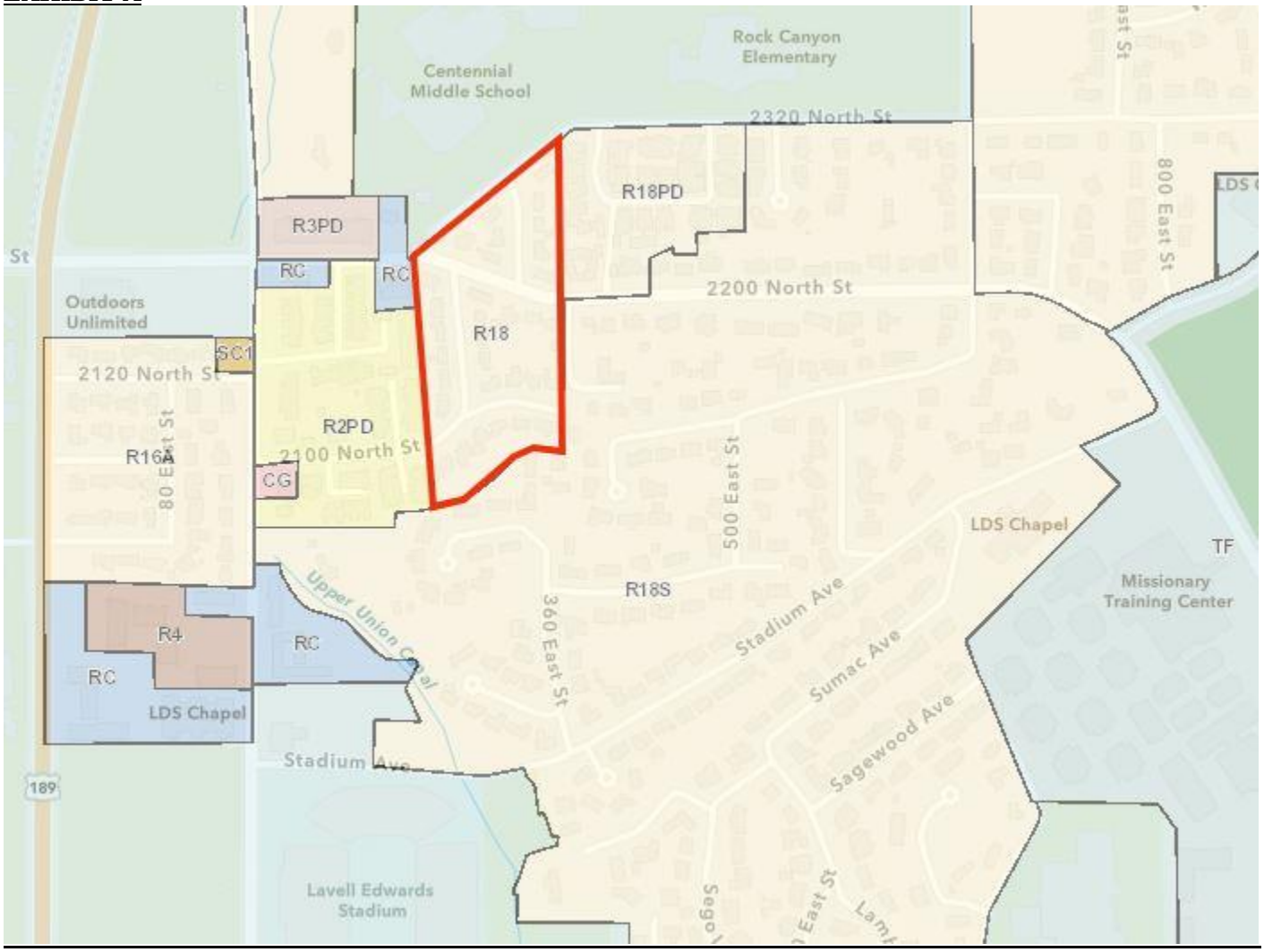
See Key Land Use Policies of the Provo City General Plan, applicable Titles of the Provo City Code, and the Staff Report to the Planning Commission for further detailed information. The Staff Report is a part of the record of the decision of this item. Where findings of the Planning Commission differ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

EXHIBIT A


Rock Canyon Elementary
Centennial Middle School
2320 North St
R18PD
R3PD
RC
RC
R18
2200 North St
800 East St
Outdoors Unlimited
SC1
2120 North St
R16A
80 East St
R2PD
2100 North St
CG
500 East St
LDS Chapel
TF
Missionary Training Center
R18S
Upper Union Canal
360 East St
Stadium Ave
Sumac Ave
Sagewood Ave
R4
RC
RC
LDS Chapel
Stadium Ave
189
Lavell Edwards Stadium

ORDINANCE 2018-.

AN ORDINANCE AMENDING THE ZONE MAP CLASSIFICATION TO APPLY THE SUPPLEMENTAL RESIDENTIAL (S) OVERLAY TO THE ONE-FAMILY RESIDENTIAL (R1.8) ZONE FOR REAL PROPERTY GENERALLY LOCATED BETWEEN 2320 NORTH AND APPROXIMATELY 2100 NORTH, AND BETWEEN 350 EAST AND APPROXIMATELY 250 EAST. PLEASANT VIEW NEIGHBORHOOD. (PLRZ20190094)

WHEREAS, it is proposed that the classification on the Zone Map of Provo be amended to apply the Supplementary Residential (S) Overlay to the One-Family Residential (R1.8) Zone for the properties generally located between 2320 North and approximately 2100 North, and between 350 East and approximately 250 East (an approximation of which is shown or described in Exhibit A and a more precise description of which will be attached hereto as Exhibit B after the Zone Map has been updated); and

WHEREAS, on May 8, 2019, the Planning Commission held a duly noticed public hearing to consider the proposal and after such hearing the Planning Commission recommended approval to the Municipal Council in a 4:0 vote; and

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

WHEREAS, after considering the Planning Commission's recommendation, and facts and comments presented to the Municipal Council, the Council finds (i) the Zone Map of Provo, Utah, should be amended as described herein; and (ii) the proposed zone map classification amendment for the real property shown in the attached Exhibit A reasonably furthers the health, safety and general welfare of the citizens of Provo City.

NOW, THEREFORE, be it ordained by the Municipal Council of Provo City, Utah, as follows:

PART I:

The classification on the Zone Map of Provo, Utah is hereby amended to apply the Supplemental Residential (S) Overlay Zone to the One-Family Residential (R1.8) Zone for the properties generally located at _____, as described herein.

PART II:

A. If a provision of this ordinance conflicts with a provision of a previously adopted ordinance, this ordinance shall prevail.

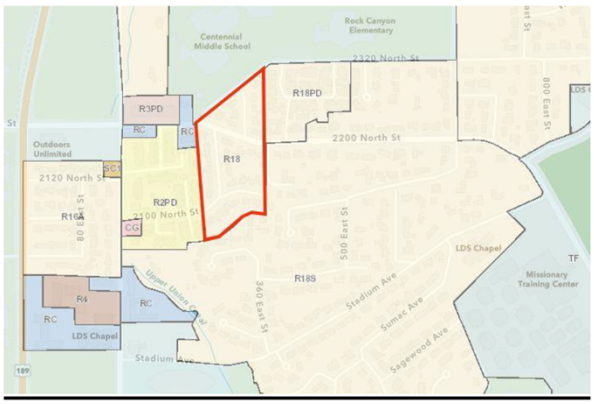
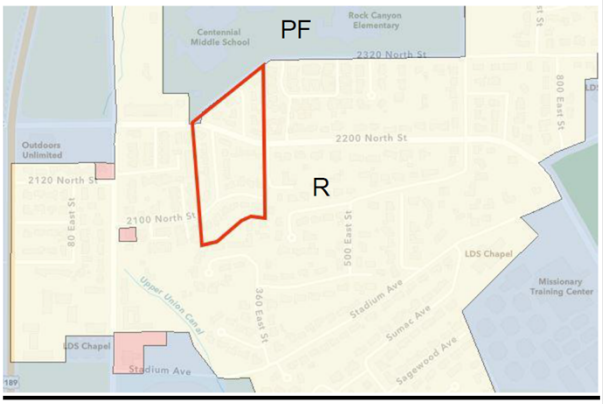
B. This ordinance and its various sections, clauses and paragraphs are hereby declared to be severable. If any part, sentence, clause or phrase is adjudged to be unconstitutional or invalid, the remainder of the ordinance shall not be affected thereby.

C. The Municipal Council hereby directs that the official copy of the Zone Map of Provo City, Utah be updated and codified to reflect the provisions enacted by this ordinance.

D. This ordinance shall take effect immediately after it has been posted or published in accordance with Utah Code 10-3-711, presented to the Mayor in accordance with Utah Code 10-3b-204, and recorded in accordance with Utah Code 10-3-713.

END OF ORDINANCE

Exhibit A

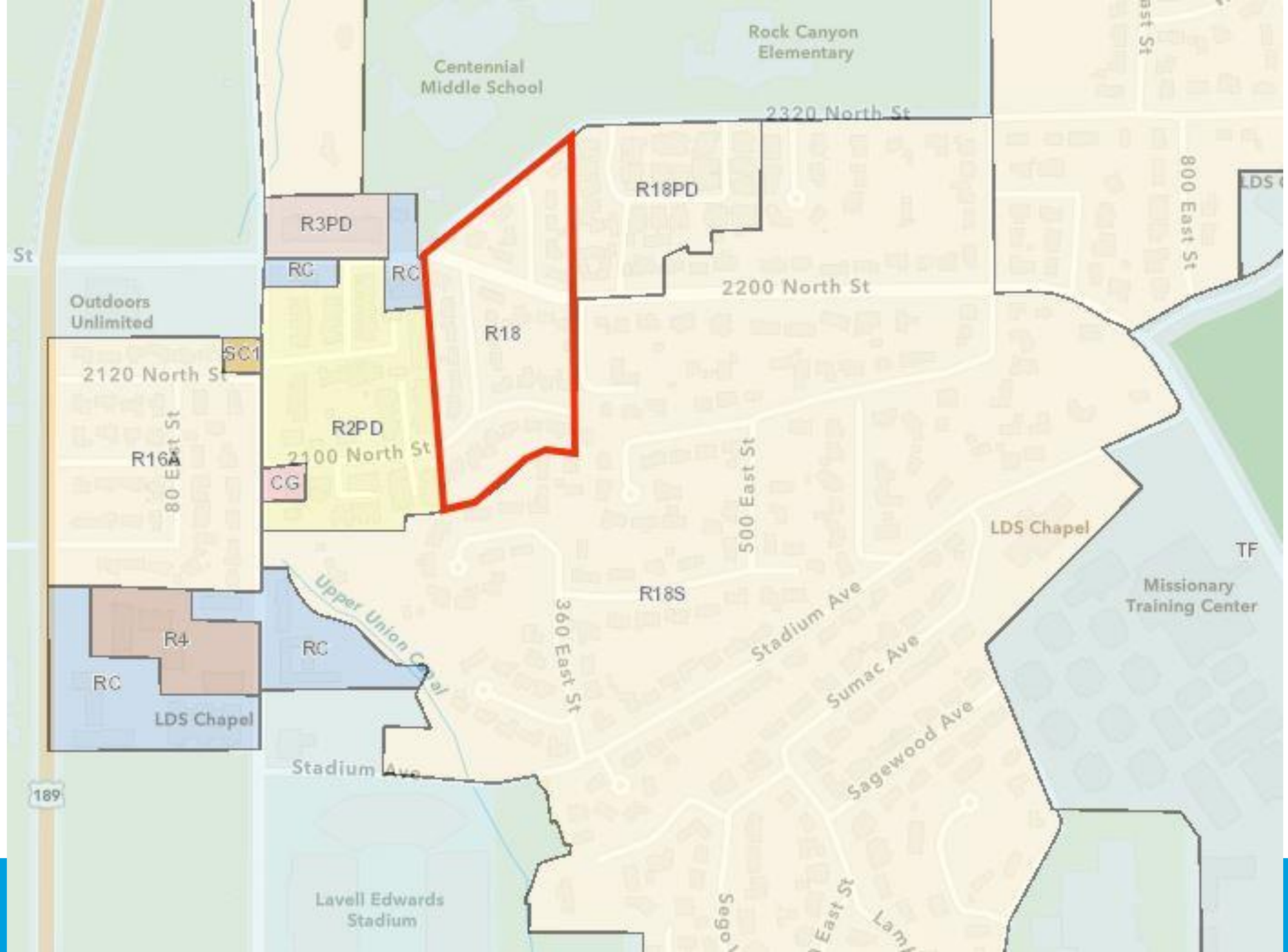
Current Zoning Map	Current General Plan Map
	

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


Rock Canyon Elementary
Centennial Middle School
2320 North St
R18PD
800 East St
R3PD
RC
RC
2200 North St
Outdoors Unlimited
R18
SC1
2120 North St
R2PD
2100 North St
R16A
80 East St
CG
500 East St
LDS Chapel
TF
Missionary Training Center
R18S
Upper Union Canal
Stadium Ave
360 East St
Sumac Ave
Sagewood Ave
R4
RC
RC
LDS Chapel
Stadium Ave
189
Lavell Edwards Stadium

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

Applicant: Community Development Department

Staff Coordinator: Javin Weaver

Parcel ID#: City Wide

***Council Action Required:** Yes

Related Applications(s):
14-0002GPA

ALTERNATIVE ACTIONS

1. **Continue** to a future date to obtain additional information or to further consider information presented. *The next available meeting date is May 22, 2019.*

3. **Deny** the requested Project Plan. *This action would not be consistent with the recommendations of the Staff Report. The Planning Commission should state new findings.*

Current Legal Use: The area is a mixture of commercial properties, residential properties and vacant parcels.

Relevant History: The Downtown Master Plan was adopted on February 17, 2015.

Neighborhood Issues: No neighborhood issues have been brought to staff's attention.

Summary of Key Issues:

- 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.

Staff Recommendation: Staff suggests that the Planning Commission recommend to the Municipal Council approval of the requested General Plan Amendment.

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

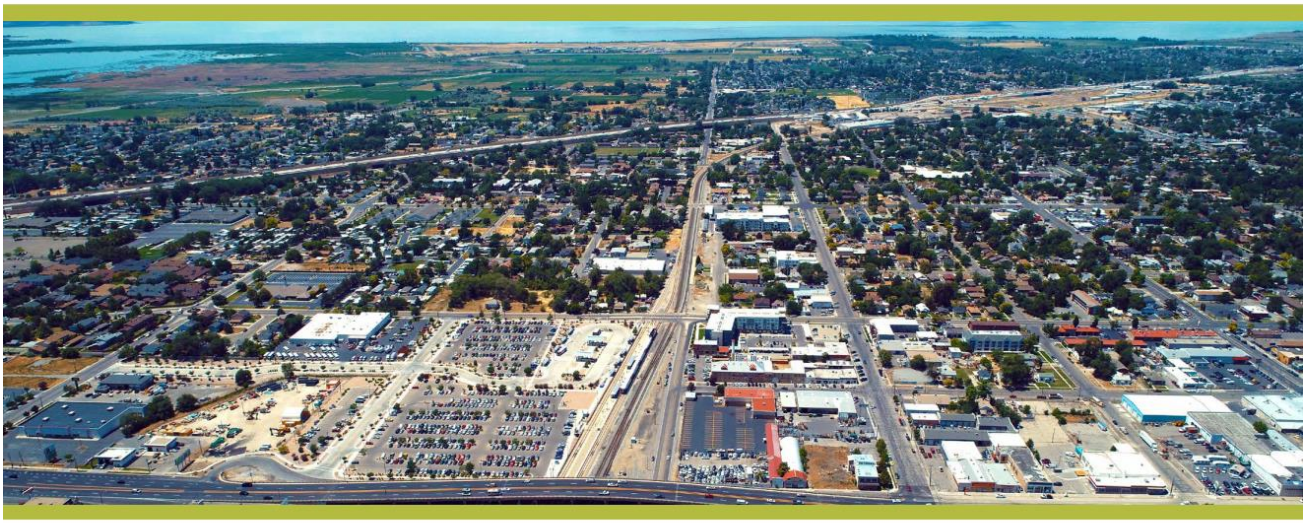
1. Proposed Ordinance Text

Attachment 1 – Proposed Ordinance Text

STATION AREA PLAN

PROVO STATION

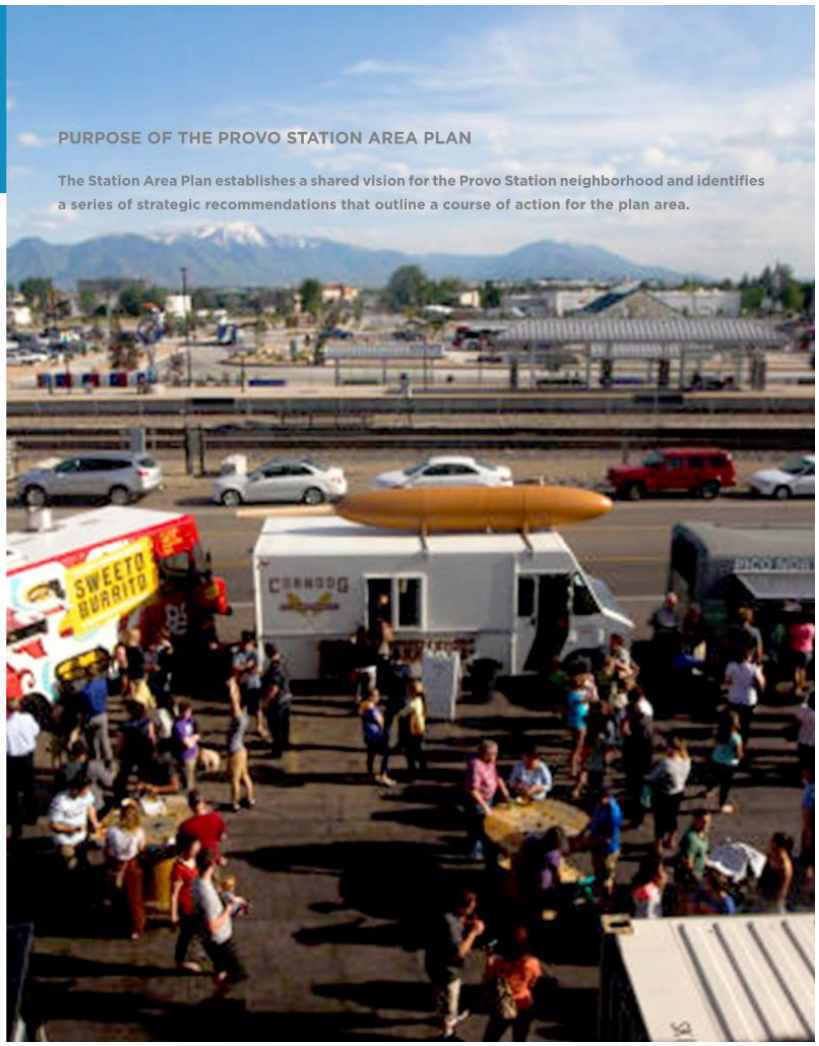
July 2018



provo WELCOME HOME UTA

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Key Initiatives & Strategies 10
Station Area Illustrative Concept Plan 15
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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.

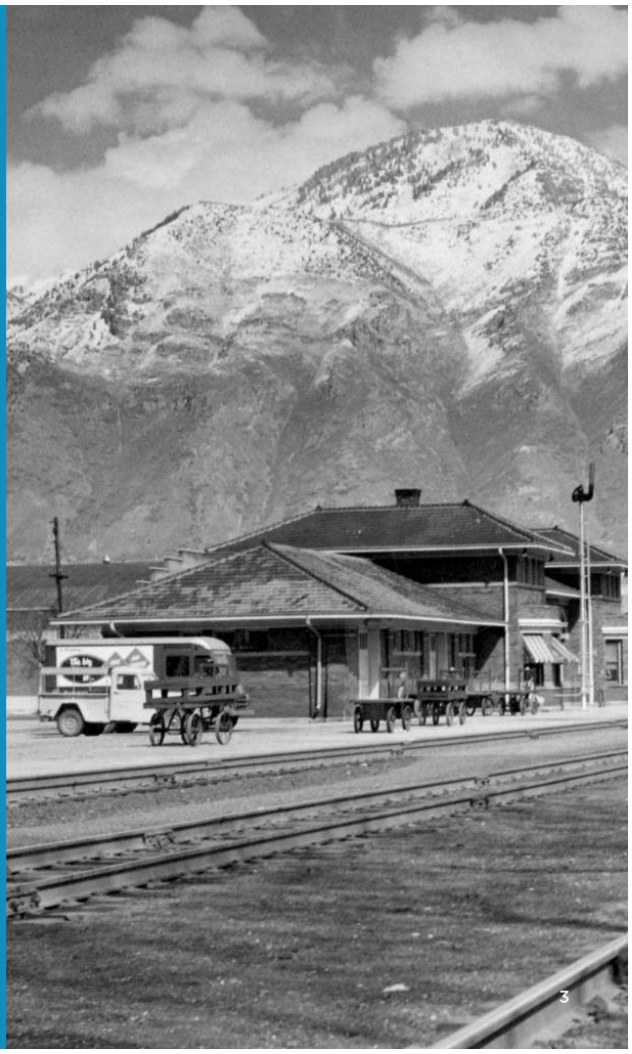
Introduction

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.

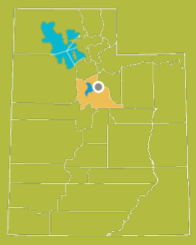


Community/Station Area Profile

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

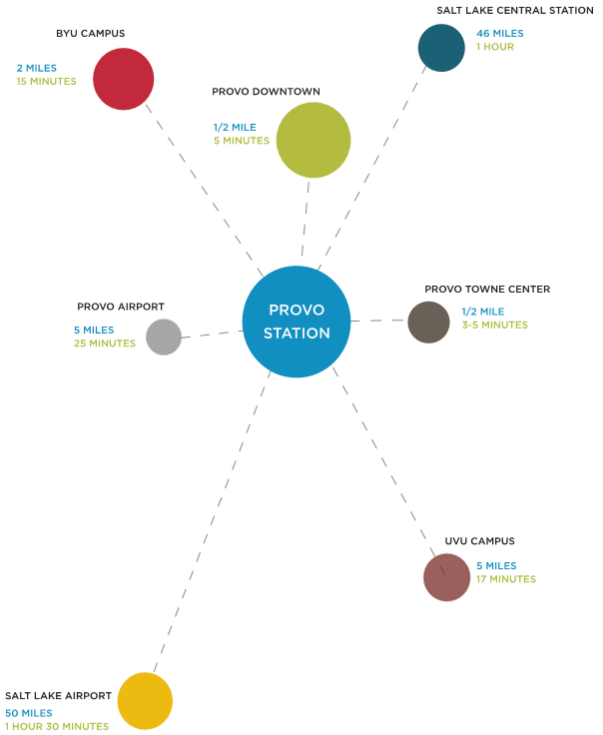
Pedestrian bridge over rail lines planned w/ First Mile/Last Mile TIGER grant funding

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



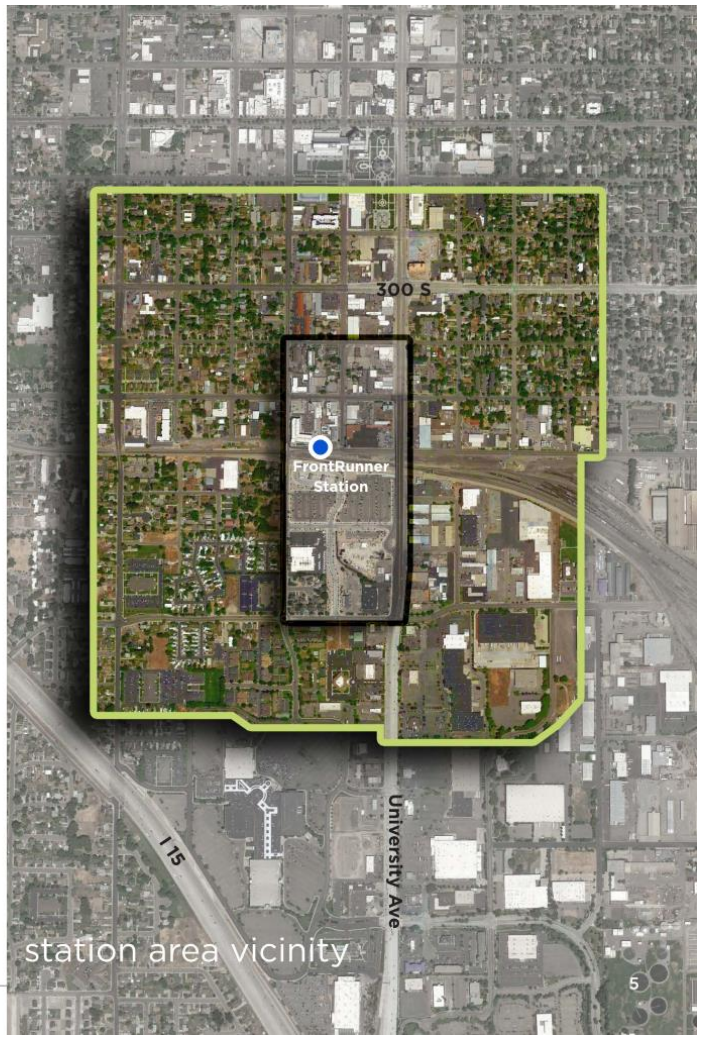
*DISTANCE IN MILES
*TRANSIT/WALK TRAVEL TIME IN MINUTES

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.




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Planning & Outreach Process

OVERVIEW

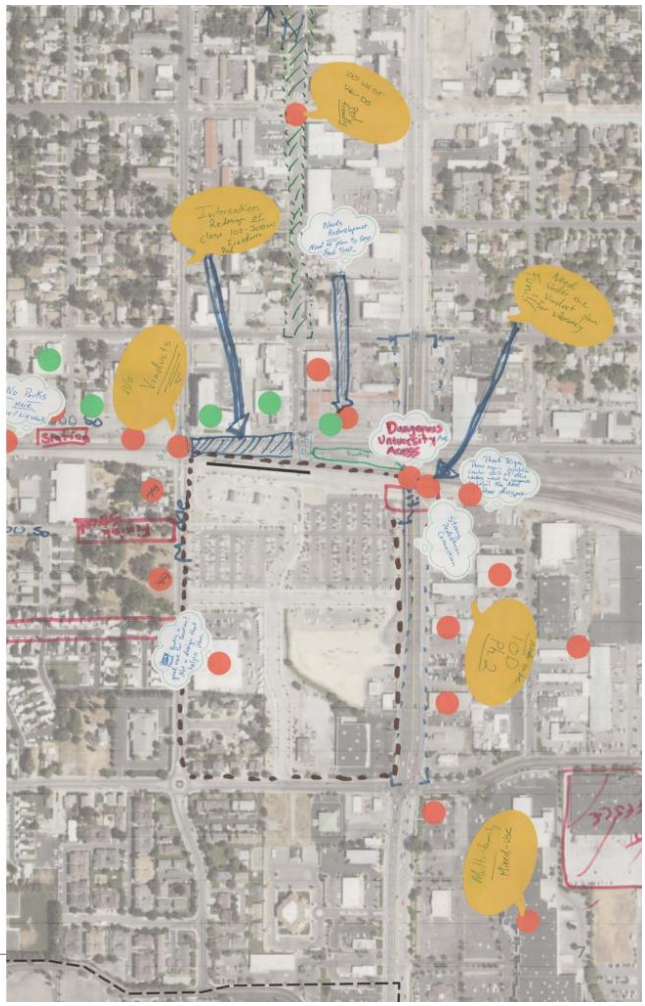
The planning and outreach process for the Provo Station area helped capture past and current understandings of the ideas and concepts for the neighborhood's future. This plan will be used as a policy guide for decision-making regarding the type and intensity of development, infill, and redevelopment 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

SHORT-TERM: STATION AREA OFFICE & RESIDENTIAL

- 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



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**

10



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.

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.

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.

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 f**or larger employers, as well as business incubation and start-up entities that desire a more urban, multi-modal setting served by transit.

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.

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.

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.

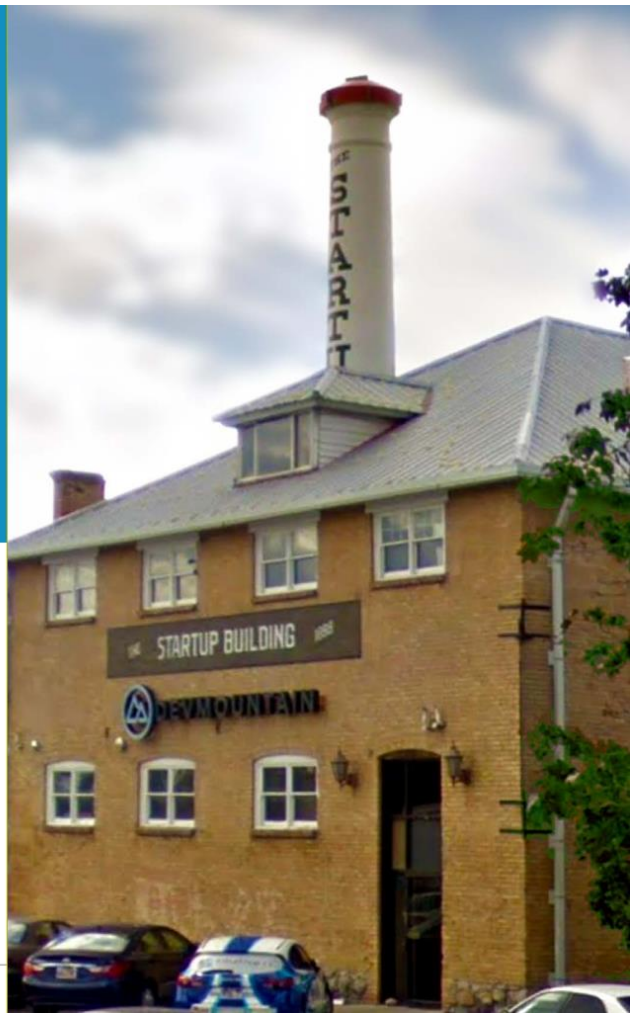
D Utilize CDA funds to help **enhance streetscapes and add open space and public art in the station area neighborhood.** Cities generally see a return on investment for improvements that create a place where companies want to be.

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

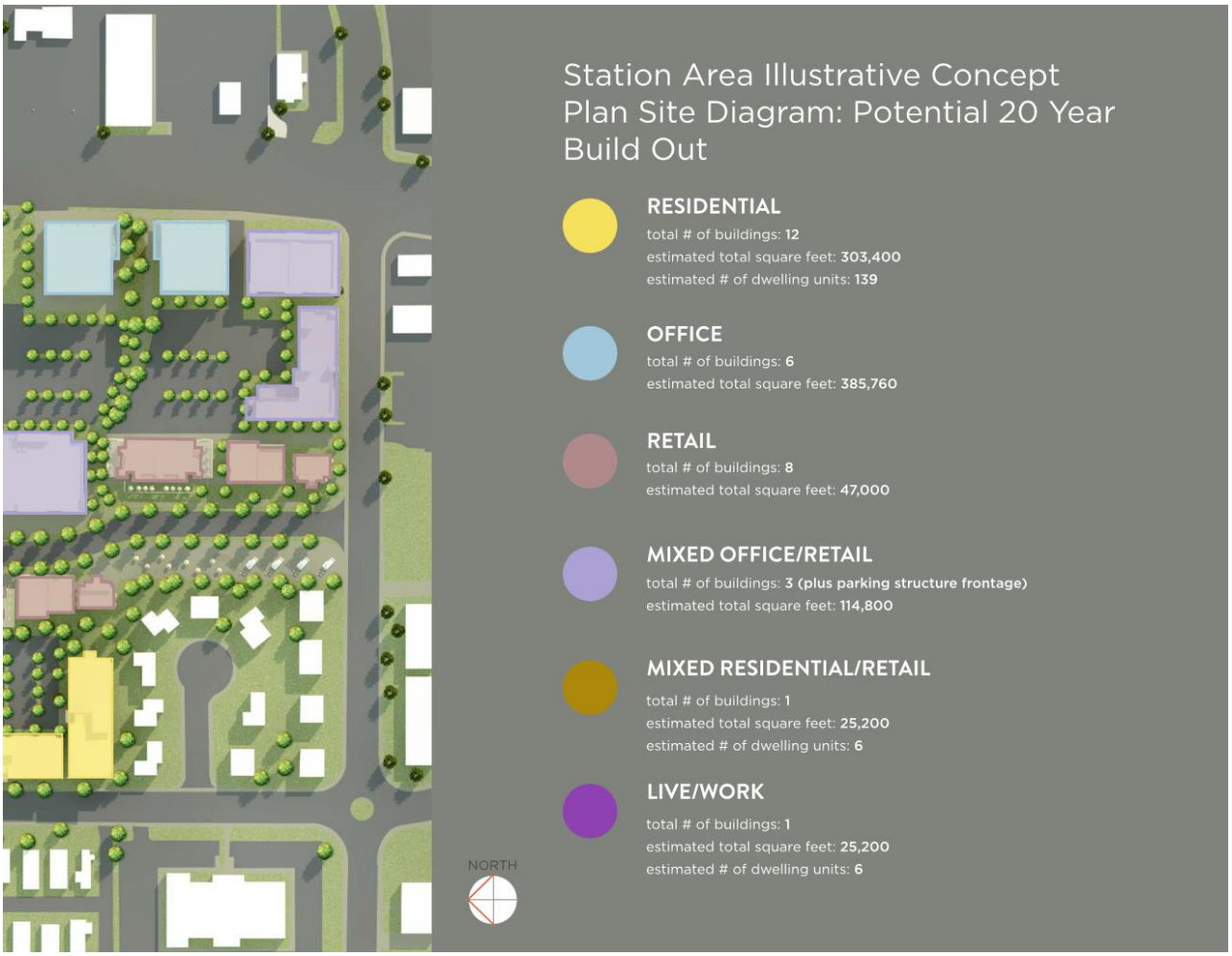
OVERVIEW

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

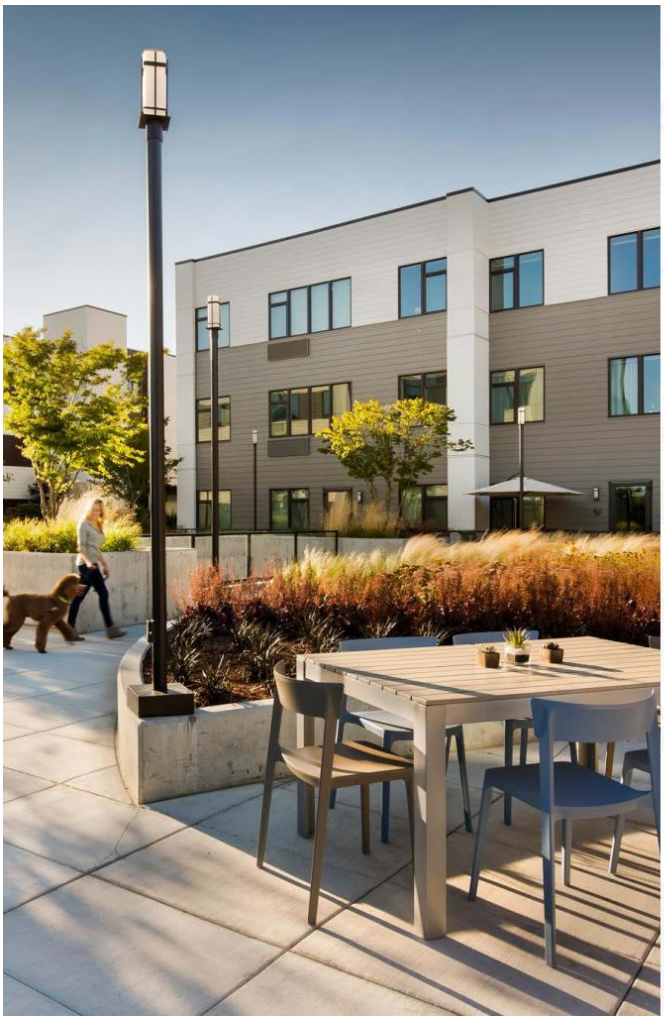

Station Area Illustrative Concept Plan Site Diagram: Potential 20 Year Build Out
RESIDENTIAL
total # of buildings: 12
estimated total square feet: 303,400
estimated # of dwelling units: 139
OFFICE
total # of buildings: 6
estimated total square feet: 385,760
RETAIL
total # of buildings: 8
estimated total 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
NORTH



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.

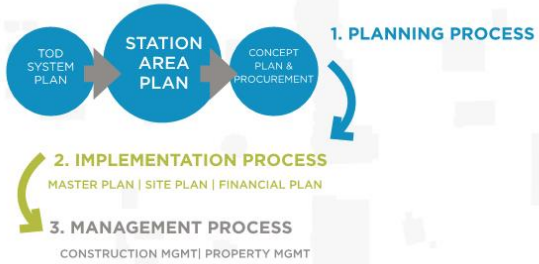


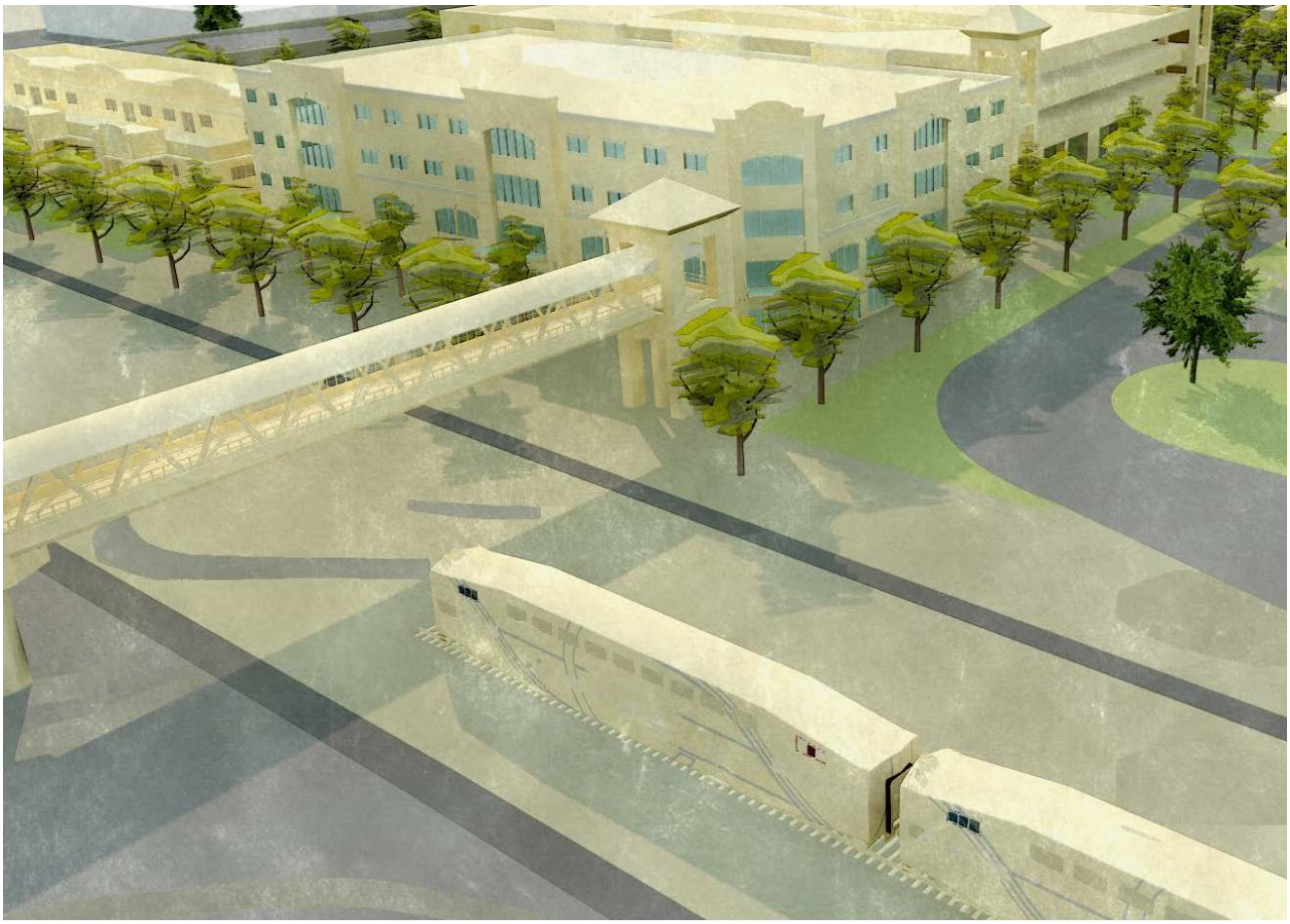


STATION AREA COMPONENT: OFFICE & LIVE/WORK

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.




CAMP 4
PROVO
HIDE & FUR BUILDING

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.

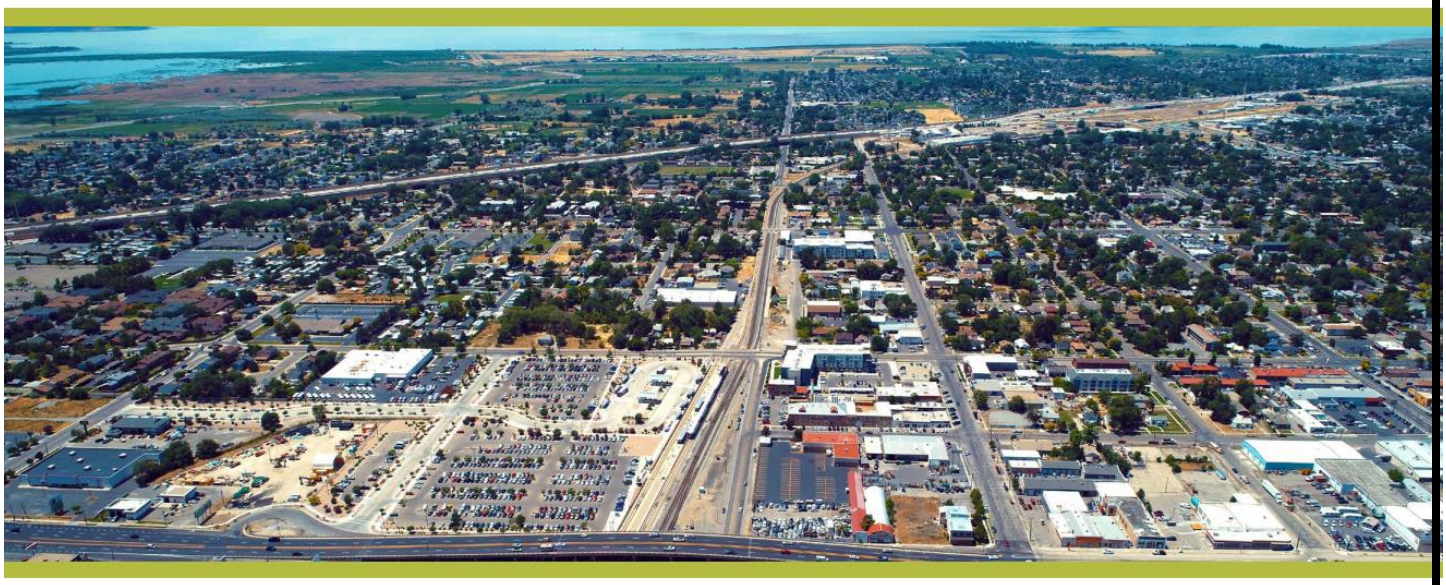
Administrative decisions of the Planning Commission (items not marked with an asterisk) **may be appealed** by submitting an application/notice of appeal, with the required application and noticing fees, to the Community Development Department, 330 West 100 South, Provo, Utah, **within fourteen (14)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



provo WELCOME HOME

UTA

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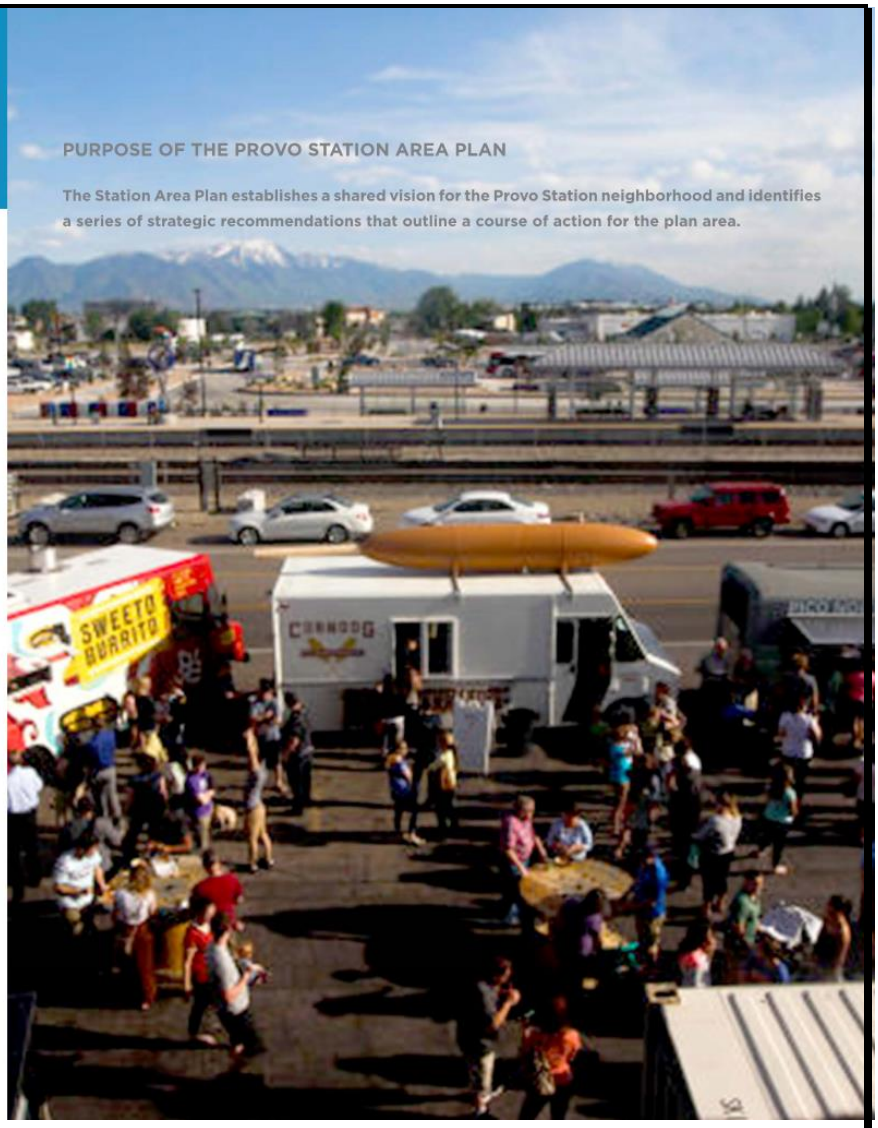
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PURPOSE OF THE PROVO STATION AREA PLAN

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.



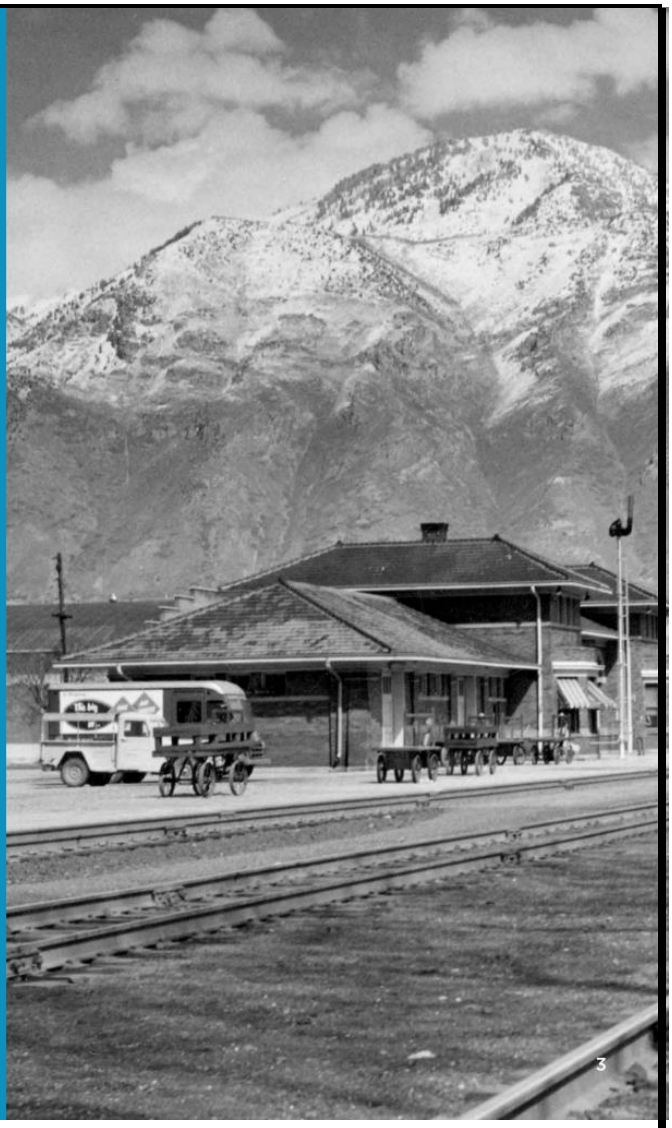
Introduction

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.

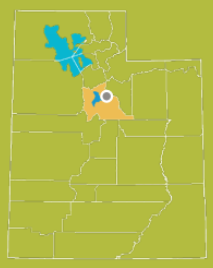


Community/Station Area Profile

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

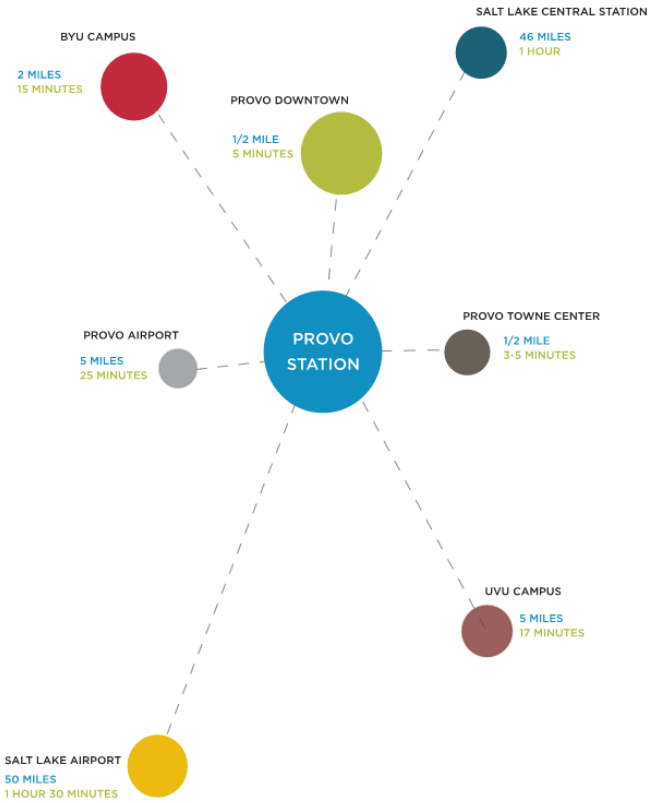
Pedestrian bridge over rail lines planned w/ First Mile/Last Mile TIGER grant funding

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



*DISTANCE IN MILES
*TRANSIT/WALK TRAVEL TIME IN MINUTES

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.




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Planning & Outreach Process

OVERVIEW

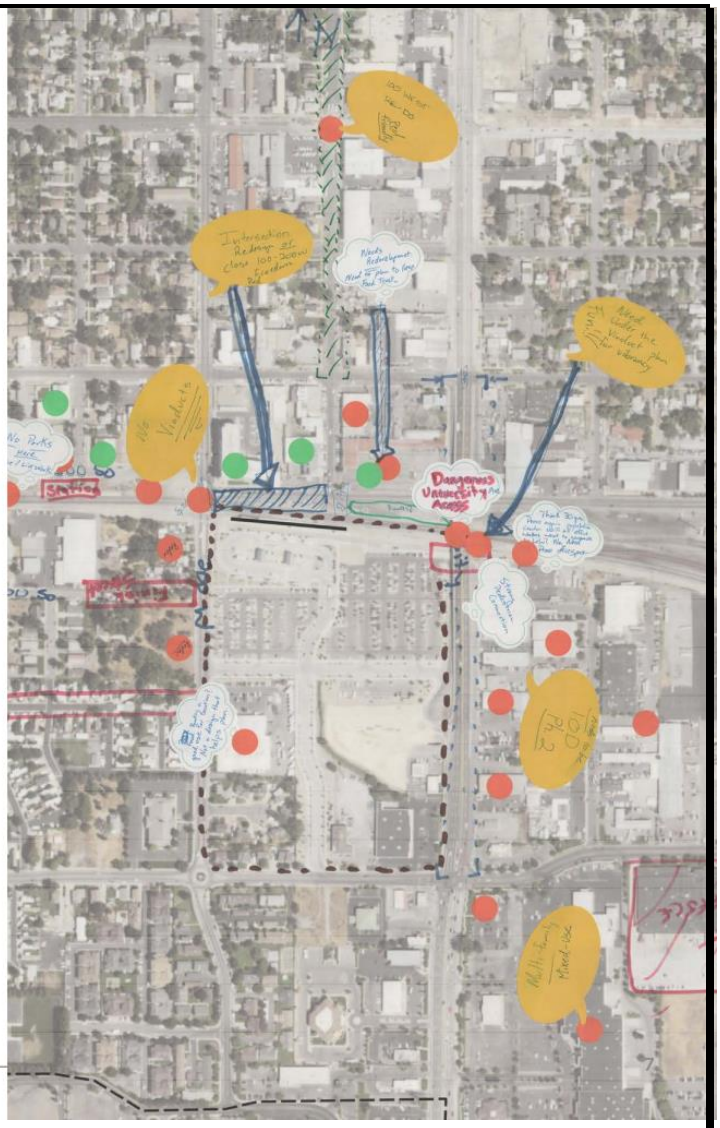
The planning and outreach process for the Provo Station area helped capture past and current understandings of the ideas and concepts for the neighborhood's future. This plan will be used as a policy guide for decision-making regarding the type and intensity of development, infill, and redevelopment 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

SHORT-TERM: STATION AREA OFFICE & RESIDENTIAL

- 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



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.

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.

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.

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 f**or larger employers, as well as business incubation and start-up entities that desire a more urban, multi-modal setting served by transit.

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.

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.

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.

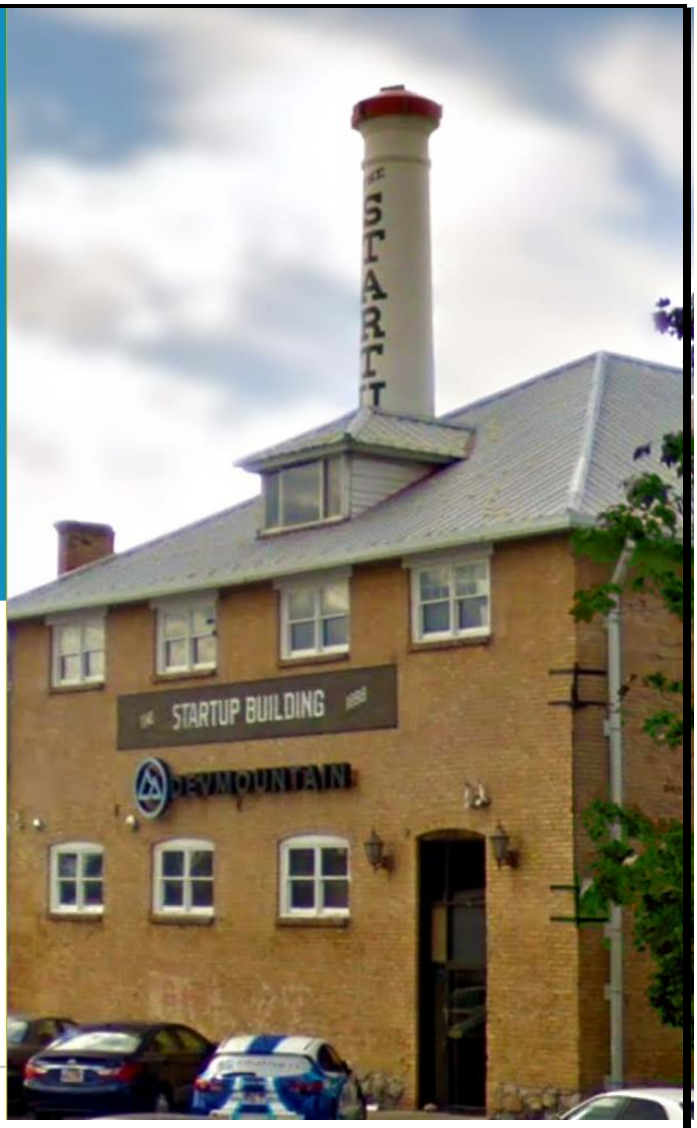
STRATEGIES

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.

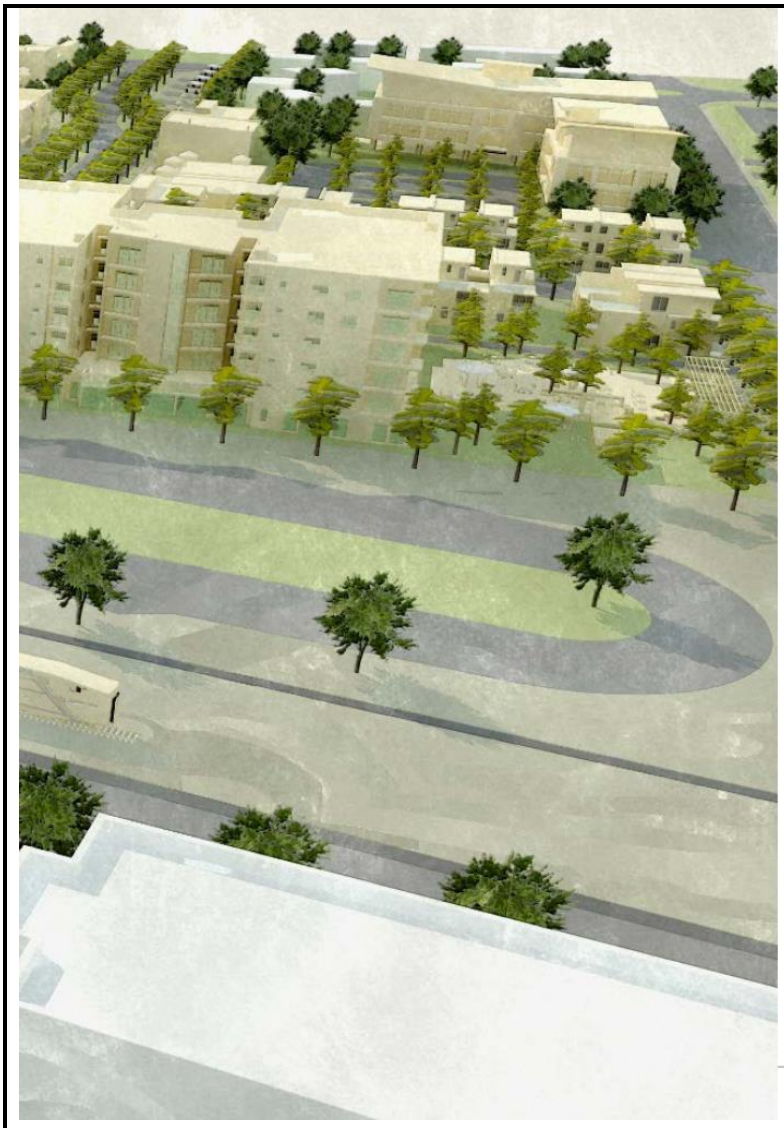


4 Establish a consistent network of physical and visual connections



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.





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**

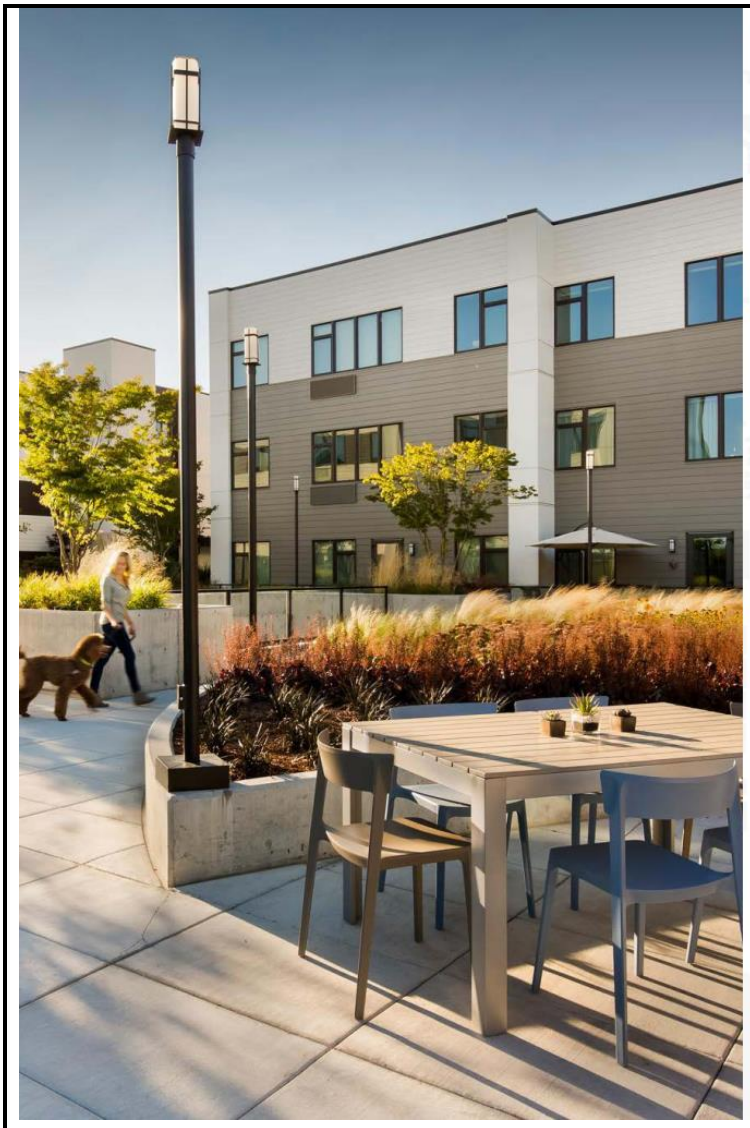
NORTH



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.

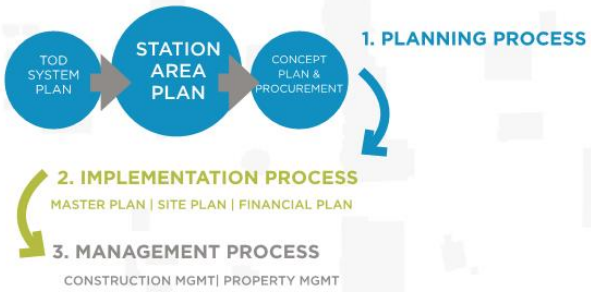


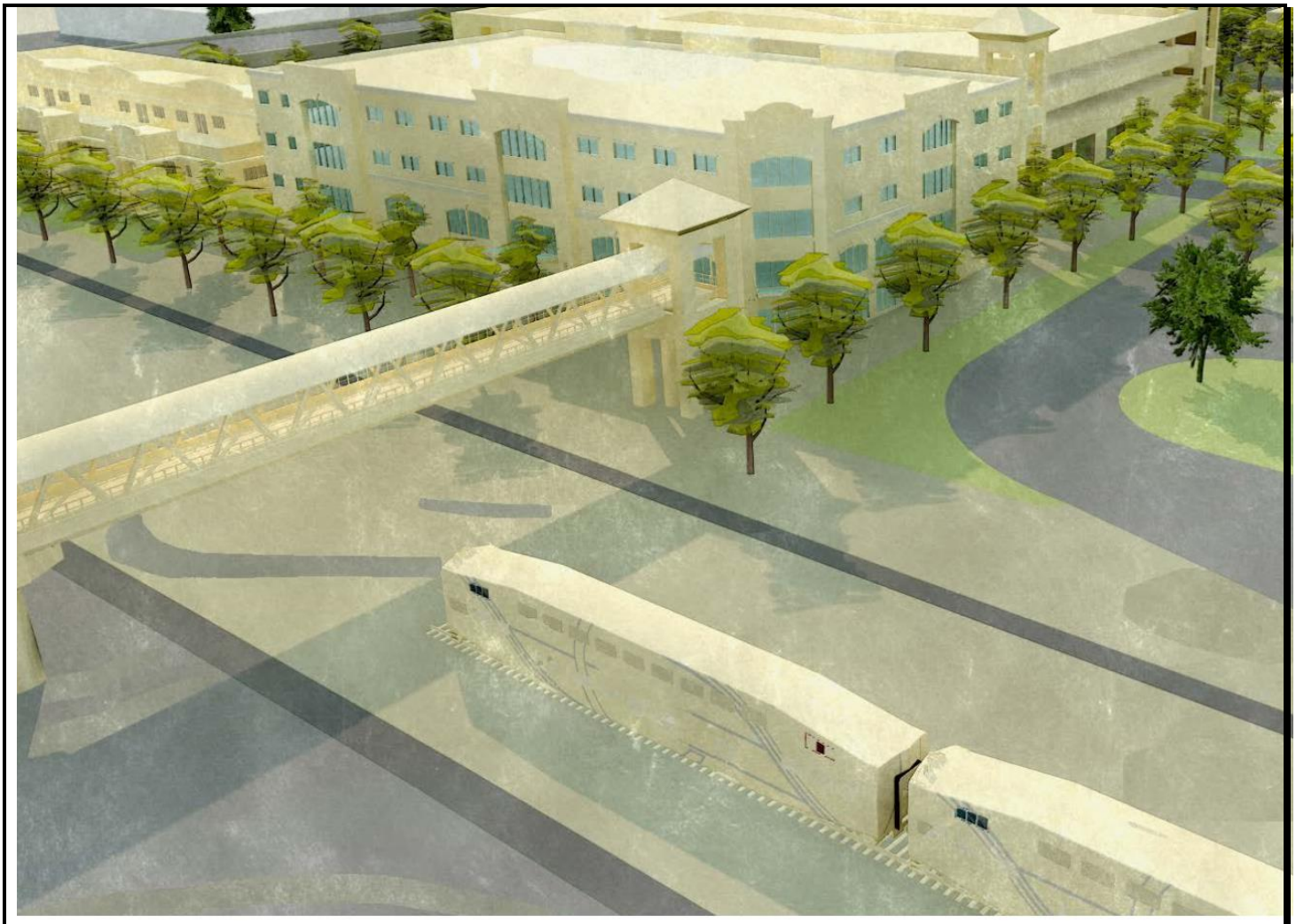


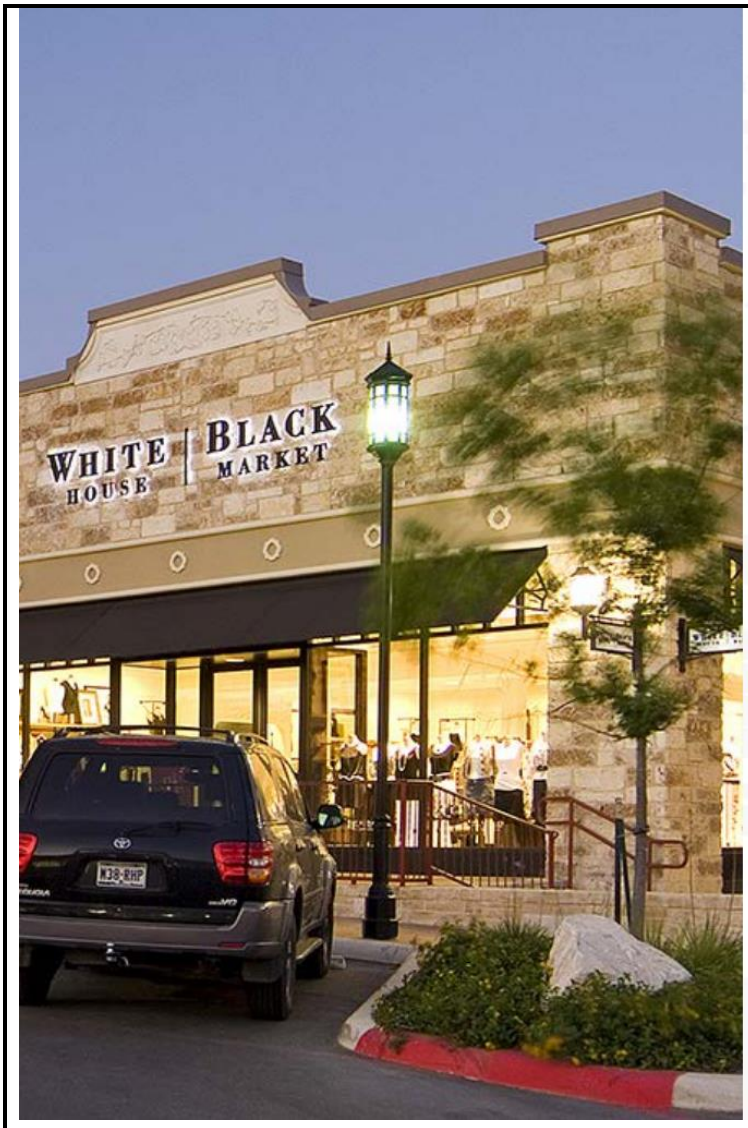
STATION AREA COMPONENT: **OFFICE & LIVE/WORK**

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.



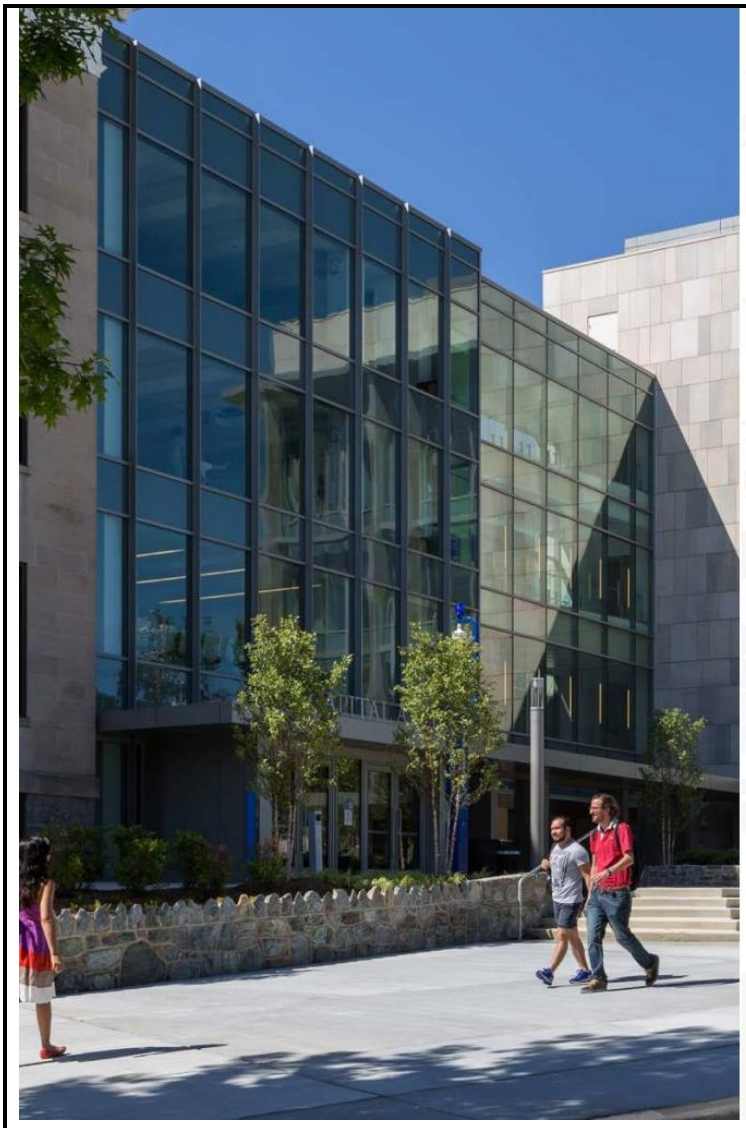




STATION AREA COMPONENT: **RETAIL/RESTAURANT ROW**

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.




CAMP 4
PROVO
HIDE & FUR BUILDING

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





ORDINANCE 2018-.

AN ORDINANCE AMENDING THE GENERAL PLAN TO ADD THE UTAH TRANSIT AUTHORITY STATION AREA PLAN TO THE DOWNTOWN MASTER PLAN AS AN APPENDIX. CITY-WIDE IMPACT. (PLOTA20190059)

WHEREAS, it is proposed to amend the General Plan to add the Utah Transit Authority Station Area Plan to the Downtown Master Plan as an appendix of that Master Plan; and

WHEREAS, the Downtown Master Plan was adopted three years ago; and,

WHEREAS, since then, community stakeholders have collaborated with the Utah Transit Authority, Mountainland Association of Governments, and Provo City staff to create a vision and direction for the Provo Station; and

WHEREAS, the Station Area Plan will be an appendix to the Downtown Master Plan because the Station Area Plan is focused on a smaller geographical area than the Downtown Master Plan; and

WHEREAS, on May 8, 2019, the Planning Commission held a duly noticed public hearing to consider the proposed amendment adding the Utah Transit Authority Station Area Plan of Provo City to the Downtown Master Plan as an appendix and after such hearing the Planning Commission recommended approval to the Municipal Council by a vote of 4:0 and

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

WHEREAS, after considering the Planning Commission's recommendation, and facts and comments presented to the Municipal Council, the Council finds (i) the Downtown Master Plan located within the General Plan should be amended as proposed to add the Utah Transit Authority Station Area Plan as an appendix, and (ii) the proposed amendment reasonably furthers the health, safety, and general welfare of the citizens of Provo City.

NOW THEREFORE, be it ordained by the Municipal Council of Provo City, Utah, as follows:

PART I:

The Provo City Downtown Master Plan is hereby amended as set forth in Exhibit A.

PART II:

A. If a provision of this ordinance conflicts with a provision of a previously adopted ordinance, this ordinance shall prevail.

B. This ordinance and its various sections, clauses and paragraphs are hereby declared to be severable. If any part, sentence, clause or phrase is adjudged to be unconstitutional or invalid, the remainder of the ordinance shall not be affected thereby.

C. The Municipal Council hereby directs that the official copy of the Provo City Code be updated to reflect the provisions enacted by this ordinance.

D. This ordinance shall take effect immediately after it has been posted or published in accordance with Utah Code 10-3-711, presented to the Mayor in accordance with Utah Code 10-3b-204, and recorded in accordance with Utah Code 10-3-713.

END OF ORDINANCE.

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

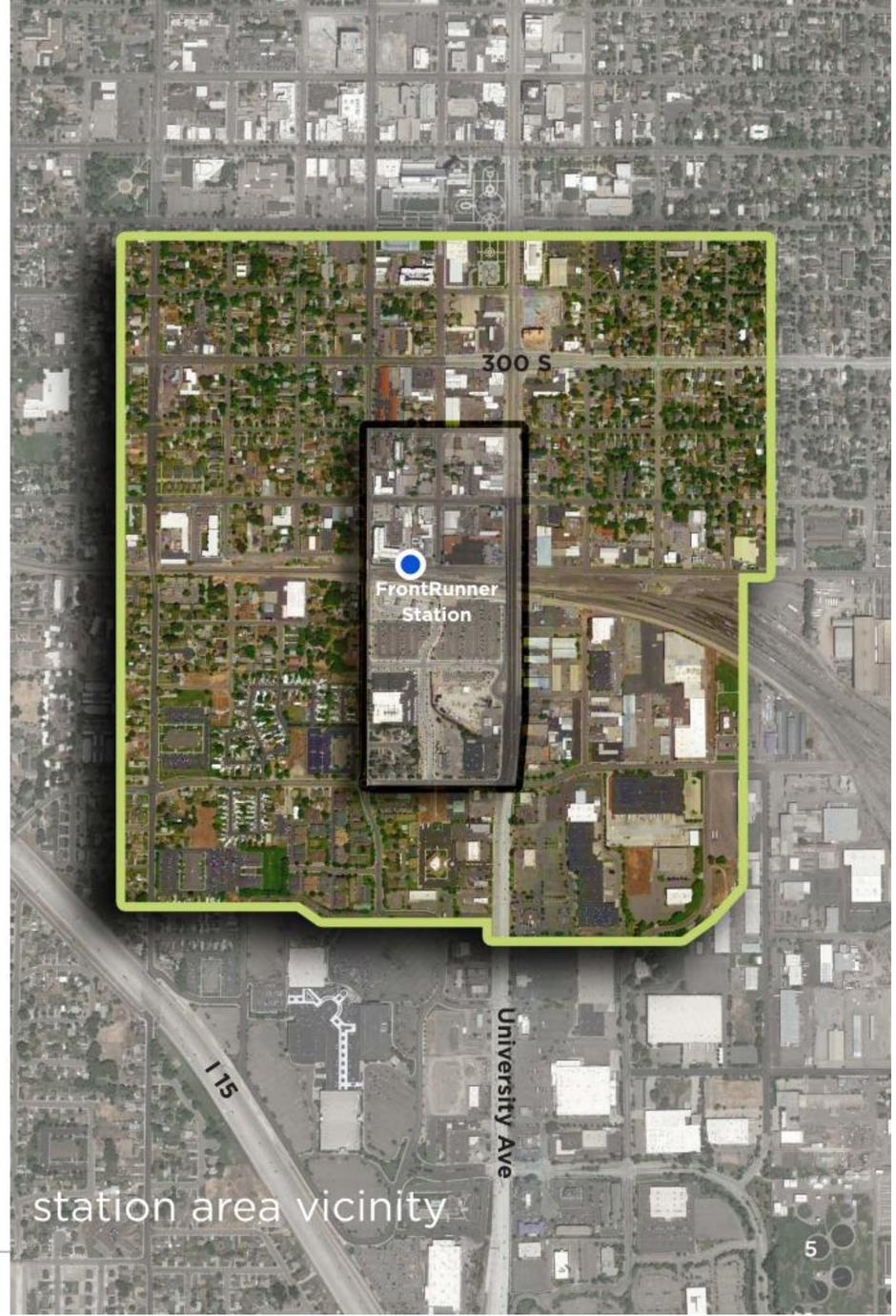
PLGPA20190059

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.



station area vicinity





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**

NORTH

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

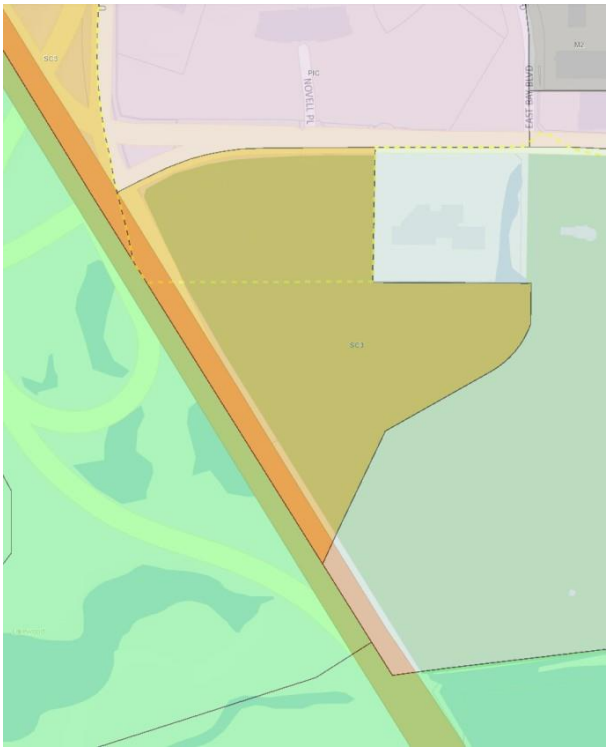
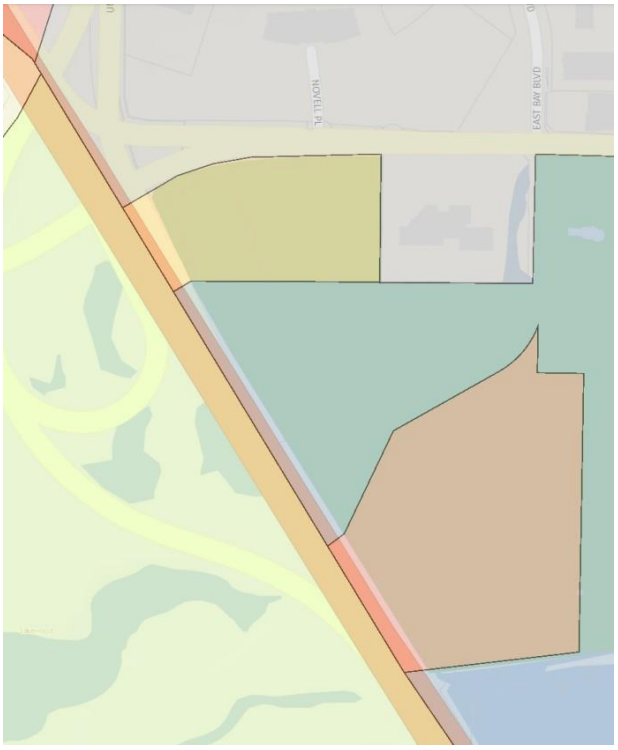
***ITEM 5 Todd Sinks request a Zone Change from Regional Shopping (SC3) to Health Care Facilities Zone (HCF) for 22.12 acres, and to Campus Mixed Use (CMU) for 8.94 acres, located at 178 E 1860 S. East Bay neighborhood. Josh Yost (801) 852-6408 PLRZ20180321**

Applicant: Todd Sinks Staff Coordinator: Josh Yost 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 Development Agreement Proffered: No Council Action Required: Yes **ALTERNATIVE ACTIONS** *1.* **Continue** to a future date to obtain additional information or to further consider information presented. *The next available meeting date is May 22, 6:00 p.m.* *2.* **Recommend Denial** of the proposed rezoning. *This would be a change from the Staff recommendation; the Planning Commission should state new findings*	Current Legal Use: Vacant Property, Golf Course 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. Neighborhood Issues: None noted. 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.

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.

Current Zoning Map	Current General Plan Map
	

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.

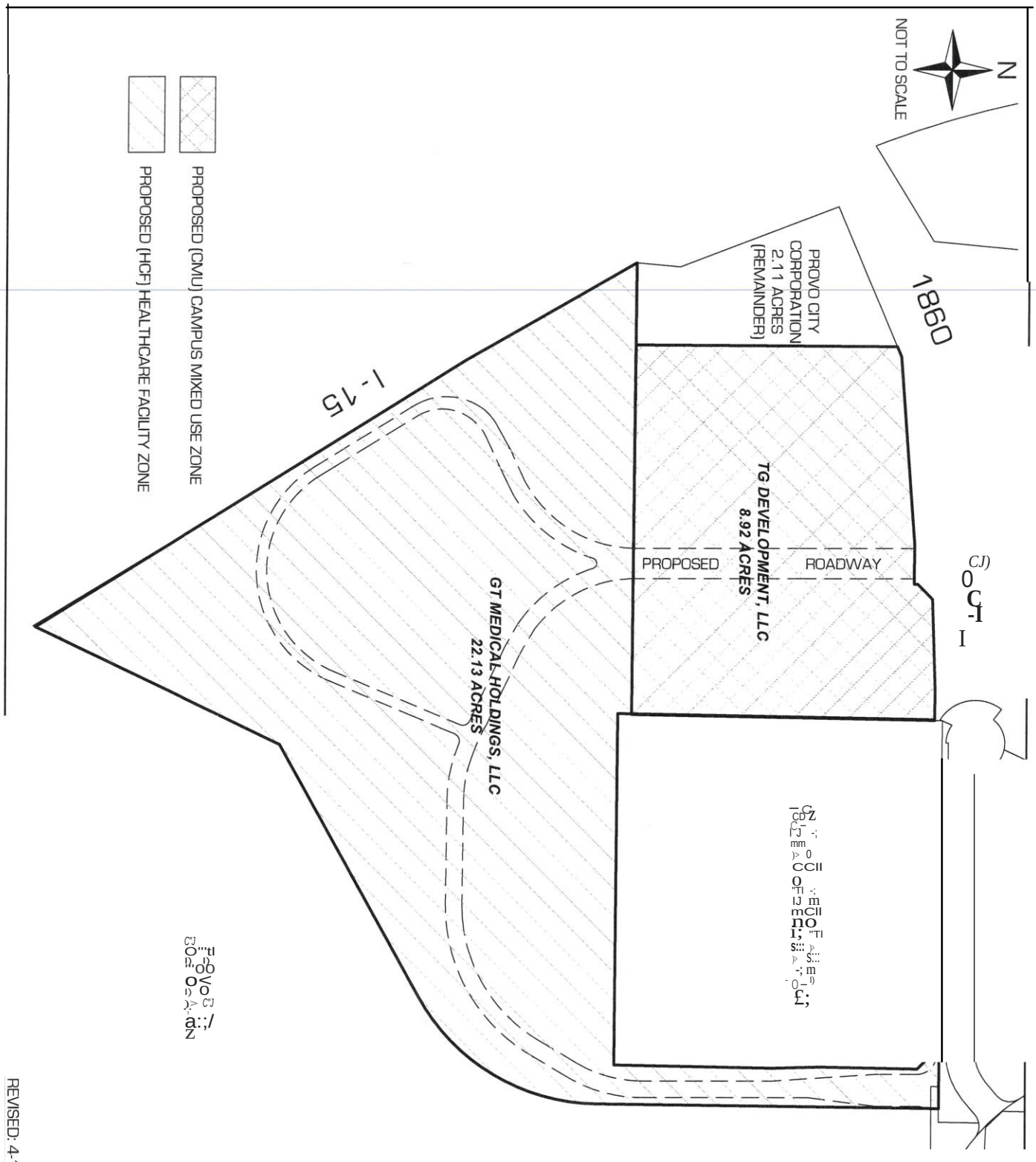
Staff verified the correctness of the existing zoning and General Plan designation for this area.

(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

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PROFESSIONAL LAND SURVEYOR
No. 177675
DENNIS P. CARLISLE
STATE OF UTAH
4-17-19

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

RE-ZONE EXHIBIT

SE¾ OF SECTION 13, T7S, R2E & SW¾ OF SECTION 18, T7S, R3E. SLB&M

*EAST **BAY AREA** OF PROVO, UTAH*

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PROFESSIONAL LAND SURVEYOR
No. 7870
DENNIS P. CARLISLE
STATE OF UTAH

ciuil solutions groupmc.

LEGAL DESCRIPTION
PREPARED FOR
EAST BAY MEDICAL SCHOOL
R OVO : Ur AH
(April 17, 2019)
Project No. 18-361

PROPOSED CAMPUS MIXED USE (CMU) ZONE

A portion of the SEl /4 of Section 13, Township 7 South, Range 2 East, and the SW l/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 lº 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°22'5l "E 40.64 feet; thenc e 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

ORDINANCE 2019-.

AN ORDINANCE AMENDING THE ZONE MAP CLASSIFICATION OF APPROXIMATELY 31.06 ACRES OF REAL PROPERTY, GENERALLY LOCATED AT 178 EAST 1860 SOUTH, FROM REGIONAL SHOPPING (SC3) TO HEALTH CARE FACILITIES (HCF) AND CAMPUS MIXED USE (CMU). EAST BAY NEIGHBORHOOD. (PLRZ20180321)

WHEREAS, it is proposed that the classification on the Zone Map of Provo for approximately 31.06 acres of real property, generally located at 178 East 1860 South (an approximation of which is shown or described in Exhibit A and a more precise description of which will be attached hereto as Exhibit B after the Zone Map has been updated), be amended to facilitate the location of the Rocky Mountain University and associated apartment housing; and

WHEREAS, this proposal contemplates that the classification of approximately 22.12 acres of real property be amended from Regional Shopping (SC3) to Health Care Facilities (HCF), and the classification of approximately 8.94 acres of real property be amended from Regional Shopping (SC3) to Campus Mixed Use (CMU); and

WHEREAS, on May 8, 2019, the Planning Commission held a duly noticed public hearing to consider the proposal and after such hearing the Planning Commission recommended approval to the Municipal Council in a 3:1vote; and

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

WHEREAS, after considering the Planning Commission's recommendation, and facts and comments presented to the Municipal Council, the Council finds (i) the Zone Map of Provo, Utah, should be amended as described herein; and (ii) the proposed zone map classification amendment for the real property shown in the attached Exhibit A reasonably furthers the health, safety and general welfare of the citizens of Provo City.

NOW, THEREFORE, be it ordained by the Municipal Council of Provo City, Utah, as follows:

PART I:

The classification on the Zone Map of Provo, Utah is hereby amended for approximately 31.06 acres of real property generally located at 178 East 1860 South, as described herein.

Specifically, the classification is amended from the Regional Shopping (SC3) Zone to the Health Care Facilities (HCF) Zone for approximately 22.12 acres of the property, and from the Regional Shopping (SC3) Zone to the Campus Mixed Use (CMU) Zone for approximately 8.94 acres of the property.

PART II:

A. If a provision of this ordinance conflicts with a provision of a previously adopted ordinance, this ordinance shall prevail.

B. This ordinance and its various sections, clauses and paragraphs are hereby declared to be severable. If any part, sentence, clause or phrase is adjudged to be unconstitutional or invalid, the remainder of the ordinance shall not be affected thereby.

C. The Municipal Council hereby directs that the official copy of the Zone Map of Provo City, Utah be updated and codified to reflect the provisions enacted by this ordinance.

D. This ordinance shall take effect immediately after it has been posted or published in accordance with Utah Code 10-3-711, presented to the Mayor in accordance with Utah Code 10-3b-204, and recorded in accordance with Utah Code 10-3-713.

END OF ORDINANCE

Exhibit A

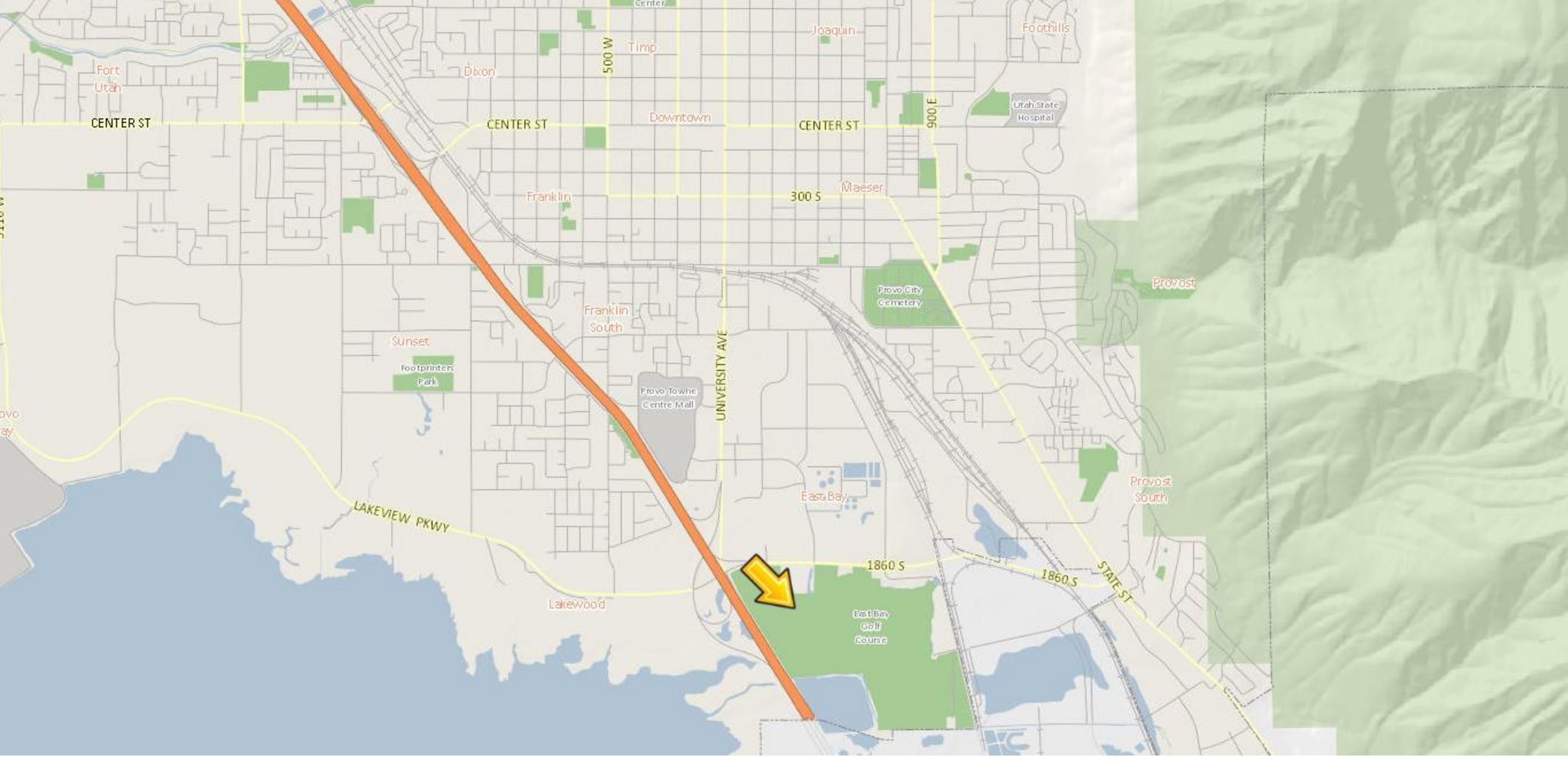
NOT TO SCALE
1860 S
SOUTH
I-15
PROVO CITY CORPORATION 2.11 ACRES (REMAINDER)
TG DEVELOPMENT, LLC 8.92 ACRES
PROPOSED
ROADWAY
GT MEDICAL HOLDINGS, LLC 22.13 ACRES
UNITED STATES OF AMERICA (BUREAU OF RECLAMATION)
PROVO CITY CORPORATION
PROPOSED (CMU) CAMPUS MIXED USE ZONE
PROPOSED (HCF) HEALTHCARE FACILITY ZONE

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


Center
Joaquin
Foothills
Timp
500 W
Fort Utah
Dixon
CENTER ST
CENTER ST
Downtown
CENTER ST
900 E
Utah State Hospital
Maeser
Franklin
300 S
Provo City Cemetery
Provost
Franklin South
Sunset
Footprinters Park
Provo Towne Centre Mall
UNIVERSITY AVE
East Bay
Provost South
LAKEVIEW PKWY
1860 S
1860 S
STATE ST
Lakewood
East Bay Golf Course

RE-ZONE EXHIBIT

SE ¼ OF SECTION 13, T7S, R2E & SW ¼ OF SECTION 18, T7S, R3E, SLB&M

EAST BAY AREA OF PROVO, UTAH

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RE-ZONE EXHIBIT

SE ¼ OF SECTION 13, T7S, R2E & SW ¼ OF SECTION 18, T7S, R3E, SLB&M

EAST BAY AREA OF PROVO, UTAH

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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**

Applicant: Steven Turley

Staff Coordinator: Dustin Wright

Property Owner: PROVO SOUTH PARTNERS LLC
Parcel ID#:22:051:0076
Acreage:7.71
Number of Properties: 1
Number of Lots: 1

Council Action Required: Yes

ALTERNATIVE ACTIONS

1. Recommend **Approve** of the requested rezone. *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:
The property is vacant and a residential single-family would be the permitted use for development.

Relevant History:
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.

Neighborhood Issues:
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.

Summary of Key Issues:

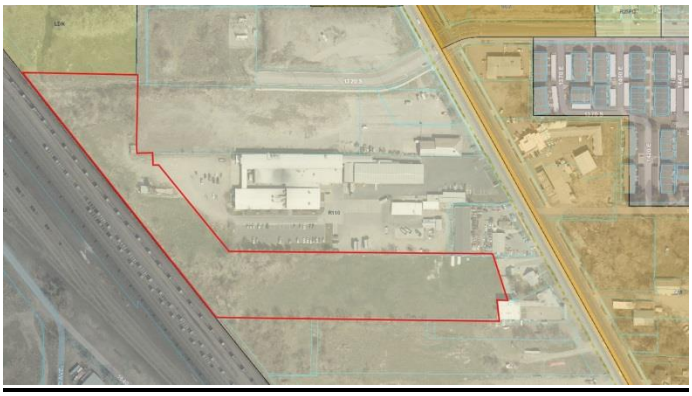
- Proposed rezone is not consistent with the Neighborhood future land use map.
- Future development of this area will require public streets to be installed to meet street frontage requirements of the zone.

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

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

ORDINANCE 2019-.

AN ORDINANCE AMENDING THE ZONE MAP CLASSIFICATION OF APPROXIMATELY 7.71 ACRES OF REAL PROPERTY, GENERALLY LOCATED AT 1060 EAST 1320 SOUTH FROM ONE-FAMILY RESIDENTIAL (R1.10) TO LIGHT MANUFACTURING (M1). PROVO BAY NEIGHBORHOOD. (PLRZ20190117)

WHEREAS, it is proposed that the classification on the Zone Map of Provo for approximately 7.71 acres of real property, generally located at 1060 East 1320 South (an approximation of which is shown or described in Exhibit A and a more precise description of which will be attached hereto as Exhibit B after the Zone Map has been updated), be amended from One-Family Residential (R1.10) to Light Manufacturing (M1); and

WHEREAS, on May 8, 2019, the Planning Commission held a duly noticed public hearing to consider the proposal and after such hearing the Planning Commission recommended denial to the Municipal Council in a 4:0 vote; and

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

WHEREAS, after considering the Planning Commission's recommendation, and facts and comments presented to the Municipal Council, the Council finds (i) the Zone Map of Provo, Utah, should be amended as described herein; and (ii) the proposed zone map classification amendment for the real property shown in the attached Exhibit A reasonably furthers the health, safety and general welfare of the citizens of Provo City.

NOW, THEREFORE, be it ordained by the Municipal Council of Provo City, Utah, as follows:

PART I:

The classification on the Zone Map of Provo, Utah is hereby amended from the One-Family Residential (R1.10) Zone to the Light Manufacturing (M1) Zone for approximately 7.71 acres of real property generally located at 1060 East 1329 South, as described herein.

PART II:

A. If a provision of this ordinance conflicts with a provision of a previously adopted ordinance, this ordinance shall prevail.

B. This ordinance and its various sections, clauses and paragraphs are hereby declared to be severable. If any part, sentence, clause or phrase is adjudged to be unconstitutional or invalid, the remainder of the ordinance shall not be affected thereby.

C. The Municipal Council hereby directs that the official copy of the Zone Map of Provo City, Utah be updated and codified to reflect the provisions enacted by this ordinance.

D. This ordinance shall take effect immediately after it has been posted or published in accordance with Utah Code 10-3-711, presented to the Mayor in accordance with Utah Code 10-3b-204, and recorded in accordance with Utah Code 10-3-713.

END OF ORDINANCE

Exhibit A

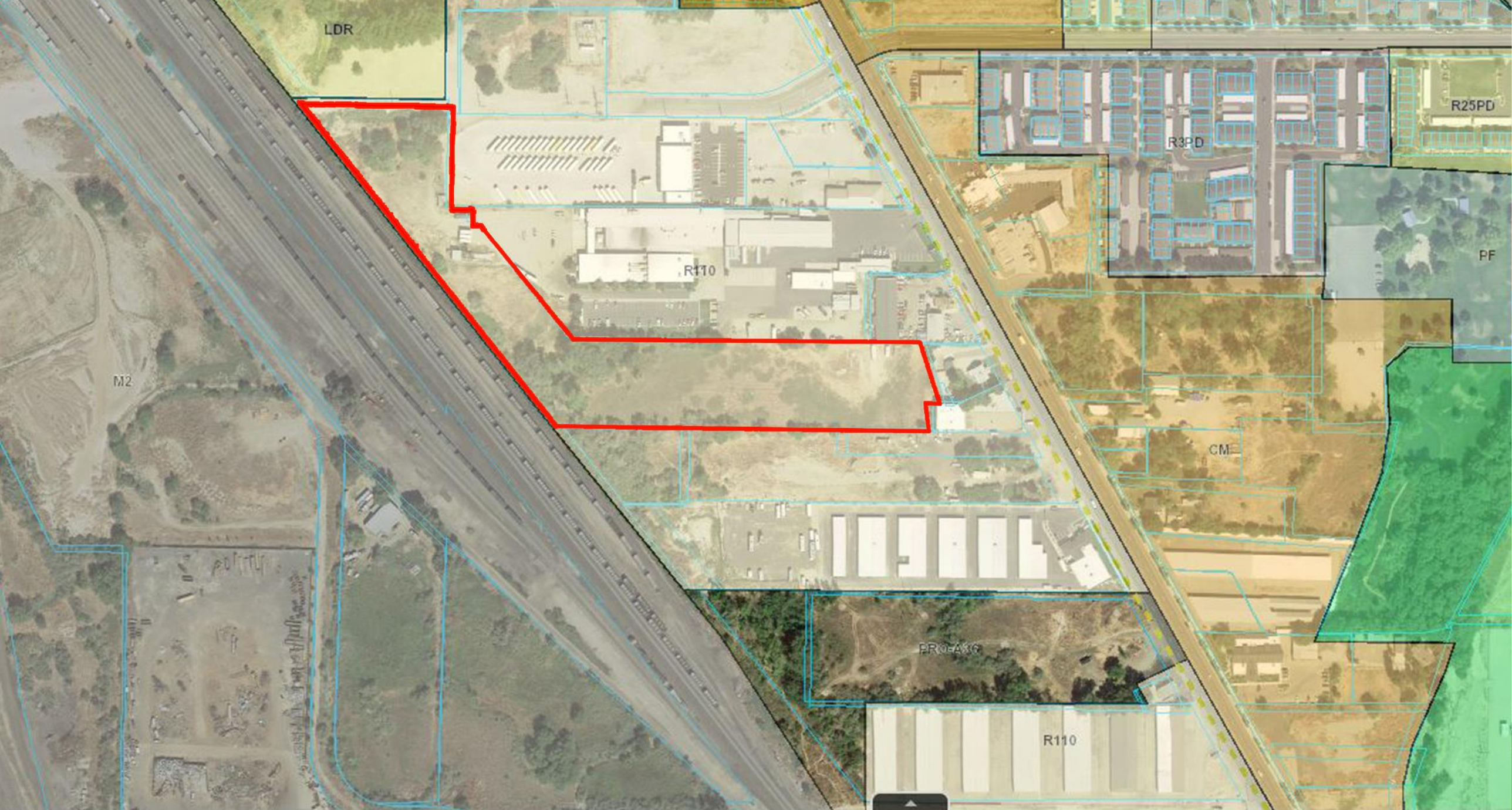
Current Zoning Map	Current General Plan Map
	

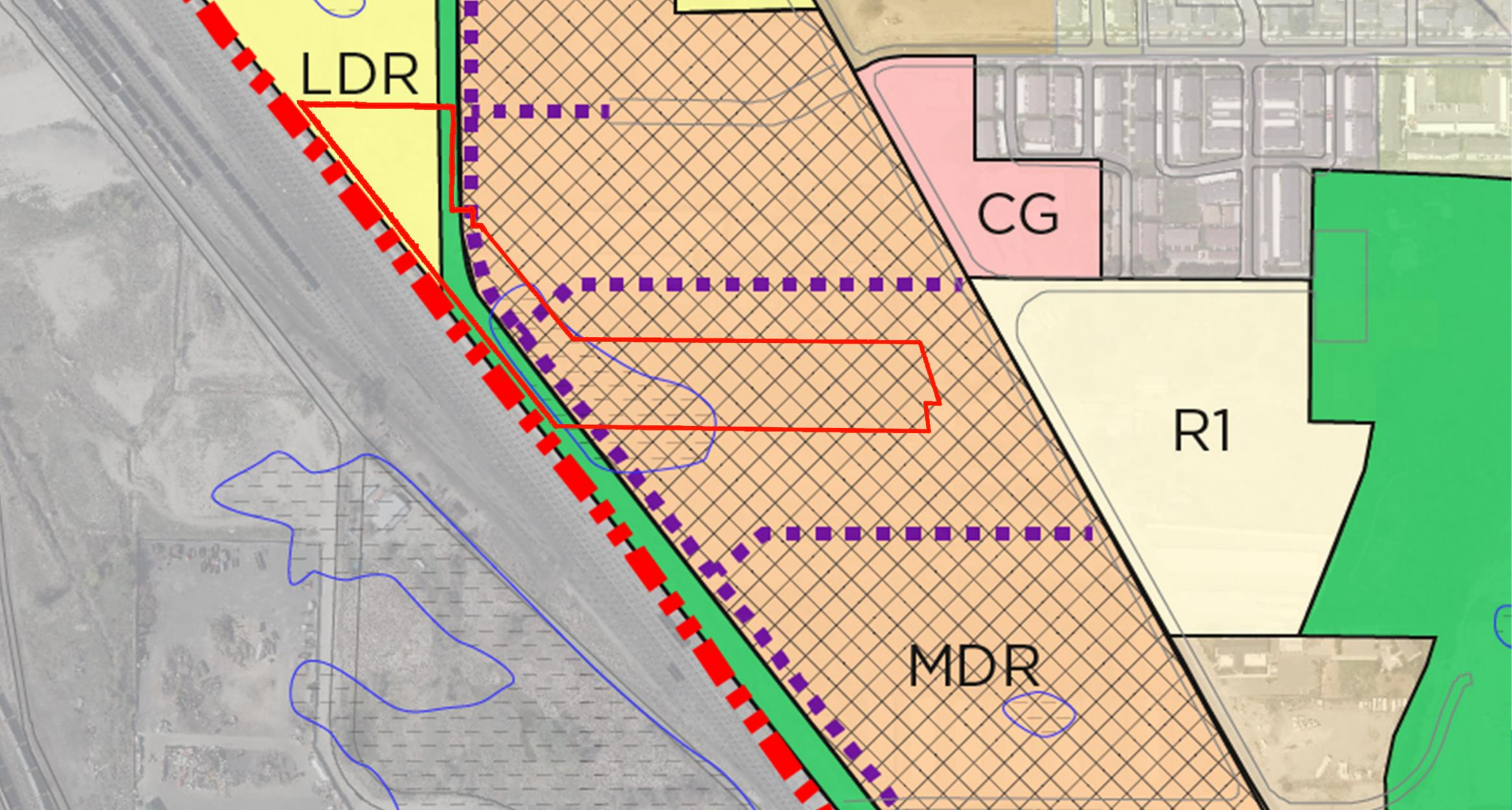
ITEM 7*

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
R110
R3PD
R25PD
PF
M2
CM
PROPOSED
R110


LDR
CG
R1
MDR

Provo City Municipal Council

Staff Memorandum

General Plan Implementation Report - 2019

Council Staff

Executive Summary

Full Report

See the General Plan Implementation Report for the full report or contact Cliff Strachan at the Council Office. Each column of the spreadsheet for the full report can be filtered (e.g. show only goals with a status of "In Progress") by selecting the inverted pyramid next to each column header, clicking on "Clear" under "Filter by Values," and then selecting the categories you want shown. When you are finished, please remove your filters for the next person who uses the spreadsheet.

Background

Provo City Code 2.50.130(o) directs the Municipal Council Executive Director to "Coordinate an annual Council review of the priorities and implementation strategies of the General Plan." Pursuant to that mandate, Council staff reached out to all City departments and division that have elements within the General Plan. The departments self-reported about the progress of the goals that fell within the purview of their operations and provided a brief update about their work towards each goal.

Of the 420 goals outlined in the General Plan, 28 have been completed, 13 are in progress toward an end date, 345 are ongoing with no anticipated end date, and 34 have not been started (see Table 1 on page 2).

Table 1: Status Summary

Status	Meaning	Number of Goals with this Status
Not Started	no progress made toward this goal	34
In Progress	goal is in progress toward an expected end date	13
Ongoing	goal is in progress with no expected end date	345
Completed	goal is completed	28
TOTAL		420

The majority of the goals in the General Plan relate to the daily operations of various City departments, and so many of those goals have been reported as "ongoing."

Notable examples of goals completed include those listed in the table below.

Table 2: Notable "Completed" Goals

Goal Reference	Goal Statement	Responsibility 1/2/3	Notes
1.4.13.6	Ensure that adequate measures are in place to protect the Provo Airport from the encroachment of incompatible development.	Community Development/ Public Works	Airport Protection Area has been adopted for this purpose.
3.4.4.1	Initiate actions necessary to encourage other cities within the county to accommodate a share of the rental housing market.	City Council	In response to the Housing Gap Coalition's efforts, the City Council adopted a resolution expanding its affordable housing policies and encouraging other Utah County cities to expand their policies.
8..4.1.8	Consider options to expand the use of the Peaks Ice Arena that may include additional fitness and recreational opportunities.	Parks and Recreation	The Parks Department has completed Fieldhouse Fitness and has submitted a proposal to the State Legislature to expand turf facilities and upgrade locker room areas.

Implications for the Budget

General Plan items can have implications for annual budgets as some items require additional funds. Please refer to the rest of this section for a selection of examples.

While not technically a department, the Landmarks Commission noted on two goals that they lack sufficient grant money to identify and preserve historical sites outside of the downtown area.

Community Development noted that accomplishing the goal to conduct a comprehensive, city-wide housing audit (3.4.2.1) would require a budget allocation. However, there may be a way to do this by partnering with the Provo City Housing Authority and others.

And Public Works Engineering, concerning the goal to "Work towards becoming a gold-level bicycle-friendly city" (2.4.2.9) reported that "Provo is currently a silver-level bicycle-friendly city. Additional bicycle facilities will be implemented as funding is available in conjunction with capital improvement projects." If the Council desires to accelerate this goal, additional funding will likely be necessary.

Trends and Recommendations

For the 34 goals reported as "Not Started," the notes provided by the departments fell into the 9 categories listed in the table below.

Table 3: Notes for "Not Started" Goals

Note Type	Number of Goals with this Note
Goal is unclear	6
Goal is contradictory	1
Did not know the goal existed	2
Not the purview of that department (with no other department identified)	4
Policy decision needed	6
Hit a roadblock	6
Lacking staff or means	2
Actually have started	5
Blank	2

The most frequently noted reasons for not making progress toward a goal are that the department felt the goal lacked clarity (6 goals), needed a policy decision to be made before taking action (6 goals), or ran into a roadblock (6 goals). Please see the tables on the following pages for a complete list of goals in each category.

Table 4: Goal Noted as Lacking Clarity

Goal Reference	Goal Statement	Responsibility 1/2/3	Notes
2.4.3.15	Create a comprehensive safety management system for traffic.	Public Works (Engineering)	Please provide further clarification of this goal and objectives.
3.4.1.10	Identify criteria for properties with potential for multi-family and one-family housing.	Community Development	Criteria to determine what?
3.4.1.8	Increase direct, landlord responsibility and accountability for overuse of city resources.	Community Development	Goal is unclear
7.4.16.5	Target land uses that bring more people to the downtown area.	Economic Development	Economic Development needs more direction on this goal. Lots of different uses could bring people downtown, but not all of them would be in line with the Council's goals for Downtown.
1.4.3.2	Encourage home ownership and preservation through neighborhood-qualified economic assistance programs.	Redevelopment Agency/ Council	What are neighborhood qualified assistance programs? Different from HUD designated census tracts? Looking to select neighborhoods other than the pioneer neighborhoods? Supplement the Council Neighborhood program?
7.4.14.1	Encourage performance standards for commercial developments.	Economic Development	Economic Development would like the Council to clarify what they mean by performance standards. Are these measured in sales tax, property tax, capital investment, job creation, or quality of life? A policy decision needs to be explored.

Table 5: Goal Noted as Rquiring a Policy Decision

Goal Reference	Goal Statement	Responsibility 1/2/3	Notes
1.4.8.8	Encourage diversity of age groups in neighborhoods.	Community Development	Housing type diversity? A policy decision needs to be explored.
7.4.7	Maximize the vast second language skill set in the community.	Economic Development	There are no current initiatives to pursue this goal and no specified aim. Economic Development would gladly receive input from the Council and Administration.
7.4.7.1	Take better advantage of Provo's second language resources to improve business opportunities and services. Provo City and the business community enjoy a relationship based on mutual need, trust, and cooperation. Provo City and the business community understand and realize that each relies on the other to be successful and healthy.	Economic Development	There are no current initiatives to pursue this goal and no specified aim. Economic Development would gladly receive input from the Council and Administration.
3.4.1.9	Continue the support of neighborhood loan and grant programs that encourage owner occupancy or long term residency and neighborhood revitalization.	Redevelopment Agency	Redevelopment worked with NeighborHood Services before the recession in 2008 when many of their homes were rented. They have not had any recent efforts toward this goal specifically, though they are aware of Council discussion regarding a renewed focus on home ownership. One option discussed has been a community land trust.
3.4.2.6	Promote low cost land or subsidies in the form of reduced impact fees and down payment and financing assistance.	Economic Development/ Redevelopment Agency/Council	The Council is currently exploring these tools.
7.4.17.1	Encourages non-polluting business and industry to locate in Provo	Economic Development	Economic Development does not encourage smokestack industries. There are no inducements or incentives for especially clean industries to come to Provo.

Table 6: Goal Noted as Having Hit a Roadblock

Goal Reference	Goal Statement	Responsibility 1/2/3	Notes
6.4.8	Preserve historic or unique historic homes and buildings.	Landmarks	Because of political sensitivity, no new districts have been created. There are three National Register Historic districts in the city. Just resurveyed the East historic district for homes that were built up to the 60's for potential redistricting and inclusion on the national register.
1.4.11.5	Limit additional rental housing outside areas specifically planned for higher density development.	Community Development/ Housing Committee	This may be difficult, as all housing in Provo can be rented. Any type of ordinance amendment to provide enforcement for non-rentable housing would likely be considered unlawful.
3.4.2.4	Limit additional rental housing outside areas specifically planned for higher density development.	Community Development	We cannot regulate the form of ownership.
5.4.17	Improve Provo City's recycling program beyond the yard waste program to include a drop-off recycling center, curbside recycling program, or combination of both drop-off and curbside recycling programs for metals, cardboard, plastics, newspaper, and other waste products, with recycling benefits to reduce landfill requirements and save energy.	Public Works (Sanitation)	The recycling market worldwide continues to decline given China's refusal of recycled material. Provo City Sanitation continues to encourage recycling despite significant increases in costs. Sanitation maintains three cleanup spots that are listed on their website. They also have a glass recycling bin at the City Center.

Table 7: Goal Noted as Having Hit a Roadblock, cont.

Goal Reference	Goal Statement	Responsibility 1/2/3	Notes
6.4.2.1	Revise the city's Landmark Preservation Ordinance to strengthen the city's ability to prevent the destruction of Provo's unique historic resources.	Landmarks	The Landmarks Preservation Ordinance is very capable of preventing the destruction of Provo's union the Landmarks Register. The City's largest historic resources that are actually listed t obstacle to the protection of these resources is the unwillingness of the Council to nominate resources to the register over the objection of property owners and the Council's willingness to remove resources from the register at the request of property owners. If we can get properties on the register and keep them on the register, the ordinance will protect them.
5.4.7.5	Where appropriate purchase alternative fuel vehicles for the city fleet.	Public Works	City has repeatedly considered the use of natural gas generated on site at the City's Water Reclamation Facility in City vehicles. Electric vehicles have also been considered. At present, fleet managers are reluctant to embrace these options because of the increased workload, variability of performance, reliability of the vehicles, and learning curve involved with these new options.

Next steps

Council staff will:

- Continue to review and promote the General Plan among City departments.
- Provide lists of General Plan goals that are unclear, not started, require policy direction, etc. to the Planning Commission, which is working on another update of the General Plan) and the Council.
- Work with City Departments to remove impediments or find solutions to these problematic goal statements.
- Report back to the Council with recommended changes to the goals.