



PROVO MUNICIPAL COUNCIL

Redevelopment Agency of Provo

Regular Meeting Minutes

6:00 PM, Tuesday, November 16, 2021

Room 200, Municipal Council Chambers

Hybrid meeting: <https://www.youtube.com/provocitycouncil> or 351 W Center Street, Provo, UT 84601

Opening Ceremony

Roll Call

THE FOLLOWING MEMBERS OF THE COUNCIL AND ADMINISTRATION WERE PRESENT:

Councilor Shannon Ellsworth

Councilor George Handley

Councilor Travis Hoban

Councilor David Shipley

Chief Administrative Officer Wayne Parker

Council Executive Director Cliff Strachan

Councilor Bill Fillmore

Councilor David Harding

Councilor David Sewell

Mayor Michelle Kaufusi

Council Attorney Brian Jones

Conducting: Chair David Sewell

Prayer – Councilor David Shipley

Pledge of Allegiance – Councilor George Handley

Public Comment ([0:10:16](#))

Chair Sewell opened public comment.

Melanie McCoard, Provo, said the best way to build a community was through a willingness to live together and sacrifice for our common good. She expressed frustration about the enforcement of accessory dwelling units (ADU's) discussion earlier in work meeting because she had heard the exact discussion for the past 25 years. Enforcement efforts should be aimed at property owners and real estate property managers instead of the tenants. They should be fined and their business licenses revoked if they violate the ADU city codes.

Suzanne Metler, Springville, said the proposed parking permit program did not affect her directly, but it indirectly affected the students. By forcing students to pay for on street parking, it would drive them out of Provo. She also noted that on BYU football game days, there were many people parking in the Joaquin neighborhood. The council needed to consider how this would affect game day parking.

Tim Metler, Springville, asked the council to consider splitting the Joaquin neighborhood into two separate neighborhoods. A good portion of the area north of 300 north were mostly investment type properties for student housing. The south portion of the Joaquin neighborhood was more residential. Each area had their own set of concerns and decisions could be based on their specific needs.

With no more comments, Chair Sewell closed public comment.

Action Agenda

1. Resolution 2021-38 adopting the 2022 Council Regular Meeting Schedule (21-108) ([0:20:35](#))

Motion: An implied motion to approve Resolution 2021-38, as currently constituted, has been made by council rule.

Clifford Strachan, Executive Council Director, presented. The proposed calendar was prepared by council staff and reviewed by council leadership. They took into account holidays and special events when preparing the calendar. For the most part, meetings will be held on the first and third Tuesday of each month.

With no council discussion, Chair Sewell called for a vote on the implied motion.

Vote: The motion was approved 7:0 with Councilors Ellsworth, Fillmore, Handley, Harding, Hoban, Sewell, and Shipley in favor.

2. Resolution 2021-39 consenting to the mayor's appointment of the City Recorder for Provo City. (21-111) ([0:22:17](#))

Motion: An implied motion to approve Resolution 2021-39, as currently constituted, has been made by council rule.

Mayor Kaufusi presented. She announced that Heidi Pepinos had been selected as the new Provo City Recorder. Ms. Pepinos has worked in Customer Service and Human Resources. She was a quick learner and delivered things on time and on point. Her interpersonal skills would become a hallmark in her service as city recorder.

With no council discussion, Chair Sewell called for a vote on the implied motion.

Vote: The motion was approved 7:0 with Councilors Ellsworth, Fillmore, Handley, Harding, Hoban, Sewell, and Shipley in favor.

3. Resolution 2021-40 consenting to the appointment of individuals to the Planning Commission. (21-039) ([0:26:13](#))

Motion: An implied motion to approve Resolution 2021-40, as currently constituted, has been made by council rule.

Mayor Kaufusi said they were making an effort to make sure all the boards and commissions were fully staffed. She recommended the following individuals on the Planning Commission.

Miles Miller - ending June 30, 2024

Peter Fife - ending June 30, 2024

Councilor Ellsworth was disappointed that we were moving away from gender parity in the city board and commission makeup. Because of that, she would be voting no.

With no further council discussion, Chair Sewell called for a vote on the implied motion.

Vote: The motion was approved 6:1 with Councilors Fillmore, Handley, Harding, Hoban, Sewell, and Shipley in favor. Councilor Ellsworth was opposed.

4. Ordinance 2021-35 amending Provo City Code to Define Sign Copy Area. Citywide Application. (PLOT20210318) (0:28:41)

Motion: An implied motion to adopt Ordinance 2021-35, as currently constituted, has been made by council rule.

Aaron Ardmore, Provo City Planner, presented. Staff became aware there was ambiguity in the Provo City Code with no definitions for “sign copy area” or “sign face area.” The proposed ordinance would add the following definitions:

“**Sign Copy Area**” shall mean the entire area on which messaging or information is being displayed or on which messaging or information is designed to be displayed, including, but not limited to names, logos, addresses, etc. that are part of or affixed to the sign structure.

“**Sign Face Area**” shall have the same meaning as “Sign Copy Area.”

Chair Sewell invited public comment. There was no response to the request.

With no council discussion, Chair Sewell called for a vote on the implied motion.

Vote: The motion was approved 7:0 with Councilors Ellsworth, Fillmore, Handley, Harding, Hoban, Sewell, and Shipley in favor.

5. Ordinance 2021-36 amending Provo City Code to adopt updated Local Development Standards. Citywide Application. (PLOT20210341) (0:30:20)

Motion: An implied motion to adopt Ordinance 2021-36, as currently constituted, has been made by council rule.

David Day, Provo City Public Works, presented. The proposed ordinance amendments to Section 5.03.020(3) would update the engineering design standards for 2022.

Chair Sewell invited public comment. There was no response to the request.

With no council discussion, and no request to consider this ordinance at the next meeting, Chair Sewell called for a vote on the implied motion.

Vote: The motion was approved 7:0 with Councilors Ellsworth, Fillmore, Handley, Harding, Hoban, Sewell, and Shipley in favor.

6. Ordinance 2021-37 amending the Zone Map classification of approximately 3.8 acres of real property, generally located at 1400 W 890 South from Residential Agricultural (RA) to One Family Residential (R1.10) Zone. Sunset Neighborhood. (PLRZ20210344) ([0:32:30](#))

Motion: An implied motion to adopt Ordinance 2021-37, as currently constituted, has been made by council rule.

Mr. Ardmore said the land was rezoned a few years ago to the RA zone to allow the property owners to subdivide off one lot for a family member. The rezone request to R1.10, would allow the property owners to build five homes on the property for other family members and still have land for agricultural purposes. The property was located at 890 S 1400 W.

Chair Sewell invited public comment. There was no response to the request.

With no council discussion, and no request to consider this item at the next meeting, Chair Sewell called for a vote on the implied motion.

Vote: The motion was approved 7:0 with Councilors Ellsworth, Fillmore, Handley, Harding, Hoban, Sewell, and Shipley in favor.

In response to a question from Councilor Harding, Mr. Ardmore said the entire 3.8 acres was not being rezoned to R1.10, only 1.8 of the 3.8 acres would be rezoned.

Mr. Jones said the ordinance, as written, showed 3.8 acres being rezoned. The council would need to reconsider the ordinance just adopted and then make a motion to amend the text of the ordinance. The amended ordinance would then be the subject of the implied motion.

Councilor Harding made the following motion.

Motion: Councilor Harding made a motion to reconsider Ordinance 2021-37. The motion was seconded by Councilor Ellsworth.

Chair Sewell called for a vote on the motion to reconsider.

Vote: The motion was approved 7:0 with Councilors Ellsworth, Fillmore, Handley, Harding, Hoban, Sewell, and Shipley in favor.

Councilor Ellsworth made the following motion.

Motion: Councilor Ellsworth made a motion to amend the text of the proposed ordinance to say 1.8 acres instead of 3.8 acres. The motion was seconded by Councilor Harding.

Chair Sewell called for a vote on the amended implied motion.

Vote: The motion was approved 7:0 with Councilors Ellsworth, Fillmore, Handley, Harding, Hoban, Sewell, and Shipley in favor.

7. Ordinance 2021-38 amending Provo City Code regarding Floodplain Development Standards. Citywide Application. (PLOT20210362) ([0:41:59](#))

Motion: An implied motion to adopt Ordinance 2021-38, as currently constituted, has been made by council rule.

Melissa McNally, Provo City Planner, presented. She said the change in buildable area elevations within the floodplain would offer future development in the floodplain more protection against potential flood events. It would give more leeway to developments along the Provo River in areas outside the floodplain. Future improvements to levees were taken into consideration for development closer to the Provo River.

Ms. McNally noted in Section 15.05.180(3)(c)(i) the elevation of the lowest habitable floor would remain at one (1) foot instead of changing it to three (3) feet above the base flood elevation.

Guidelines for encroachments into the required 100-foot setback would be allowed, subject to the following requirements:

- Provide access to the river at intervals not exceeding 400 linear feet of river frontage.
- Provide a minimum 40-foot maintenance easement in favor of Provo City. The easement shall be measured from the top of the bank extending a minimum of 40 feet into the parcel.
- In areas where the riverbank acts as a levee or where the Special Flood Hazard Area extends beyond the high bank of the river, a minimum 100-foot setback shall be maintained. A reduced setback may be approved where improvements to such levee are constructed in a manner consistent with FEMA regulations.

Mr. Jones explained that he had prepared a draft ordinance that changed the three (3) foot lowest habitable floor elevation back to one (1) foot. He recommended that, after public comment, councilors make a motion to substitute the published ordinance with the updated version of the ordinance before voting on the implied motion.

Chair Sewell invited public comment. There was no response to the request.

Motion: Councilor Harding made a motion to substitute the old ordinance with the new ordinance prepared by Mr. Jones. The motion was seconded by Councilor Shipley.

Chair Sewell called for a vote on the motion.

Vote: The motion was approved 7:0 with Councilors Ellsworth, Fillmore, Handley, Harding, Hoban, Sewell, and Shipley in favor.

Councilor Ellsworth felt there might be other amendments to the ordinance that needed to be addressed. She preferred they wait to adopt the ordinance until other amendments to the corridor and waterway were completed. She wanted to make sure they did not open a window that would allow parking structures, and other undesirable development, next to the river. They should wait until they had feedback from the citizens and Lakeshore plan studies. She was not part of that project but anticipated the study would be completed toward the end of next year.

Councilor Harding felt they should approve this now and then make more amendments after the study was completed.

Bill Peperone, Community and Neighborhood Services Director, said staff tried to encourage developers to use the river as an asset and not develop with the back of the development toward the river. If the council wanted to wait until the river corridor plan was completed it would only affect one developer. The property owner wanted to put an office building on a small piece of acreage along the river. The only way they could do this would be if the council adopted the ordinance.

Mr. Jones said that encroachment was already allowed with no criteria, as long as it was approved by the planning department. Approving this ordinance would only allow encroachment for a project that met certain criteria. Mr. Peperone agreed saying this was a way to give criteria to approve development plans.

Councilor Hoban was supportive of the ordinance, especially if they had a decent development that considered the river.

Councilor Ellsworth asked if the proposed ordinance got us closer to our objectives of making the river a stronger amenity and a more natural area for citizens to frequent. Mr. Peperone replied that it did not get us to where we eventually wanted to be. However, it did help the Planning Commission to evaluate proposals that came before them until further amendments could be made.

After listening to the discussion, Councilor Handley felt they were wrestling with something that did not have massive consequence. He was starting to feel they should pass this ordinance.

Councilor Shipley felt that the proposed ordinance protected the river. Approving this would strengthen the code until the river corridor plan could be completed.

With no further council discussion, Chair Sewell called for a vote on the implied motion.

Vote: The motion was approved 7:0 with Councilors Ellsworth, Fillmore, Handley, Harding, Hoban, Sewell, and Shipley in favor.

8. Ordinance 2021-39 enacting the Airport and Airport Industrial Zones and related Development Standards. Citywide Application. (PLOT20210299) (1:07:42)

Motion: An implied motion to adopt Ordinance 2021-39, as currently constituted, has been made by council rule.

9. Ordinance 2021-40 amending the Zone Map Classification of approximately 899.25 acres of real property, generally located at 3421 Mike Jense Parkway from Public Facilities (PF) and Agriculture (A1) To Airport (A). Provo Bay Neighborhood. (PLR20210300) (1:07:42)

Motion: An implied motion to adopt Ordinance 2021-40, as currently constituted, has been made by council rule.

Chair Sewell read in items No. 8 and No. 9 so they could be discussed together.

Javin Weaver, Provo City Planner, presented. The area surrounding the airport has an Airport Overlay (adopted in 2018) which was required by federal law. It prohibited certain land uses, distractions, and interferences that would distract from aircraft landings near the airport. Community and Neighborhood Services Department has proposed to amend the Provo City Code to add an Airport Zones chapter as Chapter 14.17D. This chapter would include two airport zones – Airport (A) and Airport Industrial (AI). The AI zone codified the overlay and allowed development to occur within the zone. This would strengthen the airport and access to the airport as assets to the business community and maximize our airport and recreation traffic.

Mr. Weaver said the airport director has requested zone changes for the Provo Municipal Airport from Public Facilities (PF), Planned Industrial Commercial (PIC), and Agricultural (A1) to the Airport (A) zone. Mr. Weaver displayed a map showing the area to be rezoned. All property was owned by Provo City, they did not consider any property not owned by the city for this ordinance.

In addition to the new Airport zones, the Signs and Outdoor Advertising (14.38), Standards for Conditional Uses (14.34.250) and Supplemental Landscaping Requirements (15.20.080) were being amended.

Chair Sewell opened public comment for both items. There was no response to the request.

With no council discussion, or request to consider the item at the next meeting, Chair Sewell called for a vote on the implied motion for Item No. 8 to create two airport zones.

Vote: The motion was approved 7:0 with Councilors Ellsworth, Fillmore, Handley, Harding, Hoban, Sewell, and Shipley in favor.

With no council discussion, or request to consider this item at the next council meeting, Chair Sewell called for a vote on the implied motion for Item No. 9 to rezone the airport to the (A) zone.

Vote: The motion was approved 7:0 with Councilors Ellsworth, Fillmore, Handley, Harding, Hoban, Sewell, and Shipley in favor.

10. Ordinance 2021-41 enacting On-Street Parking Management Regulations. Citywide Application. (21-028) ([1:17:50](#))

Motion: An implied motion to adopt Ordinance 2021-41, as currently constituted, has been made by council rule.

Chair Sewell explained that this ordinance proposed creating Chapter 9.90 - an on-street parking management tool. If passed, it would allow the City to use timed paid parking in certain areas of the City. Creation of Chapter 9.91 (designating a parking permit program area) was not being discussed that night. He announced that a town hall meeting would be held on Thursday, 18 November, for citizens to present their views and concerns about a possible parking area in the Joaquin neighborhood.

Javin Weaver, Provo City Planner, presented. The Council Parking Committee had been meeting for the past three (3) years and one of the main discussion points was how to manage on-street parking. The committee felt the proposed On-Street Parking Management (OSPM) program could be used citywide to accomplish many of their goals. Those goals included reducing parking frustrations, parking predictability for residents, encouraging efficient use of off-street parking, being financially self-supporting, and improving the quality of life. The proposed ordinance language was solely discussing the framework of how to manage this program.

Staff posted the proposed ordinance on Open City Hall from October 8, 2021 to October 31 2021. Mr. Weaver reviewed the results of the survey with councilors (summary attached to permanent minutes). He noted that most respondents thought that the proposed ordinance designated a paid parking program for the Joaquin neighborhood and responded accordingly. Some of the main comments included:

- People think it will cost to park everywhere in a proposed OSPM area.
- There was not enough off-street parking, especially at residential buildings.
- The City should build a parking garage – construction of a 100-spot parking garage would cost about \$2 million.

Mr. Weaver explained that the ordinance allowed the parking manager to implement paid parking or parking with a permit on streets within each OSPM area. It did not have to be the entire area. Many people had illegally subdivided their residential homes without providing for adequate parking. This created more on-street parking problems. The cost to build a 100-acre parking garage would be about \$2 million.

The cost for implementing an OSPM program was difficult to determine due to many unknown variables.

- Size of the area.
- Location of the OSPM program area.
- Additional staffing needed to enforce program.
- Equipment necessary for program - signage, meters, etc.
- Cost to be demand based.

- The program must be revenue neutral.

Councilor Handley said the councilors had received a petition from students opposing the creation of Chapters 9.90 and 9.91. They said it would be a financial burden to students. He asked Mr. Weaver for clarification. Mr. Weaver explained that Chapter 9.90 would not create a financial burden. This was just the framework (or tools) for the program.

Councilor Ellsworth said she heard from a citizen that expressed concern about residents abusing the system by requesting an OSPM (Section 9.90.050(3)). Mr. Weaver said the Parking Manager would notify the Council within thirty (30) days of receiving an application for an OSPM. They would return with a report and recommendation no more than ninety (90) days after that. The Council would then determine if they wanted to proceed to create an OSPM area or deny it if they had any concerns.

In response to questions and concerns from Councilors, Mr. Weaver made the following comments:

- The Council would approve all proposed parking permit areas.
- We enforce time restrictions in downtown Provo now.
- This program would eliminate visitor parking permits in areas that have a permit program. Visitors would pay an hourly rate.
- We should adopt this now rather than wait for a parking manager to be hired. The tools would already be available for the new manager.
- The Council would approve parking fees, based on the recommendation of the parking manager.

Chair Sewell invited public comment.

Celeste Kennard, Joaquin Neighborhood Chair, said parking had been a problem for more than a decade. Public transportation, such as UVX and UBER, made getting around a little easier. She felt it was time for a change to the parking in the neighborhood. On-street parking should be looked at as amenity. She understood it was a financial burden but, over the long-term, this would make an impact in lowering housing costs.

Tim Metler, Springville, said they managed 1,000 beds in Provo. Knowing the students' budgets, he questioned whether they could afford paying extra for parking. It seemed they were giving a lot of authority to the parking manager to determine what areas should be metered, and the costs associated with the program. He said the city already received many complaints about predatory towing. This would increase the amount of complaints and put pressure on the system. That also needs to be taken into account when looking at the costs.

Suzanne Metler, Springville, managed property in Provo. If the Council did not intend to have paid parking throughout the City, it would be wise to put this aside until they decide if they actually need to hire a parking manager. Paid parking would not reduce the amount of cars because students needed cars for jobs. She expressed concern about having a parking manager randomly decide where to put a permit program and how much to charge.

There were no more public comments. Chair Sewell invited council discussion.

Councilor Handley clarified that a parking manager had already been hired and would begin in December. The position was not directly linked to this program – there were more extensive needs for a parking manager in the City.

Councilor Harding said once they start implementing this program there might be some things they wanted to improve. There had been applications for three or four parking permit programs during his time on the Council. They started with a lot of support but were usually withdrawn before a final vote of the Council. It highlighted that the current program, using paper tags, needed to be upgraded. This opened up a new tool, or paradigm, or parking. It was broader than just the Joaquin area. Streets were not for long-term parking of residents, they were for short-term visitors. The parking manager could apply these new tools to approved areas but could not use them outside an approved OSPM area.

Councilor Handley liked the idea of having tools for the new parking manager. We needed to give them time to get their feet wet before creating an OSPM area. He still wanted to explore and listen to feedback from the public at the town hall meeting. We need to determine if our laws were effective or being enforced before we decide to charge for parking. We should not have to rely on residents calling in complaints.

Councilor Ellsworth had two concerns. First, would people start paving their front yards to provide parking spaces? Even if it were illegal, would we require them to take out the concrete once it was poured? Second, close to 200 residents expressed opposition to this proposal, which was significant. If this were the case for a land use item, the Council would not support it.

Councilor Harding said the parking committee had discussed those concerns. People parking on the lawn was already an issue. The City was looking at deputizing zoning officers, which would allow them to write parking tickets. By making regular sweeps through parking permit areas, we would have better enforcement and could stop the paving of a front yard before the concrete was poured. Perhaps we could allow more of the backyard to be paved over for parking.

Councilor Fillmore said the survey results should give them all pause. There was no apparent neighborhood support in the Joaquin area. Despite that, he would support adoption of Chapter 9.90 as a potential tool to use for parking management as long as we put it on the shelf for right now. He also expressed the following concerns and suggestions:

- With the changes to BYU housing, we do not know what will happen to housing in the area until the dust settles.
- We need BYU's help in managing parking problems. One solution would be using the old Provo High School parking lot.
- We should take the property owners at their words and see if they could come up with any ideas that would be better than what was proposed.
- We should look for ways to incentivize booting over towing.
- Before implementing a parking permit program, we should look at splitting the Joaquin neighborhood into two separate neighborhoods – the north and the south. They were two distinct neighborhoods and we should treat them differently.
- We need to take an incremental approach and have a very limited test site.
- Once the Council approved an OSPM area, implementation was out of their hands. The parking manager would have full discretion.

Councilor Harding explained that once an OSPM area was created the parking manager could use the tools inside that area without coming back to the Council. The Council still had ultimate oversight – if they did not like what was happening, they could remove the parking area. There were two ways for a parking area to be created. The city (council or parking manager) could propose an area or a resident could make a proposal with the required signatures. Either way it had to be studied by the parking manager and approved by the Council.

He said safety was one of the strongest reason to approve this. Many people have to park three or four blocks away and walk home in the dark. The goal was to set a price so a spot would be open on every block face. If someone was concerned about safety, they would have options to park closer.

Councilor Harding said it would be good to have flexible on-street management tools. It would allow the City to quickly react to problems. If there was not a problem, the tool would not be used. BYU's announcement made this tool more critical. They should approve Chapter 9.90 now and any implementation would be with the new council.

As for the survey, Councilor Harding agreed with Mr. Weaver. Most people were responding from the perspective of having a parking permit program implemented, not to the question of whether this was a tool that could be used.

Wayne Parker, Provo CAO, said that students wanted to make informed decisions about housing. They needed to know the ground rules in order to make that decision. The sooner the Council approved this ordinance; the sooner students could make their housing decisions. He said the City administration never turned down a new tool in the tool kit. They would want to weigh in on the applicability of the OSPM area, what it would cost, cost recovery, and equity of taxpayers in one part of the City covering costs in another part of the City.

In response to a concern from Councilor Fillmore, Mr. Weaver said that on-street parking violations were enforced by giving parking tickets. Mr. Jones said that towing companies on patrol were not authorized by the City to tow off the public street. Their ability to patrol was only on private property when they have been contracted by the property owner.

Chair Sewell said there was a lot of speculation about the per month cost of a parking permit. Mr. Metler sent an email estimating it would cost about \$400 per month. Chair Sewell said he would be strongly opposed if it was that much. Ms. Metler had estimated \$120 per month, which was still too high.

If he were the parking manager, he would try something like \$0.50 per night or \$10 per month. A small amount that would be just enough to make students think about it, but would still be manageable. He was in support of the tool but did not know how it would play out. He hoped that there would be at least one parking space available on each block face. Hopefully people could park on their same block without having to walk several blocks in the dark. Chair Sewell said he felt a lot of the opposition to the parking program was because people did not know how much it would cost. We do not know how they would feel if we were charging the bare minimum.

Councilor Ellsworth said this was just the initial step to create the tool. Things were changing in the city such as BYU housing, hiring a parking manager, and expansion of accessory dwelling

units. There was no way she would want the parking manager to immediately create a paid parking area. She felt comfortable with the tool, but uncomfortable if they immediately implemented the tool. Until they had a concrete proposal, with designated boundaries, recovery costs, and parking fees, we could not fairly judge the proposal. This was definitely an experiment.

With no further council discussion, Chair Sewell called for a vote on the implied motion.

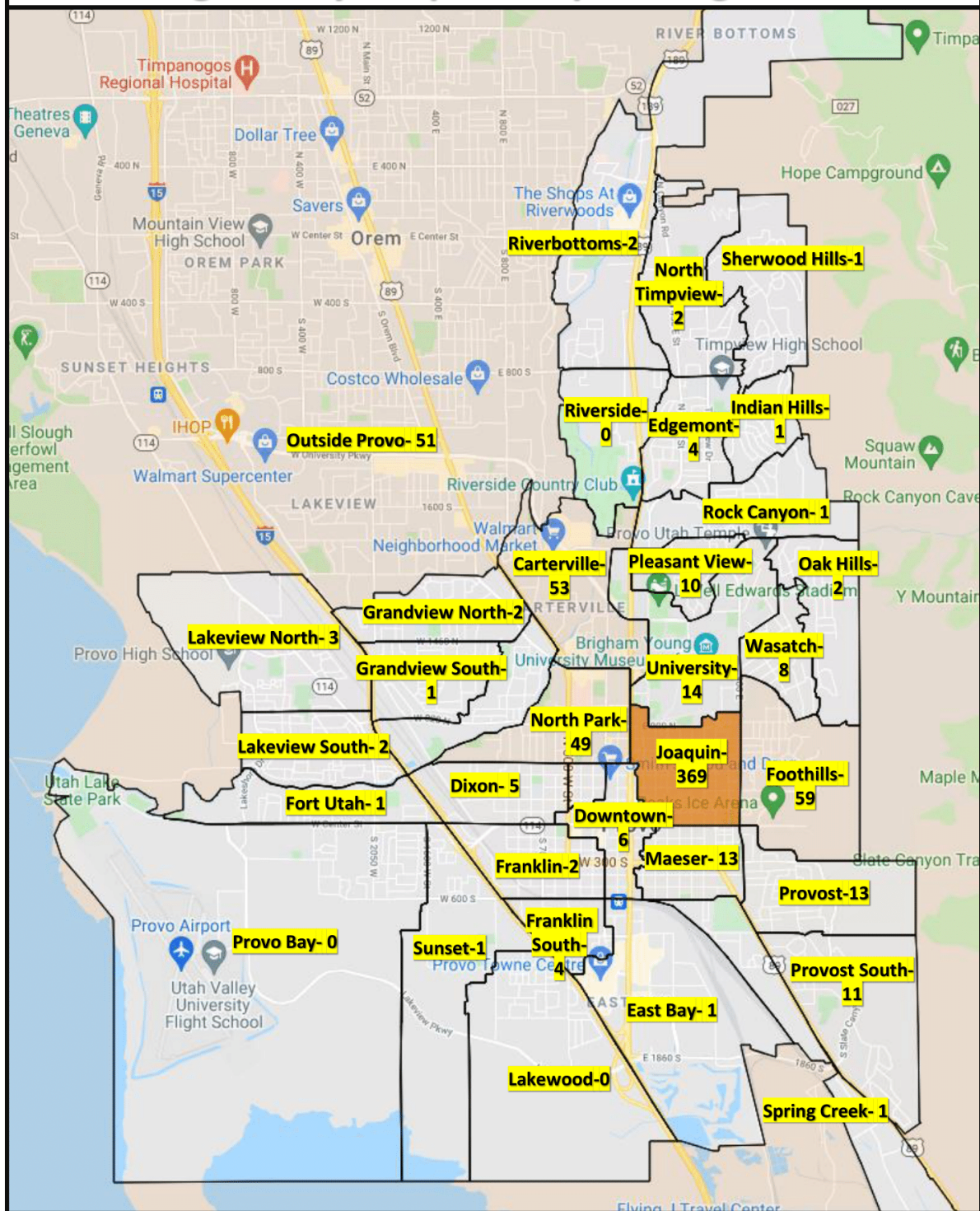
Vote: The motion was approved 7:0 with Councilors Ellsworth, Fillmore, Handley, Harding, Hoban, Sewell, and Shipley in favor.

11. ****CONTINUED** An Ordinance Text Amendment to Title 15, to add a new chapter establishing policies and procedures for the dedication of private streets and utilities. Citywide application. PLOTA20210360**
12. ****CONTINUED* ordinance amending the zone map classification of approximately .77 acres of real property, generally located at 46 W to 90 W 800 North, from Residential Conservation (RC) to Campus Mixed Use (CMU) Zone. North Park Neigh.. (PLRZ20210112)**
13. ****CONTINUED** A request to amend Code Sections 14.08.020, 14.09.020, 14.10.020, & Chapt. 14.30 to allow ADUs as accy. uses to owner-occupied, single-family detached dwg. in the A1, RA, R1 Zones & refine the dev. std. for ADUs. Citywide PLOTA20210345**
14. ****CONTINUED*** Community and Neighborhood Services requests a complete revision of the Provo General Plan to guide growth and development for the next 10 to 20 years in Provo. Citywide application. PLGPA20210364**
15. ****CONTINUED*** Community and Neighborhood Services requests the adoption of the Provo Conservation and Resiliency Plan to support the 2021 General Plan Update. Citywide application. PLGPA20210367**

Adjourn

Meeting adjourned at 8:32 p.m.

Parking Survey Responses per Neighborhood



Survey Data

Chapter 9.90 On-Street Parking Management - Survey Results					
699 Total Registered Responses					
In your experience, are there issues with crowded parking in Provo?	Crowded Everywhere	Crowded in Many Areas	Crowded in a Few Areas	No Crowded Parking Problem	
	21%	41%	35%	3%	
How much should cost recovery or subsidization be part of more parking enforcement?	0% Subsidy, 100% Cost-Recovery	25% Subsidy, 75% Cost-Recovery	50% Subsidy, 50% Cost-Recovery	75% Subsidy, 25% Cost-Recovery	100% Subsidy, 0% Cost-Recovery
	12%	9%	15%	13%	52%

Survey Data

Chapter 9.90 On-Street Parking Management - Survey Results			
699 Total Registered Responses			
434 Responses Specific to Chapter 9.90			
Support- 40		Against-394	
Age		Age	
<20	1	<20	11
20-29	16	20-29	192
30-39	3	30-39	5
40-49	3	40-49	4
50-59	3	50-59	4
60-69	2	60-69	1
70-79	0	70-79	2
Age N/A	12	Age N/A	168
Neighborhood		Neighborhood	
Joaquin	22	Joaquin	201
Outside Joaquin	18	Outside Joaquin	186