

### PROVO MUNICIPAL COUNCIL

### **Work Meeting**

12:00 PM, Tuesday, January 18, 2022 Hybrid meeting: <u>youtube.com/provocitycouncil</u> or Council Chambers, 351 W. Center Street, Provo, UT 84601

This meeting will be conducted as a hybrid meeting, with some in-person components as well as continued virtual meeting access. The meeting will be available to the public for live broadcast and on-demand viewing on YouTube and Facebook at: <a href="youtube.com/provocitycouncil">youtube.com/provocitycouncil</a> and <a href="facebook.com/provocouncil">facebook.com/provocouncil</a>. If one platform is unavailable, please try the other. If both services are down or unavailable, after a reasonable (but short) time waiting to see if the services resume, the remainder of the meeting will be postponed to the next week, with appropriate public notice given of the rescheduled date. If you do not have access to the Internet, you can join via telephone following the instructions below. The in-person meeting will be held in the **Council Chambers**.

To listen to the meeting by phone: January 18 Work Meeting: Dial 346-248-7799. Enter Meeting ID 844 3855 4970 and press #. When asked for a participant ID, press #.

### Agenda

Roll Call Prayer

### **Approval of Minutes**

November 18, 2021 Parking Town Hall November 30, 2021 Council Meeting Minutes December 14, 2021 Work Meeting January 4, 2022 Work Meeting

#### **Business**

- 1. A presentation on the Single Audit for Fiscal Year 2021. (22-013)
- 2. An appropriation for East Bay Shopping Center Participation and Reimbursement Agreement second payment. (22-008)

### **Policy Items Referred from the Planning Commission**

3. An ordinance amending Provo City Code to adopt policies and procedures for the dedication of private streets and utilities. Citywide Application. (PLOTA20210360).

#### **Business**

- 4. A presentation reviewing Provo City General Plan Part 1 of 3 (22-011).
- 5. A presentation regarding a pedestrian safety study in Provo conducted by BYU students. (22-012)
- 6. A resolution regarding the South Valley Transit Study (22-010).
- 7. A discussion regarding Council assignments to committees, boards, and commissions (22-005)
- 8. A discussion regarding redistricting adjustments to City Council District maps. (22-003)

### **Closed Meeting**

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

### Adjournment

#### **Hybrid Meeting Protocol**

For the past year, the Provo City Municipal Council has been meeting without an anchor location, pursuant to Utah's *Open and Public Meetings Act*, and has instead conducted all meetings online. Notwithstanding the ongoing coronavirus pandemic and Utah County's high level of coronavirus transmission, the Municipal Council has determined to hold its meetings at an anchor location AND online. We invite interested persons to participate:

- in the Council Chambers located at the City Center building; OR
- online by watching the live broadcasts at <u>youtube.com/provocitycouncil</u> and facebook.com/provocouncil.

We encourage attendees to maintain appropriate health protocols such as wearing masks and social distancing. Public comment may be received in person OR online (by calling in or logging onto the Zoom Webinar) which are detailed in meeting notices and agendas, and on the broadcasts. Follow the instructions provided on public notices of each meeting.

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

Materials and Agenda: agendas.provo.org

Council meetings are broadcast live and available later on demand at <u>youtube.com/ProvoCityCouncil</u> To send comments to the Council or weigh in on current issues, visit OpenCityHall.provo.org.

The next Work Meeting will be held on Tuesday, February 1, 2022. The meeting will be conducted **as a hybrid meeting**. Work Meetings generally begin between 12 and 4 PM. Council Meetings begin at 5:30 PM. The start time for additional meetings may vary. All meeting start times are noticed at least 24 hours prior to the meeting.

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

In compliance with the ADA, individuals needing special accommodations (including auxiliary communicative aides and services) during this meeting are invited to notify the Provo Council Office at 351 W. Center, Provo, Utah 84601, phone: (801) 852-6120 or email <a href="mailto:evanderwerken@provo.org">evanderwerken@provo.org</a> at least three working days prior to the meeting. Council meetings are broadcast live and available for on demand viewing at <a href="mailto:youtube.com/ProvoCityCouncil">youtube.com/ProvoCityCouncil</a>.

#### **Notice of Telephonic Communications**

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

#### **Notice of Compliance with Public Noticing Regulations**

This meeting was noticed in compliance with Utah Code 52-4-207(4), which supersedes some requirements listed in Utah Code 52-4-202 and Provo City Code 14.02.010. Agendas and minutes are accessible through the Provo City website at <u>agendas.provo.org</u>. Council meeting agendas are available through the Utah Public Meeting Notice website at <u>utah.gov/pmn</u>, which also offers email subscriptions to notices.

Please Note – These minutes have been prepared with a timestamp linking the agenda items to the video discussion. Electronic version of minutes will allow citizens to view discussion held during council meeting.



### PROVO MUNICIPAL COUNCIL

### **Regular Meeting Minutes**

6:00 PM, Thursday, November 18, 2021 Room 200, Municipal Council Chambers Hybrid meeting: <a href="mailto:youtube.com/provocitycouncil">youtube.com/provocitycouncil</a> or 351 W. Center Street, Provo, UT 84601

### Roll Call (0:00:00)

- Councilors Present: Dave Harding, Dave Sewell, Dave Shipley, Shannon Ellsworth, George Handley, Bill Fillmore
- Staff Present: Melia Dayley, John Magness, Cliff Strachan, Karen Tapahe

### **Town Hall Agenda**

#### Introductions (0:09:15)

 Councilor Dave Shipley introduced the Council members and gave an introduction to the purpose of the meeting and how it was going to be conducted.

### **Explanations** (0:14:10)

 Councilor David Harding gave a brief presentation about the history of parking policy in Provo City and the current issues surrounding parking in the city and Joaquin Neighborhood specifically.

#### Town Hall Q&A (0:31:28)

- Members of the public asked questions, either online using Zoom, or in person in the Council Chambers
- Councilors responded to questions and follow up questions
- Those that asked questions, are as follows (in chronological order and city of residence, with hyperlinks to YouTube for the questions/answers):
- 1. Scott Hilton, Provo (0:33:13)
- 2. Taylor Norpe, Provo (0:35:01)
- 3. Heidi , Provo (0:42:10)
- 4. Hannah Wilford, Provo (0:46:57)
- 5. Emory , Provo (0.50.59)
- 6. Ben Wealend, Provo (0:55:52)
- 7. Daniel Chris, Provo (1:01:44)
- 8. Ken Varga, Anaheim, CA (1:05:24)
- 9. (No name given) (1:12:14)
- 10. M. Moeler (1:19:39)
- 11. Hannah Smith, Provo (1:24:45)

12. Adam Hill, Provo (1:28:31) 13. Gavin Hornburg, Provo (1:29:47) 14. Cutter Nielsen, Provo (1:37:05) 15. Darren (1:41:22) 16. Joe Lichety, Provo (1:41:57) 17. Tanner Picard, Provo (<u>1:50:39</u>) 18. Brock Allen, Provo (1:51:37) 19. Matthew Halterman, Provo (1:52:35) 20. Dylan Cindrich, Provo (1:53:24) 21. Ben Harwood, Provo (1:54:37) 22. Kaden Ball, Provo (1:56:33) 23. Bea Albino (1:56:55) 24. Aaron Fruing, Provo (1:58:39) 25. Jackson Goble, Provo (2:00:13) 26. Isaac Renbrow, Provo (2:01:16) 27. Maria Potter, Provo (2:02:18) 28. Grayson Waddell, Provo (2:03:37) 29. Isaac, Provo (2:05:07) 30. Carson (?), Provo (2:06:10) 31. Sequoia Pluge, Provo (2:07:09) 32. Susan Krueger-Barber, Provo (2:08:41) 33. Eric Owercamp, Provo (2:11:02) 34. Aubrey Varga, Provo (2:12:06) 35. Justin Clements, Provo (2:13:05) 36. Ethan Webb, Provo (2:13:56)

37. Rose Hawkins, Provo (2:14:47)

 (2:16:01) The meeting ended with each of the Councilors giving a brief summary of their thoughts and final chance to respond to questions/comments raised by attendees.

### Adjournment

Adjourned by unanimous consent.

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#### PROVO MUNICIPAL COUNCIL

#### Redevelopment Agency of Provo Regular Meeting Agenda

5:30 PM, Tuesday, November 30, 2021

Hybrid meeting: <a href="https://www.youtube.com/provocitycouncil">https://www.youtube.com/provocitycouncil</a> or 351 W Center

Street, Provo, UT 84601

Roll Call

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THE FOLLOWING MEMBERS OF THE COUNCIL AND ADMINISTRATION WERE PRESENT:

 Councilor Shannon Ellsworth
 Councilor Bill Fillmore

 Councilor George Handley
 Councilor Travis Hoban

 Councilor David Sewell
 Mayor Michelle Kaufusi

 Chief Administrative Officer Wayne Parker
 City Attorney Brian Jones

Council Executive Director Cliff Strachan

Excused: Councilor David Harding and Councilor David Shipley

Conducting: Chair David Sewell

Prayer - Councilor Bill Fillmore

Pledge of Allegiance – Councilor Travis Hoban

Public Comment (19:45)

Chair Sewell opened public comment.

Jim Kearl, Provo, urged Council to vote against additional housing.

Melanie McCoard, Provo, asked council to read emails and urged citizens to join Facebook group "Our Provo" to stay abreast of items being discussed each council meeting.

There were no other comments from the public. Chair Sewell closed public comment.

#### **Action Agenda**

 Resolution 2021-41 consenting to the mayor's appointment of the City Engineer for Provo City. (21-111) (27:10)

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

Mayor Kaufusi presented and announced Gordon Haight had been selected as the new City Engineer. Mr. Haight has degrees in engineering from BYU and has served in other cities as Engineer, Assistant City Manager, and Economic Development Director. His experience and interpersonal skills made him well qualified for this position.

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Councilor Fillmore applauded City Administration for finding such a great candidate and believed we will be served 22 23 24 25 26 well with his appointment.

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

The motion was approved 5:0 with Councilors Ellsworth, Fillmore, Handley, Hoban, and Sewell in favor. Councilors Harding and Shipley were excused.

2. Resolution 2021-42 consenting to the mayor's appointment of the Chief of Police for Provo City. (21-

Motion: An implied motion to approve Resolution 2021-42, as currently constituted, has been made by council rule.

Mayor presented and announced Fred Ross had been selected as the new Chief of Police. Mr. Ross started as an officer and rose to be a deputy chief during his career with Salt Lake City. He served as the UTA Police Chief which had allowed him to make relationships with other police chiefs throughout the state. He was humble and approachable, he understood our community, was a great communicator, and a family man. Mayor Kaufusi invited Chief Ross to say a few words.

Chief Fred Ross thanked council for opportunity and looked forward to working for citizens of Provo, the officers of Provo, and the mayor.

Councilor Fillmore personally extended a welcome.

Councilor Ellsworth extended welcome and invited public to reach out and get to know the new Chief and Police Department.

Chair Sewell mentioned he served on the hiring committee for this appointment. He said there were several candidates who he thought would be marvelous police chiefs. This selection represented the committee's opinion of appointing the best of the best.

With no other comments, Chair Sewell called for a vote on the implied motion.

Vote: The motion was approved 5:0 with Councilors Ellsworth, Fillmore, Handley, Hoban, and Sewell in favor. Councilors Harding and Shipley were excused.

Consent Agenda - (36:35)

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Items on the consent agenda are to consider routine and noncontroversial dealing mainly with the administration of Council business. The following items were on the consent agenda:

- 3. Ordinance 2021-42 granting Teleport Communications America, LLC a nonexclusive franchise to operate a telecommunications network in Provo City, Utah. (21-057)
- 4. Ordinance 2021-43 amending the Provo City Rate Schedule to set electric service rates for distribution Voltage Pilot Optional Time-Of-Use (TOU) and Shared Solar in Provo City, Utah. (21-109)

Both items were approved by unanimous consent.

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The Provo Municipal Council recessed and convened as the governing board of the Redevelopment Agency of

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Redevelopment Agency of Provo (38:20)

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Conducting: Chair Shannon Ellsworth

RDA Resolution 2021-RDA-11-30-1 to approve a real estate purchase contract between 5. Redevelopment Agency of Provo City and Evkell, LLC for the sale of property at approximately 1000 West Center Street for a commercial development. (21-116) (38:45)

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An implied motion to approve RDA Resolution 2021-RDA-11-30-1, as currently constituted, has Motion: been made by council rule.

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This item was presented by Tara Riddle, City Ombudsman and Property Coordinator. The property was cooperatively owned by Provo City and the Redevelopment Agency (RDA) resulting in three parties in contract. The sales price would be \$835,000. Ms. Riddle noted that \$50,000 will be put into escrow to be distributed to Buyer for improvements made to the façade of the new warehouse building. Additionally, \$35,000 shall be placed in an escrow account for easement to be granted in favor of the city for future 'Welcome to Provo' signage on property. The total Revenue of \$750,000 would be split between Provo City and RDA; Provo City would receive \$592,139.25, minus closing costs and the RDA would receive \$157,860.75, minus closing costs. Ms. Riddle addressed concern over the Community Garden on property. The buyer had agreed to continue working with Community Action Services and Food Bank in hosting the community garden until they were ready to develop.

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

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

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The motion was approved 5:0 with Board members Ellsworth, Fillmore, Handley, Hoban, and Sewell in favor. Board Members Harding and Shipley were excused.

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With no objections, the Governing Board of the Redevelopment Agency of Provo adjourned and reconvened as the Municipal Council with Chair David Sewell conducting.

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Provo City Municipal Council (43:25)

Vote:

**Action Agenda** 

Motion:

Conducting: Chair David Sewell

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Resolution 2021-43 to approve a real estate purchase contract between Provo City and Evkell, LLC for the sale of property at approximately 1000 West Center Street for a commercial development. (21-116) (43:31)

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An implied motion to approve Resolution 2021-43, as currently constituted, has been made by

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Councilor Fillmore expressed appreciation for Tara Riddle and city staff on their hard work to secure aesthetics for a welcoming element.

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Chair Sewell opened for public comment. With no comments from public or discussion from Council, Chair Sewell called for a vote on the implied motion.

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Vote: The motion was approved 5:0 with Councilors Ellsworth, Fillmore, Handley, Hoban, and Sewell in favor. Councilors Harding and Shipley were excused.

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An ordinance amending Provo City Code Chapter 6.06. establishing nighttime brightness standards 7. and zones. (19-102) (45:40)

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Motion: An implied motion to adopt the ordinance, as currently constituted, has been made by council

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John Magness, Policy Analyst, presented. The sign committee had been working on this issue for the past 6 months. No curfew was being presented. They decided that zones would be created to divide residential and commercial areas.

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Chair Sewell opened for public comment.

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Jeff Young of Young Electric Sign Company (YESCO) agreed with James Carpentier's letter sent to Council on the 16th day of November recommending that Provo stick with foot candle above ambient light approach. He spent numerous hours in Provo and received various readings with nit gun.

Danny Ramirez of YESCO discussed his concern for the business owners who were not being represented but would be affected most by this change. He proposed going back to committee so business owners could be represented. Mr. Ramirez stated if that was not possible, he agreed with James Carpentier's suggestion.

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Rick Magness of YESCO seconded Danny Ramirez' comment of allowing more time for business owners to provide

James Carpentier of Utah Sign Association stated that the current standards provided by the study RP-39-19 are flawed and recommended existing standards be enforced and utilized. Mr. Carpentier proposed more time to be allowed for field study and volunteered to participate in the study.

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Brian Brown of YESCO echoed comments of James Carpentier and coworkers of YESCO. He stated there were  $hundreds\ of\ customers\ who\ YESCO\ represented\ within\ the\ city.\ Mr.\ Brown\ recommended\ more\ time\ for\ some simple of\ customers\ who\ YESCO\ represented\ within\ the\ city.$ discussion.

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Chair Sewell closed public comment to allow for council discussion.

Councilor Hoban asked the YESCO team if the University Place sign was based on the same standards of the recommended limits. Jeff Young responded that he has not measured the University Place sign himself so he could not answer specifically. He urged council members to park at the hospital to view the signs and how they relate to each other.

Paul Evans of Provo suggested it would be helpful to have an idea of where the light zones would be located. He also wanted to have examples of local signs that were legal to compare to the recommended limits of both

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mething or formatted before the month. Like 16th day of August

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132 133 134 135 136 137	Chair Sewell explained that at the time of the study, the sign committee was not aware of a conversion method from foot candles to nits. He stated after reviewing James Carpentier's letter, the sign committee would be interested in reconsidering recommendation. He recommended that the Council continue this item for sign committee to have more discussion. Mr. Sewell also commented on differences between types of measurement methods.			
138 139 140	Councilor Hoban stated he had a few more comments but wanted to allow other Council members the opportunity to ask any questions.			
141 142 143	Councilor Handley recommended that the item be continued. He also stated that his concern was that this would become a war of brightness for businesses.			
144 145 146	Councilor Ellsworth stated she wanted to be fair to business owners but also wanted to make the city a safe place to drive. She did not want anyone to have a poor experience trying to navigate the city after dark.			
147 148 149	Councilor Hoban expressed concern that the signs' brightness was being measured by ambient light. He wanted to create a standard that was not relative to ambient light so there was not a race and wanted the standard to be fair to business owners and citizens.			
150 151 152 153	Chair Sewell answered Paul Evans questions regarding the lighting zones. He said that the standard under this proposal matched the zones of what was already set in the Code.			
154 155	Chair Sewell called for a motion.			
156	Motion:	Councilor Handley made a motion to continue the ordinance until the sign commi conduct an additional field study. The amended ordinance would then be the subsimplied motion. The motion was seconded by Councilor Ellsworth.		
157 158	Chair Sewell called for a vote on the motion.			
159		The motion was approved 5:0 with Councilors Ellsworth, Fillmore, Handley, Hoban, ar avor. Councilors Harding and Shipley were excused.	nd Sewell in	
160 161	8. An ordinance amending Provo City Code to allow Accessory Dwelling Units (ADUs) in the Agricultural (A1), Residential Agricultural (RA), and Residential (R1) Zones and to refine the development standards for ADUs. Citywide Application. (PLOTA20210345) (1:30:30)			
162	Motion:	An implied motion to adopt the ordinance, as currently constituted, has been madrule.	e by council	
163 164 165	This item was presented by John Magness, Policy Analyst. Mr. Magness turned time over to Melissa McNalley to present feedback from the planning commission.			
166 167 168 169 170	Melissa McNalley, Analyst, mentioned the planning commission met last month and discussed the items with the committee to provide feedback and recommendations to council. She also mentioned during their discussion, they had several citizens call in and offer comment. One of the concerns raised was if this ordinance was made citywide, what the capacity of utilities would be, specifically water and sewer. Melissa said that Public Works was looking into this. Another concern was enforcement and how it will be handled. Zoning staff was present in discussion and			
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answered some of those concerns. The recommendation provided from committee was first to have a phased approach starting with R1.10 zones. As the planning commission tried to decide which zones to include and exclude, they could not define a reasonable criterion to deny ADUs in one zone versus another. Their final recommendation was to pass ordinance as proposed.

 $\begin{array}{c} 207 \\ 208 \end{array}$ 

Councilor Handley asked if the committee talked about enforcement issues. Melissa answered there were concerns were raised by zoning officers that included ensuring the units were owner occupied at the time the Rental Dwelling Permit was issued. They would review annually to ensure owner was still living in dwelling.

Councilor Fillmore asked if there was any discussion about Mr. Kearl's comment this evening regarding the massive reduction of wealth in our community.

Melissa answered that the experience of one committee member was that property values would increase with ADUs.

Councilor Fillmore clarified that Mr. Kearl was convinced that if allowance of citywide ADUs and that it seemed like the committee hadn't discussed this as a serious concern.

Councilor Ellsworth asked Mr. Magness about the property values in the California after they passed the ordinance statewide. Similar question regarding the surrounding cities who have passed the ordinance.

John Magness answered that since the ordinance was relatively new to Utah, there had not been a large change. He mentioned that the first wave of people applying would be those that needed to come into compliance. The second wave would be mainly senior citizens who need extra income. The third and fourth wave would be people who are trying to purchase a house. In California, property values had continued to increase. John stated he did not expect the property values to be impacted that much.

Councilor Hoban stated his primary concern was about the enforcement. He asked if we had investigated the tools or resources to enforce and encourage owner occupancy?

Mr. Magness suggested sending this information to the zoning committee. He also mentioned the possibility of using utility billing to help monitor dwellings of residences that are not owner occupied. John stated this haven't fleshed it all out yet.

Councilor Hoban said he would love to see this investigated more. He wanted to ensure that owner occupancy was a priority to mitigate absentee landlords.

Councilor Handley echoed statements by Councilor Hoban. He stated the crux of the issue was reasonable enforcement. Mr. Handley also mentioned that citizens who own homes have the right to decide to allow an ADU on their property or not. He encouraged more information from enforcement side.

Councilor Ellsworth asked if the administration would be able to provide a sneak peek or adoption plan. She expressed that providing more knowledge to citizens would build confidence.

Bill Pepperone, Director of Community and Neighborhood Services, stated he was happy to provide the requested information. He pointed out that he was not convinced a large amount of people would rush to get accessory dwelling licenses. Mr. Peperone recommended taking a phased approach if council was worried about a flood or rush of people.

Commented [AE6]: Consider rewording?

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Councilor Ellsworth also asked about occupancy allowances and gave two examples: 33 percent with three different occupancy allowances or a 66 percent with a uniform occupancy allowance. She asked which example would be easier to manage.

Bill Pepperone answered that the city preferred uniformity to allow for simplicity.

Councilor Fillmore stated he does not believe a citywide approach is the best choice. He stated his preference is to wait to see how other cities in Utah County are affected and to see what amendments are made in Legislature. He mentioned the issues citizens currently complain about is enforcement, he would like to see if more enforcement takes place within the next 6 months. He stated he is not convinced the city has the capacity to enforce or the will to enforce and monitor. Mr. Fillmore wanted more feedback from Community Development and Planning Commission. He stated his opinion is to allow ADUs incrementally instead of citywide.

Chair Sewell reminded council that they are straying into the council discussion portion of the agenda and recommended public comment be allowed prior to more comments from council members.

Councilor Ellsworth stated she felt like most council members agreed to continue this item and asked if council should let the public know that was their intent, so citizens did not have to stay longer.

Chair Sewell discussed the intent of the agenda item was to hear feedback during the public comment and not vote until next meeting.

Chair Sewell opened item for public comment.

Jana Garrett of Provo stated she had lived in Provo for more than 30 years. She mentioned this is not her first time commenting on defending her single-family neighborhood. Ms. Garrett called the city to ask about enforcement and was told the city relied on neighbors to police neighborhoods. She said she had personally spoken to neighbors and asked that they comply with City Code. She has serious doubts in the city's ability to enforce. When single-family homes were originally built, they were built with a single family in mind, which made on-street parking an issue. Ms. Garrett felt like this change would negatively affect neighborhoods. She Believed there were certain areas of the city where ADUs could be allowed but there are also areas where single-family neighborhoods should be protected. She respectfully requested that council votes no on this change.

David Wright of Provo and neighborhood chair in Rock Canyon Neighborhood stated he has had many conversations with numerous people regarding this bill. He proposed that council reads HB-82. He stated that Provo City was already at 68 percent but BYU campus was not included in those percentages. Mr. Wright requested that council look at the numbers again.

Austin Taylor of Provo stated he was a homeowner in the Dixon Neighborhood and had an ADU. He discussed his work with the zoning department and said he believed the city was capable of enforcement. Mr. Taylor stated that Salt Lake City did not experience the floodgates that Provo had reservations about. He mentioned that we should be looking at this as a benefit to people instead of looking at people as a burden. He also stated we should be saying Welcome Home to neighbors. Mr. Taylor requested council to move forward with change to legalize ADUs citywide.

Hugo Boren of Provo, read a statement on his neighbors' behalf. The letter stated the issue was not older couples renting basements for supplemental income but rather the entrepreneurs who would be using an ADUs as an investment while living outside the residence.

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### **Draft Minutes**

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Melanie McCoard of Provo stated in absence of ordinance approval, ADUs would be allowed everywhere. She asked council if pending legislation, new applications could be placed on hold. She believed Shannon was trying to get this ordinance passed before Dave Harding's term ended and that they were both trying to get it passed too quickly. She believed applying this citywide was a mistake and it should be applied surgically. She requested more action and consideration to be taken first.

Samantha Lao, a graduate student of BYU, stated she fits the demographic of those looking for an ADU. She mentioned that being a student who was looking for housing in Provo had been difficult. Ms. .Lao Believed owner occupied ADUs were a great resource to have. Said her sibling lives in an owner occupied ADU and enjoys it. Also stated that she lives in an apartment next to ADU home that is run down. She expressed her concern for safety and felt that enforcement should include on-site living. She believed that homeowners should be allowed to open their home if they decide to.

Rachel Benson of Provo said she was surprised that more of the realtor community had not been made aware of this. Stated she has owned three homes with basement apartments and believed it was beneficial for many residents seeking homes. She had multiple families looking to purchase homes with an ADU for supplemental income. Ms. Benson expressed that with proper enforcement and permitting, ADUs should not affect neighbors. She also mentioned people are willing to pay more for ADU options.

Laura Middleton of Provo expressed opposition for citywide approach. She stated that affordable housing needed to be looked at, but this was not the answer. She said ADUs should be in areas that are equipped with infrastructure that can handle more residents. Ms. Middleton Hoped council would vote against citywide ADUs.

Brian Henry stated that every city in Utah County allowed ADUs except for Provo. He said Orem lists address of all legal ADUs online. He said that illegal ADUs would be a problem whether it is approved or not but approving it allowed more individuals to participate in having an ADU the right way. Mr. Henry did not believe this would overtake and destroy neighborhoods. He suggested council move forward with change.

Paul Evans of Provo stated that since Provo city had a two person occupancy limit prior to HB-82, they could still limit the occupancy to two people even though HB-82 suggests a three person limit. He asked why Provo City Code required internal connection but it was not even mentioned in HB-82. Further, he stated that Provo City can and must take enforcement action based on our own City Code.

David Magleby of Provo said he had been resident of Provo for over 40 years. He thought that not facing reality that BYU housing would increase demand of rental apartments for much of Provo. He asked why citywide instead of incremental and said a small change would suffice. Mr. Magleby also asked why not demonstrate a serious effort of enforcement. He has not had good experience with city zoning officials and did not have confidence that new or changed enforcement would be real. He said enforcement should be demonstrated and warned that there was no going back so we need to have a plan. Property owners had expectations for zoning and making this change fundamentally altered the property rights of owners.

Maureen Adams of Provo said she is in support of what David Magleby said. She did not see any reason why we could not pursue the change incrementally. She urged the council to set up plan for better and more effective enforcement so all areas of Provo do not feel like BYU areas. Ms. Adams was afraid that there would be an increase in absentee landlordism and without proper enforcement, the character of Provo would degrade.

Chair Sewell closed public comment to allow for council discussion.

Please Note – These minutes have been prepared with a timestamp linking the agenda items to the video discussion. Electronic version of minutes will allow citizens to view discussion held during council meeting.

Brian Jones responded to public comments. He agreed with Mr. Wright that we should focus on the 67 percent of areas that ADUs may be prohibited. He read a section of HB-82 which said, "in any area zoned primarily for residential use, the use of an internal accessory dwelling unit is a permitted use." He said that HB-82 makes ADUs a permitted use in all residential zones in the state. He went on to say that HB-82 then allowed cities to ban up to 67 percent of areas zoned primarily for residential use. Mr. Jones said the Public Facilities Zone, which included BYU, had a purpose and objective statement which stated it is for public services and does not include residential. He answered a question that Ms. McCoard asked about pending legislation, as well as Mr. Evans question about occupancy limits.

Councilor Handley stated it would be less expensive to allow ADUs than to expand more housing areas in west Provo.

Councilor Ellsworth said that in January of 2021, she became aware of HB-82 and started working with other cities. She said the concern primarily was that ADUS's were required in every city without exception. She stated that she fought for individuality of cities, and it resulted in the flexibility provided for college cities. She was in support of ADUs but was concerned about the code enforcement. Ms. Ellsworth believed we could trust city staff and their belief that they can adequately provide proper and effective enforcement.

Brian Jones mentioned that his intent with his previous comments was not to take a stand on what the council should do but to provide the information on what the State Legislature says regarding the consequences of not acting.

Chair Sewell asked Brian Jones about the motion from the previous meeting and if a new motion would be needed to continue.

Brian Jones answered that if two council members moved for the item to be continued, it would have to be.

**Motion:** Councilor Handley made a motion to continue the ordinance. The motion was seconded by Councilor Fillmore.

Chair Sewell called for any other council members comments.

Councilor Hoban said he is in support of ADUs but has reservations on moving so quickly. Proposed staff to come to next weeks meeting with a few options/ideas for further discussion to see what the best solution would be moving forward.

Councilor Ellsworth stated she drafted an email to staff for 3 alternatives that have some decent rationale.

Cliff Strachan reminded council that they need to identify 4 areas to determine what the proposed policy would be

Councilor Ellsworth responded that most council members are on the same page with their proposal.

Brian Jones stated that there should not be many changes to what has already been written in the policy draft. He stated that after some language was added, they hoped council will be able to reformat the scope piece of the draft to modify the verbiage on the fly in the next meeting.

Chair Sewell suggested two options to consider regarding the addition to the four zones added and if the question should be asked to neighborhoods.

Provo City Municipal Council Meeting Draft - November 30, 2021

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Councilor Fillmore asked if anyone had given any thought to which areas of the city would have more desire to allow ADUs as opposed to council deciding.

368

Chair Sewell answered that was a mechanism for neighborhoods to apply for zone changes that had happened in

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Councilor Ellsworth stated that a quick way to find out which neighborhoods were in favor would be to allow ADUs citywide then see where we see the biggest impact. She did not want to get that granular unless there was a poll of every subdivision. Said that council was elected to make these kinds of decisions. She talked about how Logan City selected which areas would be included in the allowance of ADUs with respect to the campus.

374 375

Councilor Fillmore said the fundamental flaw of Councilor Ellsworth's suggestion to open it up citywide was that it would be nearly impossible to reverse.

Councilor Ellsworth stated that her suggestion would be one way to determine the percentage of respondents but acknowledged it was not the only way.

Councilor Fillmore suggested they find a feasible way to get feedback from each neighborhood.

384

Councilor Hoban agreed with the statement from Chair Sewell that there might be some rationale behind the larger zones/lots. He asked Brian Jones if Provo City must achieve the exact percentage the bill required or if close enough would be sufficient.

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Brian Jones responded that the Legislature wanted action. He did not see the risk being terribly high.

389 390 391

Councilor Hoban asked that the options being presented by staff in future meetings would define how it would get Provo to achieve 67 percent.

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Cliff Strachan said there was a practical challenge in how council determined if neighborhoods wanted ADUs. He reiterated that the housing committee would be meeting again and would present in the next work meeting.

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With no other council discussion, Chair Sewell adjourned the meeting.

398

Adjournment: The meeting was adjourned by unanimous consent at approximately 8:30 PM

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# PROVO MUNICIPAL COUNCIL Work Meeting Minutes

12:00 PM, Tuesday, December 14, 2021 Hybrid meeting: <u>youtube.com/provocitycouncil</u> or 351 W Center Street, Provo, UT 84601

### Agenda (<u>0:00:00</u>)

#### **Roll Call**

The following elected officials participated:

Council Chair David Sewell, conducting

Council Vice-chair David Shipley

Councilor George Handley

Councilor David Harding

Councilor Bill Fillmore

Councilor Travis Hoban

Councilor Shannon Ellsworth

Mayor Michelle Kaufusi

### **Prayer**

The prayer was given by Councilor David Shipley.

### **Approval of Minutes**

November 16, 2021 Work Meeting November 30, 2021 Work Meeting *Approved by unanimous consent.* 

#### **Business**

1. A presentation regarding the complete revision of the Provo General Plan to guide growth and development for the next 10 to 20 years in Provo. Citywide application. (PLGPA20210364) (0:17:02)

Hannah Salzl, Planner, presented. She directed the Council and the public to the website with links to the various versions of the drafted general plan. Ms. Salzl addressed several points of feedback regarding the general plan. They did outreach throughout the city but did not conduct neighborhood-specific reviews of the general plan as the intent was to keep the document citywide in scope. The plan complies with all the necessary elements of state code. The general plan is not binding and does not include information specific to certain neighborhoods or areas. In spite of the limitations of the global pandemic, there has been a lot of public involvement in

the General Plan development and review. Ms. Salzl reviewed a list of changes made since an earlier draft based on public and Council feedback and discussion. She also referred to several changes to the maps which are part of the draft. Ms. Salzl invited questions and comments from the Council, and invited more specific comments or feedback to be submitted via email.

Councilor Bill Fillmore felt that more public input was needed. He wondered how to educate the public such that their input was more helpful. Ms. Salzl indicated some of the inherent challenge of educating the public about such a large document. Staff would be happy to propose some strategies to the Council and Administration. Councilor George Handley also welcomed more public input but wondered if it would take a different form than what has already been done. Becky Zimmermann, Design Workshop, was present to respond to questions as well. She addressed Mr. Handley's question. This is a larger than typical response for a city of our size. They could certainly notify the neighborhood chairs and make sure they are communicating to residents in their areas. Mr. Handley asked Ms. Salzl if she would recommend that; Ms. Salzl indicated that now it would be appropriate to tap into that resource. Mr. Fillmore also suggested the general plan be highlighted in the Mayor's newsletter.

Councilor Shannon Ellsworth commented that the General Plan was posted to Open City Hall, in the Mayor's newsletter, and Karen Tapahe (Community Relations Coordinator) has already shared the information with neighborhood chairs. Staff indicated that the comments and outreach through OCH has been incorporated. Councilor David Harding shared comments on the process. He thought there was a lot of value to the public input process. Mr. Harding is still not sold on the vision statement; he thinks it needs to be more inspiring. Mr. Fillmore also thought it was important to avoid national political impulses and focus more on infrastructure and sustainability/conservation in Provo with the general plan.

Mr. Handley thought involving the neighborhood chairs was a good idea. He was concerned, however, about an open-ended process given the other plans that are also in progress. He is very happy with the General Plan so far and likes a number of things about it. It's very readable, easy to use, so much cleaner than the current General Plan, and it also has practical suggestions for accomplishing the goals. The section with housing data was extraordinarily helpful, particularly given many of the policy decisions facing the Council. There are other suggestions that hold a lot of potential, including several opportunities for collaboration with BYU. He thinks it is a mistake to remove the word equity from the general plan but he is glad the principles remain.

Councilor David Sewell agreed with Mr. Harding regarding concentrating more effort toward the vision statement. He thought Mr. Harding and Mr. Handley are two of the best councilors at crafting this kind of statement. Councilors said they would submit any written comments. In conclusion, Ms. Salzl thanked the Council, working group, the public, and others who have been involved in the General Plan drafting and review process. *Presentation only*.

# 2. A presentation from BYU Provo Lab regarding a school project researching Provo City Gateways. (21-117) (0:51:27)

Melissa McNally, Management Analyst, introduced the presentation. BYU professor Jamin Rowan works with his classes to work on consulting projects for Provo City. The intent of this

project is to do some early groundwork for the gateways plan that will be completed in 2022. Sam Jardine and Dylan Cindrich, BYU students, presented on the gateways in Provo. These gateways serve as entrances, gathering spaces, transitions, and a nexus for the people who frequent these spaces. Mr. Jardine and Mr. Cindrich highlighted several key gateways in Provo with the most potential for economic and cultural opportunities: Provo Canyon, Geneva Road, Center Street, South State Street, and Lakeview Parkway.

The Lakeview Parkway gateway represents the economic opportunity that all gateways have and the potential for economic growth it could bring to the city. This is a high-traffic area with north and south access and connection to downtown Provo. It is also well-situated for growth in the future as south and west Provo further develop. It has struggled to compete with development in Orem and Spanish Fork. They identified several suggestions for how to maximize the potential of this gateway, including locating a commercial retail center off I-15, creating an economic opportunity zone for startups, and protecting the wetlands area with a wetlands park. This gateway also has better access to south Utah County than any other area in Utah County—this has the potential to be like point of the mountain in Lehi for Provo.

Canyon Road is another gateway with significant cultural opportunities. Provo is a cultural and societal hub but it is also deeply connected to nature. Within 15 minutes, a person can be on a rock climbing wall in Rock Canyon and within 20 minutes can ski at Sundance. Provo is a fun, energetic place, along with the closeness to nature. Mr. Jardine and Mr. Cindrich showed a juxtaposition of two photos taken three months ago of a portion of the Provo River Trail with rundown warehouses, heaps of garbage, and unpainted lines. This neglected portion of the trail creates a disconnect with what people love most about Provo. Some suggestions for this area included a pedestrian crossing or bridge at 5600 North so residents from nearby areas can better access the trails on the opposite side of University Avenue. They also suggested adding streetlights, a bike lane, a rest stop, and a sidewalk to 5600 N to increase safety and aesthetic appeal at trail access points. Landscaping the median from 5600 N to the Riverwoods Mall would create a visual connection between the two spaces and signal to visitors that they have entered Provo. These relatively small landscaping changes will facilitate that feeling that Provo is connected to nature.

In conclusion, they invited the City Council to consider the ideas they proposed in their packet. Their ideas are well-researched and well-thought-out and would positively impact the community. They also invited the Council to consider zoning and other policy suggestions that could be more easily implemented, and to be engaged and involved in the process as it moves forward. It is important to advocate for gateways that help welcome people home and show what makes Provo unique and special.

Councilor Bill Fillmore thanked the students for their presentation. He chairs the Council economic development committee and one of their highest priorities is optimizing Provo's gateways. He invited them to meet with the committee sometime soon; several students indicated their interest in ongoing participation even though their class had concluded. Councilor George Handley thanked Professor Jamin Rowan and the students from his class. Their work is such a great service to the city and hopefully it was a valuable experience for them as well. Mr. Handley said past iterations of these presentations have been consistently impressive and helpful.

Councilor David Harding commended the student group for the quality of their research, the professionalism with which they presented the ideas and documents, and their great report and presentation; they should be proud of what they have accomplished. *Presentation only.* 

3. A presentation regarding the recommendations from the Transportation and Mobility Advisory Committee for Center Street evaluation criteria. (21-118) (1:22:20)

Melissa McNally, Management Analyst, presented. Clancy Black serves as the TMAC Chair. He lives in the Maeser neighborhood and works as a transportation engineer. Joy McMurry serves as the TMAC cochair and she is a member of the community council at Wasatch Elementary. Mr. Black gave a brief overview, noting that there were many ideas for Center Street and how to achieve the goals of the Council's policy intent statement. Mr. Harding read the vision and policy statement, which addresses the intent for Center Street to serve as a pedestrian area with specific goals to that end.

Mr. Black reviewed the four ranking criteria they created and used to evaluate the ideas:

- Prioritizes pedestrian safety and comfort (35%)
- Maintain and support convenient access to businesses and services (30%)
- Contributes to aesthetics of destination and enhances downtown experience (25%)
- Interim design strategies to demonstrate potential outcomes (10%)

Ms. McMurry clarified that the full list was not prioritized; it was solely giving a rating based on whether or not the ideas aligned with the Council's priorities. She explained that some items might not be possible or practicable given the cost or for other reasons. Mr. Black reiterated Ms. McMurry's comment, noting that some items are redundant or similar, some would not be financially practical, and all the items are still very conceptual at this point. They invited questions and comments from the Council.

Councilor David Shipley thanked them and TMAC for all the work and effort that went into this. He thought it would be helpful to have the data subsets to better analyze this spreadsheet. Public Works would probably have a sense for the more granular details and costs. Councilor George Handley thanked TMAC and all who have worked on this. He liked the idea of an entry arch as Center Street is a significant gateway. Some items on the list feel quickly actionable and Center Street has been in limbo for a long time. Mr. Handley thought this information should be sent to the City's consultants on the gateway plan as well as the economic development committee. Mr. Handley would love to get TMAC and Engineering's recommendations of the most important and actionable two or three items to get started on soon.

Councilor Bill Fillmore asked about allowing only one direction of traffic on Center Street or cutting off traffic altogether. Mr. Black said it was problematic to just allow one direction of traffic. Ms. McMurray added that Downtown Provo, Inc. does not support stopping all traffic. The concern is that it would negatively impact businesses; nearly all pedestrian malls that shut down vehicular traffic reopened vehicular traffic within a few years. Mr. Black thought the key would be finding ways to slow down vehicles. Ms. McMurry added that ideologically, we want Center Street to be two different things—a vibrant downtown versus an arterial east-west

connection. The changes made to Center Street will only be as effective as we can better improve east-west mobility elsewhere in Provo—there needs to be a holistic approach taken for that.

Mr. Fillmore asked whether the forthcoming McQuinney development was factored into the Center Street ideas. Mr. Black said with that whole block developing, there were significant opportunities to leverage developer involvement to do raised crosswalks at 300 W and 400 W. There would be an opportunity to create a design for that block that fits this criteria and these goals and is also adaptable and consistent with the rest of Center Street. A lot of the items on the list refer to making 100 North a more attractive route. Engineering has worked with UDOT to make improvements to the intersection at Center Street. Shane Winters, Traffic Engineer, explained that UDOT is very willing to help the City accomplish these goals.

Councilor David Harding said TMAC was a dedicated, smart group of caring residents who care about Provo's transportation needs. He reiterated the east-west arterial issues with Center Street and he thought that making the 100 North transition easier would be important. He also thought the City could move forward with some of these ideas prior to having the gateway plan finished.

**Motion:** David Harding moved to thank TMAC for efforts in preparing this framework and

request that Public Works staff prepare a proposal including timing about how to move forward using these ideas and this framework. Seconded by Bill Fillmore.

**Vote:** Approved 7:0.

4. A presentation regarding the proposed dredging and development of Utah Lake. (21-122) (2:08:52)

Craig Christensen, Conserve Utah Valley Executive Director, and Ben Abbott, BYU professor of ecology, presented. Together they represent a coalition of about 13 environmental groups. Dr. Abbott shared some resources from the Utah Lake Symposium available at: <a href="https://www.utahlake.byu.edu">utahlake.byu.edu</a>. He also invited responses from the Council of what came to mind when they thought of Utah Lake. The group discussed some of the responses and then Dr. Abbott moved on to an overview of the latest science about the lake. Data shows improvement to habitat and biodiversity and the June sucker was down listed this year, which is a huge success. Despite extreme drought, water flow to the lake has increased and Utah Lake has a good water level thanks to cooperative and positive relationships with agencies around the valley. Algal bloom intensity, extent, and frequency are also decreasing for the lake as a whole.

Dr. Abbott outlined some crucial ecosystem services that Utah Lake provides:

- Regulation of local climate (source of precipitation, cooling in the summer)
- Water source for communities around and downstream of the lake
- Crucial habitat for 1500 species
- Free removal of nutrients and pollutants
- Protects air quality (because the lakebed is covered/not dry)
- World-class recreation and views
- Spiritual and cultural significance

Dr. Abbott also gave a detailed history of Utah Lake, which was originally part of the Lake Bonneville system. When Utah was granted statehood in 1896, Utah Lake and all water bodies in the state were entrusted to the state of Utah to be held in permanent trust for the people of Utah present and future—this is a very clear constitutional responsibility.

Dr. Abbott shared more recent human interactions with the lake, including the resorts that used to be located around Utah Lake in the early 20<sup>th</sup> Century. During the dust bowl, the biggest catastrophe for the lake took place when the Provo River was diverted to the Jordan River and the lake dried up. This impacted local agriculture and property values until after it was restored. In the 1970s during the oil crisis, there was a proposal to drill for oil under Utah Lake, which went all the way to the U.S. Supreme Court and the Supreme Court upheld the prohibition.

Compared to all water bodies in the U.S., Utah Lake is in the cleanest category for algal blooms and other pollutants; it is cleaner than average than other water bodies in Utah thanks to concerted restoration efforts. The lake as a whole is getting better, but specifically near the outlets of wastewater treatment there has been an increase in algal blooms. Another common misconception is that the lakebed is contaminated. There are two lake-wide studies showing that the lakebed is healthy. Nothing as big as Utah lake has ever been dredged before. It's not common in ecological practices because it is negatively impactful.

In 2017, Lake Restoration Solutions presented a proposal where they wanted to build 20,000 acres of artificial islands. Dr. Abbott reviewed the 2018 legislation Utah Lake Amendments, which was passed to facilitate the 2017 proposal. He indicated that much of the contents of the law were quite accurate, however some of the assumptions about funding were inaccurate as there were many federal and state resources available. Dr. Abbott reviewed some additional information which was troubling about the developer of the lake islands proposal. It was unclear the financial solvency of the group and notably, they were declined by the EPA to submit a proposal for funding. The developers also made unsound claims regarding lake ecology that were not supported by scientific evidence—the things they are proposing to change are the very reasons the lake is resilient right now. The developers said housing is one of the main reasons for the proposal, yet this is the slowest and most expensive housing we could possibly develop in the county. Their director was involved in the Dubai islands which were an enormous economic failure. This project would deface a natural wonder in Utah Valley and doing so goes against the honor and legacy of our ancestors who took care of this lake system. Dr. Abbott shared a quote from Mary Murdock Meyer, Chief Executive of the Timpanogos Nation, who spoke at the Utah Lake Symposium; she emphasized the importance of preserving this natural and cultural resource. "Eutah" is the Timpanogos word for reeds, which is one possible explanation of how we got our state name. There are many ongoing restoration efforts we can support to further the progress being made, and to increase and facilitate public access and use of Utah Lake.

Dr. Abbott and Mr. Christensen recommended a repeal of House Bill 272 "Utah Lake Amendments"—doing so would restore the constitutional protection to Utah Lake. They also suggested that the community think of the lake as an asset in our valley. The recent Valley Visioning project showed that we can accommodate growth that's coming with the existing footprint of the Utah Valley community. They have begun a petition to encourage the repeal of

HB 272 and welcome the Council's support as a community leader in this, ideally in the form of a joint resolution to ask for the repeal and set a precedent.

Councilor Bill Fillmore thanked Dr. Abbott and Mr. Christensen for their presentation. He asked them if they had a bill sponsor yet and suggested they find someone with a lot of clout. Mr. Christensen said they have not encountered pushback from legislators—so far no one has disagreed with them; rather, they have found that many are simply uninformed. It was important to educate people about the science and the alternatives to the proposal. Mr. Fillmore asked another question regarding dredging and the depth of Utah Lake. Dr. Abbott responded to this and explained it was difficult to explain Utah Lake in terms of other freshwater lakes, because the lake ecology was very different than deeper and clearer lakes. In Utah Lake, algal blooms are a nuisance but don't kill off the species in the lake as might happen in another lake where deeper waters lead to stratification. With regard to Lake Tahoe, Tahoe is an alpine lake with a watershed of over 100 square miles, whereas Utah Lake is a lowland lake with 3000 mile watershed. They are very different in many ways because those systems are so different. The temperature and depth of Utah Lake are similar to its conditions 200 years ago. The sedimentation rate is about 1-2 mm per year. The water level used to fluctuate more but now system is better regulated.

The Division of Environmental Quality is currently conducting a multi-year, multi-million-dollar study of Utah Lake study. Carp mitigation will continue to be important to the lake. Additionally, conscientious water use and improvement of local wastewater treatment plants will support a healthy lake ecology as the population of the valley continues to grow. In response to a question from Councilor David Harding, Dr. Abbott indicated that 80% of the human nutrient loading to lake is from wastewater effluent.

Councilor George Handley felt strongly about the Council leading out in the community. It was an urgent time to act. Neutrality and passivity collectively are what has allowed this project to get as close as it is right now to being a reality. There is nothing he would feel more remorseful about than if he failed to do anything about this project during his time on the Council.

**Motion:** 

George Handley moved that he and Councilor Shannon Ellsworth draft a resolution to circulate among the Council and Administration to find some common ground and bring this back on January 4 for discussion and a vote (including the two new Councilors). Seconded by Bill Fillmore.

Councilor Shannon Ellsworth agreed with Mr. Handley's comments on this critical issue. If no one takes responsibility or accountability, then we can't be proper stewards of this natural resource. She would love to participate in this process more. This will either be a very positive or very negative legacy for generations to follow. Councilor David Sewell also indicated support.

Mr. Fillmore asked the Mayor about the Utah Lake Commission. Mayor Michelle Kaufusi indicated that any municipality or entity with lakefront property has a seat on the commission. Recently, Dr. Erica Gaddis from the Division of Water Quality has been presenting water quality data to the commission. The Mayor thought the commission would be open to having Dr. Abbott and Mr. Christensen present. Isaac Paxman, Deputy Mayor, discussed Rep. Brady Brammer's bill on the Utah Lake Authority. The authority would have ability to raise money through the

legislature or through fees to Utah Valley residents. The bill would create an entity, process, system, and charge them with some duties in the initial language.

**Vote:** Approved 7:0.

### **Policy Items Referred from the Planning Commission**

5. An ordinance adopting Provo City Code Title 15.23 to adopt policies and procedures for the dedication of private streets and utilities. Citywide Application. (PLOTA20210360) (1:12:14)

Bill Peperone, Development Services Director, briefly presented on the proposed changes which were intended to address a gap in the process in Provo. Previously there has been no policy in place regarding the City's taking on of private streets or utilities. This language would create the standard policy by which such proposals could then be evaluated. Brian Jones, City Attorney, shared that Matt Griffiths, Assistant City Attorney, drafted the proposal based on Salt Lake's ordinance. After receiving review and feedback during the drafting, the proposal then went to the Planning Commission. Mr. Jones indicated that the public submitted some suggestions to the drafting committee but were not included. The committee has forwarded their recommendation to the Council, but the ultimate policy decision is at the discretion of the Council.

Councilor David Harding felt it was important to approach this issue cautiously since the initial designation of private streets was very intentional. He thought this tool was a good framework to evaluate the proposals. Councilor David Sewell commented that there were situations with compelling interest toward private-to-public conversion. For instance, if private infrastructure ties into public infrastructure, there are potential risks to public health if infrastructure was not properly maintained. For things like fire hydrants, it seems to make sense for the City to assume responsibility for that type of maintenance. *Presentation only. This item was already scheduled for the Council Meeting on December 14, 2021.* 

6. An ordinance amending Provo City Code to allow Accessory Dwelling Units (ADUs) in the Agricultural (A1), Residential Agricultural (RA), and Residential (R1) Zones and to refine the development standards for ADUs. Citywide Application. (PLOTA20210345) (2:59:01)

John Magness, Policy Analyst, introduced the presentation. Brian Jones, Council Attorney, shared some comments prior to the Council discussion. Mr. Jones read a portion of HB082, which was passed during the 2021 legislative session and went into effect on October 1. He clarified some of the confusion and debate about what the law said and whether Provo needed to make any changes in response to HB082. Mr. Jones offered several guiding questions and clarifications which the Council may want to consider during this discussion. The ordinance brought by the Housing Committee has two objectives: to adjust the form of city code to match HB082; and to determine where the Council wants to prohibit ADUs and to ensure that those areas do not add up to more than the 67% prohibition allowed by the state law. The Housing Committee's recommendation was not to prohibit ADUs in any areas zoned primarily residential and to allow detached ADUs everywhere that internal ADUs are allowed. The ordinance also

restates ADU regulations in accordance with the requirements of HB082 and removes a couple things HB082 no longer allows. Mr. Jones also indicated there was a template on hand that would allow the Council to list any areas where they wished to prohibit ADUs if they decided to use that option. Mr. Jones suggested the Council make motions to include or exclude various elements of the proposal as a starting point, until they reached a list that the majority support.

Mr. Magness offered a caution based on a conversation with the bill sponsor. If the Council allowed ADUs in residential zones where it was not feasible to construct ADUs, the sponsor felt that was circumventing the intent of the law and the legislature would probably issue corrections in the next legislative session. In response to a question from Councilor Travis Hoban, Mr. Jones offered some clarification about internal versus external or detached ADUs. Mr. Jones also responded to another clarifying question from Councilor Bill Fillmore regarding detached ADUs. Mr. Fillmore asked if it was a viable option for the Council to do nothing and if there were any downsides to doing nothing. Mr. Jones said nothing in HB082 required the Council to prohibit ADUs; rather, it just placed a limit on what they could prohibit. It would be acceptable to take no action, but then under the state law ADUs would be allowed by default in all residential zones.

Councilor Shannon Ellsworth did not think it was helpful to base Provo's ordinance on speculation about possible decisions of the state legislature. She worked with the bill sponsor and the expectation was for cities to comply with the law by October. Every other city has done so and she thought it reflected badly and was not thoughtful to wait and drag our feet. Mr. Fillmore wanted to wait until after the 2022 legislative session and any possible changes as he thought it would be politically unfeasible to walk back changes if they were made prematurely. He thought that if there was no punitive element to waiting, it might make sense to wait on that. Councilor David Harding shared his thoughts that he felt Provo was compliant with the law because Provo's ordinances did already allow ADUs in many places.

Councilor George Handley strongly supported expanding ADUs in Provo. He was not ready to push for aggressive expansion, and doing nothing was problematic, so he supported Mr. Sewell's proposal that would accomplish expansion to about 33%. He preferred passing a minimum initially, then continuing future Provo-specific conversations to expand ADUs in an appropriate manner for the city. Mr. Harding thanked Mr. Jones for his thorough overview. In response to a comment from Mr. Harding, Mr. Jones clarified that there were some PRO zones that prohibited accessory buildings, so detached ADUs would be prohibited in those zones. Mr. Harding commented on the process of passing the brewpub ordinance and said he regretted his vote because he felt the Council could have still reached a better compromise. He supported ADUs and hoped the Council could reach a good solution. Mr. Handley indicated that he wanted to vote on something that commits to action in the coming months. Ms. Ellsworth referenced a time horizon that had been included in the mask mandate ordinance the Council passed last summer. If the best option for ADUs was to take it to a minimum threshold, perhaps a stop date could be implemented into the ordinance when it had to be reconsidered as a helpful mechanism.

**Motion:** Travis Hoban moved that the Council get to the minimum requirement of 33% at

the Council Meeting tonight. *The motion did not receive a second and Mr.* 

Hoban rescinded the motion.

Mr. Jones suggested since the default ordinance allowed 100% ADUs, a motion to include some prohibitions instead of no prohibitions would be more helpful. Mr. Harding said that doing nothing allows ADUs everywhere. He was open to the discussion about a timeline for the decision but if the Council wanted to make progress tonight, he thought it would be good to find an incremental step that sets the city up for the future discussions. Mr. Fillmore clarified that he did not support doing nothing, he wanted to hear an assessment of the consequences of doing so. He felt that the Council needed to take action that evening.

Mr. Magness displayed a list of the zones that meet the requirements of the state law. Mr. Handley asked for some clarification on the A and S overlays and how changing this would impact homeowners with properties in the overlays. Mr. Hoban asked a similar question. Mr. Jones offered a detailed explanation explaining how the A and S overlays could be handled and the results of each approach. If the overlays are removed, the intent is to preserve the data in a map so homeowners with grandfathered ADUs could refer to that information. Mr. Magness clarified that removing the text for the A and S overlays would simplify the requirements. Mr. Magness illustrated several changes to the percentage based on including or excluding certain zones. He also showed a spreadsheet prepared by Councilor David Sewell which would preserve the A- and S-overlays and would also reach the minimum requirement. Mr. Sewell shared insight about how he developed his proposal; he tried to add in zones which are generally less dense such as RA and R1.20, where ADUs were less likely to have a negative impact.

Mr. Hoban asked for some clarifications on comments by the bill sponsor. Mr. Fillmore added his insight, which was that Senator Anderegg was clear about his support for ADUs while also being sensitive to the needs of university cities. Mr. Harding asked a question about the occupancy carve-out and shared some comments based on his conversations with legislators.

Mr. Jones indicated that there were several possible draft ordinances and requested additional guidance from the Council to narrow in on one draft for the purposes of discussion. Mr. Fillmore indicated he was in favor of deleting external ADUs, continuing the requirements for owner-occupancy, off-street parking, and occupancy limits (he was in favor of 2 unrelated adults). He also supported using Mr. Sewell's proposal to reach the minimum requirement.

**Motion:** Travis Hoban moved to discuss prohibiting ADUs in some portion of the city.

Seconded by Bill Fillmore.

**Vote:** Approved 7:0.

**Motion:** Bill Fillmore moved to exclude external ADUs. Seconded by David Sewell.

Mr. Hoban asked for feedback from city staff regarding external ADUs and sewer capacity. Wayne Parker, CAO, responded with comments from staff indicating that they felt there was sufficient capacity for internal ADUs, but that the potential impacts of external ADUs was less certain and would require additional research.

Mr. Harding was concerned that the current trajectory of the discussion would decrease the ability for ADUs in the city and he elaborated on this concern. Mr. Sewell asked Mr. Jones whether it would be too complicated to continue allowing detached ADUs where they were

currently permitted and to remove the ability for only the new areas to be added. Mr. Jones indicated this was possible and explained how the ordinance could be amended accordingly. Mr. Handley also said he was opposed to anything reducing what they have already accomplished with the recent changes to the A and S overlay.

**Motion:** Bill Fillmore amended his motion to the effect of maintaining external ADUs

where they are currently permitted (the A and S overlays and RC zone). Seconded by David Sewell. *After several comments, Mr. Fillmore withdrew the motion.* 

Mr. Hoban commented on the possibility of keeping detached ADUs where they were already permitted. He thought that whatever the Council passed should include detached ADUs. Mr. Shipley agreed with Hoban; the most likely scenario was to expand ADUs to the two biggest zones and he did not think detached ADUs would be a problem there.

**Motion:** Bill Fillmore moved to adopt the spreadsheet that Chair David Sewell has

proposed. Seconded by Travis Hoban.

**Substitute motion:** George Handley made a substitute motion to address occupancy levels.

Seconded by David Shipley.

**Substitute motion:** David Harding made a substitute motion that staff draft the default

ordinance to allow occupancy of 2 unrelated adults for ADUs. Seconded

by Bill Fillmore.

Mr. Handley was interested in hearing the reasoning for an occupancy of 3 versus 2. Mr. Jones said 3 was mandated by the state and he highlighted the relevant provision of state law. Ms. Ellsworth elaborated on the reasoning for 3, which would make enforcement simpler and more consistent across the city. Mr. Jones also indicated a possible legal argument which could allow the Council to keep occupancy at 2.

**Substitute motion:** Travis Hoban moved to go to dinner and address the outstanding motions

when they come back. Seconded by David Harding.

**Amended motion:** Travis Hoban amended the motion to recess into closed meeting.

Seconded by David Harding.

**Vote:** Approved 7:0.

### **Closed Meeting**

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

### Adjournment

Adjourned by unanimous consent.

Please Note – These minutes have been prepared with a timestamp linking the agenda items to the video discussion. Electronic version of minutes will allow citizens to view discussion held during council meeting.



# PROVO MUNICIPAL COUNCIL Work Meeting Minutes

1:00 PM, Tuesday, January 04, 2022 Hybrid meeting: <u>youtube.com/provocitycouncil</u> or 351 W. Center Street, Provo, UT 84601

### Agenda (<u>0:00:00</u>)

#### **Roll Call**

The following elected officials participated:

Council Vice-chair David Shipley, conducting

Councilor Katrice MacKay

Councilor George Handley

Councilor Shannon Ellsworth

Councilor Bill Fillmore

Councilor Travis Hoban, arrived 1:19 PM

Councilor Rachel Whipple, arrived 1:23 PM

Excused: Mayor Michelle Kaufusi

### **Prayer**

The prayer was offered by Councilor Bill Fillmore.

### **Approval of Minutes**

November 8, 2021 Joint Meeting with State Legislators *Approved by unanimous consent.* 

#### **Business**

1. A training on the Open and Public Meetings Act and on Government Records Access and Management Act (GRAMA) requests. (22-002) (0:19:32)

Brian Jones, City Attorney, presented. Mr. Jones reviewed information about the Government Records Access and Management Act (GRAMA) and how records are managed. GRAMA recognizes the public's right to access of information as well as the right to privacy. When these two rights are equal, the right to access is generally favored. The City Recorder is responsible for responding to GRAMA requests and within the city organization, department representatives may help coordinate the department's responses. He reviewed various scenarios for requests.

Councilor Bill Fillmore asked whether Councilors should refer information requests to the City Recorder. Mr. Jones said that is an option and he offered additional clarification between

requests for records versus requests for information. Mr. Jones continued with the presentation, outlining the process of responding to a request and gathering records. He reviewed guidelines the Councilors should consider as they respond to the records officer preparing the request. Mr. Jones highlighted examples of items that do or do not constitute records under GRAMA.

Mr. Jones reviewed the classifications of records, including public, exempt, private, protected, and controlled records. Councilor George Handley asked about voicemails and if voicemails are deleted how that should be handled. He also asked what the penalty was for overlooking or missing a record. Mr. Jones referred to a recent case involving Utah County in which the records in question did not exist and could not be provided on that basis. Mr. Jones also clarified that the statute is written such that the penalties only apply when there was intent to exclude relevant records, rather than someone inadvertently overlooking a responsive record. Mr. Jones resumed presenting on the categories of records and gave more detail on private, protected (specific categories identified by the state), and controlled records. If records contain partial information that crosses into a different category, redaction may be appropriate. Mr. Jones offered guidance on casual communications such as text or email and the implications under GRAMA.

Mr. Jones then presented on the Open and Public Meetings Act (OPMA). He outlined situations subject to OPMA and how this applied to the Council or to different types of committees. He also outlined situations which did not constitute meetings, open versus closed meetings, and the requirements for a closed meeting. A new element of the law passed in SB 72 prohibits the taking of a vote during a closed meeting except on a motion to end the closed session. Councilor Shannon Ellsworth asked what made up two-thirds of the seven-member Council; Mr. Jones confirmed that two-thirds is five Councilors. Mr. Jones reviewed the provisions for emergency meetings. Minutes and recordings are required to be kept of all open meetings and recordings are required for closed meetings, with one exception. Mr. Jones reviewed the availability of records and requirements for written minutes and recordings. Councilor Katrice MacKay asked if closed meetings are put up for the public to review the same way as open meetings. Mr. Jones explained that recordings of closed meetings are not made public and offered clarification on this. The violation of OPMA includes a criminal penalty for intentionally violating the law; he reviewed the consequences of inappropriate actions under OPMA. *Presentation only*.

### 2. A presentation regarding the Council Handbook. (22-002) (0:53:10)

Brian Jones, City Attorney, presented. He focused on several chapters of the Council handbook, beginning with Provo's form of government. Mr. Jones outlined the powers and responsibilities of the Council and the Mayor. He reviewed the power and duties of the Council in more detail, offering clarification about the authority of the Council as a whole versus that of individual Councilors. Councilor Bill Fillmore asked for clarification about the police power. Mr. Jones clarified what is authorized under the police power by the state law and how this compares to other states versus Utah specifically. Mr. Jones continued with the presentation and highlighted several things the Council may not do, with some additional guidance on how to avoid abuses of the powers granted to the Council. One of the significant powers granted to the Council is executive oversight and Mr. Jones issued guidance as to the types and nature of oversight. Mr. Jones noted an unclear definition in state statute regarding the governing body of the city and he highlighted some of the legal questions raised by the definition, as well as how this impacted the

Council. Mr. Jones continued by covering ethics rules. He reviewed specifics of the Ethics Act which apply to the Council, as well as the process for declaring conflicts of interest. State law does not require recusal, but it is required under city code when the action produces an individualized material effect. Mr. Jones also reviewed special rules which the Council has put into place and how these apply to Council business. *Presentation only*.

# 3. A discussion regarding redistricting for Municipal Council and School Board districts. (22-003) (1:20:15)

Cliff Strachan, Council Executive Director, presented. He thanked several staff members who have been involved with this effort. Mr. Strachan reviewed the timeline for the redistricting for the Council and Provo School Board districts to take place and the Council's role in that process. Mr. Strachan reviewed the requirements of the districts for each body. The 2012 maps were based on 42 precincts, whereas the 2022 maps will be based on 59 precincts. Precincts have varying populations between about 500 and 1250. Mr. Strachan shared a more detailed timeline for the redistricting process with an alternate timeline which would defer action to a later time. Mr. Strachan noted the potential for the Council districts to move from five districts and two citywide districts to a seven single-member districts composition. A memo was distributed to the Council addressing this in more detail. They have proposed a three-week period for the public to submit maps. The online mapping tool includes a feature that prevents duplicate submissions.

Phil Uhl and Stan McShinsky, GIS Analysts, presented the online mapping tool, Councilor George Handley asked how the student population was calculated and balanced within districts. Mr. Uhl explained some of the challenges of the recent census; due to BYU's closure during the pandemic and students leaving town early, students were likely undercounted in the most recent census as a result. Councilor Katrice MacKay asked about the Council map whether boundaries would need to be changed if the Council remained with the five-member districts. Mr. Strachan indicated the maps would likely need to be changed due to changes to the precincts. Mr. Uhl indicated that they gave feedback to Utah County regarding precinct areas but were somewhat limited as the precinct boundaries could not cross state legislative districts. Councilor Shannon Ellsworth asked whether the Council asked for districts to align with neighborhood boundaries. Mr. Uhl said that was not direction received from the Council. Councilor David Shipley asked how a decision on five-versus seven-member districts for the Council would play into the timeline. Mr. Strachan explained that the Council needed to move forward soon with the School Board districts. Mr. Shipley was supportive of the basic timeline and he also supported exploring seven districts. Councilor Bill Fillmore asked whether Council districts needed to align with the School Board districts. Mr. Strachan indicated it was not required but may be simpler. He noted that the School Board is required to have seven districts and may not have a citywide district.

Councilor Shannon Ellsworth indicated her support for seven districts. She felt any negative impacts of having seven districts would similarly apply to the current five districts. She also felt positively about this because so many citizens have expressed a serious desire to have more vocal representation. She thought doing so would allow better geographic distribution of Council representatives. Councilor George Handley was open to exploring the pros and cons. For a city the size of Provo, there was not strong evidence one way or another, so he was hesitant to change unless there was a compelling reason that the change would improve a problem the city desired

to fix. Council Vice-chair David Shipley suggested the Council move forward with the School Board districts and continue discussing potential changes to the Council district apportionment. Mr. Strachan indicated the process for staff moving forward to accommodate these requests. *Presentation only. This item will return to a future Council meeting.* 

4. A discussion regarding the Parkway Village Tax Increment Finance reimbursement agreement - third payment - budget appropriation. (22-008) (1:40:33)

Keith Morey, Development Services Assistant Director, presented. Mr. Morey outlined the terms of the agreement and how this type of arrangement has played out in past projects. The Parkway Village group is entitled to a reimbursement of about \$37,000. *Presentation only. This item will return to a future Council Meeting.* 

5. A discussion regarding the continued funding for the LeRay McAllister Fund. (20-007) (1:43:57)

Councilor George Handley gave a brief overview of the LeRay McAllister Fund, which is used to further agricultural preservation in the state. In 2017, the Council passed a resolution that encouraged the State Legislature to continue to fund this program. The Council is requested to consider a similar resolution now as there are several parcels in Provo which could benefit from this funding. Don Jarvis, Mayor's Sustainability Committee Chair, shared a map and brief history of the parcels. Councilor Shannon Ellsworth added to Mr. Handley and Mr. Jarvis's comments that during the last year the Quality Growth Commission considered disbursement of over a million dollars but received requests for 10 times that amount. It is challenging to make those decisions, so more funding directed to this program would allow more properties to be designated for open space. Councilor David Shipley clarified the contents of the resolution for the Council. Councilor Bill Fillmore asked how the properties are purchased with state funds; Mr. Jarvis explained that the state funds only comprise a portion of the funds used to purchase conservation easements, with funding from other private or nonprofit partners. In response to additional questions, Ms. Ellsworth, Mr. Jarvis, and Mr. Handley offered clarification about the process for designating preserved parcels and how private property owners have full discretion.

Ms. Ellsworth had recommended several edits. Several Councilors preferred a formal resolution. Mr. Shipley suggested since they did not have input from the Mayor, the Council should schedule the resolution for a future meeting. Councilor Katrice MacKay asked for clarification—the conservation easement still allows farming but prevents development. Mr. Handley explained that it allows the property owner to access some of the financial benefit that might otherwise only be available through development of the property while the space is preserved as agricultural use in perpetuity. *Presentation only. This item will return to the Council Meeting on January 18, 2022.* 

### **Policy Items Referred from the Planning Commission**

6. \*\*\*CONTINUED\*\*\* An ordinance amending Provo City Code to adopt policies and procedures for the dedication of private streets and utilities. Citywide Application. (PLOTA20210360).

### **Policy Items Referred from the Landmarks Commission**

7. \*\*\*CONTINUED\*\*\* Cindy L Caldwell requests Landmarks Nomination for a home at 1115 East 640 South, in the R1.8 (One-Family Residential) zone. Provost Neighborhood. (PLLN20210394)

### **Redevelopment Agency Governing Board**

8. An appropriation for 200 Cityview Apartments. (22-006) (<u>1:43:57</u>)

Bill Fillmore, RDA Vice-chair, chaired this portion of the meeting. David Walter, RDA Division Director, presented. He outlined the agreement for tax increment financing which was approved several years ago for the Cityview Apartments project. The resolution would appropriate funds and authorize the mayor to complete paperwork that would facilitate the development of a pocket park by Provo Parks and Recreation at the location of the Cityview Apartments. Mr. Walter gave a brief history of the parcel in question. Mr. Fillmore asked several follow-up questions about the proposal and invited any questions or comments. RDA Board Member David Shipley asked if this park would be a private or public amenity; Mr. Walter indicated it would be public and would likely include a public art component. *Presentation only. This item is scheduled to return to the Council Meeting on January 18, 2022.* 

### **Closed Meeting**

The Municipal Council or the Governing Board of the Redevelopment Agency will consider a motion to close the meeting for the purposes of holding a strategy session to discuss pending or reasonably imminent litigation, and/or to discuss the purchase, sale, exchange, or lease of real property, and/or the character, professional competence, or physical or mental health of an individual in conformance with 52-4-204 and 52-4-205 et. seq., Utah Code. *None requested.* 

### Adjournment

Adjourned by unanimous consent.

# PROVO MUNICIPAL COUNCIL STAFF REPORT



Submitter: JOHNB

**Department:** Administrative Services

**Requested Meeting Date:** 01-18-2022

**SUBJECT:** A presentation on the Single Audit for Fiscal Year 2021. (22-013)

**RECOMMENDATION:** Presentation only

**BACKGROUND**: Audit of federal programs including the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of Provo City Corporation (the City) as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the City's basic financial

statements.

FISCAL IMPACT: None

**PRESENTER'S NAME**: Jeff Miles

**REQUESTED DURATION OF PRESENTATION: 15 minutes** 

**COMPATIBILITY WITH GENERAL PLAN POLICIES, GOALS, AND OBJECTIVES:** 

**CITYVIEW OR ISSUE FILE NUMBER: 22-013** 

### PROVO CITY CORPORATION

Federal Single Audit and Reports on Internal Control and Compliance and Utah State Audit Compliance

For the Year Ended June 30, 2021

### PROVO CITY CORPORATION Federal Single Audit and Other Reports For the Year Ended June 30, 2021

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## CERTIFIED PUBLIC ACCOUNTANTS

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# INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS

Honorable Members of the City Council and Mayor Provo City Corporation, Utah

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of Provo City Corporation (the City) as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the City's basic financial statements, and have issued our report thereon dated December 9, 2021.

#### Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the City's financial statements will not be prevented, or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over financial reporting that might be material weaknesses or significant deficiencies, therefore, material weaknesses or significant deficiencies may exist that were not identified. Given these limitations, during our audit we did not identify any deficiencies in internal control over financial reporting that we consider to be material weaknesses.

#### Compliance and Other Matters

As part of obtaining reasonable assurance about whether the City's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that is required to be reported under *Government Auditing Standards*.

#### Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

December 20, 2021

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#### CERTIFIED PUBLIC ACCOUNTANTS

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# INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR FEDERAL PROGRAM, REPORT ON INTERNAL CONTROL OVER COMPLIANCE, AND REPORT ON SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS REQUIRED BY THE UNIFORM GUIDANCE

Honorable Members of the City Council and Mayor Provo City Corporation, Utah

#### Report on Compliance for Each Major Federal Program

We have audited Provo City Corporation's (the City) compliance with the types of compliance requirements described in the *U.S. Office of Management and Budget (OMB) Compliance Supplement* that could have a direct and material effect on each of the City's major federal programs for the year ended June 30, 2021. The City's major federal programs are identified in the summary of auditors' results section of the accompanying schedule of findings and questioned costs.

#### Management's Responsibility

Management is responsible for compliance with the federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

#### Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the City's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the City's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each of the City's major federal program. However, our audit does not provide a legal determination of the City's compliance.

#### Opinion on Each Major Federal Program

In our opinion, Provo City Corporation complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2021.

#### Internal Control over Compliance

Management of the City is responsible for establishing and maintaining effective internal control over compliance with the requirements of laws, regulations, contracts, and grants applicable to federal programs. In planning and performing our compliance audit, we considered the City's internal control over compliance with requirements that could have a direct and material effect on a major federal program as a basis for designing our compliance auditing procedures for the purpose of expressing our opinion on compliance and to test and report on internal control over compliance in accordance with Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the City's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct noncompliance with a type of compliance requirement of a federal program on a timely basis. A material weakness in internal control over compliance is a deficiency, or combination of deficiencies in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented or detected and corrected on a timely basis. A significant deficiency in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies, and therefore, material weaknesses or significant deficiencies may exist that were not identified. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

#### Report on Schedule of Expenditures of Federal Awards by Uniform Guidance

We have audited the financial statements of the governmental activities, business-type activities, each major fund, and the aggregate remaining fund information of the City as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the City's basic financial statements. We issued our report thereon dated December 9, 2021, which contained unmodified opinions on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

#### Purpose of This Report

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

December 20, 2021

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# PROVO CITY CORPORATION Schedule of Expenditures of Federal Awards For the Year Ended June 30, 2021

Federal Grantor/Pass-Through Grantor/Program Title	Federal CFDA No.	Pass Through Grant No.	Disbursements/ Expenditures	Passed Through to Subrecipient
Department of Housing and Urban Development				
Direct Awards				
Community Development Block Grant 18-19	14.218		\$ 63,237	\$ -
Community Development Block Grant 19-20	14.218		634,922	-
Community Development Block Grant 20-21	14.218		1,056,483	-
COVID-19 - Community Development Block Grant COVID 20-21	14.218		61,031	
			1,815,673	
Direct Awards				
HOME Investment Partnerships Program 18-19	14.239		73,648	-
HOME Investment Partnerships Program 19-20	14.239		63,260	-
HOME Investment Partnerships Program 20-21	14.239		596,050	
			732,958	<del>-</del>
Total Department of Housing and Urban Development			2,548,631	
Department of Justice				
Direct Awards				
Coronavirus Emergency Supplemental Funding Program	16.034		12,198	-
Crime Victim Assistance 2019-2021	16.575	19VOCA048/20VOCA048	116,618	-
Improving Criminal Justice Responses to Sexual Assault, Domestic Violence,				-
Dating Violence, and Stalking Grant Program (ICJR)	16.590		192,424	
STOP School Violence: School Violence Prevention Program (COPS)	16.710		102,433	-
Edware Byrne Memorial Justice Assistance Grant (JAG) Program 2020	16.738		452	-
Internet Crimes Against Children Task Force Program (ICAC)	16.800	2020-2021 ICAC	14,067	
Total Department of Justice			438,192	
US Department of Transportation				
Airport Improvement Program	20.106	AIP 3-49-0027-045-2020	6,882,474	_
COVID-19 - CARES Act Airport Grant	20.106	AIP 3-49-0027-046-2020	821,880	_
Airport Improvement Program	20.106	AIP 3-49-0027-047-2021	5,851,844	_
COVID-19 - CARES Act Airport Grant	20.106	AIP 3-49-0027-048-2021	517,458	
Total Department of Transportation			14,073,656	_
U.S. Department of Treasury				
Pass through from Utah County				
COVID-19 - CARES Act Allocation	21.019	CARES Act Allocation	2,461,414	
Total U.S. Department of Treasury			2,461,414	
Department of Health and Human Services				
Pass-through from the State of Utah Dept of H&HS:				
Moutainland Association of Governors	93.045		12,156	_
Direct Awards	75.015		12,130	
COVID-19 - CARES - Provider Relief Fund (Fire/Ambulance)	93.498		14,941	-
Total Department of Health and Human Services			27,097	-
U.S. Department of Homeland Security				
Pass-through from the State of Utah:				
EMPG State and Local Assistance (Baseline) 2020	97.042	EMD-2020-EP-00002-S01	13,941	-
TSA Law Enformecement Officer	97.090		27,649	<u> </u>
Total Department of Homeland Security			41,590	<del>-</del>
Total Federal Awards			\$ 19,590,580	\$ -

# PROVO CITY CORPORATION Notes to Schedule of Expenditures of Federal Awards For the Year Ended June 30, 2021

#### 1. PURPOSE OF THIS SCHEDULE

The accompanying Schedule of Expenditures of Federal Awards (the Schedule) is a supplementary schedule to Provo City Corporation's (the City) basic financial statements and is presented for additional analysis. The Schedule is required by the audit requirements of Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance).

#### 2. <u>SIGNIFICANT ACCOUNTING POLICIES</u>

#### Basis of Presentation

The accompanying schedule includes the federal grant activity of the City. The information in this schedule is presented in accordance with the requirements of the Uniform Guidance.

Federal Financial Assistance Pursuant to the Single Audit Act of 1984; the Single Audit Act Amendments of 2015, and the Uniform Guidance, federal financial assistance is defined as assistance provided by a federal agency, either directly or indirectly, in the form of grants, contracts, cooperative agreements, loans, loan guarantees, property, interest subsidies, insurance, endowments, or direct appropriations. Federal financial assistance does not include direct federal cash assistance to individuals.

Catalog of Federal Domestic Assistance (CFDA) – Uniform Guidance requires the Schedule to show the total expenditures for each of the City's federal financial assistance programs as identified in the (CFDA). The CFDA is a government-wide summary of individual federal programs. Each program included in the CFDA is assigned a five-digit program identification number which is reflected in the Schedule. Federal financial assistance programs and contracts which have not been assigned a CFDA number have been identified as Unknown in the CFDA Column of the schedule.

Type A and Type B Programs – The Single Audit Act of 1984 (as amended in 2015) and the Uniform Guidance establish the levels to be used in defining Type A and Type B federal programs. Type A programs for Provo City Corporation are those programs that exceeded \$750,000 in the federal awards expended for the fiscal year ended June 30, 2021. All other programs are classified as Type B by the City.

#### Reporting Entity

The City's reporting entity is fully described in Footnote 1 of the City's basic financial statements. The Schedule includes all federal financial assistance programs administered by the City for the year ended June 30, 2021.

# PROVO CITY CORPORATION Notes to Schedule of Expenditures of Federal Awards (Continued) For the Year Ended June 30, 2021

#### 2. <u>SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)</u>

#### **Basis of Accounting**

Federal financial assistance programs included in the Schedule are reported in the City's basic financial statements as intergovernmental revenue in the General Fund, Special Revenue Funds, and Proprietary Funds. The Schedule is presented using the same basis of accounting used for each fund as described in Footnote 1 of the City's basic financial statements.

#### 3. <u>INDIRECT COST RATE</u>

The City has not elected to use the 10% de minimis cost rate.

#### 4. <u>LOANS OUTSTANDING</u>

Loans outstanding at June 30, 2021, in federal programs, include the following:

Federal Grant Program	Balance	
Loans receivable:		
Rental Rehabilitation Loans	\$	192,390
Special Purpose Grant Loans		578,354
HOME Loans		15,970,604
CDBG Loans		1,160,819
Total loans receivable outstanding	\$	17,902,167

#### PROVO CITY CORPORATION Schedule of Findings and Questioned Costs For the Year Ended June 30, 2021

#### A. Summary of Auditors' Results

- 1. The auditor's report expresses an unmodified opinion on the basic financial statements of the City.
- 2. A significant deficiency was identified and is described in item 2020-01. No material weaknesses relating to the audit of the financial statements are reported in the Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements performed in Accordance with Government Auditing Standards.
- 3. No instances of noncompliance material to the financial statements of the City were disclosed during the audit.
- 4. The auditor's report on compliance for the major federal award programs for the City expresses an unmodified opinion.
- 5. There were no findings required to be reported under the Uniform Guidance or Government Auditing Standards.
- 6. The programs tested as a major programs were:

#### CFDA# Grant Program

Department of Housing and Urban Development: 14.239 HOME Investment Partnership Agreement U.S. Department of Treasury 21.019 COVID-19: Coronavirus Relief Fund U.S. Department of Transportation 20.106 Airport Improvement Program

- 7. The threshold for distinguishing Type A and B programs was \$750,000.
- 8. The City was determined not to be a low-risk auditee.

# PROVO CITY CORPORATION Schedule of Findings and Questioned Costs (Continued) For the Year Ended June 30, 2021

B. <u>Current Year Findings and Questioned Costs – Financial Audit and Major Federal Award</u>
Programs

No reportable conditions noted.

C. <u>Prior Year Findings and Questioned Costs – Financial Audit and Major Federal Award Programs</u>

2020-01: HUD Period of Availability

#### CFDA #14.239, HOME Investment Partnership Agreement

Context/Sampling: The U.S. Department of Housing and Urban Development (HUD), Region VIII, Office of Community Planning and Development (CPD) initiated a HOME affordability period desk review based on concerns that arose from conversations with the City of Provo (the City) about their HOME program. Developers who had received HOME funds for homeowner activities were requesting forgiveness of their loans, and upon study, it was discovered that the period of affordability for several of the projects was not met. In response, this Office requested the City conduct an internal review of all HOME projects with affordability periods still in progress and report on their compliance with affordability requirements.

Repeat Finding from Prior Year(s): No

Questioned Costs: \$591,049

FINDING #1: Affordability Period Noncompliance

Criteria: 24 CFR 92.254(4)&(5); CPD Notice 12-003

Condition: The City's internal review revealed that eight HOME projects were not in compliance with affordability requirements. Six of the projects had only received developer subsidies and two received a developer subsidy and homebuyer direct assistance.

Cause: The City did not have the following mechanisms in place to ensure affordability periods were met:

- Adequate written agreements with developers or homebuyers that included recapture or resale provisions;
- Enforcement mechanisms attached to the homes such as deed restrictions or restrictive covenants, running with the land; and
- Internal policies and procedures on recapture and resale provisions.

# PROVO CITY CORPORATION Schedule of Findings and Questioned Costs (Continued) For the Year Ended June 30, 2021

## C. <u>Prior Year Findings and Questioned Costs – Financial Audit and Major Federal Award Programs (Continued)</u>

Effect: When recapture and resale provisions are not enforced, housing intended for low- and moderate-income (LMI) persons is made available to non-LMI persons who do not qualify for HOME-subsidized housing and/or HOME funds that are not recaptured cannot be used to serve other LMI persons through the HOME program.

Recommendation: Management should improve written agreements with developers or homebuyers that include recapture or resale provisions; enforcement mechanisms attached to homes should be in place; and improve internal policies and procedures on recapture and resale provisions.

*Planned Corrective Actions*: Management has already taken, or plans to take, the following corrective actions:

- Agreements with developers and homebuyers have been updated and will be submitted to HUD for review.
- Policies were revised to clarify instances when a recapture or resale provision would be used. Policies also clarify developers' responsibilities to ensure adequate instruments are placed and enforced at the sale of property, specifically that:
  - Resale will be used when HOME dollars are used to subsidize land purchases or land improvements of affordable housing and no direct subsidy (down payment assistance, closing cost, or principal reduction) is received by the beneficiary.
  - o Recapture will be used when HOME dollars are used to provide direct subsidy to beneficiaries.
  - Deed restrictions, restrictive agreements, and other instruments will be utilized to inform beneficiaries of their responsibilities and enforce the affordability period requirements.
- Procedures were revised to include extensive and detailed information on:
  - o How activities/transactions are logged into a spreadsheet including beneficiary's information, affordability provision used, amount of subsidy, and affordability period (based on dollar amount).
  - o Processes followed to perform annual audits to ensure beneficiaries are compliant with affordability periods.
  - o Actions taken when noncompliance is identified.
- Management has engaged with HUD and provided restitution of funds that did not meet established requirements.



#### CERTIFIED PUBLIC ACCOUNTANTS

E. LYNN HANSEN, CPA
CLARKE R. BRADSHAW, CPA
GARY E. MALMROSE, CPA
EDWIN L. ERICKSON, CPA
MICHAEL L. SMITH, CPA
JASON L. TANNER, CPA
ROBERT D. WOOD, CPA
AARON R. HIXSON, CPA
TED C. GARDINER, CPA
JEFFREY B. MILES, CPA
SHAWN F. MARTIN, CPA

# INDEPENDENT AUDITORS' REPORT ON COMPLIANCE AND REPORT ON INTERNAL CONTROL OVER COMPLIANCE AS REQUIRED BY THE *UTAH STATE COMPLIANCE AUDIT GUIDE*

Honorable Members of the City Council and Mayor Provo City Corporation, Utah

#### Report On Compliance with General State Compliance Requirements

We have audited Provo City Corporation's (the City) compliance with the applicable general state compliance requirements described in the *Utah State Compliance Audit Guide*, issued by the Office of the Utah State Auditor, that could have a direct and material effect on the City for the year ended June 30, 2021.

General state compliance requirements were tested for the year ended June 30, 2021 in the following areas:

Budgetary Compliance
Justice Courts
Restricted Taxes and Related
Restricted Revenue
Enterprise Fund Transfers,
Reimbursements, Loans, and Services

Fund Balance
Fraud Risk Assessment
Government Fees
Cash Management
Tax Levy Revenue Recognition
Impact Fees

#### Management's Responsibility

Management is responsible for compliance with the general state requirements referred to above.

#### Auditor's Responsibility

Our responsibility is to express an opinion on the City's compliance based on our audit of the compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States; and the *Utah State Compliance Audit Guide*. Those standards and the *Utah State Compliance Audit Guide* require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the compliance requirements referred to above that could have a direct and material effect on the City or its major state programs occurred. An audit includes examining, on a test basis, evidence about the City's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance with each state compliance requirement listed above. However, our audit does not provide a legal determination of the City's compliance with those requirements.

#### **Opinion on Utah State Compliance Requirements**

In our opinion, Provo City Corporation complied, in all material respects, with the compliance requirements referred to above for the year ended June 30, 2021.

#### **Other Matters**

The results of our auditing procedures disclosed an instance of noncompliance, which is required to be reported in accordance with the *Utah State Compliance Audit Guide* and which is described in the accompanying schedule of findings as item 2021-1. Our opinion on compliance is not modified with respect to this matter.

The City's response to the noncompliance finding identified in our audit is described in the accompanying schedule of findings. The City's response was not subjected to the auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the responses.

#### Report On Internal Control over Compliance

Management of the City is responsible for establishing and maintaining effective internal control over compliance with the compliance requirements referred to above. In planning and performing our audit of compliance, we considered the City's internal control over compliance with the state compliance requirements referred to above to determine the audit procedures that are appropriate in the circumstances for the purpose or expressing an opinion on compliance with those state compliance requirements and to test and report on internal control over compliance in accordance with the *Utah State Compliance Audit Guide*, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the City's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct noncompliance with a state compliance requirement on a timely basis. A material weakness in internal control over compliance is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a state compliance requirement will not be prevented, or detected and corrected, on a timely basis. A significant deficiency in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance with a state compliance requirement that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be *material weaknesses* or *significant deficiencies*. We did not identify any deficiencies in internal control over compliance that we consider to be *material weaknesses*. However, *material weaknesses* may exist that have not been identified.

#### Purpose of This Report

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control and compliance and the results of that testing based on the requirements of the *Utah State Compliance Audit Guide*. Accordingly, this communication is not suitable for any other purpose.

December 20, 2021

NBME, LLC

#### PROVO CITY CORPORATION Schedule of Findings June 30, 2021

2021-1:

#### **Cash Management**

Statement of Condition

During the testing of a sample of receipts, one instance was noted of the City failing to deposit receipts within three banking days.

Criteria

The Utah Money Management Act requires all receipts to be deposited within three banking days.

Cause

Established policies and procedures were not followed by depositing all receipts within three banking days.

Recommendation

The City should follow established policies and procedures to ensure all receipts are deposited within three banking days, in accordance with the Utah Money Management Act.

Management's Response

The City has a draft Cash Handling Policy that has been under review. The City will ensure that the draft policy will state that all receipts must be deposited within three banking days. The City will have the Cash Handling Policy approved by administration and in place prior to June 30, 2022. The City will take an active role prior to the policy being put into place to train and monitor employees to ensure receipt of funds are deposited within three banking days.

# PROVO MUNICIPAL COUNCIL STAFF REPORT



Submitter: RBREEN

**Department:** Development Services

Requested Meeting Date: 01-18-2022

SUBJECT: An appropriation for East Bay Shopping Center Participation and

Reimbursement Agreement – second payment. (22-008)

**RECOMMENDATION:** To be heard at the January 18, 2022 City Council Work Meeting

**BACKGROUND:** On June 2018 the Municipal Council approved a resolution authorizing the Mayor to execute an agreement between Provo City and East Bay Shopping Center LLC, the ownership group of the East Bay Shopping Center at 979 S University Ave. At the meeting the Council was presented with a request to reimburse the ownership group for the remodel, construction, and opening of a new Ross retail store, which would serve as a magnet to attract other retailers to fill this retail center. The reimbursement would be funded through retail sales tax increment above the established predetermined sales tax revenue generated by the retail center as of a certain date. The baseline revenue was established at \$90,099, which represents one half of one percent of total sales generated at the center, or that portion of sales tax revenue received by Provo City from the retail center, as provided by the State of Utah. In this Agreement, Provo City will continue to receive the baseline amount of \$90,099. The developer/owner will receive on an annual basis, a reimbursement against their actual out-of-pocket expenses, that is, any additional sales tax revenue above and beyond the baseline amount of \$90,099. The term of this agreement runs for ten years. In that time the developer/owner will be able to be reimbursed for up to one half of the out-of-pocket costs for the above-described expenses. The target reimbursement amount as per the agreement is \$1,154,385 which is one half of the total out-of-pocket expenses which were \$2,308,770. This is the second payment in the ten-year agreement, that is \$75,734 which represents the amount over the baseline of \$90,099. The total received in 2 years is \$114,358.

FISCAL IMPACT: \$75,734

**PRESENTER'S NAME**: Keith Morey, Asst Director of Development Services

**REQUESTED DURATION OF PRESENTATION: 10 minutes** 

COMPATIBILITY WITH GENERAL PLAN POLICIES. GOALS. AND OBJECTIVES:

Support economic retail growth and vitality of the City's major retail centers.

**CITYVIEW OR ISSUE FILE NUMBER: 22-008** 

# PROVO MUNICIPAL COUNCIL STAFF REPORT



**Submitter: Brent Garlick** 

**Department: Economic Development** 

Requested Meeting Date: January 18, 2022

**SUBJECT:** East Bay Shopping Center Participation and Reimbursement Agreement –

second payment – budget appropriation

**RECOMMENDATION:** Budget appropriation approval of \$75,734 from General Fund. This is for a Work Meeting and then to be placed on the next available Council Meeting

**BACKGROUND**: On June 2018 the Municipal Council approved a resolution authorizing the Mayor to execute an agreement between Provo City and East Bay Shopping Center LLC, the ownership group of the East Bay Shopping Center at 979 S University Ave. At the meeting the Council was presented with a request to reimburse the ownership group for the remodel, construction, and opening of a new Ross retail store, which would serve as a magnet to attract other retailers to fill this retail center. The reimbursement would be funded through retail sales tax increment above the established predetermined sales tax revenue generated by the retail center as of a certain date. The baseline revenue was established at \$90,099, which represents one half of one percent of total sales generated at the center, or that portion of sales tax revenue received by Provo City from the retail center, as provided by the State of Utah. In this Agreement, Provo City will continue to receive the baseline amount of \$90,099. The developer / owner will receive on an annual basis, a reimbursement against their actual out-of-pocket expenses, that is, any additional sales tax revenue above and beyond the baseline amount of \$90,099. The term of this agreement runs for ten years. In that time the developer / owner will be able to be reimbursed for up to one half of the out-of-pocket costs for the above-described expenses. The target reimbursement amount as per the agreement is \$1,154,385 which is one half of the total out-of-pocket expenses which were \$2,308,770. This is the second payment in the ten-year agreement, that is \$75,734 which represents the amount over the baseline of \$90,099. The total received in 2 years is \$114,358.

FISCAL IMPACT: \$75,734

**PRESENTER'S NAME:** Keith Morey, Asst Director of Development Services

**REQUESTED DURATION OF PRESENTATION:** 10 minutes

**COMPATIBILITY WITH GENERAL PLAN POLICIES, GOALS, AND OBJECTIVES:** 

Support economic retail growth and vitality of the City's major retail centers.

#### **CITYVIEW OR ISSUE FILE NUMBER:**

# PROVO MUNICIPAL COUNCIL STAFF REPORT



Submitter: NLA

**Department:** Development Services

Requested Meeting Date: 12-14-2021

**SUBJECT:** An ordinance amending Provo City Code to adopt policies and procedures

for the dedication of private streets and utilities. Citywide Application.

(PLOTA20210360).

**RECOMMENDATION:** Was heard at the December 8, 2021, Planning Commission were is was recomended for aproval 9:0

**BACKGROUND**: The City has recently received multiple requests from owners (mainly HOAs) of private roads in Provo that their streets and/or utilities be converted to public ownership. However, the City Code does not currently have a procedure in place for accomplishing this, nor does it list factors to consider when evaluating such a request. The proposed ordinance achieves both objectives. It creates a new Chapter with three Sections.

#### FISCAL IMPACT:

**PRESENTER'S NAME**: Aaron Ardmore, Planning Supervisor

**REQUESTED DURATION OF PRESENTATION: 10 minutes** 

**COMPATIBILITY WITH GENERAL PLAN POLICIES, GOALS, AND OBJECTIVES:** 

**CITYVIEW OR ISSUE FILE NUMBER:** PLOTA20210360





### **Provo City** (Legal)

Staff Memorandum

## Ordinance for Dedication of Private Streets to Public Ownership

December 8, 2021 Planning Commission

#### **Department Head**

Brian Jones (801) 852-6143

#### **Memorandum Author**

Matthew Griffiths (801) 852-6359

Case File # (if applicable)
N/A

#### **Purpose of Proposal**

 To move forward on a Provo City Code ordinance establishing criteria and procedures for petitions that request dedication of privately owned streets to public (City) ownership.

#### **Action Requested**

Approval of proposed ordinance.

#### **Relevant City Policies**

• Provo City Code Chapter 15.23.

#### Description of this item (at least 2 paragraphs)

- The City has recently received multiple requests from owners (mainly HOAs) of private roads in Provo that their streets and/or utilities be converted to public ownership. However, the City Code does not currently have a procedure in place for accomplishing this, nor does it list factors to consider when evaluating such a request. The proposed ordinance achieves both objectives. It creates a new Chapter with three Sections.
- Section 15.23.010 explains the purpose of the new Chapter.
- Section 15.23.020 contains the dedication policy, which is

divided into 11 subsections.

- The requirements for submitting a petition under subsection (1) include obtaining signatures from all applicable property owners, or in the case of an HOA, those with authority to legally bind the HOA. The petition must state reasons for the request and explain how dedication is in the public interest. Public Works and Development Services will then evaluate the petition and identify deficiencies, if any. Petitioners may elect to have the City Council consider appropriation of certain costs to remedy deficiencies. Once all deficiencies have either been corrected or the Council has authorized appropriation of funds to correct them, the petition is forwarded to the Coordinators Review Committee (CRC) executive team for final approval.
- Subsection (2) gives factors to be considered when determining whether dedication is in the public interest.
- Subsection (3) explains certain standards which, if not met, will disqualify a private street from being approved for public ownership.
- Subsections (4), (5), and (6) explain that the City will not pay the cost of certain improvements and lay out other possible funding options for those improvements.
- Subsection (7) explains that if a private street was created as part of a planned development, an amendment to the development approved by the City Council is required before the street can be dedicated to public ownership.
- Subsection (8) explains that a street may require an evaluation or audit to ensure it complies with ADA standards.
- Subsection (9) states that the City will not take ownership of a street that does not allow for public access.

- Subsection (10) states that the City will not take ownership of a street targeted for redevelopment.
- Subsection (11) explains that no specific rights or guarantees for use of the street will be conveyed to private street owners once the street becomes publicly owned.
- Section 15.23.030, the last Section in the Chapter, explains that the Mayor may adopt additional procedures necessary to implement this policy.
- The procedures and requirements in the dedication policy are intentionally strict because of the potential downsides to the City in accepting such a dedication. There would be, of course, additional City cost and labor in having to maintain and repair roads and utilities that in some cases have been privately owned for decades. Additional staffing may be required. Some utilities do not have current equipment (water meters, etc.) and in some cases would require extensive work to meet City standards. Some private roads do not have sidewalks on one or both sides of the street, and some roads/utilities may be difficult to access by repair and maintenance crews.

## CHAPTER 15.23 DEDICATION OF PRIVATE STREETS TO PUBLIC OWNERSHIP

#### Sections:

15.23.010 Purpose 15.23.020 Policy

15.23.030 Administrative Procedures

#### 15.23.010 Purpose.

This Chapter establishes policies and procedures for the dedication of private streets and utilities to public ownership. Private alleys are not eligible for dedication under this Chapter.

#### 15.23.020 Policy.

- (1) Property owners may request that existing private streets and/or utilities be considered for dedication to public ownership, using the following process:
  - (a) The request must come in the form of a private dedication petition, which must be signed by property owners representing one hundred percent (100%) of the total linear frontage of the street and 100% of the ownership of the utility. In the case of a Homeowners Association (HOA), the petition must be signed by the board of trustees representing the owners or those with express authority to legally bind the HOA.
  - (b) By signing the petition, each petitioner agrees it is that petitioner's intent to dedicate the street or utility that is the subject of the petition to public ownership.
  - (c) The petition shall set forth the reasons for the proposed dedication and explain how dedicating the street or utility is in the public interest.
  - (d) The City's Public Works and Development Services departments will review the request and identify any deficiencies, including, but not limited to, ways in which the street or utilities do not satisfy the factors set forth in this Chapter and potential costs, liabilities, or logistical/maintenance/infrastructure problems the dedication may impose on the City if approved. If no deficiencies are identified, or all identified deficiencies have been corrected, the petition will be forwarded for final approval as provided in subsection (1)(g).
  - (e) The identified deficiencies will be communicated to the petitioners. Petitioners may choose to correct any or all of the identified deficiencies at their own expense prior to the Municipal Council review described in subsection (1)(f).
    - (i) No later than 30 days after receiving the list of deficiencies from the Public Works and Development Services departments, petitioners must notify the City in writing whether petitioners elect to correct deficiencies or request the petition be forwarded to the Municipal Council for consideration of an appropriation.
    - (ii) If petitioners elect to correct deficiencies, they must notify the City in writing when the corrective work is complete. The Public Works and Development Services departments will then review the request again as set forth in subsection (1)(d).

- (iii) The process set forth in subsections (1)(d)-(e) will repeat until no further deficiencies are identified or until petitioners elect to submit the deficiencies to the Municipal Council for review.
- (f) Upon election by the petitioners, any deficiencies identified through the City's review and uncorrected by the petitioners will be reviewed by the Municipal Council to consider appropriation of the estimated costs necessary to remedy the deficiencies. However, the Council may not appropriate money to correct deficiencies that this Chapter specifically states will not be paid for by the City. If all remaining deficiencies associated with a petition are of this type, the petition will not be sent to the Municipal Council for review and will be deemed rejected.
  - (i) If the Municipal Council does not authorize the appropriation, the petition shall be deemed rejected and the street or utilities will not be dedicated to public ownership.
  - (ii) If the Municipal Council authorizes the appropriation, the petition will be forwarded for final approval as provided in subsection (1)(g).
- (g) Upon referral under subsection (1)(d) or (1)(f), the petition will be considered by the Coordinators Review Committee (CRC) Executive Committee, consisting of the Chief Administrative Officer and directors of the following departments: Public Works, Development Services, Parks and Recreation, Fire, and Energy. The CRC Executive Committee will decide whether to grant final approval of the petition under subsection (1)(h).
- (h) Dedication to public ownership may be approved by the CRC Executive Committee only if a finding has been made that dedication is in the public interest and all the conditions in subsection (3) have been met. The mere fact that the conditions in subsection (3) are met does not guarantee that the street will be approved for public ownership.
- (2) The following factors, among others, may be considered by the CRC Executive Committee in determining whether dedication is in the public interest:
  - (a) The street provides or can provide access to open space, public facilities/uses, or other public amenities.
  - (b) The street provides or can provide an improvement to the surrounding pedestrian or vehicular circulation pattern.
  - (c) The street provides or can provide an identified planning goal as noted in the adopted master plan for the neighborhood.
  - (d) Dedicating the street or utility to public ownership will encourage reinvestment in the community.
  - (e) Dedicating the street or utility to public ownership will improve water conservation in the community.
  - (f) Dedicating the street or utility to public ownership will increase maintenance efficiency for City workers.
  - (g) Dedicating the street or utility to public ownership will mitigate a hazardous condition and/or will lead to an improvement in health or safety conditions in the community.
  - (h) Dedicating the street or utility to public ownership will enhance public safety for the

community and surrounding area (e.g. access, certified maintenance, and use of fire hydrants for a high-risk fire danger area).

- (3) Private streets and utilities will not be approved for public ownership unless:
  - (a) The street surface features and/or utilities meet current City standards, the petitioners have received funding to bring them up to current City standards, or it is demonstrated that the key objectives of current City standards are already being met by existing conditions.
    - (i) In determining whether street surface features meet these requirements, the CRC Executive Committee may specifically consider:
      - (A) The street's grade, surface, and width as they relate to health, safety, and the ability of the City to provide services;
      - (B) Fire Code standards; and
      - (C) Current state and federal standards, such as those contained in the Americans with Disabilities Act of 1990 (ADA).
  - (b) Deteriorated retaining walls and other private property features abutting the proposed public ownership have been removed, repaired, or replaced by the property owners to ensure public safety.
  - (c) The City is able to safely and efficiently provide services (fire protection, garbage collection, snow removal, etc.) along the street.
- (4) Except as described in subsection 1(f), the City will not pay the cost of underground or surface improvements to bring the street or utilities into compliance with subsection (3). The burden is on the private street property owners to fund necessary improvements.
  - (a) Private street property owners may pursue funding options to bring the street and/or utilities into compliance with subsection (3) through the City's community development block grant (CDBG), capital improvement program (CIP), or special assessment area (SAA) programs if the private street was not expressly created in a platted subdivision.
- (5) If matching funding is requested from the City through the CDBG or CIP programs, or through creation of an SAA, the request will be considered through the routine processes for allocation of those funds and will not be given priority.
- (6) The City will not agree to split the ownership of utilities and streets unless the public interest in dedication is compelling.
- (7) If a private street was created as part of a planned development:
  - (a) The City will not pay or share the cost of repairing or improving the street. However, property owners may pursue funding options as described in subsection (4)(a).
  - (b) An amendment to the planned development is required.
  - (c) The amendment process will be reviewed by the planning commission with a recommendation forwarded to the Municipal Council.

- (d) The petition for dedication for such a street will only be forwarded to the CRC Executive Committee for final approval under subsection (1)(h) if the Municipal Council approves the amendment.
- (8) The City may determine that a street proposed to be dedicated requires an evaluation or audit to ensure compliance with ADA standards as described in subsection (3)(a)(i). Petitioners will be responsible for funding any evaluation or audit deemed necessary.
- (9) The City will not take ownership of a street that does not allow public access.
- (10) The City will not take ownership of a street that is targeted for redevelopment as identified in a City master plan.
- (11) No specific rights or guarantees for use of the street, such as on street parking, are conveyed to private street owners when a private street becomes publicly owned.

#### **15.23.030** Administrative Procedures.

The Mayor is authorized to adopt additional, consistent administrative procedures necessary to implement this policy.



PUBLIC WORKS

TEL 801 852 6780 1377 S 350 E PROVO, UT 84606

#### Public Works Staff Report Hearing Date: 12/8/2021

PLOTA20210360 - Ordinance Text Amendment

#### **Item #1 Summary:**

Matthew Griffiths requests an Ordinance Text Amendment to Title 15, to add a new chapter establishing policies and procedures for the dedication of private streets and utilities. City-wide application.

#### **Staff Recommendation:**

Public Works has reviewed the Ordinance Text Amendment, and recommends **Approval**.

Dave Decker, Public Works Director David Day, Development Engineering Coordinator

1		ORDINANCE 2022
2		
3		PRDINANCE AMENDING PROVO CITY CODE TO ADOPT POLICIES
4		PROCEDURES FOR THE DEDICATION OF PRIVATE STREETS AND
5	UTIL	ITIES. CITYWIDE APPLICATION. (PLOTA20210360)
6		
7	WHE	REAS, it is proposed that Provo City Code Chapter 15.23 be enacted; and
8	*****	
9		REAS, on December 8, 2021, the Planning Commission held a duly noticed public
10	_	nsider the proposed amendment, and after such meeting, the Planning Commission
11	recommended	d approval to the Municipal Council by a vote of 9-0; and
12	MATE	DEAG D 1 14 2021 11 10 2022 1 14 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
13		REAS, on December 14, 2021 and January 18, 2022, the Municipal Council met to
14 15		facts regarding this matter and receive public comment, which facts and comments he public record of the Council's consideration; and
16	are round in t	the public record of the Council 3 consideration, and
17	WHE	REAS, after considering the Planning Commission's recommendation and facts and
18		esented to the Municipal Council, the Council finds (i) Provo City Code should be
19		described herein and (ii) the proposed amendment reasonably furthers the health,
20		neral welfare of the citizens of Provo City.
21	sarety and ge	metal wellare of the etizelis of 110 to etty.
22	NOW	, THEREFORE, be it ordained by the Municipal Council of Provo City, Utah, as
23	follows:	, THERE OILE, be it of damed by the Franciscal Council of Trovo City, Cum, as
24	10110 110.	
25	PART I:	
26		
27	Provo	City Code Chapter 15.23 is enacted as set forth in Exhibit A.
28		
29		
30	PART III:	
31	·	
32	A.	If a provision of this ordinance conflicts with a provision of a previously adopted
33		ordinance, this ordinance shall prevail.
34		•
35	B.	This ordinance and its various sections, clauses and paragraphs are hereby
36		declared to be severable. If any part, sentence, clause or phrase is adjudged to be
37		unconstitutional or invalid, the remainder of the ordinance shall not be affected
38		thereby.
39		·
40	C.	The Municipal Council hereby directs that the official copy of the Provo City
41		Code be updated to reflect the provisions enacted by this ordinance.
42		- -
43	D.	This ordinance shall take effect immediately after it has been posted or published
44		in accordance with Utah Code 10-3-711, presented to the Mayor in accordance
45		with Utah Code 10-3b-204, and recorded in accordance with Utah Code 10-3-713.

#### 47 <u>END OF ORDINANCE.</u>

#### Exhibit A

## CHAPTER 15.23 DEDICATION OF PRIVATE STREETS TO PUBLIC OWNERSHIP

#### Sections:

15.23.010 Purpose15.23.020 Policy15.23.030 Administrative Procedures

#### 15.23.010 Purpose.

This Chapter establishes policies and procedures for the dedication of private streets and utilities to public ownership. Private alleys are not eligible for dedication under this Chapter.

#### 15.23.020 Policy.

- (1) Property owners may request that existing private streets and/or utilities be considered for dedication to public ownership, using the following process:
  - (a) The request must come in the form of a private dedication petition, which must be signed by property owners representing one hundred percent (100%) of the total linear frontage of the street and 100% of the ownership of the utility. In the case of a Homeowners Association (HOA), the petition must be signed by the board of trustees representing the owners or those with express authority to legally bind the HOA.
  - (b) By signing the petition, each petitioner agrees it is that petitioner's intent to dedicate the street or utility that is the subject of the petition to public ownership.
  - (c) The petition shall set forth the reasons for the proposed dedication and explain how dedicating the street or utility is in the public interest.
  - (d) The City's Public Works and Development Services departments will review the request and identify any deficiencies, including, but not limited to, ways in which the street or utilities do not satisfy the factors set forth in this Chapter and potential costs, liabilities, or logistical/maintenance/infrastructure problems the dedication may impose on the City if approved. If no deficiencies are identified, or all identified deficiencies have been corrected, the petition will be forwarded for final approval as provided in subsection (1)(g).
  - (e) The identified deficiencies will be communicated to the petitioners. Petitioners may choose to correct any or all of the identified deficiencies at their own expense prior to the Municipal Council review described in subsection (1)(f).
    - (i) No later than 30 days after receiving the list of deficiencies from the Public Works and Development Services departments, petitioners must notify the City in writing whether petitioners elect to correct deficiencies or request the petition be forwarded to the Municipal Council for consideration of an appropriation.
    - (ii) If petitioners elect to correct deficiencies, they must notify the City in writing when the corrective work is complete. The Public Works and Development

Services departments will then review the request again as set forth in subsection (1)(d).

- (iii) The process set forth in subsections (1)(d)-(e) will repeat until no further deficiencies are identified or until petitioners elect to submit the deficiencies to the Municipal Council for review.
- (f) Upon election by the petitioners, any deficiencies identified through the City's review and uncorrected by the petitioners will be reviewed by the Municipal Council to consider appropriation of the estimated costs necessary to remedy the deficiencies. However, the Council may not appropriate money to correct deficiencies that this Chapter specifically states will not be paid for by the City. If all remaining deficiencies associated with a petition are of this type, the petition will not be sent to the Municipal Council for review and will be deemed rejected.
  - (i) If the Municipal Council does not authorize the appropriation, the petition shall be deemed rejected and the street or utilities will not be dedicated to public ownership.
  - (ii) If the Municipal Council authorizes the appropriation, the petition will be forwarded for final approval as provided in subsection (1)(g).
- (g) Upon referral under subsection (1)(d) or (1)(f), the petition will be considered by the Coordinators Review Committee (CRC) Executive Committee, consisting of the Chief Administrative Officer and directors of the following departments: Public Works, Development Services, Parks and Recreation, Fire, and Energy. The CRC Executive Committee will decide whether to grant final approval of the petition under subsection (1)(h).
- (h) Dedication to public ownership may be approved by the CRC Executive Committee only if a finding has been made that dedication is in the public interest and all the conditions in subsection (3) have been met. The mere fact that the conditions in subsection (3) are met does not guarantee that the street will be approved for public ownership.
- (2) The following factors, among others, may be considered by the CRC Executive Committee in determining whether dedication is in the public interest:
- (a) The street provides or can provide access to open space, public facilities/uses, or other public amenities.
- (b) The street provides or can provide an improvement to the surrounding pedestrian or vehicular circulation pattern.
- (c) The street provides or can provide an identified planning goal as noted in the adopted master plan for the neighborhood.
- (d) Dedicating the street or utility to public ownership will encourage reinvestment in the community.
- (e) Dedicating the street or utility to public ownership will improve water conservation in the community.
- (f) Dedicating the street or utility to public ownership will increase maintenance efficiency for City workers.
- (g) Dedicating the street or utility to public ownership will mitigate a hazardous condition and/or will lead to an improvement in health or safety conditions in the community.

- (h) Dedicating the street or utility to public ownership will enhance public safety for the community and surrounding area (e.g. access, certified maintenance, and use of fire hydrants for a high-risk fire danger area).
- (3) Private streets and utilities will not be approved for public ownership unless:
  - (a) The street surface features and/or utilities meet current City standards, the petitioners have received funding to bring them up to current City standards, or it is demonstrated that the key objectives of current City standards are already being met by existing conditions.
    - (i) In determining whether street surface features meet these requirements, the CRC Executive Committee may specifically consider:
      - (A) The street's grade, surface, and width as they relate to health, safety, and the ability of the City to provide services;
      - (B) Fire Code standards; and
      - (C) Current state and federal standards, such as those contained in the Americans with Disabilities Act of 1990 (ADA).
  - (b) Deteriorated retaining walls and other private property features abutting the proposed public ownership have been removed, repaired, or replaced by the property owners to ensure public safety.
  - (c) The City is able to safely and efficiently provide services (fire protection, garbage collection, snow removal, etc.) along the street.
- (4) Except as described in subsection 1(f), the City will not pay the cost of underground or surface improvements to bring the street or utilities into compliance with subsection (3). The burden is on the private street property owners to fund necessary improvements.
  - (a) Private street property owners may pursue funding options to bring the street and/or utilities into compliance with subsection (3) through the City's community development block grant (CDBG), capital improvement program (CIP), or special assessment area (SAA) programs.
- (5) If matching funding is requested from the City through the CDBG or CIP programs, or through creation of an SAA, the request will be considered through the routine processes for allocation of those funds and will not be given priority.
- (6) The City will not agree to split the ownership of utilities and streets unless the public interest in dedication is compelling. Utilities and streets are the only property the City will consider for conversion to public ownership. The City will not accept any other property, liabilities, or responsibilities of the private property owners.
- (7) If a private street was created as part of a planned development:
  - (a) The City will not pay or share the cost of repairing or improving the street. However, property owners may pursue funding options as described in subsection (4)(a).
  - (b) An amendment to the planned development is required.

- (c) The amendment process will be reviewed by the planning commission with a recommendation forwarded to the Municipal Council.
- (d) The petition for dedication for such a street will only be forwarded to the CRC Executive Committee for final approval under subsection (1)(h) if the Municipal Council approves the amendment.
- (8) The City may determine that a street proposed to be dedicated requires an evaluation or audit to ensure compliance with ADA standards as described in subsection (3)(a)(i). Petitioners will be responsible for funding any evaluation or audit deemed necessary.
- (9) The City will not take ownership of a street that does not allow public access.
- (10) The City will not take ownership of a street that is targeted for redevelopment as identified in a City master plan.
- (11) No specific rights or guarantees for use of the street, such as on street parking, are conveyed to private street owners when a private street becomes publicly owned.

#### 15.23.030 Administrative Procedures.

The Mayor is authorized to adopt additional, consistent administrative procedures necessary to implement this policy.

#### **Provo City Planning Commission**

## Report of Action

December 08, 2021

\*ITEM 1 Matthew Griffiths requests an Ordinance Text Amendment to Title 15, to add a new chapter establishing policies and procedures for the dedication of private streets and utilities. City-wide application. Aaron Ardmore (801) 852-6404 aardmore@provo.org PLOTA20210360

The following action was taken by the Planning Commission on the above described item at its regular meeting of December 08, 2021:

#### RECOMMENDED APPROVAL

On a vote of 9:0, the Planning Commission recommended that the Municipal Council approve the above noted application.

Motion By: Lisa Jensen Second By: Ally Jones

Votes in Favor of Motion: Lisa Jensen, Ally Jones, Daniel Gonzales, Laurie Urquiaga, Brian Henrie, Robert Knudsen,

Dave Anderson, Peter Fife, Miles Miller Laurie Urquiaga was present as Chair.

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

#### **TEXT AMENDMENT**

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

#### **STAFF PRESENTATION**

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

#### CITY DEPARTMENTAL ISSUES

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

#### NEIGHBORHOOD MEETING DATE

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

#### NEIGHBORHOOD AND PUBLIC COMMENT

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:

- Mrs. Hatfield stated her support for the intent of the ordinance but is not in favor of the current version and would like to see some changes in the text.
- Ms. Gibbons stated her support for the Quail Valley HOA to be able to have their roads and utilities be public.

#### APPLICANT RESPONSE

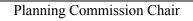
Key points addressed in the applicant's presentation to the Planning Commission included the following:

- Provo staff clarified that Quail Valley HOA was the start of the proposed ordinance, but the language was written in a way that it will be able to apply to any future request.
- Staff believes that the language gives the right amount of discretion to staff to use current City standards and staff judgement in determining that best choice for the City.

#### PLANNING COMMISSION DISCUSSION

Key points discussed by the Planning Commission included the following:

• The Planning Commission asked staff about the ability to take aged infrastructure and what the costs to the City would be. They wanted to ensure that the City would not have the burden of up-front costs when roads or infrastructure go from private to public. They determined that if the Public Works and Legal staff are confident in the language, then they support it.



Director of Development Services

Bell Peperane

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

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

Administrative decisions of the Planning Commission (items not marked with an asterisk) may be appealed by submitting an application/notice of appeal, with the required application and noticing fees to the Community and Neighborhood Services 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

# 

Matthew Griffiths requests 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

## CHAPTER 15.23

## DEDICATION OF PRIVATE STREETS TO PUBLIC OWNERSHIP

## Sections:

15.23.010 Purpose

15.23.020 Policy

15.23.030 Administrative Procedures

## 15.23.010 Purpose.

This Chapter establishes policies and procedures for the dedication of private streets and utilities to public ownership. Private alleys are not eligible for dedication under this Chapter.

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  - (b) By signing the petition, each petitioner agrees it is that petitioner's intent to dedicate the street or utility that is the subject of the petition to public ownership.
  - (c) The petition shall set forth the reasons for the proposed dedication and explain how dedicating the street or utility is in the public interest.
  - (d) The City's Public Works and Development Services departments will review the request and identify any deficiencies, including, but not limited to, ways in which the street or utilities do not satisfy the factors set forth in this Chapter and potential costs, liabilities, or logistical/maintenance/infrastructure problems the dedication may impose on the City if approved. If no deficiencies are identified, or all identified deficiencies have been corrected, the petition will be forwarded for final approval as provided in subsection (1)(g).
  - (e) The identified deficiencies will be communicated to the petitioners. Petitioners may choose to correct any or all of the identified deficiencies at their own expense prior to the Municipal Council review described in subsection (1)(f).
    - (i) No later than 30 days after receiving the list of deficiencies from the Public Works and Development Services departments, petitioners must notify the City in writing whether petitioners elect to correct deficiencies or request the petition be forwarded to the Municipal Council for consideration of an appropriation.
    - (ii) If petitioners elect to correct deficiencies, they must notify the City in writing when the corrective work is complete. The Public Works and Development Services departments will then review the request again as set forth in subsection (1)(d).

- (iii) The process set forth in subsections (1)(d)-(e) will repeat until no further deficiencies are identified or until petitioners elect to submit the deficiencies to the Municipal Council for review.
- (f) Upon election by the petitioners, any deficiencies identified through the City's review and uncorrected by the petitioners will be reviewed by the Municipal Council to consider appropriation of the estimated costs necessary to remedy the deficiencies. However, the Council may not appropriate money to correct deficiencies that this Chapter specifically states will not be paid for by the City. If all remaining deficiencies associated with a petition are of this type, the petition will not be sent to the Municipal Council for review and will be deemed rejected.
  - (i) If the Municipal Council does not authorize the appropriation, the petition shall be deemed rejected and the street or utilities will not be dedicated to public ownership.
  - (ii) If the Municipal Council authorizes the appropriation, the petition will be forwarded for final approval as provided in subsection (1)(g).
- (g) Upon referral under subsection (1)(d) or (1)(f), the petition will be considered by the Coordinators Review Committee (CRC) Executive Committee, consisting of the Chief Administrative Officer and directors of the following departments: Public Works, Development Services, Parks and Recreation, Fire, and Energy. The CRC Executive Committee will decide whether to grant final approval of the petition under subsection (1)(h).
- (h) Dedication to public ownership may be approved by the CRC Executive Committee only if a finding has been made that dedication is in the public interest and all the conditions in subsection (3) have been met. The mere fact that the conditions in subsection (3) are met does not guarantee that the street will be approved for public ownership.
- (2) The following factors, among others, may be considered by the CRC Executive Committee in determining whether dedication is in the public interest:
  - (a) The street provides or can provide access to open space, public facilities/uses, or other public amenities.
  - (b) The street provides or can provide an improvement to the surrounding pedestrian or vehicular circulation pattern.
  - (c) The street provides or can provide an identified planning goal as noted in the adopted master plan for the neighborhood.
  - (d) Dedicating the street or utility to public ownership will encourage reinvestment in the community.
  - (e) Dedicating the street or utility to public ownership will improve water conservation in the community.
  - (f) Dedicating the street or utility to public ownership will increase maintenance efficiency for City workers.
  - (g) Dedicating the street or utility to public ownership will mitigate a hazardous condition and/or will lead to an improvement in health or safety conditions in the community.
  - (h) Dedicating the street or utility to public ownership will enhance public safety for the

community and surrounding area (e.g. access, certified maintenance, and use of fire hydrants for a high-risk fire danger area).

- (3) Private streets and utilities will not be approved for public ownership unless:
  - (a) The street surface features and/or utilities meet current City standards, the petitioners have received funding to bring them up to current City standards, or it is demonstrated that the key objectives of current City standards are already being met by existing conditions.
    - (i) In determining whether street surface features meet these requirements, the CRC Executive Committee may specifically consider:
      - (A) The street's grade, surface, and width as they relate to health, safety, and the ability of the City to provide services;
      - (B) Fire Code standards; and
      - (C) Current state and federal standards, such as those contained in the Americans with Disabilities Act of 1990 (ADA).
  - (b) Deteriorated retaining walls and other private property features abutting the proposed public ownership have been removed, repaired, or replaced by the property owners to ensure public safety.
  - (c) The City is able to safely and efficiently provide services (fire protection, garbage collection, snow removal, etc.) along the street.
- (4) Except as described in subsection 1(f), the City will not pay the cost of underground or surface improvements to bring the street or utilities into compliance with subsection (3). The burden is on the private street property owners to fund necessary improvements.
  - (a) Private street property owners may pursue funding options to bring the street and/or utilities into compliance with subsection (3) through the City's community development block grant (CDBG), capital improvement program (CIP), or special assessment area (SAA) programs if the private street was not expressly created in a platted subdivision.
- (5) If matching funding is requested from the City through the CDBG or CIP programs, or through creation of an SAA, the request will be considered through the routine processes for allocation of those funds and will not be given priority.
- (6) The City will not agree to split the ownership of utilities and streets unless the public interest in dedication is compelling.
- (7) If a private street was created as part of a planned development:
  - (a) The City will not pay or share the cost of repairing or improving the street. However, property owners may pursue funding options as described in subsection (4)(a).
  - (b) An amendment to the planned development is required.
  - (c) The amendment process will be reviewed by the planning commission with a recommendation forwarded to the Municipal Council.

- (d) The petition for dedication for such a street will only be forwarded to the CRC Executive Committee for final approval under subsection (1)(h) if the Municipal Council approves the amendment.
- (8) The City may determine that a street proposed to be dedicated requires an evaluation or audit to ensure compliance with ADA standards as described in subsection (3)(a)(i). Petitioners will be responsible for funding any evaluation or audit deemed necessary.
- (9) The City will not take ownership of a street that does not allow public access.
- (10) The City will not take ownership of a street that is targeted for redevelopment as identified in a City master plan.
- (11) No specific rights or guarantees for use of the street, such as on street parking, are conveyed to private street owners when a private street becomes publicly owned.

## 5.23.030 Administrative Procedures.

The Mayor is authorized to adopt additional, consistent administrative procedures necessary to implement this policy.

From: RaDene Hatfield

Sent: Monday, December 6, 2021 12:56 PM

**To:** Aaron Ardmore

Cc: Harlan Hatfield; Amber Gudmundson; Tom Sturtevant; David Sewell; Bill Fillmore

Subject: A message for Planning Commission regarding the proposed ordinance amendment to Title 15

#### Dear Planning Commission:

First, we want to express our thanks for the work of the Commission and City staff in addressing private to public infrastructure transfers. We are writing to try to identify the issue we see with the current version of the dedication ordinance.

After reviewing and commenting on several drafts by now, we see that the drafters' primary position is that private property is ineligible for transfer to the city unless it meets current standards. This is appropriate for newly constructed assets. Developers and owners should not be permitted to build off spec assets and then turn them over to the City.

But a "current standards" criteria is inappropriate for assets that were adequately designed before current standards existed. So long as older assets were adequately designed in their era and have been maintained since the time of construction, such assets are of no greater burden to the city than other older assets already owned and maintained by the City. Indeed, that defines most of the City. Unless the transfer criteria take into account the change in city standards over time, the dedication ordinance will serve no real purpose because all but the very most recently designed and constructed assets will be outside of the ever-evolving "current standards."

On the other hand, there are important public goods achieved by transferring to public ownership adequately designed and reasonably maintained older assets. Professional oversight and management of infrastructure is a basic responsibility of city government for good reason--groups of citizens are not well equipped to take care of roads and utilities. That is a fundamental purpose for the taxes that citizens are required to pay. Public safety, transportation, fire suppression, water conservation, drinking water quality, sewage removal, and other critical goods are diminished over time without the City's professional oversight. Concerns about more City work or incrementally more potential future costs do not outweigh the public goods achieved by dedication of adequate infrastructure, even if designed and constructed in an earlier time.

We ask that you not dismiss the seriousness to the City and its citizens of a contaminated water system that could have been avoided or a conflagration because of an inoperable fire hydrant that could have been prevented. The public interests are best served by a dedication ordinance that is not limited solely to current standards but allows for incorporation of assets adequately designed when constructed and reasonably maintained since then. The current version of the dedication ordinance that will be presented to you on Wednesday evening is antithetical to these public interests.

Respectfully, Harlan & RaDene Hatfield

Provo, Utah

### PROVO MUNICIPAL COUNCIL STAFF REPORT



Submitter:MDAYLEYDepartment:CouncilRequested Meeting Date:01-18-2022

**SUBJECT:** A presentation reviewing Provo City General Plan- Part 1 of 3 (22-011).

**RECOMMENDATION:** This item will be presented at the next three Work and Council Meetings before a final vote will be taken.

January 18, 2022, Work Meeting presentation and discussion

January 18, 2022, Council Meeting public hearing, continued until next meeting

February 1, 2022, Work Meeting, presentation and discussion

February 1, 2022, Council Meeting public hearing and continued until next meeting

February 15, 2022, Work Meeting, presentation and discussion

February 15, 2022, Council Meeting public hearing and continued until next meeting

March 1, 2022, Work Meeting, presentation and discussion

March 1, 2022, Council Meeting public hearing and hold a vote

**BACKGROUND:** For the better part of a year the Community and Neighborhood Services Department has been working on updating Provo City's General Plan. Due to the public interest and in order to afford the public plenty of opportunity to comment on the proposed new General Plan staff has divided the General Plan into three parts that will be review by the City Council over the next three Work Meetings in addition, the Council will hold public hearings over the next three Council meetings covering the same sections. After these meetings staff will take the comments and directions received by the Council an incorporate them into a final draft that will have one public hearing on March 1, 2022, before final adoption of the new General Plan.

Staff would like to hear any comments, concerns, or proposed changes from Council as soon as possible to incorporate those into the draft document.

On January 18, 2022, staff will present to the Council an introduction of the material and cover the timing of the presentations and hearings. The sections being covered from the General plan are:

- Introduction
- A Welcoming Community
- Stewardship of the Outdoors
- Growing together

On February 1, 2022, staff will present the following sections:

- Livable Provo
- Connected and Safe
- A City that Leads

On February 15, 2022, staff will present the last of the General Plan along with going over the Appendices. It is also requested that any proposed changes from the Council be submitted to staff on or before this date so than can be incorporated into a final document:

- Implementation Action Plans
- Appendix A Moderate Income Housing Data
- Appendix B Community Engagement Summary
- Appendix C Annexation Plan
- Proposed Changes from Council

On March 1, 2022, Staff will present the final draft to the Council during the Work Meeting and then at the evening Council Meeting the Council will hold one last public hearing before vote to accept the new General Plan.

#### **FISCAL IMPACT:**

**PRESENTER'S NAME**: Hannah Salzl, Planner

**REQUESTED DURATION OF PRESENTATION**: 60 minutes

COMPATIBILITY WITH GENERAL PLAN POLICIES, GOALS, AND OBJECTIVES:

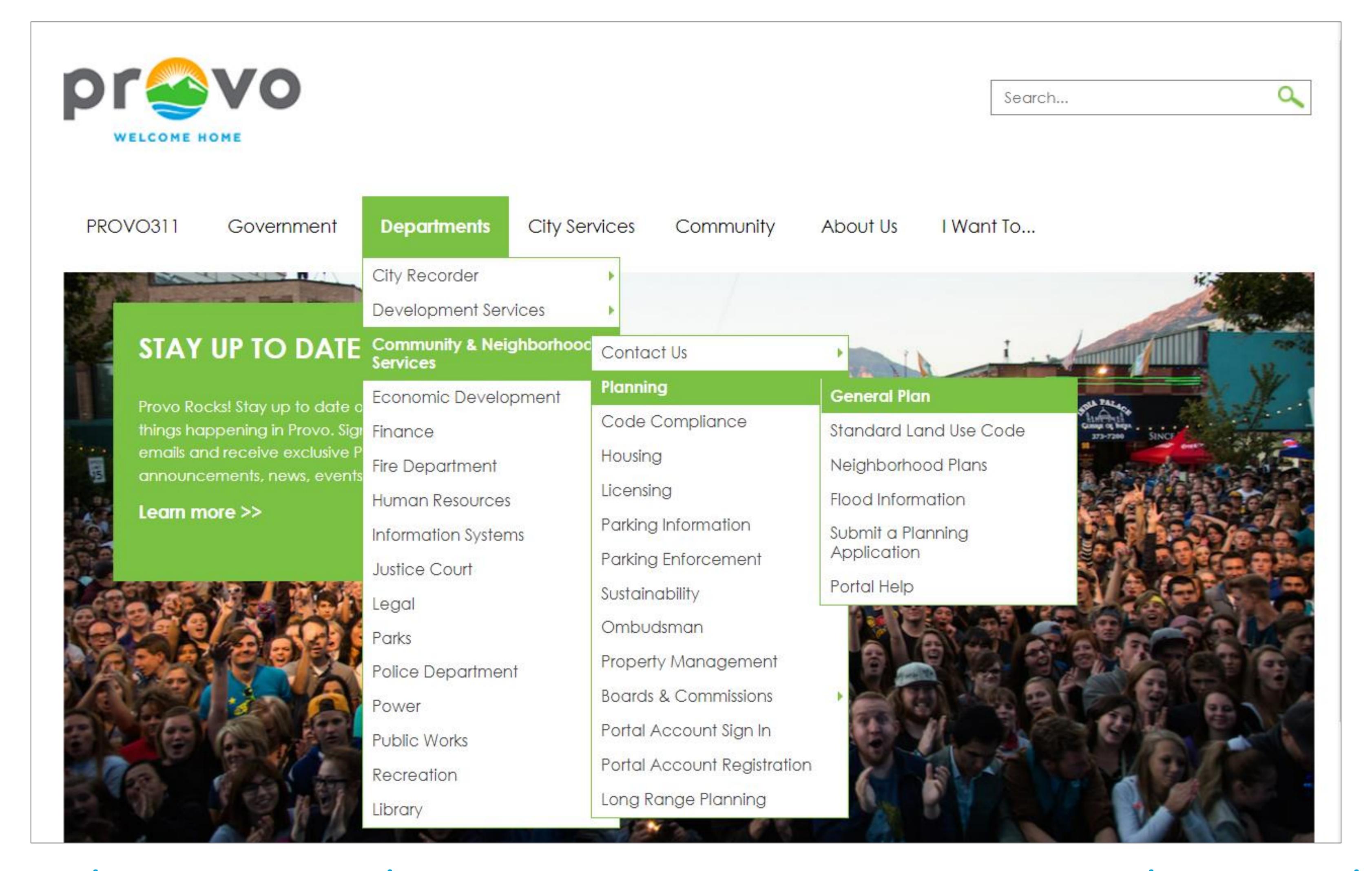
**CITYVIEW OR ISSUE FILE NUMBER: 22-011** 



# MUNICIPAL COUNCIL

JANUARY 18, 2022

# Link to the General Plan and Appendices



www.provo.org/departments/community-neighborhood-services/planning/general-plan

# Timeline

Jan

18

## Work Session

Intro - GrowingTogether

Public Hearing

Jan

25

Conversations with Kaufusi

Q&A with Planners

Jan

31

OCH Survey
Closes

Feb

## Work Session

- Livable Provo –A City thatLeads
- OCH Survey
   Early Report

Public Hearing

Feb

15

### Work Session

- Action Plans –
   Appendices
- Wrap up

Public Hearing

Final Edits

Mar

Anticipated
Council Vote

# Sections

- Acknowledgments
- Letter from the Mayor
- Introduction
- A Welcoming Community
- Stewardship of the Outdoors
- Growing Together
- Livable Provo
- Connected and Safe
- A City that Leads
- Implementation Action Plan
- Appendix A Moderate Income Housing Data
- Appendix B Community Engagement Summary

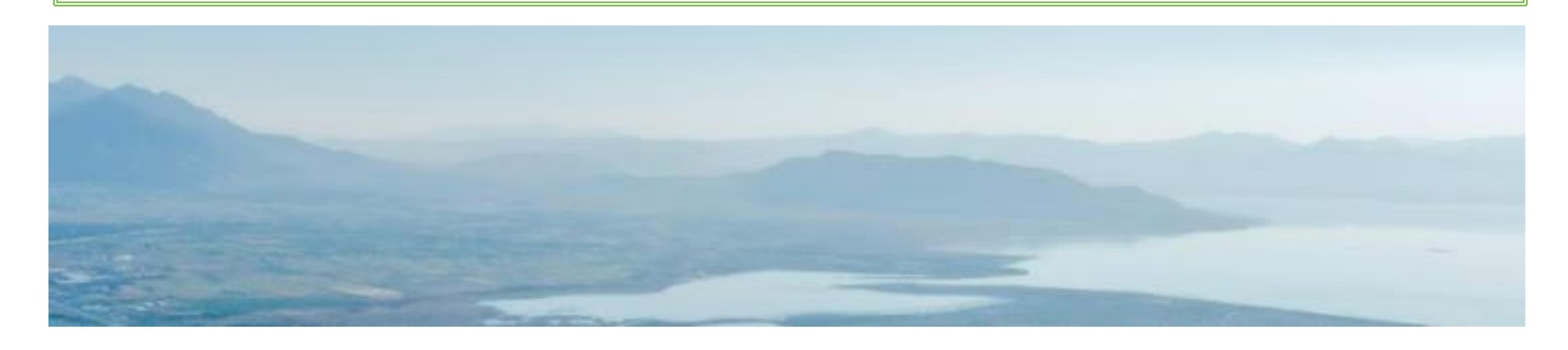
Jan 18

Feb 1

Feb 15

# Vision Statement

As the heart of Utah County, Provo is a dynamic regional leader in education, culture, commerce, and government. Provo offers safe and welcoming neighborhoods, a thriving economy, a vibrant downtown, abundant recreation, and a healthy natural environment to all residents. We celebrate our unique and diverse heritage and work together to create a sense of belonging for all who wish to call Provo home.

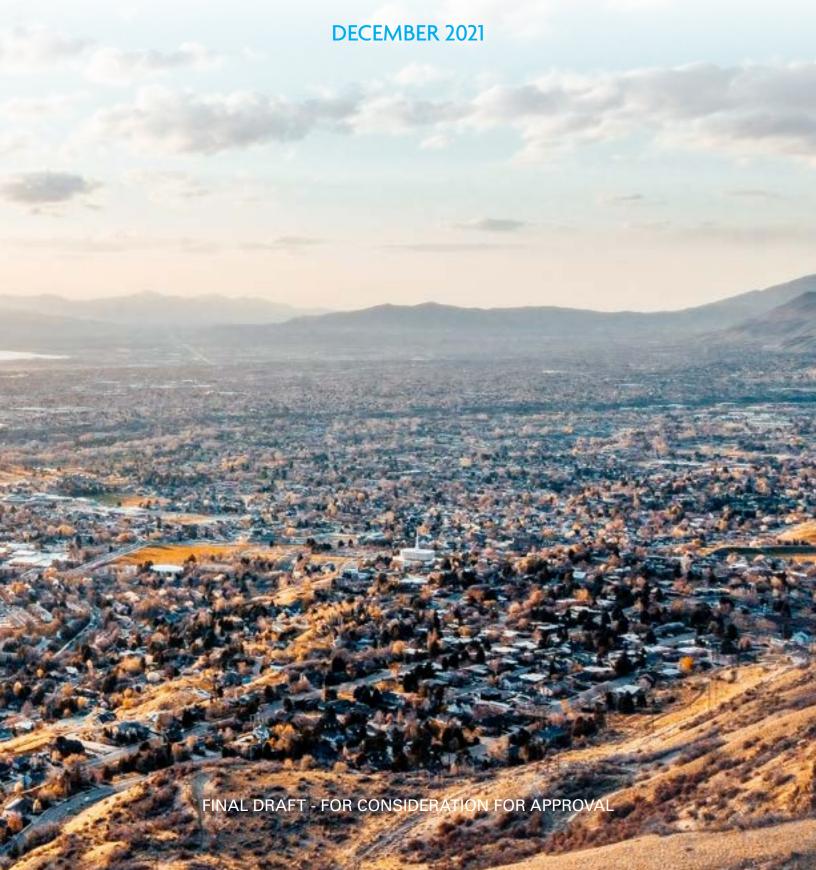


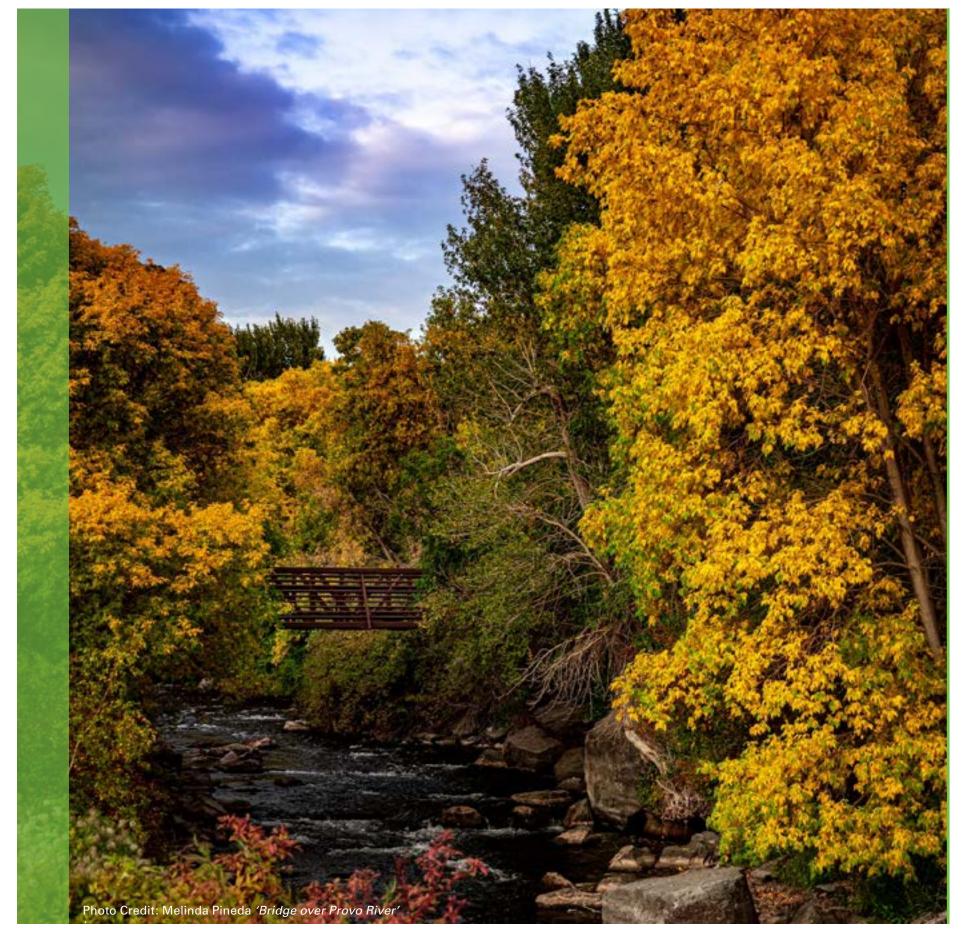
# Questions

Do you have any big-picture concerns about the policies in these chapters?

Was there anything that was over-addressed? Under-addressed? Not addressed but should be?







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#### **Acknowledgments**

Mayor:

Michelle Kaufusi

**Deputy Mayor:** 

Isaac Paxman

**Chief Administrative Officer:** 

Wayne Parker

City Council:

David Sewell (Chair)

David Shipley (Vice Chair)

Shannon Ellsworth

Bill Fillmore

David Harding

Travis Hoban

George Handley

Provo City Community and Neighborhood Services

**Director:** 

Bill Peperone

**Planning Supervisor:** 

**Robert Mills** 

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Dean Judd

Ryan King

Bremen Leak

Shauna Mecham Keith Morey

Angela Mourik

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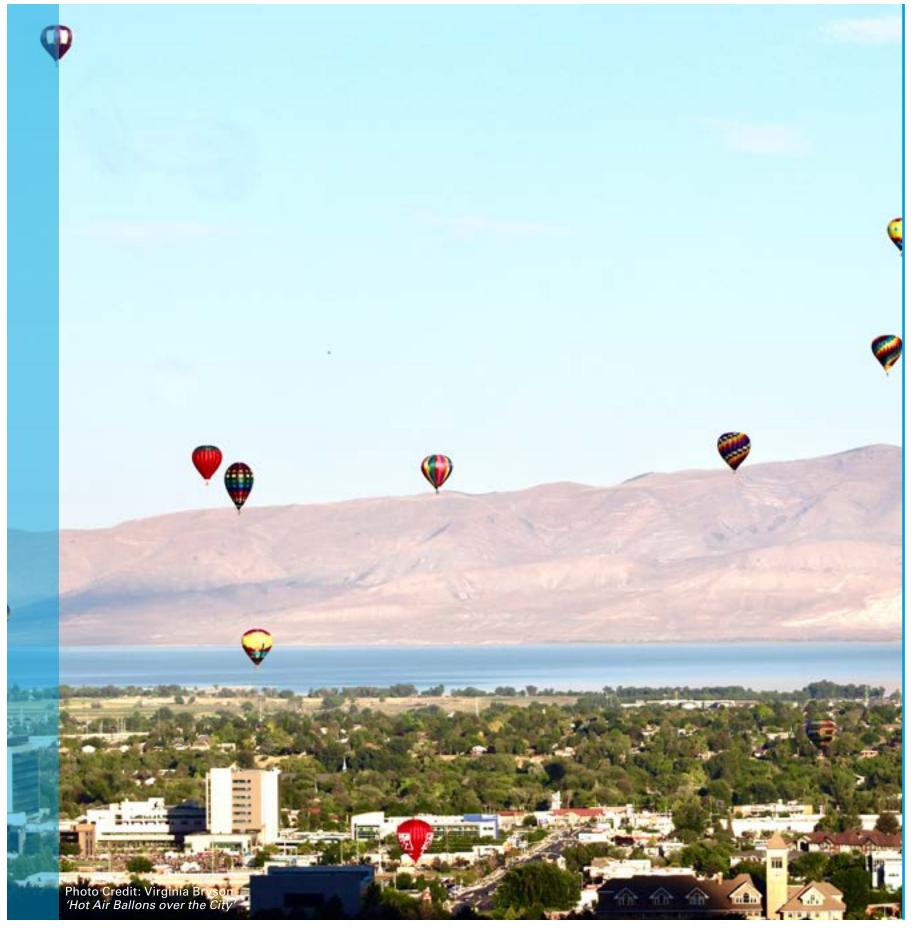
Austin Taylor

Tom Taylor

Rachel Whipple







#### **Mayor's Letter**

Provo is known and loved for its unique character. Our shared community pride commits us to grow together, protecting our natural assets and welcoming all. As such, it is my pleasure to present Provo's updated General Plan to residents as a valuable tool to help us achieve our goals.

But what is a General Plan? Building is most successfully done with a plan. While a blueprint guides house construction, community building follows a General Plan. The difference is that as our city grows and develops, we sometimes revise our "blueprint" to make sure we are still building the community we all want and need.

Growth, change, and time have allowed us to revisit one of our most critical guiding documents. Provo City adopted the previous General Plan in 2004. While most residents may not even be aware of it, a General Plan is the long-range guide for our community's futureand our resulting high quality of life. It is of vital importance the plan is visionary, balanced, and dynamic.

Visionary: The General Plan serves as a visionary roadmap for our future. The City Council and Planning Commission looks to its outlined goals and policies to make long- and short-term decisions intended to reach that vision. In turn, city staff references it regularly to direct our daily activities.

Balanced: The General Plan process starts and ends with residents. During this process, community feedback was gathered through focus groups, open houses, and surveys to better understand the varied needs of our residents and business owners. We will seek to continue to find ways for all voices to be heard because ours must be a plan by Provo for Provo.

Dynamic: Our goal is to create opportunities for our community proactively. Our General Plan shows our community's vision at this moment in time. As in the past, unique opportunities will almost certainly arise, and our city's residents and leaders may adjust from the initial vision set forward here. That is part of the dynamic process inherent in developing a community vision and embracing the future as it unfolds.

Provo continues to be nationally recognized for setting high city standards, including being the safest big city in Utah, one of the top cities to move in the U.S., and most notably the #1 best performing city in the nation by the Milken Institute.

Our goal moving forward is to safeguard Provo's future for generations by remaining focused on the cornerstones of a thriving community. We call our foundational cornerstones the Provo Pillars, and they are Welcoming, Safe & Sound, Economically Vibrant, and Forward-Looking.

Thank you to Provo City staff and Design Workshop, our capable consultants, who spent countless hours guiding us through the process and creating this plan of which Provo can be proud. Lastly, I am grateful to our community for their participation and interest in building a Provo that will Welcome Home generations to come.

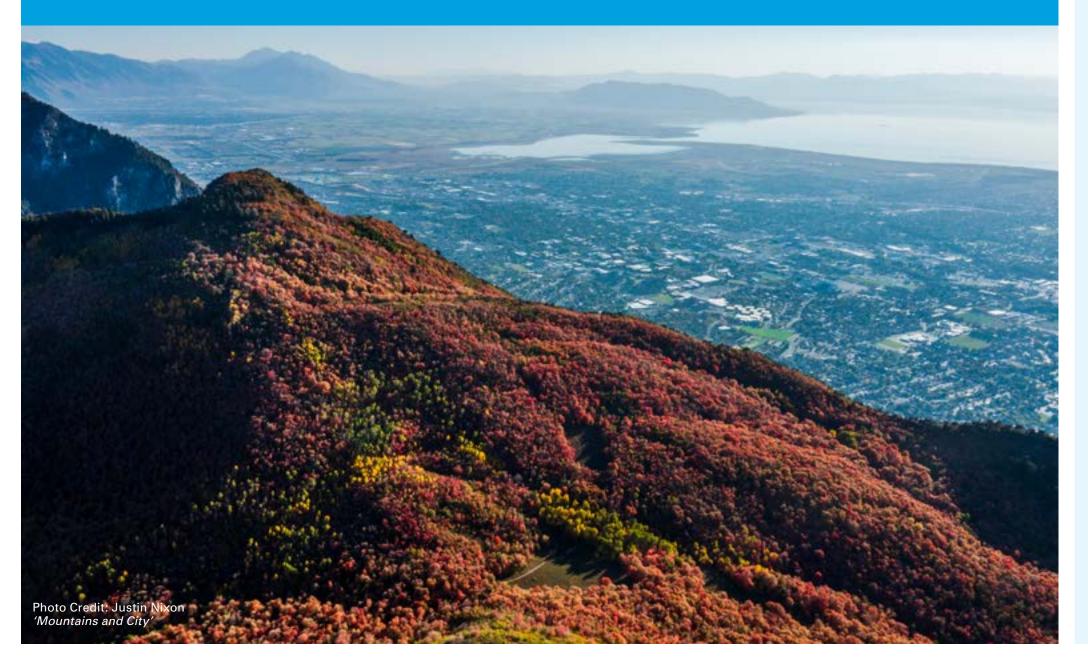
Sincerely,

Michelle Kaufusi Provo City Mayor



## 1. Introduction

Our Commitment: We are stewards to one another and in all that we do.



#### A GENERAL PLAN IS...

- A strategic guide for citywide policy decisions and priorities
- An integration of existing planning work
- A long-range tool for planning, legislation, financing and action
- A reflection of a community's vision and goals
- Inspiration for the future
- A state requirement

### A GENERAL PLAN IS NOT...

- A zoning plan
- A set of land use code standards
- A detailed budget
- Specific regulations, requirements or ordinances
- A binding document



#### INTRODUCTION

#### What is a General Plan?

The Provo General Plan is the guiding document that establishes goals, values, and policies that will shape growth and development within Provo City over the next 20 years.

Provo is one of the fastest growing cities in Utah, which brings change to the community. Yet, the existing General Plan is dated, cumbersome to use and does not reflect the current needs and desires of the community.

To guide growth, the City needs a plan that is clear, user-friendly and provides a framework for how to address future goals and priorities. The General Plan must also address elements such as land use, economic development, moderate-income housing, multimodal mobility and transportation, integrated parks, trails, and open space, and the community's history and culture. Community input and feedback is integral to ensure the plan aligns with the priorities and goals of the people of Provo.

#### Why is it Needed?

Utah State Law (Title 10-9a-401) requires municipalities to maintain a current general plan that includes land use and future land use maps, transportation elements, moderate income housing elements, and all public infrastructure investment justification. The Provo City General Plan is consistent with state legislature and encompasses all requirements in subsequent pages.

The current General Plan is over 10 years old and growth projections necessitate an update. Projections anticipate that Provo will grow by about 33.3% by the year 2040, adding approximately 38,800 people to the city's population total. This will have a significant impact on Provo and the General Plan offers a proactive approach to how the City accommodates additional housing needs, provides jobs and services, addresses transportation impacts, and maintains a high quality of life for all residents.

This Plan is a complete document that focuses on implementation strategies to further the vision of the community. The General Plan will serve as a guide to residents, developers, businesses, and visitors for how Provo intends to manage growth and provides a framework for land use, zoning requirements, and capital improvements. It is the overarching guide to all policy adoptions.

#### **How to Use this Document**

The Provo General Plan includes a vision, goals, strategies, and implementation measures that reflect the community's vision. All the required elements are organized by themes. The final chapter includes an action plan which provides relative timing and leadership needed to move toward the vision and goals.

This document includes the following themes:

- Chapter 2. A Welcoming Community includes inclusivity and public services;
- Chapter 3. Stewardship of the Outdoors includes outdoors, recreation and open space and environmental resilience:
- Chapter 4. Growing Together addresses heritage and cultural resources and development in relation to land use and development;
- Chapter 5. Livable Provo addresses economy, employment and housing (including Moderate Income Housing);
- **Chapter 6. Connected and Safe** defines mobility and transportation;
- Chapter 7. A City that Leads describes fiscal responsibility and local and regional leadership.

This General Plan serves as a reference tool with written non-binding recommendations supported by maps and actions to guide City leaders in making decisions that will impact Provo over the next 20 years. The goals are aspirational and will sometimes require the balancing of conflicting priorities. The decisions will be the left to future city leaders.

#### **VISION STATEMENT**

A vision is a statement from the community that can positively influence the culture, economy, and development in response to change. Provo is home to long time residents, young students, and a new population moving to the region for the access to open space, sense of community, and cultural assets of the region. Along with this growth comes a need to address how open space, transportation, infrastructure, resilience, and city services can meet the changing needs of the residents and city. The Provo vision statement establishes a commitment to improving the future of Provo while maintaining its character in the face of rapid growth and change.

Provo is a regional economic center with access to abundant open space, excellent educational opportunities, and a thriving city where the local culture is celebrated. We are a welcoming community that supports purposeful development of a broad range of housing types, mixed-use retail, recreation, and employment that invites all residents and visitors—new and established—to call Provo home.

#### WHAT WE HEARD...

#### Provo Today: What Have We Learned?

The most important thing we heard in conversations with the community is how access to nature makes Provo a special place to live. In addition, the values in Provo center around a sense of family and community. The top five qualities most important to Provo residents:

- 1. Abundant open space and nature.
- 2. Walkable and bikeable connections.
- 3. A high quality of life.
- 4. A thriving university town.
- 5. Local arts and culture scene.

#### Provo Tomorrow: Where are We Going?

The theme derived from surveys and stakeholder conversations is that the future of Provo include accommodate growth and change while maintaining a quality of life that is in balance with environmental impacts, keeping housing affordable, and not overstressing roadways. The top five considerations for the future of Provo:

- 1. Provide abundant open space and recreational opportunities.
- 2. Address housing needs.
- 3. Provide for balanced transportation.
- 4. Plan with diversity and inclusivity in mind.
- 5. Support innovations in sustainability.

Photo Credit: Mark Greenwood 'Lake & Kayak'



#### **KEY THEMES**

Provo is committed to preserving what makes Provo such an attractive and desirable place to live, and at the same time being a leader within the region for balanced growth. As set forth by the vision, strategies, and actions defined in this General Plan, a collective focus on the six themes below will help ensure the highest quality of life for its residents.



#### A Welcoming Community

#### **OUR COMMITMENT:**

We promote a high quality of life and celebrate all people who come to Provo.

- 1. Strive for fair distribution of public services that serve all residents and businesses.
- Create incentives for development in underserved neighborhoods and encourage expansion of public facilities to underserved parts of the city.
- 3. Increase opportunities for input and representation from all citizens.
- Continue Provo City's high standards of constructing and maintaining high quality community facilities.



#### Stewardship of the Outdoors

#### **OUR COMMITMENT:**

We are actively responsible for the future of our recreational and natural lands.

- Connect the lake to the mountains by enhancing key areas along Utah Lake and creating a greenway along the Provo River.
- 2. Give careful consideration to the conservation of open spaces, scenic areas, and viable agricultural lands.
- Develop programs and educational opportunities at parks, open spaces, and trails.
- 4. Increase active and passive parks and recreational amenities.
- Implement the Provo Conservation and Resiliency Plan to promote best practices for environmental stewardship.



#### **Growing Together**

#### **OUR COMMITMENT:**

We strive for development that will create places for neighbors, new and old, to become part of our story.

- 1. Celebrate historical assets and local character.
- 2. Create cohesive urban design that aligns transit, land use, and open space.
- 3. Promote sustainable development in alignment with the Conservation and Resilience Plan to ensure a livable community for future generations.

#### **OUR COMMITMENT:**

We are stewards to one another and in all we do.



#### **Livable Provo**

#### OUR COMMITMENT:

We strive for a resilient and vibrant economy that supports good jobs and a diversity of housing options for all residents.

- Allow for different types of housing in neighborhoods.
   Allow for a mix of home sizes at different price points, including ADUs.
- 2. Strive to increase the number of housing units across the whole of Provo.
- 3. Employ innovative approaches to promote local business and create community.
- 4. Encourage growth around the Provo Municipal Airport and facilitate development where appropriate.



#### **Connected and Safe**

#### **OUR COMMITMENT:**

We promote a multimodal network of streets, trails, and tracks that connect drivers, passengers, walkers, and bicyclists of all ages.

- 1. Prioritize roadways and multimodal corridors that are safe and have adequate capacity for all modes as appropriate.
- 2. Improve bicycle and pedestrian networks to connect the city.
- 3. Strive to create a robust system of local and regional transportation alternatives including rail, bus, biking, and walking options.
- 4. Find the right balance of parking to create a thriving economy.
- 5. Coordinate with the Conservation and Resiliency Plan to reduce environmental impacts of single occupancy vehicle trips.



#### A City that Leads

#### **OUR COMMITMENT:**

We are leaders in innovative and strategic practices to support the community.

- Become a leader in sustainable practices and promote regional collaboration.
- 2. Adopt regulatory frameworks that are simple, accessible, and fair at all scales of development.
- 3. Continue to foster a culture of transparency and citizen involvement.
- 4. Encourage diversification of tax base and revenue streams through efficiency and proactive governance.

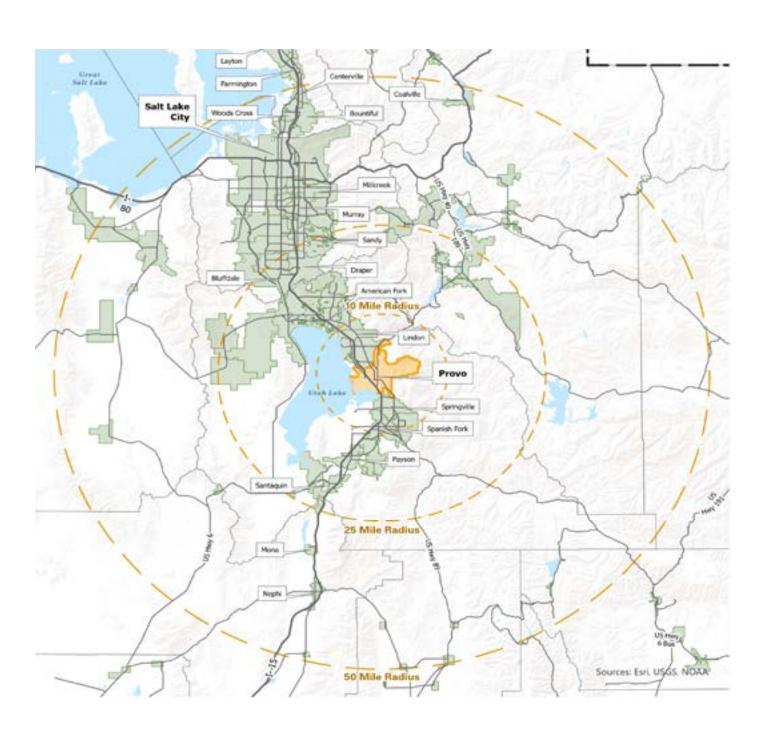


#### **PROVO TODAY**

#### **Geographic Context**

Provo is the third-largest city in Utah. Situated in Utah Valley, south of Salt Lake City, Provo City is bordered by mountains on the east and north and Utah Lake to the west. Interstate 15 intersects Provo running north and south, while highway 189 parallels the Provo River as it enters city boundaries to the north.

With proximity to mountains, canyons, reservoirs, rivers, and lakes, Provo boasts abundant recreational opportunities, and its natural spaces and parks draw outdoor enthusiasts of all kinds. In a community survey, 97% of respondents named access to recreation and the outdoors as an important value to the Provo community.



#### **Historical Context**

Provo was settled first by the Utes, an indigenous people of the Great Basin, and later by pioneers. Its name honors Etienne Provost, an early trapper who established a trading post near Utah Lake. Its culture and history have been influenced continuously by the Church of Jesus Christ of Latter-day Saints, whose congregates founded communities throughout the Mountain West. In the mid 1800s, Provo was incorporated as a city and later recognized as the seat of Utah County.

#### **Demographic Context**

In 2020, Provo's population was 116,616. Since 2010, the population has grown by 6,400 residents, or 5.8%. The Mountainland Association of Governments projects that Provo's population will reach 155,397 by 2040, an increase of 33%. This growth will impact nearly all city services and sectors, including housing, transportation, and employment.

Provo is home to Brigham Young University (BYU), which continues to play a prominent role within the community. Due in part to the large student population and in part to a large youth population, the median age of 23-26 years-old in Provo has remained lower than both the County and State.

An economic engine for the region, Provo's public and private sectors provide ample work opportunities. Provo City is the seat for Utah County's nearly 700,000 residents. Its academic institutions, including BYU in Provo and Utah Valley University (UVU) in the neighboring municipality of Orem, employ thousands, and their graduates attract a wide range of companies to the area. With 95% of residents aged 25 and above holding at least a high school degree, and 45% holding at least one collegiate degree, Provo's highly educated population is a significant asset for the business community. Among these homegrown enterprises is Qualtrics, founded in 2002 and acquired in 2019 for \$8 billion.





#### **PROCESS**

#### **The Process**

The General Plan Update process is designed to create a plan the community will be proud of for years to come. The process began with on the ground research to develop an extensive understanding of the community's needs and desires, providing a foundation for a successful process and final document.

The outcome of this process addresses key elements such as land use, economic growth, moderate-income housing, multimodal mobility and transportation, integrated parks, trails and open space, and the community's history and culture. Working closely with the City and residents, the plan process includes exploring, prioritizing, and synthesizing the aspirations, goals, and desires of community members.

**EXPLORE + ENGAGE** 

Understand key issues and opportunities

**Phase 1:** Explore and Engage

This phase focused on gathering data to understand the community and identify key issues and opportunities to address in the General Plan.

SYNTHESIZE + PRIORITIZE

Assess key themes and community goals

**Phase 2:** Synthesize and Prioritize

This phase focused on assessing what was learned from the data and the community, identifying key themes and goals important to the city.

3

FINALIZE + IMPLEMENT

Prepare final document to guide the community

Phase 3: Finalize and Implement

The final phase focused on preparing a final document that the entire Provo community can use to meet goals of focusing and unifying future planning and public investment.

#### Relationship to other plans

The General Plan is Provo's preeminent planning document. It informs all other plans and policies, including master plans, area plans, and regulatory codes, which offer greater specificity than the General Plan. Together, these plans are complementary and consistent in their purpose. The examples given here are illustrative and not a complete list.

#### GENERAL

#### **GENERAL PLAN**

Utah state code requires every city and county to create and adopt a general plan (10-9a-401, 17-27a-401). Also called master or comprehensive plans, they guide decision making by describing the community's current and future needs, including housing, land use, and transportation.

#### Example

• Provo General Plan

#### **MASTER PLANS**

Master plans provide specialized and coordinated planning efforts.

#### **Examples**

- Transportation Plan
- Conservation and Resiliency Plan
- Parks Master Plan

#### **AREA PLANS**

Area Plans are more detailed and specific than both the General and Master Plans. They are generally adopted as an appendix to the General Plan and refine the goals and policies of the General Plan as they relate to a specific area.

#### Examples

- Downtown Master Plan
- Maeser Neighborhood Plan
- Southeast Neighborhoods Plan

#### **REGULATORY CODES**

Regulatory, or zoning, codes list permitted and conditional uses for each zone (i.e., residential, manufacturing, recreational, etc.) and the regulatory standards for development within the different zones.

#### **Example**

- Provo City Land Use Code
- Downtown Streetscape Standards
- Provo Subdivision Ordinance





#### **COMMUNITY ENGAGEMENT**

Community feedback is the foundation of a general plan, setting a guiding vision for how a city grows and changes over time. For Provo, the engagement process allowed residents, City staff, and other stakeholders to provide input to create a plan representative of their diverse values.

Focus groups, community workshops, online surveys, virtual presentations, and a website—as well as a working group of city and community leaders and volunteers—helped guide the formation of the plan. Virtual open houses were core to the community engagement strategy. Made up of workshops and surveys, these online events not only defined key elements and values, but also gauged the public's response to planning efforts made to date and shaped the direction of future planning.

Despite the COVID-19 pandemic, which prevented in-person planning efforts, community input was substantial. Some 400 people engaged in the first workshop and survey, and some 1,000 people engaged in the second workshop and survey. A full summary of Community Outreach can be found in Appendix B.



150+
COMMUNITY MEMBERS
DIRECTLY ENGAGED





- **3** FOCUS GROUPS
- 3 VIRTUAL OPEN HOUSES

481 SURVEY 1 RESPONSES

947 SURVEY 2 RESPONSES

25 WORK GROUP MEMBERS



Community feedback was integrated through the General Plan Process. The words and ideas expressed at workshops, stakeholder meetings, and through survey comments became the basis for the key themes and drivers of the Provo General Plan.







# A Welcoming Community

**Our Commitment:** We promote a high quality of life and celebrate all people who come to Provo.





#### WHAT WE HEARD...

#### From Community Survey #1:

#### The top words to include in the Provo Vision include:

- Sustainable
- Diverse
- Safe
- Walkable
- Family
- Growth
- Inclusive
- Density
- Community
- Welcome

#### **From Community Survey #2:**

76% of respondents agree that "Welcoming Community" is an important goal for the General Plan.

#### **Top 3 Inclusive Community Strategies**

- 1. Promote employment opportunities for all residents.
- 2. An diversity and inclusion advisory committee or strategy.
- 3. Housing available for all income levels.

#### **Top 3 Public Services Strategies**

- 1. Support educational opportunities.
- 2. Fiscally sustainable city budgeting and service planning.
- 3. Best practices in water use reductionand reuse..



#### CONTEXT

In the planning process, participants expressed their desire to make Provo a welcoming place for everyone. In surveys, when asked 'what makes Provo special', 25% of comments addressed this topic of belonging. People of all backgrounds are welcome in Provo—students and long-time residents, people of different ethnicities and faiths, people of different ages and every stage of life. While some residents feel that much progress has been made to create inclusive communities, others see an opportunity to continue to remove barriers and to give voice to those who are not yet being heard.

Fair and Equal Distribution of Services: With growth comes more demand for services and facilities such as roads, parks and schools. The city should strive to maintain current levels of service while increasing access for underserved parts of the city. Quality of life also includes public safety elements such as police and fires services.

With an abundance of young families with children, and a culture that values education, Provo should continue to make good schools, local libraries, and higher education programs an asset in the community. Likewise, all residents should have access to a home that is priced to their income level, with fair and adequate access to meet the needs of daily life. This topic will be explored further in Chapter 5, "A Livable Provo."

21 | A WELCOMING COMMUNITY

Provo's older adult population should also be considered in planning activities. These citizens may be particularly sensitive to the changes in cost of housing. Further, mobility and interactions with the community can be challenging issues for older adults. Current housing, mobility, and public spaces should address options for older adults and be evaluated and enhanced in future planning and development.

Vulnerable and Underserved Populations: College and University students in Provo are typically younger than other residents, have less time for full-time employment, and their needs should be considered. A vulnerable community in and of itself, students can be better integrated into the community and encouraged to stay after graduation, not only as workers but as valued members of society.

Another underrepresented population is that of west Provo, which lacks the same access to services and facilities that central or northern residents have. Efforts should be made to prioritize and expand access to healthy food, libraries, and transit in the western part of the city.

Photo Credit: Christina

Ethnicity: The majority of Provo's population, 92.1%, identify as White while 4.9% identify as Asian and 2.3% as Pacific Islanders. About 15.7% of Provo's population identify as Hispanic and/or Latino.1

Median Household Income: Provo's median household income (MHI) is currently \$53,864, which is considerably lower than that of the County (\$79,545) and the State (\$75,780). Provo's median family income (MFI) is \$58,690, which is also lower than the County (\$86,636) and the State (\$86,152).

Area Median Income: The area median income (AMI) is the midpoint of a region's income distribution. Half of the households in the region earn more, and half earn less. AMI is important because each year the Department of Housing and Urban Development (HUD) calculates the median income for every metropolitan region in the country, and this statistic is used to determine whether families are eligible for certain affordable housing programs.

Table 1 illustrates the 2021 incomes levels for the Provo-Orem metropolitan statistical area (MSA) by household size.

Table 1: Area Median Income (AMI) for Provo-Orem Metropolitan Statistical Area (MSA)

INCOME CATEGORY	PERSONS IN HOUSEHOLD							
	1	2	3	4	5	6	7	8
Extremely Low Income (30%)	\$17,600	\$20,100	\$22,600	\$26,500	\$31,040	\$35,580	\$40,120	\$44,660
Very Low Income (50%)	\$29,300	\$33,500	\$37,700	\$41,850	\$45,200	\$48,550	\$51,900	\$55,250
Low Income (80%)	\$46,900	\$53,600	\$60,300	\$66,950	\$72,350	\$77,700	\$83,050	\$88,400
Median Family Income (100%)	\$58,600	\$67,000	\$75,400	\$83,700	\$90,400	\$97,100	\$103,800	\$110,500
Above Median Income (120%)	\$70,320	\$80,400	\$90,480	\$100,440	\$108,480	\$116,520	\$124,560	\$132,600

Table 1: AMI is typically distinguished between three types of households. Households earning less than 80% of the AMI are considered low-income households by HUD. Very low-income households earn less than 50% of the AMI and extremely low-income households earn less than 30% of the AMI. Source: American Community Survey, 2019.





<sup>1</sup> American Community Survey, 2019.

#### **GOALS AND STRATEGIES**



#### **A Welcoming Community**

The policies and strategies on the next page reflect the vision of the community to address future planning around equitable access to public facilities. Goals revolve around increasing access to city services to create an attractive and welcoming place for people to live and work.



#### **Coordinated Planning Efforts**

These goals and strategies are intended to be applied in conjunction with relevant existing and future, including neighborhood plans and area-specific plans, as applicable. Specific Plans to note as follows:

- Transportation Master Plan (2020)
- Neighborhood Plans, as applicable
- Parks and Recreation Master Plan (2021 Update)

#### WC 1.

#### Strive for fair distribution of public services that serve all residents and businesses.

- a. Expand access to libraries, parks, schools, and social services.
- b. Increase accessibility to all modes of transportation.
- c. Strive for access to all public facilities and services to people of all incomes, colors, ages, and abilities.
- d. Promote development that provides attainable options for housing through housing mix and designing for affordability.

#### WC 2.

### Create incentives for development in underserved neighborhoods and encourage expansion of public facilities to underserved parts of the city.

- a. Increase access to existing City facilities.
- b. Provide fair distribution of services across neighborhoods.
- c. Expand services to western Provo.

#### WC 3.

#### Increase opportunities for input and representation from all residents.

- a. Encourage increased diversity on boards and committees.
- b. Develop a Diversity and Inclusion Advisory
  Committee and task a committee with a 'Welcome
  Home' Strategy and/or Campaign.
- c. Build connections to students and university communities.

#### WC 4.

### Continue Provo City's high standards of constructing and maintaining high quality community facilities.

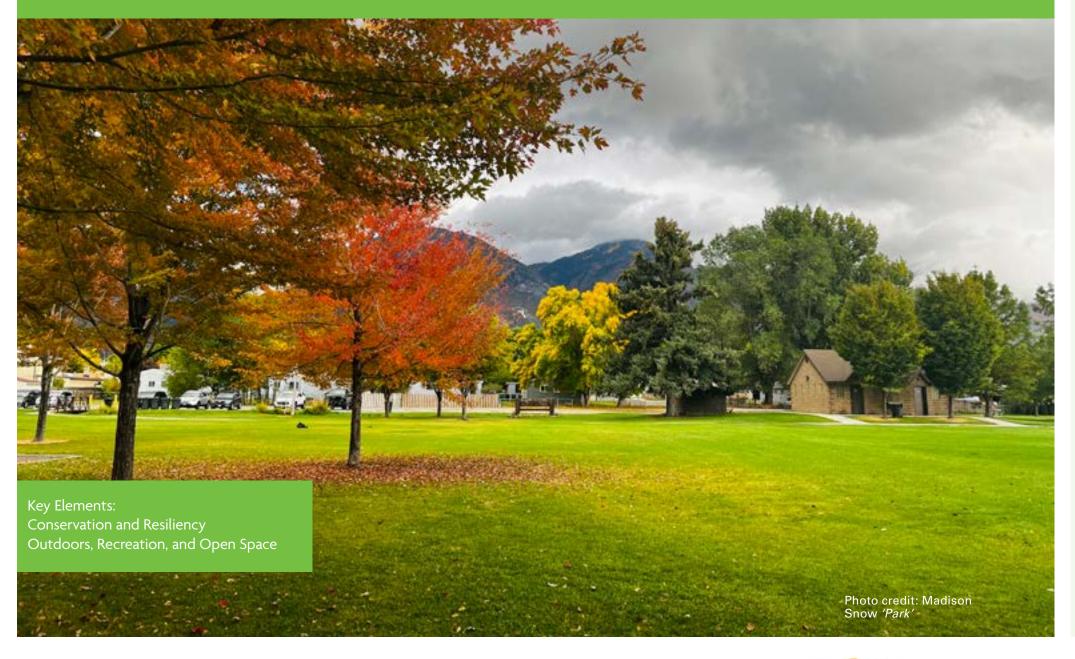
a. Continue to designate necessary funding for staffing, maintenance, and programs.



# Stewardship of the Outdoors

Our Commitment: We are actively responsible for the future of our recreational and natural lands.





#### WHAT WE HEARD...

#### From Community Survey #1:

"In terms of recreation, Provo needs..."

Preservation of open space - 19% Neighborhood parks - 18% A river trail, bikeable streets, trails - 14%

#### From Community Survey #2:

"I love that Provo has..."

A river trail system - 32% A recreation center - 32% A parks system - 27%

#### **Top 3 Conservation and Resiliency Strategies**

- 1. Conserve open spaces and scenic areas.
- 2. Enhance or restore the Provo River and other waterways.
- 3. Promote environmental stewardship.

#### **Top 3 Open Space, Parks, and Trails Strategies**

- 1. Improve walking and biking connections to parks, trails and open space.
- 2. Continue to improve existing parks and open spaces.
- 3. Increase active and passive recreation areas.



#### CONTEXT

Nestled between the Wasatch Mountains and Utah Lake, Provo has a special natural setting along the I-15 corridor. Natural features include Provo River, Utah Lake, and the Uintah-Wasatch National Forest as well as national historic landmarks. Timpanogos Peak and a vast network of urban parks forms the eastern horizon of Provo. Preservation of open space and future opportunities for parks, trails, and recreation amenities are integral to promoting this core community value. Because urban parks are thoroughly addressed in the Parks Master Plan, the General Plan will focus on open space and the network of parks and recreational spaces, trails, and open space.

Recreational Assets: Provo's parks, trails, and facilities improve quality of life and attract residents and employers alike. Peaks Ice Arena (a 2002 Winter Olympics venue), the Provo Recreation Center, and other indoor facilities provide year-round opportunities for play. There is ample outdoor recreation too. Urban parks are invaluable resources that improve every aspect of quality of life, and Provo's parks are some of its greatest assets. Nearly three-fourths (74%) of residents live with ¼ mile of a park, and about 60% of the city is open lands, from foothills in the east to shorelines in the west. Hiking, biking, climbing, fishing, and paddling are everyday pursuits in Provo and its beautiful surroundings. For more information about urban parks, see the Parks Master Plan.

**Environmental Assets**: The Provo River and Utah Lake are community treasures worth protecting. From cleaning up shorelines and increasing fish and wildlife habitats to

From Community Survey #2:
95% of people agree that
"Stewardship of the Outdoors" is an
important goal for the General Plan.

restoring Provo River as an active greenway from the lake the mountains, efforts to collaborate with community partners to improve Provo's waterways will not only enhance the environment but also instill a greater sense of stewardship among Provo residents.

The hillsides to the east of Provo provide access to local trails and canyons that should be protected through a hillsides and canyons conservation plan. Development, if ever considered, should be for recreation purposes or to further conservation efforts.

Provo also has a strong agricultural history and at one point was nicknamed 'The Garden City' with the large number of fruit orchards and gardens. As the city continues to grow, it will take careful consideration to preserve viable agricultural lands.

57
TOTAL
PARKS

679
TOTAL
ACRES OF
PARKLAND

74%
OF RESIDENTS
LIVE WITHIN 1/4
MILE OF A PARK

60%

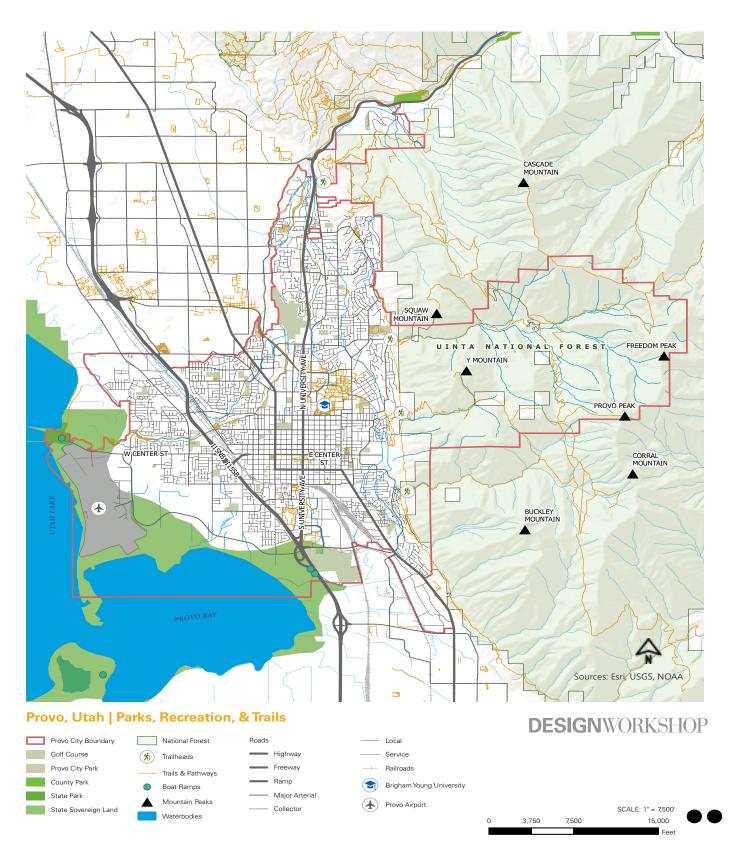
OF THE CITY IS

OPEN LAND\*

\*As mapped by NLCD, including a portion of the Uinta National Forest

**GENERAL PLAN** 

#### ON THE MAP: PROVO'S NATURAL ASSETS





#### **GOALS AND STRATEGIES**



#### Stewardship of the Outdoors

The policies and strategies on the next page reflect the vision of the community to address future planning around open space, recreation, and environmental sustainability. Goals for the environment focus on the preservation of open spaces, agricultural protection, and activating the riverfront and Utah Lake. Goals around conservation and resiliency focus on clean air, transportation alternatives, and stewardship of our shared natural assets.



#### **Coordinated Planning Efforts**

These goals and strategies are intended to be applied in conjunction with relevant existing and future efforts including neighborhood plans and area-specific plans, as applicable.

Specific Plans to note as follows:

- Parks and Recreation Master Plan (2021)
- Utah Lake and Provo River Environmental Considerations
- Conservation and Resiliency Plan (2021)
- Rivers and Lakeshore Plan (in progress, with funding approved)
- Hillside and Canyons Plan (in progress, with funding approved)

**GENERAL PLAN** 

• Neighborhood Plans, as applicable

#### SO 1.

### Connect the lake to the mountains by restoring key areas along Utah Lake and creating a greenway along the Provo River.

- a. Increase opportunities for recreation through development of passive spaces, active design, and educational opportunities.
- b. Coordinate with community partners to restore habitats, stream banks, and wetland areas of the Provo Riverfront and Utah Lake.
- c. Promote bikeable and walkable connections to and along the lake and river.
- d. Implement green infrastructure and other best management practices to improve water quality.
- e. Explore codes and incentives for redevelopment along waterfront properties.

#### SO 2.

### Give careful consideration to the conservation of open spaces, scenic areas, and viable agricultural land.

- a. Create a strategic plan that includes tools and funding opportunities to conserve, connect, and protect vulnerable lands and open space.
- b. Complete a land environmental suitability analysis.
- c. Review open space requirements for all development types and revise based on best practices.

#### SO 3.

### Develop programs and educational opportunities at parks, open spaces, and trails.

- a. Increase access and education around local food production.
- b. Add educational signs and programs about local wetlands.
- c. Promote community activities in parks and open spaces.

#### SO 4.

#### Increase active and passive parks and recreational amenities.

- a. Improve walking connections to parks, trails, and open space.
- b. Improve biking connections to parks, trails, and open space.
- c. Increase open space amenities such as benches, walks, and lighting.
- d. Improve access to parks for people of all ages and skills.
- e. Improve safety at parks and greenways through signage, lighting, and increased visibility.

#### SO 5.

### Implement the Provo Conservation and Resiliency Plan to promote best practices for environmental stewardship.

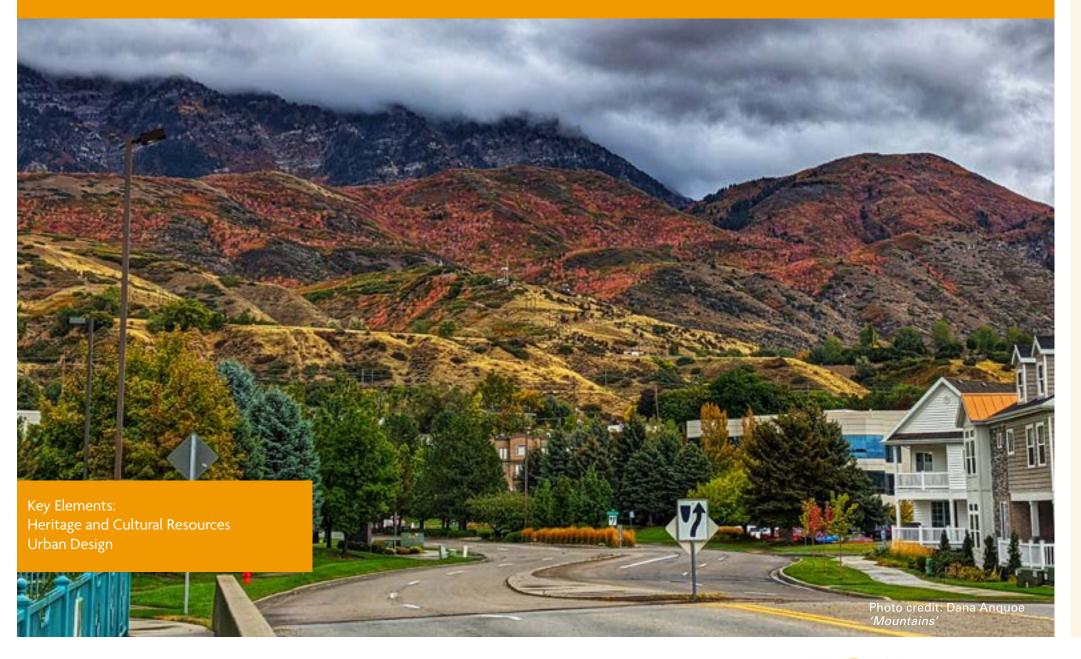
- a. Utilize water conservative practices including landscaping in Provo Parks.
- b. Encourage waste reduction and recycling in Provo Parks.
- c. Minimize the impacts of light pollution in Provo parks.



# Growing Together

**Our Commitment:** We strive for development that will create places for neighbors, new and established, to become part of our story.





#### WHAT WE HEARD...

#### From Community Survey #1:

"What is important about Provo's history that we need to remember and preserve?"

Architecture/Buildings - 30% Pioneers - 25% Native Culture - 22%

#### From Community Survey #2:

68% of survey respondents agree that "Sustainable Provo" is an important goal for the General Plan. Based on feedback from the community this element was reframed as "Growing Together" to better address how growth and change can inform the future of Provo.

#### **Top 3 Heritage and Cultural Resources Strategies**

- 1. Celebrate local arts and culture.
- 2. Celebrate the historic downtown.
- 3. Celebrate the university community.

#### **Top 3 Development Pattern Strategies**

- 1. Sustainable development.
- 2. Mixed-use development.
- 3. Small scale, infill development.



#### CONTEXT

A friendly community and a vibrant downtown are two of the things people love about Provo. This theme addresses cultural resources and urban design, which consider how transportation, land use, and open space weave together to create great places to live. Careful consideration is given to resource distribution throughout the city, including land use. The Future Land Use Map in the General Plan provides a general recommendation for the future development of various land uses including the location of different residential, retail, and commercial nodes at a regional and local scale. Housing and Employment is further described in Chapter 5 Livable Provo.

**The Future is Balanced:** It is important to address locations for increased density to address a growing demand for housing while preserving single-family neighborhoods. This also includes maintaining and preserving open space to promote healthy lifestyles and family friendly communities. The community expressed an overall desire for more mixed-use development and a mix of housing types in walkable neighborhood.

There is also a desire to see neighborhood-scale retail development that encourages local business, remote working, and walkable neighborhoods.

There is a Place for Everyone in Provo: An ideal place to live, work, and play looks different for people of different backgrounds, ages and interests. In Provo, a mix of housing, transportation modes, and employment opportunities can help retain students after graduation and attract and retain families and businesses. A diversity of people, interests and choices makes communities safe and dynamic and enhances quality of life for all.

Celebrating Provo's History and Heritage: The stories of the people of Provo should be celebrated, from its earliest inhabitants to its newest arrivals. Today, these authentic stories live on in the architecture of the city, in its parks, in its streets, in its homes and institutions, and new stories are being created every day. Natural and agricultural landmarks as well as historical and religious sites should be preserved. Adaptive reuse should be employed to give new life to historic buildings.

**Planning in Context:** In an urban setting, density measures the number of people living in an area of land for a certain type of use. As density increases in Provo, it is important to understand the benefits and trade-offs.

Denser development patterns invite more people to a smaller area, which can help conserve open space, lower infrastructure costs, and improve access to transit, retail,





and other services. However, where road networks and land uses are not suited for increased population, denser development patterns can strain resources. Future planning in Provo should encourage higher density along transit lines, in the downtown area, and at intersections of major roadways. A mix of housing types is also encouraged, such as duplexes and triplexes in existing residential neighborhoods.

With Provos status as a regional economic and employment center, we import and export employees daily. Provo and Orem are forecasted by the Mountainland Association of Governments to continue as the employment center of the metropolitan area through 2050. While effects to reduce commuting by adding diverse housing types and reducing housing costs are recommended in the General Plan, we also acknowledge that Provo must have varied transportation strategies in place to move commuters in and out of the city with minimal congestion, improved safety, and reduced air quality impacts.

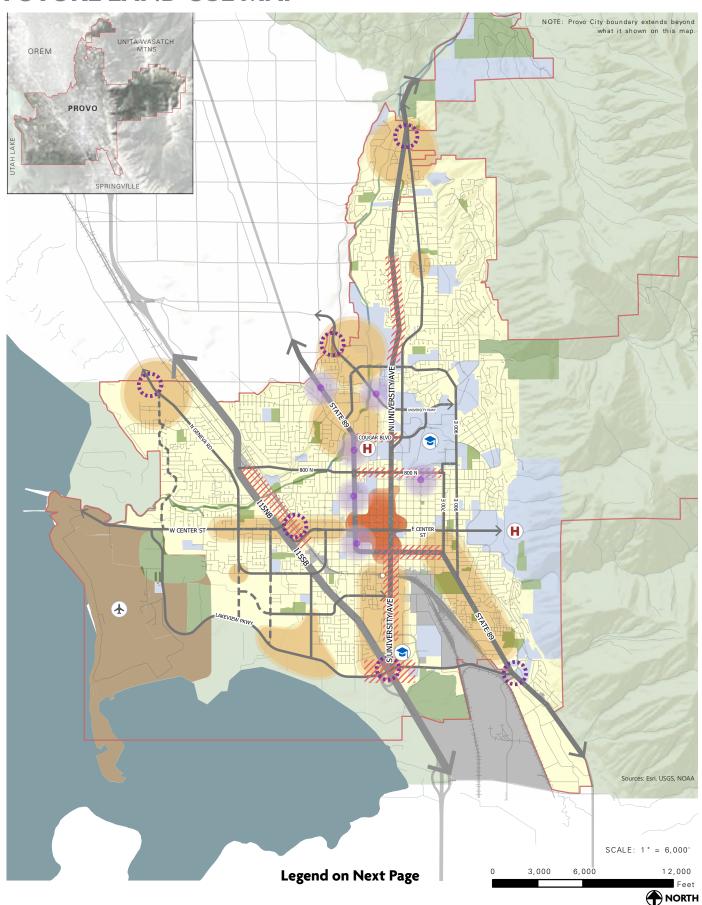
#### **Land Use and Zoning Regulations**

Allowance for Mixed-Use Projects: Provo is continuing to develop and adopt new codes that allow increased moderate income development options throughout the city, through allowances for a variety of housing types, including townhomes, cluster developments, and apartments. Provo's code also allows residential uses as mixed-uses with commercial projects in a number of zones, most recently added as an allowance in the Regional Commercial Shopping (SC-3) zone.

Allowances for Accessory Dwelling Units: Provo's zoning code allows accessory dwelling units (ADUs) in select areas of the city. The expansion on ADUs merits future consideration to increase supply and choice in housing options.



#### **FUTURE LAND USE MAP**



# □ Provo City Boundary □ Downtown □ Residential □ Parks, Recreation & Open Space □ Public Facilities □ Industrial □ Airport □ Commercial □ Mixed-Use □ Gateway



- Institutional
- (H) Hospital

#### Land Use Designations

The Future Land Use Map is a tool to guide future land use planning. Along with policies set forth in the General Plan, it may strongly influence requests for changes to the zoning of property; however, it is not a zoning map. The rezoning of property is a legislative act that amends the Zoning Map, which is an integral part of Title 14 (Zoning) of the Provo Municipal Code.

The areas on this map provide guidance for future land uses in Provo. The lines on the map are intended to be general, not specific. Land uses consider a zone of influence where a certain designation may impact other land uses within the area.

The following page outlines the Land Use Designation table. Each land use category on the map is further defined by its purpose (the general intent of the category) and character and uses (the types of land uses appropriate within the category).

#### **LAND USE DESIGNATIONS**

Table 2: Land Use Designations

CATEGORY	PURPOSE	CHARACTER AND USES
Downtown	The Downtown category consists of a mix of urban uses including office, retail, commercial, facilities, and residential. Vertical uses and pedestrian scale design is encouraged.	Downtown Uses: A mix of uses with a higher intensity of commercial, office, and residential within an attractive public realm.
Mixed Use	The mixed use category includes commercial, office, and residential uses, and mix of all uses vertically or horizontally is encouraged.	Medium Intensity mixed-use: Consisting of multifamily or attached, office, and community or neighborhood scale commercial.
Transit Oriented Development	The transit oriented development (TOD) category includes commercial, office and residential uses developed adjacent to alternative modes of transportation, and encouraging pedestrian and bicycle facilities.	High Intensity mixed-use: Consisting of residential, office, and community or neighborhood scale commercial.  Pedestrian scale design and encouraging alternative transit.
Commercial	The commercial land use category is intended to promote areas for both local and regional goods and services as well as job centers. Certain light industrial that offer products may also be appropriate.	Professional Services: Consisting of office uses.  Regional Commercial: Consisting of larger retail service stores and should be located along major roadways.  Community Commercial: Consisting of a cluster of general shopping facilities for basic needs, goods and services.  Neighborhood Commercial: Consisting of neighborhood retail at smaller scales and intensities of use.
Residential	Residential land use category is intended to offer a broad mix of housing types across the City. Neighborhoods should be mixed to provide a wide range of housing opportunities.	Residential- High Density: Consisting of all residential uses in low and mid density, as well as condominiums and apartments.  Residential- Medium Density: Consisting of single family, duplexes and triplexes as well as multiplexes, cottage courts, small town homes and multifamily units up to 4 stories.  Residential- Low Density: Consisting of suburban areas with single family housing and neighborhood scale duplexes and triplexes as appropriate.  Additional dwelling units should be allowed at all scales of residential use.  Low Intensity mixed-use: Consisting of low density multifamily or attached units, small office and live-work spaces, neighborhood 'corner-store' commercial.

Table 2: Land Use Designations

CATEGORY	PURPOSE	CHARACTER AND USES
Facilities	The Facilities land use category is intended for governmental facilities, hospitals, and public buildings and operations.	
Parks, Recreation, and Open Space	The Parks, Recreation, and Open Space land use category includes a variety of regional, community, and neighborhood-scale parks, natural lands, and agricultural areas with minimal use or activity.	Regional Parks: Large parks consisting of special amenities or attractions, a regional destination.  Community Parks: Mid size parks consisting of community-based recreation assets such as sports fields and amphitheaters.  Neighborhood Parks: Small parks with neighborhoods serving local recreation needs such as active play and passive lawns.
Institutional	The Institutional land use category is intended for civic educational facilities.	
Industrial	The Industrial land use category includes manufacturing, warehousing, processing, and other uses for the creation or production of goods.	Light Industrial: Consisting of low impact, clean uses primarily operating in buildings.  Heavy Industrial: Consisting of higher impact uses with nuisance uses such as heavy machinery, high pollution, trucking, or materials storage. These should be kept separate from other uses.
Airport	The airport land use is intended for airport-related activities and future growth including commercial and industrial uses.	Airport Commercial: Consisting of goods and services for airport-related activity such as car rentals, fuel stations, food access, and parking.  Airport Industrial: Consisting of support services such as maintenance.
Gateway	The Gateway land use category is intended for special areas or districts adjacent to primary roadways entering the city and should include a mix of compatible mixed use, commercial, office, or light industrial uses.	



#### **GOALS AND STRATEGIES**



#### **Growing Together**

The policies and strategies on the next page reflect the vision of the community to incorporate historic preservation and urban design into future planning. Strategies address encouraging mixed-use residential, walkability, and attainable housing.



#### **Coordinated Efforts**

These goals and strategies are intended to be applied in conjunction with relevant existing and future, including neighborhood plans and area-specific plans, as applicable. Specific Plans to note as follows:

- Neighborhood Plans
- Title 14 (Zoning) of the Provo Municipal Code

#### GT 1.

#### Celebrate historical assets and local character.

- a. Create a historical designation for the Temple, Library, Academy Square ,and Courthouse.
- b. Protect and renovate the historic downtown through design standards.
- c. Celebrate local arts and culture and all the stories of the region through public art, open space and community events.
- d. Coordinate with Provo Arts Council to continue to prioritize public art.

#### GT 2.

#### Create cohesive urban design that aligns transit, land use, and open space.

- a. Encourage infill opportunities in downtown, mixeduse, and transit oriented developments.
- b. Promote neighborhood scale development in residential areas, including a mix of density such as pocket neighborhoods, missing middle housing, and small-lot single family.
- c. Encourage regional commercial and jobs centers to promote local jobs.
- d. Update Neighborhood Plans to align with the goals of this General Plan.
- e. Review building standards and code to promote desired development patterns.

#### GT 3.

Promote sustainable development in alignment with the Conservation and Resiliency Plan to ensure a livable community for future generations.

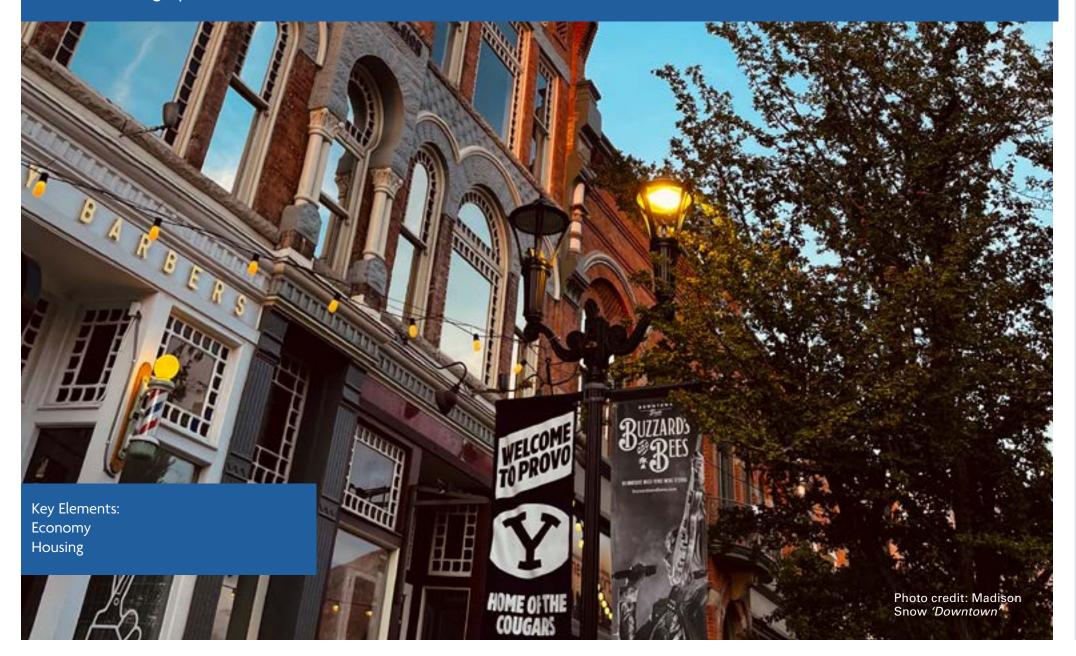
- a. Become a regional leader in energy conversation.
- b. Explore independent certification in alignment with conservation and resilience goals.



# **5.** Livable Provo

**Our Commitment:** We strive for a resilient and vibrant economy that supports good jobs and a diversity of housing options for all residents.





#### WHAT WE HEARD...

#### From Community Survey #1:

"In terms of Housing, Provo needs..."

Single-family homes - 41% Townhouses and condominiums - 24%

#### From Community Survey #2:

88% of people agree that "Livable Provo" is an important goal for the General Plan

#### **Top 3 Economic and Employment Strategies**

- 1. Grow the local small business and start up communities.
- 2. Attract a range of employers in a variety of industries.
- 3. Attract technology-related business.

#### **Top 3 Housing Strategies**

- 1. Promote a mix of home sizes and price points.
- 2. Promote different types of housing, including ADUs and infill development.
- 3. Recognize the value of single-family neighborhoods.



#### CONTEXT

Economic development is a key factor in retail and commercial growth areas. Attracting potential employers to improve median incomes can have an impact on housing affordability and quality of life. The Livable Provo theme addresses issues around economy and housing, as these elements are correlated to creating a more livable Provo. The Housing Element in the General Plan will be primarily be driven by updates to the Moderate-Income Housing Report. However, the Plan addresses the need for encouraging a broad range of housing types to support a diversity of residents and promote housing affordability as it relates to community vision and values.

**Growth and Housing:** Over the past decade, Provo has grown by about 6%. While single-family housing should be preserved where appropriate, Prove residents also recognize the need to think about housing differently to promote more attainable housing choices for everyone in the community, including their children. There is an acknowledgement that to preserve agricultural lands and connections to nature at both the hillside and Utah Lake, development at a variety of scale and densities will be needed, while also maintaining a small-town character. Accessory Dwelling Units, often called ADUs, will likely be a key strategy to increasing housing. While allowed in certain areas of the City, a review and revision to current regulations will offer many benefits to addressing

housing demand. ADUs offer many advantages by providing affordable rentals and additional incomes for homeowners to offset mortgages.

A Vibrant Downtown: A friendly community and the historic downtown are part of what people love about Provo. While economic growth is not noted as a significant concern from the community comments, indicators such as commute times, leakage, and low wages suggest a demand for local jobs and identify an opportunity for growth. Opportunities include increased job centers, specifically in South Provo, and capitalizing on the emerging technology and entrepreneurial spirit of a university town. There is a desire to encourage more residential development in Downtown, which will help to support local businesses and increase activity and promote economic vibrancy.

**Economic Assets:** The presence of the universities and airport are also key assets for economic health. Students provide an incoming workforce to local and regional businesses. Their intellectual capital is important for a sustainable and resilient economy. In addition, the airport has continued to thrive in bringing an increase of flights and access to Provo. This asset, along with a young workforce and high quality of life, offers the opportunity to continue to attract top industries to Provo.



#### WHAT IS PROVO'S HOUSING STORY?

Over the last decade, Provo has grown by 6%. In 2019, there were 34,454 households, with an average household size of 3.05. About 56% of households are married-couple families. The average family size is 3.2. Provo's greatest shortage of rental units is for low-income households.

 Table 3: Number of Rental Households at Varying Income Brackets

HOUSEHOLD INCOME RANGE	RENTAL HOUSEHOLDS	RENTAL PRICE RANGE	APPROXIMATE AVAILABLE UNITS WITHIN PRICE RANGE	UNIT SURPLUS/ SHORTAGE
<30% of AMI	5600	\$0 - \$663	2223	-3377
30% to 50% of AMI	4560	\$663 - \$1,046	8538	3978
50% to 80% or AMI	4250	\$1,046 - \$1,674	4663	413
80% to 120% of AMI	5559	\$1,674 - \$2,511	3049	-2510

Source: American Community Survey, 2019

#### **Vacancy Rates**

# 9.7% 6.5% 4.5% Provo Utah County Utah

There are currently 36,854 housing units in Provo. 93% of housing units in the city are occupied and 6.5% are vacant. Provo's vacancy rate is higher than the county's (4.5%) but lower than that of the state (9.7%).

#### Rent vs. Own



59%



Provo has more renter-occupied units (59%) than owner-occupied units (41%) in both the county and state. Housing is skewed towards ownership (68% and 71%, respectively).

#### 38,800 People

Provo's population will increase by 38,800 people, or 33 percent, over the next 20 years according to the Mountainland Association of Governments.







Provo will need to add 12,166 housing units by 2040. This equates to an average of **1,010 units being added per year** through 2040.



#### **CURRENT CONDITIONS: HOUSING IN PROVO**

#### Housing in Provo Today

A prosperous community depends in part on suitable housing for all residents. Housing that is price-appropriate should not cost more than 30% of an individual household's monthly income, while housing that is unit-appropriate should have a suitable number of bedrooms for each household.

Housing conditions affect whether residents can live in one city or another, how far they must travel for work or school, and how much expendable income they have for goods and services that improve quality of life. Among the challenges residents face today is rising home prices. Renting is the only option for some, and this in turn drives up the price of rental units. Another challenge is that some residents, such as those with large families or multigenerational households, have too few options for their household size. This section will address these challenges, discuss Provo's current housing conditions, and explore strategies for better meeting residents' needs.

To quantify Provo's housing needs, we first looked at the area median income (AMI) for the Provo-Orem metropolitan statistical area (MSA), which is \$83,700 per year. Approximately 71% of households in the Provo-Orem MSA fall below the 100% AMI threshold. This can be interpreted to mean that Provo has a significant need for both affordable and moderately priced housing options. The distribution of households below AMI can also be interpreted to mean that Provo is likely not attracting higher AMI households, either because of a lack of suitable housing or because of a lack of suitable employment. The inability to attract and retain higher-income households in Provo may have adverse effects on economic development and the economic composition of the city.

#### Housing Affordability in Provo

Using HUD's defined AMI for Utah County, calculated an Affordable Monthly Allowance for households making 30% - 120% of the AMI. This monthly allowance can be used to gauge affordable monthly rent and mortgage payment levels for households at different income levels. For example, a family of four living in Provo at the median income could afford \$2,093 per month for housing (Table 4).

**Table 4:** Income Category by Persons in Household

INCOME CATEGORY	PERSONS IN HOUSEHOLD							
	1	2	3	4	5	6	7	8
Extremely Low Income (30%)	\$440	\$503	\$565	\$663	\$776	\$890	\$1,003	\$1,117
Very Low Income (50%)	\$733	\$838	\$943	\$1,046	\$1,130	\$1,214	\$1,298	\$1,381
Low Income (80%)	\$1,173	\$1,340	\$1,508	\$1,674	\$1,809	\$1,943	\$2,076	\$2,210
Median Family Income (100%)	\$1,465	\$1,675	\$1,885	\$2,093	\$2,260	\$2,428	\$2,595	\$2,763
Above Median Income (120%)	\$1,758	\$2,010	\$2,262	\$2,511	\$2,712	\$2,913	\$3,114	\$3,315

Source: American Community Survey, 2019.

To translate these affordability levels into home values, it is assumed a mortgage rates of 3% and 4% with a 30 year term, current property tax rates, insurance costs, a 10% down payment, and a monthly utility expenditure of \$225 per month. Table 5 illustrates the home price ranges that are attainable to households at the varying AMI thresholds and mortgage rates. For example, a family of four living in Provo at the median income would need an average income of \$83,700 to afford a home.

Table 5: Home price ranges that are attainable to households at the varying AMI thresholds and mortgage rates

HOUSEHOLD INCOME RANGE	HOME PRICE RANGE FOR A FAMILY OF FOUR							
			3	% Mortgage	49	% Mortgage	59	% Mortgage
	Income Range - Low	Income Range - High	Low	High	Low	High	Low	High
<30% of AMI	\$-	\$26,500	\$-	\$80,680	\$-	\$71,248	\$-	\$63,364
30-50% of AMI	\$26,500	\$41,850	\$80,680	\$164,938	\$71,248	\$145,657	\$63,364	\$129,538
50-80% of AMI	\$41,850	\$66,950	\$164,938	\$310,006	\$145,657	\$273,765	\$129,538	\$243,470
80-100% of AMI	\$66,950	\$83,700	\$310,006	\$399,649	\$273,765	\$352,929	\$243,470	\$313,873
100-120% of AMI	\$83,700	\$100,440	\$399,649	\$489,078	\$352,929	\$431,903	\$313,873	\$384,107

Source: American Community Survey, 2019.

#### Current Housing Stock

Based on the 2019 American Community Survey (ACS) Five Year Estimates, Provo has a total of 35,107 housing units. A delineation of housing units by type is illustrated in Appendix A. Housing units are divided into three primary categories: single-family units, multi-family units, and mobile homes. Provo has more evenly distributed housing stock than both Utah County and the state, with 52% of housing classified as single-family homes, 46% classified as multi-family housing, and 2% classified as mobile homes. A detailed definition of housing by classification can be found in Appendix A.

#### Housing Units by Number of Bedrooms

While price appropriate housing that matches the economic demographics and needs of a community is important, the number of available bedrooms within an area's housing stock is also critically important. Having a wide variety of units with a distribution of bedrooms allows individuals, households of varying size, and multi-generational households the ability to reside in size-appropriate housing. At 66.2%, Provo has more one-, two-, and three-bedroom units than both the county (49.4%) and state (55.8%) (Table 7).

While Provo has more one-, two- and three-bedroom units, the city has less than both the county and state with regards to four- and five-bedroom dwelling units. In total, 30.3% of Provo's dwelling units consist of 4- and 5-bedroom units, while 4- and 5-bedroom units make up 49.1% of

Table 6: Distribution of Housing Units by Number of Bedrooms

NUMBER OF BEDROOMS	PROVO	UTAH COUNTY	UTAH
0 Bedroom	3.5%	1.4%	1.9%
1 Bedroom	11.3%	4.7%	7.1%
2 Bedrooms	28.1%	16.8%	19.4%
3 Bedrooms	26.8%	27.9%	29.3%
4 Bedrooms	17.4%	21.5%	22.1%
5 or More Bedrooms	12.9%	27.6%	20.2%

Source: American Community Survey, 2019.



#### **CURRENT CONDITIONS: HOUSING IN PROVO**

the county's housing stock and 42.3% of the state's housing stock (Table 7). The lack of larger units can make finding suitable housing difficult for larger households, sometimes forcing them to look outside of the community or accept sub-optimal housing in lieu of size.

#### Median Sale Value and Affordability

Housing sale prices within Provo have rapidly increased over the past several years. Based off of sales data compiled during January and February of 2021, the median sales price for a home in Provo is \$449,000. Provo's median sales price of \$449,000 is nearly double the affordable threshold of \$273,765 (assuming a 4% mortgage interest rate) for a family of four. Even for a family of 4 making 120% of area median income, Provo's median home value is higher than their estimated housing affordability threshold.

This has serious implications for both future and current residents of Provo in that individuals or families moving to the city may not be able to find housing options within their price range, forcing them to look outside of the city to live within their budget. For current residents looking to change location within the city, or increase or decrease their current home size, they may be forced to either look outside of Provo for more affordable housing options or remain in their current home due to the cost associated within buying in today's market.

Rapidly increasing home values can also have negative effects on resident's ability to pay property taxes on their homes. In cases where resident's have paid off their homes and/or are living on a fixed income, increases to property taxes can sometimes create financial burdens and situations in which they cannot afford the taxes on their homes.

This data is based off housing sales recorded in Provo during January and February of 2021. Housing units valued between \$300,000 - \$400,000 and \$400,000 - \$500,000 are most prevalent in Provo at 29.4% and 29.2% of all sales, respectively. In total, only 2.8% of all units sold were at or below the affordability threshold of \$273,765 for a family of four.

**Table 7:** Distribution of Sale Value for Provo's Owner-occupied Housing Units

HOME VALUE	# OF	% OF
	SALES	TOTAL
\$200,000 or Less	5	0.6%
\$200,000-\$250,000	7	0.8%
\$250,000-\$275,000	12	1.4%
\$275,000-\$300,000	26	3.1%
\$300,000-\$325,000	35	4.2%
\$325,000-\$350,000	57	6.8%
\$350,000-\$375,000	73	8.7%
\$375,000-\$400,000	83	9.8%
\$400,000-\$425,000	68	8.1%
\$425,000-\$450,000	68	8.1%
\$450,000-\$475,000	68	8.1%
\$475,000-\$500,000	42	5.0%
\$500,000-\$600,000	124	14.7%
\$600,000-\$700,000	68	8.1%
\$700,000-\$800,000	47	5.6%
\$800,000-\$900,000	23	2.7%
\$900,000-\$1,000,000	10	1.2%
\$1,000,000-\$1,500,000	20	2.4%
\$1,500,000-\$2,000,000	3	0.4%
\$2,000,000 or Greater	4	0.5%
Total	843	100%

#### The Future of Housing in Provo–Creating a Healthy Mix of Housing Options

Existing housing within Provo is struggling to meet the needs of current and future residents. Provo has a shortage of housing in general. The city's existing supply issues are exacerbated when you consider future growth projections. Provo should consider a proactive, multi-pronged strategy to facilitate the delivery of more housing units. While a portion of these units should be affordable, future housing in Provo should be developed at multiple price points and unit configurations to meet the broad price and unit requirements of residents. The following section details strategies that Provo could leverage to continue to add to and diversify its housing stock and provide housing for all Provo residents.

Mix of Housing: With a limited supply of higher priced homes, buyers with the ability to afford more expensive options are overbidding to secure housing in the currently strained real estate market. By creating housing options priced at higher rates, buyers able to afford those options will gravitate towards them, ultimately freeing up additional housing options at lower price points. Similarly, buyers at lower incomes are stretching themselves financially to afford housing while applying continued pressure to the moderately priced housing market. Provo should continue to consider ways to offer price-appropriate housing to residents.

Single-family Housing: Single-family housing is an asset to a community and is greatly valued in Provo. Singlefamily homes benefit Provo by providing more housing options, economically balancing more densely developed code to enable the development of ADUs within select areas of the city, and helping preserve our community's culture and heritage. Additionally, promoting a mix of single-family homes allows for aging in place, meaning a family can progress from a starter home through to a retirement-friendly home while staying in the same neighborhood.

Density in other parts of the city can help preserve single-family areas as Provo's population grows. By concentrating density where it makes sense, density can be reduced in the other areas of the city while maintaining a varied housing stock that meets the needs of Provo residents new and established.

**Consider City Sponsored Incentives to Lower the Cost** of Development: Provo could consider the creation of city sponsored incentives available to developers building

housing at desired or targeted price points. Possible incentives may include city financed infrastructure costs, reduced permitting and review costs, density bonuses, or a reduction in parking requirements. To protect investment in affordable housing, the city could consider tying financial incentives to temporary deed restrictions that limit sale or rental price. Many cities are considering reducing impact fees to lower the cost of development, but it is important to remember that doing so will result in increased fees and taxes for existing residents as they shoulder a greater burden for utility and other public infrastructure and capacity improvements.

**Increase Allowable Density in Appropriate Residential Areas through ADUs:** To increase the supply of housing in Provo, the city could amend the existing zoning residential areas.

Simplify the Development Review Process and **Requirements:** Provo is working to proactively engage the development community to ensure an understanding of the process and requirements needed for review.

**Customize the Development Review Process for Housing Priced at Preferred AMI Level:** To better support the development of housing priced to accommodate certain AMI levels and reduce the regulatory impacts of navigating the development review process, Provo could consider ways to improve and accelerate the development review process for housing projects that meet certain sale or rental rate targets.



#### **CURRENT CONDITIONS: PROVO'S ECONOMY**

#### **Existing Conditions: Employment & Business** Growth

Provo's location, business-friendly environment, high quality of life, and rapidly growing population make it an ideal location for businesses to locate and grow. As of 2021, Provo has 3,073 businesses spanning a wide range of industries, with the greatest number of businesses in healthcare, retail, professional services, hospitality, and food services.

As of 2019, the most recent data available. Provo has 97,270 people of working age and a labor force participation rate of 75.2% which is higher than both the county and state at 71.4% and 69.7%, respectively (Table 9). The unemployment rate as of 2021 is 3.9%, which is slightly higher than the county, at 3.2%, and state at 3.3% and 3.2% respectively.

Provo's residents are employed in a variety of industries. The largest industry by employment in 2019 was education and health care services, which provided 34.6% of jobs. The second-highest industry by employment was professional, scientific, and administration services, (14.5%) followed by retail trade (9.7%). These three industries also account for the top three largest industries by employment in both the county and state.

Supplied by a steady stream of new residents, employment within Utah County has experienced steady growth over the past 20 year period, bringing employers and a wide range of jobs to Provo. From 2000 to 2019, Utah County experienced a 75% increase in non-farm employment numbers. 1 This growth spans a wide range of industries, with the largest gains being from professional, scientific, and technical employers (155%), healthcare employers and social assistance (145%), and construction employers (139%)<sup>2</sup>. Only two industries experienced little to no growth. Manufacturing grew only 4%, while employers in the Management of Companies and Industries sector shrank by 18%3. As a share of total employers, education services captured the top employment share for Utah County in 2019, with 16.5% percent of total non-farm employment, followed by retail trade at 12.4% percent, and Healthcare and Social Assistance at 12%<sup>4</sup>.

Long-term industry projections for the Provo-Orem region anticipate the greatest number of jobs being created in the construction, retail trade, professional/ scientific services, healthcare and social assistance, and accommodation and food service industries<sup>5</sup>.

By 2065, Utah County is expected to grow its share of total state employment by 185%, adding 576,000 jobs and increasing the total share of state employment from 17% to approximately 24%. With the highest growth rate of all counties, by 2065 Utah County is projected to account for one out of every three jobs created within the state.

**Table 8:** Working Population 5 Long Term Industry Projections (Utah.gov)

		, ,	_ ( 0 /
	PROVO	UTAH COUNTY	<b>UTAH STATE</b>
Working Age Population (16+)	97,270	449,527	2,378,652
Labor Force Participation Rate	75.2%	71.4%	69.7%
Unemployment Rate	3.9%	3.2%	3.3%

Source: American Community Survey 2019 1-Year Estimates, ESRI (Unemployment Rate only).

#### The Future of Provo—An Economy that Works for all Residents

As Provo continues to grow, attracting employers that offer high-paying and desirable jobs is critical. The city's growing start-up and entrepreneurial climate, multi-modal transportation options, established downtown, proximate location to higher education institutions, and existing diversified employment base make Provo a competitive location for employers. The following section details strategies and resources Provo could leverage to continue to diversify its economy and provide desirable jobs for Provo's diverse residential population.



**Attracting New Business:** Provo could take a proactive approach to attracting new employers to the city. This approach entails ensuring that high-quality and appropriate office, commercial, and industrial space is available to businesses looking to locate in Provo. Ensuring adequate infrastructures in areas of new development and a clear and streamlined permitting and approvals process exists is critical for employers wanting to develop their own facilities.

**Education & Innovation:** The proximity of Brigham Young University and Utah Valley University is a great benefit to Provo. With the growing national trend of developing innovation districts adjacent to higher education institutions, Provo has an opportunity to market to and attract employers interested in partnering with university research efforts. Additionally, each university provides a source of diverse talent to employers looking to grow their workforce and presence in Provo. By attracting employers offering competitive and desirable jobs, Provo enables students the option of remaining in Provo following graduation.

**Downtown:** Provo's historic downtown is one of the city's most valuable assets. The culture, mix of historic buildings, food and entertainment options, and walkability make downtown a desirable place for businesses. Provo should consider continuing to invest in improvements to its downtown to ensure that it serves both residents and visitors and attracts new businesses.

**Employment Centers:** Locating office space adjacent to other amenities that support employees is a growing priority for employers. Office space that is next to or nearby diverse housing options, services, and retail provides companies a competitive edge in attracting and retaining talent. Provo should invest in employment centers throughout the city that allow for a mix of uses, including office, residential, and retail space.



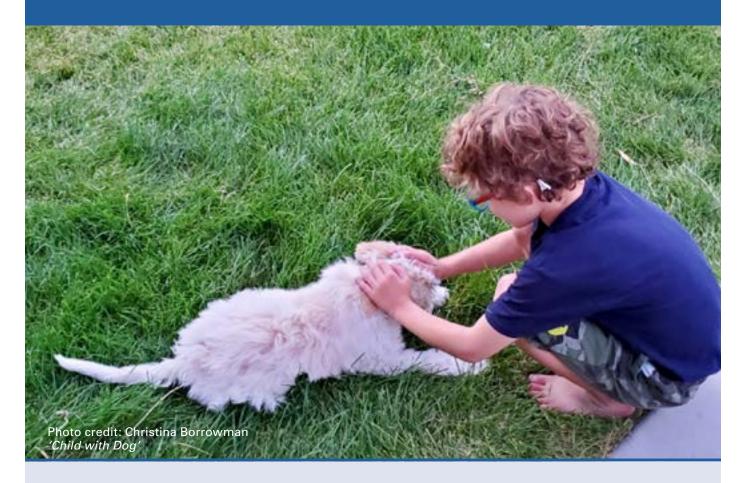
<sup>1</sup> The Changing Utah County Economy

#### **GOALS AND STRATEGIES**



#### **Livable Provo**

The policies and strategies on the next page reflect the vision of the community to address future planning around housing and the economy. Housing strategies focus on neighborhood character and promoting affordability through a mix of housing types. Strategies around economy promote business through a diversified economy in commercial, retail, and private sector job creation.



#### **Coordinated Planning Efforts:**

These goals and strategies are intended to be applied in conjunction with relevant existing and future documents, including neighborhood plans and area-specific plans, as applicable.

#### Specific Plans to note:

- Moderate Income Housing. 2020 and subsequent versions
- 2. Code Section related to development regulations

#### LP 1.

#### Allow for different types of housing in neighborhoods. Allow for a mix of home sizes at different price points including ADUs.

- a. Encourage opportunities for small scale, infill redevelopment in areas such as the Provo Towne Centre.
- b. Revise regulations to encourage development of a mix of housing types.
- c. Revise zoning in certain locations to promote Accessory Dwelling Units in residential areas.
- d. Identify a program in conjunction with the universities to monitor student housing quality and rental regulations.
- e. Encourage more options for entry level housing including smaller lots and mixed housing, as well as smaller unit sizes including studios and apartments.

#### LP 2.

#### Strive to increase the number of housing units across the whole of Provo.

- a. Promote housing that is attainable for all income levels.
- b. Encourage residential development downtown and near transit centers to minimize infrastructure costs and provide access to amenities.
- c. Promote non-traditional approaches to high-end housing.
- d. Promote 'affordability through design' by utilizing best practices to optimize efficiency in building and land use.
- e. Identify key locations where affordable housing is needed and utilize best practices such as deed restrictions and HUD housing programs to provide below market rate housing.
- f. Expand on strategies and specific opportunities in a future housing study.

#### LP 3.

#### Employ innovative approaches to promote local business and create community.

- a. Become a regional leader in energy conservation.
- b. Explore independent certification in alignment with conservation and resiliency goals.
- c. Deploy Strategic Investments to attract new businesses while continuing to support growth of local businesses.
- d. Attract technology related business and other outside employers to Provo.
- e. Increase commercial and light industrial space such as maker spaces and innovation centers.
- f. Incorporate gateway developments and compact commercial properties that integrate both social and retail needs into designated mixed-use centers.

#### LP 4.

#### **Encourage growth around Provo Municipal Airport.**

a. Follow the actions in the Airport Master Plan and update as necessary.



# **6**. Connected and Safe

**Our Commitment:** We promote a multimodal network of streets, trails, and tracks that connect drivers, passengers, walkers, and bicyclists of all ages.





#### WHAT WE HEARD...

#### From Community Survey #1:

Provo's transportation planning should focus on the following priorities...

- Improving air quality 27%
- Reducing traffic congestion 24%
- Improving walking and biking 23%

#### From Community Survey #2:

90% of people agree that "Connected and Safe" is an important goal for the General Plan.

#### **Top 3 Transportation and Mobility Strategies**

- 1. Safe bike and pedestrian facilities.
- 2. Connected existing bike and pedestrian networks.
- 3. Connected corridors including east-west mobility.

#### **Top 3 Transportation and Sustainability Strategies**

- 1. Improve walking and biking connections to parks, trails, and open space.
- 2. Promote development to support mobility options.
- 3. Encourage access to transit.



#### CONTEXT

The Transportation Master Plan (TMP), completed in 2020, includes a thorough inventory of transportation needs in the city. The recommendations in this chapter should be used to guide updates to the TMP and promote multimodal facilities in coordination with transportation networks and current and future land use planning.

Multimodal Transit Options: As a percentage, Provo has significantly more people who walk to work than in the county and state. Existing bike and transit networks are strong, but gaps exist that need to be filled, especially east-west connectivity and west Provo's biking and walking facilities. A multimodal transportation system will improve as connectivity increases for all users, from drivers and public transit riders to cyclists and pedestrians.

Design to Support Increased Biking and Walking: We use city streets every day to move goods and services, get to work, and send our kids to school. Streets should be safe and comfortable for all ages and types of users, whether on foot, bike, bus, or car. A safe, connected active transportation network should consider different parts of the network.

- Active Transportation Core Network: A multimodal "trunk" for Provo that conncets the primary activity centers, supports the highest bicycle and pedestrian activity in the city, and supports and compliments high-capacity transit.
- Active Transportation Citywide Network: Corridors that connect Provo's neighborhoods to activity centers, Active Transportation Core Netowrk, other destinations, and one another for walking, bicycling, and transit.
- Active Transportation Neighborhood Network:
   TLow-stress routes for people to ride bikes through Provo neighborhoods and to the parks, schools, places of worship, and other destinations within them.

**Transportation and Community:** To improve multimodal transportation systems, ransportation options need to be affordable, obvious, and accessible for all people, regardless of location, income, or vehicle ownership.

**Transportation and Sustainability:** The average commute time in Provo is about 19 minutes, and 61% of commuters drive alone to work. With single occupancy vehicles (SOVs) responsible for approximately 40% of emissions, any efforts to shift commuters away from

SOVs would be a major step toward improving air quality in the region, as well as reducing roadway congestion. Electric vehicles (EVs) and charging stations throughout the city can also help reduce pollution and ought to be prioritized as the city grows.

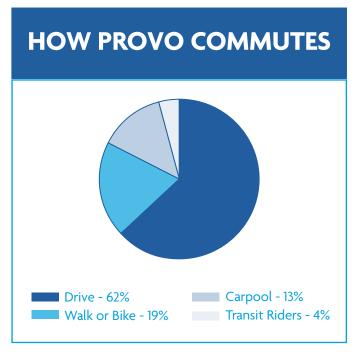
**Transportation and Economy:** Provo's major transportation routes, multi-model transportation options, and expanding regional airport are major assets to current and potential employers. Provo should continue to support investment in bicycle, pedestrian, and mass transit infrastructure to provide alternative transportation options to residents and improve air quality. There is a desire from the community for improved biking and pedestrian facilities, such as protected bike lanes and crosswalks.

**Transportation and Future Growth:** With projected growth for the city, travel demand for many of the streets in the downtown will likely be impacted. Reducing traffic is an important consideration as roadway congestion is a concern and contributes to poor air quality in the region. A multifaceted approach to reduce single-occupancy trips, increase transit options,

and provide adequate service levels for roadways and networks without over-designing is recommended.

**The Provo Airport:** With direct flights to many major U.S. cities, Provo's airport is an asset to regional employers, visitors, and residents. Provo should continue to invest in and expand its airport and flight offerings while promoting the city's accessibility, both regionally and nationally.









#### **GOALS AND STRATEGIES**



### **Connected and Safe**

The policies and strategies on the next page reflect the vision of the community to address future planning around transportation and mobility. Goals focus on increasing safety, public transit, transportation alternatives to reduce congestion, and connecting bike paths and trails. Transportation is a key component for a more sustainable Provo, therefore recommendations in this Plan will be supported by the Provo Conservation and Resiliency Plan.



#### **Coordinated Planning Efforts**

These goals and strategies are intended to be applied in conjunction with relevant existing and future documents, including neighborhood plans and area-specific plans, as

applicable.

Specific plans to note as follows:

- Transportation Master Plan, 2020
- Neighborhood Plans, as applicable

#### CS 1.

#### Prioritize roadways and multimodal corridors that are safe and have adequate capacity for all modes as appropriate.

- a. Encourage connections to increase east to west mobility.
- b. Design residential and collector to control traffic speeds using complete street standards such as bulbouts, on-street parking, and bike lanes.
- c. Plan future transportation networks to accommodate future growth and avoid congestion.

#### CS 2.

#### Improve bicycle and pedestrian networks to connect the city.

- a. Increase or upgrade safer bicycle and pedestrian
- b. Connect existing bike and pedestrian networks, using the Provo River Trail as a spine of the system, connect existing bike and pedestrian networks especially on the west side of Provo.
- c. Increase access for youth, disabled, and elderly along streets, trails, and public transit facilities.
- d. Explore the feasibility of an active transportation bridge from east to west.
- e. Increase opportunities for micro-transit such as City Bike programs and scooters to help with the first and last miles.

#### CS 3.

#### Strive to create a robust system of local and regional transportation alternatives including rail, bus, biking, and walking options.

- a. Develop incentives and programs to encourage biking and transit use.
- Continue to utilize innovative approaches to alternative transportation methods as technology advances.

c. Ensure future roadway capacity improvements reduce congestion as growth-related transportation demands increase.

#### CS 4.

#### Find the right balance of parking to promote the local economy and encourage alternative transportation.

- a. Create a strategy or program to address parking in university neighborhoods through signage, and/or permitting.
- b. Implement Strategic Parking Plan recommendations to manage parking citywide.
- c. Encourage walkability in downtown, mixed-use centers, and at transit locations to reduce vehicular
- d. Reduce parking requirements as appropriate to encourage residential development in key areas.

#### CS 5.

#### Coordinate with the Conservation and **Resiliency Plan to reduce environmental** impacts of single occupancy vehicle trips.

- a. Increase the total number of public charging stations for electric vehicles.
- b. Reduce auto dependency by promoting multimodal
- c. Increase the urban tree canopy.
- d. Identify locations and projects to improve stormwater management through the use of green infrastructure and low impact design.



# A City that Leads

**Our Commitment:** We are leaders in innovative and strategic practices to support the community.





#### WHAT WE HEARD...

#### From Community Survey #1:

"What do you believe is the biggest challenge for the future of Provo?"

- Growth and Development 33%
- Traffic/Transportation 23%
- Housing Affordability 19%

#### From Community Survey #2:

86% of people agree that "A City that Leads" is an important goal for the General Plan.

#### **Top 3 Fiscally Sustainable Strategies**

- 1. Diversify tax and revenue streams.
- 2. Develop policies and practices to support thriving economic centers.
- 3. Innovate approaches to promote foster economic vibrancy.

#### **Top 3 Leadership Strategies**

- 1. Engage meaningfully with community members and stakeholders.
- 2. Build regulatory frameworks that are simple, accessible and fair.
- 3. Convene, collaborate, and lead regionally.



#### CONTEXT

Provo should strive for an environment where creative solutions are encouraged, tested and embraced. Its prosperity depends on financial responsibility, a diversified tax base, and revenue streams that can protect against unexpected shifts in the national and regional economy.

**Innovation in Sustainability:** As the region grows, energy efficiency, green development, and water conservation will become increasingly critical. Provo should strive to be a regional leader in conservation and resilience, driving innovative practices that not only improve the quality of life for residents but that also ensure that Provo remains a desirable place to live for all.

**Continuation of Services:** In the coming years, Provo's population is expected to drastically increase. Without proactive planning, this increase may place significant burdens on city services, the environment, and Provo's residents. By anticipating these challenges and understanding how best to mitigate negative impacts, Provo will continue to thrive.

**City Revenues:** Provo's budget is balanced, and its financial outlook is strong. The General Fund, Provo's primary resource for city departments and divisions, has experienced a mostly steady increase in revenues over the past several years through taxes, fees, and transfers. The distribution of General Fund revenue sources has remained mostly constant, with sales tax accounting for 30% of revenues year over year and property tax accounting for 8%.

Table 9 illustrates the distribution of General Fund revenues by source for 2018 through 2022. While Provo has diverse revenue streams, the disproportionate contribution of sales tax revenues to other revenues poses a risk, as the sales tax revenues can be significantly influenced by economic recessions and consumer spending habits. The City should continue to investigate ways to diversify its revenue streams to ensure continued financial support for city services and departments.



**Table 9:** Provo General Fund Revenue Summary

	ACTUAL	% OF	ACTUAL FY	% OF	ACTUAL FY	% OF	ADJUSTED	% OF	ADOPTED	% OF
	FY* 2018	TOTAL	2019	TOTAL	2020	TOTAL	<b>BUDGET FY</b>	TOTAL	BUDGET FY	TOTAL
							2021		2022	
Sales Tax	18,973,348	29%	\$19,582,083	30%	\$20,675,621	29%	\$19,850,000	29%	\$23,843,437	32%
Transfer In	\$11,820,681	18%	\$11,886,417	18%	\$12,589,027	17%	\$13,112,217	19%	\$13,583,445	18%
Franchise Fees	\$9,748,909	15%	\$9,861,746	15%	\$9,602,848	13%	\$10,106,947	15%	\$10,848,000	15%
Fees	\$9,994,862	15%	\$9,792,986	15%	\$8,807,034	12%	\$10,510,810	16%	\$11,291,205	15%
Property Tax	\$5,409,064	8%	\$5,189,348	8%	\$5,499,448	8%	\$5,541,099	8%	\$5,799,835	8%
Road Tax	\$3,737,444	6%	\$3,963,322	6%	\$3,846,845	5%	\$4,000,000	6%	\$4,000,000	5%
Other Revenues	\$5,835,325	9%	\$6,019,401	9%	\$11,504,966	16%	\$4,464,490	7%	\$4,522,424	6%
Total	\$65,519,633	100%	\$66,295,303	100%	\$72,525,789	100%	\$67,585,563	100%	\$73,888,346	100%
Revenue &										
Transfers										
In										

<sup>\*</sup>FY stands for the fiscal year which begins on July 1 and ends on June 30 of the following year.



#### **GOALS AND STRATEGIES**



## **A City That Leads**

The policies and strategies on the next page reflect the vision of the community to address future planning around environmental and financial sustainability, as well as sustainable growth and development. Conservation and Resilience is a priority of both Provo residents and City leadership.



#### **Coordinated Planning Efforts:**

These goals and strategies are intended to be applied in conjunction with relevant existing and future efforts.

Specific Plans to note as follows:

- Capital Improvement Plan
- City budgets

#### CL 1.

#### Become a leader in sustainable practices and promote regional collaboration.

- a. Develop and implement a Conservation and Resiliency Plan.
- b. Promote support and buy in from necessary stakeholders to be successful in implementing strategies to reach targets.
- c. Coordinate with BYU sustainability practices to increase overall successful implementation.
- d. Deploy innovative approaches to energy efficiency and water use reduction in the city.
- e. Work with other cities, Utah County, and other stakeholders to collaborate, consolidate, and innovate to better and more sustainably serve the residents of Provo and Utah Valley.

#### Adopt regulatory frameworks that are simple, accessible, and fair at all scales of development.

- a. Review code and development review timelines.
- b. Simplify zoning and other regulatory codes to be more user friendly.

#### CL 3.

#### Continue to foster a culture of transparency and citizen involvement.

- a. Create an online budget dashboard.
- b. Explore ways to improve access to public meetings through an online format and better timing.
- c. Increase city communications through online platforms and social media.
- d. Consider expanding hours for city services.
- e. Increase services and translation of city materials into

#### CL 4.

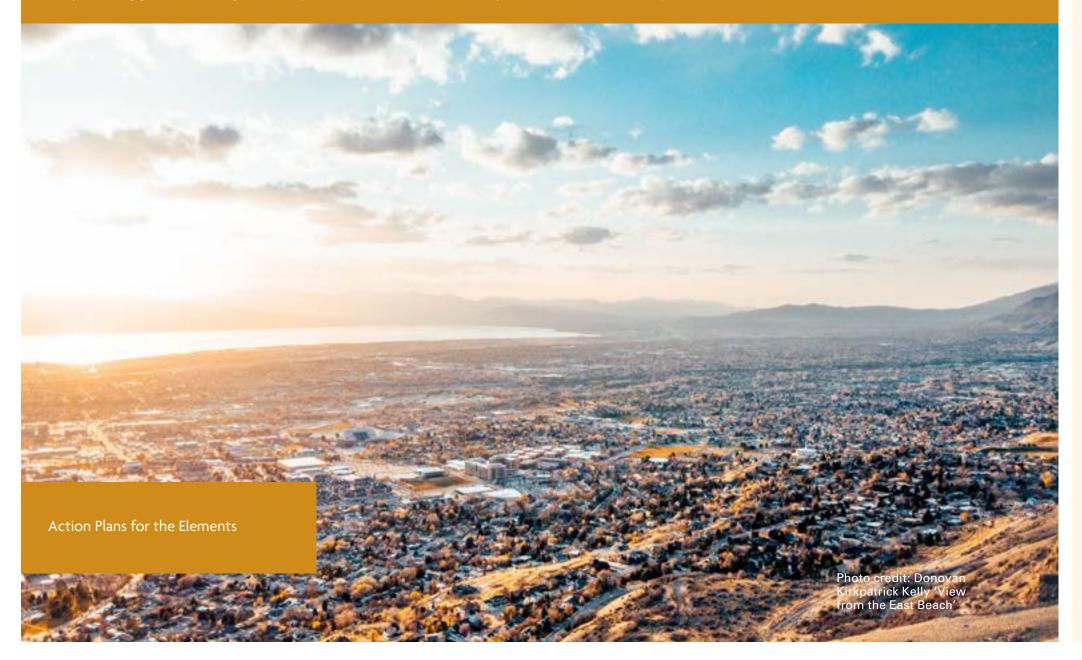
#### **Encourage diversification of tax base and** revenue streams through efficiency and proactive governance.

a. Expedite inquiry response time for businesses looking to locate in Provo.



# 8. Implementation Action Plan

The strategies in this chapters make up the "to do" list of the Plan. Their implementation will require coordination and commitment over time. The following Implementation Matrix is the road map providing more detail to move forward on the recommended strategies. The next step in the process involves the City and community prioritizing goals and strategies that require staff time and those that require an investment of money.



### WHAT WE HEARD...

"Think of fiscal sustainability in terms of investments and long-term returns, not short-term budgeting."

- Survey Respondent

"We need to build trust in our leadership and promote a sense of community."

- Survey Respondent

"Better education leads to better future leaders. I am all about involving our children in our decisions and helping them become more involved in our city's decisions."

- Survey Respondent

"Provo can't move forward doing the same things it has always done."

- Survey Respondent



#### Implementation Introduction

Provo has always been an ambitious, driven city and a regional leader in innovation. In keeping with that pioneering heritage, the goals and strategies in this plan are bold. They will challenge us, they will inspire us, and they will require collaboration with our many community partners.

These goals should not be seen as a checklist, to-do list, or as a binding list of policies, but rather as an extension of the rest of this long-term visioning document. Like the rest of the General Plan, the goals and strategies were developed based on input received from Provo residents across the city. However, these goals also look beyond Provo's borders. They are ambitious goals not only for Provo but also for the region. They send a clear message to our community partners about how we want to grow as a city and as a regional hub. Furthermore, reaching some of these goals will depend on the continuing development of technologies that will make them possible.

#### **A Welcoming Community**

**OUR COMMITMENT:** We provide a high quality of life and celebrate all people who come to Provo.

888	LAUNCH	COST	TIMING	RESPONSIBILITY		NOTES	
	Action	\$ - \$\$\$	Short Mid Long	Lead	Partnerships	Additional items for consideration	
1. Strive for fair distrib	ution of public services	that ser	ve all resid	ents and busines	sses.		
la. Expand access to libraries, parks, schools, and social services.	Understand gap areas through heat mapping	\$ - \$\$\$	Long	Development Services	Parks and Recreation, School District, Private Developers		
1b. Increase accessibility to all modes of transportation.	Coordinate to implement 2020 Transportation Master Plan	\$\$	Mid	Development Services, Public Works	UTA, Bike/Trail Assoc.	Consider multimodal options in all new projects	
1c. Strive for access to all public facilities and services to people of all incomes, colors, ages, and abilities.	Explore opening services 7 days a week whenever economically feasible	\$\$	Short	Administration	City Departments		
1d. Promote development that provides attainable options for housing through housing mix and designing for affordability.	Complete housing audit	\$	Short	Development Services, Council	Housing consultant	Encourage micro- units, compact housing types in transit and downtown mixed use zones	

8 @ 8	LAUNCH	COST	TIMING	RESPONSIBILI	TY	NOTES
	Action	\$ - \$\$\$	Short Mid Long	Lead	Partnerships	Additional items for consideration
2. Create incentives for to undeserved parts of	development in under	served n	eighborho	ods and encoura	ge expansion of	public facilities
2a. Increase access to existing City facilities.	Explore providing services 7 days a week	\$	Mid	Administration	City Departments	
2b. Provide fair distribution of services across neighborhoods.	Understand gap areas through heat mapping	\$	Mid	Administration	City Departments	
2c. Expand services to western Provo.	Understand gap areas through heat mapping	\$	Short	Administration	City dept., especially library and emergency services	Encourage services and commercial development in areas designated in SW Area Neighborhood Plan
3. Increase opportuniti	es for input and repres	entation	from all ci	tizens.		
3a. Encourage increased diversity on boards and committees.	Explore policy to improve diversity	\$	Short	Council, Administration		
3b. Develop a Diversity and Inclusion Advisory Committee and task a committee with a 'Welcome Home' Strategy and/or Campaign.	Create a committee, define responsibilities	\$	Short	Council, Administration		Identify key partners: neighborhood organizations, utilities, Provo Forward
3c. Build connections to students and university communities.	Create a forum to regularly connect with university leaders	\$	Short	City, University Partners		
4. Continue Provo City	s high standards of con	structin	g and main	taining high qua	lity community	facilities.
4a. Continue to designate necessary funding for staffing, maintenance, and programs.		\$ - \$\$	Short	Council	City Departments	Yearly with Budgeting



#### **Stewardship of the Outdoors**

**OUR COMMITMENT:** We are actively responsible for the future of our recreational and natural lands.

Œ	LAUNCH	COST	TIMING	RESPONSIB	ILITY	NOTES
	Action	\$ - \$\$\$	Short Mid Long	Lead	Partnerships	Additional items for consideration
1. Connect the lake to t Provo River.	the mountains by restori	ng key aı	eas along Uta	h Lake and c	reating a green	way along the
la. Increase opportunities for recreation through development of passive spaces, active design and educational opportunities.	Identify quick win efforts to activate key areas through arts and pop-up activities; complete the Hillside and Canyons and the River/ and Lakeshore Plans to determine long-range objectives	S - SSS	Short to Long	Development Services, Parks and Recreation	Provo Agricultural Commission, Private Developers	
1b. Coordinate with community partners to restore habitats, stream banks and wetland areas of the Provo Riverfront and Utah Lake.	Participate in Initiate Lake and River Plans and include identification of including enhancement of Provo River and trail system along Utah Lake	\$ - \$\$\$	Mid	Utah County, Provo Public Works, Parks and Recreation	Mountainland Association of Governments, Utah County; Utah State Parks, private land owners, Utah Nature Conservancy	
Ic. Promote bikeable and walkable connections to and along the lake and river.	Complete Trails Plan to identify gaps, projects and funding	\$	Short to Long	Public Works	Conserve Utah Valley, BikeWalk Provo	Include CIP funding to complete gap segments
Id. Implement green infrastructure and other best management practices to improve water quality.	Review current street and infrastructure standards	\$	Short to Long	Public Works	Conserve Utah Valley	
le. Explore codes and incentives for redevelopment along waterfront properties.	Pursue code audit	\$	Short	Development Services		

(F)	LAUNCH	COST	TIMING	RESPONSIB	ILITY	NOTES
	Action	\$ - \$\$\$	Short Mid Long	Lead	Partnerships	Additional items for consideration
2. Give careful conside	ration to the conservation	on of ope	en spaces, sc	enic areas, and	d viable agricult	tural lands.
2a. Create a strategic plan that includes tools and funding opportunities in order to conserve, connect, and protect vulnerable lands and open space.	Complete Canyons and Foothills Plan	\$	Short	Development Services	Consultant	
2b. Complete an land environmental suitability analysis.	Complete Canyons and Foothills Plan	\$	Short	Development Services	Consultant	
2c. Review open space requirements for all development types and revise based on best practices.	Pursue code audit	\$	Short	Development Services	Consultant	
3. Develop programs ar	nd educational opportur	ities at p	arks, open s	paces and tra	ils.	
3a. Increase access and education around local food production.	Connect with Utah State Agricultural Extension	\$	Mid	Utah State Agricultural Extension, Sustainability and Natural Resources Committee	Provo Agricultural Commission	
3b. Add educational signs and programs about local wetlands.	Initiate Lake and River Plan	\$	Mid	Utah Lake Commission; Parks and Recreation	DWR, Utah County	
3c. Promote community activities in parks and open spaces.	Initiate Canyons and Foothills Plan	\$	Short	Parks and Recreation	USFS; Utah County; Utah Valley Trails Alliance	



Œ	LAUNCH	COST	TIMING	RESPONSIB	BILITY	NOTES
	Action	\$ - \$\$\$	Short Mid Long	Lead	Partnerships	Additional items for consideration
4. Increase active and p	oassive parks and recrea	tional am	enities.			
4a. Improve walking connections to parks, trails and open space.	Coordinate with Parks and Recreation Master Plan, Transportation Master Plan	\$ - \$\$\$	Short to Long	Public Works, Parks and Recreation		Coordinate with new development applications
4b. Improve biking connections to parks, trails and open space.	Coordiante with Provo Bicycle, Transportation Master Plan	\$ - \$\$\$	Short to Long	Public Works, Parks and Recreation	MAG Community Trails Program, BikeWalk Provo	Coordinate with new development applications
4c. Increase open space amenities such as benches, walks, and lighting.	Coordiante with Parks and Recreation Master Plan	\$ - \$\$\$	Short to Long	Parks and Recreation		Coordinate with new development applications
4d. Improve access to parks for people of all ages and skills.	Coordiante with Parks and Recreation Master Plan	\$ - \$\$\$	Short to Long	Parks and Recreation		
4e. Improve safety at parks and greenways through signage, lighting and increased visibility.	Coordiante with Parks and Recreation Master Plan	\$ - \$\$\$	Short to Long	Parks and Recreation		
5. Implement the Provo	Conservation and Resili	ency Plai	n to promote	best practice	s for environm	ental stewardship
5a. Utilize conservative water practices including landscaping in Provo Parks.	Coordinate strategies per Conservation and Resiliency Plan, Parks and Recreation Master Plan	\$	Short	Public Works, Parks and Recreation		Possible implementation of a "Flip Your Strip" program
5b. Encourage waste reduction and recycling in Provo Parks.	Coordinate strategies per Conservation and Resiliency Plan, Parks and Recreation Master Plan	\$\$	Short	Public Works, Parks and Recreation		
5c. Minimize the impacts of light pollution in Provo Parks.	Coordinate strategies per Conservation and Resiliency Plan, Parks and Recreation Master Plan	\$\$	Mid	Public Works, Parks and Recreation		Review fixtures for dark sky compliance

#### **Growing Together**

**OUR COMMITMENT:** We strive for development that will create places for neighbors, new and old, to become part of our story.

9.9	LAUNCH	COST	TIMING	RESPONSIBILIT	Υ	NOTES
	Action	\$ - \$\$\$	Short Mid Long	Lead	Partnerships	Additional items for consideration
1. Celebrate historical a	ssets and local characte	er.				
1a. Create a historical designation for the Temple, Library, Academy Square and Courthouse.	Review historic designation process and criteria	\$	Mid	Development Services, Landmarks Commission		
1b. Protect and renovate the historic downtown through design standards.	Revise existing design standards	\$	Mid	Development Services	CDBG Grants	
1c. Celebrate local arts and culture and all the stories of the regions through public art, open space and community events.	Explore a Percent for Arts Tax	\$ - \$\$\$	Short	Council, Administration	Provo Arts Council Partnership with BYU	Create an Arts Commission or District/ Provo Arts Council to manage potential funds
1d. Continue to prioritize public art.	Artist exhibition, for sale art program, and/or murals program				Provo Arts Council	
2. Create cohesive urba	n design that aligns trar	nsit, land	use, and o	open space.		
2a. Encourage infill opportunities in downtown, mixed-use and transit oriented developments.	Showcase or model or celebrate projects that exemplify these characteristics	\$	Short	Development Services, Council	Development Community	
2b. Promote neighborhood scale development in residential areas, including a mix of density such as pocket neighborhoods, missing middle housing and small lot single-family.	Showcase or model or celebrate projects that exemplify these characteristics	\$	Short	Development Services, Council	Development Community	
2c. Encourage regional commercial and jobs centers to promote local jobs.	Analyze potential effectiveness of incentive program	\$	Short	Development Services, Council	Development Community	



9 9	LAUNCH	COST	TIMING	RESPONSIBILIT	Υ	NOTES
	Action	\$ - \$\$\$	Short Mid Long	Lead	Partnerships	Additional items for consideration
2d. Update Neighborhood Plans to align with the goals of the General Plan.	Review Neighborhood Plans and encourage those over 10 years old to update	\$\$	Mid	Development Services, Council	Neighborhoods	
2e. Review building standards and code to code to promote desired development patterns.	Pursue code audit	\$\$	Short	Development Services, Council		
3. Promote sustainable community for future	development in alignmo	ent with	the Conse	rvation and Resi	liency Plan to en	sure a livable
3a. Become a regional leader in energy.	Coordinate strategies per the Conservation and Resiliency Plan	\$\$\$	Long	Administration		
3b. Explore certification in alignment with Conservation and Resiliency Plan Goals.	Coordinate strategies per the Conservation and Resiliency Plan	\$\$	Mid	Administration		Consider the option to be LEED ready without certification, depending on cost and requirements

#### **Livable Provo**

**OUR COMMITMENT:** We strive for a resilient and vibrant economy that supports good jobs and a diversity of housing options for all residents.

<u> </u>	LAUNCH	COST	TIMING	RESPONSIBILIT	Υ	NOTES
	Action	\$ - \$\$\$	Short Mid Long	Lead	Partnerships	Additional items for consideration
1. Allow for different ty including ADUs.	pes of housing in neighb	orhood	s. Allow fo	r a mix of homes	s sizes at differe	ent price points,
1a. Encourage opportunities for small scale, infill redevelopment.	Revise zoning code and ordinances	\$\$	Short	Development Services, Council	Development Community	Education on the reason for these types of changes
1b. Revise regulations to encourage development of a mix of housing types.	Revise zoning code	\$\$	Short	Development Services, Council		Education on the reason for these types of changes
Ic. Revise zoning in certain locations to promote Accessory Dwelling Units in residential areas.	Revise zoning code	\$\$	Short	Development Services, Council		Review regulations for units under 300 square feet
Id. Identify a program in conjunction with the universities to monitor student housing quality and rental regulations.	Rental regulation program	SS	Short	Development Services, Council	University partners	Establish a Quality Housing Alliance with the City, landlords, and universities to monitor housing conditions and rental regulations
1e. Encourage more options for entry level housing including smaller lots and mixed housing as well as smaller unit sizes including studios and apartments.	Code audit and housing assessment	\$\$	Short	Development Services, Council	Development Community	



<u> </u>	LAUNCH	COST	TIMING	RESPONSIBILITY		NOTES	
<u>(\$)</u>	Action	\$ - \$\$\$	Short Mid Long	Lead	Partnerships	Additional items for consideration	
2. Strive to increase the	e number of housing unit	s across	the whole	e of Provo.			
2a. Promote housing is attainable for all income levels.	Code audit and housing assessment	\$ - \$\$\$	Short	Development Services, Council	Development Community	Explore zoning for manufactured homes and tiny home villages to luxury condos and town homes	
2b. Encourage residential development downtown and near transit centers to minimize infrastructure costs and provide access to amenities.	Code audit and housing assessment	\$ - \$\$\$	Short	Development Services, Council	Development Community		
2c. Promote non- traditional approaches to high-end housing.	Research case studies	\$ - \$\$\$	Short	Development Services, Council	Development Community		
2d. Promote 'affordability through design' by utilizing best practices to optimize efficiency in building and land use.	Research case studies and implement best practices	\$ - \$\$\$	Short	Development Services, Council	Development Community		
2e. Identify key locations where attainable housing is needed and utilize best practices such as deed restrictions and HUD housing programs to provide below market rate housing.	Update Neighborhood Plans to support these concepts	\$	Short	Development Services, Council	Development Community		
2f. Expand on strategies and specific opportunities in a future housing study.	Code audit and housing assessment	\$	Short	Development Services, Council	Consultant		

47	LAUNCH	COST	TIMING	RESPONSIBILIT	Υ	NOTES
<u>(\$)</u>	Action	\$ - \$\$\$	Short Mid Long	Lead	Partnerships	Additional items for consideration
3. Employ innovative a	oproaches to promote lo	cal busi	ness and c	reate community	<b>/.</b>	
3a. Become a regional leader in energy conversation.	Coordinate strategies per Conservation and Resiliency Plan	\$ - \$\$\$	Long	Administration with support from Provo Power and UMPA	Sustainability Coordinator	
3b. Explore a LEED for Cities certification in alignment with Conservation and Resiliency Goals.	Coordinate strategies per Conservation and Resiliency Plan	\$\$	Mid	Sustainability Coordinator		
3c. Deploy Strategic Investments to attract new businesses while continuing to support growth of local businesses.	Implement Economic Development Plan	\$-\$\$	Short	Economic Development	EDCUtah	
3d. Attract technology related business and other outside employers to Provo.	Implement Economic Development Plan	\$-\$\$	Short	Economic Development	EDCUtah, Silicon Slopes	
3e. Increase commercial and light industrial space such as maker spaces and innovation centers.	Identify areas of focus, revise zoning code if appropriate	\$-\$\$	Short	Development Services, Council	Development Community	
3f. Incorporate gateway developments and compact commercial properties that integrate both social and retail needs into designated mixed use centers.	Complete Gateway Plan	\$	Short	Development Services	Development Community	
4. Encourage growth ar	ound the Provo Municip	al Airpo	rt and faci	litate developme	ent where appr	opriate.
4a. Follow the actions in the Airport Master Plan and update as necessary.					Provo Municipal Airport	



#### **Connected and Safe**

**OUR COMMITMENT:** We promote multimodal streets and trails networks that connect drivers, walkers, and bicyclists of all ages.

<u>√</u> 2.%:	LAUNCH	COST	TIMING	RESPONSIBILIT	Υ	NOTES
<u> </u>	Action	\$ - \$\$\$	Short Mid Long	Lead	Partnerships	Additional items for consideration
1. Prioritize roadways a	nd multimodal corrido	rs that a	are safe an	d have adequate	e capacity for all	modes as
la. Encourage connections to increase east to west mobility.	Complete plan and identify priority projects	\$\$\$	Mid	Development Services, Public Works, TMAC		
1b. Design residential and collector roadways to control traffic speeds using complete street standards such as bump outs, on street parking and bike lanes.	Coordinate with Transportation Master Plan, explore opportunities for low cost improvements such as crosswalks and painted bump outs	\$ - \$\$\$	Short to Long	Public Works, TMAC		Implement the Provo City Public Works Complete Streets Policy
Ic. Plan future transportation networks to accommodate future growth and avoid congestion.	Complete plan and identify priority projects	\$	Short to Mid	Public Works		
2. Improve bicycle and	pedestrian networks t	o conne	ct the city	•		
2a. Increase or upgrade safer bicycle and pedestrian facilities.	Coordiante with Provo Bicycle Transportation Master Plan, Review gaps in accessibility and identify priority areas	\$	Short to Mid	Development Services, Public Works, Parks and Recreation	BikeWalk Provo	
2b. Connect existing bike and pedestrian networks, using the future Provo River Trail as a spine of the system, especially on the West side of Provo.	Initiate River and Lakeshore Plan, review gaps in accessibility and identify priority areas, Provo Bicycle Transportation Master Plan	\$	Short to Mid	Development Services, Public Works, Parks and Recreation	BikeWalk Provo	
2c. Increase access for youth, disabled and elderly along streets, trails and public transit facilities.	Review gaps in accessibility and identify priority areas	\$ - \$\$	Short to Mid	Development Services, Public Works, UTA	BikeWalk Provo	Ensure developmen standards require full access in all new projects.

<i>∕</i> ⊃:6:	LAUNCH	COST	TIMING	RESPONSIBILIT	Υ	NOTES
<u> </u>	Action	\$ - \$\$\$	Short Mid Long	Lead	Partnerships	Additional items for consideration
2d. Explore the feasibility of an active transportation bridge from east to west.	Complete feasibility study	\$	Short	Development Services, Public Works, UDOT	BikeWalk Provo	Possible use of CDBG funding.
2e. Increase opportunities for micro transit such as City Bike programs and scooters to help with the first and last mile.	Coordinate with 2020 Transportation Master Plan	\$\$	Short to Mid	Development Services, UTA	BikeWalk Provo	
3. Strive to create a rob	oust system of local and	d region	al transpo	rtation alternati	ves including rail,	bus, biking and
walking options.	Clintith	666	Short to	LITA	Administration	
3a. Increase operations, access and number of stops for public transit.	Coordinate with 2020 Transportation Master Plan	\$\$\$	Mid	UTA	Administration	
3b. Develop incentives and programs to encourage biking and transit use.	Review gaps in accessibility and identify priority areas	\$\$	Mid	Administration, UTA	BIkeWalk Provo	
3c. Continue to utilize innovative approaches to alternative transportation methods as technology advances.	Monitor opportunities and identify funding as needed	\$ - \$\$\$	Long	Administration, Council		
3d. Promote future roadway capacity improvements reduce congestion as growth-related transportation demands increase.	Address in future roadway planning	\$-\$\$\$	Short to Long	Public Works		
4. Find the right balance	e of parking to promot	te the lo	cal econo	my and encoura	ge alternative tran	sportation.
4a. Create a strategy/ program to address parking in university neighborhoods through signage and/or permitting.	Engage a working group to coordinate residents, students and City departments to identify the right solutions to implement	\$	Short	Parking Manager	Council	



<i>∽</i> ;	LAUNCH	COST	TIMING	RESPONSIBILIT	Y	NOTES
<u> </u>	Action	\$ - \$\$\$	Short Mid Long	Lead	Partnerships	Additional items for consideration
4b. Implement Strategic Parking Plan recommendations to manage parking citywide.	Review current Strategic Parking Plan for needs and gaps, update as needed	\$	Short	Parking Manager	Council	
4c. Encourage walkability in downtown, mixed use centers and at transit locations to reduce vehicular trips.	Refer to Growing Together goal 2	\$\$	Short	Development Services, Public Works, TMAC, Council	Development Community	
4d. Reduce parking requirements as appropriate to encourage residential development in key areas.	Review existing requirements and revise as needed to address goals	\$	Short	Development Services, Council	Development Community	
5. Coordinate with the vehicle trips.	Conservation and Resi	liency P	lan to redu	ice environment	al impacts of sing	le occupancy
5a. Increase the total number of public charging stations for electric vehicles.	Consider requirements for new projects	\$	Short to Mid	Sustainability Coordinator, Provo Power, Public Works	Development Community	
5b. Reduce auto dependency by promoting multimodal choices.	Coordinate with 2020 TMP	\$ - \$\$\$	Long	Council, Administration, UDOT, UTA	Development Community	This has to involve both the public and private sectors.
5c. Increase the urban tree canopy.	Initiate a tree canopy measure and tracking system	\$ - \$\$\$	Short to Mid	Development Services	Prove City Forestry Program, Parks and Recreation	Create a grant program for property owners to plant street trees; consider expanding list of street trees
5d Identify locations and projects to improve storm water management through the use of green infrastructure and low impact design.	Review current street and infrastructure standards	\$ - \$\$\$	Mid to Long	Public Works	Development Community	

#### A City that Leads

**OUR COMMITMENT:** We are leaders in innovative and strategic practices to support the community.

	LAUNCH	COST	TIMING	RESPONSIBILITY		NOTES
	Action	\$ - \$\$\$	Short Mid Long	Lead	Partnerships	Additional items for consideration
1. Become a leader in su	ustainable practices a	nd promo	ote region	al collaboration.		
1a. Develop and implement a Conservation and Resiliency Plan (CRP).	In progress	\$	Short	Council, Administration	Sustainability Coordinator	City to set the example for community action
1b. Promote support and buy in from necessary stakeholders to be successful in implementing strategies to reach targets.	Coordinate with actions in the CRP	\$	Short	City Departments	BYU, DPI, other stakeholders	Ensure support from local businesses and internal City departments
Ic. Coordinate with BYU sustainability practices to increase overall successful implementation.	Coordinate with actions in the CRP	\$	Short	Sustainability Coordinator	BYU	
1d. Deploy innovative approaches to energy efficiency and water use in the City.	Coordinate with actions in the CRP	\$	Short	Provo Power, Public Works	Sustainability Coordinator	
1e. Work with other cities, Utah County, and other stakeholders to collaborate, consolidate, and innovate to better and more sustainably serve the residents of Provo and Utah Valley.	Develop strategy	\$	Short to Mid	Administration	Other cities, Utah County, and other stakeholders	
2. Adopt regulatory fra	ameworks that are sin	iple, acce	ssible, and	l fair at all scales	of development.	
2a. Review code and development review timelines.	Pursue code audit	\$	Short	Development Services, Council		
2b. Simplify zoning and codes to be more user friendly.	Pursue code audit	\$	Short	Development Services, Council		



	LAUNCH	COST	TIMING	RESPONSIBILIT	RESPONSIBILITY	
	Action	\$ - \$\$\$	Short Mid Long	Lead	Partnerships	Additional items for consideration
3. Continue to foster a	culture of transparenc	y and cit	tizen invol	vement.		
3a. Create an online budget dashboard.	Identify goals, benchmarks and metrics to track	\$	Mid	Finance	Administration	
3b Explore ways to improve access to public meetings through online format and timing.	Could be assigned to future Diversity and Inclusion Advisory Committee	\$-\$\$	Short	Council, Administration		
3c. Increase city communications through online platforms and social media.	Develop a strategy and/or campaign	\$-\$\$	Short	Administration, PIOs		
3d. Consider expanding hours for city services.	Review budgeting and feasibility	\$-\$\$\$	Mid	Administration, Council		
3e. Increase services and translation of city materials into Spanish.	Develop a strategy	\$-\$\$	Short	Administration, Council		
4. Encourage diversifica	ation of tax base and re	evenue s	treams th	rough efficiency	and proactive gov	ernance.
4a. Expedite inquiry response time for businesses looking to locate in Provo.	Develop a strategy	\$-\$\$	Mid to Long	Development Services, Provo Economic Development, with Council	Governor's Office of Economic Opportunity, Utah Valley Chamber of Commerce, DPI	

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## **GENERAL PLAN**

## **Appendix A**

MODERATE INCOME HOUSING DATA

#### **Moderate Income Housing**

#### **Provo's Current and Future Housing Conditions**

#### Background

Moderate income households are considered by the State of Utah to be those making less 80% of the area median income (AMI). AMI is determined by the county in which the city is located. Other targeted income groups are defined as those making less than 50% and 30% of AMI. According to U.S. Department of Housing and Urban Development (HUD), the affordable monthly housing payment for either mortgage or rent should be no more than 30% of gross monthly income (GMI) and should include utilities and housing costs such as mortgage, property taxes, and hazard insurance. To calculate affordability in relation to household size, HUD estimates median family income (MFI) annually for each metropolitan area and non-metropolitan county.

The term Area Median Income is the term used more generally in the industry. If the term Area Median Income (AMI) is used in an unqualified manor, this reference is synonymous with HUD's MFI. However, if the term AMI is qualified in some way - generally percentages of AMI, or AMI adjusted for family size, then this is a reference to HUD's income limits, which are calculated as percentages of median incomes and include adjustments for families of different sizes.

It is not clearly stated in Utah Code whether those of moderate income must be able to purchase a home, so the allowance is applied to both rental rates and mortgages. Affordable housing is considered to be any housing options that accommodate the targeted income groups and meet the payment requirements.

Section 10-9a-403(41) of the Utah Code mandates that each city shall review biennially a moderate-income housing plan. Plans shall include:

- Efforts made by the municipality to reduce, mitigate, or eliminate local regulatory barriers to moderate income housing;
- Actions taken by the municipality to encourage preservation of existing moderate-income housing and development of new moderate-income housing;
- Progress made within the city to provide moderate income housing, demonstrated by analyzing data on:
  - The number of housing units in the municipality at varying affordability thresholds;
  - The number of housing units in the municipality that are subsidized by the municipality, the state, or the federal government; and
  - The number of housing units in the municipality that are deedrestricted:
- Efforts made by the City to coordinate moderate income housing plans and actions with neighboring municipalities or associations of governments;

- All efforts made by the municipality to utilize a moderate-income housing set-aside from a redevelopment agency, a community development agency, or an economic development agency;
- Money expended by the municipality to pay or waive construction-related fees required by the municipality; and
- Programs of the Utah Housing Corporation that were utilized by the municipality.

#### Current Population and Demographics

#### **Population**

The 2020 population of Provo is 116,616 people. Since 2010, Provo's population has grown by 5.8%, or more than 6,400 residents. Projections from the Mountainland Association of Governments (MAG), predict that Provo's population will increase by 33.3% over the next 20 years adding almost 38,800 people and reaching a population of 155,397 people by 2040. Provo's anticipated population growth has significant implications for the City's housing and economic climate, necessitating that suitable employment opportunities and housing be available for new residents.

#### **Median Household Income**

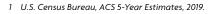
Provo's Median Household Income (MHI) is \$53,864.1 This is considerably lower than both the Median Household Income of the County (\$79,545) and State (\$75,780). Provo's Median Family Income (MFI) is currently \$58,690, also considerably lower than both the Median Family income of the County (\$86,636) and the State (\$86,152).

Median Family Income is commonly higher than Median Household Income because of differences between the composition of households and families. Family households are generally larger with a minimum of at least two people and have more members in their prime earning years. In contrast, a number of households consist of single-person households. In Provo's case, non-family households include many students with a limited or even no income.

#### Area Median Income

The area median income (AMI) is the midpoint of a region's income distribution - half of the households in the region earn more and half earn less. AMI is important because each year the Department of Housing and Urban Development (HUD) calculates the median income for every metropolitan region in the country and this statistic is used to determine whether families are eligible for certain affordable housing programs.

HUD focuses on the entire region, not just the city, because families searching for housing are likely to look beyond the city itself to find a place to live. AMI is





typically distinguished between three types of households. Households earning less than 80% of the AMI are considered low-income households by HUD. Very low-income households earn less than 50% of the AMI and extremely lowincome households earn less than 30% of the AMI.

Area Median Income (also referred to as Area Median Family Income), or AMI, in Provo is \$83,700 per year.<sup>2</sup> The U.S. Department of Housing and Urban Development (HUD) uses this number as baseline to calculate categories of affordability. These categories include Extremely Low Income, (30% of AMI), Low Income (50% of AMI), and Moderate Income (80% of AMI). While these numbers are often used to determine eligibility for certain government sponsored housing assistance programs, they can also be used to calculate a household's projected expenditures on rent and/or mortgage payments.

Table 10 (page 75) illustrates the approximate distribution of households in Provo by AMI threshold. Because AMI thresholds established by HUD do not exactly match the distribution of households by income bracket as recorded by the U.S. Census Bureau, the estimated number of households within each income level are matched as closely as possible with their corresponding income bracket. However, because it is not an exact match by census income bracket the number of households within each AMI threshold should be considered an approximation.

The distribution of Households within Table 1 (page 76) is well below the Provo-Orem MSA's area median income, with approximately 70.7% of households falling below the 100% AMI threshold. This has implications for housing within Provo and can be interpreted to mean that Provo has a significant need for both affordable and moderately priced housing options. The distribution of households below AMI can also be interpreted to mean that Provo is likely not attracting higher AMI households, potentially because of lack of suitable housing or lack of suitable employment. The inability to attract and retain higher income households in Provo may have adverse effects on economic development and the economic composition of the city.

Using HUD's defined AMI for Utah County, we can calculate an affordable monthly allowance for households making 30% to 120% of the AMI. This monthly allowance can be used to gauge affordable monthly rent and mortgage payment levels for households at different income levels. For example, a family of four living in Provo at the median income could afford \$2,093 per month for housing (Table 2).

To translate these affordability levels into home values, we assume mortgage rates of 3%, 4% and 5%, with a 30-year term, current property tax rates,

<sup>2</sup> Provo-Orem, UT MSA Median Family Income Estimate, U.S. Department of Housing and Urban Development, 2021.

**Table 1:** Approximate Distribution of Households by HUD Defined AMI Thresholds

INCOME LEVEL	INCOME	AMI THRESHOLD	ESTIMATED	PERCENTAGE
	CLASSIFICATION		HOUSEHOLDS	
<30% AMI	Extremely Low Income	\$26,500	7649	22.2%
>30% to <50% AMI	Low Income	\$26,500 - \$41,850	8751	25.4%
>50% to < 80% AMI	Moderate Income	\$41,850 - \$66,950	3376	9.8%
>80% to <100% AMI	N/A	\$66,950 - \$83,700	4591	13.3%
>100% to <120%AMU	N/A	\$83,700 - \$100,440	3644	10.6%
>120% AMI	N/A	>\$100,400	6443	18.7%

Source: American Community Survey, 2019.

Table 2: Area Median Income (AMI) for Provo-Orem MSA

IN COME CATEGORY	PERSONS IN HOUSEHOLD							
	1	2	3	4	5	6	7	8
Extremely Low Income (30%)	\$ 440	\$ 503	\$ 565	\$ 663	\$ 776	\$ 890	\$ 1,003	\$ 1,117
Very Low Income (50%)	\$ 733	\$ 838	\$ 943	\$ 1,046	\$ 1,130	\$ 1,214	\$ 1,298	\$ 1,381
Low Income (80%)	\$ 1,173	\$ 1,340	\$ 1,508	\$ 1,674	\$ 1,809	\$ 1,943	\$ 2,076	\$ 2,210
Median Family Income (100%)	\$ 1,465	\$ 1,675	\$ 1,885	\$ 2,093	\$ 2,260	\$ 2,428	\$ 2,595	\$ 2,763
Above Median Income (120%)	\$ 1,758	\$ 2,010	\$ 2,262	\$ 2,511	\$ 2,712	\$ 2,913	\$ 3,114	\$ 3,315

Source: American Community Survey, 2019.



insurance costs, a 10% down payment, and a monthly utility expenditure of \$225 per month. The table below lists the range of home prices that are attainable at varying AMI thresholds and mortgage rates. For example, a family of four living in Provo at the median income would need an average income of \$83,700 to afford a home.

Interest rates will have a significant impact on home price ranges and should be considered as the city plans for future growth. Rates are currently at record lows but will likely begin to rise as the economy continues to recover from the COVID-19 pandemic. The city should monitor interest rate increases over the coming years to ensure that rising rates are not adversely impacting Provo residents.

To calculate affordability levels into price appropriate rental rates, it was assumed that households would pay rental costs no larger than 30% of their monthly income and that rent would be paid on a monthly basis. Table 4 (Page 78) illustrates rental price ranges that are attainable to households at the varying AMI thresholds.

#### Current Housing Stock

#### Single and multi-family housing 3

Based on the 2019 ACS five-year estimates, Provo has a total of 35,107 housing units. In the following table, we break down these units into three categories: single-family units, multi-family units and mobile homes. More than half (52%) of Provo housing stock is classified as single-family homes, 46% is classified as multi-family housing, and 2% is classified as mobile homes. A detailed definition of housing by classification can be found in the appendix.

Single family homes are defined by the U.S. census bureau as "fully detached, semi-detached, semi-attached, side-by-side, row houses, and townhouses." At 52%, or 18,066 units, just over half of Provo's total housing stock is comprised of single-family homes. This is significantly lower than the county and state, in which single-family homes comprise 75% of all housing.

Multi-family homes are defined by the U.S. census bureau as "Residential buildings containing units built one on top of another and those built side-byside which do not have a ground-to-roof wall and/or have common facilities (i.e., attic, basement, heating plant, plumbing, etc.)." At 46%, or 16,499 units, Provo has significantly more multifamily units as proportion of total housing than both the

<sup>3</sup> U.S. Census Bureau, ACS 5-Year Estimates, 2019.

**Table 3:** Attainable Home Price Ranges by AMI Categories

HOUSEHOLD INCOME RANGE			HOME PRICE RANGE FOR A FAMILY OF FOUR						
			3% Mortgage		4% Mortgage		5% Mortgage		
	Income Range -Low	Income Range - High	Low	High	Low	High	Low	High	
<30% of AMI	\$ -	\$ 26,500	\$ -	\$ 80,680	\$ -	\$ 71,248	\$ -	\$ 63,364	
30% to 50% of AMI	\$ 26,500	\$ 41,850	\$ 80,680	\$ 164,938	\$ 71,248	\$ 145,657	\$ 63,364	\$ 129,538	
50% to 80% of AMI	\$ 41,850	\$ 66,950	\$ 164,938	\$ 310,006	\$ 145,657	\$ 273,765	\$ 129,538	\$ 243,470	
80% to 100% of AMI	\$ 66,950	\$ 83,700	\$ 310,006	\$ 399,649	\$ 273,765	\$ 352,929	\$ 243,470	\$ 313,873	
100% to 120% of AMI	\$ 83,700	\$ 100,440	\$ 399,649	\$ 489,078	\$ 352,929	\$ 431,903	\$ 313,873	\$ 384,107	

Source: American Community Survey, 2019.

Table 4: Attainable Rental Rate Ranges by AMI Categories

HOUSEHOLD INCOM	E RANGE	RENTAL PRICE RAN	GE	
	Income Range -Low	Income Range - High	Low	High
<30% of AMI	\$ -	\$ 26,500	\$ -	\$ 663
30% to 50% of AMI	\$ 26,500	\$ 41,850	\$ 663	\$ 1,046
50% to 80% of AMI	\$ 41,850	\$ 66,950	\$ 1,046	\$ 1,674
80% to 100% of AMI	\$ 66,950	\$ 83,700	\$ 1,674	\$ 2,093
100% to 120% of AMI	\$ 83,700	\$ 100,440	\$ 2,093	\$ 2,511

Source: American Community Survey, 2019.



County and State. The high proportion and sustained demand for multi-family units is likely due in part to Provo's younger population of students and young families desire for more affordable housing options.

#### Mobile homes<sup>4</sup>

Currently, Provo allows HUD approved mobile homes on any single-family dwelling lot within the city. Additionally, Provo also has a specific zoning designation that allows for the creation of mobile home parks and even subdivisions for only mobile homes. With 542 units, or 2% of all housing stock, Provo has a higher proportion of mobile homes than both the County, but a lower proportion than the state (Table 5).

#### Total occupied units<sup>5</sup>

Out of the Provo's total unit count of 35,107 units, 94.2%, or 33,061 units are occupied. This is lower than the county's occupancy rate of 95.3% but higher that the state's occupancy rate of 89.9%. Provo's high occupancy rate can be interpreted to mean that housing units are being absorbed by the market as they become vacant or are built.

#### Housing tenancy and occupancy breakdown<sup>6</sup>

Provo has a drastically lower proportion of owner-occupied units than both the county and state (Table 6). Based on data from 2019 ACS 5-Year estimates, 39.4% of Provo's housing units are owner occupied, significantly lower than owner occupied units at the county (67.6%), and state level (70.2%). Inversely, Provo has a higher renter population than both the county and the state, likely due to the high number of students living within the city. As if 2020, 60.4% of Provo's housing units are renter occupied, substantially higher than renter occupied units at the county (32.4%) and state level (29.8%).

#### Housing units by number of bedrooms<sup>7</sup>

Like price-appropriate housing, the number of available bedrooms within an area's housing stock is also critically important. At 66%, Provo has more one-, two- and three-bedroom units than both the County (49.4%) and State (55.8%), likely because of its large student population. And yet the city has fewer fourand five-bedroom units, just 30% of Provo's housing stock. With too few large units available, larger households may be forced to look elsewhere or to accept sub-optimal housing.

While Provo has more one-, two- and three-bedroom units, the city has less than both the county and state with regards to four- and five-bedroom dwelling

<sup>4</sup> Ibid.

Ibid.

Ibid.

Ibid.

**Table 5:** Provo Existing Housing Inventory by Type

HOUSING TYPE	PROVO	UTAH COUNTY	UTAH
Total Single-family	52%	75%	75%
Detached	42%	66%	68%
Attached	10%	9%	6%
Multi-family Units	46%	24%	22%
Mobile Homes	2%	1%	3%

Source: American Community Survey, 2019

Table 6: Provo Housing Tenancy and Occupancy

HOUSING TENURE	PROVO	UTAH	UTAH
		COUNTY	
Owner Occupied	39.4%	67.6%	70.2%
Renter Occupied	60.4%	32.4%	29.8%
Average household size of owner- occupied unit	3.43	3.78	3.26

**Table 7:** Housing Inventory by Number of Bedrooms

NUMBER OF BEDROOMS	PROVO	UTAH COUNTY	UTAH
0 Bedrooms	3.5%	1.4%	1.9%
1 Bedroom	11.3%	4.7%	7.1%
2 Bedrooms	28.1%	16.8%	19.4%
3 Bedrooms	26.8%	27.9%	29.3%
4 Bedrooms	17.4%	21.5%	22.1%
5 or More Bedrooms	12.9%	27.6%	20.2%

Source: American Community Survey, 2019.



units. In total, 30.3% of Provo's dwelling units consist of 4- and 5-bedroom units, while 4- and 5-bedroom units make up 49.1 % of the county's housing stock and 42.3% of the state's housing stock. The lack of larger units can make finding suitable housing difficult for larger households, sometimes forcing them to look outside of the community or accept sub optimal housing.

#### Housing units by age8

Provo's housing stock is mostly older, with 75% of all housing units having been built between 1960 and 2009 (Table 8). The age of housing units within Provo is similar to that of the county and state, where the majority of housing units were also built between 1960 and 2009. In contrast to the county and state, however, Provo has seen minimal new construction of units since 2010, with only 4.6% of units developed in the past 11 years. Both the County and State have state have seen a larger number of units developed recently, with 14.2% of units in the County and 9.7% of units in state developed within the past 11 years.

As a result of Provo's aging housing stock, units within the city may require a greater amount of reoccurring maintenance and upkeep, generally placing a greater financial burden on the owner of the property.

#### Median sale value and affordability9

Home sale prices in Provo have rapidly increased over the past several years. Based on data compiled in January and February 2021, the median sales price for a home in Provo is \$449,000, which is nearly twice the affordable threshold of \$273,765 (assuming a 4% mortgage interest rate) for a family of four. Even at 120% of the area median income, that same family of four could not comfortably afford that home price. Instead, this family might be forced to live outside of Provo or settle for sub-optimal housing within the city. The same applies to current residents looking to change location within Provo or to increase or decrease their home size.

Rapidly increasing home values can also have negative effects on resident's ability to pay property taxes on their homes. In cases where residents have paid off their homes and/or are living on a fixed income, increases to property taxes can sometimes create financial burdens and situations in which they cannot afford the taxes on their homes.

Table 9 (page 83) illustrates the distribution of sale value for Provo's owneroccupied housing units. This data is based off of housing sales recorded in Provo during January and February of 2021. Housing units valued between \$300,000 - \$400,000 and \$400,000 - \$500,000 are most prevalent in Provo at 29.4% and 29.2% of all sales, respectfully. In total, only 2.8% of all units sold were at or below the affordability threshold of \$273,765 for a family of four.

<sup>8</sup> Ibid.

Sales Recorded in Utah County during January & February of 2021.

Table 8: Housing Inventory by Year Built

HOUSING TYPE	PROVO	UTAH COUNTY	UTAH				
Built 2014 or later	2.3%	8.1%	4.9%				
Built 2010 to 2013	2.3%	6.1%	4.8%				
Built 2000 to 2009	11.8%	26.0%	20.2%				
Built 1990 to 1999	21.1%	19.3%	17.5%				
Built 1980 to 1989	14.3%	9.3%	12.4%				
Built 1970 to 1979	17.7%	13.6%	16.0%				
Built 1960 to 1969	10.4%	5.1%	7.0%				
Built 1950 to 1959	7.6%	5.4%	6.9%				
Built 1940 to 1949	5.1%	3.0%	3.4%				
Built 1939 or earlier	7.3%	4.3%	7.0%				
Source: American Community	Source: American Community Survey, 2019.						



#### **Housing Supply & Availability for Targeted Income Groups**

Currently, an estimated 23,153 households out of Provo's 34,454 households fall within targeted income groups for affordable and moderate-income housing as defined by HUD's 2020 area AMI levels. Based off of sales data compiled during January and February of 2021, only 5.9% of houses sold were in the affordability range of households making 80% of AMI, while 0.6% of houses sold were in the affordability range of households making 50% of AMI. No houses sold during January and February of 2021 were in the affordability range of households making 30% of AMI.

Household's that are unable to, or uninterested in, purchasing a home often look towards the rental housing market for their housing options. However, rental housing in Provo faces similar affordability challenges as for-sale housing. Table 10 (page 84) illustrates the number of rental households at varying income bracket of AMI as well as an approximation of the number of available rental units at the corresponding rental rate. Currently, there exists a shortage of price appropriate units at both the high and low end of the market. For households making below 30% of AMI there is a unit deficit of approximately 3,377 units, while households making 80% to 120% of AMI have a unit deficit of approximately 2,510 units.

#### Housing Supply & Availability for Targeted Groups

Special needs housing includes housing for the elderly, veterans, those with disabilities and the homeless. The following paragraphs give further details regarding housing for those groups.

#### **Elderly Housing and Housing for Those with Disabilities**

According to real-time data collected from the CoStar, Provo has 53 housing developments targeted toward senior occupancy as well as a number of elderly care facilities. 10 Since the 2010 U.S. Census, eight new assisted care and senior facilities have been developed. As Provo's population continues to age, the need for senior care facilities and assisted living developments will continue to rise. The city should continue to monitor these groups to ensure appropriate housing is available for those who may need assistance.

#### **Housing for Veterans**

Currently, Provo City does not have any housing units built specifically to address the needs of veterans. Although the percentage of veterans in Provo is relatively low, their needs need to be understood and addressed as needed.

#### Homeless – Transitional Housing and Shelters

Provo City and other consortium cities partner with the Mountainland Continuum of Care and its partner agencies to provide emergency shelter needs.

<sup>10</sup> CoStar, 2021.

**Table 9:** Distribution of Sale Value for Provo's Owner-occupied Housing Units

HOME VALUE	# OF SALES	% OF TOTAL	CUMULATIVE
			OF TOTAL
\$200,000 or Less	5	0.6%	0.6%
\$200,000-\$250,000	7	0.8%	1.4%
\$250,000-\$275,000	12	1.4%	2.8%
\$275,000-\$300,000	26	3.1%	5.9%
\$300,000-\$325,000	35	4.2%	10.1%
\$325,000-\$350,000	57	6.8%	16.8%
\$350,000-\$375,000	73	8.7%	25.5%
\$375,000-\$400,000	83	9.8%	35.3%
\$400,000-\$425,000	68	8.1%	43.4%
\$425,000-\$450,000	68	8.1%	51.5%
\$450,000-\$475,000	68	8.1%	59.5%
\$475,000-\$500,000	42	5.0%	64.5%
\$500,000-\$600,000	124	14.7%	79.2%
\$600,000-\$700,000	68	8.1%	87.3%
\$700,000-\$800,000	47	5.6%	92.9%
\$800,000-\$900,000	23	2.7%	95.6%
\$900,000-\$1,000,000	10	1.2%	96.8%
\$1,000,000-\$1,500,000	20	2.4%	2.4%
\$1,500,000-\$2,000,000	3	0.4%	2.7%
\$2,000,000 or Greater	4	0.5%	3.2%
Total	843	100%	

Sales Recorded in Utah County during January & February of 202

Table 10: Availability of Rental Housing by AMI Category

HOUSEHOLD INCOME RANGE	RENTAL HOUSEHOLDS	RENTAL PRICE RANGE	APPROXIMATE  AVAILABLE UNITS  WITHIN PRICE RANGE	UNIT SURPLUS / SHORTAGE
<30% of AMI	5600	\$0 - \$663	2223	-3377
30% to 50% of AMI	4560	\$663 - \$1,046	8538	3978
50% to 80% of AMI	4250	\$1,046 - \$1,674	4663	413
80% to 120% of AMI	5559	\$1,674 - \$2511	3049	-2510

American Community Survey, 2019



A prominent shelter is provided by the Food and Care Coalition shelter. That organization is in the process of building a number of individual shelter units for families. Additionally, the Provo City Housing Authority is working to provide additional transitional housing, utilizing renovated motel units where possible. Provo also currently provides CDBG funding to support the efforts to reach out to unsheltered individuals and assessing their needs.

#### Future Housing Affordability Distribution

#### Five and Ten Year Projected Population Increases

Using baseline population projections from the ESRI and the Mountainland Association of Governments (MAG), low, medium, and high population projections were calculated for Provo. The medium projection acts as the baseline population projection as defined by ESRI and the Mountainland Association of Governments. To account for lower-than-normal population growth, a multiplier of 0.75 was used to adjust baseline projections to account for lower than anticipated growth rates. To account for higher-than-normal population growth, a multiplier of 1.25 was used to adjust baseline projections to account for higher than anticipated growth rates. It is assumed that population counts performed by the MAG are underestimated. As a result, for the purpose of planning the projected high population growth levels should be used. Table 11 illustrates the low, medium, and high 5- and 10-year population projections for Provo.

Using the low, medium, and high population projections and the assumption that the distribution of household income and household size would remain constant, new projections for the percentage of households that will fall within targeted income levels over the next five and ten years were calculated. Table 12 illustrates a breakdown of households by income level for 2026 while Table 13 illustrates a breakdown for 2030.

#### Affordable Housing Projected Need by Population Increase

Using 2026 and 2030 project household income ranges, the number of households falling within the target groups of 30%, 50%, and 80% of AMI were calculated. These updated numbers were measured against the number of anticipated units falling within affordable for-sale and for-rent price ranges. The number of for sale housing units by price were calculated using 2019 ACS Home Value Estimates, the most recent data available. Due to the rapid increase in home value during 2021, this data likely underestimates the number of for-sale units available for households falling within 30%, 50%, and 80% of AMI.

To project increases to for-sale and for-rent housing stock for 2026 and 2030, 5-year projected unit increases calculated by ESRI were applied to the baseline 2020 housing units for Provo calculated using 2019 ACS 5-year estimates. Tables 14 and 15 illustrate the projected the number of households falling within the

**Table 11:** Five and ten year Population Growth Projections

GROWTH LEVEL		YEAR			
	2010	2020	2026	2030	
Low	110,201	116,616	132,623	135,821	
Medium*	110,201	116,616	137,958	142,223	
High	110,201	116,616	143,294	148,625	
*Baseline population projection as defined by ESRI and MAG.					

Source: ESRI, MAG.

**Table 12:** 2026 Population Projections by Income Range

	2026 POPULATION PROJECTIONS				
	Low	Medium	High		
Total Households	43,483	45,232	47,090		
Less than \$10,000	1,696	1,764	1,837		
\$10,000 to \$14,999	2,087	2,171	2,260		
\$15,000 to \$24,999	5,870	6,106	6,357		
\$25,000 to \$34,999	5,261	5,473	5,698		
\$35,000 to \$49,999	5,783	6,016	6,263		
\$50,000 to \$74,999	8,523	8,865	9,230		
\$75,000 to \$99,999	6,131	6,378	6,640		
\$100,000 to \$149,999	4,479	4,659	4,850		
\$150,000 to \$199,999	1,696	1,764	1,837		
\$200,000 or more	1,957	2,035	2,119		

Source: ESRI, MAG

Table 13: 2030 Population Projections by Income Range

	2030 POPULATION PROJECTIONS				
	Low	Medium	High		
Total Households	44,531	46,630	48,730		
Less than \$10,000	1,737	1,819	1,900		
\$10,000 to \$14,999	2,138	2,238	2,339		
\$15,000 to \$24,999	6,012	6,295	6,578		
\$25,000 to \$34,999	5,388	5,642	5,896		
\$35,000 to \$49,999	5,923	6,202	6,481		
\$50,000 to \$74,999	8,728	9,140	9,551		
\$75,000 to \$99,999	6,279	6,575	6,871		
\$100,000 to \$149,999	4,587	4,803	5,019		
\$150,000 to \$199,999	1,737	1,819	1,900		
\$200,000 or more	2,004	2,098	2,193		

Source: ESRI, MAG.



target groups of 30%, 50%, and 80% of AMI assuming baseline population projections as defined by ESRI and the MAG, along with the additional forrent and for-sale housing units needed to meet demand.

Both 2026 and 2030 projections indicate that increases in the number of households falling within the target groups of 30%, 50%, and 80% of AMI are anticipated to outpace the increase in for-rent and for-sale housing units available. In 2026, a deficit of 5,660 housing units is projected, while in 2030 a deficit of 5,660 units is projected. In order to mitigate future affordable and moderate incoming housing shortages, Provo must take a proactive approach to working with development community in order to develop price and unit appropriate housing that can accommodate the City's rapidly growing population.

#### Regulatory Environment

#### Recognizing and Addressing Fair Housing

Barriers to Fair Housing come from a variety of sources. In February 2015, a study on impediments was completed by James A. Wood for the Provo Redevelopment Agency. The resulting Analysis of Impediments to Fair Housing Choice: Provo City and Utah County, was funded by a grant provided to develop a Regional Analysis of Impediments (RAI) for each of the four counties along the Wasatch Front and was supported and informed by HUD's required Fair Housing and Equity Assessment (FHEA). After examining many, the study identified 10 principal impediments to Fair Housing:

- 1. Segregation Due to Concentrations of Affordable Housing: NIMBY-ism, Zoning and Land Prices.
- 2. Concentration of Tax Credit and Rent Assisted Apartment Communities.
- 3. Concentration of Rental Units Limits Housing Choice for HUD Voucher Holders.
- 4. Vague and Outdated Housing Plans.
- 5. Availability of Rental Units for Large Families
- 6. Language Access Plans Fundamental to Housing Discrimination Complaint Process and Information
- 7. High Cost of Housing Development at TOD's Impedes Development of Affordable Housing.
- 8. Hispanic Denial Rates for Mortgage Loans Indicate Possible Impediment to Fair Housing.
- 9. Housing and Disable Individuals.
- 10. Concentration of Low-Income Minorities in Provo Impedes Housing Choice as Well as Opportunity

**Table 14:** 2026 Moderate Income Housing Projections

2026 PROJECTION					
Household Income Group	Household Income Range	# of Households w/ in range*	# of For Sale Housing Units Affordable to Income Group	# of For-Rent Housing Units Affordable to Income Group	Difference
<30% of AMI	\$25,320	10042	539	2482	-7020
30% to 50% of AMI	\$25,320 - \$42,200	11489	1005	9636	-848
50% to 80% of AMI	\$42,200 - \$67,520	8865	5622	4712	1468
Total		30396	7166	16830	-6400
* Number of households are not an exact match due to distribution of income groups.					

Source: American Community Survey, 2019.

**Table 15:** 2030 Moderate Income Housing Projections

2030 PROJECTIONS					
Household Income Group	Household Income Range	# of Households w/ in range*	# of For Sale Housing Units Affordable to Income Group	# of For-Rent Housing Units Affordable to Income Group	Difference
<30% of AMI	\$25,320	10352	577	2656	-7119
30% to 50% of AMI	\$25,320 - \$42,200	11844	1075	10311	-458
50% to 80% of AMI	\$42,200 - \$67,520	9140	6016	5041	1918
Total		31336	7668	18008	-5660

Source: American Community Survey, 2019.



#### Land Use and Zoning Regulations

**Density Allowances:** Several of Provo's zoning districts allow what would be considered very high density when compared to most jurisdictions in Utah. In fact, some zoning districts such as the Downtown zones (DT1, DT2); the Interim Transit Oriented Development (ITOD) zone; the West Gateway (WG) and, the Downtown Gateway (GW), do not have a density limitation. Additionally, the Downtown and ITOD zones have allowances for reduced parking standards. Several LIHTC projects have been development within these zones.

Some recent projects within the DTI zone have even realized densities of up to 100 units per acre. Other higher density zones include the Campus High Density Zone (CHDR) that allows up to 80 units per acres; the High Density Residential (HDR) zone that allows up to 50 units per acres; the Medium Density Residential (MDR) zone that allows up to 30 units per acre; and the Low Density Residential (LDR) zone that allows up to 15 units per acre.

Allowance for Mixed-Use projects: Provo is continuing to develop and adopt new codes that allow increased moderate income development options throughout the city through allowances for a variety of housing types, including townhomes, cluster developments, and apartments. Provo's code also allows residential uses as mixed-uses with commercial projects in a number of zones, most recently added as an allowance in the Regional Commercial Shopping (SC-3) zone.

Allowances for Accessory Dwelling Units: Provo's zoning code has allowed accessory dwelling units (ADUs) for many years and in many areas of the city. A further allowance was recently approved that now allows for detached accessory units. Additionally, to ease mortgage and other housing costs, elderly people are allowed to rent to rent a portion of their home to two people as a by-right allowance.

**Development Fees and Other Governmental Costs:** To speed both the review and permitting process, Provo City has recently created a new Development Services Department that includes city staff from a variety of departments with the intent that plans can be reviewed more quickly and decisions made more expeditiously to speed up the process as much as possible.

Provo City allows a review and reduction of development and building permit fees. Additionally, the City, through its Redevelopment Agency, has also worked to consolidate properties and provide land at a reduced cost to further reduce development fees and costs.



## **GENERAL PLAN**

## **Appendix B**

COMMUNITY ENGAGEMENT SUMMARY

#### ENGAGEMENT WINDOW #1 - DECEMEBER 2020- JANUARY 2021



"(Provo)... is a wonderful place to raise a family, with an abundance of outdoor activities."

-Online Survey Comment. Q12

## Introduction

Provo is consistently one of the fastest growing cities in Utah, which brings growth and change to the community. Yet, the existing General Plan is outdated, cumbersome to use and does not reflect the current needs and desires. of the community. Without a guiding document, the City is challenged to support economic development and the quality of life that help guide future land use and investment decisions for the next 20 years.

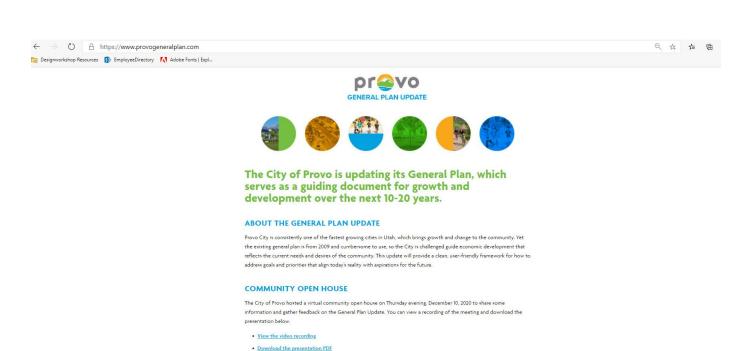
To guide growth, the City needs a plan that is clear and user-friendly but also provides a framework for how to address future goals and priorities. The General Plan must also address elements such as land use, economic development, moderate-income housing, multimodal mobility and transportation, integrated parks, trails, and open space, and the community's history and culture. By working closely with the community, this update will align the new General Plan in today's reality with aspirations for the future.

A General Plan is a State requirement to serve the City as a long-range tool for planning, legislation, and financing. It is a strategic guidebook for citywide policy, decisions and priorities that serves as a reflection of the community's goals and inspires a vision for how Provo might grow.

#### **Purpose**

The purpose of this document is to share community comments and feedback in a clear and concise way to inform next steps in the General Plan process.

The Provo General Plan Virtual Community Meeting took place on December 10, 2020 from 6:30-7:30 pm. 127 total community members attended the virtual meeting. Following the meeting, a recording was posted online with an online survey of the meeting questions which was shared on the website, the City's Facebook Page and in email blasts to community stakeholders and meeting participants. 481 people responded to the online survey, 131 viewed of the presentation on youTube, and 1,239 visited to the website.

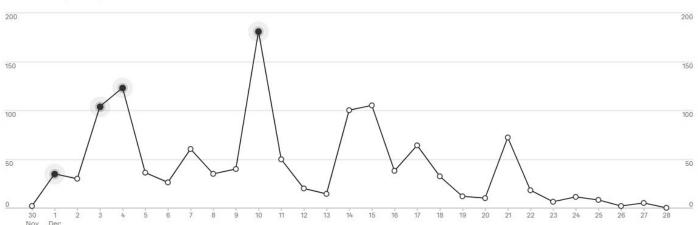


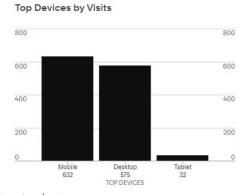
Your input is important to us! Please take 10 minutes to take the online survey and share your feedback with us. This survey

will be available until 5:00 pm December 21, 2020.

#### Figure 1: Project Website

## Visits Nov 30-Dec 28, 2020 • 1,239 Total





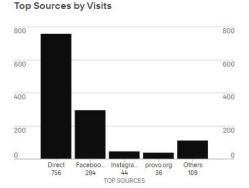


Figure 2: Website Analytic





### **Demographic Questions**

The following demographic questions help to understand the origin of the comments which can organize data and identify trends or gaps in the information received.

### How old are you?

Answer Options		Public Workshop Responses		Responses	Combined Results	
	%	Count	%	Count	%	Count
21 or Younger	0%	0	2%	11	2%	11
21-39	37%	33	40%	178	40%	211
40-55	33%	30	26%	116	27%	146
55-69	24%	22	19%	86	20%	108
70+	6%	5	12%	51	11%	56
Totals	100%	90	100%	442	100%	532

THE TOTAL POPULATION OF PROVO IS 116,616

26% Under 20 53% of Provo is 20-40 10% of Provo is 40-55 8% of Provo is 55-70 4% of Provo is 70+

This question was a multiple choice- select 1- question and received 90 responses at the Open House and 442 from the survey for a total of 532 responses.

### **Key Understanding**

While the 21-39 and 40-55 age groups are well represented in this survey, the percentage of respondents suggests a skew towards the older demographic. The 21-39 age group represents 52% of the total community and 40% of the survey, the 40-55 age group represents only 10% of the total community and 27% of the survey, and 55-69 represents 8% of the total community and 20% of the survey.

#### I am a...

Answer Options		Public Workshop Responses		Online Responses		Combined Results	
	%	Count	%	Count	%	Count	
Male	48%	43	49%	214	48%	257	
Female	51%	46	49%	216	49%	262	
Non-binary	0%	0	1%	4	1%	4	
Prefer not to answer	1%	1	1%	6	1%	7	
Totals	100%	90	100%	440	100%	530	

This question was a multiple choice- select 1- question and received 90 responses at the Open House and 440 from the survey for a total of 530 responses.

### **Key Understanding**

The respondents to this survey are about 48% male and 49% female, which corresponds closely to the existing demographic with is about 49.7% male and 50.3% female.

### APPENDIX A QUESTIONS 3 & 4

### How long have you lived in Provo?

Answer Options	Public Workshop Responses		Online Responses		Combined Results	
	%	Count	%	Count	%	Count
Less than 1 year	1%	1	1%	6	1%	7
1 to 3 years	5%	5	9%	39	8%	44
3 to 5 years	6%	6	10%	45	9%	51
5 to 10 years	18%	17	13%	58	14%	75
10 to 20 years	27%	25	19%	83	20%	108
20 years or more	37%	34	45%	199	43%	233
I do not live in Provo	5%	5	3%	15	4%	20
Totals	100%	93	100%	445	100%	538

This question was a multiple choice- select 1- question and received 93 responses at the Open House and 445 from the survey for a total of 538 responses.

### **Key Understanding**

Most of the survey respondents have lived in Provo for over 5 years, with only 12% having lived in Provo less than 5 years. Almost half, 43%, of respondents have lived in Provo for more than 20 years.

### I am currently...

Answer Options	Public Workshop Responses		Online Responses		Combined Results	
	%	Count	%	Count	%	Count
Employed Full-time	56%	42	37%	206	40%	248
Employed Part-time	8%	6	12%	68	12%	74
Self-employed	13%	10	9%	48	9%	58
Caregiver/Homemaker	9%	7	18%	100	17%	107
Un-employed and looking for work	1%	1	1%	4	1%	5
Student	5%	4	10%	57	10%	61
Retired	7%	5	12%	67	12%	72
<b>Totals</b>	100%	75	100%	550	100%	625
Renter	8%	2	19%	43	18%	45
Homeowner	92%	23	81%	187	82%	210
Totals	100%	25	100%	230	100%	255

This question was a multiple choice- select all that apply- question and received 90 responses at the Open House and 780 from the survey for a total of 880 responses. To better understand this question we separated the homeowner/ renter responses from the employment based responses.

### **Key Understanding**

Most of the survey respondents are employed homeowners. Based on current demographics in Provo, renters and students are likely underrepresented in this survey. The numerical values (total respondents to total value) suggest many people may not have selected homeowner or renter consistently enough to be valid in data analysis.





### How do you interact with Provo?

Answer Options	Public Workshop Responses		Online Res	ponses	Combined Results	
	%	Count	%	Count	%	Count
I live here	28%	94	29%	419	29%	513
I work here	19%	64	17%	245	17%	309
I go to school here	1%	5	5%	67	4%	72
I recreate here	26%	89	24%	340	24%	429
I shop here	25%	84	26%	369	26%	453
Totals	100%	336	100%	1440	100%	1,776

This question was a multiple choice- select all that apply- question and received 336 responses from 100 participants at the Open House and 780 responses from the 481 survey participants for a total of 1,776 responses.

### **Key Understanding**

Whil most of the survey respondents indicate they live here, the actual number is likely much more given that only 4-5% of respondents noted they do not live in Provo in Question 3. The 4% that indicate they go to school here corresponds to the number in Question 4. This question may not provide useful data to reference based on the varied responses.

### What part of town do you live in?

Answer Options		Public Workshop Responses		Online Responses		Combined Results	
	%	Count	%	Count	%	Count	
North West	32%	29	29%	120	30%	149	
South West	20%	18	10%	40	12%	58	
North East	33%	30	43%	177	41%	207	
South East	13%	12	13%	52	13%	64	
I do not live in Provo	3%	3	4%	18	4%	21	
Totals	100%	92	100%	407	100%	499	

This question was a multiple choice- select one- question and received 92 responses at the Open House and 407 for a total of 499 responses. NOTE: Some people at the open house noted that east and west were juxtaposed on the map. This was revised for the online survey.

### **Key Understanding**

Most of the survey respondents live in the north of the City, with only 25% of respondents from south of the City. Population Density Mapping (shown right) does indicate less population to the south of Center Street, but an accurate percentage will require further analysis. It is likely that the residents living south of Center Street are underrepresented in this survey.

# **APPENDIX A**QUESTION 6

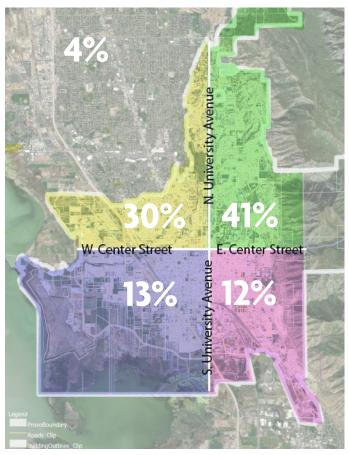


Figure 3: Question 6 Map Image

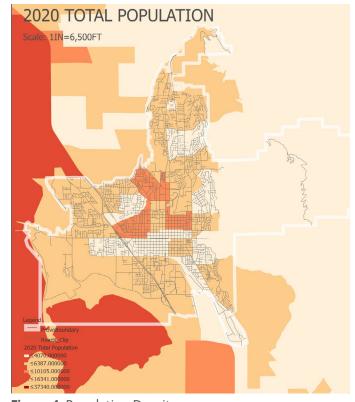


Figure 4: Population Density





### **Values Based Questions**

Questions 7-11 are questions to understand the community's values and shared vision. A value is something that people really care about- traditions, interests, and stories that make Provo unique and special. These values guide a vision, a statement that can positively influence the culture, economy and development within Provo in response to change that will serve as a guidepost for the General Plan.

### What words are important to be included in the vision statement for Provo?

THEMES	Public Workshop Responses		Online Respons	es	Combined Results	
	%	Count	%	Count	%	Count
Community	26%	97	33%	102	29%	199
Place Based	19%	73	18%	57	19%	130
Natural Setting	8%	29	14%	42	10%	71
Equity/ Diversity	26%	100	17%	54	22%	154
Sustainable	14%	53	11%	35	13%	88
Thriving	7%	26	6%	20	7%	46
Educational	3%	11	5%	15	4%	26
Totals	100%	378	100%	310	100%	688

This question was an open comment question which received 97 responses at the Open House and 256 from the survey. The method for reviewing was to read the comments and categorize based on the general theme of the comment. Some comments are counted in multiple categories. Key Words with multiple mentions are noted below;

### Themes - Words

- **Community:** Inclusive, Family, Welcoming, Children, Caring, Safe, Clean, Friendly, Values, Conservative, Traditional, Freedom, People, Togetherness, Wholesome
- Place-based: Walkable, Public Transit, Affordable, Sustainable growth, Public Space, Healthy, Accessible, Density complete, Planned, Livable, Navigable,
- Natural Setting: Beautiful, Environment, Mountains, Recreation, Nature, Open Space, Views, Preservation Conservation, Adventure
- **Equity Diversity: Empathy, Inclusion, Understanding,** Integrity, Inviting, Kindness, Love, Welcoming, Compassion, Cohesive
- Sustainable: Responsibility, Clean Air, Green, Balanced
- Thriving Economy: Progressive, Revitalization Vibrant, Arts, Music, Fun, active, charm, historic preservation, Opportunity, Entrepreneurial, Creative, **Business**
- **Educational:** Cultural, Inspiring, Academic, Innovative, Learning, Excellence



### **Key Understanding**

Words that centered around family and community were overall the most important value for Provo. Words about place and equity also ranked highly. Words around the natural setting and sustainablity were of significant importance. A thriving economy and education and were of notable importance.

### **APPENDIX A** QUESTIONS 8 & 9

### What Image would you choose to send on a postcard?

Answer Options	Public Workshop Responses		Online Response	es	Combined Results		
	%	Count	%	Count	%	Count	
Downtown	29%	27	24%	96	25%	123	
River Trail	52%	48	40%	159	42%	207	
BYU	15%	14	16%	65	16%	79	
Provo West Fields	3%	3	12%	48	10%	51	
Riverwoods	0%	0	8%	31	6%	31	
Totals	100%	92	100%	399	100%	491	

"we love supporting independent businesses and restaurants.

"This is a great place to run, jog, hike and bike."

enjoy the value placed on education"

"Fantastic outdoor and recreational opportunities."

beautiful place to raise a family."

### If you were to send this postcard to friends and family, what would you write about Provo?

THEMES	Public Workshop Responses		Online Responses		Combined Results	
	%	Count	%	Count	%	Count
Family/ Community	14%	14	17%	56	16%	70
Outdoor Recreation	25%	25	25%	85	25%	110
Views/ Landscape	24%	24	23%	77	23%	101
Education	9%	9	11%	36	10%	45
Downtown	13%	13	14%	48	14%	61
Other	16%	16	11%	37	12%	53
Totals	100%	101	100%	339	100%	440

This question was an open comment question which received 88 responses at the Open House and 313 from the survey. The method for reviewing was to read the comments and categorize based on the general theme of the comment, some comments are counted in multiple categories. Key themes are noted below;

### **Key Themes**

- Community- Family: Church, Culture, Values
- Outdoor Recreation: Trails, Bikable streets, Parks
- Natural Setting: Mountains, Valley, Views
- Eduction: BYU, Local schools, Library
- **Downtown:** Small businesses, Restaurants
- Other: Growing, Welcoming, Safe, Clean, History, Small Town Vibe

### **Key Understanding**

What the community loves most about Provo is the access to outdoor recreation and the natural landscape. A family friendly community and vibrant downtown are also a notable reason to call Provo home.





### What would you like to see in the future of Provo?

THEMES	Public Workshop Re- sponses		Online Respo	nses	Combined Results	
	%	Count	%	Count	%	Count
Sustainabilty	26%	25			26%	25
Transportation	40%	38			40%	38
Housing Affordabilty	22%	21			22%	21
Balanced Growth	5%	5			5%	5
Mix of Uses	6%	6			6%	6
Outdoor Recreation	26%	25			26%	25
Other	13%	12			13%	12
Totals	100%	95			100%	95

This question was an open comment question which received 92 responses at the Open House and this question was omitted from the survey. The method for reviewing was to read the comments and categorize based on the general theme of the comment, some comments are counted in multiple categories. Sub-themes are noted below.

### Sub Themes

- Sustainabilty
- Transportation: Smaller Roads, less congestion, public transit, complete streets
- Housing Affordablity:
- Balanced Growth: Balance of growth with transportation and open space, downtown development
- Mix of Uses:
- Outdoor Recreation: More trees, more trails, land conservation
- Other: Education, agriculture, safety

### **Key Understanding**

This question mirrors trends and themes found in questions 7, 8, 11, and 20, indicating that a balanced approach to growth and development with consideration to transportation, housing, and open space being important to the community.



### What do you believe is the biggest challenge for the Future of Provo?

THEMES		Public Workshop Responses		Online Responses		ed Results
	%	Count	%	Count	%	Count
Environmental Consumption	19%	44	7%	21	12%	65
Traffic/ Transportation	27%	62	21%	64	23%	126
Government/ Politics	17%	39	9%	27	12%	66
Housing Affordablity	17%	38	20%	63	19%	101
Growth/ Development	19%	44	44%	136	33%	180
Economic Diversity	7%	16	12%	37	10%	53
Environmental Protection	7%	16	17%	54	13%	70
Community Cohesion	19%	42	9%	29	13%	71
Quality of Life	2%	4	6%	18	4%	22
Other	7%	16	20%	61	14%	77
Totals	100%	227	100%	311	100%	538

This question was an open comment question which received 92 responses at the Open House and 366 from the survey. The method for reviewing was to read the comments and categorize based on the general theme of the comment, some comments are counted in multiple categories. Sub-themes are noted below.

### Sub Themes

- **Environmental Consumption:** Air quality, transportation related
- Traffic/Transportation: Parking concerns, Infrastructure cost, maintenance, east west connectivity
- **Government/ Politics:** Increased taxes, political views, government overreach
- Housing Affordablity: Increased cost of housing, homelessness, protecting neighborhoods from escalating development/home values, student housing impacting housing supply, rental regulations
- Growth/ Development: Managing a balance of growth (some comments for no growth- some for positive growth), greedy developers, increase of population, density of housing (some comments pro-density/mixed use some against density in neighborhoods)
- Economic Diversity: Economic resilience, protect and encourage small businesses, the Mall is struggling, leakage to Orem, cost of living
- Environmental Protection: Preserve special places, control growth in greenfields/suburban sprawl
- Community Cohesion: Tension with students and local residents, political-religious differences, long-time residents vs. newcomers, diversity, acceptance of 'outsiders', fear of change
- Quality of Life: Maintain Family Values, maintain neighborhood character, maintain small town feel, cultural and religious traditions
- Other: Education, safety, housing diversity, construction concerns, quality development, students, poverty, exclusivity, be visionary without being too progressive

### **Key Understanding**

The general theme derived from this question is the future of Provo should accommodate growth and change with consideration to maintaining a quality of life that is in balance with environmental impacts, keeping housing affordable, and not over-stressing roadways.





### **Plan Element Questions**

Questions 12-20 are general questions around different Plan Elements that will help to guide important issues or opportunities for the Plan to address. These include land use (Q12), economic development (Q13), transportation (Q14), housing (Q15), open space, parks + trails (Q16-Q17), heritage + cultural Resources (Q18), sustainabilty (Q19), and a question to understand which of all these is most important to prioritize (Q20).

### Which of the following will support the future of Provo for your children or Grandchildren (Select up to 3)

CHOICES		Public Workshop Responses		Online Responses		ed Results
	%	Count	%	Count	%	Count
More Housing	17%	49	15%	163	16%	212
More Places to Recreate	12%	34	15%	156	14%	190
More Places to Shop	5%	13	9%	95	8%	108
More Places to Work	12%	33	11%	115	11%	148
More Educational Opportunities	7%	19	5%	52	5%	71
More Transportation Options	16%	46	15%	155	15%	201
More Environmental Protection	23%	65	20%	214	21%	279
More Agriculture	6%	18	5%	51	5%	69
Other:	2%	6	6%	62	5%	68
Totals	100%	283	100%	1063	100%	1,346

This question was a multiple choice question, selecting up to 3 choices, with an other option that could be placed in the chat box at the open house or types in online survey. The question received 98 responses at the Open House and 255 from the survey. The method for reviewing the 'Other' category was to read the comments and categorize based on the general theme of the comment, some comments are counted in multiple categories. Themes around other responses are noted below.

### Other Responses Themes

- Housing Sizes/ Affordabilty: Fewer apartments, housing diversity, smaller single family lots, more large Homes, larger yards
- Recreation Amenities: More parks, green spaces, pickle ball courts
- Local Services: More grocery stores, improved schools, public safety
- Walkabilty: Sidewalks, use of crosswalks, parking in neighborhoods
- Sense of Community: Temples, liberty

### **Key Understanding**

This question highlights that protecting the environment is of key importance for the future of Provo. Ranking closely together include housing, recreation, and transportation as key elements for the future. Off less concern is educational and retail opportunities.



### Is there enough economic opportunity in Provo? If not, what is missing?

CHOICES	Public Wo	Public Workshop Responses		Online Responses		Combined Results	
	%	Count	%	Count	%	Count	
Yes	23%	34	42%	108	35%	142	
No	18%	26	35%	91	29%	117	
Maybe	3%	4	12%	31	9%	35	
Other:	56%	82	11%	27	27%	109	
Totals	100%	146	100%	257	100%	403	

This question was an open comment question which received 89 responses at the Open House and 255 from the survey. The method for reviewing was to read the comments and categorize based on a yes/no answer and identify the general theme of the comment. Themes around other responses are noted below.

### Other Responses Themes

- Local Services: Grocery store in west Provo, local-neighborhood scale retail, no big box stores, restaurants and craft industries
- Jobs: Need for more offices, competitive wages, general employment opportunities, technology jobs, energy jobs
- Improved Retail: Improve existing mall, more local shopping options

### **Key Understanding**

This question does not demonstrate a significant lean that economic opportunity is either thriving or suffering in Provo, suggesting room for growth. Comments indicate a desire to see an increase in higher -paying employment opportunities as well as more local retail and restaurants.





### Provo's transportation planning should focus on the following priorities: (choose the 3 most important)

Answer Options	Public Workshop Re- sponses		Online Responses		Combined Results	
	%	Count	%	Count	%	Count
Improving air quality	19%	57	19%	214	27%	271
Reducing traffic congestion	14%	41	18%	201	24%	242
Improving freeway connections	6%	17	8%	92	11%	109
East-West mobility	12%	37	11%	124	16%	161
Improve biking and walking experience	20%	61	16%	174	23%	235
Public transit/ Alternative transportation	15%	46	13%	148	19%	194
Improving commutes	3%	9	4%	43	5%	52
Reducing speeds in neighborhoods	8%	24	7%	75	10%	99
Other	3%	8	4%	40	5%	48
Totals	71%	300	72%	1111	100%	1,018

This question was a multiple choice question, selecting up to 3 choices, with an other options that could be placed in the chat box at the Open House or typed in the online survey. This question received 104 responses at the Open House and 310 from the survey. Themes around other responses are noted below.

### Other Responses Themes

- Safety: Road widths, complete streets, semi-truck routes, traffic speeds in neighborhoods
- Traffic Flows: Roadway widths, signals and signage, islands
- Maintenance: Lighting on trails, road repair, impacts from construction, repainting lines
- Parking: Parking for the University in neighborhoods, more parking Downtown

### **Key Understanding**

This question highlights that the community universally prioritizes improving air quality, reducing traffic congestion and improving walking and biking. Commuting times were of less concern. Comments suggested specific areas of concern, with a few notable mentions of concrete medians and bike lane widths.



### In your opinion, what type of housing is most needed in Provo? (select up to 3)

Answer Options	Public Workshop Responses		Online Responses		Combined Results	
	%	Count	%	Count	%	Count
Large, Single-family homes	7%	18	10%	94	13%	112
Smaller, Single-family homes	26%	72	29%	280	41%	352
Apartments	10%	28	10%	100	15%	128
Townhomes/ Condominiums	18%	49	16%	155	24%	204
Senior Living- Assisted Living	6%	17	4%	41	7%	58
Student Housing	5%	15	6%	62	9%	77
Homeless Shelter	12%	33	9%	93	15%	126
Basement (Accessory Apartments)	13%	36	10%	100	16%	136
Other	2%	6	6%	54	7%	60
Totals	100%	274	100%	979	100%	854

This question was a multiple choice question, selecting up to 3 choices, with an other option that could be placed in the chat box at the Open House or typed in the online survey. This question received 102 responses at the Open House and 285 from the survey. Themes around other responses are noted below.

### Other Responses Themes

- Affordability: Lower housing prices, smaller home sizes
- Increased Housing Mix: Diversity of housing in neighborhoods, mixed uses in neighborhoods
- ADU Regulations:
- Free Market Development:

### **Key Understanding**

Smaller single family homes are the primary typology housing the community would like to see with townhomes and condominiums as a secondary typology. Comments imply these should be an affordable (attainable) home in mixed, diverse, neighborhoods. Comments also imply an opposing view for larger, single family homes with large yards at an affordable price point and driven by the private market. There also seems to be support for deregulating ADUs in neighborhoods.





### I really like that Provo has...

Answer Options	Public Wo	Public Workshop Responses		Online Responses		Combined Results	
	%	Count	%	Count	%	Count	
A recreation center	24%	71	22%	286	27%	357	
A golf course	3%	8	5%	65	6%	73	
Peaks Ice Arena	4%	13	8%	101	9%	114	
River trail system	30%	88	26%	336	32%	424	
Parks systems	21%	62	22%	292	27%	354	
Bikeable streets	13%	39	15%	198	18%	237	
Other	4%	13	2%	32	3%	45	
Totals	100%	294	100%	1310	100%	1,322	

### In terms of recreation, Provo needs...? (select up to 3)

Answer Options	Public Workshop Responses		Online Responses		Combined	Combined Results	
	%	Count	%	Count	%	Count	
More small parks in neighborhoods	17%	50	18%	184	18%	234	
A better community gathering space	6%	17	5%	56	6%	73	
Areas for community gardens	8%	25	8%	86	9%	111	
More ballfields and sporting areas	2%	5	4%	37	3%	42	
More connectivity between trails	15%	43	14%	142	14%	185	
More connectivity of bikeable streets	19%	55	12%	122	14%	177	
More areas to enjoy the lakefront	14%	40	17%	171	16%	211	
Preservation of open space	19%	56	19%	193	19%	249	
Other	1%	4	3%	35	3%	39	
Totals	100%	295	100%	1026	100%	1,282	

This question was a multiple choice question, selecting up to 3 choices, with an other option that could be placed in the chat box at the Open House or typed in the online survey. This question received 102 responses at the Open House and 262 from the survey. Themes around other responses are noted below.

### Other Responses Themes

- Sidewalks & Trails: River trail, wider walks and trails, shoreline trail, regional trail connection, biking trails
- Maintenance: Sidewalk quality, clean lake
- Parks & Amenities Dog Parks, trailhead parking, tennis courts, pickleball courts

### **Key Understanding**

Preservation of open spaces and increasing the number of small neighborhood parks received the most support, with the lakefront trail, bikable streets and trail connectivity receiving a lot of support as well. Ballfields and sporting areas are not a community priority.



### What is important about Provo's history that we need to remember and preserve?

THEMES	Public Wor	Public Workshop Responses		Online Responses		Combined Results	
	%	Count	%	Count	%	Count	
Architecture/ Buildings	30%	47	19%	54	30%	101	
Pioneers	25%	39	18%	51	27%	90	
BYU	10%	15	8%	22	11%	37	
Native Culture	22%	35	6%	16	15%	51	
Downtown	13%	21	14%	39	18%	60	
Agriculture	10%	16	2%	6	6%	22	
Faith/Family	17%	27	8%	22	14%	49	
Nature	15%	23	6%	16	12%	39	
Other	15%	24	20%	57	24%	81	
Totals	100%	157	100%	283	100%	339	

This question was an open comment question which received 97 responses at the Open House and 246 from the survey. The method for reviewing was to read the comments and categorize based on the general theme of the comment. Some comments are counted in multiple categories. Sub-themes are noted below.

### Sub Themes

• Architecture/ Buildings: Academy Square, library, courthouse, Fort Utah

**Pioneers:** 

**BYU:** Education **Native Culture:** 

**Downtown:** Center Street, store fronts

Agriculture: Orchards, farming

Faith/Family: Temples, values, culture

Nature: Bridal Veil Falls, scenic views, Provo River, Pioneer Park, North Park, Lake Utah

Other: City parks, historic neighborhoods, Freedom Festival, trolleys

### **Key Understanding**

Architecture and pioneer history ranked as the higher priorities from the community with a ranging spread of support for downtown, native culture, nature and faith and family. BYU and agriculture are important considerations, but not ranked as highly.





Question 19: What does sustainability and smart growth mean to you?

THEMES	Public Workshop Responses		Online Responses		Combined Results	
	%	Count	%	Count	%	Count
Water Conservation	5%	16	5%	6	5%	22
Energy/ Air Quality	5%	19	12%	16	7%	35
Transportation	15%	52	26%	34	18%	86
Development/ Growth Patterns	44%	155	12%	16	35%	171
Preservation Environment	11%	37	12%	16	11%	53
Housing Affortdabilty	7%	25	4%	5	6%	30
Other	13%	47	29%	38	18%	85
Totals	100%	351	100%	131	100%	482

This question was an open comment question which received 87 responses at the Open House and 295 from the survey. The method for reviewing was to read the comments and categorize based on the general theme of the comment, some comments are counted in multiple categories. Sub-themes are noted below.

### Sub Themes

- Water Conservation: Reduction of water use
- Energy/Air Quality: Relationship between clean air and public transit, STEM industries, not overbuilding, waste reduction, renewable energy
- Transportation: Biking and walking infrastructure, reducing car use, appropriate roads to accommodate growth, public transportation
- Development/Growth Patterns: Mixed use, increased density, balanced growth, not building at the edge, planning for growth, growth with values - not financial gain, smart growth
- **Preservation/Environment:** More green spaces, land preservation of scenic areas
- Housing Affordabilty: A place for everyone, mixed use
- **Other:** Less apartments, free market growth, government intervention

### **Key Understanding**

Architecture and pioneer history ranked as the higher priorities from the community with a ranging spread of support for downtown, native culture, nature, and faith and family. BYU and agriculture are important considerations but not ranked as highly.



### Question 20: When the General Plan is completed, what are two things that should be in

COMMENT THEMES	Public Workshop Responses		Online Res	Online Responses		Combined Results	
	%	Count	%	Count	%	Count	
Transportation	24%	42	24%	89	24%	131	
Housing	15%	25	17%	62	16%	87	
Energy	10%	18	8%	29	9%	47	
Economy	15%	25	13%	49	14%	74	
Education	0%	0	3%	10	2%	10	
Open Space	16%	28	16%	61	16%	89	
Other	20%	34	19%	72	19%	106	
Totals	100%	172	100%	372	100%	544	

This question was an open comment question which received 88 responses at the Open House and 291 from the survey. The method for reviewing was to read the comments and categorize based on the general theme of the comment, some comments are counted in multiple categories. Sub-themes are noted below.

#### Sub Themes

- Transportation: Safety, public transit, transportation alternatives, connected bike paths and trails, parking, connectivity, reduce congestion
- Housing: Preservation of neighborhoods, zoning regulations (including ADUs), affordabilty, mix of housing types, single family homes, less density, more density, rental regulation
- Sustainabilty: Clean air, transportation alternatives, stewardship
- Economy: Small businesses, Focus on downtown-City center, grocery stores, promote business, mix of uses, economic diversity, commercial, retail, jobs
- Education Libraries, access to good schools, BYU
- Environment: Preservation of open spaces, agricultural protection, community gardens, riverfront
- Other: Balanced growth, balanced budget, form-based code, commutations, university relations, less taxes,

### **Key Understanding**

This question shows similar overall priorities of transportation, housing, economy and open space. When compared to Question 11, transportation ranks more highly than the others, as opposed to preservation of open space ranking more highly in question 11.



### **APPENDIX A**



"Focus on building a vibrant, interconnected community with easy pedestrian access to all parts of the city."

- Community Comment Q20

# **Overall** Findings & Next Steps

### **Vision & Values Findings**

The top 12 words the community selected to be in their vision statement are:

- Sustainable
- Safe
- Family
- Inclusive
- Community
- Diverse
- Walkable
- Growth
- Density
- Welcome
- Equal
- Open Space

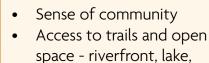
The general sense gathered from the community is that growth is both a concern and an opportunity. There is some division in the community on what density means in regards to preservation of neighborhood character and impacts to existing infrastructure. There is also division in the community between the choices of students and locals, long-time residents and newcomers. However, most agree that inclusivity and diversity are important values and that long-range planning can help to alleviate tensions around these issues.

Future growth needs to balance change and maintaining the quality of life and family values at the heart of the Provo Community. Access to open space, recreation, downtown vibrancy, the church, and connection to the past are important to this community culture.

# **APPENDIX A**DRAFT SWOT ANALYSIS

The following Draft SWOT (Strengths, Weaknesses, Opportunities and Threats) is created from a review of community comments and survey responses. A SWOT is a tool often used in the preliminary stages of a planning process to guide strategic decision making. A SWOT can help to identify key issues to consider or strategic opportunities to explore in the next phases of the Planq

### Strengths



mountains Family values

BYU

• Downtown - Center St.

 Historical assets- places, people and stories

• Bike friendly

Public transit

Existing agriculture

Airport

Existing neighborhoods

### Weaknesses

• Air quality

 Parking Downtown and around Campus

• Existing mall struggling

Food access (West Provo)

 Division in the community (students/locals)(newcomers/ old timers)(faith and political)

 Housing affordabilty - Rental Supply

 Not enough high-paying jobs-Commuter culture

Loss of retail to Orem

Spatial constraints (where to grow?)

### **Opportunities**

- Increased density to address environmental/traffic concerns
- Mix of housing types and increased supply
- Expand on existing trails/ parks network
- More mixed-use neighborhood amenities
- Preservation/celebration of historic places and open spaces

### Threats

- Population growth
- Fear of change
- Loss of open space/ agriculture with development
- Increased environmental impacts from growth
- Stress to existing roads with increased vehicles
- Maintaining family values with influx of new/different people
- Concern for financial impacts to City/taxes





# **APPENDIX A**NEXT STEPS

### **Draft Elements Findings**

The following Plan Elements identify important issues or opportunities for the Plan to address in the next stage of the project.

### **Land Use**

Land uses in the General Plan will provide a general recommendation for the future development of various land uses including the location of residential at different densities, retail and commercial nodes at a regional and local scale, and areas for increased office and/or industry.

Important considerations based on the community's comments will be to address locations for increased density and areas for preservation to address a growing demand for housing and also maintain the community culture for access to open space and family friendly communities.

### **Economic Development**

The General Plan will address economic development as a key factor in retail and commercial growth areas, attracting potential employers to improve median incomes, which can have an impact on housing affordabilty and quality of life.

Economic growth is not noted as a significant concern from the community comments, nor is it highlighted as a great success. Indicators such as commute times, leakage, and low wages suggest a demand for local jobs. A number of comments suggest a grocery store in west Provo would be beneficial and there is opportunity for increase job centers in South Provo.

### **Transportation**

The Transportation Element in the General Plan will be primarily guided by the 2019 Transportation Plan. However, the Plan will address improved multimodal connectivity and networks as it relates to community vision and values.

### Housing

The Housing Element in the General Plan will primarily be driven by the findings of the 2019 Moderate Income

Housing Report. However, the Plan will address the need for encouraging a broad range of housing types to support a diversity of residents and promote housing affordabilty as it relates to community vision and values.

### **Open Space, Parks + Trails**

The General Plan will address areas to preserve as open space and future opportunities for parks, trails, and recreation amenities to promote this core community value.

Open Space, views and preservation of agricultural lands, access to recreational facilities such as neighborhood parks, the River Trail and regional bike and trail networks are a important values for the Provo community.

### **Public Facilities and Services**

With community growth comes increased use of local services. The General Plan will address the needs for improved maintenance of roads and parks, schools, and other public services.

### Sustainabilty

A core value for the Provo community is Sustainability, but this can mean a lot of things to different people. To some it is about growth that is small, scaleable and neighborhood friendly. To others it involves transportation alternatives- and to others it is a reduction of energy consumption or use of alternative fuels.

For the General Plan to adequately address these issues, sustainabilty may be better served as a guiding principal and incorporated within multiple Plan Element chapters.

### **Heritage + Cultural Resources**

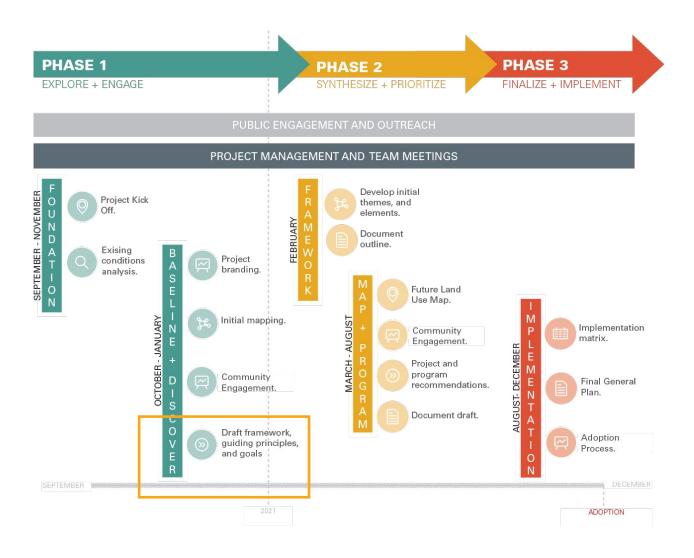
Celebrating Provo's history and heritage is central to maintaining a sense of an authentic community. The stories of the people should be celebrated. Special natural places and agricultural locations should be preserved. Historical buildings and temples should be restored/protected as part of the foundation of the City.



### **Next Steps as of February 2021**

The next steps will be to review the findings of this first phase of input with local working groups and gathered feedback around the issues and opportunities identified for the refinement of the Plan Elements.

The outcomes of these working group discussions will be a draft framework, guiding principles and goals for the Plan.







"Keep Provo a place you want to live and love"

-Online Survey Comment. Q156

### Introduction

Provo is consistently one of the fastest growing cities in Utah, which brings growth and change to the community. Yet, the existing General Plan is outdated, cumbersome to use and does not reflect the current needs and desires of the community. Without a guiding document, the City is challenged to support economic development and the quality of life that help guide future land use and investment decisions for the next 20 years.

To guide growth, the City needs a plan that is clear and user-friendly, but also provides a framework for how to address future goals and priorities. The General Plan must also address elements such as land use, economic development, moderate-income housing, multimodal mobility and transportation, integrated parks, trails, and open space, and the community's history and culture. By working closely with the community, this update will align the new General Plan in today's reality with aspirations for the future.

A General Plan is a State requirement to serve the City as a long-range tool for planning, legislation, and financing. It is a strategic guidebook for citywide policy, decisions and priorities to serves as a reflection of the community's goals and inspires a vision for how Provo might grow.

### **Purpose**

The Provo General Plan Virtual Community Meeting took place on March 31 2021 from 4:30-5:30 pm and 6:00-7:00pm. 77 total community members attended the virtual meetings. Following the meeting, recordings were posted to the website. In addition, an online survey was shared on the website, the City's Facebook Page and in email blasts to community stakeholders and meeting participants. 947 people responded to the online survey, 56 views of the presentation on youTube, and 2584 visits to the website

The purpose of this document is to share community comments from the second round of engagement in a clear and concise way to inform next steps in the General Plan process.

### **APPENDIX A**

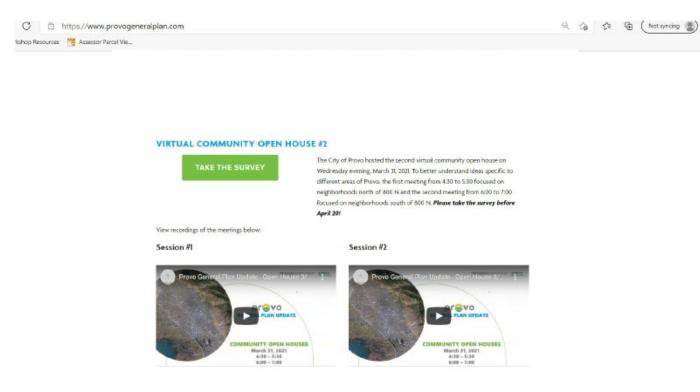


Figure 5: Project Website

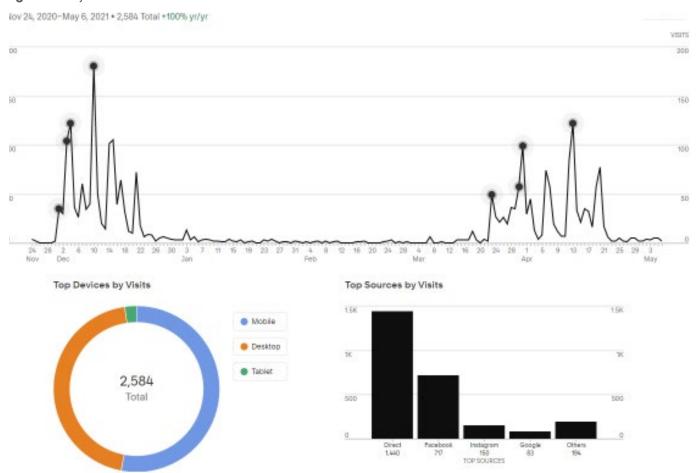


Figure 6: Website Analytic





### **Demographic Questions**

The following demographic questions help to understand the origin of the comments which can organize data and identify trends or gaps in the information received.

### How old are you?

Answer Options	Online Responses		
	%	Count	
21 or Younger	7.4%	70	
21-39	51.5%	485	
40-55	20.7%	195	
55-69	13.9%	131	
70+	6.4%	60	
Totals	100%	941	



This survey question was multiple choice select-1. This question was omitted from the Community Open Houses. There were 941 response to this question from the Online Survey

### **Key Understanding**

The 21-39 age group represents 53.5% of the total community and 51.5% of the survey respondents, the 40-55 age group represents only 10% of the total community and 20.7% of the survey, and 55-69 represents 8% of the total community and 13.9% of the survey. Overall, survey responses are well aligned with the makeup of the community.

#### I am a...

Answer Options	Online Responses			
	%	Count		
Male	35.71%	335		
Female	62.58%	587		
Non-binary	0.43%	4		
Prefer not to answer	1.28%	12		
Totals	100%	938		

This survey question was multiple choice select-1. This question was omitted from the Community Open Houses. There were 938 response to this question from the Online Survey.

### **Key Understanding**

The respondents to this survey are about 35% male and 62% female, which corresponds slightly to the existing demographic, which is about 49.7% male and 50.3% female. This survey has a slight increase in female respondents from the previous survey.



### How long have you lived in Provo?

Answer Options	Online R	esponses
	%	Count
Less than 1 year	4.13%	39
1 to 3 years	12.18%	115
3 to 5 years	14.62%	138
5 to 10 years	16.84%	159
10 to 20 years	19.60%	185
20 years or more	29.13%	275
I do not live in Provo	3.50%	33
Totals	100%	944

This survey question was multiple choice select-1. This question was omitted from the Community Open Houses. There were 944 response to this question from the Online Survey

### **Key Understanding**

Most of the survey respondents have lived in Provo for over 5 years, with only 30.9% having lived in Provo less than 5 years. And nearly 30%, of respondents have lived in Provo for more than 20 years. This survey has an increase in responses from people who are newer residents of Provo.

### I am currently...

Answer Options	Online Responses		
	%	Count	
Employed Full-time	23.78%	367	
Employed Part-time	13.22%	204	
Self-employed	5.31%	82	
Caregiver/Homemaker	11.08%	171	
Un-employed and looking for work	1.30%	20	
Student	14.26%	220	
Retired	6.93%	107	
Renter	6.93%	107	
Homeowner	17.17%	265	
Totals	100%	1543	

This question was a multiple choice- select all that apply. This question was omitted from the Community Open Houses.

### **Key Understanding**

The data shows that 23.78% of the participates worked full time and 14.26% were students. It also shows that 17.17% of homeowners participated in the survey. Similar to the previous survey, the numerical values (total respondents to total value) may not have selected homeowner/renter consistantly enough to be considered valid data anlysis.





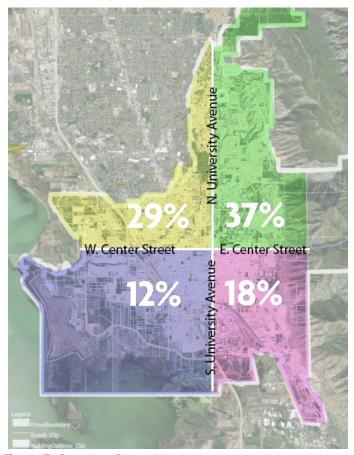


Figure 7: Question 5 Map Image

### What part of town do you live in?

Answer Options	Online Res	lline Responses	
	%	Count	
North West	29.04%	275	
South West	11.72%	111	
North East	37.17%	352	
South East	17.95%	170	
I do not live in Provo	4.12%	39	
Totals	100%	947	

This question was a multiple choice- select one. This question was omitted from the Community Open Houses. There were 947 responses to the online survey.

### **Key Understanding**

North East Provo and North West Provo had the highest turn out with 66.2% participated in the questionnaire. While most of the survey respondents were from North Provo, this survey has an increase in participation from South Provo from the previous survey(from 25% to 34%), most notably in South East Provo (from 12% to 18%).

# APPENDIX A SELECTED GENERAL COMMENTS



"Promoting small businesses is so important"



"Promote Diverse underserved arts and culture"



"Increasing bikeability options in Provo"



"Plan public transporation around new development"



"Better thematic zoning by area: suburban, mixed, high-density"



"15 minute walkable complete neighborhoods"

### **VALUES WORDS FROM SURVEY #1**

Sustainable | Safe | Family | Inclusive | Community | Diverse | Walkable | Growth | Density | Welcome | Equal | Open Space

Community	Place-based	Natural	Equity	Sustainability	Economy	Education
Words	Words	Words	Words	Words	Words	Words
Inclusive Welcoming Children Caring Safe Clean Friendly Values Conservative Traditional Freedom People Togetherness Wholesome	Walkable Public Transit Affordable Sustainable Growth Public Space Healthy Accessible Density Complete Planned Livable Navigable	Beautiful Environment Mountains Recreation Nature Open Space Views Preservation Conservation Adventure	Diversity Empathy Inclusion Understanding Integrity Inviting Kindness Love Welcoming Compassion Cohesive	Responsibility Clean Air Green Balanced	Thriving Progressive Revitalization Vibrant Arts Music Fun Active Charm Historic Opportunity Entrepreneurial Creative Business	Cultural Inspiring Academic Innovative Learning Excellence

# **APPENDIX A**VISION STATEMENT

### **VIsion Statement**

A vision is a statement from the community that can positively influence the culture, economy and development in response to change. The following priorities have been identified via community feedback from Community Workshops, Public Surveys, Focus Groups, Working Group Meeting and from review of previous and current planning documents. The following questions will be used to identify priorities to craft a vision statement for the General Plan.

Answer Choices	Public V Respons	Vorkshop ses	Online Responses		Combine	Combined Results	
	%	Count	%	Count	%	Count	
A welcoming home	4.06%	5	6.67%	179	6.55%	184	
A high quality of life	11.38%	14	13.76%	369	13.65%	383	
Walkable and bikeable neighborhood	21.96%	27	14.84%	398	15.15%	425	
Access to nature and open space	26.82%	33	23.01%	617	23.17%	650	
Historic Legacy	3.25%	4	3.58%	96	3.56%	100	
Local arts and culture	8.13%	10	9.10%	244	9.05%	254	
University town	8.13%	10	11.63%	312	11.48%	322	
Ample employment opportunities	4.06%	5	4.66%	125	4.63%	130	
A thriving downtown	10.56%	13	8.76%	235	8.84%	248	
Regionally Competitive	1.62%	2	1.94%	52	1.92%	54	
Other	0	0	2.05%	55	1.96%	55	
Totals	100%	123	100%	2682	100%	2805	

This question was a (select top 3) question with 123 responses from the Open House and 2682 from the survey. The method for reviewing was to read the comments and categorize based on the general theme of the comment, some comments are counted in multiple categories. Key words with multiple mentions are noted below;

#### Themes - Identified

- Housing (Affordable, Welcoming community, Diverse housing types)
- Development(Intentional growth, Historic preservation)
- Environment (Reduce light pollution, enhance and restore Utah Lake, Recycle)
- Open Space (Preservation, improve pedestrian infrastructure and connectivity)
- Culture (Connecting to Native American History, Increase arts participation opportunities)
- Economy( Economic development, Increase commercial opportunities thoughout the city)
- Fiscal (Re-invest in areas, Create an environment to attract businesses)
- Mobility (Protected bike lanes, running trails, promoting multi-modal transit)
- Sustainability (Priortize public transit routes)
- Public (Expand infrastructure, improve access to all public facilities)
- Leadership (Diversity in leaderships)

### **APPENDIX A** VISION STATEMENT

### Which of the following will make Provo a greater place to live in 2040?

Answer Choices	Public W Respons	orkshop es	Online Responses		Combined	Combined Results	
	%	Count	%	Count	%	Count	
Abundant Open Space and recreation opportunities	27.13%	35	19.02%	510	19.38%	545	
Increased health and safety	3.10%	4	8.02%	215	7.79%	219	
A mix of housing choices	7.75%	10	8.43%	226	8.39%	236	
Multimodal Transportation Options	20.93%	27	9.66%	259	10.17%	286	
Diversity and inclusivity	4.65%	6	10.37%	278	10.10%	284	
Increased economic opportunity	4.65%	6	8.61%	231	8.43%	237	
A center of arts and culture	7.75%	10	8.24%	221	8.21%	231	
Housing affordability	8.52%	11	14.58%	391	14.30%	402	
A regional employment center	1.55	2	2.76%	74	2.70%	76	
A leader in sustainable practices	13.95	18	8.28%	222	8.54%	240	
Other	0	0	2.05%	55	1.95%	55	
Totals	100%	129	100%	2682	100%	2811	

This question was a (select top 3) question with 129 responses from the Open House and 2682 from the survey. The method for reviewing was to read the comments and categorize based on the general theme of the comment, some comments are counted in multiple categories.

### **Key Understanding**

What the community loves most about Provo is the access to outdoor recreation and the natural landscape. A city with Multi-modal transportation options and a place that is increase and diverse for residents.







We have identified six key themes from what we have learned from the Provo Community in Survey #1, Focus Groups, Workign Groups and review of previous documents. These themes are what people care about for the future based on the traditions, interests, and stories that make Provo special. These are an expression of all individuals and defines the heart and soul of Provo. The following are the 6 key themes shared in this survey.



### "A Sustainable Provo: Growth will promote and preserve what makes Provo special"

### What we heard...

- A friendly community and a vibrant downtown are part of what people love about Provo.
- Provo has a higher vacancy rate and a high number of rental properties- typical to university towns.
- Over the past decade, Provo has grown by 5.8%. Growth projections by the Mountainland Council of Governments indicate that the City will need to add 12,166 housing units by 2040 or 1,010 units per year.
- 41% of survey respondents would like to see additional single-family homes and 24% would like to see townhomes/ condominiums.



### "Promote Stewardship of Outdoors: We are all responsible for the future of our recreational and natural assets"

#### What we heard...

- Access to outdoor recreation and nature are important values for Provo.
- The River trail and Riverfront present opportunities to enhance the recreational assets in the community.
- The preservation of open spaces should be prioritized as the city continues to grow.
- Recreation is an economic asset to attract more businesses and people to Provo.



### "A Welcoming Community: Provo is united around an authentic past and an inclusive future"

#### What we heard...

- According to projections from the Mountainland Association of Governments (MAG), Provo's population will increase by 33.3% over the next 20, reaching 155,397 persons by 2040.
- Provo should strive to be a welcoming and inclusive community to new residents and visitors.
- Celebrate and preserve the City's pioneer history and historical architectural assets.
- Adaptive reuse should be used to protect historic buildings in Provo.

### **APPENDIX A**



### "Livable Provo: A resilient and viable economy in Provo"

#### What we heard...

- Provo's Median Household Income (MHI) is currently \$53,864, slightly below that of both the **County and State.**
- The largest industry by employment in 2019 was education and health care services followed by professional management/administration, and retail trade.
- A desire for more mixed-use development and a mix of housing types in walkable neighborhoods.



### "Connected and Safe: Street and Trail networks connect, walkers, bicyclist and drivers of all ages"

#### What we heard...

- 24% of Survey Respondents would like to see Transportation addressed in the General Plan.
- Air quality, reducing traffic and improving walking and biking are important.
- A desire for improved biking and pedestrian facilities, such as protected bike lanes and crosswalks.
- The bike and transit networks are strong but gaps exist that need to be filled.



### "A City that Works for You: Utilize City resources to promote a high quality of life"

#### What we heard...

- Provo should strive to be a regional leader in sustainability.
- Responsive economic development that attracts outside business while fostering local businesses and start-ups
- Provo should strive to create an environment and polices that allow for creative solutions towards sustainability and other issues to be attempted. Pilot projects to test ideas and concepts should be utilized.





The following questions were asked to understand the communities support on the key themes, which will become the guiding structure for the General Plan. Questions were asked at both workshops and online.





CHOICES	Public Workshop Responses		Online Responses		Combined Results	
	%	Count	%	Count	%	Count
Yes	80.5%	62	67.04%	545	68.2%	607
No	19.5%	15	25.22%	205	24.7%	220
Other	0	0	7.75%	63	7.1%	63
Totals	100%	77	100%	813	100%	890

Themes around the 'others' include: Mixed use and Residential and Walkable Density, Housing Affordability, ADUS/ Air BnB, Historic Preservation



Do you agree with this statement to guide future goals for Provo? " Promote Stewardship of the Outdoors: We are all responsible for the future of our recreation and natural resources."

CHOICES	Public Workshop Responses		Online Responses		Combined Results	
	%	Count	%	Count	%	Count
Yes	96.1%	74	95.08%	773	94.9%	847
No	3.9%	3	3.08%	25	3.1%	28
Other	0	0	1.85%	15	2%	18
Totals	100%	77	100%	813	100%	893

Themes around the 'others' include: Activate River and Lake Utah/ River Recreation, Safety on Trails and Parks, "Activate" the Riverfront confusing- Concern for keeping the lake 'Wild'



Do you agree with this statement to guide future goals for Provo? "Welcoming Community: Provo community is united around an authentic past and inclusive future"

Public Workshop Responses		shop	Online Respo	onses	Combined Results	
	%	Count	%	Count	%	Count
Yes	78%	60	78.55%	608	78.5%	668
No	22%	17	14.47%	112	15.2%	129
Other	0	0	6.98%	54	6.3%	54
Totals	100%	77	100%	774	100%	851

Themes around the 'others' include: More co-working/remote working, Support Tech and **Entrepreneurs, Childcare Options** 







CHOICES	Public Workshop Responses		Online Responses		Combined Results	
	%	Count	%	Count	%	Count
Yes	93.1%	67	87.77%	653	88.2%	720
No	6.9%	5	8.06%	60	8%	65
Other	0	0	4.17%	31	3.8%	31
Totals	100%	72	100%	774	100%	816

Themes around the 'others' include: Support outside downtown, Long term-proactive thinking, no incentives to large businesses

Do you agree with this statement to guide future goals for Provo? "Connected and Safe: Street and Trails networks connected walkers, bicyclists and



CHOICES		Public Workshop Responses		Online Responses		Combined Results	
	%	Count	%	Count	%	Count	
Yes	93.8%	76	90.05%	670	90.4%	746	
No	6.2%	5	6.99%	52	6.9%	57	
Other	0%	0	2.96%	22	2.7%	22	
Totals	100%	81	100%	744	100%	825	

Themes around the 'others' include: Increase Walkability and Sidewalks, East to West Connectivity, more bike routes/Protected Bike Lanes



Do you agree with this statement to guide future goals for Provo? "City that Works for You: Utilize City resources to promote a high quality

CHOICES	Public Workshop Responses		Online Responses		Combined Results	
	%	Count	%	Count	%	Count
Yes	71.1%	54	87.53%	639	86%	693
No	28.9%	22	7.67%	56	9.7%	78
Other	0%	0	4.79%	35	4.3%	35
Totals	100%	76	100%	730	100%	806

Themes around the 'others' include: Focus on Schools, Incentives for development in underserved communities, more access to existing facilities.

### **Key Understanding**

Most themes were well received by the public with 85% approval. However, Sustainable Provo received the lowest approval rating at 68%, followed by a Welcoming Community with 78.5%. In general, Open house participant's votes aligned with those of the community survey.





Goals are aspirational statements for the future to make the areas of focus (core elemetns of the General Plan) more accessible. Strategies are plans, programs, policies and projects what will help to achieve the goals.

### "A Sustainable Provo"

### **Heritage and Cultural Resources**

- Celebrate the historic downtown
- Connect to the University community
- Celebrate local arts and culture
- Connect to regional history
- Programming side of things...Community Events.../Arts and culture (theater..)

### **Development Goals**

- Small scale, infill development
- Sustainable Development (i.e. energy efficient, LEED accredited)
- Consistent neighborhood pattern and scale
- Mixed-use development



### "Promote Stewardship of **Outdoors**"

### **Environmental Sustainability Goals**

- Enhance/restore Provo River and other water-
- Promote environmental stewardship
- Establish building practices to promote energy efficiency
- Conserve open spaces and scenic areas

### **Outdoors, Open Space and Recreation** Goals

- Activate Utah Lake Lakefront
- Increase active and passive recreation opportunities
- Improve walking connections to parks, trails, and open space
- Improve biking connections to parks, trails, and open space
- Activate the Provo Riverfront



### "A Welcoming Community"

### **Social Equity Goals**

- Equitable access to services
- Housing is available for all income levels
- An Equity, Diversity and Inclusivity committee or strategy
- Equitable access to open space
- Employment opportunities for all residents
- Equitable access to transportation

### **Housing Goals (Median Income Housing Element)**

- Different types of housing
- Zoning changes to promote infill and
- A mix of homes sizes and price points
- More residential development in downtown

### **APPENDIX A**



### "Livable Provo"

### **Economy and Employment Goals**

- A range of employers by industry
- Attracting outside employers to Provo
- Increasing commercial and industrial space
- Growing the local small business and startup community
- Attracting technology related business

### **Local and Regional Leadership Goals**

- Regulatory frameworks that are simple, accessible, and fair
- Promote regional collaboration around sustainability
- Transparency with City policies and decisions



### "Connected and Safe"

### Transportation and Mobilty Goals

- Roadways designed to control traffic speeds
- Connected corridors (ie: East-West Mobility)
- Connect existing bike and pedestrian networks
- Increased operations for public transit
- Protected bicycle and pedestrian facilities
- Electrify city-owned fleet vehicles

### Transportation and Sustainabilty

- Reduce auto dependency to improve air quality
- Develop a robust system of local and regional transportation alternatives
- Increase public charging stations for electric vehicles
- Balance parking demands



### "A City that Works for You"

### **Public Services and Facilities Goals**

- Equitable access to all public facilities and services
- Innovative approaches to energy efficiency policies
- Best practices in water reduction
- Fiscally sustainable city budgeting and service plan-
- Expansion of public facilities to underserved parts of the City

### **Fiscal Sustainability Goals**

- Innovative approaches to promote local **Business**
- Strategic Investments to attract new businesses
- Policies and practices to support a thriving Downtown
- Diversification of Provo, andtax base and revenue streams

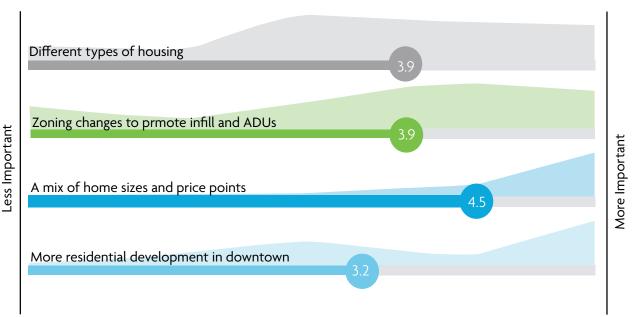


# **APPENDIX A**A SUSTAINABLE PROVO



### Which of the following is most important to you regarding Housing?

Goals around housing explore ideas around and scale and development patterns in the community for future construction. This question was asked at both the Community Open Houses and the Online Survey.



CHOICES	Online Survey Responses		
	Mean	Count	
Different types of housing	30.12	764	
Zoning changes to promote infill and ADUs	25.04	633	
A mix of homes sizes and price points	34.85	780	
More residential development in downtown	23.64	746	
Other Ideas to share	35.48	141	
Totals	149.13	3064	

### Community Survey

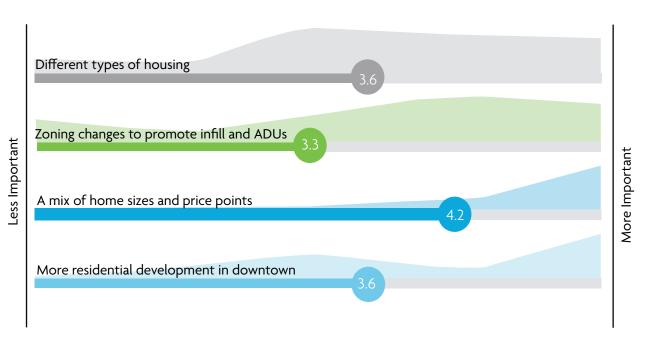
This question was a ranking question (not at all important, slightly important, very important, and extremely important question) with an option to share ideas and received 780 responses from the online survey. Data shows a mix of home sizes are prices were most important to residents while Different types of housing and Zoning changes to promote infill and ADUs tied. The method for reviewing additional comments was to read the comments and categorize them based on the general themes. Themes around the 'share your ideas' include:

- Smaller/Studio scale Apartments
- Mixed use and Residential and Walkable Density
- Student Housing and Rental Regulations
- Housing Affordability
- ADUS/Air Bnb

- Homeless Housing Options/Senior Housing Options
- Historic Preservation
- Mix of density in local neighborhoods/Single family with smaller yards







### Open House 1 + 2 Combined

This question was a ranking question (not at all important, slightly important, very important, and extremely important) with a total of 77 responses from the open houses combined. Data shows 'a mix of home sizes and prices' were most important to residents while 'Different types of housing' and 'More residential development in downtown' tied.

### **Key Understanding**

Finding from these questions shows that a mixture of home sizes and price points, sustainable development, and mixed-use development are most important to survey participants. These recommendations could dictate future growth and development in key areas of Provo.

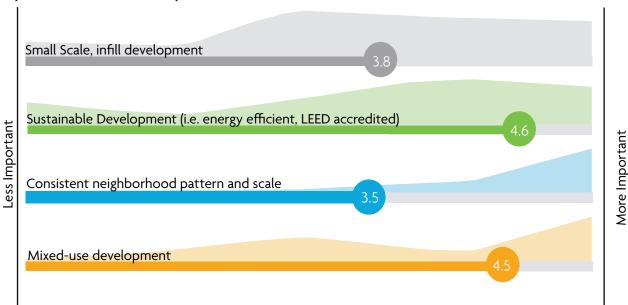






#### Which of the following is most important to you regarding Development Patterns?

Goals around development patterns explore ideas around and scale and development patterns. This question was only asked in the Online Survey.



CHOICES	Online Survey Responses	
	Mean	Count
Small scale, infill development	25.26	669
Sustainable Development (i.e. energy efficient, LEED accredited)	32.98	720
Consistent neighborhood pattern and scale	25.07	709
Mixed-use development	31.7	699
Other Ideas to share	22.14	122
Totals	137.15	2919

#### Community Survey

This question was a (not at all important, slightly important, very important, and extremely important question with an option to share ideas and received (813 responses). Data shows Sustainable Development (i.e energy-efficient, LEED accredited, and Mixed-use development were most important to the survey participants. The method for reviewing was to read the comments and categorize them based on the general comments. Themes around the 'share your ideas' include:

- Neighborhood Access to Stores/Commercial and Retail Development/ Mixed Use
- Walkable Neighborhoods/ Infill
- Small Town Feel
- Preservation of Open Space and Agricultural Land
- More Compact Commercial Properties
- Property Rights

# **APPENDIX A**

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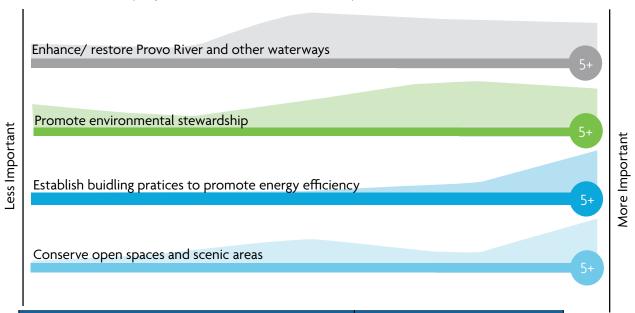


# **APPENDIX A**PROMOTE STEWARDSHIP



#### Which of the following most important to you regarding Environmental Sustainability?

Goals around the environment and open space in the community for future conservation. This question was asked at both the Community Open Houses and the Online Survey.



CHOICES	Online Survey Responses	
	Mean	Count
Enhance/restore Provo River and other waterways	38.55	721
Promote environmental stewardship	37.64	709
Established building practices to promote energy efficiency	36.47	712
Conserve open spaces and scenic areas	45.4	699
Other Ideas to share	28.57	97
Totals	186.63	2938

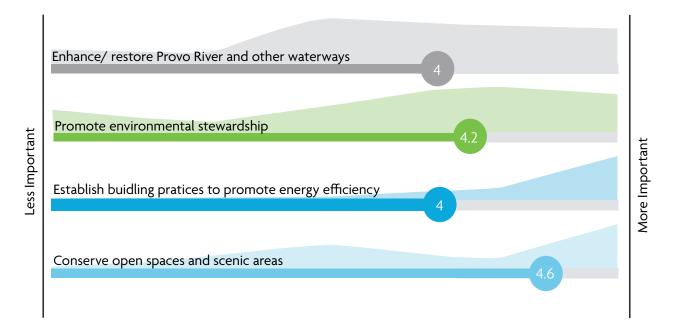
#### Community Survey

This question was a (not at all important, slightly important, very important, and extremely important question with an option to share ideas and received (813 responses). Data shows that all categories ranked equally as most important to the survey participants. The method for reviewing was to read the comments and categorize them based on the general comments. Themes around the 'share your ideas' include:

- Provo River Restoration
- Invesntment/Restoration to Utah Lake
- Water Conservation Practices and Landscape
- Policies around Recycling and Plastic Use/Sustainability Tax
- Preservation of Open Space and Agricultural Land
- Light Pollution
- Transportation Alternatives

#### **APPENDIX A**





#### Open House 1 + 2 Combined

This question was a ranking question (not at all important, slightly important, very important, and extremely important) with a total of 77 responses from the open houses combined. Data shows 'conserve open spaces and scenic areas' were most important to residents while 'promote environmental stewardship ranked second.

#### **Key Understanding**

Preservation of open space remains one of the most critical core themes values to the survey participants. Keeping and expanding outdoor opportunities for residents will continue to improve the overall quality of life in the city of Provo.

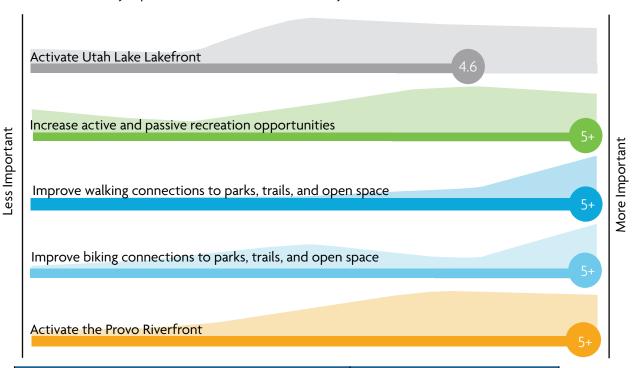


# **APPENDIX A** PROMOTE STEWARDSHIP



#### Which of the following is most important to you regarding Open Space, **Recreation + Trails?**

Goals around the improvement of pedestrian connections and site activation were asked. This question was asked at both the Community Open Houses and the Online Survey.



CHOICES	Online Survey Responses	
	Mean	Count
Activate Utah Lake Lakefront	31.25	701
Increase active and passive recreation opportunities	35.19	695
Improve walking connections to parks, trails, and open space	38.55	725
Improving biking connections to parks, trails, and open space	38.36	701
Activate the Provo Riverfront	34.85	673
Other Ideas to share	30.87	76
Totals	209.07	3571

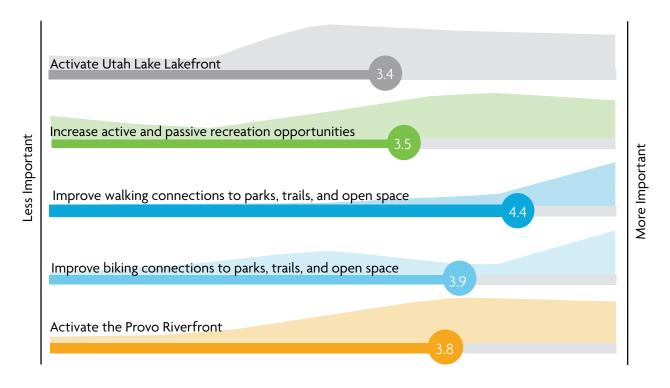
#### Community Survey

This question was a (not at all important, slightly important, very important, and extremely important question with an option to share ideas and received (813 responses). Data shows that 4 or the 5 catergories were most important to the survey participants. The method for reviewing was to read the comments and categorize them based on the general comments. Themes around the 'share your ideas' include:

- Bikeable/Walkable Greenways
- Activate River and Lake Utah/River Recreation
- Safety on Trails and Parks
- More Small neighborhood Parks
- "Activate" the Riverfront confusing- Concern for keeping the Lake 'Wild'
- Increased Activities like Concerts and Movies
- Increased open space amenities such as benches, walks, lighting.

#### **APPENDIX A**





#### Open House 1 + 2 Combined

This question was a ranking question (not at all important, slightly important, very important, and extremely important) with a total of 77 responses from the open houses combined. Data shows 'improve walking connections to parks, trails, and open space' were most important to residents while 'improving biking connections to parks, trails, and open space' and 'activate the provo riverfront' followed.

#### **Key Understanding**

This question highlights that protecting the environment is of importance for the future of Provo. Each category ranked closely together in environmental sustainability, heritage and cultural resources, and open space, recreation + trails as key elements for the future.

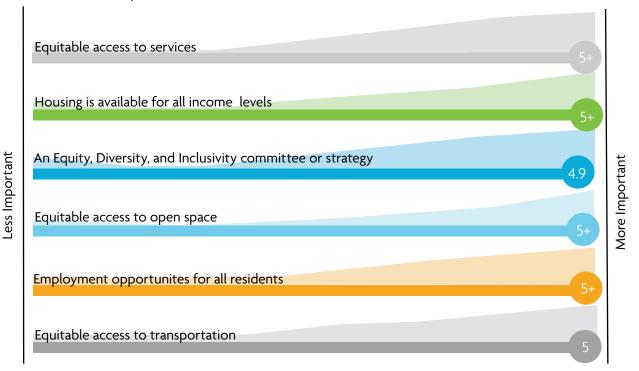


## **APPENDIX A** WELCOMING COMMUNITY



#### Which of the following is most important to you regarding Social Equity?

Goals around equitable access and inclusivity were asked. This question was asked at both the Community Open Houses and the Online Survey.



CHOICES	Online Survey Responses	
	Mean	Count
Equitable access to services	37.50	731
Housing is available for all income levels	38.14	723
An Equity, Diversity and Inclusivity committee or strategy	39.30	749
Equitable access to open space	33.20	701
Employment opportunities for all residents	41.86	714
Equitable access to transportation	37.82	720
Other Ideas to share	32.00	50
Totals	259.82	4388

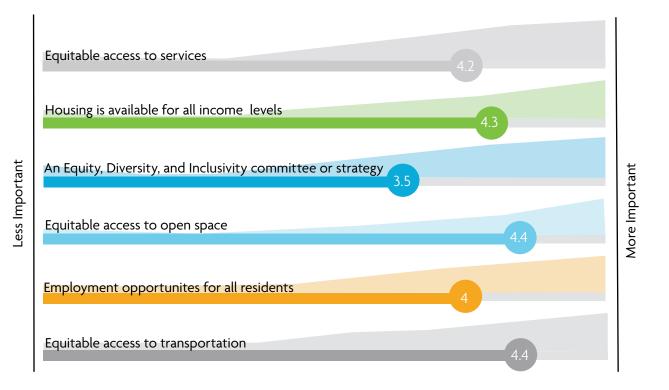
#### Community Survey

This question was a (not at all important, slightly important, very important, and extremely important question with an option to share ideas and received (774 responses). Data shows that all categories were extremely important. The method for reviewing was to read the comments and categorize them based on the general comments. Themes around the 'share your ideas' include:

- Policies around Recycling and Plastic Use/Sustainability Tax
- Invest in alternative transportation
- Water Conservation Practices and Landscape
- Invest in Utah Lake/Lakefront Plan

# **APPENDIX A**WELCOMING COMMUNITY





#### Open House 1 + 2 Combined

This question was a ranking question (not at all important, slightly important, very important, and extremely important) with a total of 79 responses from the open houses combined. Data shows 'equitable access to open space' and equitable access to transportation tied for most important to residents while 'housing is available for all income levels' came in a close second.

#### **Key Understanding**

This question highlights the importance of equity and inclusion for the future of Provo. Each category ranked closely together equitable access to open space, and equitable access to transportation.

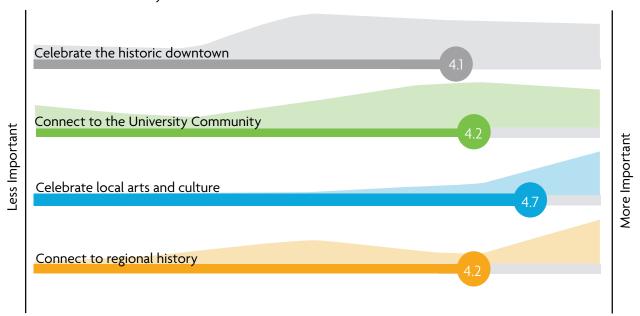






#### Which of the following is most important to you regarding Heritage and Cultural Resources

Goals with ideas around connecting to Provo's heritage and the university community. This question was only asked in the Online Survey.



CHOICES	Online Survey Responses	
	Mean	Count
Celebrate the historic downtown	29.81	724
Connect to the University Community	29.61	709
Celebrate local arts and culture	34.58	735
Connect to regional history	29.4	706
Other Ideas to share	31.48	54
Totals	154.88	2928

#### Community Survey

This question was a (not at all important, slightly important, very important, and extremely important question with an option to share ideas and received (774 responses). Data shows Celebrate local arts and culture were most important to the survey participants. The method for reviewing was to read the comments and categorize them based on the general comments. Themes around the 'share your ideas' include:

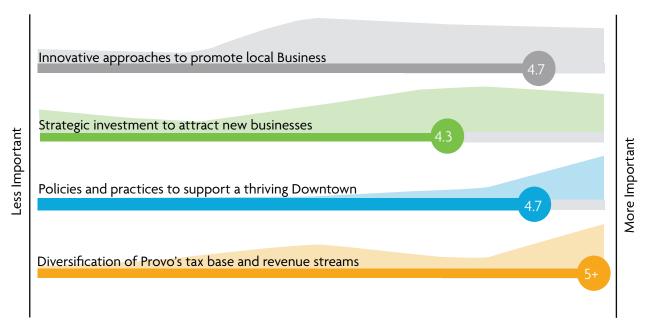
- Celebrate Native Heritage/Minorities
- More Music, Dance and Arts Events
- Farmers Market
- Inclusion and Storytelling Events
- Improve/ Preserve Downtown Provo





#### Which of the following is most important to you around FIscal Sustainability?

Goals that include innovative approaches to bring businesses to Provo. This question was only asked in the Online Survey.



CHOICES	Online Survey Responses	
	Mean	Count
Innovative approaches to promote local Business	32.67	695
Strategic investment to attract new businesses	28.84	665
Policies and practices to support a thriving Downtown	32.91	698
Diversification of Provo's tax base and revenue streams	36.37	658
Other Ides to share	34.54	46
Totals	165.31	2762

#### Community Survey

This question was a (not at all important, slightly important, very important, and extremely important question with an option to share ideas and received (813 responses). Data shows Diversification of Provo's tax base and revenue streams were most important to the survey participants. Themes around the 'share your ideas' include:

- Support outside downtown
- · Long term- proactive thinkig
- No incentives to large businesses

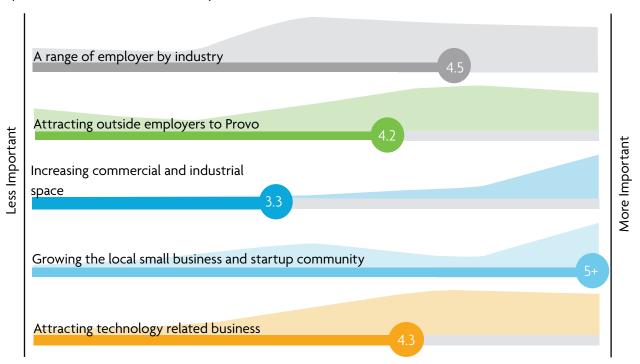






#### Which of the following is most important to you around Economy and Employment?

Goals around growing and attracting businesses to Provo were asked. This question was asked at both the Community Open Houses and the Online Survey.



CHOICES	Online Survey Responses	
	Mean	Count
A range of employer by industry	31.23	698
Attracting outside employers to Provo	28.97	697
Increasing commercial and industrial space	21.91	660
Growing the local small business and startup community	37.04	712
Attracting technology related business	29.46	693
Other Ideas to share	26.79	70
Totals	175.4	3530

#### Community Survey

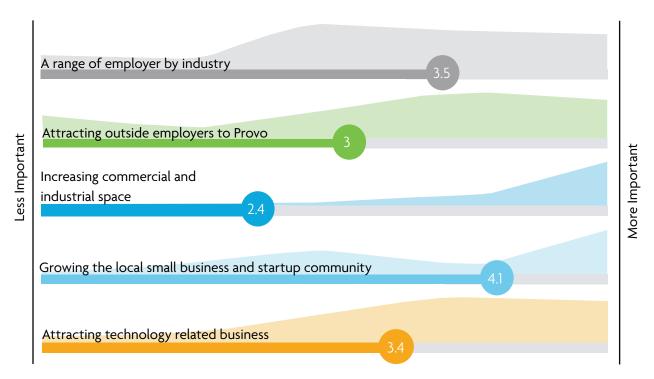
This question was a (not at all important, slightly important, very important, and extremely important question with an option to share ideas and received (744 responses). Data shows Growing the local small buisness and startup community were most important to the survey participants. The method for reviewing was to read the comments and categorize them based on the general comments. Themes around the 'share your ideas' include:

- Grocery Stores in Southeast Provo
- More co-working/remote working
- Protect small business and agriculture
- Childcare Options

- Support Tech and Entrepreurers
- More Commercial Development- Not focus on Industrial
- Retain Students







#### Open House 1 + 2 Combined

This question was a ranking question (not at all important, slightly important, very important, and extremely important) with a total of 72 responses from the open houses combined. Data shows 'growing the local small business and startup community' were most important to residents while 'a range of employer by industry' followed.

#### **Key Understanding**

This question highlighted the desire to Grow local and small businesses and startups in Provo. However, survey participants were not as receptive to increase commercial and industrial space. These findings can create innovative ways to continue to attract future employers and startups to the area.



## APPENDIX A CONNECTED AND SAFE



#### Which of the following is most important to you regarding Transportation and **Mobility?**

Goals around enhancing multi-modal transportation and roadway improvement in Provo were asked. This question was asked at both the Community Open Houses and the Online Survey.



This question was a (not at all important, slightly important, very important, and extremely important question with an option to share ideas and received (744 responses). Data shows 'protected bicycle and pedestrian facilities' were most important to the survey participants. The method for reviewing was to read the comments and categorize them based on the general comments. Themes around the 'share your ideas' include:

25.41

27.38

217.28

638

91 4207

- More Bike Routes/ Protected Bike Lanes
- More Street trees
- Increase Public Transit
- Increase Walkability and Sidewalks

Electrify city-owned fleet vehicles

Other Ideas to share.....

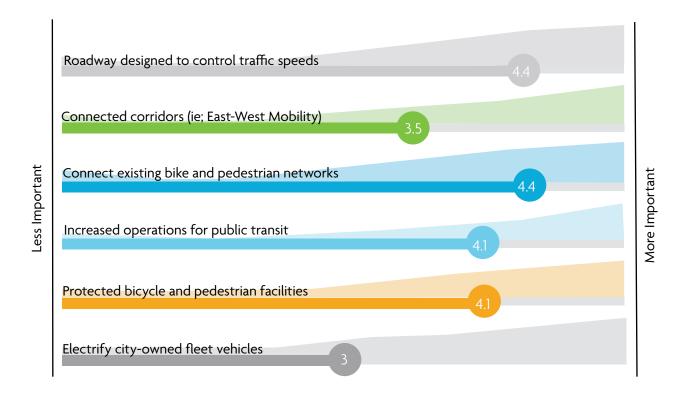
Totals

- East to west connectivity
- Roundabouts

Less Important

# APPENDIX A CONNECTED AND SAFF





#### Open House 1 + 2 Combined

This question was a ranking questiont (not at all important, slightly important, very important, and extremely important) with a total of 81 responses from the open houses combined. Data shows 'roadway designed to control traffic speeds' 'connect existing bike and pedestrian network' were tied most important to residents while 'increased operation for public transit' and 'protected bicycle and pedestrian facilities' tied for the next categories of importance.

#### **Key Understanding**

As Provo continues to grow, high priorities of sustainable and multi-modal transportation are identified from the survey results. Parking is highlighted as a top concern of the citizens of Provo.

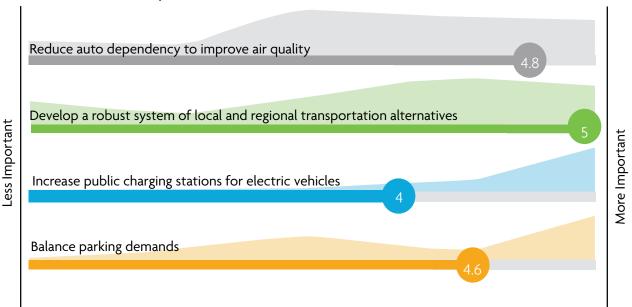






#### Which of the following is most important you around Transportation and Sustainability?

Goals included a reduction in carbon footprints and alternative regional transportation to Provo. This question was only asked in the Online Survey.



CHOICES	Online Survey Responses	
	Mean	Count
Reduce auto dependency to improve air quality	31.84	663
Develop a robust system of local and regional transportation alternatives	31.81	656
Increase public charging stations for electric vehicles	26	655
Balance parking demands	30.24	661
Other ideas to share	33.93	54
Totals	154.82	2689

This question was a (not at all important, slightly important, very important, and extremely important question with an option to share ideas and received (744 responses). Data shows 'protected bicycle and pedestrian facilities' were most important to the survey participants. The method for reviewing was to read the comments and categorize them based on the general comments. Themes around the 'share your ideas' include:

- Stop subsidizing parking lots
- Less Parking More Parking
- **Downtown Parking Structure**
- Reduce Parking Requirements
- Access for disabled and elderly
- Incentives for biking/using transit
- Address student parking

# **APPENDIX A**

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# **APPENDIX A** A CITY THAT WORKS FOR YOU



#### Which of the following is most important to you around Public Facilities and Services?

Goals around enhancing equitable access and best management practices in Provo. This question was asked at both the Community Open Houses and the Online Survey.



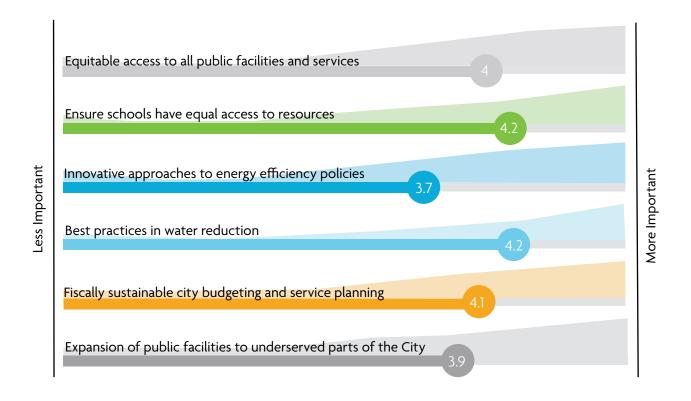
CHOICES	Online Survey Responses	
	Mean	Count
Equitable access to all public facilities and services	36.31	676
Ensure schools have equal access to resources	39.29	688
Innovative approaches to energy efficiency policies	33.21	674
Best practices in water reduction	36.63	681
Fiscally sustainable city budgeting and service planning	37.94	684
Expansion of public facilities to underserved parts of the City	33.89	672
Other Ideas to share	22.83	42
Totals	240.1	4117

This question was a (not at all important, slightly important, very important, and extremely important question with an option to share ideas and received (744 responses). Data shows virtually all categories given were most important to the survey participants. The method for reviewing was to read the comments and categorize them based on the general comments. Themes around the 'share your ideas' include:

- Water Use
- Focus on Schools
- Incentives for development in underserved communities
- More access to existing facilities
- Fair distributions across neighborhoods

# **APPENDIX A** A CITY THAT WORKS FOR YOU





#### Open House 1 + 2 Combined

This question was a ranking questiont (not at all important, slightly important, very important, and extremely important) with a total of 77 responses from the open houses combined. Data shows 'ensure schools have equal access to resources' and 'best practices in water reduction' tied for most important to residents followed by 'fiscally sustainable city for budgeting and service planning'.

#### **Key Understanding**

This question highlights of importance best practices in water reduction, and ensuring schools have equal access to resources ranked highest in both the online survey and community open house. Community-wide equity has some of the highest favorability of all categories.

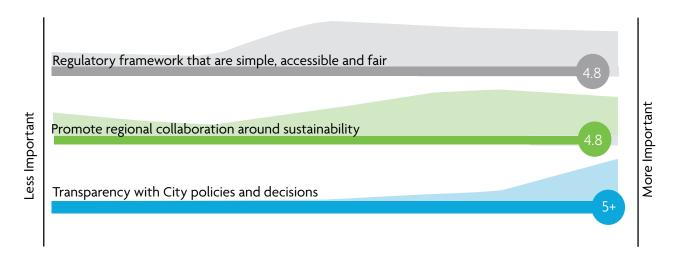


## **APPENDIX A** A CITY THAT WORKS FOR YOU



#### Which of the following is most important to you around Local and Regional Lea

Goals included transparency in government policies and regional collaboration was asked. This question was only asked in the Online Survey.



CHOICES	Online Surv Responses	Online Survey Responses	
	Mean	Count	
Regulatory frameworks that are simple, accessible, and fair	32.31	675	
Promote regional collaboration around sustainability	31.82	664	
Transparency with City policies and decisions	41.85	689	
Other Ideas to share	24.55	49	
Totals	130.53	2077	

This question was a (not at all important, slightly important, very important, and extremely important question with an option to share ideas and received (730 responses). Data shows 'transparency with City policies and decisions' were most important to the survey participants. The method for reviewing was to read the comments and categorize them based on the general comments. Themes around the 'share your ideas' include:

- Listen to all citizens
- 5 person council (Instead of 3)
- Regional Collaboration

## **APPENDIX A** ADDITIONAL COMMENTS

#### What additional comments would you like to share with us?

This question was an open comment question and received (256 responses) The method for reviewing was to read the comments and categorize them based on the general comments. Themes around the comments include:

- Provo should be a model for collaboration. And listening to all citizens regardless of incomes, belief, or personal choices.
- Confusion around vision statements
- Provo is more than downtown (too much focus on downtown)
- Support Small Businesses
- Biking and Walking Friendly Community
- Mental Health Services
- Traffic and congestion is a problem
- Focus on a great place to live and the rest will follow
- West Provo needs more economic development
- **Embrace the University**
- Stop spending money on more roads
- Housing costs need to be addressed
- Minimize Sprawl, preserve open spaces and develop density in a consistent and smart way.
- Water-wise landscaping
- Concern for taxes and government intervention
- Family and religious heritage balanced with a need for inclusion and diversity.
- How should Provo grow? (Quickly or Slowly, On the edge, Density?)



## **APPENDIX A**



Overall Findings & Next Steps

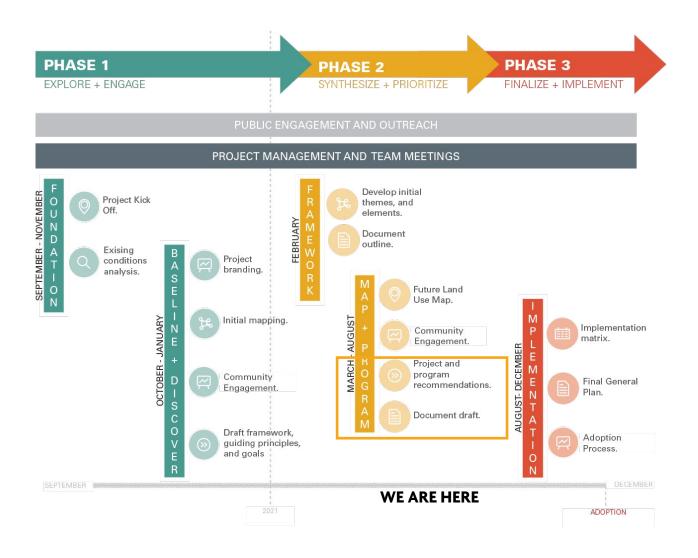
"I would love for more activities highlighting the different cultures and nationalities that are found in Provo."

- Overall Community Comment Q12

## **APPENDIX A**

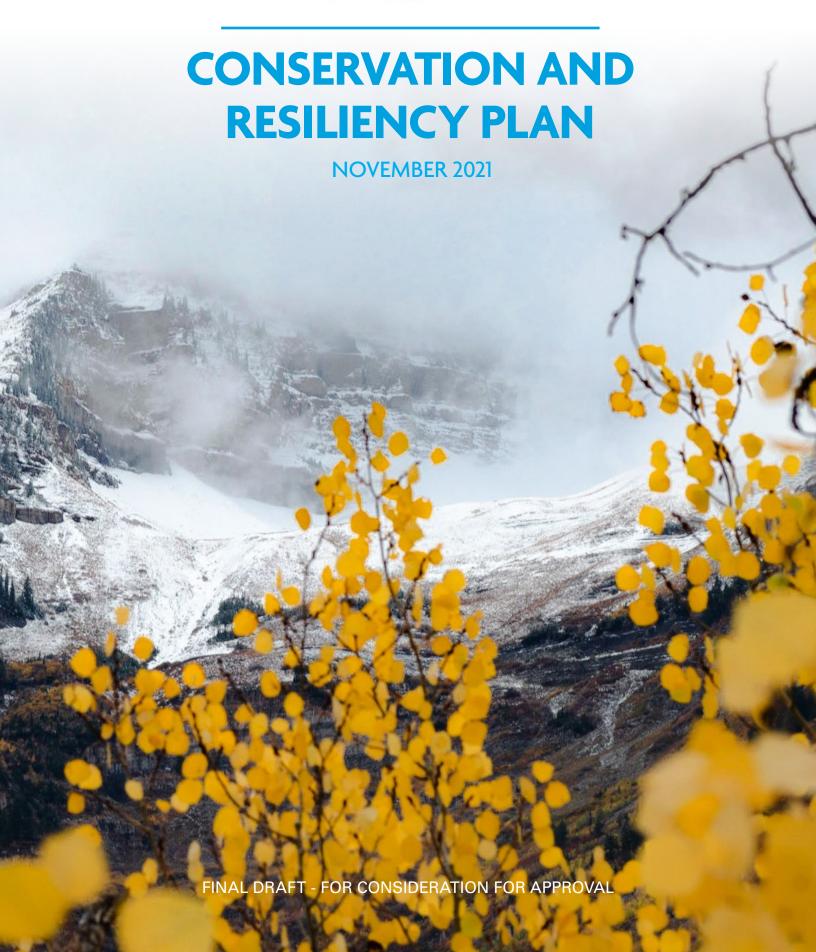
#### **Next Steps as of April 2021**

The next steps will be to review the findings of this second phase of input with the project working groups and gathered feedback around draft goals identified for the development of the draft Plan.









# **Acknowledgements**

Mayor:

Michelle Kaufusi

**Deputy Mayor:** 

Isaac Paxman

**Chief Administrative Officer:** 

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**City Council:** 

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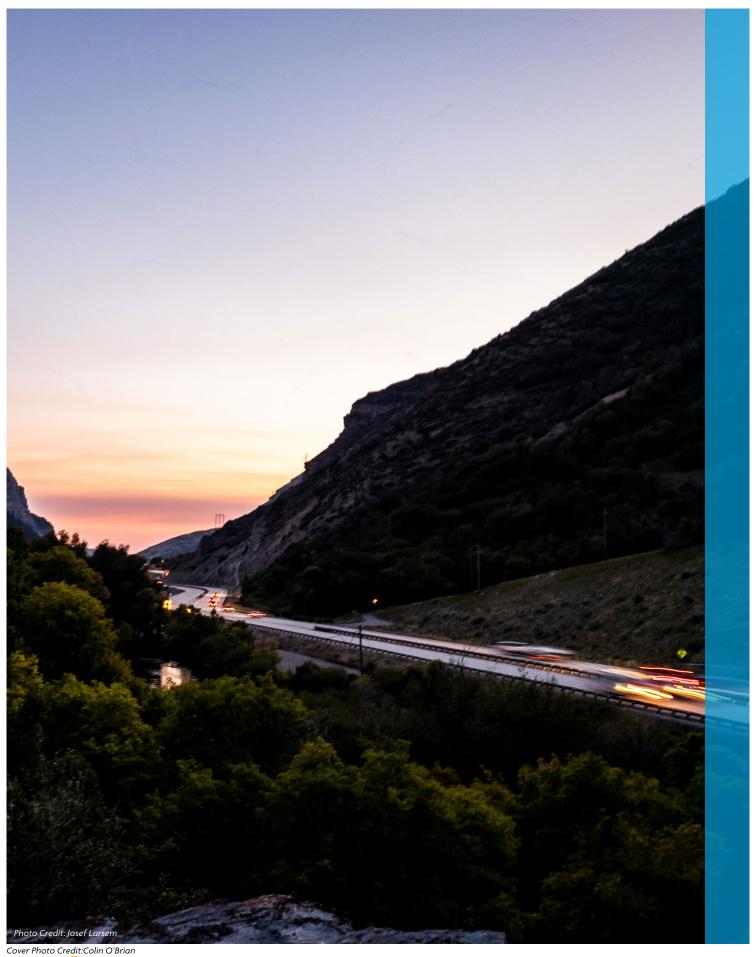
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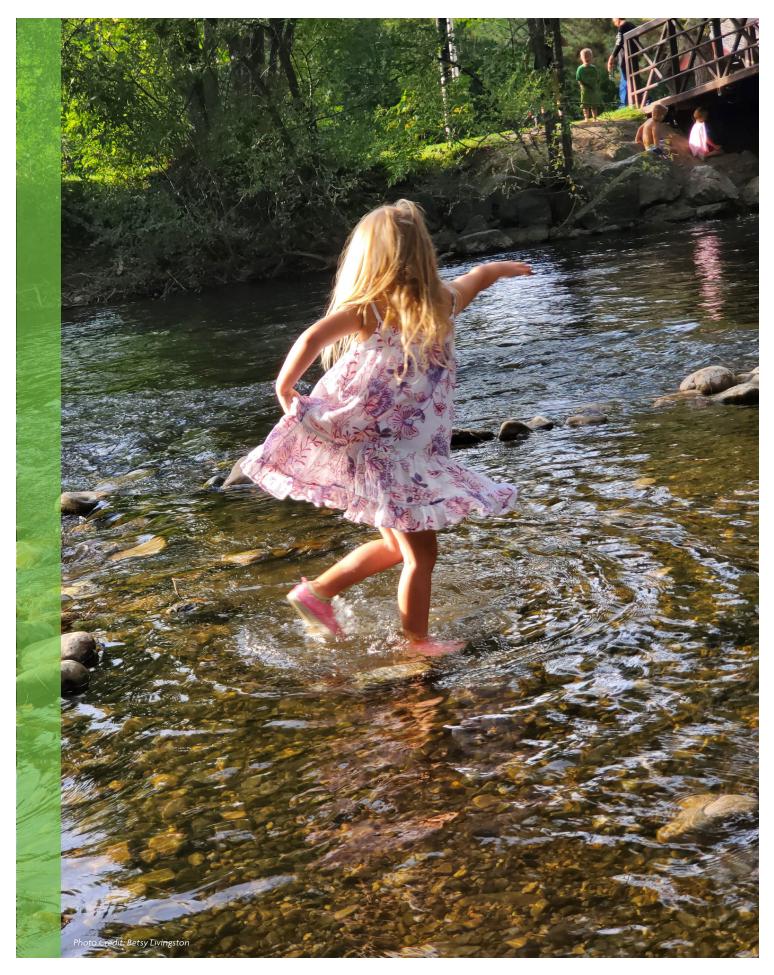
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Shauna Mecham

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# Introduction

# What is a Conservation and Resiliency Plan?

The Provo community is committed to a healthy future for the city. Through feedback received during the General Plan process, the community's desire is to "live, consume and govern in such a way that the quality of life we enjoy now is possible and perhaps even better for future generations." It will take a coordinated effort by many to achieve such a goal. There is a recognized need for clean air, a supply of clean water, a healthy natural and built environment, fairness and equity, and sustainable financial resources. Proactive strategies and dedication to actions will be required to combat the ill effects of climate change, air and water pollution, unbridled growth, inequality, and limited financial resources.

#### **Process**



Environmental, economic, and social elements are often referred to as the Triple Bottom Line for sustainability, recognizing that these elements are tied to creating a resilient future for the City of Provo. This Plan will explore the status of Provo's sustainable activities by assessing baseline conditions, identifying targets for improvements to be made, and outlining recommendations for successfully achieving these targets. This Conservation and Resiliency Plan is the first step towards becoming a regional leader in implementing important measures that will improve the day-to-day life of current and future residents.

This Plan has been developed through a three-phase process in support of the goals of the Provo General Plan. These phases build off one another and ensure a solid understanding of data and community, agency, and City input to create an implementable framework for a resilient future.

#### What is Conservation and Resiliency?

The recommendations within this Plan represent ways in which we can meet the needs of people today without compromising the ability of future generations to live prosperously. Planning with a lens toward conservation and resiliency addresses the social, environmental and financial resources that residents depend on a daily basis. This Plan has evolved through the voices of the residents of Provo using their words, ideas and suggestions to craft an actionable and attainable plan.

#### Our Role in the Future

It is critical to act today to ensure a healthy and prosperous future for the next generation of Provo residents. This Plan outlines ways in which the City can improve operations and create a cultural shift in how residents engage in everyday activities. It is the responsibility of both the City and the residents of Provo to move towards these solutions for today's children and their children that follow.



## General Plan Vision Statement

Provo is a welcoming community for all people who love access to open space, excellence in education, and a historic downtown where the local culture is celebrated through arts and innovation. We strive to be a regional economic hub within Utah County by encouraging purposeful development of walkable neighborhoods, mixed use retail and jobs centers that invite students, residents, and visitors—new and old—to call Provo home.

#### Coordination with the General Plan

Early in the General Plan process it became evident that conservation and resiliency are core values of the Provo community. The City and consultant team recognized that a separate, stand-alone plan would allow for specific measures and targets to make a meaningful impact beyond what a General Plan is designed to do. The General Plan process has been efficiently integrated with this Plan to align both the process and community input with the vision, values and priorities that will be used for the Conservation and Resiliency Plan.

The General Plan vision and commitments are also driving forces for the Conservation and Resiliency Plan, as a sustainable future is integral to all aspects of social, economic and environmental decision making and planning in Provo. These guiding principles will also guide the Conservation and Resiliency Plan as follows:

- » A Welcoming Community –Community cohesion and resiliency are intended outcomes of addressing the issues in this Plan. Ensuring environmental justice and access to basic services for lower-income areas is critical to a welcoming community for all.
- » Stewardship of the Outdoors Our natural environment and food systems are key factors of conservation planning. The importance of maintaining green spaces, connecting networks to promote walking and biking, and conserving agricultural and natural lands has a significant impact on the overall measures in this Plan.

- » Growing Together Buildings, infrastructure and energy use are significant contributors to greenhouse gases and play an important role in the choices residents make around transportation and conservation of open spaces.
- » Livable Provo Economic vitality is an indicator of prosperity in a community. Choices around sustainable practices often have a positive impact on the economy of a community.
- » Connected and Safe Transportation is a key contributor to regional air quality and a comprehensive look at transportation alternatives can encourage choices that limit vehicle trips while enhancing community connectivity.
- » A City that Leads The City manages important resource systems- specifically waste and water. Management and programs to reduce waste and conserve water can have an impact on preserving our natural resources for future generations.

#### **Community Engagement**

The General Plan process engaged more than 1500 residents through online surveys and virtual open houses, as well as more than 70 stakeholders through working and focus groups.

In Open House and Survey #1, the word 'Sustainability' ranked as the highest value word most important to the Provo community. However, in Open House and Survey #2, when asked what the word 'sustainability' means to the community the responses were vague and varied. This Plan offers the

opportunity to outline what is a 'sustainable Provo' is and how the City and community can take action on this core value.

To help guide this process, a group of community advocates has provided key guidance and direction. The Conservation and Resiliency Plan Working Group met five times over the course of 3 months to identify the baseline data to be assessed, provide feedback on the appropriate performance indicators and targets, and to guide overall strategies and actions within this Plan.

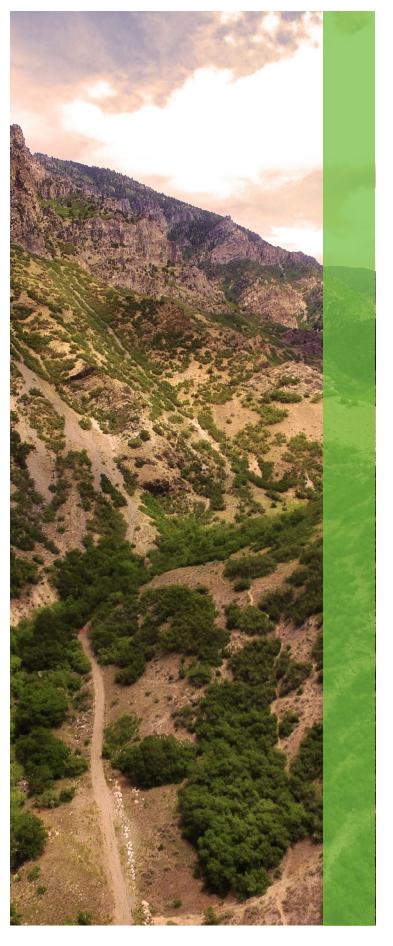
#### **How to Use this Document**

This document is created in association with the Provo General Plan to provide specific strategies towards a more resilient future in Provo. The Conservation and Resiliency Plan acknowledges critical elements, such as economic resiliency and equitable communities; however, these are better addressed within the General Plan. This Plan will focus on elements related to environmental resiliency and conservation of local resources.

#### A Framework for Action

The Plan is organized around eight elements that contribute to conservation and resiliency. Each element has a specific target to measure performance followed by strategies and actions.

- » Element: Elements are key opportunities to achieving a more resilient future in Provo. Many of these elements correspond to goals in the General Plan and to national standards for approaches to sustainability planning.
- » Baseline: A baseline is the current measure within Provo of a performance metric.
- » Target: Targets provide a precise, measurable, and time-oriented performance metric for achieving the objective of each element.







#### Introduction to the **Elements**

The elements in this Plan are a result of feedback from the community, baseline assessment, working group feedback, and comparisons to benchmarked communities. While these elements are not comprehensive to those factors that impact conservation and resiliency, have been selected to provide an achievable framework with understandable actions for the City of Provo that meet the expectations of the community. The following elements are discussed in this chapter;

- Carbon Emissions
- Air Quality
- Low Carbon Energy
- **Environment**
- Waste
- Water
- Mobility
- Fire Risk

These eight elements selected will outline relevant baseline data, aspirational targets based on information and community feedback, and specific strategies and actions to make progress toward each target over time.

#### **Existing Conditions**

#### Baselines and Targets

The first step of this process was to assess strengths and weaknesses as well as current and future needs. The City of Provo has taken tangible steps to becoming a more resilient city, while recognizing that there are inherent characteristics of the city that will both limit and enhance opportunities for greater integration of sustainability moving forward. The existing conditions assessment from the General Plan paints a more broad portrait of Provo as a community, while this conservation and resiliency analysis focuses more narrowly on characteristics specifically impacting conservation and resiliency outcomes that the City can work to improve over the next 30 to 50 years.

Provo has had a high degree of success instituting foundational reviews and coordinating sustainability initiatives under the Parking Manager and Sustainability Coordinator. This innovative pairing

of reviews and initiatives enabled a strong leverage point within one of the less considered but high impact areas of land use sustainability. The impacts of that the coordinator are detailed in the 2020 Mayor's Report from the Natural Resources and Sustainability Committee, which also contains a host of well researched and impact-driven suggestions for strategies. The resources provided by this committee are a key strength of the City and, though it is volunteer led, the insights and analysis are on par or superior in many cases to those likely to be provided by outside consultants with lesser familiarity with city-specific issues.

In addition, the vesting of operational control of key services with the City allows for Provo to exert significant sustainability measures on these services for citizens. Waste diversion, water provision, and electricity provision are all critical components of impact on conservation and resiliency. Having accountability and responsibility over all three enables the City to control these elements with fewer constraints than other municipalities. Balancing this potential with fiscal responsibility and effective management of City resources will remain a challenge, but one that Provo can embrace in shaping its future to its values.



#### Benchmarking

Benchmarking provides insight to help understand how Provo compares to peer communities and identify where there are opportunities to improve. It also serves as a reference point to determine targets that are appropriate and achievable. In selecting benchmark communities, the City and group looked to communities that have current sustainability, conservation or resiliency strategies, are of a similar population and with a university influence, and have similar arid climates in a mountain region.

- » Reno, NV has several demographic similarities to Provo, along with a strong Sustainability and Climate Action Plan, produced in 2019. Using the STAR Community framework, this plan outlines ambitious, yet achievable goals and strategies developed in conjunction with the city's Master Plan. Since Reno is the fastest warming city in the US, the plan focuses on mitigating the public safety risks of increased drought, extreme heat and wildfires.
- Fort Collins, CO also has several demographic similarities and has proven leadership in sustainability. Fort Collins has been at the forefront of municipal sustainability efforts for years, through its numerous Climate, Energy and Waste reports. The city aims to cultivate a sustainable community through frequent monitoring, investment, equity, mitigation, and resiliency.

Tempe, AZ is demographically similar and is a leader in cultivating community partnerships. The City of Tempe created a Climate Action Plan in 2019 and produces an annual sustainability report. This report takes the goals from the Climate Action Plan, measures current progress and targets future levels of attainment for each goal. Tempe strives to engage the community by involving residents in the planning process and by partnering with Arizona State University.

#### Baseline Data, KPIs and SPMs

Key Performance Indicators (KPIs) are intended to represent comprehensive measures of identified sustainability topics that can demonstrate progress in a comparable and relatable manner. These highestlevel indicators will ideally be easily replicable/ accessible for tracking purposes and based on national best practices to enable ease of comparison. In addition, through the baseline data gathering process, additional data points were identified, captured, and included in the plan appendix. These data points can be used to supplement the KPIs, convey more detailed information on specific topics, and could potentially replace or serve as KPIs if they are deemed more relevant or useful in the future. For this iteration of the plan, they may serve to provide robust answers to stakeholders, act as foundational elements of additional data gathering efforts, and provide options for implementation tracking.



Both publicly-available and city-specific data were identified that could present an overview of key topics for planning. Owing in part to data availability and in part to being representative of a more typical year given the abnormalities presented by 2020 and the COVID-19 pandemic, 2019 was selected as the baseline year. Wherever practical, metrics were normalized by population count or land area to represent the relative impact of each citizen of Provo. The normalized indicators serve as the basis for the dashboard, with indications of both year-over-year change and impact represented by population counts to help effectively illustrate progress and status over time.

#### **Target Selection**

Specific targets were selected through a rigorous process involving baseline data assessment, benchmarking, industry research and input from the Working Group.

#### Implementation and Monitoring

The final chapter provides a framework and next steps towards successful implementation of this Plan. The targets in this Plan should be measured each year for progress and assessed every two to five years to review if targets need to be adjusted and ensure strategies are being addressed.

To effectively integrate the desired outcomes of this Plan into the greater Provo community, additional work will be needed. The challenge will be to turn this static Plan into a living one, with champions both within city government and involved citizenry who advocate for progress. This will require ongoing effort, honest evaluation of progress, celebration of achievements, and allocation of resources aligned with priorities. There will be a natural ebb and flow, but following key recommendations will allow for progress to be maintained and tracked over time.

# **LEED for Cities**(Formerly Stars Program)

In addition, metrics that would contribute to a LEED for Cities score were prioritized and collected to help pave the way for future certification under that system, should the City desire to do so. LEED for Cities and Communities is the newest iteration of the STAR Community Rating System and has boiled down that comprehensive system to a more streamlined set of performance measures intended to enable robust comparison of community-scale performance amongst peers using intensity metrics normalized by population.

LEED for Cities and Communities is a sustainability rating system developed by the United States Green Building Council (USGBC). LEED for Cities and Communities helps local leaders make their communities more sustainable by allowing for data-driven performance measurement in a variety of social, economic, and environmental categories. Some key performance categories include energy, water, waste, safety, education and quality of life. One distinct benefit of using the LEED framework is the ability to compare a community with others around the nation and globe (also called benchmarking). Hundreds of cities and communities around the world have used this rating system to increase sustainability in their communities.



# **2019 BASELINE DASHBOARD**

Sustainability Key Performance Indicators and Supplemental Performance Metrics

The following 2019 dashboard includes the KPIs that might resonate most effectively with community members and public officials. Half of the KPIs normalized to per capita metrics, while the rest provide a value or percentage that can be used to illustrate key sustainability.



#### **CARBON FOOTPRINT**

16.5 mT CO2e Per Year Per Capita



#### **WASTE**

2,176
Pounds Per Year Per Capita



#### **AIR QUALITY**

**46**AQI (Air Quality Index)



#### **WATER**

162
Gallons Per Day Per Capita



#### **RENEWABLE ENERGY**

33%
Total Low Carbon Resource



#### **MOBILITY**

16\*\*

Vehicle Miles Travelled Per Day Per Capita



#### **ENVIRONMENT**

Tree Canopy Coverage



#### **FIRE RISK**

6

Community Wildfire Risk Index

<sup>\*</sup>Provo's tree canopy coverage is currently unknown. Data collection is underway, but currently there is no baseline data.

\*\*Provo's Vehicular Miles Travelled is the best data currently available from MAG. However, due to discrepancies in the this data may not correctly reflect the actual VMT of Provo residents.

## **DEFINITIONS**

## **CARBON FOOTPRINT**

A carbon footprint is expressed as a Carbon Dioxide equivalent - how many tons of carbon dioxide and other noxious gases are emitted per year - and is a standard measure of environmental impact.

## **WASTE**

Waste is tied to GHG (green house gas) emissions and the loss of limited resources and land dedicated to landfills. A circular economy focuses on waste reduction strategies to save money and resources.

## **AIR QUALITY**

Clean air can improve heath and quality of life for everyone. Air Quality Index is measured on a scale of 0-600. An AQI between 0 and 50 is considered healthy.

## **WATER**

In a desert environment, water must be managed in a way that minimizes threats of water shortages and maximize the efficient and beneficial uses.

#### RENEWABLE ENERGY

Clean air and energy efficient technology can improve health, save money and create jobs. Examples of low carbon resources are wind, solar and hydropower.

#### **MOBILITY**

Vehicle Miles Traveled (VMT) measures how many miles the average person drives each day.

## **ENVIRONMENT**

Our environment has an impact on local temperature through impervious surfaces and albedo (or reflection). Increasing tree canopy and reducing impervious surfaces can greatly improve daily human comfort.

## **FIRE**

As water becomes more of a limited resource and temperatures increase, we must care and plan for the mitigation and risk of fire. Wildfire risk index is measure as a score of 1-12 based on a series of indicators.

## **WHAT IS A KPI?**

Key Performance Indicators (KPIs) are intended to represent comprehensive measures of identified sustainability topics that can indicate progress in a comparable and relatable manner. These highest-level indicators will ideally be easily replicable/accessible for tracking purposes, based on national best practices to enable ease of comparison, and have enough resonance with the general plan and general public to aid in both decision making and helping to shape public opinion.



## **TARGET SNAPSHOT**

**Baseline** 

2030

2050

**CARBON FOOTPRINT** 



16.5 mT CO2e/Year/ Capita 40%
Decrease in Carbon Emissions

CARBON NEUTRAL

**AIR QUALITY** 



46
Air Quality Index

42

Air Quality Index 30

Air Quality Index

**RENEWABLE ENERGY** 



33%

Low Carbon Resource 60%

Low Carbon Resource 100%

Low Carbon Resource

**ENVIRONMENT** 



Tree Canopy Coverage

**15%** 

Increase in Tree Canopy 20%

Increase in Tree Canopy

## WHAT IS A TARGET?

Targets are specific objectives within a larger goal. Targets help increase accountability and keep a city on track to reach its larger goals, serving as milestones along the way. Targets provide interim goals at intervals such as 2030 and 2050 shown below. Targets can be adjusted based on progress as the plan is implemented. Accomplishing targets can increase a community's motivation to continue towards the bigger goal.

targets can increase a community's motivation to continue towards the bigger goal.			
	Baseline	2030	2050
WASTE	2,176 Pounds/Year/ Capita	18% Diversion Rate	25% Diversion Rate
WATER	162 Gallons/Day/Capita	120 Gal/Day per Capita	110 Gal/Day per Capita
MOBILITY	16 VMT/Day/Capita	10% Decrease in VMT Per Capita/Day	30% Decrease in VMT Per Capita/Day
FIRE RISK	Community Wildfire Risk Index	<b>5</b> Community Wildfire Risk Index	4 Community Wildfire Risk Index



Carbon emissions represent the amount of greenhouse gases released from the daily activities of Provo residents and businesses. The largest sources are transportation and energy consumption for buildings, but there are additional sources including landfill gas, agricultural emissions, and wastewater treatment. Carbon dioxide emissions (CO2) make up the vast majority of Greenhouse Gasses (GHG). These gases are released during the combustion of fossil fuels such as coal, oil, and natural gas to produce energy to power buildings and motorized transit. CO2 emissions are part of the global carbon cycle; however, due to human activity carbon emissions have risen rapidly for the past 70 years and are exceeding the ability of natural processes to absorb carbon, resulting in a surplus in the atmosphere.

Buildings have a significant carbon footprint and are large contributors to energy consumption. Each building material has a lifecycle history - from raw material extraction, water use, and transportation to building site, construction, and on-site waste. Once complete, building systems utilize significant energy production throughout their lifecycle of use and maintenance.

Reducing carbon emissions has significant synergistic benefits. There is often a financial value to the City and community. For example, due to low market costs, energy efficiency and renewable energy offer significant returns over time. Additionally, in cases such as vehicle electrification, the amount of local air pollutants is effectively nullified, providing better ambient air alongside the carbon emissions as the power supply includes more and more low carbon sources. With the continued downward trends in pricing for all of the above, implementing these measures makes strong financial sense for Provo.



#### What does this KPI measure?

Carbon emissions represent the amount of greenhouse gases released from the daily activities of Provo residents and businesses. The largest sources are transportation and energy consumption for buildings, but there are additional sources including landfill gas, agricultural emissions, and that from wastewater treatment.

#### **Baseline**

The baseline GHG emissions form the basis of a full inventory, and include specific information on electricity and natural gas consumption for the City of Provo as well as vehicle miles traveled. Building energy and performance measures across sustainability metrics also are categorized under this topic since the ongoing operations of buildings new and old will continue to be a significant source of carbon emissions.



Through the baseline assessment, it was found that Provo currently emits an average of 16.5 metric tons of C02 per person each year. This is lower than the current national average of 18.4 metric tons per person per year; however, there is still much room for improvement.

In order to compete with the other benchmarking cities with carbon neutral goals by 2050 and 2060, Provo will have to take aggressive action towards emission reduction.



40%
Decrease by 2030

CARBON NEUTRAL

by 2050

### **Why This Matters**

The reduction of our energy use and shifting towards more efficient energy production is central to reducing carbon emissions. Energy efficiency and renewable energy sources can help decrease air pollution by reducing the output of green house gasses as well as improve public health, air quality, and lower energy costs. Alternative transportation can reduce single car trips and increase public health. Reducing energy use through energy efficient buildings, appliances and transportation is a key strategy. In addition, reducing waste generation through increased technology or capturing CO2 before it enters the atmosphere can help to offset impacts at the source. Shifting towards renewable and low carbon energies such as wind, solar, nuclear, hydropower and geothermal power will support a long- term solution for the future.

## **Useful Links and Learning**

Inventory of U.S. Greenhouse Gas Emissions and Sinks | US EPA





Ozone, particulate matter, and other pollutants in the air can have harmful effects on the lives of people. Particulate matter and airborne particles include dust, dirt, soot, and smoke. Industrial, commercial and residential buildings are major contributors- for example, construction sites and wood burning stoves. Incomplete combustion in motor vehicles, at power plants and in other industrial processes contributes indirectly to particulate pollution. Poor air quality can cause chronic bronchitis, asthma attacks, decreased lung function, coughing, painful breathing, cardiac problems, and heart attacks, as well as a variety of serious environmental impacts such as acidification of lakes and streams and nutrient depletion in soils and water bodies.

With increased temperatures causing vegetation to dry out across the Western US, wildfires are becoming more and more frequent. The smoke from these fires is negatively impacting air quality in many municipalities. It is important to note that while following the recommendations in this plan will improve air quality, it will be increasingly challenging to achieve lower AQI scores as wildfires increase.



46
Air Quality Index (AQI)

#### What does this KPI measure?

The median Air Quality Index (AQI) is a federal composite index that looks at five criteria pollutants to indicate general air health: ground-level ozone, particulate matter, carbon monoxide, sulfur dioxide, and nitrogen dioxide.

An AQI between 0 and 50 is good. A level of 51-100 is acceptable, but some people who are sensitive to certain pollutants may have adverse reactions.

#### Average AQI in Provo by Decade

Decade	1980s	1990s	2000s	2010s
Average AQI	63	50	51	48

#### Baseline

Air quality measurement is a complex topic that requires careful location and calibration of equipment and can vary for different air quality constituents dramatically at different places. Considering moving towards a broader citizenscience approach to complement some of the existing monitors installed by state and federal authorities and provide greater coverage and understanding of how specific events can impact air quality and where potential mitigation solutions may work best.

Another measure to look at is total number of unhealthy days. Provo's days have varied over the past decade, as high as 25 unhealthy days per year and an low as 0 unhealthy days per year. This makes for a difficult target to track, however, these days should be measured and used as a point of comparision from year to year.

#### **Number of Unhealthy AQI Days**

Year	2017	2018	2019	2020
Unhealthy Days for Sensitive Groups	11	25	0	5



Through the baseline assessment it was found that in 2019 Provo had an average AQI of 46. Since 1980, the air quality in Provo has been gradually improving through emission reduction. By continuing to reduce C02 emissions, Provo will be able to achieve even cleaner air quality in the coming decades.







## **Why This Matters**

Air quality is an essential element of public health. When air quality reaches 151-200, it is considered unhealthy; everyone may now begin to experience problems, with sensitive groups feeling more serious effects. Provo often experiences significant spikes in poor air quality during winter months due to inversion, causing a major threat to public health. Cleaner engines and a greater focus on industrial sources can contribute to improving air quality. An awareness campaign can help to support efforts. For example, Provo Power is leading a joint effort to replace gas lawn mowers with electric, which is one of the best to mitigate local air quality.

## **Useful Links and Learning**

Air Quality Index Report | US EPA





Communities need reliable sources of affordable energy to keep city networks running. With increasing costs and depleting access to fossil fuels, alternative energy sources are key to a successful future. Reducing fossil fuel combustion for energy can be approached strategically over time, but looking beyond the use of natural gas as a cleaner-burning bridge fuel takes time to implement. Cities across the country are taking hard looks to building electrification and are starting to pass ordinances limiting or eliminating the use of natural gas in homes, which has the added benefit of improving indoor air quality for gas ranges.



33%
Total Low Carbon

#### What does this KPI measure?

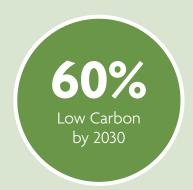
This KPI measures the percentage of the source energy used to provide electricity to Provo residents and businesses that comes from renewable or low carbon sources.

#### **Baseline**

The concept of low carbon energy is wide enough to recognize the contributions of all low carbon energy sources and looks beyond pure renewables to potential sources. This metric looks at nuclear and combined heat and power that produce more efficient energy and/or co-benefits such as generating heat that displaces fossil fueled sources. As lower carbon electricity becomes more available, the incentive to convert to electric vehicles and more electric appliances becomes greater.



Through the baseline assessment it was found that in 2019, Provo produced 33% of its energy from low carbon sources. This is slightly below the national average of 39.5%. With many cities aiming to be 100% renewable by 2050 or sooner, a target of 100% low carbon was selected for Provo by 2050, with an intirum traget of 60% by 2030. These targets have already been developed and approved by Provo Power, prior to the completion of this plan.







## **Why This Matters**

Green building practices focus on energy efficiency in construction and through the lifecycle of the building. LEED Certified buildings are a standardized approach for how to measure the impacts of buildings and the environment. This can include using local materials to reduce transportation costs, implementing systems to reduce energy and water consumption, and reducing waste generated in construction and from users.

## **Useful Links and Learning**

<u>USGBC</u>| United States Green Building Council <u>Green Building at the EPA</u>| US EPA





As our population grows, preserving special natural spaces and agricultural lands becomes ever more important. Open spaces and natural areas contribute greatly to a core value of Provo residents for access to recreation and natural beauty. Access to nature, from trees to parks to recreation areas, improves public health, lowers the ambient temperature, and offsets carbon emissions. In addition, water pollution from building waste and stormwater runoff to our rivers and lakes impacts recreation and wildlife. Municipal water management is shared across regions and watersheds, as well as locally through land use policy and facilities management with the goal of conserving this valuable resource.



#### What does this KPI measure?

Gathering tree canopy data allows for a good sense of a wide swath of correlating environment data without necessarily needing to collect all of these metrics individually. For instance, a higher tree canopy density, usually results in a smaller heat island effect, more mixed-use land cover, and few impervious surfaces.

#### **Baseline**

A wide array of publicly available environmental data sourced from LANDSAT and NLCD (National Land Cover Database) data and maps, National Wetlands Inventory, and EPA Envirofacts.



Although Provo currently does not have a baseline measure for tree canopy, there is high interest in developing the resources to do so. With the proper measurement system in place, Provo will be able to monitor its tree canopy at any given point in the future. Many urban foresters recommend a minimum target of 15% tree canopy for desert cities. For this reason 15% was selected as the target for 2030 and 20% as an additional target by 2050.



15%
Tree Cover by 2030
20%
Tree Cover by 2050

#### **Why This Matters**

Strategies to protect and conserve natural areas vary from protecting wetlands and waterways, to creating conservation areas, to increasing trees and greenways in urban areas. Increasing access to natural assets increases overall community health while also positively contributing to air quality and lowering heat island effects. Green infrastructure and wastewater treatment practices can improve water quality and reduce energy needed to provide water in our communities. Renewable energies such as wind, solar, hydropower and geothermal power will support a long-term solution for the future.

## **Useful Links and Learning**

Arbor Day Foundation
American Forests





According to the EPA, in 2018 the average person generated 4.9 pounds of waste per day, most of which goes to landfills. As populations increase, landfills reach capacity, require additional space, and become increasingly costly to maintain and manage. The reduction of waste entering the waste stream and the reuse of raw materials can help to save valuable land and economic resources.



#### What does this KPI measure?

A higher diversion rate means that more waste is being diverted from a landfill to other sources of disposal, such as composting and/or recycling.

#### **Baseline**

Waste disposal and diversion rates came from Provo Public Services, which only services HOAs that utilize curbside containers. Multifamily housing, commercial residential properties, and HOAs that utilize frontload and rolloff containers are serviced by third-party waste hauling companies and are therefore not metrics currently captured by the city. Recyclable materials are comingled with other city recycling prior to being hauled to Salt Lake City for sorting and processing so it's difficult to obtain recycling-specific diversion rates at this time.

The current diversion rate is 26%, however the waste numbers provided only includes HOAs that utilize curbside containers, which is approximately 20,500 residential properties and not accurately representative of diversion throughout Provo.



## **Why This Matters**

Credit: Ma<mark>li M</mark>aede

Garbage negatively impacts the environment. There are several methods to alleviate the issues. A waste audit can help to identify inefficiencies, missed opportunities for diversion, and associated costs. The first line of impact is overall reduction of waste on the part of all community members. Pay as you throw, composting, and product selection programs create a culture of awareness within the community. Municipalities can manage waste through diversion, safe disposal practices and addressing e-waste.

## **Useful Links and Learning**

National Overview: Facts and Figures on Materials, Wastes and Recycling US EPA





Clean accessible water is key to community prosperity - from reliable drinking sources to clean water for local wildlife. Water is becoming an increasingly scarce resource, especially in the West as population increases, changes in weather patterns are impacting surface waters, and water use is draining aquifers faster than they can recharge.



#### What does this KPI measure?

This KPI measures the water consumption per users supplied by Provo Water including business, residential, industrial and agricultural users per day.

#### **Baseline**

Water baseline data came directly from Provo Water and was normalized by the population count.

This water is all treated/potable water, which requires significant energy and associated emissions to provide in addition to the water resource itself. There is also typically a significant amount of this treated water lost through leaks and other distribution losses, even in very well managed systems.



Since Provo's current water usage is 162 gal/day/capita (higher than the Western state average by 33 gallons), ambitious targets were set to combat this. The targets are 120 gallons per person per day by 2030 and 110 gallons per person per day by 2050. Tempe, with a similar climate and demographics is currently at 110 gallons per day, which proves that Provo can accomplish a similar usage performance.



120 Gal/Day/Capita by 2030

Gal/Day/Capita by 2050

## **Why This Matters**

Green building practices and use of water wise landscaping can reduce consumption and repurpose water for secondary uses. Technology such as aerators, low use fixtures and water efficient irrigation and landscape can reduce consumption as much as 30% according to some sources.

## **Useful Links and Learning**

Water Usage in the West | CSG West

Xeriscaping in the West | Utah State University





Transportation is an integral part of our daily life yet has significant social and environmental impacts from vehicular traffic, stormwater runoff, heat islands and the loss of habitat to roadways. Transportation includes the movement of people and goods by cars, trucks, trains, ships, airplanes, and other vehicles. The majority of greenhouse gas emissions from transportation are CO2 emissions resulting from the combustion of petroleum-based products, like gasoline in internal combustion engines, and are significant contributors to air quality - contributing about 30% of total GHG emissions. Many communities such as Provo have embraced alternative transportation methods such as bus rapid transit (BRT) and biking and walking to offset vehicular trips, save money and increase personal health.



16 VMT/Day/Capita

#### What does this KPI measure?

This metric was gathered from the regional transportation organization and represents 2019 total VMT per person per day from the Provo model managed by that organization.

#### **Baseline**

Though Vehicle Miles Travelled (VMT) seems straightforward, it is complicated by how many trips are made within city-limits versus those from outside the city or inside the city that either pass through or make stops within city limits. Complex models are generally used to estimate actual VMTs.

An alternative measure of 4.9 Trips per day was identified using internal and out of city trips as a potentially more accurate measure. Trips per capita could substitute VMT and the target would remain the same.

As part of this effort, access to Google transportation data was requested, which if granted would be some of the most accurate data available based on actual aggregated data rather than a model.



Provo's current VMT is 16 miles traveled per person per day. This KPI was chosen because it provides a general idea of how autodependent a city is. By following the recommendations in this plan, Provo will be able to reduce the amount of vehicle miles traveled by 10% by 2030 and 30% by 2050.



10% Decrease in VMT by 2030

30% Decrease in VMT by 2050



## **Why This Matters**

Reducing trips and time spent in single use vehicles is central to successful multimodal transportation networks. Improving planning for all travel options and building community support to promote all modes of travel is central to how people choose to get around. Reduction of roadways and vehicle trips improves overall environment and increases mental health and wellness. Renewable energies such as wind, solar, hydropower and geothermal power will support a long- term solution for the future.

## **Useful Links and Learning**

**VMT Per Capita** US Department of Transporation





The topic of wildfires is becoming more and more prominent in everyday conversations when discussing a community's overall health, natural resources, and hazard preparedness. Unfortunately, as our climate heats up and periods of drought increase, wildfires will only increase in numbers and ferocity. Ensuring that proactive wildfire mitigation efforts and investments are made now can help ensure that Provo will be on the leading edge of protecting lives and property should a wildfire occur too close to home. While having trained emergency service teams is important should a wildfire occur, community education around wildfire prevention and mitigation efforts by the community and city is key.





#### What does this KPI measure?

Factors that play into the Overall Risk include fire occurrence (number of fires in the area), fuel hazard (fuel conditions of surrounding landscape), values protected (human and economic value within the community and surrounding landscape), and protection capabilities (ISO [insurance services organization] rating for the community).

#### Baseline

The Fire Risk overall rating was obtained using the City's Community Preparedness Wildfire Plan, as well as the UtWRAP (Utah Wildfire Risk Assessment Portal) and Communities at Risk data provided by the Utah Division of Forestry, Fire & State Lands.



On a scale of 1-12, the average fire risk for communities in Utah is 9. Provo was able to drop their risk score from 8 to 6 in the past year through their fire mitigation plan. Since Provo is already doing well in this category, moderate targets of a 5 by 2030 and a 4 by 2050 were selected.







Fire Risk Score by 2050



## **Why This Matters**

Fire Risk is one of the greatest threats to human life and property in the City. Taking preventative measures now to reduce the rating of each Fire Risk category is key to reducing overall harmful impacts. By annually updating the Community Wildfire Preparedness Plan and including evacuation information and mitigation efforts, citizens and emergency services will be able to stay up-to-date on one of the most prevalent issues facing the city today.

## **Useful Links and Learning**

**Utah Wildfire Risk Assessment Portal** 

**Utah Fire Sense** 





# **Implementation**

## **Implementation & Partnerships**

How to Get Involved

This Plan, more than many, will require active participation from a variety of stakeholders. Broadly, there are two primary ways to get involved:

- » by focusing on a particular topic or topics and;
- » by demonstrating and advocating for support.

In either case, a complete understanding of the plan and status will be critical, so reading through and inquiring to the current status should be done prior to more specific reaching out.

One of the defining features of a successful plan is built in redundancy and partnership so teaming up on an effort already underway and becoming a second point of impact is a powerful way to determine how to best engage. If supporting the plan efforts with political will or financial resources resonates more strongly than time and targeted efforts, looking into current opportunities to do that may serve the outcomes better.

#### Sustainability Plan Coordinator

The Sustainability Coordinator (SC) will work collaboratively with City staff, department leads, the employee committee and citizen's committee, and the public to design, organize, and promote effective sustainability initiatives. The role will lead in educating the community about sustainability, coordinating effective initiatives, and annual reporting. This position will have the authority for budget responsibility, collaboratively creating workplans with department leads, and tracking their progress and incorporating achievement into annual performance metrics. The SC role will serve as a leadership role to different positions and departments. The success of these departments on achieving the targets identified in workplans should be tied to annual raises, demonstrating commitment to the success of the Plan while allowing the department leads to guide progress.

#### Responsibilities include:

- Lead and prioritize programs and projects, collaboratively creating workplans with department leads pertaining to different areas of the Plan;
- Establish and lead a system for tracking performance metrics progress and incorporating achievement into annual performance metrics;
- Monitor best practices related to sustainability of peer cities and tpo make recommendations for new sustainability programming and modifications to existing programs;
- Support departments as appropriate in relation to implementing sustainability programs.
- Research and identify grants and other funding opportunities in support of sustainability efforts and will have a significant role in the city budget process;
- Lead promotional and educational materials for brochures, displays, guides, and training materials, and coordinate updates to the City's sustainability webpage.

#### Sustainability Committees

There is currently an Employee Sustainability Committee and a Citizen Sustainability Committee that are advocates of the goals in this Plan. The SC will work to align the roles and responsibilities of these committees and serve as both a lead role and liaison. Additional coordination may be needed external of these groups to ensure successful outcomes. The current structure of these committees should be reviewed to include local business owners, University partners and other stakeholders impacted or needed to support the goals of this Plan.

#### Coordination with General Plan Elements

The General Plan has alignment with the goals in this Plan. Transportation and Mobility goals in the contribute to multimodal options to reduce vehicle trips. Economic goals recognize the importance of enhancing the commercial and retail businesses to achieve sustainable best practices. Open space goals support the preservation and improvement of parks, trails and conservation areas to contribute towards tree canopy goals. When appropriate, the SC has been identified to lead General Plan goals that support the goals identified in this Plan.

Implementation is organized by the eight elements. Each element includes strategies and actions followed by methods to achieve these actions.

- » Strategy: Strategies are recommended approaches to achieving the targets.
- » Action: Actions are the steps needed to implement the strategy through programs, initiatives, policies, projects, or tasks.
- » **Partnerships**: Identifies key players needed to lead or coordinate actions.
- » Impact: Measures the potential magnitude of these actions towards overall goals.
- » Cost: Measures potential funding needed from low (\$) to high (\$\$\$).
- » Timing: includes short-range projects (1-2 years), Medium range projects (3-5) years and Long range projects (5 years and beyond) to achieve the targets.





STRATEGY	ACTION
1. Increase the efficiency of	1.a. Opt-in to Utah C-PACE program to enable supportive financing mechanism for private energy efficiency and renewable energy projects.
commercial buildings	1.b. Pass a commercial energy benchmarking ordinance to phase in energy disclosure for commercial buildings over time.
	1.c. Ensure energy codes are most up to date versions and/or consider a more stringent code.
2. Develop a comprehensive Greenhouse Gas	2.a. Utilize national benchmarking such as Google's Environmental Insight Explorer or similar for largest emissions sources and sponsor a complete GHG Inventory to identify additional sources and provide a complete GHG picture for Provo.
Inventory and identify significant	2. b. Consider joining ICLEI for ongoing carbon emissions support and inventory development.
emissions sources	2.c. Catalog sources and related opportunities from the inventory to develop either a Climate Action Plan (CAP) or integrate strategies into the Conservation and Resiliency System.
3. Investigate Carbon Capture	3.b. Investigate the potential for methane capture programs for wastewater treatment plants and carbon sequestration with land applied biosolids.
projects for City- owned facilities and land	3.b. Align conservation easement requirements with the potential to include and encourage carbon offset projects.
4. Increase use of higher recycled	4.a. Designate one person as point-of-contact for building projects.
content and/or lower embodied	4.b. Examine city building specifications for opportunities to reduce higher embodied carbon content and increase lower carbon content (i.e. fly ash content in cement, recycled plastic in road mix)
carbon materials in City projects	4.c. Consider an ordinance requiring public projects or all new development to calculate and disclose the amount of embodied carbon in their major building materials.
5. Increase the number of LEED certified buildings	5.a. Identify areas in code to allow for bonuses (height, parking reductions, etc.), waivers (tap fee reductions, etc.) or permitting efficiencies (expedited reviews) in exchange for LEED certification.
in Provo	5.b. Pursue LEED for Cities certification using the Local Government Leadership Program if available.

PARTNERSHIP	IMPACT	COST	TIMING	PRIORITIZATION
Sustainability Coordinator (SC), Sustainability Committee and City Council	MEDIUM	\$\$\$	MEDIUM TO LONG	HIGH
SC to coordinate with Administration	HIGH	\$	SHORT TO MEDIUM	HIGH
Identify point of contact to help understand energy efficiency	HIGH	\$\$\$	SHORT TO MEDIUM	HIGH
Provo Power, UDOT, City representative, SC	MEDIUM	\$ - \$\$	SHORT TO MEDIUM	MEDIUM
SC to coordinate with Administration	MEDIUM	\$\$\$	MEDIUM TO LONG	LOW





STRATEGY	ACTION
<ol> <li>Increase air quality monitoring capacity</li> </ol>	<ul><li>1.a. Deploy additional air quality monitors (e.g. Awair monitors) city-wide on municipal buildings and share information with the public.</li><li>1. b. Encourage the use of citizen-based science (e.g. Purpleair) to develop a more robust picture of air quality in Provo.</li></ul>
2. Decrease vehicle idle times	2.a. Implement, strengthen and enforce no-idle regulations.
3. Incentivize electric vehicle use, mass transit and alternative modes of transportation	<ul> <li>3.a. Increase number of publicly available charging stations and subsidize private owners.</li> <li>3.b. Require charging infrastructure be included in all new developments.</li> <li>3.c. Review code to identify any opportunities to encourage and incentivize installation of charging stations for existing projects, including allowing exemptions from reasonable constraints.</li> <li>3.d. Require priority parking spots for electric vehicles and Identify additional or priority parking spaces for low/zero emission vehicles.</li> <li>3.e. Incentivize Provo employees to use mass-transit or alternative transportation.</li> <li>3.f. Incentivize local businesses to use mass-transit or alternative transportation.</li> </ul>

PARTNERSHIP	IMPACT	COST	TIMING	PRIORITIZATION
SC, City Administration, coordination between City and BYU	HIGH	\$\$\$	SHORT	LOW
City Departments	MEDIUM	\$	SHORT (Quick Win)	MEDIUM
SC, Provo Power, Sustainability Committee	MEDIUM	\$	MEDIUM	MEDIUM





STRATEGY	ACTION
1. Remove barriers to renewable energy installations	<ul><li>1.a. Get technical assistance from the DOE SolSmart program to assist in permitting and attain high level SolSmart designation.</li><li>1.b. Review zoning code to remove any prohibitive language that would limit the installation of renewable energy installations.</li></ul>
2. Encourage renewable energy in all new development	<ul><li>2.a. Include the DOE Net Zero Ready Checklist as part of all new residential construction.</li><li>2.b. Pass a solar-ready ordinance mandating appropriate infrastructure for solar in all buildings that meet threshold requirements.</li></ul>
3. Mandate renewable energy targets for all city facilities	<ul><li>3.a Include on-site renewable energy installations for all new municipal facilities to the extent viable on that site.</li><li>3.b Identify all solar retrofit opportunities and implement most cost-effective solutions.</li></ul>
4. Couple energy storage with renewable energy for resiliency	<ul><li>4.a. Utilize battery storage systems to power critical needs at municipal facilities; couple with renewable energy where feasible.</li><li>4.b. Incentivize and allow backup storage along with renewables for community resiliency centers like churches and schools.</li></ul>
5. Empower residents to access zero/low carbon energy options	<ul><li>5.a. Expand Shared Solar Program and other RenewChoice programs in Provo.</li><li>5.b. Support legislation to allow for large and medium scale solar farms in and around Provo.</li><li>5.c Increase education and awareness for residential and commercial solar programs to inform and lower barriers to entry.</li></ul>
6. Support Provo Power in meeting zero/low targets	<ul><li>6.a. Council member to sit on board for Provo Power.</li><li>6.b. Support Provo Power in the acquisition of additional low and no carbon fuel supply.</li><li>6.c. Investigate utility scale renewable energy project partnerships using City land to accelerate low and no carbon project development</li></ul>
7. Support gradual electrification of buildings and shift from the use of natural gas	<ul><li>7.a. Consider requiring all new greenfield developments to run efficient electric power and no natural gas lines to support electrified buildings.</li><li>7.b. Include incentives and education on the conversion from gas furnaces to air source heat pumps for residents.</li></ul>

PARTNERSHIP	IMPACT	COST	TIMING	PRIORITIZATION
SC and Provo Power	HIGH	\$\$	MEDIUM TO LONG	HIGH
SC with Council Support	HIGH	\$- \$\$\$	SHORT TO MEDIUM	HIGH
SC with City Departments	HIGH	\$\$\$	MEDIUM	MEDIUM
SC and Provo Power	HIGH	\$\$\$	MEDIUM	MEDIUM
SC and Provo Power	MEDIUM	\$	SHORT (Quick Win)	HIGH
Provo Power and UMPA	HIGH	\$\$\$	SHORT TO LONG	HIGH
CNS and Provo Power	MED	\$\$\$	LONG	LOW





STRATEGY	ACTION
Inventory the current tree canopy percentage	<ul><li>1.a. Determine current percentage of tree coverage based on national best practice.</li><li>1.b. Review 15% Target based on current baseline</li></ul>
2. Develop an Urban Forestry Master Plan	<ul> <li>2 a. Increase tree health.</li> <li>2. b. Adopt best practices in native tree planting specifications and preservation-reference other plans such as SLC to develop BMPs.</li> <li>2.c. Study census data overlaid with tree canopy data to determine which areas are in greatest need of trees and biodiversity.</li> <li>2.d. Collaborate with local partners and create an urban forestry volunteer group that plants native trees throughout the city.</li> <li>2.e. Apply for grants to increase funding.</li> </ul>
3. Incentivize the planting of native or adapted trees on private properties  4. Increase and	<ul> <li>3.a. Implement initiatives such as Arbor Day, where residents can buy trees at a discounted price.</li> <li>3.b. Coordinate with local biologists and arborists to host seasonal gardening classes for the community.</li> <li>3.c. Implement city ordinance requiring green strips to have native or adapted trees planted.</li> <li>4.a. Preserve agricultural land through conservation easements and selling of</li> </ul>
preserve open space	development rights.
5. Improve overall water quality of water entering Utah Lake and waterbodies that feed into it, like Provo River.	<ul> <li>5.a. Implement quarterly river/stream cleanups with the community throughout the city.</li> <li>5.b. Conduct routine water quality testing in the three assessed streams for TMDLs.</li> <li>5.c. Implement stormwater management controls and BMPs to improve water quality.</li> <li>5.d. Instruct the community about stormwater and overall watershed health.</li> <li>5.e. Incentivize businesses, residential homes, and neighborhoods with rebates in order to implement LID practices such as bioswales and permeable pavement.</li> <li>5.f. Create city ordinance that increases the construction of green infrastructure and LID for new development or renovation projects.</li> </ul>
6. Create a sustainable tree watering plan	<ul><li>6.a. Ensure that the proper watering infrastructure is in place prior to tree plantings.</li><li>6.b. Wherever possible, ensure that non-potable water is used for tree watering.</li><li>6.c. Implement a non-potable water use/reuse strategy within UFMP for street trees.</li></ul>

PARTNERSHIP	IMPACT	COST	TIMING	PRIORITIZATION
SC, Provo City GIS, Provo Urban Forester and Universities	HIGH	\$	SHORT	MEDIUM
SC, CNS, Parks and Recreation Staff	MEDIUM	\$\$	SHORT	MEDIUM
SC, CNS, Provo Power, and Parks and Recreation Staff	LOW	\$	SHORT	MEDIUM
SC and Parks and Recreation Staff with City Council support	HIGH	\$\$\$	LONG	HIGH
SC and Parks and Recreation Staff	MED	\$\$\$	MEDIUM	MEDIUM
SC and Parks and Public Works	HIGH	\$\$	SHORT	HIGH





STRATEGY	ACTION
1. Increase number of single family, multifamily and commercial buildings that subscribe to recycling and compost services	<ul><li>1.a. Create a "pay as you throw" system where large trash cans cost more money, small trash cans cost less money and recycling is free.</li><li>1.b. Explore the feasibility of composting or the potential to add that service using the same equipment.</li></ul>
2. Divert construction and demolition waste from landfill	<ul><li>2.a. Implement a construction and demolition waste recycling program.</li><li>2.b. Pass a deconstruction ordinance requiring a certain percentage of demolition to be reused or recycled.</li></ul>
3. Increase proper household hazardous waste (HHW) disposal	<ul><li>3.a. Coordinate with waste haulers to host regular informational sessions regarding HHW disposal.</li><li>3.b. Conduct semi-annual HHW drop-offs around the city to allow for more participation.</li></ul>
4. Decrease amount of food waste sent to landfill	<ul> <li>4.a. Implement a city-wide composting program for single family, multi-family, and commercial businesses.</li> <li>4.b. Implement city-wide informationals and training regarding waste reduction.</li> <li>4.c. Create city ordinance that allows for commercial businesses to apply for grants or rebate if they're able to achieve a 50% diversion rate.</li> </ul>
5. Create a Zero Waste Plan	<ul><li>5.a. Establish and implement waste reduction goals to achieve diversion rates by 2030 and 2050</li><li>5.b. Require all haulers operating within City limits to report on total waste collected by stream</li></ul>

PARTNERSHIP	IMPACT	COST	TIMING	PRIORITIZATION
SC, Sustainability Committee	MEDIUM	\$\$	MEDIUM	MEDIUM
Public Works	HIGH	\$\$\$	MEDIUM	LOW
SC in partnership with Provo Waste Haulers	LOW	\$\$	SHORT	MEDIUM
Public Works and local business partners	MEDIUM	\$	SHORT	MEDIUM
SC, Sustainability Committee, and City Council	HIGH	\$\$	MEDIUM	MEDIUM





STRATEGY	ACTION
1. Incentivize the purchase of water-efficient appliances	<ul><li>1.a Install water efficient appliances in all City Buildings.</li><li>1.b. Establish education programs, grants, and rebates for residential and commercial businesses who invest in efficient appliances.</li></ul>
2. Reduce outdoor water use	<ul> <li>2.a. Review SLC water-wise programs and model successful strategies.</li> <li>2.b. Create an education program/campaign to increase community awareness of water use.</li> <li>2.c. Require xeriscaping, native or adaptive species planting on all city projects property.</li> <li>2.d. Create standards or incentives for low to no water landscape such as a turf buy-back program.</li> <li>2.e. Create and implement a Drought</li> <li>Contingency Plan to reduce unnecessary outdoor water usage during high water stress and drought periods.</li> <li>2.f. City to install rain sensors/monitors on all City irrigation systems.</li> </ul>
3. Continue to Implement water use monitoring	<ul><li>3.b. Install water use monitors and/or AMI meters at each residence that allows residents to see their water use each month.</li><li>3.c. Create incentives for residents who reduce and maintain water usage, especially during drought periods and summer months.</li></ul>
4. Increase the appropriate use of non-potable water.	<ul><li>4.a. Support the development of a non-potable water system for uses such as median, tree, and golf course irrigation.</li><li>4.b. Pass any needed water capture laws to allow and encourage residents to use rain barrels and other sources of rain harvesting for irrigation needs.</li></ul>

PARTNERSHIP	IMPACT	COST	TIMING	PRIORITIZATION
SC to lead City. SC to coordinate education with Provo Power and UMPA	MEDIUM	\$	SHORT TO MEDIUM	MEDIUM
SC, Public Works, and Parks and Recreation	HIGH	\$	SHORT	HIGH
SC and Provo Water	HIGH	\$\$	MEDIUM	MEDIUM
Public Works and Parks and Recreation	HIGH	\$\$	LONG	MEDIUM





STRATEGY	ACTION
1. Track overall mode split and refine transportation KPI	<ul><li>1.a. Work with MAG to refine VMT metric for national comparability.</li><li>1.b. Track usage of various transportation modes</li></ul>
2. Implement Travel Demand Management Strategies	2.a. Encourage parking management districts, more paid parking downtown, and limit free parking opportunities in the public realm.
	2.b. Support development of Congestion Management Plan or similar.
	2.c. Work with Utah TravelWise to implement strategies.
3. Become a gold-level bicycle friendly city (League of American Bicyclists)	3.a. Support Transportation Master Plan goal of becoming a gold-level city.
4. Support mobility goals of the General Plan to decrease VMT	4.a. Prioritize residential and mixed use development in alignment with the Future Land Use Map.
5. Support mobility goals in Transportation Master Plan	5.a. Prioritize and support key elements of transportation master plan specific to street design to support multimodal transportation alternatives.

PARTNERSHIP	IMPACT	COST	TIMING	PRIORITIZATION
SC, UTA, MAG, Public Works and UDOT	LOW	\$	SHORT (Quick Win)	MEDIUM
SC and Provo Transportation	LOW	\$\$	MEDIUM	HIGH
Administration, Public Works, and BikeWalk Provo	MEDIUM	\$	SHORT (Quick Win)	HIGH
Public Works, UDOT, MAG, UTA	MEDIUM	\$\$\$	LONG	MEDIUM
Public Works and CNS	MEDIUM	\$ - \$\$\$	MEDIUM	MEDIUM





STRATEGY	ACTION
1. Limit new development in areas with high fire risk	1.a. Identify highest risk areas and work with planning department to discourage development in these areas.
	1.b. Establish boundary that limits new development up into the foothills.
2. Decrease fuels in and around high and extreme risk	2.a. Identify hazardous areas requiring mitigation.
areas	2.b. Set aside funds in the annual budget to allow for fuel reduction efforts.
3. Implement wildfire protection and prevention	3.a. Establish city ordinance for increasing defensible space around residences and businesses in extreme and high-risk area.
measures	3.b. Purchase wood chipper(s) for city staff to use in spring for wildfire prevention work.
	3.c. Incentivize homeowners with grants and/or rebates to implement wildfire mitigation strategies on already-built homes, such as using fire-resistant lumber, installing non-wood or non-shingle roofing, and installing dual-triple pane thermal glass and fire-resistant shutters.
	3.d. Provide community members with fire prevention materials in high and extreme risk areas.
4. Increase capacity of fire	4.a. Increase fire department resources.
response	4.b. Establish/maintain relationships with neighboring communities for assistance in fire-fighting activities and outreach/ education efforts.
	4.c. Evaluate fire response facilities and equipment annually.
5. Update the Community Wildfire Preparedness Plan	5.a. Annually update the Plan and make it publicly available on the town's website.
	5.b. Include outline of evacuation plans that can be accessed on town's website.
	5.c. Establish yearly wildfire preventative maintenance goals.
	5.d. Educate community members on the dangers of wildfires and how to prepare for wildfire season.

PARTNERSHIP	IMPACT	COST	TIMING	PRIORITIZATION
Fire Department, Public Works, and CNS	HIGH	\$\$	SHORT	MEDIUM
Fire Department	HIGH	\$\$	SHORT	HIGH
Fire Department	HIGH	\$\$\$	MEDIUM	MEDIUM
Administration and City Council	MEDIUM	\$\$\$	MEDIUM	LOW
Fire Department and MAG	HIGH	\$	SHORT	HIGH

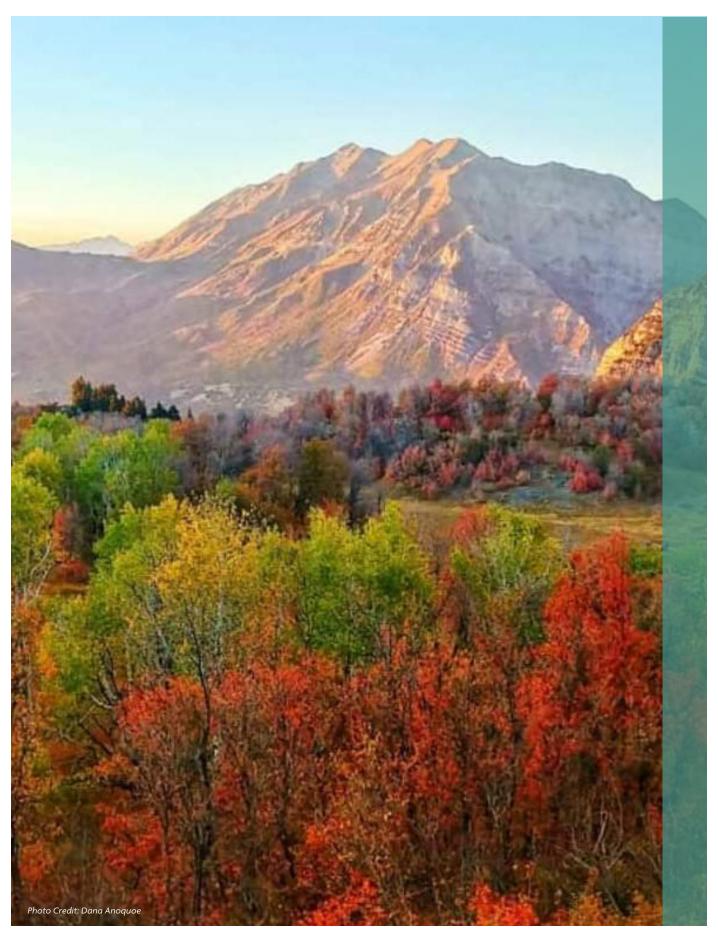


## **Additional Actions**

#### **Strategies and Actions**

The following additional strategies and actions are reccomended universally for the success of the Plan. These Sustainability Coordiantor would lead these actions including the prioritization, budgeting and coordination.

STRATEGY	ACTION
Increase community participation and awareness	Improve sustainability page and increase visbility on city's website and/or create a newsletter
Increase city staff's participation and awareness	Establish a cross-departmental conservation and resiliency committee to build capacity/create department specific work plans to divide tasks
Incorporate the plan into city budgeting and prioritize actions	Incorporate conservation and resiliency performance into annual budgeting and provide recommendations for programs to support these goals.
Provide ongoing monitoring and periodic reporting	Create quarterly meetings to hold departments accountable for progress on targets
Create accountability and ownership	Establish clear roles and responsibilities for city staff, elected officials, boards and commissions and participants
Utilize alignment with the General Plan in decision making	Refer frequently to the General Plan as support for the conservation and resiliency targets
Explore partnerships in the community to increase awareness and capacity	Partner with public, private and nonprofit organizations to leverage available resources and promote participation and innovation
Build redundancy and resiliency into plan implementation	Ensure champions are supported with a co-champion structure and clear documentation system





# **Appendix A:**2019 Benchmarking Studies

COMMUNITY	PROVO, UT	FORT COLLINS,	TEMPE, AZ	RENO, NV
Population	116,594	174,081	203,923	514,000
Growth since 2000 (%)	10.30%	32	23	41
University Town	Yes	Yes	Yes	Yes
Median Age	23.6	29.3	29.5	35.8
Median Income	15,450	29,477	30,221	31,399
Characteristics	Brigham Young University, largest city in Utah County	Colorado State University	Arizona State University	University of Nevada Reno
Geographic Assets	Provo River, Wasatch Front	Poudre River, Proximity to Rocky Mountains	Salt River, Proximity to Phoenix, arid climate	Truckee River, Sierra Nevadas, proximity to Tahoe, arid climate
Existing Sustainability Actions	Website, Sustainability and Natural Resource Committee	Climate Action Plan, Sustainability Department, Energy Policy, Road to Zero Waste Plan	Climate Action Plan	Sustainability and Climate Action Plan
Sustainability Plan Framework	N/A	STAR	LEED	STAR
Density (Pop/Sq Mile)	2,798	3,044	5,101	2,451

FORT COLLING CO.	TELADE AZ	DENIO NIV
FORT COLLINS, CO	TEMPE, AZ	RENO, NV
80% decrease in GHG emissions by 2030	80% decrease in GHG emissions by 2050	80% decrease in GHG emissions by 2050
Carbon neutral by 2050	Carbon neutrality by 2060	
100% renewable by 2030	100% renewable by 2035	80% renewable by 2050
5% from local renewable sources by 2030		
75% diversion rate by 2020	25% solid waste diversion by 2020	50% recycling rate by 2025
Zero waste by 2030		Zero waste by 2050
130 gallons per capita per day by 2030	110 gal per capita per day	100% water source protection
No target found	25% urban tree canopy coverage by 2040	10% urban tree canopy coverage by 2036
Increase electric vehicle fleet	Carbon neutrality by 2050	80% decrease in municipal GHG emissions by 2050
At least 85% of recycled material is actually recycled (no year)	80% satisfaction with transit system by 2024	25% increase in green buildings by 2025
	2030  Carbon neutral by 2050  100% renewable by 2030  5% from local renewable sources by 2030  75% diversion rate by 2020  Zero waste by 2030  130 gallons per capita per day by 2030  No target found  Increase electric vehicle fleet  At least 85% of recycled material is	80% decrease in GHG emissions by 2050  Carbon neutral by 2050  Carbon neutral by 2050  Carbon neutrality by 2060  100% renewable by 2030  100% renewable by 2035  5% from local renewable sources by 2030  75% diversion rate by 2020  Zero waste by 2030  130 gallons per capita per day by 2030  No target found  25% urban tree canopy coverage by 2040  Increase electric vehicle fleet  Carbon neutrality by 2050  At least 85% of recycled material is  80% satisfaction with transit system



# **Appendix B: Supplemental Baseline Data**

The following tables present key data from the assessment for consideration in plan development moving forward.

**RECOMMENDED KEY PERFORMANCE INDICATORS (KPIS)** TABLE 1-1

CRITERIA	TOPIC	2019 METRIC	UNIT
Median AQI*	Air Quality	46	days
Registered LEED Projects*	Built Environment	9	-
GINI Index*	Economic	0.46	-
Resource Mix (% Low Carbon)	Energy Source, Efficiency, Usage	33	%
100 Year Flood (# of Buildings)	Flood Event Preparedness	48	-
Total GHG Emissions*	Carbon Footprint / Greenhouse Gas Emissions	1,053,127	mt CO2e
Average Evening Ambient Surface Temperature Deviation from Average	Human Comfort	40	% of Provo City
Residents within a $1/2$ Mile of a Park / Open Space	Human Health	86,106	people
EV Charging Stations*	Land Use Patterns	16	dual units
Vehicle Miles Traveled / Day*	Mobility	1,668,047	-
Tree Canopy	Natural Environment Health	pending	
Municipal Solid Waste Diversion Rate*	Waste Disposal & Diversion	26	%
Total Community Water Consumption*	Water Quality, Supply, Usage	6.9	billion gal
Total Overall Risk Rating	Wildland Fire Preparedness	6	moderate

<sup>\*</sup> Indicates that the KPI is also a LEED for Cities and Communities criteria

#### TABLE 1-2 **SUPPLEMENTAL PERFORMANCE METRICS (SPMS)**

CRITERIA	TOPIC	2019 METRIC	UNIT
Energy Consumption*	Energy Source, Efficiency, Usage	798,581	MWh
Daily Transit Boardings (Provo City)	Mobility	16,058	-
Internal Trips as % of Total Trips	Mobility	35	%
Bikes Lanes	Mobility	48.90	miles
Trails	Mobility	58.26	miles
Total Municipal Solid Waste Generated*	Waste Disposal & Diversion	22,304.75	tons
Total Recycle Materials Recycled	Waste Disposal & Diversion	2,595	tons
Total Green Waste Collected	Waste Disposal & Diversion	5,271	tons
Total Available Supply Broken Down by Sources	Water Quality, Supply, Usage	8.42	billion gal
Total AOI for Moderate Wildfire Threat	Wildland Fire Preparedness	22,895	acres

<sup>\*</sup> Indicates that the SPM is also a LEED for Cities and Communities criteria

TABLE 1-3 ADDITIONAL LEED FOR CITIES & COMMUNITIES METRICS

CRITERIA	TOPIC	2019 METRIC	UNIT
AQI Unhealthy for Sensitive Group Days	Air Quality	1	day
Unemployment Rate	Economic	4.5	%
Median Household Income in the Last 12 Months	Economic	53,864	\$
Median Gross Rent of a Household Income	Economic	32.3	%
High School Graduate or Higher	Demographics / Quality of Life	96	%
Bachelor's Degree or Higher	Demographics / Quality of Life	45	%
Violent Crime	Demographics / Quality of Life	135	-

#### **Data Notes**

In all cases, sources are noted for ease of replicability and comparative purposes. Not all metrics are all inclusive, and in some cases they will need to be refined based on future efforts as part of the Conservation and Resilience Plan. Some specific data points worth of special mention include:

#### **Greenhouse Gas metrics**

The latest relatively full public data set that was available was from 2016, and while it included the major sources of energy generation and transportation, it excluded all additional sources. A complete GHG Inventory is outside the scope of this baseline effort, but the calculation workbook and sources will expedite the process of developing a complete GHG Inventory.

#### **Air Quality**

While Median Air Quality is an appropriate metametric to monitor over time, this datapoint is based on two regional air quality monitors, neither of which is located in Provo. In addition, the sustainability committee has indicated a preference for alternate metrics, and there are additional monitoring stations with data available to represent air quality in more robust ways that could be more relatable over time. Using the purple air monitoring and recently installed air monitors in the City to develop better SPMs in the meantime and then elevating an appropriate one to the Air Quality KPI is recommended.

#### **Energy**

Electricity use is a readily available and relatively representative metric for energy consumption, though the (pending) lack of natural gas information

is limiting. Especially with the trend towards electrification and increased lower-carbon resources as part of Provo Power's generation mix, the City may want to see increasing electricity consumption where it replaces natural gas and transportation fuel alongside lower electrical consumption for other uses in buildings.

#### **Vehicle Miles Traveled (VMT)**

In terms of overall traffic reduction, VMT is the appropriate metric and readily available from MAG year over year. Other trends in sustainability such as vehicle electrification may be underrepresented in this metric and will be better represented in other metrics and not create enough of an impact on this metric to cancel out the benefit of using it as a KPI.

#### **Solid Waste**

Waste metrics are based on City provided services and may exclude or undercount certain sectors such as commercial, multi-family, and construction waste. Recycled material (or total recyclable material collected, subtracting the contaminated materials) has not been calculated, but this effort may be useful for helping to convey impacts of proper recycling if it can be calculated easily by City staff.





# PROVO MUNICIPAL COUNCIL STAFF REPORT



Submitter: EVANDERWERKEN

**Department:** Council

**Requested Meeting Date:** 

**SUBJECT:** A presentation regarding a pedestrian safety study in Provo conducted by

BYU students. (22-012)

**RECOMMENDATION:** Presentation only

**BACKGROUND:** In recent years, pedestrian-involved automobile accidents have become a greater concern in both the United States generally and Provo, Utah specifically. To guide the Provo City Council and Transportation and Mobility Advisory Committee in promoting pedestrian safety in Provo, a team of Master of Public Administration students from Brigham Young University sought to identify the best pedestrian safety solutions to further use in the city, particularly in highpedestrian accident areas.

#### **FISCAL IMPACT:**

PRESENTER'S NAME: BYU MPA program students

**REQUESTED DURATION OF PRESENTATION: 20 minutes** 

**COMPATIBILITY WITH GENERAL PLAN POLICIES, GOALS, AND OBJECTIVES:** 

**CITYVIEW OR ISSUE FILE NUMBER: 22-012** 

## PEDESTRIAN SAFETY IN PROVO CITY

Analysis and Recommendations of Pedestrian Safety Alternatives



Prepared for the Provo City Council and Provo Transportation Committee

Analysis and Research Conducted by:
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Pheakdey Leng
Ryan Cheney

December 2021

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#### **SUMMARY**

In recent years, pedestrian-involved automobile accidents have become a greater concern in both the United States generally and Provo, Utah specifically. To guide the Provo City Council and Transportation and Mobility Advisory Committee in promoting pedestrian safety in Provo, our team of Master of Public Administration students from Brigham Young University sought to identify the best pedestrian safety solutions to further use in the city, particularly in high-pedestrian accident areas. We examined four proven alternative solutions: pedestrian crossing flags, rectangular rapid flashing beacons (RRFB), radar speed signs, and pedestrian hybrid beacons (PHB). Our team used a multi-level analytic hierarchy process (AHP) model to compare alternatives on four important criteria: efficiency, with cost-efficiency and effectiveness as sub-criteria; representativeness of community preferences; accessibility; and political feasibility. We selected these criteria to ensure that our analysis considered managerial, legal, and political values, which should be balanced in public administration. We weighted the criteria to reflect Provo City's constraints and preferences. Our model then ranked our alternatives by assigning them criterion-specific and overall scores.

Based on our careful research and analysis, we recommend that Provo add more radar speed signs to city thoroughfares with high rates of pedestrian accidents, such as Center Street. Although rectangular rapid flashing beacons (RRFB) may be worth considering in areas of higher pedestrian traffic, such as Center Street and 800 North, radar speed signs are the overall best alternative for the city. Additional commentary on pedestrian safety, alternatives, criteria, analysis, and recommendations is included in this report.

#### **INTRODUCTION**

Over the last decade, the United States has witnessed a concerning increase in pedestrian traffic accidents. According to the Governors Highway Safety Association (GHSA), pedestrian traffic deaths have increased by 46% over the last ten years—a staggering statistic considering the total amount of traffic deaths has only increased by 5% during the same period (2020). In fact, a pedestrian was killed in a traffic collision every 85 minutes in 2019 (National Highway, 2020). Fortunately, several states, including Utah, saw a decrease in pedestrian deaths during the coronavirus pandemic in 2020, likely due to more students and employees working from home; however, this trend is unlikely to continue. The National Fatality Analysis Reporting System (FARS) projected pedestrian-related traffic fatalities to increase 4.8% in 2020-2021 (Governors

Highway, 2020). If this projection holds true, the number of pedestrian fatalities next year will be the most since 1989.

Provo City is not immune to pedestrian safety concerns. From 2015-2019, accidents involving Provo pedestrians increased by 33% (Utah Department, 2020). Although pedestrians were involved in only 2% of total car accidents, they accounted for 25% of total crash fatalities. Fortunately, Provo City also saw a decrease in pedestrian traffic incidents during the coronavirus pandemic from 2019-2020, but as FARS suggests, the respite in pedestrian fatalities may only be temporary.

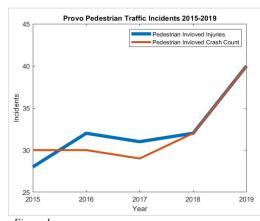


Figure 1

Although pedestrian accidents are an issue nationwide, local governments are primarily responsible for addressing safety concerns within their own communities. Local agencies and administrators are often required to recognize pedestrian safety concerns, explore feasible solutions, and identify criteria to analyze those solutions.

#### **BACKGROUND**

Provo is home to over 116,600 residents, with children under 18-years-old comprising 21.8% of the population (United States Census Bureau, 2019). Provo has the youngest average population in America, with an average age of 25 (Coventry Direct, 2020). As such, its population is largely compromised of college students and children. With 13 elementary schools, 2 middle schools, 3 high schools, and 1 major university, many residents are commuting by foot (Provo City School District). Pedestrian safety is particularly relevant considering it was the leading cause of death among children ages 1 to 14 is automobile accidents (Center for Disease, 2020).

Traffic incidents resulting in pedestrian injury or fatality are traceable to a variety of causes, including drug or alcohol use, fatigue, distraction, driver's speed, and inadequate pedestrian safety measures. (Arhin, 2021). Provo's weather can also reduce pedestrian safety. Weather fluctuations limit visibility and make driving conditions difficult. On average, Utah automobile crash fatalities increase by 10 people annually during periods of inclement weather (State of Utah, 2018). Pedestrian safety infrastructure improvement may not resolve all these safety concerns, but research indicates that it certainly helps.

#### **ACTORS**

The primary stakeholders of this analysis include Provo's City Council, the city's Transportation and Mobility Advisory Committee (TMAC), and, vitally, Provo residents who are both the pedestrians in question and the taxpayers funding improvements. We have carefully considered Provo's Vision 2030 statement to ensure alternatives, criteria, and recommendations align with stakeholders' goals and values. TMAC is responsible for recommending amendments to the Vision 2030 statement as well as proposing traffic and pedestrian infrastructure improvements (Transportation, 2021); however, the City Council earmarks funding for potential projects. While these entities are responsible for implementing initiatives, Provo taxpayers are often the main source of funding for transportation and street plan projects. Hence, community preferences play an important role in determining public acceptance and political feasibility of a given proposal.

#### **OPTIONS**

Provo City has considered or already utilized many pedestrian safety measures, including roundabouts, bulb outs, traffic control devices, and reduced speed zones. Drastic improvements, like traffic infrastructure projects, may calm traffic and enhance safety; however, gaining taxpayer support for large government projects is often challenging in Provo. Thus, simpler and more economical solutions are likely to boost public acceptance and increase political feasibility. We chose to evaluate four effectively-proven alternatives with Provo's demographics in mind, focusing on conservative, fiscally minded options that would limit potential apprehension regarding new traffic/pedestrian safety measures. Those options include pedestrian crossing flags, rectangular rapid flashing beacons (RRFB), radar speed signs, and pedestrian hybrid beacons (PHB). They are described and pictured below.

#### PEDESTRIAN CROSSING FLAGS



Pedestrian crossing flags are small, neon orange flags to be held by pedestrians while crossing the street, most often on busy thoroughfares without traffic lights or crossing signals (Davies, 2014). The bright-colored flags increase drivers' awareness of—and ability to yield to—pedestrians. In fact, studies suggest that cars are 80% more likely to stop for pedestrians holding flags than they are for those without them (See Me Flags, 2021). Although not a formal traffic control device, pedestrian crossing flags have been shown to decrease pedestrian-involved accidents by 31% (Bergenthal, 2007). In 2000, Salt Lake City became Utah's first city to place pedestrian crossing flags at various

crosswalks. The flags were sponsored by businesses, schools, and individual citizens, which helped to reduce costs and promote public support for the initiative (Davies, 2014).

Other cities across the country have undertaken similar initiatives with varying degrees of success. Two significant challenges with crossing flag programs, both locally and nationally, are pedestrians' hesitancy to use the flags and the extent of flag theft. The City of Seattle ended its crossing flag pilot program after three years due to constant maintenance and citizens' lack of compliance (Seattle Department of Transportation, 2011). Approximately 70 flags—\$595 worth of material—went missing from Seattle's 17 crossing location each week (Espiritu, 2008).

According to Salt Lake City's Transportation Division, "the cost to install two flag holders, each with an instructional sign and six flags is approximately \$100 (2005)."

#### RECTANGULAR RAPID FLASHING BEACON

Rectangular rapid flashing beacons (RRFB) are LED traffic signs used on both sides of uncontrolled, marked crosswalks (Arhin, 2021). A yellow rectangular-shaped indicator with two electric or solar-powered LED lights is installed above and/or below pedestrian, school, or trail crossing signs (Blackburn et al., 2018). Prior to crossing an intersection, pedestrians activate the LED rapid flashing lights either by pushing a button or through automated movement detection. The lights continue to flash until pedestrians cross both lanes of traffic.



RRFBs enhance the visibility of otherwise inconspicuous signage and notify drivers of pedestrians in the vicinity, even before they are visibly crossing the road. Doing so significantly increase drivers' yielding rate at crosswalks, thereby improving pedestrian safety. Traffic researchers in St. Petersburg, Florida discovered that installing an RRFB with a single indicator increased drivers' yielding rates from 18% to 81% (Schurbutt and Van Houten, 2010). Installing an RRFB with two indicators (one above and one below the pedestrian crossing sign) increased drivers' yielding rates to 88%. RRFBs have been shown to reduce pedestrian accidents by 47% (Federal Highway, 2018). In addition, compared to radar speed signs, RRFBs are likely to maintain greater long-term effectiveness when permanently installed.

Specific RRFB pricing largely depends on the current supply and demand of materials and the cost of local labor. The cost to buy and install a rectangular rapid flashing beacon ranges from \$4,520 to \$52,310 with the national average being \$22,500 (Bushell et al., 2013).

#### RADAR SPEED SIGN



Radar speed signs measure the nearest oncoming vehicle's speed with a radar device and instantaneously show it on an interactive display. The indicator is typically positioned next to a speed limit sign, helping drivers to compare their current speed to the legal speed for the area. The numerals usually flicker when a driver should slow down. These signs can run on battery, solar, or AC power and can be installed temporarily or permanently on poles or mounted on mobile trailers (Radarsign, 2021a; ElanCity, 2015).

Studies have shown that radar speed signs improve pedestrian safety in high-accident areas by promoting speed limit compliance

(Williamson and Fries, 2015, 44). Higher vehicle speeds are associated with more fatalities in pedestrian-involved accidents. Zero Fatalities reports that 9 out of 10 pedestrians survive being hit by a vehicle going 20 miles per hour, 5 out of 10 survive an impact at 30 miles per hour, and only 1 out of 10 survives impact at 40 miles per hour (2021). A study of radar speed signs' effectiveness in a relatively low-speed urban area found that their impact on driver speeds reduced the risk of pedestrian fatalities by 4-22% (Malin and Luoma, 2020).

Although radar speed signs have been shown to discourage excessive vehicle speeds, findings on the magnitude and duration of their effect is mixed. Radarsign, a radar speed sign manufacturer, claims that studies typically suggest radar speed signs lead to "average speed reductions [of] 10-20%" (2021b). However, another study found that signs reduced average driver speeds by only 4.3-7.2% (Williamson and Fries 2015, 44). In addition, though radar speed signs tend to promote lower driver speeds months, and even years, after installation (Radarsign 2021b), this effect appears to significantly weaken over time (see ibid.; Williamson and Fries 2015).

Radarsign reports that "[d]epending on power supply, size, manufacturer, warranty period, features, and options desired for your specific application, the cost of a radar speed sign can range from \$1,900 up to \$7,500" (2021c). That cost does not include labor for installation.

#### PEDESTRIAN HYBRID BEACON

A pedestrian hybrid beacon (PHB) is a traffic control device designed to raise motorists' awareness of pedestrians crossing uncontrolled, marked crosswalk locations. Because it is activated only when needed, a PHB differs from pre-timed traffic signals and persistent flash warning beacons (U.S. Department of Transportation, 2014). Unlike a traffic signal, the PHB remains dark until it is activated by a pedestrian using a pushbutton or other activation mechanism (Fitzpatrick et al., 2020). When the beacon is turned on, it flashes and solidifies a sequence of lights to indicate the pedestrian walk interval and when it is safe for automobiles to proceed. Drivers must stop at a solid red signal



while pedestrians have the right-of-way to cross the street. When the pedestrian signals flash a "do not walk indication," the overhead beacon flashes red. If the crosswalk is clear, drivers may proceed (Godavarthy et al., 2016). These devices have been used successfully at school crossings, parks, senior centers, and other multilane street pedestrian crossings. PHBs are often mounted on mast arms or along the side of the road (Zeeger et al., 2013).

PHBs have been shown to reduce pedestrian collisions (Godavarthy et al., 2016). According to a 2010 study published by the Federal Highway Administration (FHWA), pedestrian hybrid beacons reduce pedestrian crashes by 69% and total crashes by 29%. A PHB is frequently considered for installation at traffic intersections where vehicle speeds or volumes are high, but traffic signal warrants are not met.

The cost of installing a pedestrian hybrid beacon is less than that of installing a full traffic signal system. PHB prices range from \$21,000 to \$128,000 per unit, with an average cost of \$57,680 (Zeeger et al., 2013).

#### **CRITERIA**

We evaluated the desirability of installing crossing flags, RRFBs, radar speed signs, or PHBs in Provo based on specific, relevant criteria. Criteria was inspired by renowned scholar David H. Rosenbloom's public administration theory that public administration can be approached in at least three distinct ways that emphasize different values (Rosenbloom 1983, 219, 224-25). These values include political, managerial, and legal values, respectively associated with legislative, executive, and judicial values in the US Constitution (ibid.). To ensure well-rounded analysis of our pedestrian safety solutions, we assessed each alternative on these three dimensions: their cost-efficiency and effectiveness, managerial criteria (see ibid., 219-20) which we combined into one criterion called "efficiency"; representativeness of Provo citizens' preferences, a political criterion (see ibid., 221); and how equally accessible they are to various citizens, a legal criterion (see ibid., 223). To ensure that our recommendation was realistic and practical, we also evaluated each solution's political feasibility, or likelihood of receiving enough support from city officials and citizens to be approved and implemented.

We researched and analyzed each alternatives' performance on the aforementioned criteria. Information on the cost-efficiency and effectiveness of each option was primarily gathered through online research. Each solutions' accessibility was determined by analyzing the amount of protection it offered and effort it required of pedestrians of different ages, abilities, etc. Insights on solutions' political feasibility and citizens' preferences were gathered by contacting Provo city officials and other citizens with experience addressing pedestrian safety issues. Provo's 2030 Vision, an official document outlining city goals to reach by the year 2030, also provided insights on solutions' political feasibility; presumably, options that better align with goals presented in the city's document would be more likely to receive public officials' support and thus more politically feasible. The insights we found on each solution's performance on our

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<sup>&</sup>lt;sup>1</sup> Note that the 2030 Vision has been updated and integrated with Provo's General Plan into the 2050 Vision, though Vision 2030 is still promoted on Provo's website (see https://www.provo.org/about-us/current-issues/vision-2030). In addition, Vision 2050's pedestrian-safety related goals are similar to, and even more pedestrian-safety focused than Vision 2030's pedestrian-safety related goals.

carefully selected criteria helped us to analyze which solution is best for promoting pedestrian safety in Provo.

#### **EFFICIENCY (MANAGERIAL)**

To best capture the scope of city preferences and values, we divided efficiency into two sub-criteria: cost-efficiency and effectiveness.

#### **COST-EFFICIENCY**

We compared alternatives' cost efficiency by comparing the prices of single units of each alternative.<sup>2</sup> Solutions' cost efficiency is particularly important because Provo's expenditures are set to exceed its revenues in fiscal year 2022 (see Provo City 2021, 31). Funding for pedestrian safety initiatives comes from money budgeted for traffic engineering functions (Provo Municipal, 2021), as well as The Community Development Block Grant (CDBG) program, a federally funded program run by the US Department of Housing and Urban Development (HUD). The CDBG Program has emerged as the most important single source of funding for city initiatives (Provo Community, n.d.). The external grant money may ease concerns of local citizens who may be worried about how their taxes are being spent. A Provo city council member said that it "It costs money to run a government; if you don't want government, you don't get a community." In other words, paying more for an alternative upfront may not necessarily mean that it is expensive, neither does paying less mean that an alternative is cost effective as the city needs to consider the maintenance and repairs of each alternative.

#### **EFFECTIVENESS**

Though there are multiple ways to measure a pedestrian safety solution's effectiveness, we defined this criterion to mean how successful an alternative is at preventing pedestrian accidents. A Provo City traffic engineer highlighted some of the complex planning that goes into creating a pedestrian safety feature. He said, "Using the guidance, we measure traffic volumes and speeds and pedestrian volumes, as well as review crash data, as we consider installing a new crosswalk or adding safety features to an existing crosswalk."

#### REPRESENTATIVENESS OF COMMUNITY PREFERENCES (POLITICAL)

Scholars of public administration have long recognized the importance of representing citizens in public administration (Nachmias and Rosenbloom, 1973). George Handley, a Provo City Council member, underscored the importance of representing citizens' preferences when addressing pedestrian safety in Provo. He explained that "[c]itizens know their neighborhoods really well; they know where the danger spots are." We defined our "representativeness" criterion as the extent to which a pedestrian safety solution is preferred by or at least acceptable to Provo citizens. We aimed to weigh the preferences of various Provo citizens, not just the majority. Thus, when we contacted city officials and others with insights on Provo citizens' preferences,

<sup>&</sup>lt;sup>2</sup> We compared alternatives' costs on a one-unit basis for simplicity. Multiple units of certain devices may be needed at some locations, so in some instances fully implementing an alternative may cost more than our analysis suggests. In addition, the different devices' lifespans vary, so solutions may have different relative costs in the long run.

we asked them to evaluate how preferable or acceptable each of our alternatives would likely be to various Provo citizens.

#### ACCESSIBILITY (LEGAL)

We defined alternatives' accessibility to mean the ease with which people of various age and other demographic groups can use and receive the benefit of the alternatives. We evaluated alternatives' accessibility by analyzing the difficulty of the actions pedestrians must take to use the alternatives.

Evaluating alternatives' accessibility is important for legal, practical, and governmental reasons. The Constitution guarantees to all US citizens "the equal protection of the laws" (amend. XIV, § 1), and making public safety features equally accessible to all citizens is an important way for the government to provide such protection. Such accessibility also helps pedestrian safety solutions to more fully fulfill their purpose of protecting citizens. In addition, pedestrian safety features' accessibility is important to Provo City, as shown in Objective 3.2.4³ and the introduction to Section 9⁴ of the city's 2050 Vision. Provo has a diverse population that includes many students, children, elderly people, and disabled people, and many of these diverse citizens walk the city's streets for transportation or recreation. By selecting pedestrian safety solutions that are accessible to its diverse citizens, Provo can uphold an important constitutional value, ensure that these solutions are more successful, and better fulfill its 2050 Vision.

#### **POLITICAL FEASIBILITY**

Political feasibility refers to how likely a solution is to have enough support from public officials and citizens to be approved and implemented. Considering political feasibility is important because, as explained by Meltsner, a public administration scholar, "[a]nalysis should lead to policies that can be implemented, and the study of political feasibility is one way of bridging the gap between the desirable and the possible" (1972, 859). Meltsner recommends that political feasibility analysis consider relevant "actors, their beliefs and motivations, resources, and the sites of their interactions (ibid.)."

Official city goals in Provo's 2030 Vision, as well as Provo City officials and people who had served on the Transportation and Mobility Advisory Committee or Safety Subcommittee that contributed to the 2030 Vision, gave us important insights on how resources and relevant actors' "beliefs and motivations" may interplay to influence the alternatives' political feasibility. One significant insight provided by a city official is that cultural beliefs in Provo can often hinder pedestrian safety initiatives; for example, groups advocating for these initiatives may be considered too progressive, and popular disfavor of government spending can limit the city's ability to spend on pedestrian safety solutions. The official added that the city can work out

<sup>&</sup>lt;sup>3</sup> This official objective is to "[d]evelop neighborhood walking, jogging, and biking trails with clear signage and safety features, and make them easily accessible for all age groups" (2016, 13).

<sup>&</sup>lt;sup>4</sup> That introduction states that "Provo's transportation and mobility systems balance accessibility and convenience with public safety, economic and environmental considerations" (2016, 27).

compromises between cultural beliefs and pedestrian safety needs. Still, cultural beliefs make political feasibility considerations particularly pertinent for Provo pedestrian safety initiatives.

#### CRITERIA PREFERENCE

Interviews with city staff and elected officials suggest that some criteria are more indicative of Provo City's needs and preferences than others. For example, if citizens or elected officials are hesitant to commit to a solution, improvements are unlikely to be made—regardless of how effective, needed, or important they may be. Thus, political feasibility has the greatest impact in the decision-making process. The ideal solution must also be affordable and effective; hence, the managerial value of efficiency ranks next in criteria preference. We weighted the sub-criterion of effectiveness slightly more than cost efficiency; an effective higher-cost solution is more desirable than an ineffective lower-cost one. Representativeness of community preferences, the political value, ranks third in criteria weighting. Although public preferences are important in selecting and shaping pedestrian safety solutions, political feasibility and efficiency more deeply affect whether solutions can even be implemented. Lastly, accessibility is the lowest weighted criterion. Despite the importance of this legal value, our alternatives do not differ enough in accessibility to drastically impact outcomes.

#### **ANALYSIS**

We conducted our analysis using an analytic hierarchy process (AHP) model, a quantitative model designed for comparing and ranking alternatives. This model ranked options on each criterion by essentially allocating 100 available points among them based on their performance on each criterion. More points represented better performance. We also used the model to compare and weight criteria with a similar 100-point system. Finally, the model used options' criterion-specific scores and criterion weights to compute overall scores for alternatives by allocating 100 available overall points. Alternatives' criterion-specific and overall rankings also helped us to analyze trade-offs in favoring one alternative over another. Tables 1-5 in the Appendix display alternatives' criterion-specific and overall scores, as well as criterion weights.

#### PROJECTED OUTCOMES

Pedestrian crossing flags are somewhat efficient but rank the lowest on representativeness, accessibility, political feasibility, and total score. They are the least expensive option and therefore the most cost-effective. They have been shown to reduce pedestrian accidents in Salt Lake City by 31%. Pedestrian crossing flags poorly represent citizen preferences; as explained by a member of the Mobility and Transportation Subcommittee that contributed to Provo's 2030 Vision, "These flags have appeared and—for good reason!—disappeared at differen[t] intersections... over the years. They require pedestrians to literally take their safety into their own hands" (Aaron Skabelund, 2021). Because of their poor use and low popularity, these flags also rank low on political feasibility. Because they require the most effort for use among our alternatives, they rank lowest on accessibility. Pedestrian crossing flags are the cheapest solution but otherwise performed poorly on our criteria.

Rectangular rapid flashing beacons performed consistently well in our AHP model—ranking second among alternatives in each criterion, as well as second in final score. The steady performance of RRFBs is largely due to its middle-of-the-road approach: unlike its competitors, it is not the highest nor the lowest scoring alternative in any criterion. RRFBs are the only

alternative that did not score exponentially low (under six percent) in at least one category. In comparison, the lowest score rectangular rapid flashing beacons earned was a 21% (accessibility) with the highest score being 32% (representation), thus proving itself equally reliable and effective in all criteria of interest. The greatest conflict facing RRFBs in our analysis is whether they are currently politically feasible in Provo. Rectangular rapid flashing beacons are relatively new pedestrian safety alternatives; the technology was first made available in 2008, but due to private patent concerns faced interim approval concerns until 2018 (FHWA, 2020). RRFBs' recent development affects political feasibility because citizens are unfamiliar with the new technology and may be hesitant to change due to preconceived cultural preferences. This combined with average scores in all other criterion led to a great outcome, but not a standout outcome in one particular area.

Based on our analysis, radar speed signs rank low on efficiency but highest on representativeness, accessibility, political feasibility, and overall. These signs perform relatively poorly on efficiency because, while they are one of the cheapest solutions we examined, they promote pedestrian safety indirectly and therefore less effectively. Rather than directly protect pedestrians, these signs encourage drivers to better obey speed limits, thereby reducing the risk and likely severity of pedestrian accidents. Radar speed signs rank highest on representativeness because, as pointed out by people we contacted who have been involved in pedestrian safety issues in Provo, the city uses a fair number of these signs and they seem well accepted by Provo citizens; while some Provo citizens have complained about flashing signs in their neighborhoods, these signs cause minimal inconvenience to drivers and serve citizens' desire for safe neighborhoods. Radar speed signs rank highest on accessibility because they operate without pedestrian action and should equally protect pedestrians across age and other demographic groups. These signs' relatively low cost, established usage, and unobtrusiveness make them rank highest on political feasibility, the city's most important criterion in this analysis. While radar speed signs may protect pedestrians less effectively than other alternatives, they are the most preferable solution because they are the most representative of citizens' preferences, broadly accessible, and politically feasible.

The pedestrian hybrid beacon is found to be highly effective in mitigating pedestrian accidents (by almost 70%) in addition to slowing down vehicles. The PHB is considered a sustainable safety measure, hence it being ranked high in the AHP model; however, this alternative is initially the most expensive of the four options mentioned in this report, but according to sources at Provo City, the community has a high preference to using the PHB. It is simple to access as it works similar to how a push button operates at a traffic light when a pedestrian wants to cross, except that it is illuminated instantly to alert traffic. One downside mentioned by a Provo City engineer is that in busy areas or during peak hours, it can cause traffic congestion. Overall, it is an attractive alternative when funding is available, and the location of the installation will not cause traffic hinderances for drivers.

#### TRADE-OFFS

While radar speed signs rank the highest overall in our analysis among potential pedestrian safety solutions, favoring these signs over other alternatives comes with certain trade-offs, most significantly in efficiency. Although radar speed signs are cheaper than RRFBs and PHBs, the signs rank lowest in efficiency because they are considered less effective than all the other alternatives at preventing pedestrian-involved accidents. Radar speed signs are shown to reduce

crashes by 5-7% compared to 30% for crossing flags, 47% for RRFBs, and 69% for PHBs (Williamson, et al., 2016). By favoring crossing flags, RRFBs, or PHBs over radar speed signs, the city could likely promote pedestrian safety more effectively, and more cheaply in the case of crossing flags. It is important to note that radar speed signs still significantly promote pedestrian safety. Studies indicate radar speed signs are relatively effective in preventing pedestrian fatalities, reducing traffic casualties by 4-20% (Malin and Luoma, 2020), just not as significantly as the other solutions we evaluated.

Despite the trade-off in effectiveness, favoring radar speed signs over the other alternatives would come with no trade-offs in representativeness, accessibility, or political feasibility. These signs ranked highest among all considered safety measures on these three criteria. In addition, as previously explained, political feasibility is the most important criterion in analyzing pedestrian safety solutions. Thus, radar speed signs' high performance on that criterion is very valuable. Favoring any of the other solutions over radar speed signs would bring negative trade-offs in terms of representativeness, accessibility, and political feasibility, the most important criterion.

It is also important to note that, while our analysis has treated crossing flags, RRFBs, radar speed signs, and PHBs as separate alternatives, the city could of course choose to install a combination of these devices. Doing so could mitigate the trade-off in effectiveness associated with favoring radar speed signs. RRFBs, which ranked highly in effectiveness and overall efficiency and second-highest overall, may be an attractive supplement to new radar speed signs.

#### **RECOMMENDATION**

We recommend that the City of Provo install additional radar speed signs in high pedestrian accident risk areas to improve pedestrian safety. Radar speed signs are a politically feasible, cost efficient, and accessible alternative that also represents diverse community preferences well. Consequently, radar speed signs performed exceptionally well in our AHP model—ranking first in three out of four weighted criteria. Rectangular rapid flashing beacons also performed well on the AHP model (ranking second overall) and are a more effective alternative; however, their greater cost and lower political feasibility, accessibility, and community support may make them more difficult to implement city-wide.

Ultimately, the most appropriate alternatives may vary depending on the needs of specific streets and neighborhoods—higher pedestrian crossing areas like Center Street and 800 North may benefit from a more effective alternative like RRFBs, whereas radar speed signs may be the best generic alternative for the entire city.

#### CONCLUSION

Pedestrian safety is a national issue that significantly affects Provo. Climate and demographic factors make this issue particularly important for the city. To help guide the Provo City Council and Transportation Committee in promoting pedestrian safety, we have evaluated the desirability of installing in high-risk areas pedestrian crossing flags, rectangular rapid flashing beacons, radar speed signs, and pedestrian hybrid beacons. We compared these alternatives' efficiency, representativeness of community preferences, accessibility, and political feasibility, important criteria that represent managerial, political, and legal values. We found radar speed signs to be the best option overall. These signs offer Provo a politically feasible, representative, costeffective, and accessible way to prevent pedestrian accidents and save lives.

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Figure 1: UDPS. (2021). Utah Crash Summary and Raw Data. https://udps.numetric.net/utah-crash-summary#/

- Figure 2: Alamy. (2021). Salt Lake City Utah Crosswalk Safety Flags at a Pedestrian Crossing. https://www.alamy.com/stock-photo-salt-lake-city-utah-crosswalk-safety-flags-at-a-pedestrian-street-76094576.html
- Figure 3: Pedbikeimages. (2021). Rectangular Rapid Flashing Beacon. Dan Burden. www.pedbikeimages.org
- Figure 4: Radarsign. (2021b). How Effective Are Radar Speed Signs?. https://www.radarsign.com/how-effective-are-radar-speed-signs/#longtermspeeds
- Figure 5: City of Phoenix. (2010). Pedestrian Hybrid Beacon. https://www.phoenix.gov/streetssite/Documents/070294.pdf

#### SPECIAL THANKS

Kenneth Anson: Member of Provo's Mobility and Transportation Subcommittee; contributed to Provo 2030 Vision

George Handley: Provo City Council member; Brigham Young University professor

Dixon Holmes: Member of Provo's Mobility and Transportation Subcommittee; contributed to Provo 2030 Vision; Provo assistant chief administrative officer; deputy mayor of economic development

Rob Hunter: Provo City traffic engineer

Sam Kelly: Orem City engineer

Jeffrey Lambson: Orem City Council member

Shawn Miller: Member of Provo's Mobility and Transportation Subcommittee; contributed to Provo 2030 Vision member; Brigham Young University professor

Coy Porter: Member of Provo's Safety Subcommittee; contributed to Provo 2030 Vision; Utah state fire marshal

Mitsuru Saito: Member of Provo's Transportation and Mobility Advisory Committee (TMAC), Brigham Young University professor

Casey Serr: Member of Provo's Mobility and Transportation Subcommittee; contributed to Provo 2030 Vision

Aaron Skabelund: Member of Provo's Mobility and Transportation Subcommittee; contributed to Provo 2030 Vision; Brigham Young University professor; involved for years with BikeWalk Provo (see http://bikewalkprovo.org/), which advocates for safe streets for bikers and pedestrians

#### **APPENDIX- AHP MODEL TABLES**

Criterion	Weight	Sub-Criterion	Weight
Efficiency	27	Cost Efficiency	12
Representativeness	10	Effectiveness	88
Accessibility	6	Table 2: Efficiency su	b-criteria weights
Political Feasibility	58		

Table 1: Criterion weights

Alternative	Cost Efficiency	Effectiveness	Overall Efficiency
Crossing Flags	63	9	16
RRFB	13	29	27
Radar Speed Sign	20	4	6
PHB	4	57	51

Table 3: Alternatives' cost efficiency, effectiveness, and overall efficiency scores

Alternative	Efficiency	Representativeness	Accessibility	Political Feasibility
Crossing Flags	16	5	5	14
RRFB	27	32	21	31
Radar Speed Sign	6	50	53	50
PHB	51	14	21	5

Table 4: Alternatives' scores on each main criterion

Alternative	Overall Score
Crossing Flags	13
RRFB	29
Radar Speed Sign	39
PHB	19

Table 5: Alternatives' overall scores

# PROVO MUNICIPAL COUNCIL STAFF REPORT



Submitter:MDAYLEYDepartment:CouncilRequested Meeting Date:01-18-2022

**SUBJECT:** A resolution regarding the South Valley Transit Study (22-10).

**RECOMMENDATION:** Presentation and Discussion

<u>BACKGROUND</u>: The forecasted substantial long-term population and employment growth in south Utah County will result in requiring additional and robust transit options to meet the forecasted travel demand and provide direct connections to regional destinations. As such, Provo City and many partners have considered various alternatives as part of the South Transit Study and recommend the Locally Preferred Alternative for the South Valley Transit Study to be implemented as outlined in the South Valley LPA Resolution.

#### **FISCAL IMPACT:**

PRESENTER'S NAME: Dixon Holmes, Deputy CAO

**REQUESTED DURATION OF PRESENTATION: 30 minutes** 

**COMPATIBILITY WITH GENERAL PLAN POLICIES, GOALS, AND OBJECTIVES:** 

**CITYVIEW OR ISSUE FILE NUMBER: 22-010** 

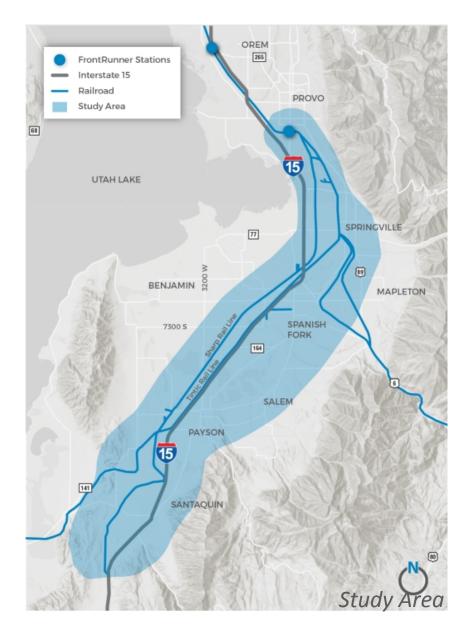
# South Valley Transit Study

Locally Preferred Alternative
Provo City Council Adoption
January 2022



# **Transit Study Purpose**

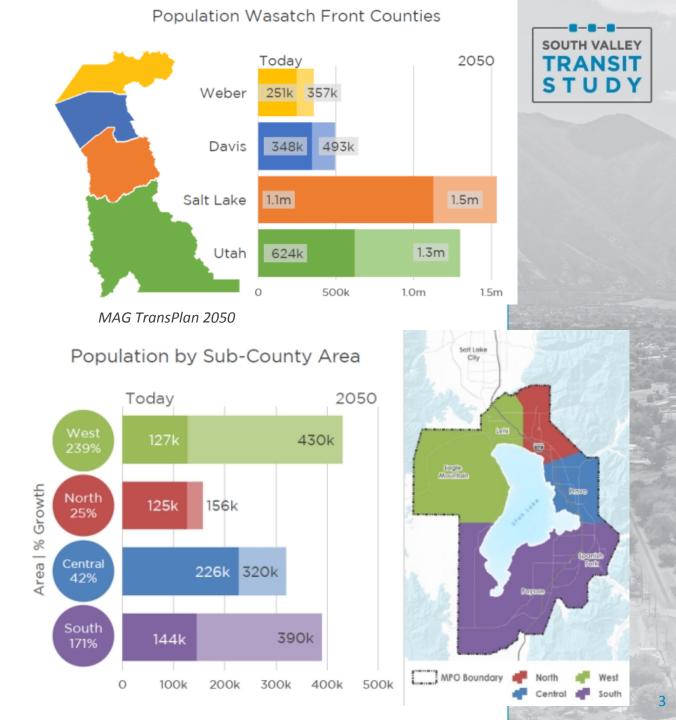
- Evaluate high-quality transit improvements from Provo to Santaquin
- Select a Locally Preferred Alternative for transit (alignment and mode) that can be moved forward
- Provide a transparent and collaborative process between all project partners





# **Transit Project Goals**

- Support the transportation demands of population and employment growth
- ➤ Provide efficient regional transit service in the project corridor
- Support adopted regional plans and local plans and policies
- ➤ Enhance economic development



## **Alternatives Evaluation Roadmap**



**Pre-Screening** 

Step 1: Fatal flaw review of full range of alternatives

**Initial Evaluation** 

2 Step 2: Evaluate alternatives at a high-level

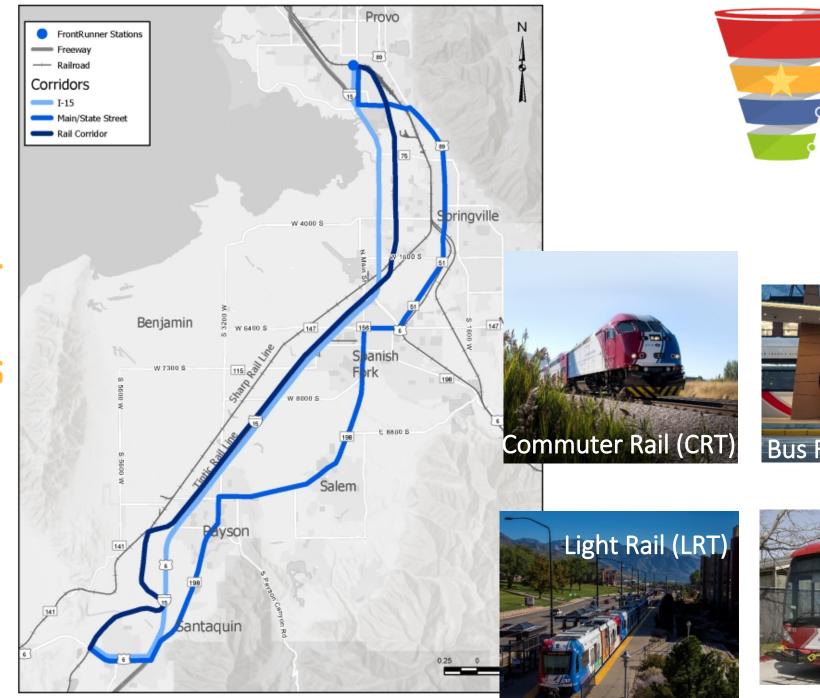
Detailed Evaluation (3)

Step 3: Evaluate alternatives in more detail and select Locally Preferred Alternative

**Preferred Alternative** 

**Step 4: Develop Implementation Plan for Locally Preferred Alternative** 

# Initial Evaluation – Transit Alternatives













# Detailed Evaluation – Alternatives

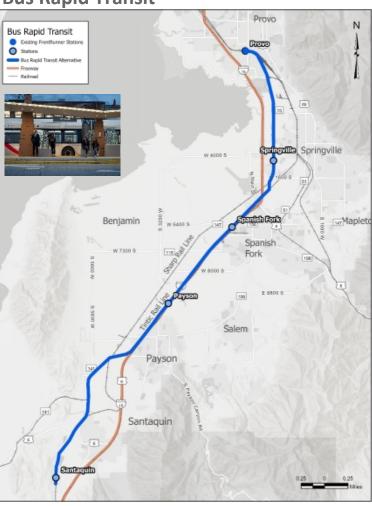




#### **Commuter Rail**



**Bus Rapid Transit** 



**Bus Rapid Transit Design Option** 



Commuter Rail and Bus Rapid Transit share same alignment/station locations

Bus Rapid Transit Design Option developed to reduce costs and impacts



# Detailed Evaluation – **Alternatives**



# SOUTH VALLEY TRANSIT STUDY

## Why Commuter Rail?

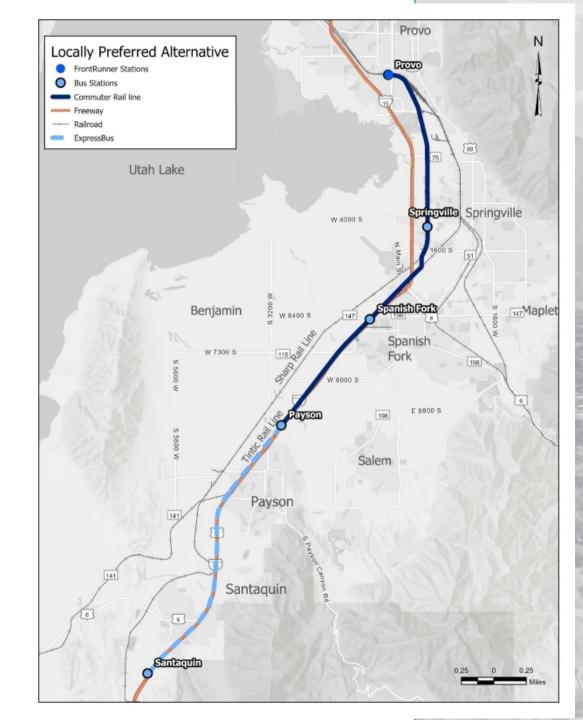
## **Commuter Rail**

- Regional travel times
- Ridership
- Capital costs
- Operation and Maintenance costs
- Return on investment
- Construction complexity



## **Locally Preferred Alternative Recommendation (2050)**

- Commuter Rail Provo to Payson
  - Reduces cost (capital and O&M)
  - Improves return on investment
  - Reduces impacts
- Express Bus Service Payson to Santaquin
  - Connect Santaquin to commuter rail
  - Focus on future corridor preservation



# Detailed Evaluation – Public Input





#### To date:

- ▶1,072 comments
- ≥5,562 website users
- ➤ 13,023 pageviews



### Community Events:

- ➤ Bike to Work Day (Provo)
- ➤ Art City Days (Springville)
- > Freedom Festival (Provo)
- ➤ Fiesta Days (Spanish Fork)
- ➤ Utah County Fair (Spanish Fork)
- ➤ Orchard Days (Santaquin)
- Farmer's Market (Provo)
- ➤ Festival Latinoamericano (Provo)
- ➤ Virtual Public Meeting October 21<sup>st</sup> ~50 participants



# Detailed Evaluation – Public Input

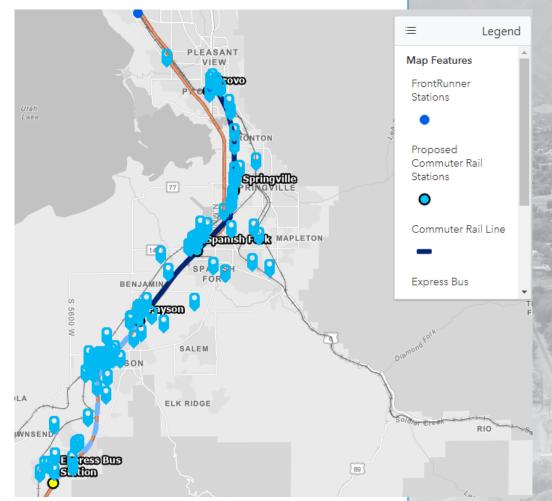






### What did we hear?

- Very strong support for FrontRunner
- Support for frequent, reliable (transit priority and exclusivity where possible), and affordable service
- Interest in high quality development at station areas with mix of uses
- Support for expanded local bus service throughout south Utah County
- Opposition for transit in south Utah County was expressed (small percentage of overall comments)







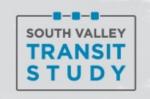


- Estimated Capital Cost (2026) \$550M 750M
- Estimated Annual O&M (2026) \$8 M/year
- Ridership

Daily Boardings*	2019	2030	2040	2050
Payson	250	200	450	600

- Likely to increase with Regional Transportation Plan update next year
- Density around stations is a strong driver on ridership
- Assumes no transfer at Provo, same service frequency

- Project Construction and Implementation
  - Exact timing is unknown and based on securing additional funding
  - Will learn more as study is advanced to environmental







- ➤ Key Segment Considerations: Commuter Rail Provo to Payson
  - Coordination and advocacy for supporting transportation investments is critical
    - Spanish Fork Center Street Interchange
    - Payson Main Street Interchange and Nebo Belt Road
  - Ridership
    - Density around stations is critical
    - Importance of coordinated station area planning
      - UTA Transit-Oriented Development (TOD) planning in 2022







# SOUTH VALLEY TRANSIT S T U D Y

## **Immediate Next Steps**

- ➤ City Council approval of Locally Preferred Alternative December 2021
  - UTA will approve following City Council approval
- >Team will send final documentation for review November 2021
- ➤ Active engagement with environmental study early 2022
- ➤ Active engagement with UTA TOD planning process early 2022
- ➤Ongoing advocacy for supporting investments (Center St. and Main St. interchanges)





# **Big Picture Next steps**

#### PROJECT DEVELOPMENT PROCESS

#### Planning and Alternatives Analysis

Investigation of Alternatives Identify Preferred Alternative (Alignment and Mode)

# **Environmental** Review

Environmental Study (State Environmental Study or NEPA) Preliminary Engineering Agency Issues

Decision

#### **Final Design**

Station Design
Property and
Right-of-Way
Acquisition
Funding Secured

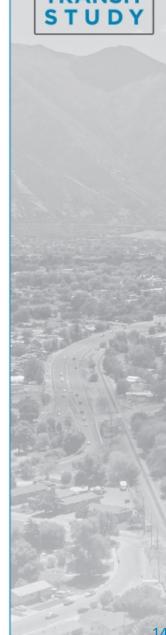
Final Route and

#### Construction

Groundbreaking
Testing and
Operations





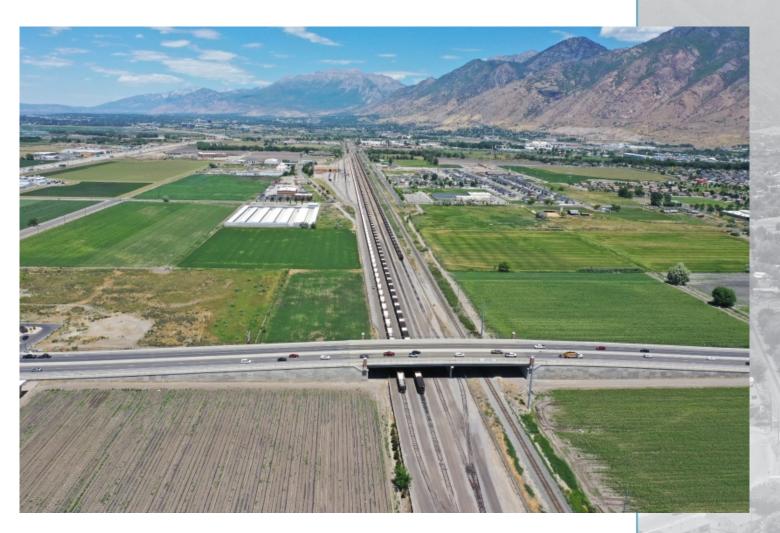


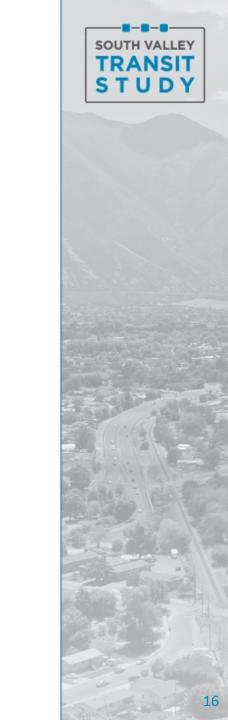
# Wrap-up

SOUTH VALLEY
TRANSIT
S T U D Y

Locally Preferred
Alternative Approval
Resolution

Thank you for support and participation







# **Detailed Evaluation**





Detailed Screening Measure	Commuter Rail Operational Scenario A- High frequency	Commuter rail Operational Scenario B- AM/PM peak only	BRT Operational Scenario A- High frequency	BRT Operational Scenario B- AM/PM peak only	BRT Design Option Operational Scenario A- High frequency	BRT Design Option Operational Scenario B- AM/PM peak only
Regional transit travel times				<b>②</b>	<b>(</b>	•
	Santaquin to FR Provo: 30 minutes Santaquin to FR Lehi: 58 minutes	Santaquin to FR Provo: 30 minutes Santaquin to FR Lehi: 73 minutes	Santaquin to FR Provo: 29 minutes Santaquin to FR Lehi: 73 minutes	Santaquin to FR Provo: 29 minutes Santaquin to FR Lehi: 73 minutes	Santaquin to FR Provo: 35 minutes Santaquin to FR Lehi: 78 minutes	Santaquin to FR Provo: 35 minutes Santaquin to FR Lehi: 78 minutes
Transit reliability	100% of transit operates in exclusive guideway	100% of transit operates in exclusive guideway	100% of transit operates in exclusive guideway	100% of transit operates in exclusive guideway	58% of transit operates in exclusive guideway	58% of transit operates in exclusive guideway
Transit ridership (2050) Assumes modeled land uses	<b>(3)</b>	<b>②</b>	•	•	•	•
	Daily boardings (2050) Provo - 6,039 Springville - 1,969 Spanish Fork - 1,394 Payson - 723 Santaquin - 658 Total (w/o Provo) - 4,744	Daily boardings (2050) Provo – 6,691 Springville – 633 Spanish Fork – 387 Payson – 166 Santaquin – 300 Total (w/o Provo) – 1,486	Daily boardings (2050) Provo – 6,428 Springville – 420 Spanish Fork – 293 Payson – 143 Santaquin – 233 Total (w/o Provo) – 1,089	Daily boardings (2050) Provo – 6,051 Springville – 271 Spanish Fork – 200 Payson – 108 Santaquin – 159 Total (w/o Provo) – 738	Daily boardings (2050) Provo – 5,750 Springville – 124 Spanish Fork – 187 Payson – 100 Santaquin – 132 Total (w/o Provo) – 543	Daily boardings (2050) Provo – 5,591 Springville – 80 Spanish Fork – 129 Payson – 75 Santaquin – 90 Total (w/o Provo) – 375
Capital cost (2026 dollars) (Rough order of magnitude cost includes estimated construction, right-of-way, station program, and vehicle fleet costs)	<ul> <li>\$800 M - 1.1 B (Provo to Santaquin)</li> <li>\$550 - 750 M (Provo to Payson)</li> </ul>	<ul> <li>\$800 M – 1.1 B (Provo to Santaquin)</li> <li>\$500 – 750 M (Provo to Payson)</li> </ul>	<ul> <li>\$1.1 – 1.5 B (Provo to Santaquin)</li> <li>\$650 – 900 M (Provo to Payson)</li> </ul>	<ul> <li>\$1.1 – 1.5 B (Provo to Santaquin)</li> <li>\$650 – 900 M (Provo to Payson)</li> </ul>	\$400 – 550 M (Provo to Santaquin)     \$300 – 400 M (Provo to Payson)	<ul> <li>\$350 – 500 M (Provo to Santaquin)</li> <li>\$250 – 300 M (Provo to Payson)</li> </ul>
Annual O&M estimate (2026 dollar/year)	• \$13.5 M/yr (Provo to Santaquin) • \$8.1 M/yr (Provo to Payson)	• \$3.5 M/yr (Provo to Santaquin) • \$2.1 M/yr (Provo to Payson)	\$3.7 M/yr (Provo to Santaquin)     \$2.2 M/yr (Provo to Payson)	\$1.2 M/yr (Provo to Santaquin)     \$0.7 M/yr (Provo to Payson)	• \$3.9 M/yr (Provo to Santaquin) • \$2.4 M/yr (Provo to Payson)	• \$1.2 M/yr (Provo to Santaquin) • \$0.7 M/yr (Provo to Payson)
Return on investment (cost/rider)	Lowest cost per rider of all alternatives (Provo to Santaquin)     Provo to Payson segment improves ROI performance by ~30%	2x higher CRT Scenario A (Provo to Santaquin)     Provo to Payson segment improves ROI performance by ~35%	4x higher CRT Scenario A (Provo to Santaquin)     Provo to Payson segment improves ROI performance by ~40%	<u>5x higher</u> CRT Scenario A (Provo to Santaquin)     Provo to Payson segment improves ROI performance by ~40%	Ax higher CRT Scenario A (Provo to Santaquin)     Provo to Payson segment improves ROI performance by ~20%	3.5x higher CRT Scenario A (Provo to Santaquin)     Provo to Payson segment improves ROI performance by ~20%

#### **RESOLUTION NO. 2022-xx**

### A RESOLUTION OF THE CITY OF PROVO DECLARING SUPPORT FOR THE LOCALLY PREFERRED ALTERNATIVE FOR THE SOUTH VALLEY TRANSIT PROJECT

WHEREAS, the Utah Transit Authority, the Cities of Provo, Springville, Spanish Fork, Payson, and Santaquin, Mountainland Association of Governments, and Utah Department of Transportation have jointly prepared the South Valley Transit Study which identifies a future Commuter Rail alignment from Provo to Payson, and Express Bus service from Payson to Santaquin.

**WHEREAS,** long-term population and employment growth in south Utah County is forecasted to be substantial, and as a result, will require additional and robust transit options to meet the forecasted travel demand and provide direct connections to regional destinations.

WHEREAS, the City and partners have considered various alternatives as part of the South Transit Study and hereby recommends the Locally Preferred Alternative for the South Valley Transit Study to be implemented as described below:

The Locally Preferred Alternative Commuter Rail segment from Provo to Payson would begin at the FrontRunner Provo Station and travel south adjacent to the Sharp Industrial Lead. In Springville, the alignment would leave the Sharp Industrial Lead and join the Tintic Industrial Lead. The alignment would continue south along the Tintic Industrial Lead and terminate just north of the Main Street Interchange in Payson. Stations to be served by Commuter Rail as part of the Locally Preferred Alternative include:

- FrontRunner Provo (existing station)
- Springville (future station)

PROVO CITY

- Spanish Fork (future station)
- Payson Main Street (future station)

The Locally Preferred Alternative Express Bus segment from Payson to Santaquin would begin at the future Payson Main Street Commuter Rail station and utilize I-15 in mixed flow traffic to travel south to Santaquin. Future station locations would be identified along this Express Bus segment in collaboration with Payson, Santaquin, and UTA.

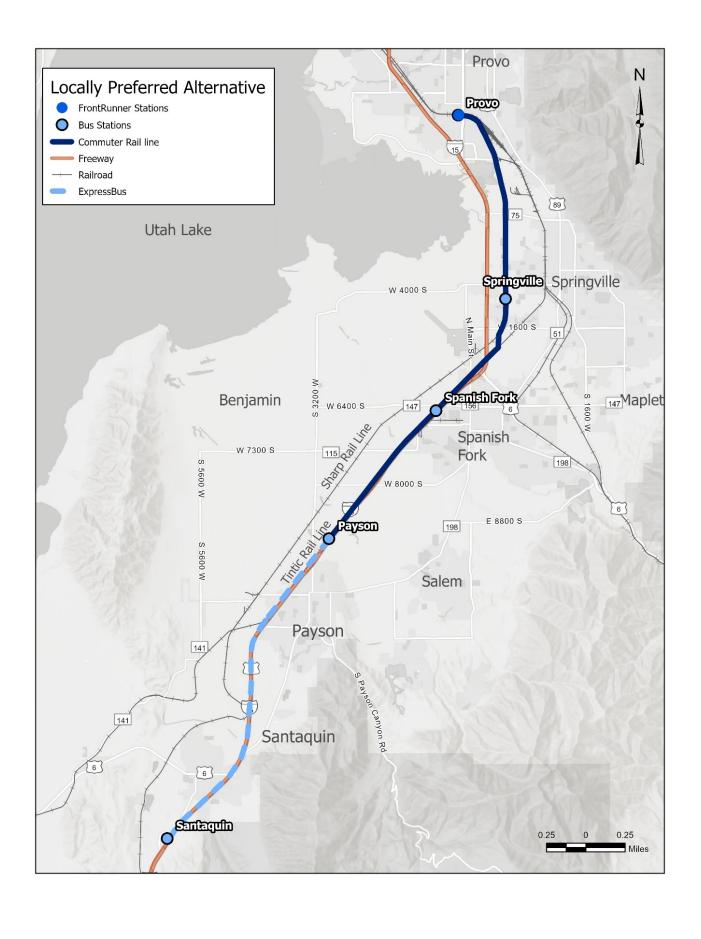
These segments – Provo to Payson and Payson to Santaquin – may be advanced separately.

**NOW, THEREFORE, BE IT RESOLVED** by the Provo City Council that the City supports the Locally Preferred Alternative for the South Valley Transit Study which includes Commuter Rail alignment from Provo to Payson, and Express Bus service from Payson to Santaquin, as described and shown in the attached figure.

The resolution shall take effect upon passage and approval.
Approved and Adopted by the City Council of Provo City this day of

Mayor Kaufusi	
ATTEST:	

[Insert Name, Title]



# PROVO MUNICIPAL COUNCIL STAFF REPORT



Submitter: EVANDERWERKEN

**Department:** Council

**Requested Meeting Date:** 

SUBJECT: A discussion regarding Council assignments to committees, boards, and

commissions (22-005)

**RECOMMENDATION:** Presentation and discussion

**BACKGROUND:** As outlined in the Provo City Council Handbook section five, "Council Committees and Liaisons," All committee assignments along with the various boards and commissions assignments are appointed by the Municipal Council Chair, "after considering Council Members' interests", usually at the second meeting of the year - January 18, 2022 this year.

#### **FISCAL IMPACT:**

**PRESENTER'S NAME**: Cliff Strachan, Council Executive Director

**REQUESTED DURATION OF PRESENTATION:** 45 minutes

**COMPATIBILITY WITH GENERAL PLAN POLICIES, GOALS, AND OBJECTIVES:** 

**CITYVIEW OR ISSUE FILE NUMBER: 22-005** 

### **Council Committee Assignments**

Last Updated: January 19, 2021

#### **City-Related Organizations**

Council Members act as board members of several other city-related boards, including:

- The Redevelopment Agency of Provo
- The Municipal Building Authority
- The Board of Canvassers
- The Stormwater Service District

#### Other Boards, Committees and Liaisons

Individual Municipal Council members may be appointed to various other City boards, commissions, and committees, or act as a liaison to them.

Leadership Responsibilities (\*first name is Chair, second name is Vice-chair) (one-year terms)

Group	Appointed By	Current Appointment	Meeting Time
Municipal Council Leadership	Municipal	*David Sewell	Thurs. 7:30
	Council	David Shipley	AM
Provo Redevelopment Agency	Municipal	*Shannon Ellsworth	5 PM on 2 <sup>nd</sup>
Executive Committee	Council	Bill Fillmore	Tues.
		Mayor Kaufusi	
Municipal Building Authority Leadership	MBA Bylaws	Council Chair and Vice-chair	
Stormwater Service District	SSD Bylaws	Council Chair and Vice-chair	
Provo Foundation	Articles of	Council Chair	Quarterly, or
- see <u>PCC 2.34</u>	Incorporation		as needed

#### Council Committees (PCC 2.50.110) (\*first name is Chair, second name is Vice-chair)

Committee	Councilors	Mission Statement	
	STANDING COUNCIL COMMITTEES		
Council Budget Committee	Council committee of the whole	The mission of the Budget Committee is to review and make recommendations concerning the City's annual budgets, which should be results-oriented and structurally balanced, have sustainable revenues, and promote cost effective management of programs and capital infrastructure.	
Audit Committee	*David Shipley Travis Hoban	The mission of the Audit Committee is to review and make recommendations to the Mayor and City Council concerning the City's financial reporting processes, standards, financial statements, and internal controls, as audited by the City's independent auditors; and other audit related assignments as requested by the City Council.	
Neighborhood Advisory Board	*David Harding Shannon Ellsworth	The Neighborhood Program is intended to provide advice and recommendations to the Municipal Council to aid them in their decision making, and to provide	

Committee	Councilors	Mission Statement
	STANDING (	COUNCIL COMMITTEES
(see <u>PCC 2.29</u> )		the citizens of Provo additional opportunities for input and feedback regarding land use decisions that affect their communities.
	AD HOC CO	OUNCIL COMMITTEES
Housing Committee	*Shannon Ellsworth David Harding	The purpose of the Housing Committee is to research best practices and make recommendations for:  1. Understanding what characteristics meet the tenets of a balanced and healthy neighborhood that promote owner occupancy and long-term residency; and  2. How best to proactively address housing issues countywide by engaging surrounding cities, the school board, housing advocates, and other experts.
Foothill Protection Committee	*George Handley Bill Fillmore Shannon Ellsworth	Review the current staff report on the gravel pit issue and bring it to the Council for approval to release to the public. Bring recommendations to the Council for legislative changes to consider as a result of the lessons learned.
Zoning Compliance Committee	*David Sewell Shannon Ellsworth	Review recommendations from citizens and the Administration pertaining to zoning enforcement and compliance, and to advise the Council on how to move forward with those recommendations.
Sign Committee	*David Sewell Travis Hoban	Review sign ordinances and how they are applied and enforced in various areas of the city. Review design corridors and evaluate how the current sign ordinance aligns with the interests of these areas and evaluate the compatibility with other zones in surrounding areas. Study how the sign ordinance aligns with the General Plan. Recommend improvements as a result of lessons learned and input from committee members, Community Development, and stakeholders including neighborhoods and business representatives. Bring legislative recommendations to the Council for consideration.
Carryover Policy Committee	*David Shipley David Harding	To prepare a proposal, having engaged with the Administration to update the budget policies, particularly as regards surplus money at the end of the budget year.
Economic Development Committee	*Bill Fillmore Shannon Ellsworth David Shipley	To focus on various policy alternatives, fresh ideas, best practices and budgetary elements related to (1) enhancing the City's long-term tax base, (2) making Provo more attractive and accessible for (a) high-tech and other promising startups, (b) established, high growth potential businesses and (c) major out-of-state businesses seeking a new and better location, (3) exploring possibilities for support and incubation of promising local startups and university technology spinoffs, and (4) enhancing our City's various arterial gateways in terms of both aesthetics and revenue-

Committee	Councilors	Mission Statement		
	STANDING COUNCIL COMMITTEES			
		generating retail businesses.		
Council Parking Committee	*David Harding David Sewell	Review the Provo Strategic Parking Management Plan and current City parking policies and programs. Recommend adjustments to policies, if needed. Recommend steps to more fully implement the Strategic Parking Management Plan.		

#### City-Related Boards with Council Appointment

Board	Appointed By	Current Appointment	Term	Term Expiration	Meeting Time
Library Board - see <u>PCC 2.26</u>	Mayor with Council A&C	David Shipley	3 years	December 31, 2023	2 <sup>nd</sup> Wed 4 PM odd months
Provo Housing Authority* - see <u>UCA</u> 35A-8-404	Mayor with Council A&C	George Handley	3 years	June 30, 2022	Monthly 3 <sup>rd</sup> or 4 <sup>th</sup> Wednesday at 4:15 PM

#### City Advisory Boards with a History of Council Liaisons

Board	Current Liaison	Meeting Time
Agricultural Commission	David Shipley	3 <sup>rd</sup> Thursday 7 PM
		Rec Center
Airport Board – see PCC 2.21	Travis Hoban	Quarterly 2 <sup>nd</sup>
		Tuesday 12:30
Arts Council – see PCC 2.22	David Shipley	Inactive
Energy Board - see PCC 12.01	David Shipley	1 <sup>st</sup> Monday 4 PM
Transportation and Mobility Advisory Committee	David Harding	3 <sup>rd</sup> Thursday 12 PM
- see <u>PCC 14.04B</u>		1
Parks & Recreation Board - see PCC 2.38	Bill Fillmore	3 <sup>rd</sup> Thursday 12 PM
Sustainability and Natural Resources Committee	George Handley	3 <sup>rd</sup> Tuesday 7:15 AM
CDBG General Committee	Travis Hoban	2021 Schedule TBD
CDBG Social Services Committee	Travis Hoban	2021 Schedule TBD

#### Non-City Boards with City/Council Appointments/Liaisons (by rule, tradition, or request):

Board	Appointed By/ Assignment Type	Current Assignment	Meeting Time
Downtown Provo, Inc.	Liaison appointed by Council Chair	David Harding	3 <sup>rd</sup> Wed monthly 8:00 am
Rock Canyon Advisory Committee	Liaison appointed by Council Chair	George Handley	Twice annually (spring & fall)
Utah Valley Clean Air Task Force	Liaison appointed by Council Chair	Shannon Ellsworth	4 <sup>th</sup> Monday 2 PM
South Utah Valley Solid Waste District (SUVSWD)	SUVSWD Bylaws	George Handley	3 <sup>rd</sup> Wed every other month
Utah Municipal Power	Mayor with	Mayor Kaufusi	4 <sup>th</sup> Wed 6 PM

Agency (UMPA) Board of Directors - see PCC 2.20.040(3)	Council A&C		
Metropolitan Water Board - see PCC 2.20.040(1)	Board members appointed by Council; Liaison appointed by Council Chair	David Harding	Quarterly provometrowater@gmail.co m 801-465-5205
Utah Lake Commission	Bylaws	Mayor Kaufusi	Quarterly (7:30 AM 3 <sup>rd</sup> Thursday)
Mountainland Association of Governments Executive Council	Bylaws	Mayor Kaufusi	Bylaws stipulate 4 <sup>th</sup> Thursday
ULCT Legislative Policy Committee	Bylaws; city may have up to three but only one staff member; *if Board member then four	*Mayor Kaufusi Isaac Paxman Shannon Ellsworth Dave Harding Alt: (not named)	Mondays at 12 PM (not holidays) during Legislative Session

City Administrative/Quasi-judicial Boards without Council Liaison (Not Recommended)

- Board of Adjustment (Zoning) (see PCC 14.05)
- Board of Appeals (Building Code) (see PCC 2.20.010)
- Classified Civil Service Commission (see PCC 4.01.010)
- Landmarks Commission (see PCC 16.02)1
- Planning Commission (see PCC 14.04)1
  - Design Review Committee (see <u>PCC 14.04A</u>)
- Record Appeals Board (see <u>PCC 3.13.090</u> and <u>UCA 63G-2-701</u>)
- Unclassified Civil Service Appeals Board (see PCC 4.03)

<sup>&</sup>lt;sup>1</sup> These bodies also act as City Advisory/Policy Recommending Boards.

# PROVO MUNICIPAL COUNCIL STAFF REPORT



Submitter:MDAYLEYDepartment:CouncilRequested Meeting Date:01-18-2022

**SUBJECT:** A discussion regarding redistricting adjustments to City Council District

maps. (22-003)

**RECOMMENDATION:** Presentation and discussion

**BACKGROUND:** In November 2021, using data from the 2020 US Census, the state legislature completed its decennial redistricting of federal and state legislative areas. Counties and some cities are also required to re-divide legislative areas based on the same census data. Cities must complete any redistricting of municipal legislative areas within six months of the state's adoption of new maps; that deadline is in May 2022.

Utah County has now provided precinct data (based on the number of voters registered) to Provo City GIS staff who have added population data to each precinct, updated the web application used in 2012 to create districts on city maps, and are prepared to launch the web application on January 10. Where current maps are based on 42 precincts, the 2022 maps will be based on 59 precincts.

The Municipal Council has seven members with two at-large or city-wide members and five members representing smaller districts. The Council has the option of revisiting this arrangement; however, such a process of consideration or direction to make the change should be decided before opening the Council map portion of web application to the public. That may require a delay on starting the Municipal Council portion of redistricting.

For the Council areas, any redistricting will affect any election or mid-term vacancies after the ordinance is adopted.

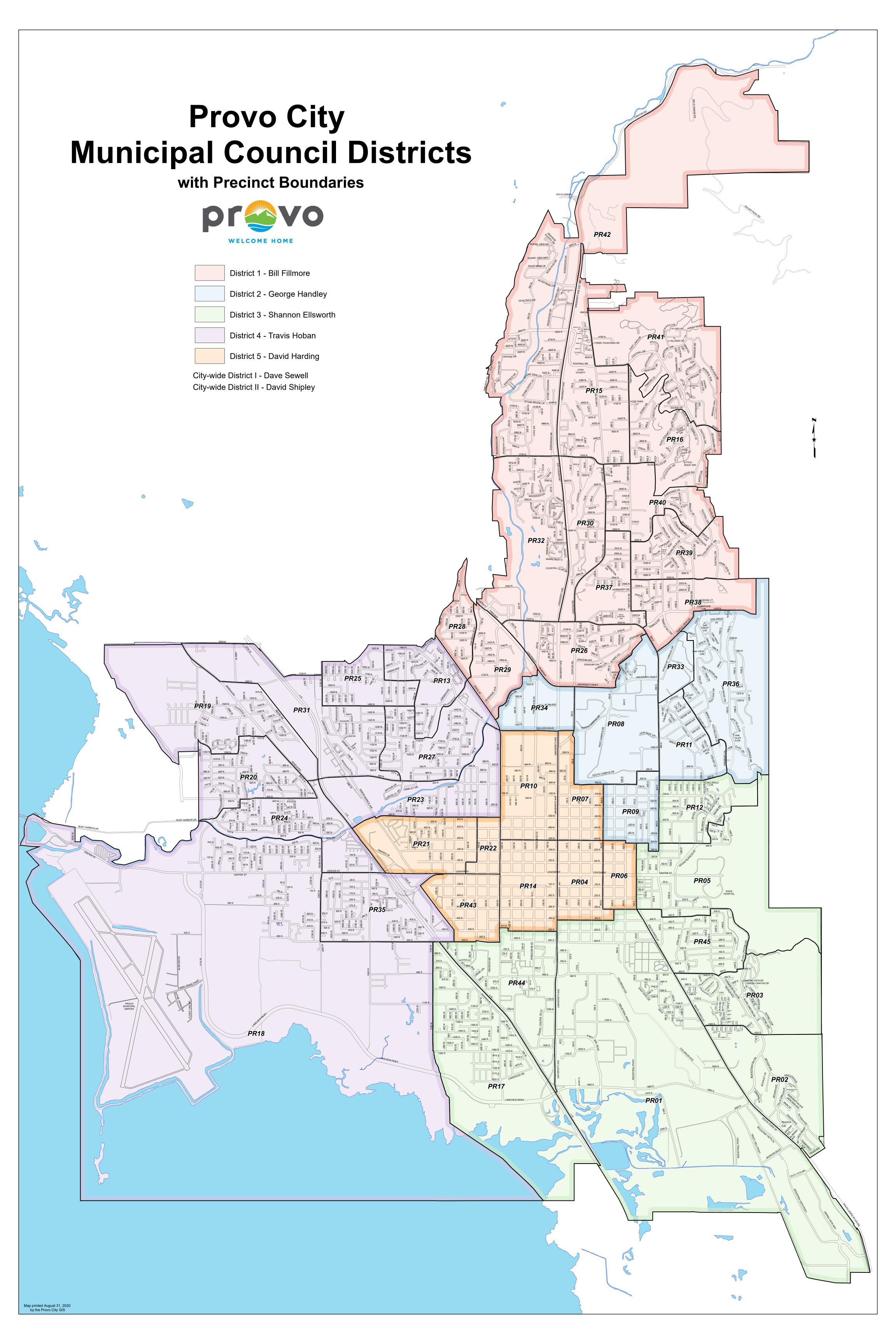
#### **FISCAL IMPACT:**

PRESENTER'S NAME: Cliff Strachan, Council Executive Director

**REQUESTED DURATION OF PRESENTATION:** 45 minutes

**COMPATIBILITY WITH GENERAL PLAN POLICIES, GOALS, AND OBJECTIVES:** 

**CITYVIEW OR ISSUE FILE NUMBER: 22-003** 



#### Pros and Cons of various council district arrangements

ALL AT-LARGE				
PROS	CONS			
Fewer limitations for potential candidates = more candidates, potentially better-qualified candidates	Parts of the city could be unrepresented			
Focus on entire city rather than being pulled by one area's projects or interests	Communities of interest (minorities) tend to be overlooked			
Don't have to redraw district boundaries after each census	Harder/more expensive to run for office			
Voters can vote for every council member	Potential for creating voting blocs			
Found to improve gender diversity in council representation				

ALL SEPARATE DISTRICTS			
PROS	CONS		
Smaller individual districts Ensures geographic representation	District boundaries potentially have to be redrawn with each census		
Better representation for communities of interest (minorities)	Each resident can only vote for one council representative		
Can be more responsive to the unique concerns of their constituents	Focused more on their district than the city as a whole (can result in more infighting)		
Constituents feel that they have a specific council member to reach out to or hold accountable	Even with better minority representation for a single district, that district may still be underserved by the rest of the council		
Easier/cheaper to run for office	How the boundaries are drawn can have a large impact, particularly since precincts are based on registered voters and districts must balance actual population		

MIXED - SOME DISTRICTS, SOME AT-LARGE			
PROS	CONS		
Each resident votes for more than one council representative	Possible for one area of the city to have more representation		
Balances the pros and cons of the other two systems	Larger individual districts		
Multiple opportunities for people to run for office from one area			



### PROVO CITY MUNICIPAL COUNCIL

Staff Memorandum

John Magness, Melia Dayley, and Karen Tapahe

#### **Council Districts**

January 13, 2022

#### **Summary**

Last meeting, the Council asked staff to investigate and report on the pros and cons of either keeping five Council Districts with two Citywide Districts or going to seven Council Districts. Council staff asked the Council to identify what problem it wanted to resolve.

Councilors indicated a desire to know where city-wide candidates and councilors (candidates who won) resided in the city. We were asked about costs to run campaigns on a district versus citywide basis, and we investigated voter turnout by precinct.

We used election data from the last four election cycles as well as campaign finance reports for the same time period and we also looked into the representation of citywide seat going back to 1999. We used voter registration for the entire city, district level, and precinct level. We looked at voter turnout as a percentage of ballots cast compared to registration again using the entire city, district level and precinct level. This let us to look at voting behavior on a citywide level as well as a district level. We were able to compare voting behavior at the precinct level and see how that affect districts.

What the data shows that District 1 and precincts within that district are very politically active and as such they play an oversized role in determining the mayoral and citywide races. District 4 has been gaining in terms of registration and voter participation, to the point they will act as a counter to District 1. In terms of cost, we found out that the cost per vote is least expensive in citywide seats compared to both the mayoral and district races, but because the number of votes required to win is greater in citywide races the absolute cost is higher.

Note: All District and precinct data are based on current boundaries set in 2012.

#### **Citywide Seats**

We examined were Citywide Councilors lived in relationship to the districts, we also looked at what districts candidates lived in that ran for citywide seats. We started with the 1999 incumbent for Citywide District 1 and the 2001 incumbent for Citywide District 2 this gave us twelve terms and forty-four years of service between the two seats. We have information for thirty-four candidates between the two districts. We also have three instances where an incumbent ran for a second term. What the data shows is that District 1 has produced the most candidates and the most Councilors for the citywide seats. 66.6% of the Councilors in a citywide seat lived in District 1. Even controlling for incumbency 66.6% of the Councilors lived in District 1. For District 3, 25% of Councilors came from that district, when controlling for incumbents it drops to

22.22% of the seats. For District 4, 8.33% of the Councilors came from that district and when controlling for incumbents District 4 accounted 11.11% of the Councilors. We controlled for incumbents because out of the twelve cycles an incumbent only lost once; most ended their service by retiring. In terms of time those twelve cycles represent a total of forty-four years and District 1 has been represented on the citywide seats a total of thirty years or 68.18% of the time. District 3 has been represented for twelve years or 27.27% of the time. District 4 has been represented for two years or 4.55% of the time. Districts 2 and 5 have not been represented by a citywide seat.

Councilors					
	District 1	District 2	District 3	District 4	District 5
All Elections	8	0	3	1	0
	66.67%	0.00%	25.00%	8.33%	0.00%
	District 1	District 2	District 3	District 4	District 5
Open or Defeat	6	0	2	1	0
	66.67%	0.00%	22.22%	11.11%	0.00%
Candidates					
	District 1	District 2	District 3	District 4	District 5
All Elections	15	2	5	9	3
Challengers	44.12%	5.88%	14.71%	26.47%	8.82%
	District 1	District 2	District 3	District 4	District 5
Open or defeat	13	2	4	9	3
	41.94%	6.45%	12.90%	29.03%	9.68%
Councilors in terms of Years					
	District 1	District 2	District 3	District 4	District 5
44 Years	30 years	0 Years	12 years	2 years	0 Years
	68.18%	0.00%	27.27%	4.55%	0.00%

#### **District Level Data**

Looking at the voter data on a district level we see trends within each district. We used voter information for the election years of 2015, 2017, 2019, and 2021. It should be noted that for the election year 2017 there was an open mayoral race and a special election for a Congressional seat; both these occurrences would cause an increase in voter participation. For the 2019 election there were four open seats, including a citywide seat it appears as though that increased voter participation. Also, in the 2021 election there was a mayoral race and two open city council seats, one of which was a citywide seat, this also appears to have an impact on voter turnout. The voter turnout as a percentage of ballots cast for Provo in 2015 was 18.30%. In 2017 with the Special Congressional Seat and the open mayoral race voter turnout increased to 38.09%. In 2017 voter turnout was still high only one percentage point below the 2017 turnout at 37.17%. In 2021 we see a small downturn in voter turnout this can be attributed to the fact that there was not an open mayoral race and in one council district the incumbent ran unopposed. It should also be noted that voter turnout may also have increased because the city adopted vote by mail beginning with the 2017 election.

The table below shows Provo City voter registration and turnout for the last four election cycles.

Year	Registered Voters	# OF Ballots Cast	% Of Voter Turnout
2015	42389	7758	18.30%
2017	39027	14867	38.09%
2019	41453	15409	37.17%
2021	43986	14597	33.19%

When looking at the voter data based on districts there is no denying that District 1 plays an oversized roll in elections. In the last four election cycles it has generated the greatest number of ballots cast and the highest percentage of voter turnout, except in 2019 it was second but only by .26% of a point. While District 1 represents about 20% of the population of Provo it makes up 25% of registered voters and has averaged 33% of all ballots cast in the last four election cycles. District 1 voters are constant in their voting patterns meaning there is little fluctuation between cycles when the district seat appears on an election and when it does not

For District 2 and District 5 it is the opposite of District 1. Each District make up approximately 20% of the populations but they only make small portion of the registered voters. For District 2 it is about 12% and for District 5 it is about 13%, and their voter turnout is even less for District 2 it makes up 9% and District 5 is 8% for all ballots cast citywide. Like District 1 neither of these districts appears to be influenced by having their district seats on the ballots.

District 3 makes up 20% of the registered voters but its turnout is only at 17% of all the ballots cast. It also appears to be influence by the district seat appearing on the ballot, there was an increase in voter turnout when the district seat was on the ballot and a decrease when it was not on the ballot a six-point drop between 2019 and 2021.

District 4 has increased it percentage of registered voters year after year it currently stands at 26.48% of all registered voters in Provo the highest of any district. Its share of the voter turnout has increased every year except 2021 and has averaged around 29%. District 4 is highly influenced by the district seat being on the ballot in 2019 they had 31% of voter turnout for city and a voter turn out for their district of 45.55% yet in 2021 when the seat was not on the ballot their city percentage of voter turnout decreased to 28.87% more telling is that their district turnout fell nine-points to 36.18%.

Data about district registration and voter turnout can be found at the end of the memo.

The tables below show each districts percentage of registered voters compared to Provo City as a whole and their portion as a percentage of voter turnout for the last four election cycles.

Each District Registration as a Percentage of the Citywide Registration					
Year	2015	2017	2019	2021	
District 1	25.52%	26.22%	26.15%	25.83%	
District 2	13.09%	12.81%	12.44%	11.34%	
District 3	19.77%	19.73%	19.78%	20.85%	
District 4	24.42%	24.80%	25.38%	26.48%	
District 5	14.74%	13.77%	13.61%	12.92%	

Voter Turnout as a Percentage for All Ballots Cast (City)					
Year	2015	2017	2019	2021	
District 1	35.25%	33.40%	31.86%	33.68%	
District 2	10.25%	9.34%	9.05%	9.35%	
District 3	16.20%	16.57%	17.66%	17.06%	
District 4	28.76%	29.00%	31.09%	28.87%	
District 5	7.26%	8.07%	8.01%	9.08%	

#### **Precinct Level Data**

We looked at precinct data to see what precincts the most active and in what districts each is located. There are two ways to look at the data one is the number of ballots cast and the other is the percentage of voter turnout. There is a great difference between precinct when it come to size that is why we use the two methods. The smallest precinct is PR08 with 214 registered voters and the largest is PR18 with 1611 registered voters. Starting with the precinct that generate the greatest number of ballots cast, the top ten for the last four election cycles listed from number one to number ten are PR 36, 15, 31, 27, 39, 18, 16, 13, 42, and 45. Precinct PR36 the number one precinct, is in District 2, District 1 has four precincts, District 4 has four precincts, and District 3 has the tenth-place precinct.

When looking at voter turnout we use the number of ballots cast in that precinct and divide it by the number of registered voters for that precinct. The top ten precincts with the highest voter turnout listed from one to ten are PR 40, 39, 38, 36, 16, 25, 30, 37, 32, and 15. All but precinct, PR36, are in District 1, PR 36 is in District 2.

We took the data and used quartiles for both the number of ballots cast and the percentage of voter turnout and what we found is that the following seven precinct appeared on both list starting with the number one spot and working down to seven these are the most active precinct in Provo City elections for the last four election cycles PR 36, 39, 40, 16, 31, 27, and 13. Again PR36 is the most active when it comes to participating in election and it is in District 2, District one has the next three most active precincts followed by District 4 which has the number 5-7 most active precincts.

Top 10 Prec	Top 10 Precincts based on Ballots Cast and Voter Turnout					
Rank	# Of Ballots	District	% Of Turnout	District		
1	PR36	2	PR40	1		
2	PR15	1	PR39	1		
3	PR31	4	PR38	1		
4	PR27	4	PR36	2		
5	PR39	1	PR16	1		
6	PR18	4	PR25	1		
7	PR16	1	PR30	1		
8	PR13	4	PR37	1		
9	PR42	1	PR32	1		
10	PR45	3	PR15	1		

#### Cost

Starting with election cost between citywide and district seats we used the Cost Per Vote (CPV), this is achieved by taking a candidate's expenditures and dividing it by how many votes they received, this is a common practice when discussing candidates' costs. We are only using four election cycles this causes a few problems: first, there are not enough data points to create a very accurate picture; and second, there are issues with some of the candidates that ran for office, one of which there was a candidate who ran for an open citywide seat whose expenditures were outside the normal expenditures by a factor of 3. There were candidates that spent little to no money on their campaign. We added the CPV for the mayoral race to look at another citywide campaign. We ended up using an average of CPV for the winners because this removed the outliers from the data. We also classified the data as either Open or Incumbent, we did this because the cost of an open race is always more expensive than when an incumbent is on the ballot. What we found is that for an open mayoral race the CPV was \$8.69, an open citywide seat the CPV was \$2.51, and an open district seat the CPV was \$4.18. In examining the incumbent races, we see that for the mayoral races the CPV was \$1.94, the citywide seat the CPV was \$0.81, and for district races the CPV was \$1.26. While the CPV cost is cheaper for a citywide seat than a district seat we need to keep in mind that there are more voters in a citywide seat and therefore the absolute cost is higher.

Election years 2015 - 2021	Mayoral		Citywide		Districts	
Winner's cost	Open	Incumbent	Open	Incumbent	Open	Incumbent
Average cost for each vote	\$ 8.69	\$ 1.94	\$ 2.51	\$ 0.81	\$ 4.18	\$ 1.26

#### **Conclusion**

Citywide seats and their relationship to districts shows that District 1 has had an oversized influence on the outcome and control of those citywide seats, but District 1 does run more candidates than any other district. District 1 also participates in elections in greater numbers than other districts. District 4 currently is

represented on a citywide seat and looking at their voting patterns and participation they will act as a counter to District 1.

District data shows that District 1 has been very active and political participation over the last four election cycles have not been affected by their district seat being on the ballot. District 4 is growing in its political participation and will equal District 1 in registration and voter turnout, but they are affected by their district seat being on the ballot. District 3 is the middle ground in both voter registration and turnout. Districts 2 and 5 both underperform and are underrepresented in citywide seats, but if the Council goes to seven districts, we could see the participation levels of these two districts fall depending on what precincts are remove from the districts.

Precinct data shows that there are large disparities between precincts when creating new districts, it might be helpful not only to take into consideration of population but also registration and voter turnout. With only 59 precincts this will be difficult task.

Cost for a citywide seat is less expensive on a CPV basis, but the number of votes needed to get elected is considerable higher so the cost in absolute terms is higher. The cost for running in an open seat are considerable higher than an incumbent seat regardless of citywide or district seats. The cost of a challenger against an incumbent will be twice as much as the incumbent, if the incumbent feels challenged then both the cost for the incumbent and challenger will increase.

Voter Turnout based on district registration 2015

Election turnout in terms of Ballots Cast and Percentage				
2015	Registered Voters	# Of Ballots Cast	% Of Turnout	
Citywide	42386	7758	18.30%	
District 1	10818	2735	25.28%	
District 2	5550	795	14.32%	
District 3	8381	1257	15.00%	
District 4	10350	2231	21.56%	
District 5	6249	563	9.01%	

Voter Turnout based on district registration 2017

Election turi	Election turnout in terms of Ballots Cast and Percentage					
2017	Registered Voters	# Of Ballots Cast	% Of Turnout			
Citywide	39027	14867	38.09%			
District 1	10231	4965	48.53%			
District 2	5001	1389	27.77%			
District 3	7701	2463	31.98%			
District 4	9679	4311	44.54%			
District 5	5374	1200	22.33%			

Voter Turnout based on district registration 2019

Election tu	Election turnout in terms of Ballots Cast and Percentage				
2019	Registered Voters	# Of Ballots Cast	% Of Turnout		
Citywide	41453	15409	37.17%		
District 1	10840	4909	45.29%		
District 2	5155	1394	27.04%		
District 3	8201	2721	33.18%		
District 4	10519	4791	45.55%		
District 5	5643	1235	21.89%		

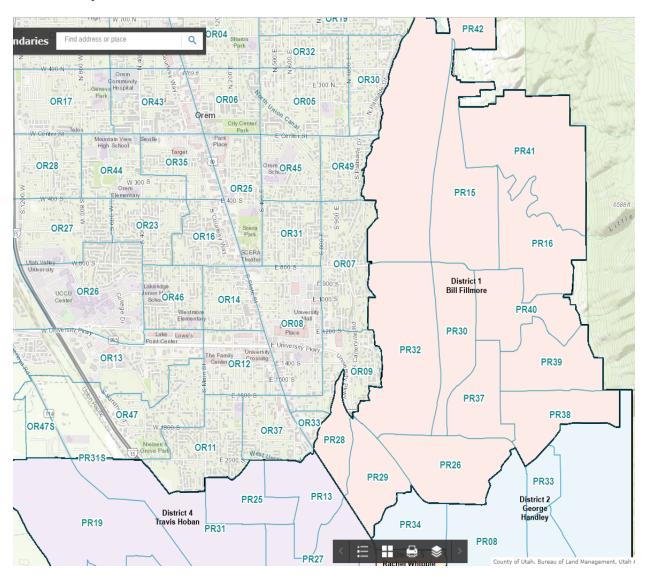
#### Voter Turnout based on district registration 2021

Election turnout in terms of Ballots Cast and Percentage				
2021	Registered Voters	# Of Ballots Cast	% Of Turnout	
Citywide	43986	14597	33.19%	
District 1	11363	4916	43.26%	
District 2	4989	1365	27.36%	
District 3	9173	2490	27.14%	
District 4	11647	4214	36.18%	
District 5	5682	1326	23.34%	

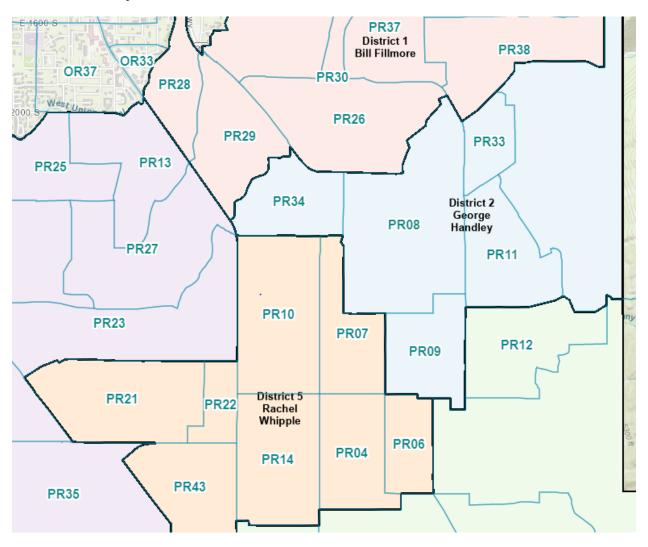
#### Citywide Councilors

Citywide Councilors				
Type of Race	Year	Seat	District	
Open	1999	CW 2	3	
Open	2001	CW 1	1	
Challenger	2003	CW 2	3	
Incumbent	2005	CW 1	1	
Incumbent	2007	CW 2	3	
Open	2009	CW 1	1	
Open	2011	CW 2	1	
Open	2013	CW 1	1	
Open	2015	CW 2	1	
Incumbent	2017	CW 1	1	
Open	2019	CW 2	4	
Open	2021	CW 1	1	

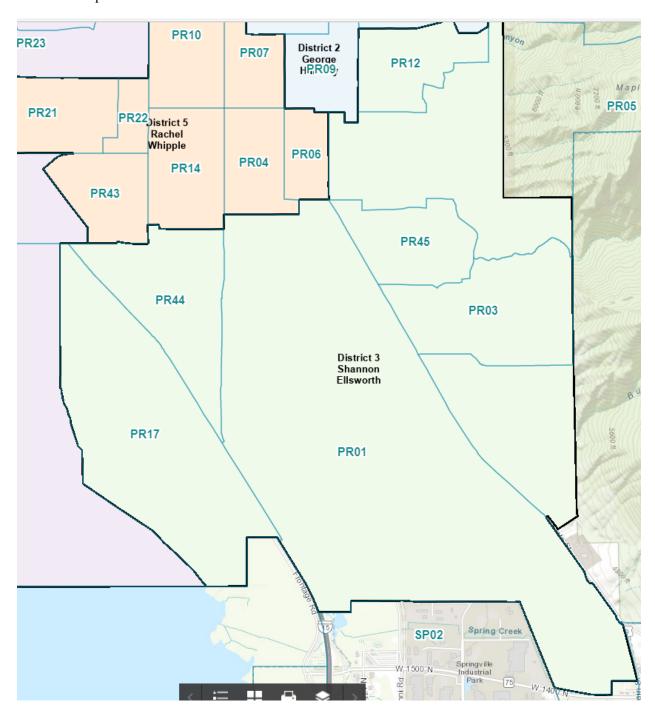
#### District 1 Map



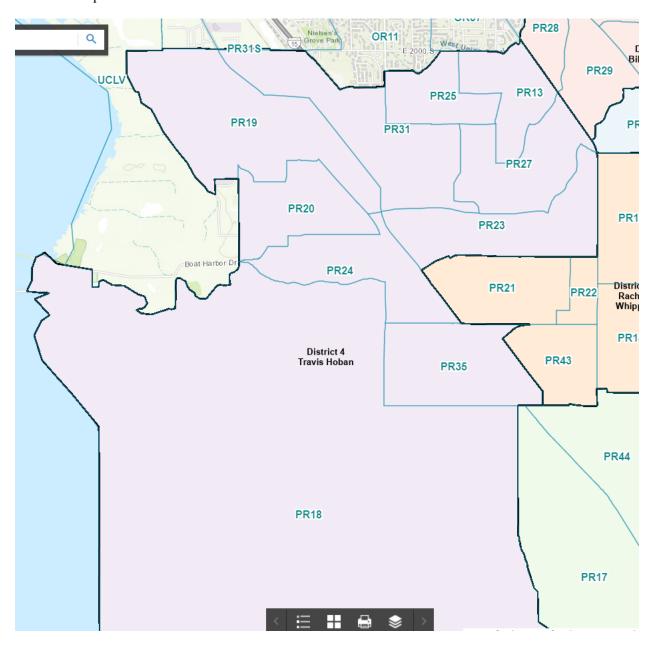
District 2 and 3 Map



District 3 Map



District 4 Map



#### Citywide Councilors Residence

