

Ordinance 2022-52

SHORT TITLE:

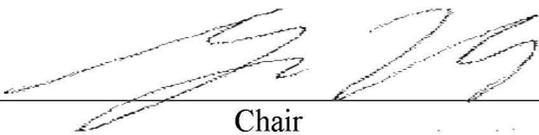
AN ORDINANCE AMENDING THE GENERAL PLAN TO ADOPT THE
SOUTHWEST NEIGHBORHOODS PLAN. CITYWIDE APPLICATION.
(PLGPA20220255)

I
PASSAGE BY MUNICIPAL COUNCIL

ROLL CALL

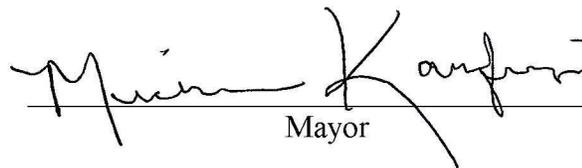
DISTRICT	NAME	FOR	AGAINST	OTHER
CW 1	KATRICE MACKAY			Excused
CW 2	DAVID SHIPLEY	✓		
CD 1	BILL FILLMORE			Excused
CD 2	GEORGE HANDLEY	✓		
CD 3	SHANNON ELLSWORTH			Excused
CD 4	TRAVIS HOBAN	✓		
CD 5	RACHEL WHIPPLE	✓		
TOTALS		4	0	

This ordinance was passed by the Municipal Council of Provo City, on the 15th day of November 2022, on a roll call vote as described above. Signed this 1st day of December 2022.


Chair

II
APPROVAL BY MAYOR

This ordinance is approved by me this 1st day of December 2022.


Mayor

Ordinance 2022-52

III

CITY RECORDER'S CERTIFICATE AND ATTEST

This ordinance was signed and recorded in the office of the Provo City Recorder on the 3rd day of January 2023 and was published on the Utah Public Notice Website on the 18th day of November 2022. I hereby certify and attest that the foregoing constitutes a true and accurate record of proceedings with respect to Ordinance Number 2022-52.



A handwritten signature in cursive script, reading "Heidi Allman", is written over a horizontal line.

City Recorder

47 END OF ORDINANCE.

Southwest Area

Neighborhood Plan





Southwest Area Neighborhood Plan

Produced 2022

Provo Development Services Director - Bill Peperone

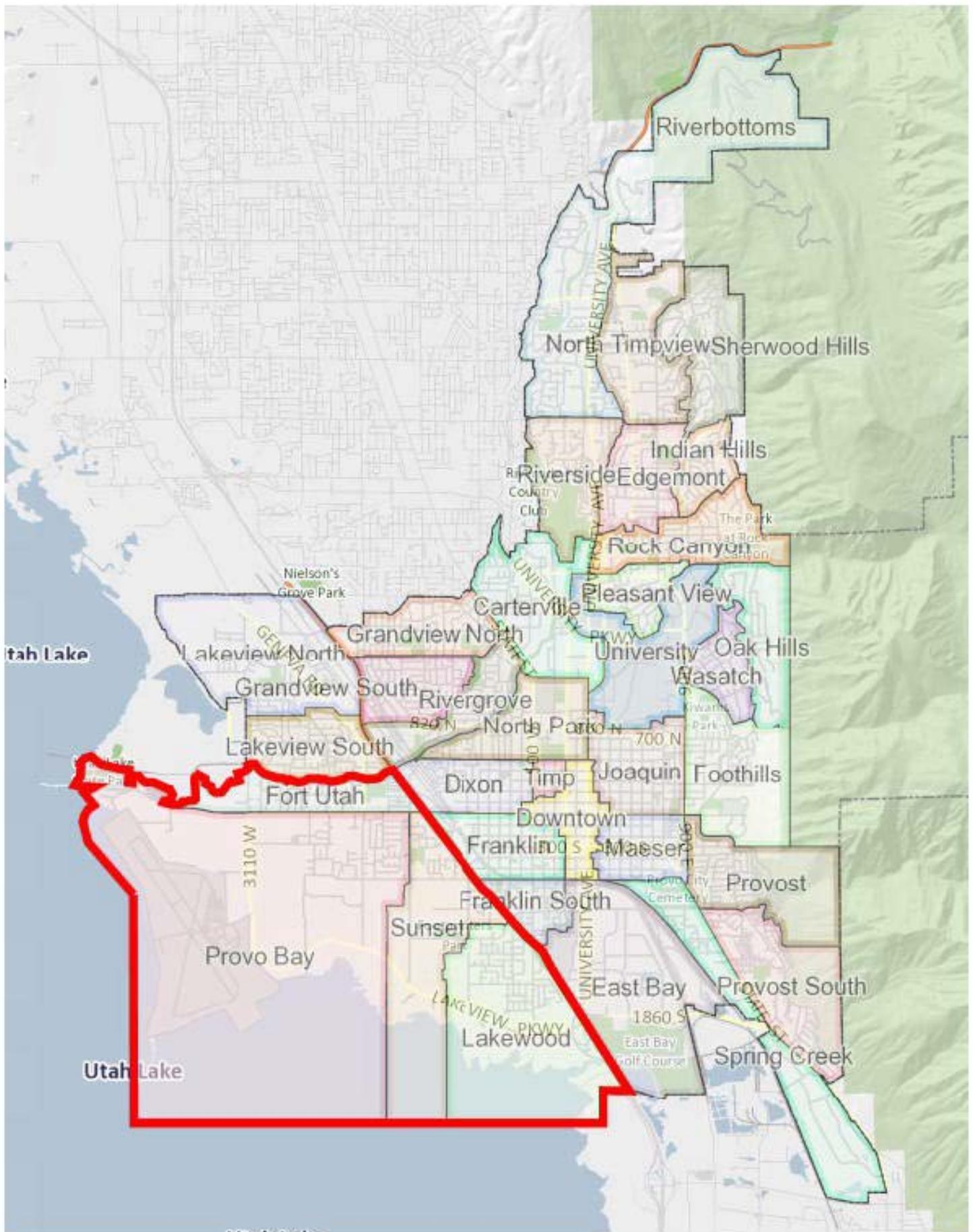
Planning Supervisor - Brandon Larsen

Staff

Javin Weaver

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The Southwest Area Neighborhood Plan is a product of local citizens and Provo City staff working together to envision the best possibilities for the future growth and development of the four southwestern Provo neighborhoods: Fort Utah, Provo Bay, Sunset, and Lakewood. With their common growth and development issues, a combined plan will provide a unified direction for future housing, shopping, transportation, open space, and utility needs in this unique area of Provo.

A. BACKGROUND/HISTORY

Historically, the southwest area of the City provided productive agricultural and grazing lands. Coinciding with the construction of Geneva Steel, the Southwest Area's first residential subdivision, West Park located in the Fort Utah neighborhood, was developed in 1943. The resulting population represented almost thirty percent of the entire Southwest Area's population by the end of 1944.

Wetlands, high water table, and floodplain zones, and associated challenges with these hazards, have also impacted development in the Southwest Area. The flooding potential for parts of the southwest was illustrated during the floods of 1982-1984. A report of United States Senate briefly references the floods and describes steps taken to help protect the southwest area of the City from future flooding:

"From 1982 through 1984 Provo City was impacted by severe flooding which caused significant damage to the community.... The Army Corps spent approximately \$ 2 million to upgrade an existing dike adjacent to the Provo airport, and a new dike was constructed along the south side of Provo River from the Utah Lake State Park linking it with the airport dike. An additional dike was built along the north shore of Provo Bay to protect residential areas in the southwest section of the City."

Over the ensuing years residential growth continued, but in most cases, not as rapidly as in other areas of Provo. Besides the desire of many area farmers to continue farming, a major contributor to a more limited growth was the Southwest Area's relative lack of City infrastructure, principally roads, sewer and storm drainage. Still, the Southwest Area has grown to a 2017 population of over 13,000 people, and over 3,800 housing units.



B. NEED AND PURPOSE

For some time, the Provo City General Plan has identified the need to develop an area-specific master plan (neighborhood plan) for the Southwest Area. Over the last few years, the need has become critical as the entire Provo-Orem Metropolitan Area has been experiencing a strong housing demand from regional employment growth as well as the area's natural population increase. The appeal of the Southwest Area for meeting some of that demand has drastically risen. Some of the reasons for this increased demand include: the large amount of buildable land, increased access provided by Lakeview Parkway, expanded service at the Provo Municipal Airport, and a declining desire by farmers to continue their operations. The major purpose of



this plan is to address these land use and transportation challenges, as well as addressing the area's ongoing needs, desires, and opportunities.

SCOPE AND METHODOLOGY

The Southwest Area Neighborhood Plan was created with input from a steering committee comprised of residents, business owners, representatives from the Planning Commission, and representatives of the associated neighborhoods. The committee reviewed existing documents and plans identifying a number of objectives including: Department which included residents, business owners, and representatives from the Planning Commission and Chairs of the associated neighborhoods. Meeting regularly, the committee reviewed existing documents and plans, and identified a number of items and objectives to be addressed, including:

- Understand and identify land use needs and desires, especially relating to residential, commercial, and open space uses;
- Identify and development restrictions including the Utah Lake floodplain, wetlands, and airport constraints;
- Identify the availability and means of providing the necessary utility services for desired land uses;
- Examine the means to create attractive and successful business parks in the two areas designated for airport related uses;
- Understand marketing needs in identifying existing and potential commercial sites; and
- Examine the need for a coordinated 'branding' of the area and ways in which it can be used to create a true sense of place.



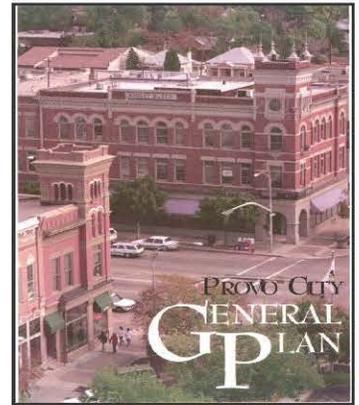


C. SUMMARY OF EXISTING GOALS AND POLICIES

The goals and policies of the following plans were reviewed and considered in the creation of the Southwest Area Neighborhood Plan:

PROVO CITY GENERAL PLAN

The General Plan establishes general goals for the Southwest Area as well as specific goals for the Fort Utah, Provo Bay, Lakewood, and Sunset neighborhoods. The purpose of these policies is to guide development in southwest Provo in order to promote a smart, sustainable, vibrant community that offers a high quality of life for current and future residents while respecting Provo's agricultural heritage.



Policy 1 - Preserve Provo's agricultural heritage and support agriculture for as long as farmers choose to farm:

- a. Approve the creation of a Provo Agricultural Commission to support local commercial and noncommercial agriculture.
- b. Request that the Provo Agricultural Commission identify obstacles to the success of current and prospective farmers, including nontraditional farmers, and recommend ways to remove these obstacles.
- c. Request that the Provo Agricultural Commission explore tools for agricultural preservation. These tools may include: conservation easements, transfers of development rights, community land trusts, a privately funded farmland trust fund, and Utah's "Agricultural Protection" Program.
- d. Encourage the Provo Agricultural Commission to improve the productive use of agricultural land.
- e. Encourage Development-Supported Agriculture and Agritourism to help preserve Provo's agricultural heritage.
- f. Encourage our state lawmakers to increase funding for the LeRay McAllister Fund.
- g. Protect agricultural operations from the impact of residential encroachment.
- h. Identify agricultural land owners, have their properties listed on developmental maps to better avoid encroachment onto agricultural lands.

Policy 2 - Preserve and Create Quality Usable Open Space:

- a. Update and utilize the Parks and Recreation Master Plan to provide developed parks and open space that satisfy a range of leisure and recreational needs.
- b. Preserve and develop natural amenities for sustained enjoyment by the community. Examples include the Provo River and banks, the Provo River Delta, Utah Lake shoreline, and wetlands.
- c. Provide parks and trails of different uses and sizes.
- d. Encourage agritourism as a means to provide agriculturally themed open space.
- e. Useable neighborhood open space should be an integral part of neighborhood design or combined to serve larger areas than the immediate development.

Policy 3 - Encourage Sustainable Residential Development Patterns:

- a. Establish ordinances to require a mix of housing types, lot sizes, and designs to accommodate various stages of life.



- b. Detached single-family homes should be the predominant housing type and the use of other types should augment and not detract from the single-family feel of the area.
- c. Housing types should be mixed without barriers separating types or densities.
- d. The scale and style of residences should enhance the surrounding area, regardless of housing type.
- e. Create design standards for important road corridors in southwest Provo.
- f. The overall density of the area should average four units to the acre.

Policy 4 - Promote Development of Commercial Amenities and Employment Opportunities in Appropriate Locations:

- a. Regional commercial uses may be located adjacent to I-15 or within the Airport Related Activities district.
- b. Neighborhood and Community Shopping zones may be located at or adjacent to arterial or collector streets.
- c. Design, scale and intensity of commercial zones or properties should transition to adjacent residential uses to minimize impact on the residential use.

Policy 5 - Create a Robust Transportation Network:

- a. Update the Transportation Master Plan to accommodate the changing needs of southwest Provo.
- b. The planned collector road network should be built as development occurs. No development should interrupt the collector road network.
- c. Update the Provo City Major and Local Street Plan to include a network of proposed local streets to ensure connectivity in the land between collector and arterial roads.
- d. Utilize Complete Streets Policies to ensure all modes of transportation are considered.
- e. Utilize the Transportation Master Plan to identify corridors that should have sufficient right-of-way to accommodate public transit.
- f. Lakeview Parkway is to be maintained as an arterial roadway with limited access.

Policy 6 - Require Proper Integration and Sequencing of Development:

- a. The full block should be considered when rezoning away from agricultural uses.
- b. Conceptual Integrated Development Plan for the entire block should be required for zone change applications.
- c. Discourage rezoning of land that is surrounded by agricultural zoning.
- d. Development may be limited or deferred depending on the availability of adequate municipal infrastructure (such as sewer, storm drainage, water, etc.).

Policy 7 - Restrict Development in Wetlands and Other Environmentally Sensitive Areas

- a. Land south and west of the Lakeview Parkway up to Center Street (excepting the airport protection area) should be preserved for open space and agricultural uses.
- b. No development should occur in flood-prone areas unless the risks can be mitigated. Plans for mitigation should be reviewed for adequacy by the Provo City Engineer and any State or Federal regulatory agency with jurisdiction to ensure that sensitive lands are appropriately developed to protect people, property or significant natural features. Mitigation plans should not adversely affect adjacent properties.

Policy 8 - Future Land Uses Intent Statement:

- a. The Municipal Council of Provo City reaffirms our commitment to the Southwest Area Guiding Principles, Policies and Goals within this plan and adopts this statement to provide additional clarity regarding density and mixed lot sizes. This statement is intended to clarify the existing policies, set common expectations for land owners, the development community, staff, and City officials, and maximize the development potential of west Provo. A significant factor in the Council's consideration of a rezone proposal in this area will be how the proposal meets the policies below.
- b. Sewer capacity limits the west side to three units per acre gross in Residential areas (previously written as four units per acre and interpreted as a net calculation, see the Southwest Area Future Land Use Map). Given this constraint and the need for diverse housing options, Provo City encourages developers to submit ambitious, creative plans that provide a variety of lot and housing sizes to meet the varied needs of Provo residents, present and future.
- c. Varied Lot Sizes Policies
 - i. Recommendations for varied lot sizes



a. Definitions of lot sizes

Small Lot	Medium Lot	Large Lot
< 8,000 sq ft	8,000-12,000 sq ft	> 12,000 sq ft

Lot sizes are subject to the minimum requirements for the zone.

- Table of ratios of lot sizes scaled for different developments

Acres in the development	Max Units (3 units/acre gross)	Small Lots	Medium Lots	Large Lots
≤10	30	N/A	N/A	N/A
11-19	33-57	25-75%*	25-75%*	25-75%*
20+	60-147	25-40%	25-40%	remainder

* Choose EITHER small and medium lots OR medium and large lots (choosing small and large is not desired)

d. Green space

i. Green space is encouraged, especially for developments of 50 acres or more, and the Council may be inclined to approve projects with reduced average lot size based on green space inclusion.

ii. Developers are responsible for maintaining green space. The use of graywater/non-potable water and waterwise landscaping is strongly encouraged.

e. Developers may decide how to integrate the different lot sizes within their plans.

f. When discussing units per acre on the west side of Provo, acreages should be understood to be gross, rather than net.

Models

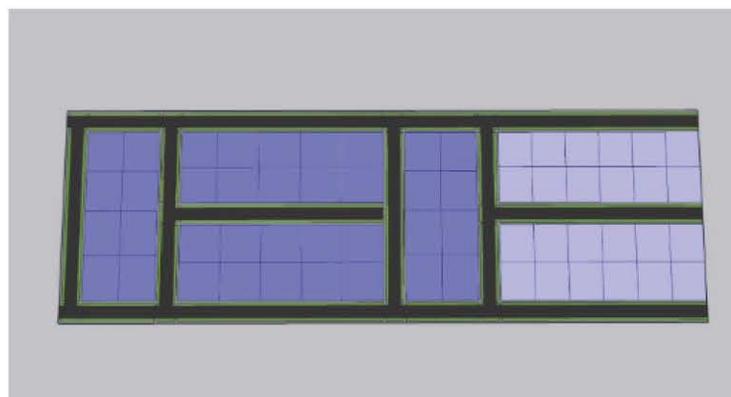
These models show examples of the ratios of small, medium, and large lot sizes as described in the tables above and should not be interpreted as conveying any other recommendations.

ROOF COLORS

- small lot (smaller than 8,000 square feet)
- medium lot (8,000-12,000 square feet)
- large lot (larger than 12,000 square feet)

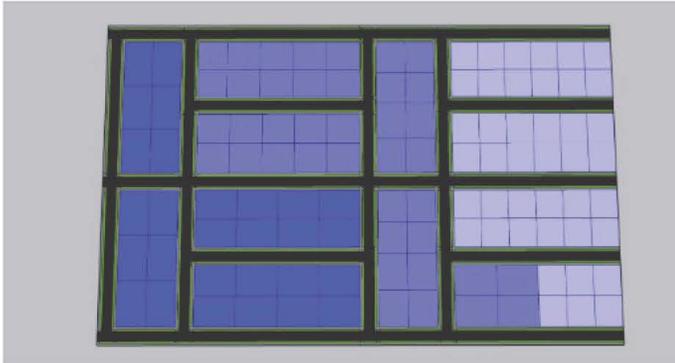
11-19 Acres in Development

Acres in this model: 19.77 Small lots: 24 (40%)
 Total lots: 60 Medium lots: 36 (60%)



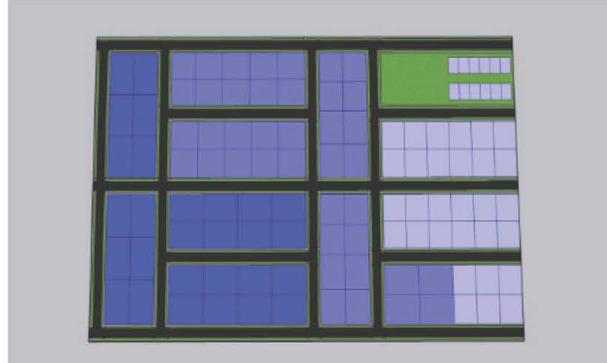
20+ Acres in Development

Acres in this model: 37.48 Small lots: 42 (38%)
 Total lots: 110 Medium lots: 40 (36%)
 Large lots: 28 (25%)



20+ Acres in Development (with townhomes and open space)

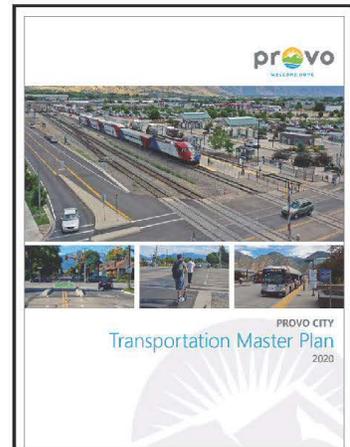
Acres in this model: 37.48 Small lots: 42 (38%)
 Total lots: 110 Medium lots: 40 (36%)
 Large lots: 28 (25%)



TRANSPORTATION MASTER PLAN

Specific recommendations for the Southwest Area of Provo include:

- Lakeview Parkway is a major road built to serve the growing western neighborhoods of Provo and connect them to Interstate 15, the Provo Municipal Airport and the rest of the City. The roadway has a multi-use trail adjacent which serves active travelers. Lakeview Parkway presents opportunities for scenic rides along the shore of Utah Lake and does include a shared use path along the corridor.
- » Geneva Road provides a link from the western part of Provo to Orem and Vineyard. It could benefit from a shared use or side path providing a facility for foot traffic, as well as bicycling.
- » System of active transportation corridors to enhance existing systems and create connections.



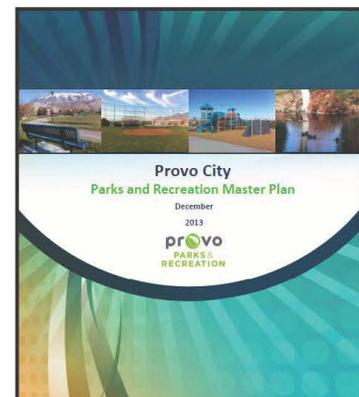
BICYCLE MASTER PLAN

In early 2014, the Provo City Municipal Council approved the Bicycle Plan as an appendage to the Transportation Master Plan. It is included as Section 10 of the current Transportation Master Plan. An update to this plan is being made congruently with the Transportation Master Plan update.



AIRPORT MASTER PLAN

The Provo Municipal Airport has an Airport Master Plan that was adopted in 2000. Since then, there has been an updated master plan that will soon be adopted. This master plan discusses the current needs at the airport and the future direction of the airport.



PARKS AND RECREATION MASTER PLAN

- » The Parks and Recreation Master Plan was adopted in December of 2021. Key elements of this plan include findings from a statistical-valid survey of residents indicating community priorities and needs. These community priorities are



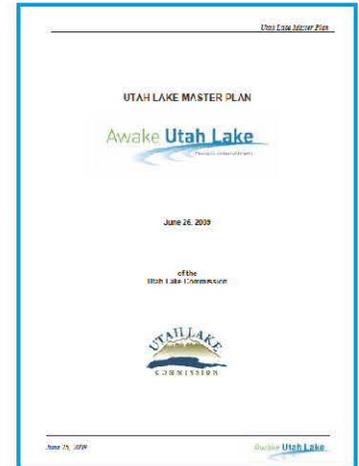
listed in the Community Needs Assessment, Facility Assessment and Service Level Analysis, and Site and Facilities Recommendations, all of which could pertain to the Southwest area of the City. Some of the priorities are: Improving the distribution of parks to accommodate areas of residential growth and increased density;

- » Trails that improve connectivity to and around the City;
- » Improving the distribution of parks to accommodate areas of residential growth and increased density;
- » Developing an additional regional park and/or sports complex with broad age and activity appeal;
- » Developing access to the Provo River and improved recreational features within the river corridor;
- » Develop new types of parks that serve unique needs (i.e. universal playground, special use areas, etc.); and,
- » Developing more non-traditional sports and recreational opportunities.

UTAH LAKE MASTER PLAN

The Utah Lake Master Plan was adopted in June 2009 by the Utah Lake Commission, now redesignated as the Utah Lake Authority, an organization made up of representatives from neighboring municipalities, Utah County, the Department of Natural Resources, and other agencies of the State of Utah. The objectives and purposes of the Utah Lake Commission are summarized as:

- » Encourage and promote multiple uses of the lake;
- » Foster communication and coordination between Authority members;
- » Promote resource utilization and protection;
- » Maintain and develop recreation access; and,
- » Monitor and promote responsible economic development.



This section of the Southwest Area Neighborhood Plan provides background on the area's existing land uses, transportation network, demographics, and overall character and environment.

A. LAND USE

RESIDENTIAL

Today the Southwest Area contains over 14,500 residents in 3,664 housing units (these numbers are projected to more than double upon buildout of the area). Over 90-percent (90%) of the housing units are single-family detached units. The remaining housing units include a 144-unit mobile home park, a small number of duplexes, triplexes and fourplexes, and a number of townhomes, all located toward the eastern side of the Southwest area or along Lakeview Parkway.



HOMES IN THE WEST PARK SUBDIVISION



NEWER HOMES IN THE PELICAN CREEK SUBDIVISION



CLUSTERED HOMES ON 2050 WEST

COMMERCIAL

The relatively small amount of commercial development in the Southwest Area is located almost entirely within two general nodes along Center Street: The intersection of Center Street and 1600 West; and, the intersection of Center Street and Geneva Road (2050 West). The only exceptions include a retail garden store associated with the large greenhouse nursery at the 400 South Lakeview Parkway and some limited retail uses associated with the airport. Currently, there are no medical offices, and no traditional business or professional office buildings located within the entire Southwest Area. The following paragraphs provide further details of the two Center Street commercial nodes.

Center Street / 1600 West. This is a 13-acre commercially zoned area. However, due to the Center Street Freeway interchange, only 4 acres in this area are actually used or available for commercial development.

Center Street / Geneva Road. This is a commercially zoned area of approximately 15.5 acres. Of those 15.5 acres, 10.5 acres are used, and an additional 1.5 acres are only lightly utilized. With a couple of minor exceptions, zoning on these properties follows the General Plan's "Commercial" designation.



CENTER STREET / 1600 WEST COMMERCIAL AREA



CENTER STREET / GENEVA ROAD COMMERCIAL AREA



INDUSTRIAL / MANUFACTURING

All existing industrial and manufacturing uses in the Southwest Area are located either next to or within the boundaries of the Provo Municipal Airport. Besides those areas, all areas denoted as “Airport Related Activities” on the current General Plan Map, are intended locations for industrial and commercial uses that would benefit from close proximity to the airport, but would not create a conflict or hindrance to airport operations.



DUNCAN AVIATION FACILITY UNDER CONSTRUCTION

AGRICULTURAL LANDS

For the most part, agricultural lands in the Southwest Area are used for growing feed crops and/or grazing. Although agriculture still remains a major land use within the Southwest Area, only those lands south of the Lakeview Parkway are designated as “Agricultural” by the current General Plan, making up 43% of the total land in the Southwest Area.



AGRICULTURAL FIELD

OPEN SPACE

The Southwest Area enjoys an abundance of open space, especially with the large agricultural area south of the Lakeview Parkway. Significant open space areas also include the various City parks and school playgrounds, as well as large portions of the airport property.

The City is developing a Regional Sports Park, which fulfills a visionary goal in the Parks and Recreation Master Plan. Besides sports activities the regional park will include some of the basic elements of a neighborhood park and amenities similar to those found in a community park. This regional park is designed to meet the growing community need for athletic fields, as well as provide major economic and social assets to the community as it will be the epicenter of many local and regional sports tournaments, recreation programs, and community events.



SOUTHWEST FUTURE LAND USE MAP - OPEN SPACE



PROVO MUNICIPAL AIRPORT ENTRANCE SIGN

PUBLIC BUILDINGS, FACILITIES & UTILITIES

Provo Municipal Airport. Located on the shore of Utah Lake, is the Southwest Area’s largest and most significant man-made feature. Besides general aviation and commercial, the airport also accommodates air carrier/air taxi, air cargo, military, corporate, emergency, medical, and agricultural users.

Public Safety. The Southwest Area’s only public safety building is Fire Station #4, located at 95 South 2050 West, and

an auxiliary fire station at the Provo Municipal Airport. Fire Station #4 responds to the needs of the four Southwest area neighborhoods and the two Lakeview neighborhoods to the north. The Airport Station houses two specialty vehicles for Aircraft Rescue and Fire Fighting (ARFF) response. That station is manned by firefighters from Station #4 during the landing and takeoff of commercial flights.

Utah Lake State Park. In 1967, the State of Utah created Utah Lake State Park, at the Provo Boat Harbor that was developed by Provo City. Principal features of the park include boating, picnicking, and camping facilities.

Schools. Currently, there are only two public schools in the Southwest Area: Sunset View Elementary and Amelia Earhart Elementary. Sunset View Elementary, which has existed since the 1950s, was completely reconstructed on-site in 2016. Amelia Earhart Elementary first opened in August 1998.

City Utilities. Provo City's utility services include the provision of culinary water and electrical power, and the removal of waste water (sewer), solid waste (garbage), and storm water. There are no anticipated issues with the availability of culinary water or electricity to the Southwest Area. Culinary water principally comes from springs in the canyons east of the city and a number of deep wells. The City has sufficient water available for both its current and anticipated needs, but is working on improving water storage and distribution throughout the City. There are no anticipated issues with the availability or distribution of culinary water to the Southwest Area.

In order to handle the full development of the Southwest Area as proposed in the City's General Land Use Plan,



PROVO WATER RECLAMATION FACILITY

an additional 36-inch sewer trunk line needs to pass under the freeway at 1450 south. A new trunk line is planned to extend to the treatment plant around the year 2026. Until then, new residential development in the Southwest Area is restricted to the remaining capacity in the existing line.



FIRE STATION #4



SUNSETVIEW ELEMENTARY SCHOOL



AMELIA EARHART ELEMENTARY SCHOOL



OPEN SPACE

B. TRANSPORTATION

The Provo City Master Transportation Plan (MTP) was developed to create a unified street and transportation system and serves as the guide for the transportation network for the Southwest Area. The TMP includes street and vehicular elements, transit system elements, and active transportation components such as bike paths and pedestrian walkways.



Arterial Streets. Arterial Streets are the highest capacity roadways and are indicated by the red or yellow lines on the TMP map on the following page.

Center Street has historically been the Southwest Area's main connection to the rest of Provo City and is the principal roadway connection used to access Utah Lake State Park.

Geneva Road runs between Center Street and Pleasant Grove City and forms the largest portion of State Route 114.

Lakeview Parkway provides a direct connection between Interstate 15 and the Provo Municipal Airport. An additional phase will extend the Parkway northward from 1530 North into Orem where it will connect to Geneva Road (SR 114).

500 West between Lakeview Parkway and Interstate 15 and 2050 West between Lakeview Parkway and Center Street are both considered minor arterials.

Collector Streets are mid-sized capacity roadways and are indicated by the blue on the TMP map on the following page. These roads are meant to move traffic from local streets to arterial roads.

North-South collectors include; 1100 West; 1600 West; and Lakeshore Drive as it extends northward from Lakeview Parkway. Currently only 500 West and 1100 West connect to Lakeview Parkway. The street 2470 West has not been completed between 560 South and Lakeview Parkway nor 1600 West between 1150 South and Lakeview Parkway.

East-West collectors include Center Street as it extends west from Lakeview Parkway to Utah Lake State Park; 600 South; and 1150 South. At present, neither 600 South nor 1150 South are fully extended to the west with 600 South now ending at 2470 West and 1150 South at 1600 West.



ACTIVE TRANSPORTATION PLAN PHASES 1 & 2 (SEE FIGURE 5.10 TMP)

ACTIVE TRANSPORTATION

Bikeways and Pedestrian Ways: Provo has been growing its bikeway and pedestrian network for many years. An area where significant progress has recently been made is the initial development of Lakeview Parkway Trail. The Parkway connects western Provo with the rest of the City and includes a multi-use pathway running parallel to the road for both bicycle and pedestrian use

The Provo River Parkway Trail provides an active transportation connection from Utah Lake State Park to the Provo Canyon recreational areas. The paved surface trail provides connectivity and outdoor recreational opportunities along the entire trail.

Provo City is currently contracted with BIRD micromobility to provide the City with e-bikes and e-scooters. These modes of transportation can be ridden throughout the City and provide a

needed source for individuals first-mile and last-mile.

PUBLIC TRANSPORTATION.

Provo City is served by the Utah Transit Authority (UTA). Currently, one bus route, the 833, serves the Southwest Area. The route runs between the airport and the Front Runner Station (Provo Central Station), utilizing Center Street and 1150 West.

C. DEMOGRAPHICS

According to table S2504 of the 2020 American Community Survey (ACS) 5-year estimate, the number of housing units for the Southwest Area totals 3,664. This represents 9.13% of Provo's total housing units.

Housing Types. Single-family, detached housing units are the most common type of housing comprising 75% of the housing units in the Southwest Area. Currently, there are only eight (8) housing units that have active rental dwelling licenses. The remainder of the homes are owner occupied.

TENURE

Comparing the tenure of the Southwest Area to the rest of Provo, there is a strong percentage owner occupants. In the Southwest Area, only 0.002% of the homes are rented in comparison to Provo's renter occupancy.

POPULATION

Over the next few decades, the Mountainland Association of Governments projects Provo's population to be over 170,600 persons by 2050. Based on the projected buildout of the Southwest Area, this area of the City is projected to grow to be an additional 14,600 persons.

D. CHARACTER / ENVIRONMENT

Character is important as it often leads to how a neighborhood or area is perceived in terms of a positive or negative identity and can even affect how people within the area socially interact. Several area residents have expressed concern that the existing character of the Southwest Area will be adversely affected by new development. However, the counter belief has been expressed by many others that it will be this new development that will accentuate the Southwest Area's many outstanding features and work to establish the long desired positive identity for the area.



PHYSICAL FEATURES

The Southwest Area includes some outstanding physical characteristics including the Provo River, Utah Lake, and a large amount of open space. The following describe the most prominent of the Southwest Area's natural physical features.

Utah Lake

Covering about 96,000 acres, Utah Lake is one of the largest freshwater lakes in the Western United States and is popular for water sports and fishing. Besides acting as a reservoir for agricultural lands in the Salt Lake Valley, Utah Lake also provides a valuable environmental resource, and its surrounding shoreline provides for a variety of biological activities.

The Provo River

The Provo River is the largest of the rivers and creeks feeding Utah Lake. The Federal government is nearing completion of the restoration of the Provo River Delta. The project will divert the Provo River northward, near Lake Shore Drive, where the river will meander and split into multiple streams, recreating its former delta area before entering the lake. River water will continue to flow in the existing channel, but at a very reduced volume.

Big Dry Creek

Big Dry Creek is valuable both for irrigation and as a storm water drainage and runoff water filtration system. The creek begins to become discernible as it runs southward from roughly about 1330 West and 900 South. After entering Footprinter Park, it then flows under 1050 South to several larger ponds on the south side of the roadway. The Creek then crosses under the Lakeview Parkway at approximately 1550 West before flowing onward into the lake.

SENSITIVE LANDS

The Southwest Area has an abundance of sensitive lands. Without proper protection, new growth could have a serious impact on these lands and their related environment.

Wetlands are those areas where the water table is at, near, or above the land surface for a significant part of most years. They are found throughout the Southwest Area, but the vast majority are on the south side of Lakeview Parkway in the Provo Bay area of Utah Lake.

Disturbance of wetlands for development is not permitted without completion of an extensive Federal permitting process. Requirements through that process may involve establishing new wetlands in an alternative location. Sometimes these mitigation processes can actually result in creating more wetland area than existed at the original location.

Floodplains are of two different types in the Southwest Area. The first is associated with flooding from the Provo River. The second involves flooding caused by Utah Lake rising above its compromise or "full" level.

The Provo River floodplain includes lands adjacent to the river where water will likely flow if the river channel receives more water than it can carry. Due to careful management of the river's flow, there has not been extensive flooding from the river in the recent past. City ordinances restrict buildings and other structures from being constructed within 100 feet of the top of the nearest river bank to allow better river flood control access and lessen the chance of the water flow being dammed by structures and debris during flooding.

The Utah Lake floodplain is the area where lake water could extend into shoreline areas. The water level of Utah Lake can fluctuate greatly depending on the water flow into and out of the lake and the amount of



PROVO RIVER

Creating a future land use map for the Southwest Area neighborhoods began with identifying and assessing past development activity as well as current economic and social conditions. Following an initial assessment and input period, an extensive examination of the area was made using the following considerations:

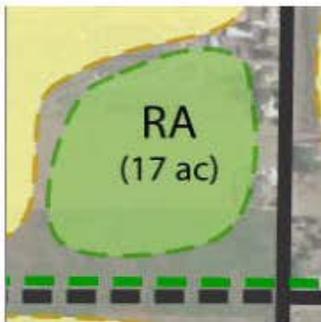
- » Anticipating the development needs and desires of the area and its relevant neighborhoods;
- » Identifying development issues, including opportunities and constraints to development;
- » Identifying areas suitable or unsuitable for different types of development;
- » Identifying areas suitable for addressing broader City needs and opportunities;
- » Analyzing and proposing ways in which the area should develop over time; and
- » Examining and proposing appropriate policies and standards to guide development.
- » Surveying property owners to determine their desires for future use of their property.
- »

The resulting Southwest Area Land Use Plan presents the land uses determined to best address both the areas, and where appropriate, the City's needs for housing, shopping, jobs, transportation, and recreation. The boundaries of the illustrated land uses should be viewed as flexible and not hard boundaries as to allow creativity in the layout and development of a site. For properties not clearly depicted on the land use plan or specifically described within the text of this section, their intended development is to be in harmony with that of adjoining or nearby properties.

A. RESIDENTIAL

Over one-half of the area represented on the Future Land Use Map is planned for residential development. In addition to the four principally residential designations listed in this section, the mixed-use designations listed in the next subsection also allow residential uses.

The objective and intention of the various residential designations is to provide for a variety of housing types that are spread through the area, rather than just congregated into a single site or neighborhood. The plan also attempts to add enough residential units to the area to effectively support the successful development of neighborhood and community commercial centers without overloading available or planned public infrastructure.



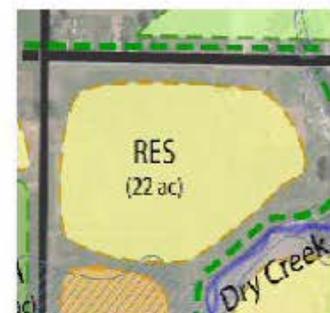
RESIDENTIAL AGRICULTURAL (RA)

The RA designation is intended to allow for the development of single-family residential lots while also allowing limited agricultural type uses – mainly the keeping of farm animals.

RESIDENTIAL - SINGLE-FAMILY DETACHED (RES)

The "RES" or residential designation is easily the most prevalent residential designation. It generally includes all areas suitable for residential development that are not otherwise reserved for Residential/Agricultural uses, or

else areas suited for higher density development. Areas with this designation would generally allow up to three (3) units per gross acre.

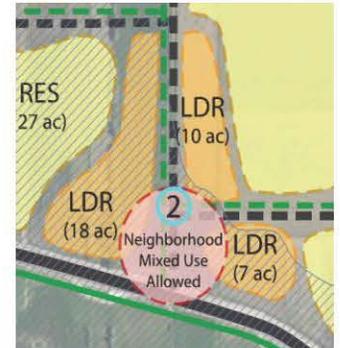


LOW DENSITY RESIDENTIAL (LDR)

For the most part, LDR areas are located at or near the Lakeview Parkway intersections. Development within these



LDR areas is intended to follow allowances as in the City’s LDR zone, allowing for attached single-family dwellings at a density of up to 12 units per acre, as well detached single-family lots as small as 4,000 square feet. LDR type development also a possible component for areas designated as “Neighborhood Mixed-Use.”



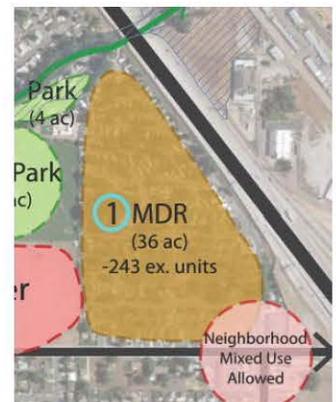
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MEDIUM DENSITY RESIDENTIAL (MDR)

The Southwest Area’s highest density residential development should occur on land with an MDR designation. MDR occurs only in the area north of Center Street, next to Interstate 15 and is to have a mix of housing types with an overall density up to 30 units per acre. Allowed housing types in an MDR Zone include both attached single-family units and apartment units. Unlike other residential areas, there is no restriction on stacking units one above another. MDR-scale development could also be a component in the adjacent “Village Center” designation.

B. COMMERCIAL

During the creation of this plan, one of the most common desires expressed by residents of the Southwest Area was for a grocery store and other commercial uses, including professional and medical offices. With the reconstruction of the University Avenue Interstate 15 interchange and the opening of the Lakeview Parkway, consideration of additional locations for commercial development have been designated:



VILLAGE CENTER / COMMERCIAL MIXED-USE (MU)

This designation is intended to allow for the development of a mix of retail, office, and residential uses, with attractive site amenities and distinctive design features. The intent is not only to provide for a grocery center and associated retail users, but to also facilitate the creation of a major activity core for all six of the neighborhoods on the western side of the City. Residential development within this designation should match the density and scope of the City’s MDR zone. To that end, the Village Center’s layout should be unified in design with that of the adjacent MDR area.



NEIGHBORHOOD CENTER / MIXED-USE (NMU)

These areas are generally to be three to eight acres in size, and intended for the development of smaller-scale retail and office commercial uses. Gas stations and convenience stores would be anticipated at the sites adjoining the parkway, with more localized retail and office uses in the interior areas. Twin homes, bungalow courts, or similar scale residential uses are also appropriate to create a transition between the commercial areas and adjacent, lower density residential developments and vertical mixed use with a limitation of three stories and no taller than 38 feet.

REGIONAL COMMERCIAL (FC3)

University Avenue Interstate 15 interchange. The intent is to allow for larger scale retail users whose marketing area likely extends beyond Provo’s boundaries. These regional commercial areas should not extend west of 500 West.

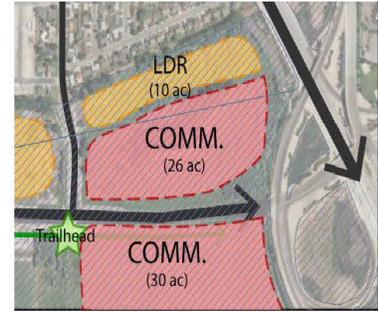
To make the area successful, proper consideration should be given to providing both



sufficient and efficient access to the area from the Lakeview Parkway. Intended more as a transition area than providing for a truly integrated mix of uses, an enhanced landscape buffer is required between the regional commercial area and the existing Lakewood single-family subdivision to its north.

C. INDUSTRIAL/COMMERCIAL

The Future Land Use Map includes over 286 acres designated for industrial/commercial uses. The included areas are located next to or in close proximity to the airport. The intended purpose is that the airport will attract light industrial and business type uses that desire close proximity to the airport, as well as the direct access provided by Lakeview Parkway.



AIRPORT (A)

This designation applies to approximately 940 acres within the fence of the Provo Municipal Airport. The anticipated development would include expanded airport uses, corporate office and manufacturing parks, as well as some retail uses supporting the surrounding uses.

AIRPORT INDUSTRIAL (AI)

This designation applies to approximately 286 acres in the areas directly north and east of the airport property. The anticipated development includes corporate offices, hotels, warehouses, and eating establishments that would help in supporting area around the airport.

D. AGRICULTURAL

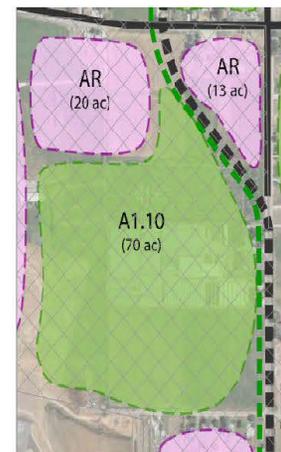
During the preparation of the Southwest Future Land Use Map, extensive discussions took place concerning the community value and need to protect agricultural lands and ongoing farming operations. However, during public meetings and individual conversations, farmers shared their experience that farming has become more difficult and less profitable in recent years. For example, the ground water level has deepened so irrigating crops has become a challenge. To better understand their position, a survey was taken of area farmers that simply asked how long they intended to continue farming. The map on the following page categorizes their responses.

Of those who responded, Fifty-three percent (53%) indicated, they plan to continue farming for less than five years. Ten percent (10%) of respondents indicated they plan to continue to farm between five and ten years, and the remaining thirty-seven percent (37%) of respondents plan to continue farming for longer than 10 years.

AGRICULTURAL (A1)

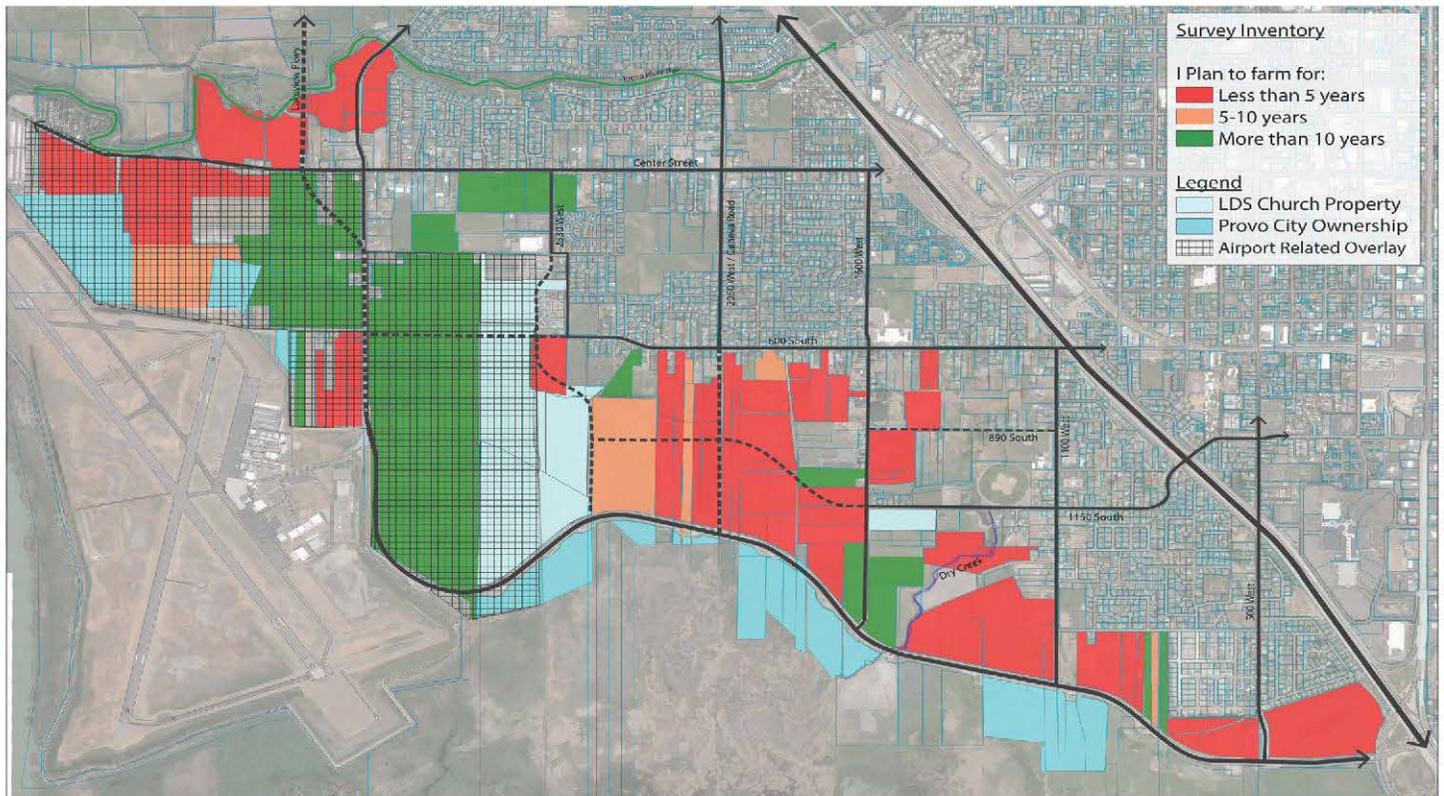
The majority of land located south of Lakeview Parkway is intended to retain agricultural allowances and to further protect and preserve ongoing agricultural operations. Nearly 140 additional acres have been designated as agricultural on the Land Use Map. The 140 acres is divided by Lakeview Parkway as it runs northward, with 68 acres on the east side, and 70 acres on the west side.

There are several mechanisms the City could utilize to preserve productive agricultural areas. The most common include funding their purchase, creating a conservation easement, or transferring development rights from farmland that could then be transferred to designated receiving areas.



E. PARKS, TRAILS & OPEN SPACE

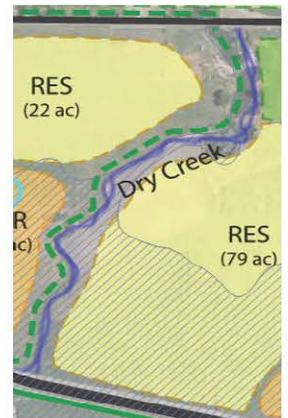
Almost all areas on the Future Land Use Map designated as parks already exist. The



exceptions include land the City purchased for a regional park; the Big Dry Creek area; land the City owns south of Lakewood Park; land the City owns east of the Sunset View Neighborhood Park; two additional areas along the Provo River; and a new connection south to Springville from Lakeview Parkway. Additional Park improvement details can be found in Chapter 7 – Site and Facility Recommendations of the 2021 Parks and Recreation Master Plan.

BIG DRY CREEK

Big Dry Creek provides an opportunity as a connecting and unifying feature for future development in the area. As the area develops, street crossings of Big Dry Creek should be limited and where possible, the street system should front along the creek area. This would also allow dwellings to face the creek area, making it a safe visible amenity rather than becoming an isolated passageway, bound by back yard fences. Big Dry Creek also has a functional purpose as a part of the City’s storm water management system.



LAKWOOD PARK

Formerly known as “Powerline Park 4” this area would be an expansion of the existing park southward on approximately three (3) acres of City-owned property. This park expansion would give the residential areas to the south a more direct access to the park at 1500 South. The Parks & Recreation Department would consider alternative design elements through an inclusive park design process.

SUNSET VIEW PARK

Sunset View Neighborhood Park will have improved park facilities and expanded parking east into the current City-owned property. The parking expansion would



increase connectivity to the surrounding neighborhood through the Parks & Recreation Department's inclusive park design process.

PROVO RIVER PARKWAY AREAS

The Provo River Trail in the Southwest Area has been widened and resurfaced, with enhanced pathway lighting added to areas along the route to enhance safety for trail users.

PROVO RIVER DELTA GATEWAY PARK

The Parks & Recreation Department has partnered with Federal agencies in the planning and development of a new City park at the entrance to the restored Provo River delta. The new Delta Gateway Park will integrate the existing Lakeshore bridge trailhead and include parking, playgrounds, pavilion and picnic areas as well as ecosystem and wildlife interpretation. This park will be a junction for the Provo River Trail into the new delta and to Utah County owned and managed lands along the existing channel that will feature trails, parks and linear ponds.

PROVO BAY MULTI-USE PATH

A new multi-use pathway connection from the Lakeview Parkway Trail to Springville City on the west side of I-15 would add an important active transportation path to Provo's extensive trail system. This path would offer access to the Provo Bay area to a greater number of recreational and other users, as well as contribute to greater regional trail connectivity.



F. TRANSPORTATION

The following paragraphs lay out various aspects of a transportation system to be considered in the further development of the Southwest Area. These aspects include the street network; street design; street connectivity; and active transportation systems.

STREET NETWORK

The current and proposed network of arterial and collector streets in the Southwest Area employs a grid type layout. The obvious exception is the Lakeview Parkway where the lake's shoreline, floodplain, and wetlands affect its location.

Modifications to the existing street network that should be considered are illustrated on the Southwest Area's Land Use Maps. These modifications include the addition of local street designations to the map where deemed important and necessary to address better connectivity in certain areas.

STREET DESIGN AND CONNECTIVITY

The design for the street system should be unique in response to the neighborhood or community context. It may include wider sidewalks or pathways; bike lanes; special bus lanes; comfortable and accessible public transportation stops; frequent and safe crossing opportunities; median islands; accessible pedestrian signals; curb extensions; narrower travel lanes; roundabouts; and more.

The goals and objectives listed in the Provo City General Plan, the Transportation Master Plan, and the Bicycle Master Plan all speak to the necessity for integrated connections in Provo's street system. Because of its relatively undeveloped nature, the Southwest Area of Provo presents a great opportunity to realize a high connectivity value. Connectivity standards for new developments should incorporate:

- » Alleyways and mid-block pedestrian connections (or thru-ways or shortcuts);
- » Shorter Streets and smaller blocks;



- » Traffic calming methods on local streets;
- » Prohibiting dead-ends (cul-de-sacs) or closing streets as methods to control excessive vehicular traffic.

ACTIVE TRANSPORTATION OPTIONS

The following give a general background and recommendations for active modes of transportation in the Southwest Area:

Bikeways and Pedestrian Ways: For the Southwest Area, the City's Bicycle Master Plan proposes bikeways along each of the area's arterial and collector streets, both as they exist and as they are proposed. Completion of the Lakeview Parkway Trail and the Airport Dike Trail should remain a high priority. Additional considerations for bikeways and pedestrian ways should include new off-street multi-use trails along the Big Dry Creek area, as well as trail extensions from arterial and collector streets into new developments.

Public Transportation: An increase in bus routes in the Southwest Area will depend on future development, including increased airport use and planned employment centers near the airport. Considerations for future routes might include utilizing 600 South as an east-west route, adding a north-south route along Geneva Road, and extending the Utah Valley Express (UVX) rapid transit system to the airport. The Provo Municipal Airport has a station that was built to accommodate for a UVX-like bus. The City will continue to work with the Utah Transit Authority (UTA) to determine when and where additional routes are feasible.

G. PUBLIC FACILITIES

With the future growth in the area, several new public facilities will be necessary as well as updating and enlarging others. The following briefly discusses the various public facilities that will be required with anticipated growth in the Southwest Area.

CITY UTILITIES

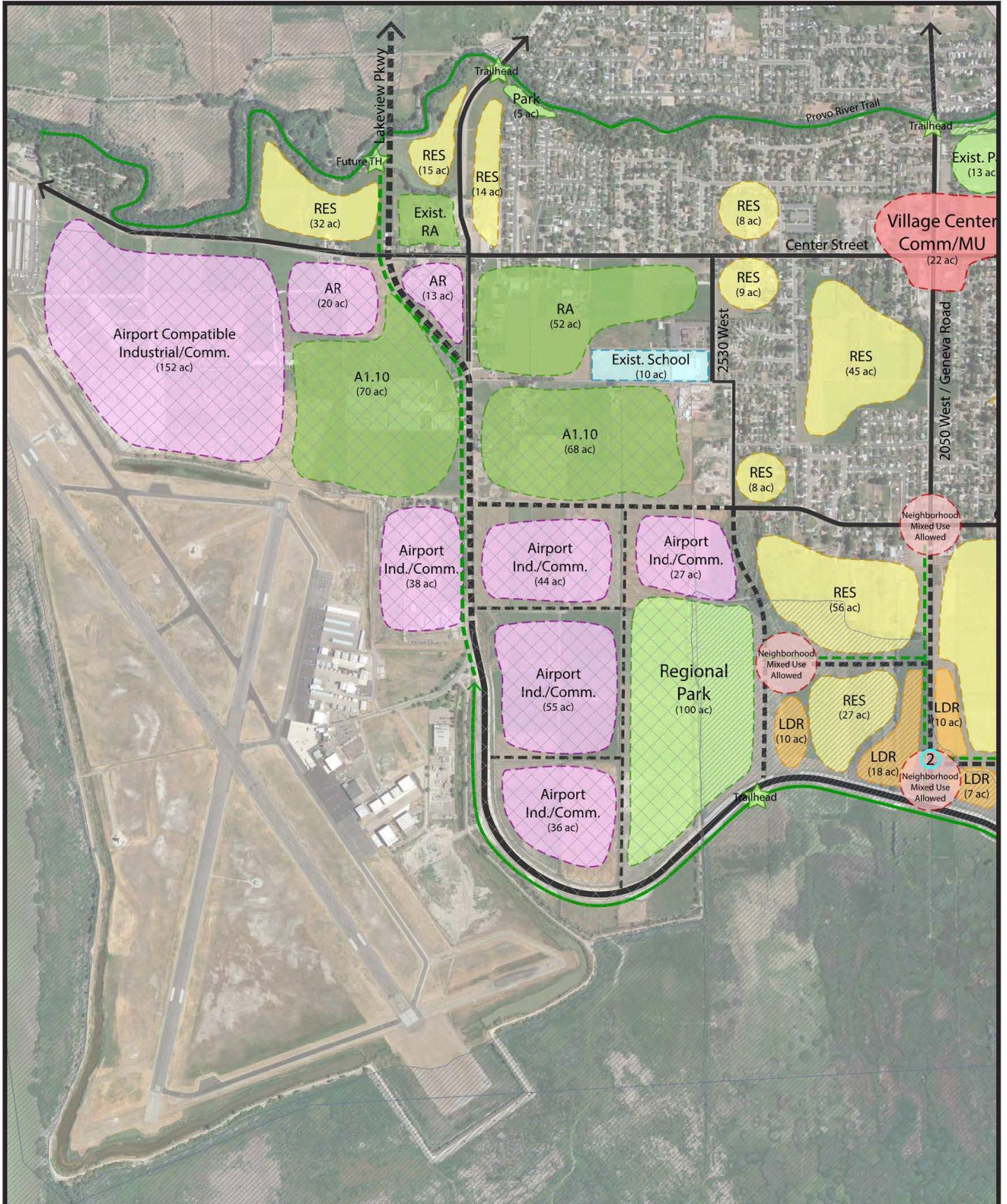
Adopted master plans relating to the various City utilities have all considered the full build-out of the Southwest Area. For dispersing utilities such as power and water that distribute from a source, most of the necessary improvements for further development will occur in conjunction with each new development project. However, for the two collecting systems (i.e. wastewater and storm water), larger system improvements are necessary in certain areas before development can proceed. This is especially applicable to wastewater collection. A new sewer lift station near the airport is under construction and is expected to be completed by the end of 2022 or early 2023. This new station will add sewer capacity for expected growth in the Southwest Area.

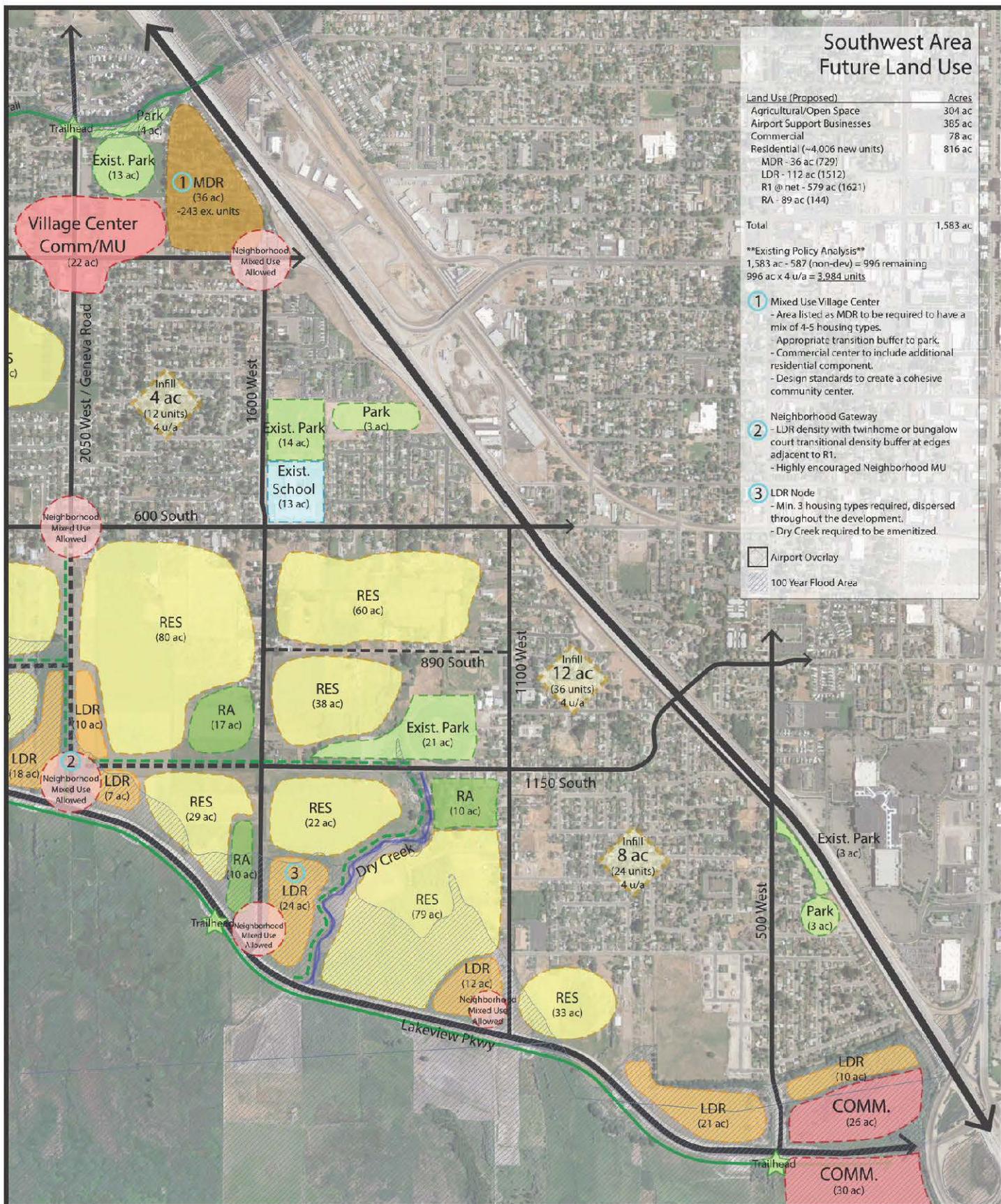
PUBLIC SAFETY

With the population growth occurring in the area west of Interstate 15, as well as increased air traffic at the airport, the Provo City Fire Department is exploring several options to continue providing necessary and adequate emergency response within the area. It is likely there will need to be an additional fire station west of the freeway. It is also likely the airport fire station will need to be enlarged and fully manned at some point in the future as emergency coverage is required with landings and departures of commercial airline flights.

PROVO MUNICIPAL AIRPORT

Anticipated growth in air traffic will likely result in a number of changes to the airport, including an expansion of the airport boundaries. Another change that will affect the surrounding area will be the development of a parallel runway to the west of the main runway (Runway 13-31) as a secondary runway. If the second runway were constructed, the need for the current cross-wind runway (Runway 18-36) would be eliminated, as well as the need to maintain airport area toward the northeast corner of the airport.





Southwest Area Future Land Use

Land Use (Proposed)	Acres
Agricultural/Open Space	304 ac
Airport Support Businesses	365 ac
Commercial	78 ac
Residential (~4,006 new units)	816 ac
MDR - 36 ac (729)	
LDR - 112 ac (1512)	
R1 @ net - 579 ac (1621)	
RA - 89 ac (144)	

Total 1,583 ac

****Existing Policy Analysis****
 1,583 ac - 587 (non-dev) = 996 remaining
 996 ac x 4 u/a = 3,984 units

- 1 Mixed Use Village Center**
 - Area listed as MDR to be required to have a mix of 4-5 housing types.
 - Appropriate transition buffer to park.
 - Commercial center to include additional residential component.
 - Design standards to create a cohesive community center.
- 2 Neighborhood Gateway**
 - LDR density with twinhome or bungalow court transitional density buffer at edges adjacent to R1.
 - Highly encouraged Neighborhood MU
- 3 LDR Node**
 - Min. 3 housing types required, dispersed throughout the development.
 - Dry Creek required to be amenitized.

Airport Overlay

100 Year Flood Area

Currently, planning staff is working on drafting the Lakeview Parkway Design Corridor standards that could incorporate many of the design elements as listed below.

A. PUBLIC REALM

STANDARD STREET LIGHTING AND ART

Street lighting was installed along the south and west side of Lakeview Parkway as part of the recent construction of the roadway. To create a uniqueness to the area the fixtures could have a detailing attached to each light post such as a bird or airplane depending on where you are at along the corridor. This enhancement would give a uniqueness to the corridor and pay homage to where the corridor is located. These fixtures should be used on one side, if not both sides, of Lakeview Parkway and continue northward across the Provo River.

LANDSCAPING

Certain improvements along Lakeview Parkway could create a “parkway” like feel. There is a center median that could be filled with trees and shrubs but currently is filled with rocks. Landscaping along the corridor should be of similar species and design. Provo City Staff is currently working on adding Lakeview Parkway as a design corridor to the Municipal Code. A common desire expressed by stakeholders in the area was to improve the street tree network. Many areas have been developed with insufficient parkstrip width to plant a tree, or the trees were simply never put in. As streets are improved, or new development occurs, the incorporation of new street trees should be included as part of the project.

UTILITY INFRASTRUCTURE

The placement of necessary utility infrastructure can play a large role in the aesthetic character of an area. Where feasible, any utility boxes should be located outside of highly visible areas. Specific priority should be given to the visual impact power transmission lines and other utility fixtures have on the Lakeview Parkway and Center Street corridors.

B. STREET CORRIDORS

The following presents the major street corridors within the Southwest Area where specific street design standards should be developed, adopted and implemented, to provide unifying design elements for the community as well as to incorporate Complete Street design which can be carried on to connecting streets.

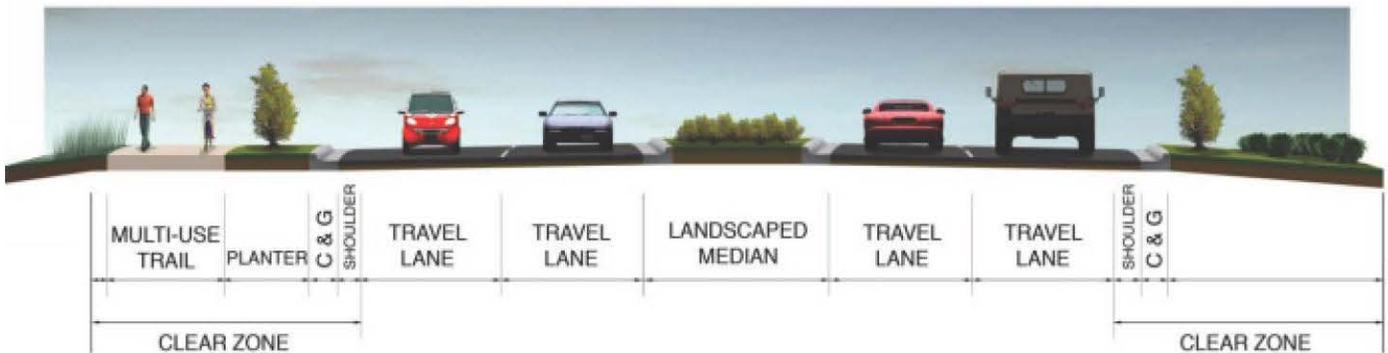
LAKEVIEW PARKWAY

The new Lakeview Parkway fulfills several previous goals of the City’s General Plan for the Southwest Area. Besides its connection to the airport, the Parkway also provides a long sought access into the southern portions of the Southwest Area. Future intersections will occur at 1600 West, 2050 West, and 2470 West. Determinations still need to be made regarding other possible connections to the parkway, especially in relation to access for the new Airport Terminal.

The initial intent of the design for the parkway included creating an attractive gateway to the Southwest Area and especially between the Airport and the City. Currently, only the southern/



western lanes of the first phase of the Parkway have been fully improved, and the northern/eastern lanes will likely not be completed until significantly more development in the area occurs. Therefore, it is important that before its full completion, the parkway design be re-examined to see what deficiencies or other improvements might be considered for the corridor to realize its gateway potential. Considerations should be given to detailing the parkway's northern and eastern edges in terms of landscaping, building setbacks, walls, and other transitions to the adjoining land uses. Details should also include entryway signage for the airport, the business park areas, and for the adjoining residential neighborhoods.



EXAMPLE OF LAKEVIEW PARKWAY WITH LANDSCAPING

CENTER STREET CORRIDOR

The entire length of Center Street as it runs through the Southwest Area, is already included within the Zoning Ordinance's adopted West Center Street Design Corridor. Current design corridor requirements refer to such items as minimum building setbacks; landscape buffers; pedestrian amenities and streetscape standards, and standards for site and building design and building materials. Although the adopted corridor plan provides an initial design standard, a more detailed plan should be developed and illustrated with adopted street cross-sections and design details based on, and more fully coordinated with the adjacent land uses.

GENEVA ROAD CORRIDOR

The widening and further improvement of Geneva Road has been planned for a number of years. The planned cross section indicates two travel lanes in each direction, plus a center turn land. As that widening will have a major impact on the development of the proposed Village Center area, the specific design standards adopted for Geneva Road need to enhance rather than act as a barrier to realizing the full potential of the Village Center area. The City needs to work closely with the State and Mountainland Association of Governments (MAG) in the development of the road standards for this particular section of State Highway 114.

GOALS AND OBJECTIVES

1. Provide a high-quality entrance to the City through a well-designed and landscaped gateway sign.
2. Draft a Lakeview Parkway design corridor standards.
 - a. Identify current standards which are intended to guide future development.
 - b. Develop a street tree planting program for already-developed areas where street trees are not in place.
3. Identify areas where additional street lighting can improve safety.

A. PROCESS

This document is a guide to be utilized by City and Neighborhood leaders, the development community, and the residents working together to achieve the Plan's ideas and visions in the development of the Southwest Area. The goals and objectives of the plan should be considered:

- » As often as development projects are proposed;
- » Annually to evaluate and report on the progress being made to achieve the stated goals and objectives; and,
- » Periodically to ensure the goals and objectives remain up-to-date and viable.

It is only through this ongoing review and evaluation that the goals and objectives this document can be fully realized.

B. IMPLEMENTATION RESOURCES

Though not all-inclusive, the following means and resources could be available and utilized to achieve the recommendations set forth in this document:

CAPITAL IMPROVEMENT PLAN

Any projects needing City funding related to the Southwest Plan should be included in the City's CIP, so budget allocations can be evaluated and prioritized.

FUNDING PROGRAMS AND AGENCIES

Funding programs and grants are available from federal, regional, and state agencies, as well as from philanthropic and non-governmental agencies to assist cities in the implementation of approved projects, especially when the projects involve connections or improvements to regional systems. The City should utilize these funding sources whenever possible.

IMPROVEMENT DISTRICTS

Consideration should be given to create improvement districts where a consolidated effort and broad improve would be advantageous.

C. PROSPERITY

To ensure the Southwest Area Neighborhood Plan continues to be a guiding document in City planning, it is important to make it widely available and visible to City Administrators and the public. This document should be available on the City website and at the front counter.



D. IMPLEMENTATION SCHEDULE

Phase	Phase 1		Phase 2		Phase 3	
	1	2	1	2	1	2
Priority						
Adopt the Southwest Neighborhood Plan (City Council)	█					
Revise Capital Improvements Plan (D.S., P.W., Admin.)			█			
Fund On-Going Maintenance Costs of Additional Parks (Parks, Admin.)				█	█	█
Land-Use						
Update General Plan for Future Land Uses (D.S.)	█					
Amend Zoning Map to be Consistent with the Plan (D.S.)		█				
Develop and Implement the Expansion of Existing Parks (Parks)			█	█	█	
Urban Design						
Install Street Lighting with Detailing (Energy, D.S.)		█	█	█	█	
Implement Street Trees (Energy, D.S.)		█	█	█		
Adopt the Lakeview Parkway Design Corridor Standards (D.S., P.W.)	█					

