

Ordinance 2023-21

SHORT TITLE:

AN ORDINANCE TO AMEND THE GENERAL PLAN APPENDIX S:
DOWNTOWN MASTER PLAN TO UPDATE THE DOCUMENT POLICIES,
GRAPHICS AND DATA. (PLGPA20220362)

I
PASSAGE BY MUNICIPAL COUNCIL

ROLL CALL

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

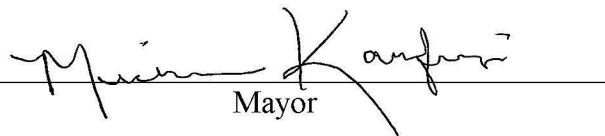
This ordinance was passed by the Municipal Council of Provo City, on the 16th day of May 2023,
on a roll call vote as described above. Signed this 21st day of June 2023.



Chair

II
APPROVAL BY MAYOR

This ordinance is approved by me this 22nd June 2023.



Mayor

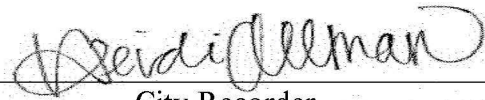
Ordinance 2023-21

III

CITY RECORDER'S CERTIFICATE AND ATTEST

This ordinance was signed and recorded in the office of the Provo City Recorder on the 5th day of July 2023 and was published on the Utah Public Notice Website on the 19th day of May 2023. I hereby certify and attest that the foregoing constitutes a true and accurate record of proceedings with respect to Ordinance Number 2023-21.





City Recorder

ORDINANCE 2023-21

AN ORDINANCE TO AMEND THE GENERAL PLAN APPENDIX S REGARDING THE DOWNTOWN MASTER PLAN TO UPDATE THE DOCUMENT POLICIES, GRAPHICS AND DATA. (PLGPA20220362)

WHEREAS, it is proposed to amend the General Plan Appendix S regarding Downtown Master Plan to update the document policies, graphics and data; and

WHEREAS, the Provo City Downtown Master Plan is an area specific, comprehensive, long-range statement of goals and related policies to guide future growth and development of Provo City and serves as a guide to establish policies and procedures for growth, development, conservation, and location of various land use activities within the City; and

WHEREAS, the purpose of the amendment is amend the General Plan Appendix S regarding Downtown Master Plan to update the document policies, graphics and data; and

WHEREAS, on April 26, 2023, the Planning Commission held a duly noticed public meeting to consider the proposed amendment of the Provo City General Plan and after such meeting the Planning Commission recommended approval to the Municipal Council by a vote of 5:0; and

WHEREAS, on May 16, 2023, the Municipal Council met to ascertain the facts regarding this matter and receive public comment, which facts and comments are found in the public record of the Council’s consideration; and

WHEREAS, after considering the Planning Commission’s recommendation, and facts and comments presented to the Municipal Council, the Council finds (i) the General Plan should be amended as proposed, and (ii) the proposed amendment reasonably furthers the health, safety, and general welfare of the citizens of Provo City.

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

PART I:

The Provo City General Plan regarding the Downtown Master Plan is hereby amended as set for in Exhibits A, B, and C.

PART II:

- A. If a provision of this ordinance conflicts with a provision of a previously adopted ordinance, this ordinance shall prevail.
- B. This ordinance and its various sections, clauses and paragraphs are hereby declared to be severable. If any part, sentence, clause or phrase is adjudged to be

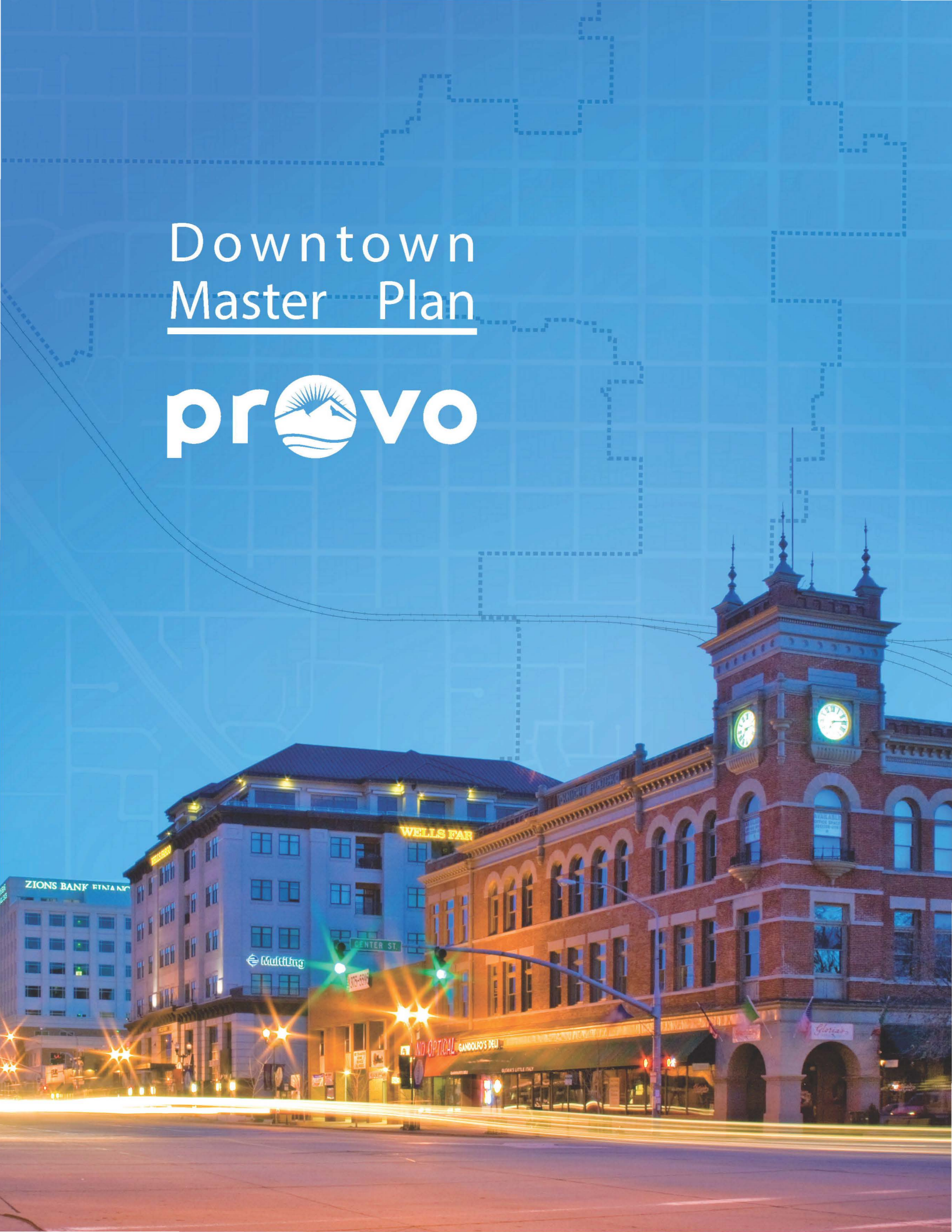
47 unconstitutional or invalid, the remainder of the ordinance shall not be affected
48 thereby.

49
50 C. The Municipal Council hereby directs that the official copy of the Provo City
51 Code be updated to reflect the provisions enacted by this ordinance.

52
53 D. This ordinance shall take effect immediately after it has been posted or published
54 in accordance with Utah Code 10-3-711, presented to the Mayor in accordance with
55 Utah Code 10-3b-204, and recorded in accordance with Utah Code 10-3-713.

56
57 END OF ORDINANCE.

Downtown Master Plan





Downtown Area Master Plan

Adopted February 17, 2015

Produced 2012 - 2014
Provo Community Development
Director - Gary McGinn
Asst. Director - Bill Peperone
Planning Supervisor - Brian Maxfield

Staff

Aaron Ardmore
Dustin Wright
Josh Yost
Javin Weaver

Cover photo of University Ave.
March, 2010 by Joseph Sharpe

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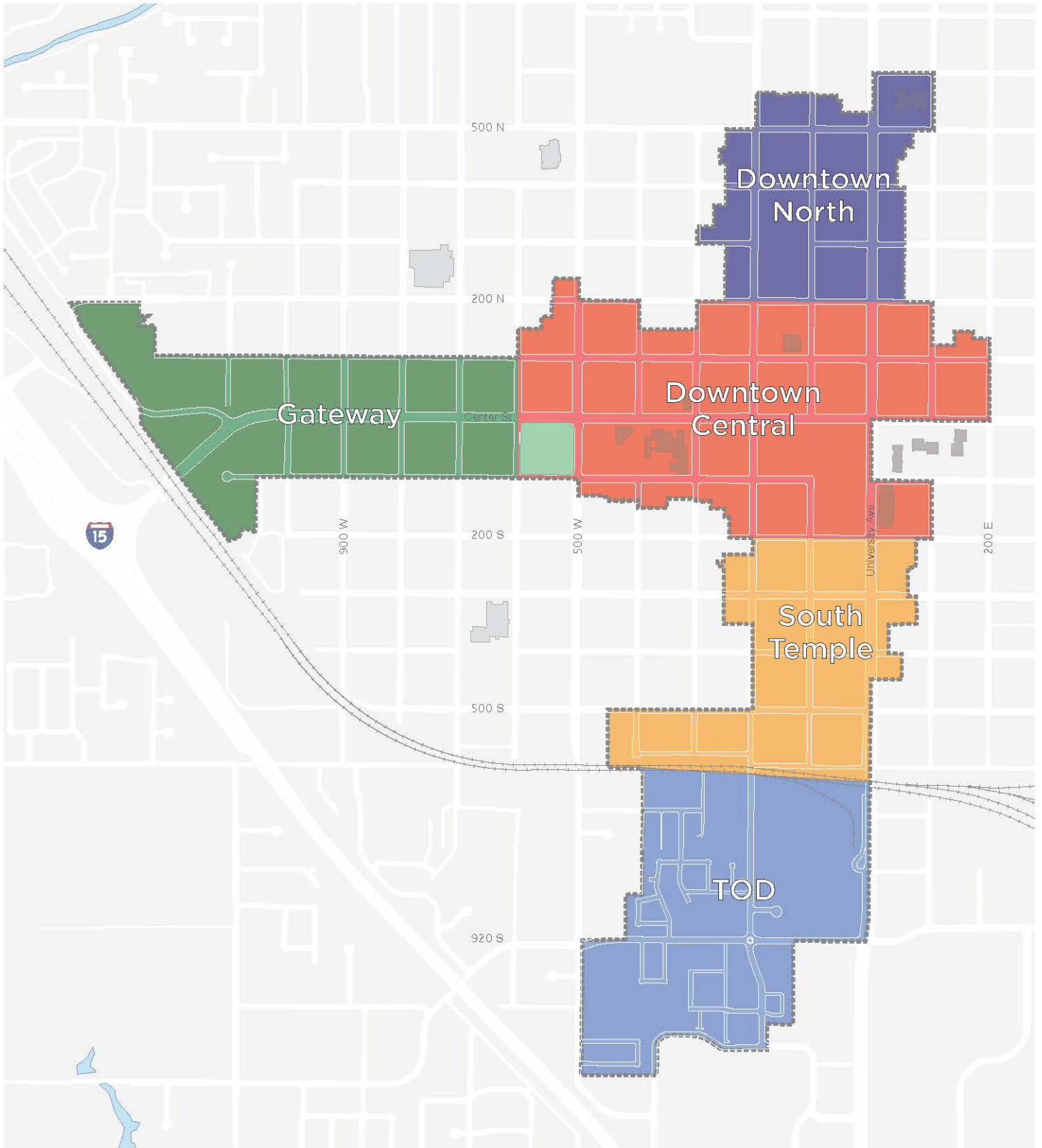


Figure 1.1 - Downtown Master Plan boundaries and sub-districts.

INTRODUCTION

The Downtown Master Plan is a guide for the future of Downtown Provo. The Plan encompasses five planning districts; each district has unique characteristics that separate one from another. This plan is adopted as a supplement to the Provo City General Plan and as such reinforces and extends the goals and policies of the General Plan. Future development plans and improvements to the public realm must be consistent with both the General Plan and this Downtown Master Plan.

This plan has been developed in accordance with the goals of VISION 2030, an aspirational document outlining Provo's vision for its future. This document has as a stated aim that specific area plans be developed for the delineated neighborhoods within Provo. This is the first of these neighborhood plans.

A. BOUNDARIES

The Downtown Master Plan applies to the areas shown in Figure 1.1 left. This boundary roughly coincides with the boundaries of the current downtown zoning districts and reflects the current and planned extent of downtown commercial development within Provo.

This area of Provo is the commercial, civic, and cultural center of the City and Utah County. Within its boundaries are classic historic buildings, cultural institutions, key shopping and dining destinations, large office buildings, parks, a variety of residential properties and Utah County's only convention center. Downtown also includes the new Provo City Center Temple of the Church of Jesus Christ of Latter-day Saints and the expanded Nu Skin corporate office campus.

Downtown Provo truly stands among Utah's central business districts as a wonderfully distinctive place.



B. ANALYSIS OF EXISTING CHARACTERISTICS

DOWNTOWN NORTH DISTRICT:

The first of these districts is Downtown North, which includes the Provo Library and a variety of commercial and residential land uses. This district extends from 200 to 600 North and lies in parts of the Timp, North Park, CBD, and Joaquin neighborhoods. The zones for this district are the General Downtown (DT1) and the Downtown Core (DT2) zones as indicated in Figure 1.4.

The Downtown North District can be divided by the three North-South streets within its borders. On University Avenue the district is filled with an assortment of restaurants, medium-density residential buildings, and small offices. 100 West is a mix of low-density and medium-density residential buildings and some retail

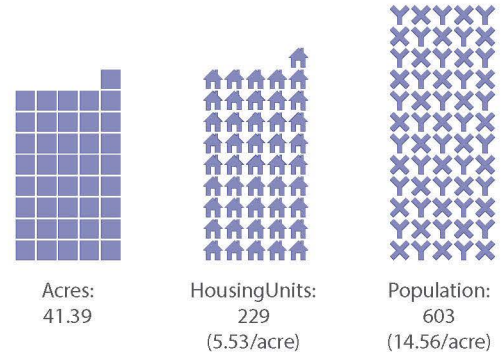
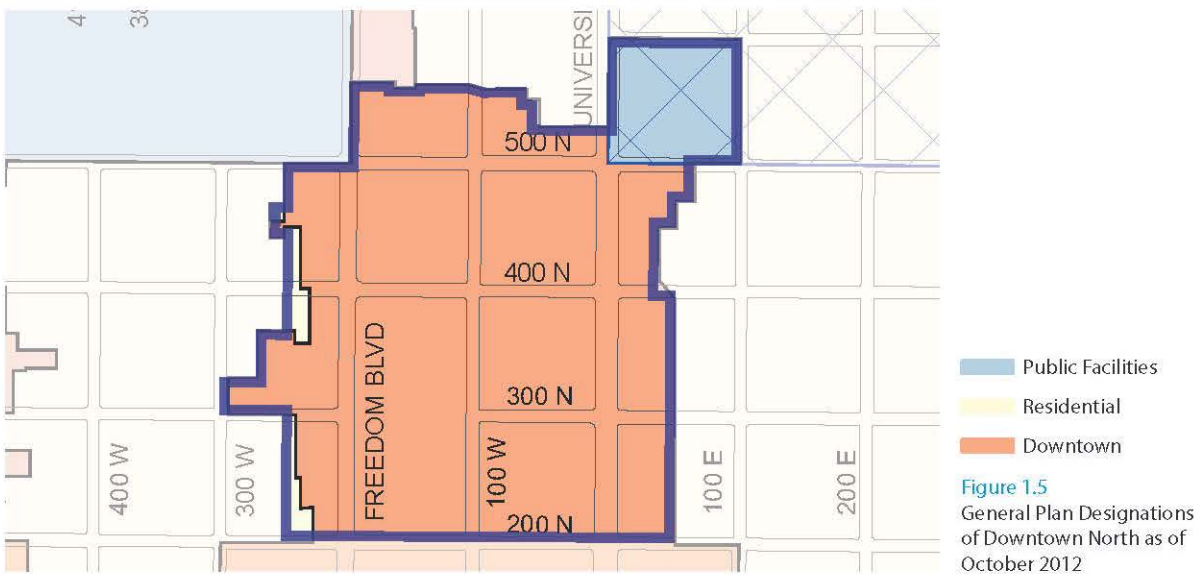
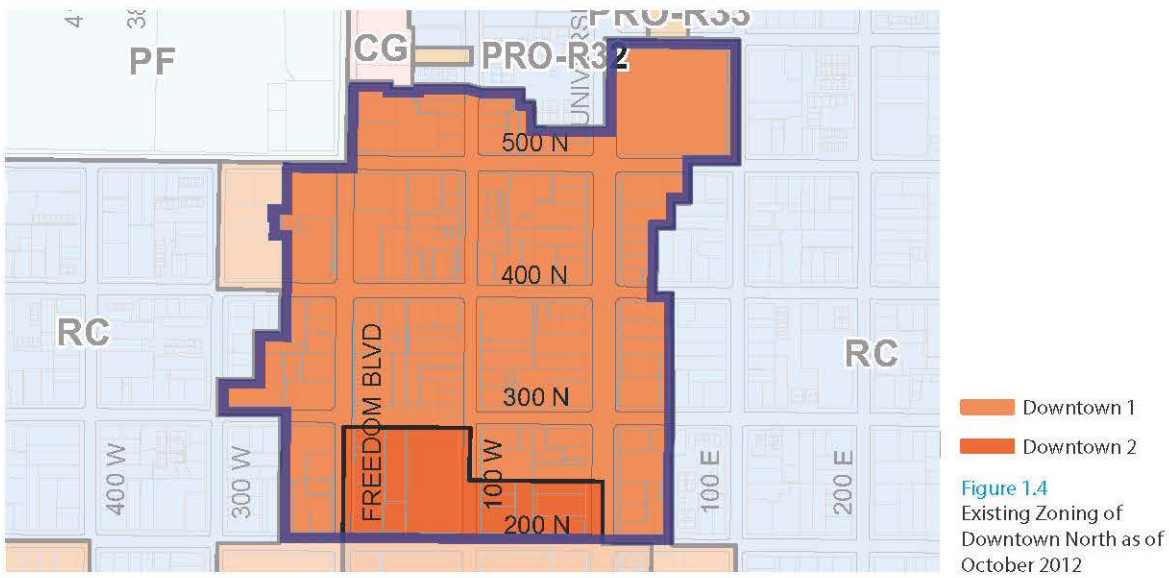
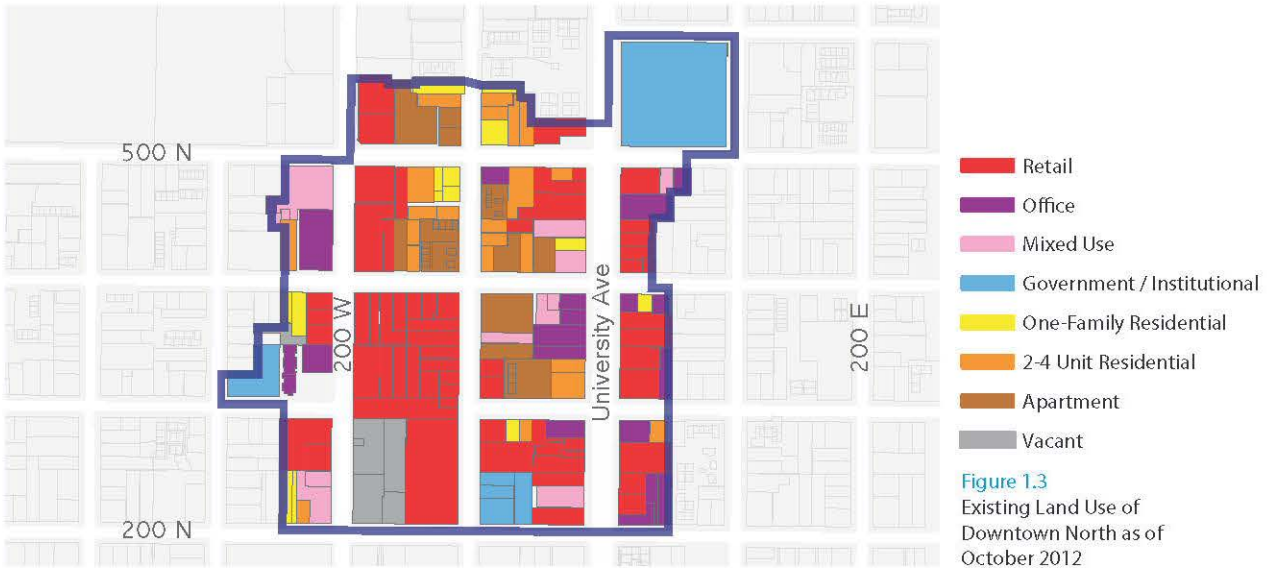


Figure 1.2
2010 Downtown North Demographics

properties. The final north-south street is Freedom Boulevard which includes a combination of offices, entertainment destinations, and small retail stores.



J. Dalrymple



DOWNTOWN CENTRAL DISTRICT:

The Downtown Central District is the heart of Provo City. This district includes the Provo City Center, Utah State and County Offices, the Provo City Center Temple, and the Utah County Convention Center. In addition to these key sites, this district houses the Wells Fargo, Nu Skin, and Zions Bank towers. Downtown Central includes parts of Dixon, Timp, CBD, Franklin, and Joaquin neighborhoods.

The Downtown Central District is a unique portion of Downtown due to its combination of historic storefronts, tree-lined streets, and extraordinary variety of land uses as seen in Figure 1.7 right. This district includes an assortment of restaurants, modern office buildings, and civic institutions. Center Street is the main corridor of Downtown and the historic center of Provo City. This landscaped thoroughfare travels by unique retail shops, services, and Provo's historic district. It is home to some of Utah's most

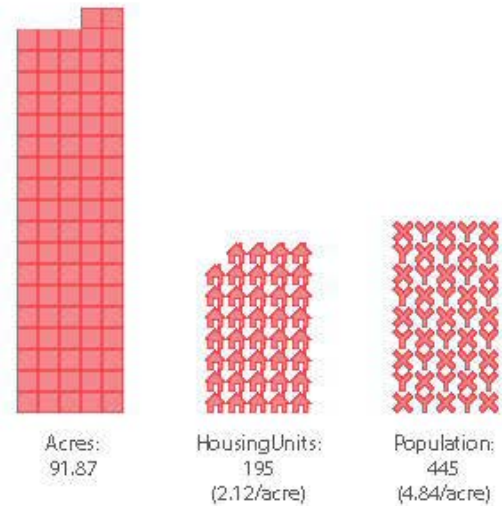
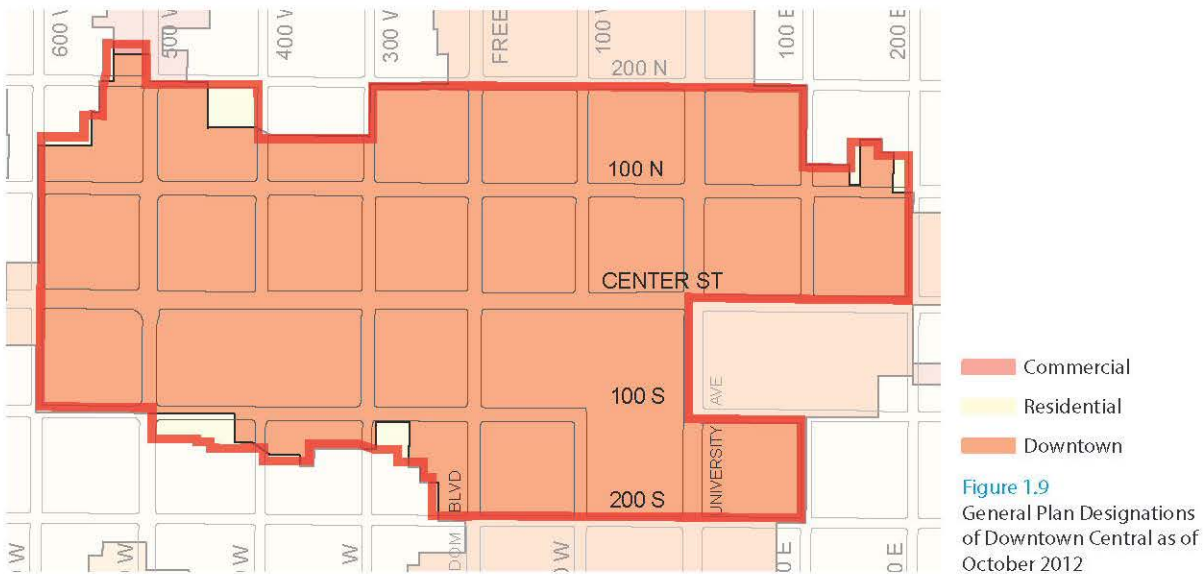
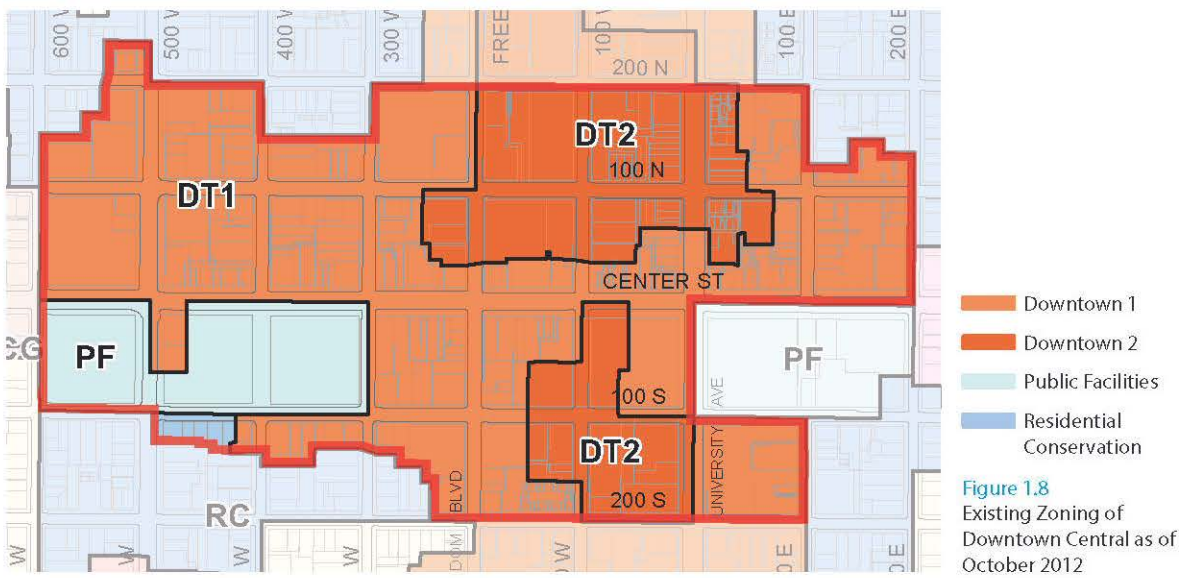


Figure 1.6
2010 Downtown Central Demographics

historic buildings, dating back to the late 1800's. The Downtown Central District also comprises a variety of housing types, including the Huntington Apartments on 200 South, which holds most of the housing units for the district.





GATEWAY DISTRICT:

The Gateway District is the front door to Downtown Provo. As a transitional area, this district provides a buffer from the I-15 Freeway to the center of the City. Being made up of the Dixon and Franklin neighborhoods, this district is currently strongly residential in nature with a few commercial uses along Center Street (Figure 1.11).

It is anticipated that land uses will shift over time from single-family residential and industrial to multi-family residential and commercial. The disparity between existing development and the vision for this area of downtown is a significant challenge. However, with the new zones, freeway entrance, and landscaped medians; it is easy to see how this area

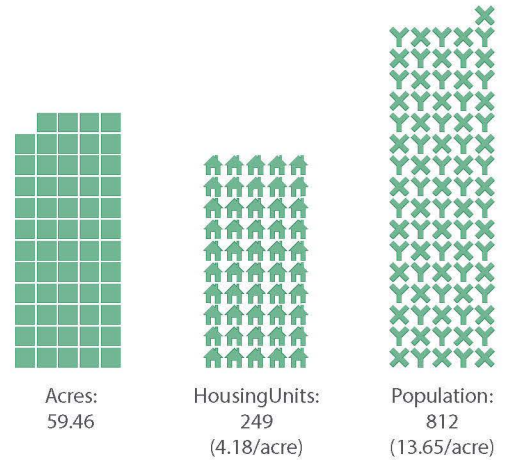


Figure 1.10
2010 Downtown Gateway Demographics

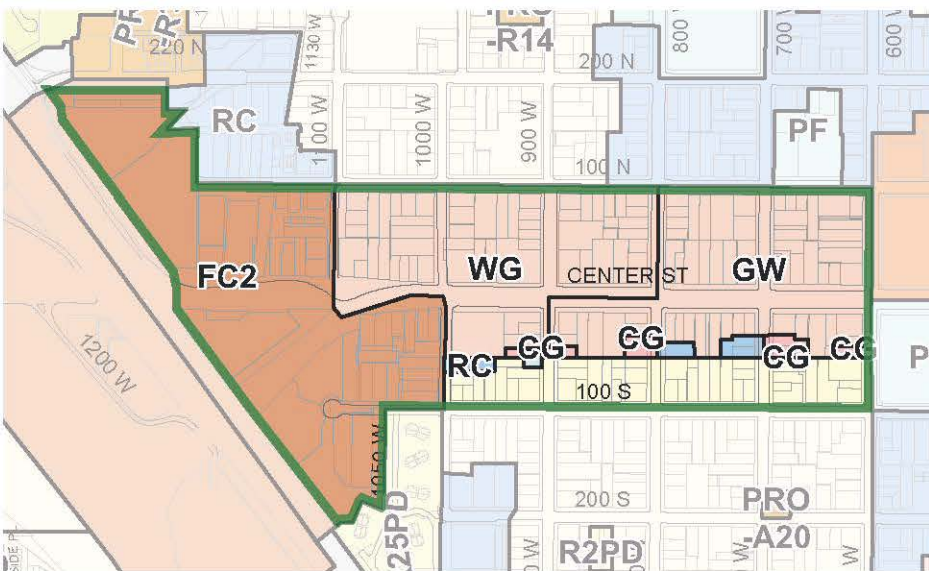
can truly become an interesting and attractive entrance into Downtown Provo.





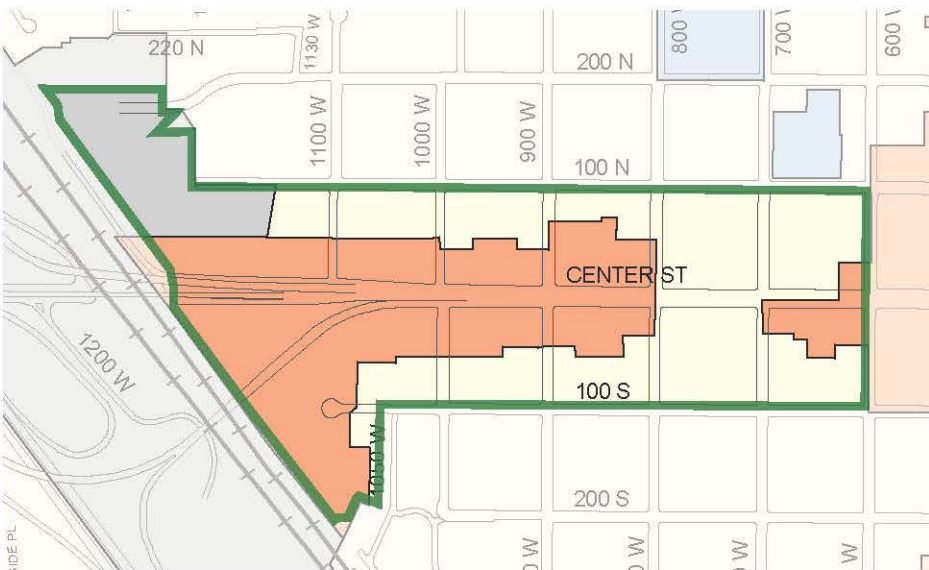
- Retail
- Industrial
- Mixed Use
- One-Family Residential
- 2-4 Unit Residential
- Apartment
- Vacant

Figure 1.11
Existing Land Use of the Gateway District as of October 2012



- Freeway Commercial 2
- West Gateway
- Gateway
- General Commercial
- Residential 1.6A
- Residential Conservation

Figure 1.12
Existing Zoning of the Gateway District as of October 2012



- Industrial
- Residential
- Downtown

Figure 1.13
General Plan Designations of the Gateway District as of October 2012

SOUTH TEMPLE DISTRICT:

The South Temple District sits in the General Downtown (DT1) zone and Interim Transit Oriented Development (ITOD) zone. Most of the district is in the CBD neighborhood with western segments extending into the Franklin neighborhood.

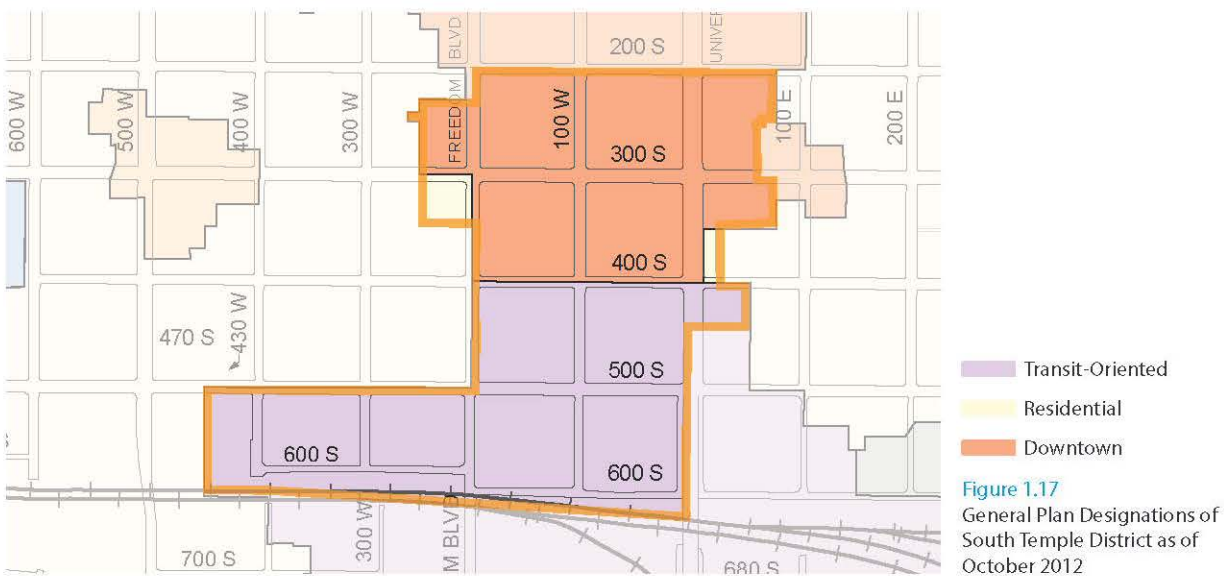
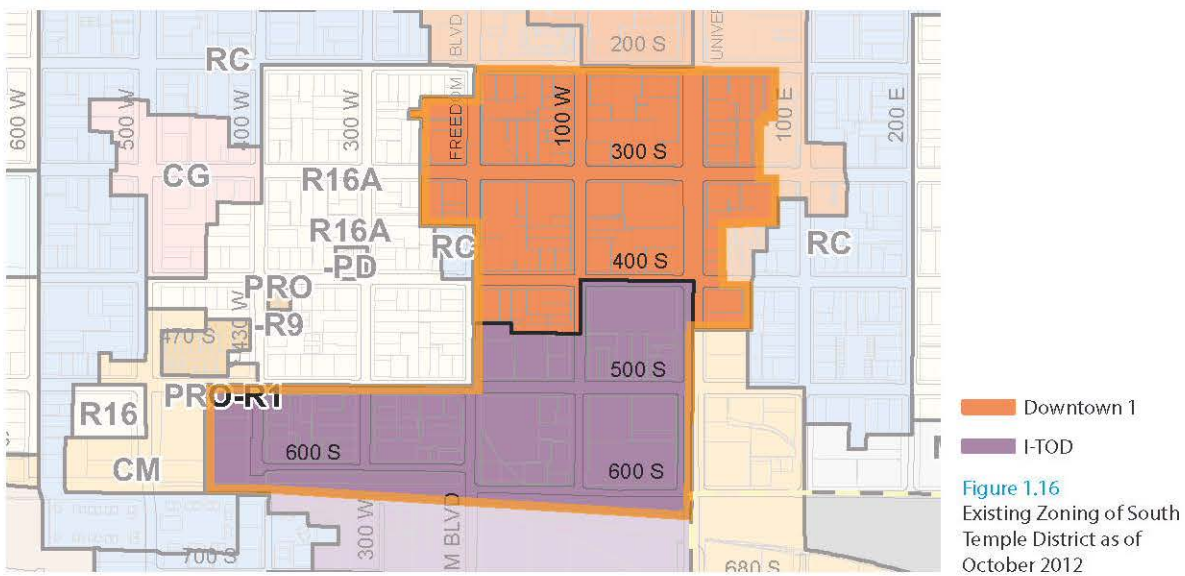
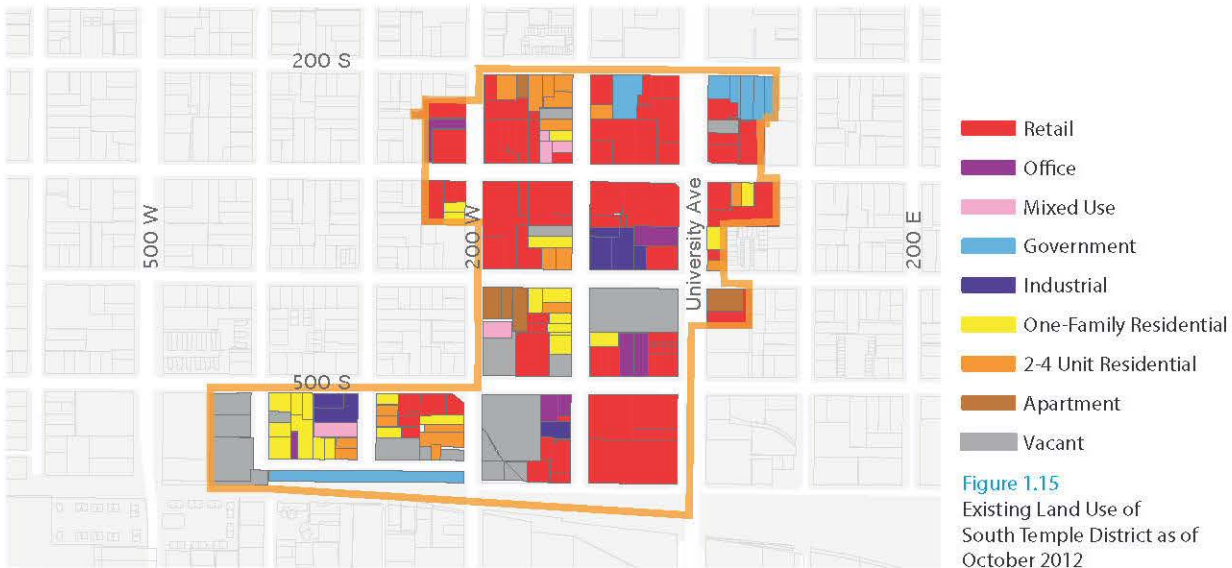
The South Temple District is distinctive in its land uses compared to the other Downtown districts, in that it primarily consists of commercial and warehouse properties (Figure 1.15). Also, a high amount of vacant and undeveloped land exists in this district. Other aspects that separate this district from the other four is the lack of single-family housing and



Figure 1.14
2010 South Temple Demographics

residential properties, with most housing being older apartment projects. The district also houses a number of older motels and large areas of surface parking lots. All of these factors make the South Temple district ripe for development.





TRANSIT (TOD) DISTRICT:

The Transit District runs from the railroad tracks south to the entrance of Provo Towne Center Mall and lies in the East Bay and Franklin South neighborhoods. This district includes the greatest variety of zones with four different residential zones and the Interim Transit Oriented Development (ITOD) zone within the district boundaries.

Currently, the Transit District is defined by manufactured home parks and multi-family housing developments. Commercial uses and single family residences are very limited in the district (Figure 1.19). Large tracts of vacant or under-utilized land, which include the UTA Frontrunner station and parking lot, provide opportunity for development.

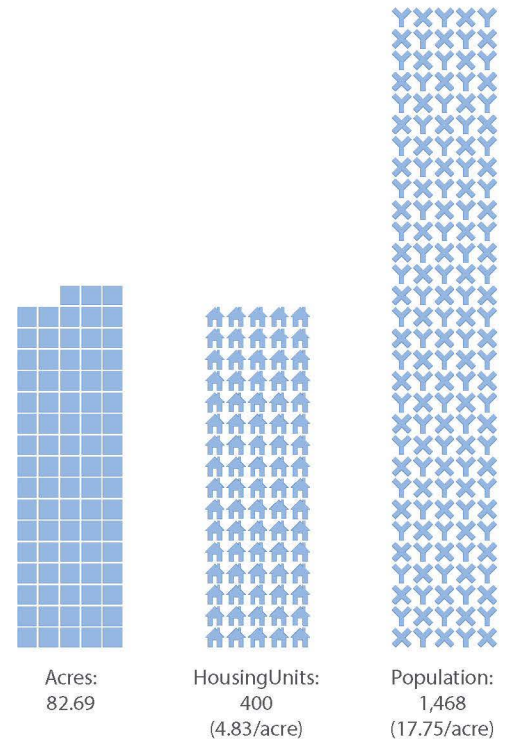
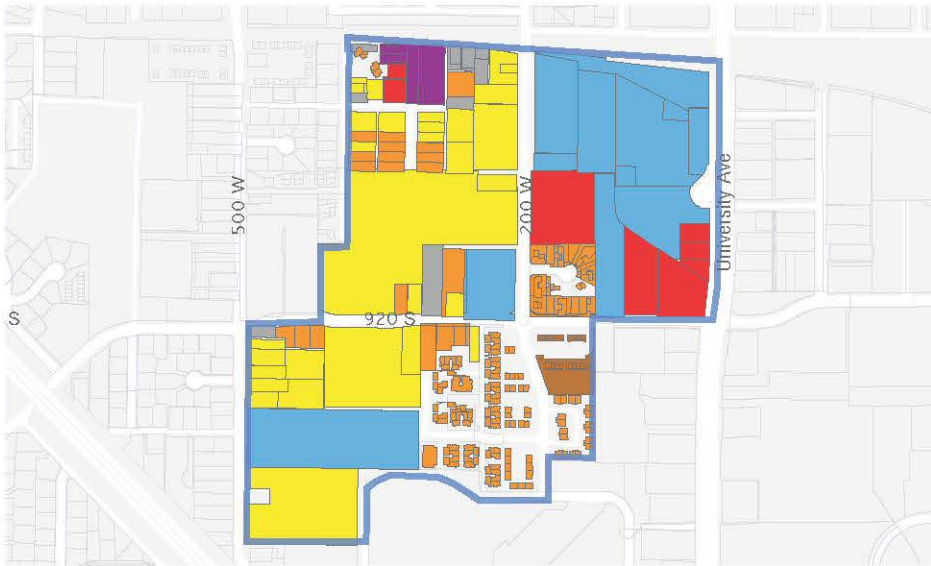


Figure 1.18
2010 Transit District Demographics

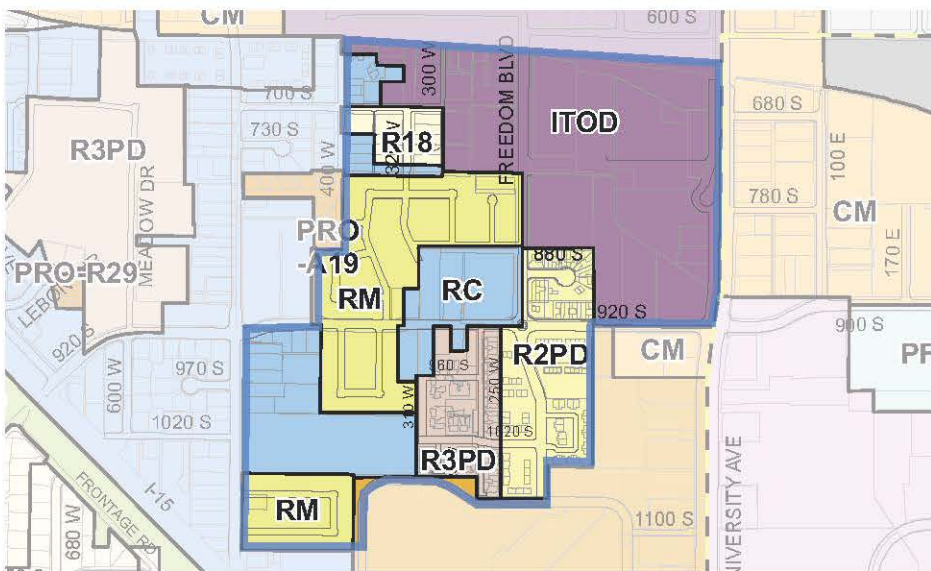


J. Dalrymple



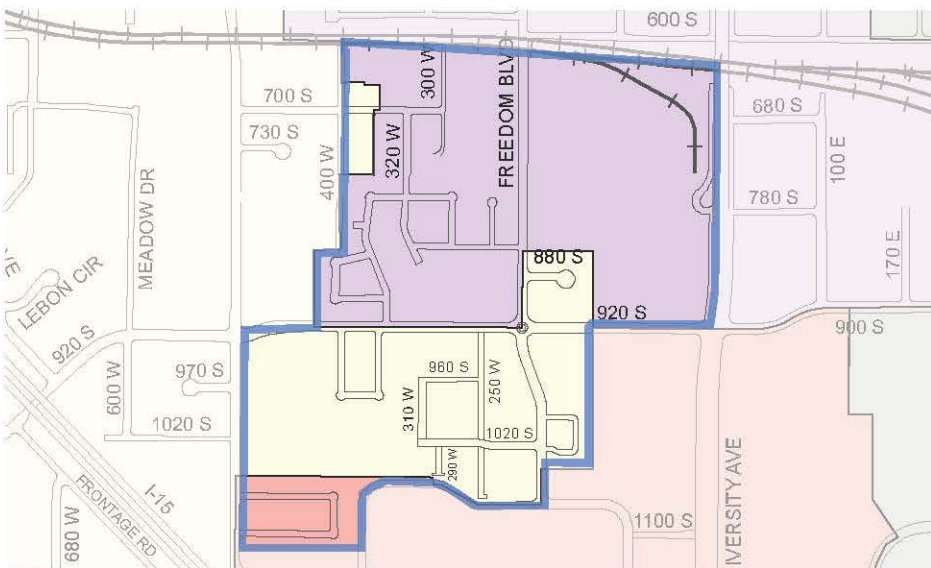
- Retail
- Office
- Government / Institutional
- One-Family Residential
- 2-4 Unit Residential
- Apartment
- Vacant

Figure 1.19
Existing Land Use of the TOD District as of October 2012



- I-TOD
- Residential 3-PD
- Residential 2-PD
- Residential M
- Residential 1.8
- Residential Conservation

Figure 1.20
Existing Zoning of the TOD District as of October 2012



- Transit-Oriented
- Residential
- Commercial

Figure 1.21
General Plan Designations of the TOD District as of October 2012

C. REDEVELOPMENT POTENTIAL

There are nearly 23 acres of land under public ownership within Downtown, with about 16 acres slated for redevelopment.

These redevelopment plans include:

- » Relocating the Provo City Center.
- » Catalyzing redevelopment of the current City Center property into a downtown entertainment district.
- » Spurring construction of a new downtown hotel.
- » Creating more residential units downtown.
- » Providing more parks and open space downtown.

In addition to these areas under public control there are a number of opportunities found in vacant, under-utilized, and undervalued land. These parcels present attractive prospects for private development, even more so where they are contiguous.



Figure 1.22 - Vacant Redevelopment Agency owned property on Center Street in the Downtown Central District

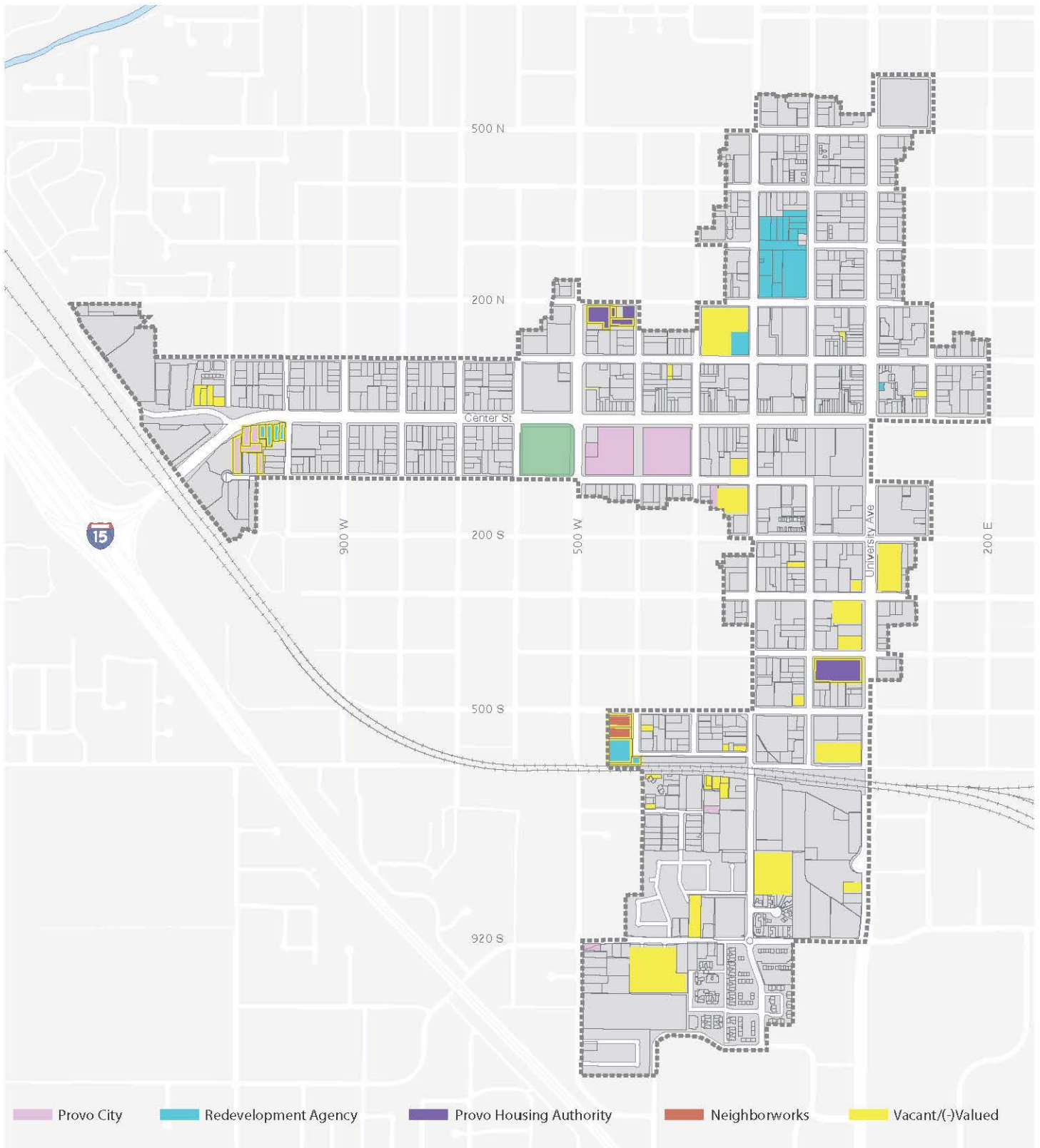


Figure 1.23 - Publicly and Privately owned Land with High Redevelopment Potential

D. SUMMARY OF EXISTING GOALS AND POLICIES

GENERAL PLAN

The current Provo City General Plan calls for planning efforts in the Downtown area to include:

- » Increasing owner-occupancy, and establishing one-family dwellings as the principal residential use except in areas designated for higher-density. (pg.71)
- » Integrating the future intermodal transportation center. (pg.73)
- » Planning for appropriate transit-oriented redevelopment (TOD), to focus new development and redevelopment along transit corridors. (pg.74)
- » Developing better road infrastructure and access to the Downtown. (pg.14)
- » Designing areas that will encourage walking and bicycling as a means to access transit and for travel independent of transit. (pg.69)
- » Completing sidewalks and off-site improvements to provide walkability throughout the Downtown and adjoining neighborhoods and communities. (pg.79)
- » Implementing freeway-oriented commercial zoning for property adjacent to Interstate 15. (pg.76)
- » Creating an adequate transition from protected low-density areas to regionally centered business towers and envisioned high-density mixed-use development with the existing Provo Central Business District. (pg.76)

PIONEER NEIGHBORHOODS

The Pioneer Neighborhoods Plan from 2002 aims to:

- » Integrate a new transit station into a framework of transit and pedestrian-oriented developments. (pg.19)
- » Enable moderately priced owner occupied housing products in South Franklin. (pg.23)
- » Increase street connectivity to encourage walking, while creating streets that are safe for pedestrians. (pg.29)
- » Increase home-ownership. (pg.26)
- » Revitalize neighborhoods. (pg.7)
- » Have a practical strategy to implement the plan. (pg.5)
- » Reduce automobile use and traffic problems. (pg.7)
- » Attend to the social needs of the current and future residents. (pg.8)

VISION 2030

The Provo City Vision 2030 Plan calls for planning efforts in the Downtown area to:

- » Improve neighborhood inter-connectivity. (pg.10)
- » Encourage a pedestrian-friendly environment throughout Provo. (pg.10)
- » Create neighborhood gathering places and social spaces that draw people from their homes and encourage interaction, awareness, and interdependence. (pg.11)
- » Develop pocket parks and green spaces. (pg.11)
- » Encourage neighborhood-oriented retail areas. (pg.11)
- » Increase safety by planning for “eyes on the street” by creating mixed-use clusters within neighborhoods to encourage walkability. (pg.11)
- » Consider design standards that encourage interaction in new and existing neighborhoods. (pg.11)
- » Identify areas in Downtown, the proposed Intermodal Hub, and along transit corridors for higher density housing. (pg.24)
- » Provide enhanced opportunities and facilities for the arts, entertainment, and museums. (pg.28)
- » Establish a central arts and entertainment district surrounding the Covey Center for the Arts where citizens can congregate to enjoy arts, entertainment, programs, and concerts in a well-designed and landscaped setting. (pg.28)
- » Vacate Provo City Offices and re-designate the existing facilities for folk arts, exhibit space, lectures, recitals, performances, dance, story-telling, and other ancillary spaces. (pg.28)
- » Provide space for dining, specialty boutiques, and theaters which will move into the central arts district. (pg.28)
- » Encourage mixed-use development and well-designed street plans, including complete street design parameters in conjunction with building new developments. (pg.43)
- » Implement the goals and objectives related to trails throughout the city in the Parks Master Plan. (pg.43)
- » Create attractive sign designs that enhance Provo City and promote easier navigation. (pg.44)
- » Provide street connections from the Provo Municipal Airport to the Inter-modal hub and the I-15 freeway. (pg.44)
- » Provide direct routes to and from the Airport and alternative methods for public transportation. (pg.44)

A. FUTURE LAND USE

The future land use map for the Downtown Districts was produced by examining existing land uses, current and projected needs, and redevelopment potential. These projections were then combined with the neighborhood goals and the vision for the Downtown Districts as a whole.

This map (Figure 2.1) is meant to guide future development and redevelopment, but does not specify all of the detailed requirements, densities, or intensities that might be placed on a future land development. Rather, it is designed to provide a generalized representation of the land use concepts embodied in the goals, objectives, and policies of this document.

A good balance of land use types throughout the districts is recommended to provide a greater diversity of employment opportunities and to provide additional sources of tax revenue to the city. While a perfect balance is rarely possible, larger parcels containing single uses should be avoided. (The Smart Growth Manual, 2009)

DOWNTOWN NORTH

The future plans for the Downtown North District consist of medium-density commercial and office lots along Freedom Boulevard and University Avenue. With the district's proximity to BYU, the residential focus will be on student housing projects along 100 West supported by nearby neighborhood services. The priority property in this district is the Smith's/RC Willey block between 200 and 400 North, and Freedom Boulevard and 100 West. This block is largely city-owned and has potential to be a great gateway into the downtown core.

DOWNTOWN CENTRAL

The greatest amount of future growth for the city is occurring in this district. Current codes allow the area to be built six to twelve stories with medium and high-density commercial, office, and residential

uses. As the blocks develop and new uses enter into this district it will become the business, entertainment, and recreation destination for the city of Provo.

GATEWAY

The west end of this district will be built out with regional commercial uses that transition eastward to local shopping and services. To protect the pioneer neighborhoods around this new development, there will be a low density residential buffer on the north edge of the district. This will be complemented by transitional neighborhood services and amenities on the cross-streets. Center Street will provide buildings oriented to the road and create an inviting corridor into Downtown.

SOUTH TEMPLE

The concept for the future of this district complements the development of the LDS temple property and the UTA station with higher end housing along 100 West. This new medium- and high-density residential area will meet the increased demand for near-downtown housing. The district will also hold a variety of Government and office buildings along University Avenue and connect Downtown to the UTA station. New parks and open space will further enhance this area of downtown.

TOD

A large portion of this district's future is already set in motion. The UTA Fronrunner station will encourage surrounding development, including new office and residential buildings. With projections for more housing demand in the area, plans include more medium-density residential projects and neighborhood commercial uses. The plan also provides areas for a new park and all of the district will allow for residential projects to combine with commercial and office uses.

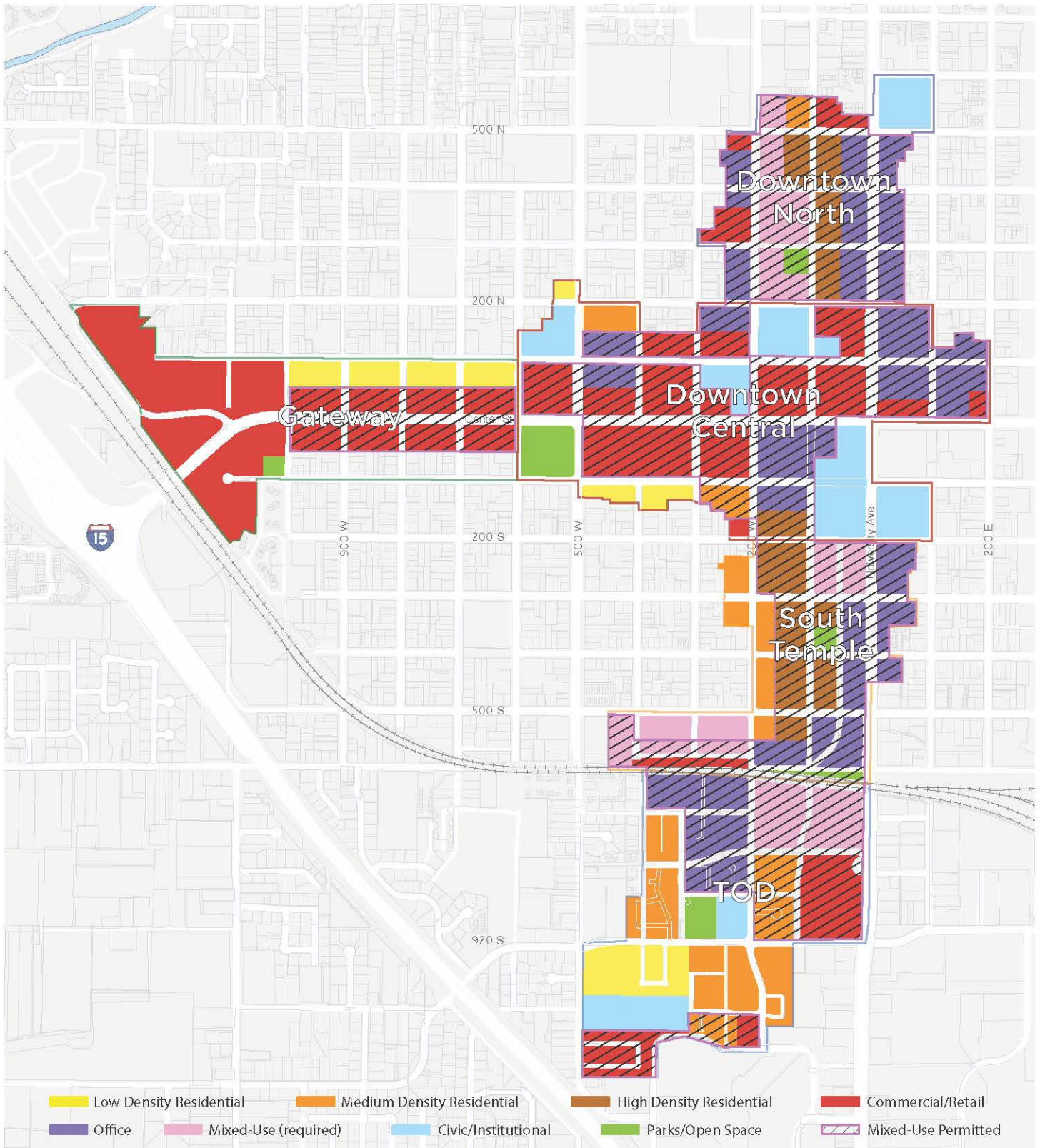


Figure 2.1 - Provo Downtown Future Land Use

B. LAND USE CLASSIFICATIONS

RESIDENTIAL

Residential density is needed in the Downtown to support retail and increase the ridership base for proposed transit. Residential density has been divided into three classes: low, medium, and high. Existing single family homes at the edges of the downtown planning area should be allowed certain conditional commercial or professional uses to provide continuing viability for those properties and to protect the form of neighborhood edges.

LOW DENSITY RESIDENTIAL

Anticipates 2-3 story attached single family housing. In some areas LDR will serve as a transitional use from more intense urban uses to existing pioneer neighborhoods.

MEDIUM DENSITY RESIDENTIAL

Provides for multi-family dwellings. Small retail businesses could be located in some developments to support the needs of nearby residents. Live-work units could also be incorporated in MDR areas.

HIGH DENSITY RESIDENTIAL

Provides for a range of residential uses with no maximum density. Higher density multi-family residential developments will

support vibrant retail and high frequency transit in the downtown area.

COMMERCIAL

The areas designated for commercial allow for commercial uses that would range from neighborhood commercial to heavy commercial. Retail would generally occupy the ground floor of a development, with additional levels occupied by residential or office uses.

OFFICE

The office designations may also include some other uses, such as residential or main floor retail space. This designation will consist of a variety of office uses as the primary use on the remaining floors.

MIXED USE

The mixed-use areas can be a mix of commercial, office, or residential together in any combination; horizontally or vertically.

Mixed-use makes for three dimensional, pedestrian-oriented places that layer compatible land uses, public amenities, and utilities together at various scales and intensities. This allows people to live, work, play, and shop in one area. (Placemaking Handbook, 2014).

C. GOALS AND OBJECTIVES

1. Utilize the General Plan to foster preferred future land uses Downtown.
 - a. Update the General Plan to reflect the future land use map for Downtown.
2. Require that all future development complies with the future land use map.
 - a. Determine which zones are inconsistent with the future land use map.
 - b. Amend the zoning map to be consistent with the future land use map.
 - c. Develop a standard operating procedure to review each land use proposal within the downtown area for its compliance to the goals.
3. Coordinate the surrounding future neighborhood plans to be complementary to the Downtown future land use map.
 - a. Develop the surrounding neighborhood plans.
 - b. Review project proposals adjacent to Downtown to ensure compatible and complementary development.



Figure 2.2
Low Density Residential



Figure 2.3
Medium Density Residential

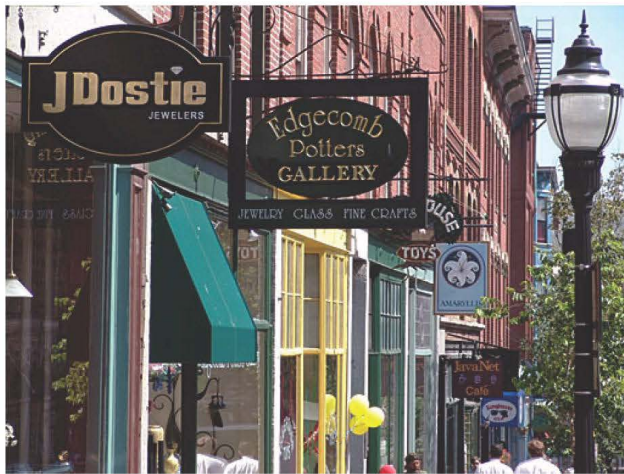


Figure 2.4
Mixed Use Residential

A. SIGN ORDINANCE

CURRENT REGULATIONS

The current landscape for signs throughout the downtown districts allows for some flexibility when compared to other parts of the City. The idea is to provide the public easier identification of the services available to them in these areas.



Wall Signs are allowed on any business fronting a public street and are limited to one sign only on the first or second floor, limiting the size to two square feet for every linear foot of the building's facade. Signs are allowed to project out from the building eighteen inches and be internally or externally lit.

Projecting Signs or blade signs are allowed one per building facade. Blade signs are allowed for those with building entrances directly onto the street and are limited to nine square feet. These signs are only to be lit externally and be architecturally compatible with the building facade.

Parking Entry Signs or pole signs may be used on any surface parking lot entry. The pole sign is restricted to one per public entry and may not be larger than nine square feet or taller than twelve feet.

Awning Signs located on canopies or marquees over the first floor are allowed

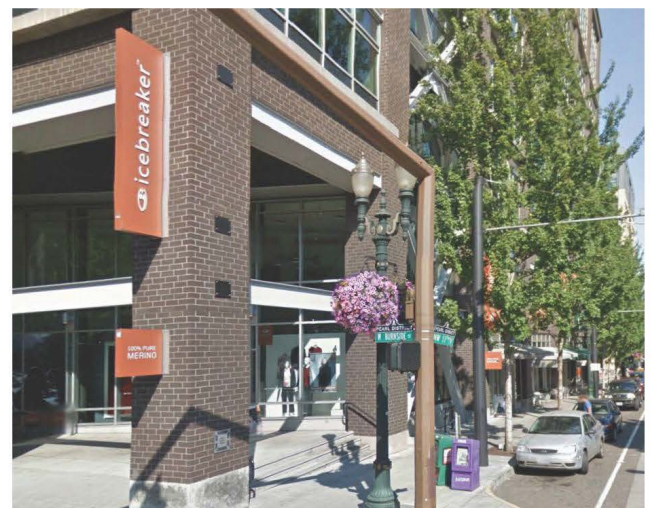
as long as the signage is located on the vertical valence of the awning and is no larger than twelve inches in height. Awnings are allowed to extend six feet from the property line, as long as ten feet of pedestrian clearance is maintained.

Window Signs are restricted to no more than twenty-five percent coverage inside any window that faces a public street.

Monument Signs are allowed in the landscaped yard of any property within the Gateway or General Downtown zones and are limited to one fifty square foot sign, with ten more square feet allowed per additional tenant.

FUTURE SIGN REGULATIONS

The downtown districts may be better served by allowing larger and more diverse signs, specifically blade signs. Allowing larger dimensions and a greater number of signs, while at the same time regulating design, will invite more businesses and consumers to downtown services and restaurants. Flexibility in sign regulations will also help to give downtown and individual businesses a recognizable identity.





B. AESTHETICS

STREET FURNITURE

The majority of existing Downtown furniture is dilapidated and of poor design. The Downtown districts should add and improve upon current furniture, based on a design palette.



STREET ART

Public art pieces complement an area, making it more lively and interesting. More attention should be paid to current and future art pieces and, creating a sense of place for Downtown districts.



LANDSCAPING

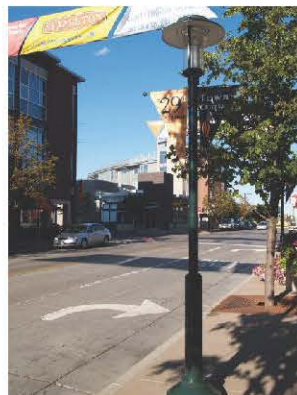
The use of more water wise landscaping downtown can help bring more green to the area, while conserving City resources. Incorporating street drainage and grey watering systems will create an easily managed form of landscaping for Downtown.



To create canopies, trees should be spaced at a distance equal to the mature crown width. Trees along the sides of street should be placed toward the curb, typically in individual planters, and should be tall enough at maturity so that the canopy is above shop windows and awnings. (Placemaking Handbook, 2014)

LIGHTING

A well-lit Downtown will invite people and provide a sense of security for a growing nightlife in Provo. Focusing attention on efficiency of light, while still respecting style of the fixtures is a priority. Lighting will need to include pedestrian-scale lights to truly improve the Downtown districts.



C. BUILDING DESIGN

DESIGN STANDARDS

Provo currently has a set of design standards for Downtown development. Though some below have been altered to allow more variety, these standards provide a good framework to begin from when establishing a standard for building design.

- » **Building Entry.** One primary entrance door shall be provided for every fifty feet of building frontage.
- » **Clear Glass.** Each structure along a primary street shall have a minimum of 50% transparent glass on the main floor, 40% for secondary streets, and 20% for residential main floor.
- » **Facade Coverage.** Windows and doors above the first story should cover between 25%-75% of the building wall area.
- » **Balconies.** Residential buildings must have balconies on 50% of all residential units, those may be inset or projecting.
- » **Materials.** Building wall materials should be complementary to surrounding structures and not consist of vinyl, plywood, or stone.
- » **Windows.** All windows and doors above the first floor shall be square or vertical in proportion.
- » **Roofs.** If a pitched roof is used, it shall be symmetrically sloped no less than 5:12.
- » **Mechanical Equipment.** All necessary mechanical equipment should be placed behind the primary structure, when feasible, or be screened with similar building materials.
- » **Building Height.** "Tall" buildings are usually considered to be 4 to 8 stories in Provo, and should be placed at block corners and on larger public spaces. (The Smart Growth Manual, 2009)





D. OUTDOOR DINING AND RETAIL

Increased outdoor dining in the Downtown area will create a more social atmosphere where people congregate, bringing more people Downtown to eat and shop at nearby businesses. Allowing for more downtown restaurants to provide outdoor dining will result in economic growth.

Below are some changes that should take place along Center Street between 500 West and 100 East. These changes will provide more opportunities to create public spaces with outdoor dining.



Curb Extensions also known as “bulb-outs,” along Center Street are located at each intersection and mid-block crossing. These areas play an important role for safety and aesthetics along this corridor. The curb extensions help to calm traffic, buffer parking, and shorten walking distances across roadways. Extending these bulb-outs to cross-streets, like 100 West, will help create more outdoor dining and retail space.

Additionally, creating large corner bulb outs on Center Street cross-streets will provide more room for outdoor dining and retail, as well as creating great public gathering spaces. This design enhancement should also be able to provide more on-street parking on the streets that cross Center Street.



Planter Boxes have been placed within the curb extensions to provide additional needed landscape elements to the corridor. Planter boxes enhance the look of Downtown and serve as safety barriers between the road and sidewalks.

Currently, Center Street is one of the only areas with planter boxes. More areas of Downtown can be improved by adding this element. The current layout of the planter boxes on Center Street needs to be altered to enhance the area and provide more public spaces. Reducing the amount of space the planter boxes consume and redesigning the planters by reducing the space they consume on the sidewalk will create space for dining. Creating benches as part of the planter boxes will also serve the public when dining is not using the space.



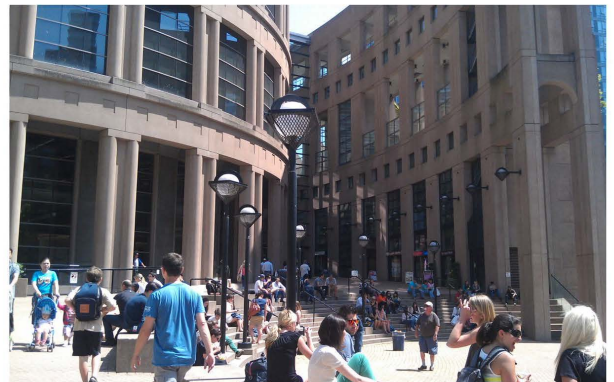
Parks and public spaces add to the beauty of the built environment by providing open spaces, gathering places, and recreational opportunities for people to enjoy. Open spaces play an important role in helping any area thrive at the community level and maintain a strong social fabric. Using a variety of these spaces can define and strengthen a true sense of place for Downtown Provo.

The National Recreation and Parks Association (NRPA) recommend ten acres of park space for every 1,000 people. Provo City currently exceeds that mark, however additional pocket parks would enhance the quality of life downtown. The right combination of open space, parks, and public gathering places distributed over Downtown Provo will enhance and beautify this important section of the City.

A. GATHERING PLACES

The Downtown area needs more places where people can and want to gather in each district. Existing gathering places should be identified and improved. New spaces should be established where such areas do not currently exist. Outdoor spaces that provide a sense of enclosure with the surrounding buildings form a gathering place, and people tend to congregate and linger. Streets, civic spaces, and sidewalks should be planned with the negative spaces in mind to create outdoor living rooms (Placemaking Handbook, 2014). A gathering place is defined as any place where people are able to congregate, and may include any or all of the following elements.

- » Angled Parking creates an easy and safe way to access businesses along city streets. This type of parking invites the driver to visit Downtown due to easy access and works as a buffer between pedestrians and travel lanes.
- » Public Plazas are not only gathering places, but focal points for an area. Creating public plazas Downtown will invite more pedestrians to spend time in the area and fuel local businesses. With 100 West closed between Center Street and 100 South, design of this intersection could allow for an inviting public space and still allow for efficient traffic movements.
- » Food Vendors in a public area attract more people to use that space.
- » Seating will generally attract more people to congregate in an area. Having options of where to sit is just as important as the actual seating design. Additional seating areas should be placed around plaza locations.
- » Kiosks are a great amenity for gathering places, and should be placed in key locations where utilization is maximized. Current information kiosks should be moved, updated, and expanded to provide better use for visitors to Downtown.





B. POCKET PARKS

Throughout the Downtown Districts there should be a good variety of parks. Pocket parks fit well in the built environment. Several downtown locations have vacant lots that have sat for years. Redevelopment of these underdeveloped areas as parks will add value to adjacent properties and to the rest of the street, mend the urban fabric, and give people an area to relax Downtown. Providing a variety of pocket parks can serve different interests.

PASSIVE POCKET PARKS

These are the most common type of small downtown parks. These parks can serve as picnic areas, social squares, or nature and art exhibits with options to be open all hours or secured at night. Temporary test parks should be used to determine park locations and types.

Pocket parks may include the following features:

- » Grade Change. Pocket parks between buildings can be raised above the sidewalk to enhance safety and draw the attention of passers-by.
- » Furniture. Every pocket park should have benches, tables, and chairs. Other things to consider are garbage cans, lighting, public art, and points of interest.
- » Landscaping. Depending on the style of the park, an addition of trees, flowers, or ivy walls can be incorporated. Landscaping helps control temperature in the park and creates a buffer from neighboring building walls.

ACTIVE POCKET PARKS

These parks provide small spots for recreational activities in a downtown. Below are some types of active pocket parks that can be included Downtown.



- » Playground. Playgrounds create a destination for those with children who live, work, or visit Downtown. They can help keep people in the area longer, helping businesses thrive. Pocket playgrounds should be well lit and highly visible.
- » Sport Courts. Whether it is basketball, handball, racquetball, or tennis; a sports court will provide a recreational aspect in the Downtown area. These areas should be separated from the sidewalk with fencing and should post curfews.
- » Outdoor Activities. A park with outdoor games can be more passive or active, depending on how people choose to use the space. Providing chess tables, cafes, community gardens, or free wi-fi will serve many purposes for many people.

C. TRAILS AND PEDESTRIAN CONNECTIONS

Having pedestrian trails and connections in the Downtown Plan addresses some of the goals in the General Plan (ch. 8, pg. 11) and Vision 2030 (pg. 33) to have complete streets and ensure pedestrian friendly options. Providing these connections is essential in creating a vibrant and inviting Downtown.

Incorporating different surfaces and amenities along these pedestrian ways will enhance the experience for those who travel by foot and will beautify the area.

Enhanced pedestrian connections or trails are proposed along 600 South, 100 South, Center Street, 50 West, 100 West, Freedom Blvd., and 500 West. These pedestrian ways should connect with the existing Provo River Trail and other pedestrian routes to create a working trail network through Downtown Provo.



D. GOALS AND OBJECTIVES

1. Encourage a downtown with public gathering places, open spaces, parks, and a strong social fabric.
 - a. Improve the existing public gathering spaces.
 - b. Require construction of new public spaces in conjunction with new development.
 - c. Identify and acquire property for planned parks and public spaces.
 - d. Institute a coordinated program of signage and information kiosks throughout downtown parks and public spaces.
2. Provide a variety of parks and public spaces that accommodate a wide range of activities and attract a diverse population.
 - a. Create activities and programs to be held in select public spaces.
 - b. Enhance safety through design and attract the general public.
 - c. Establish a network of community garden spaces.
3. Create a variety of spaces that define and strengthen a sense of place.
 - a. Shape specific activities and design elements in each public space to harmonize with adjacent land uses.
 - b. Provide each public space with a distinct identity that reinforces the character of the surrounding district.
4. Implement a network of pedestrian corridors and connections to promote walkability and diverse pedestrian experiences.
 - a. Develop connections between individual public spaces.
 - b. Require pedestrian connections as amenities to private development.

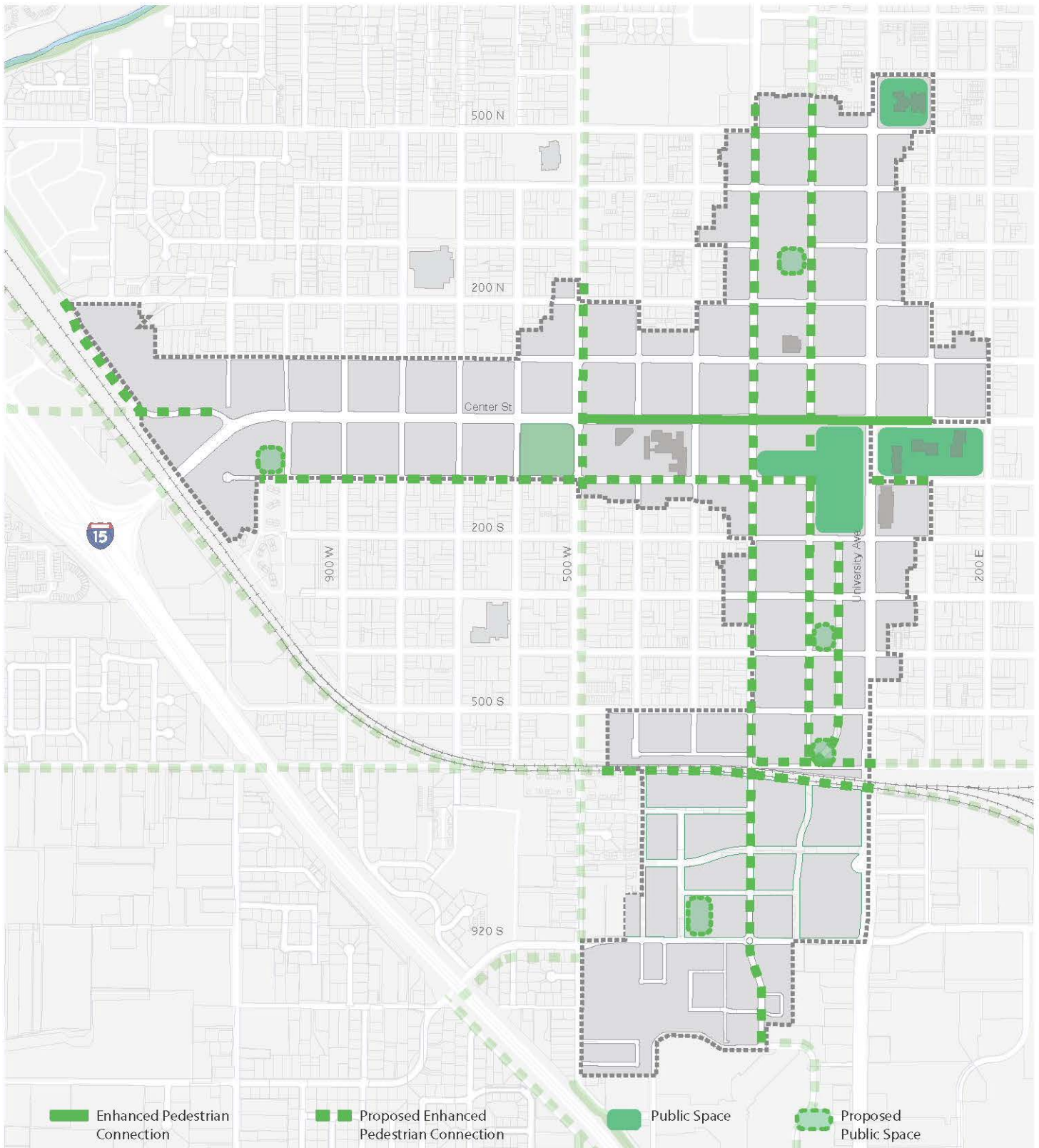


Figure 4.1 - Enhanced Pedestrian Connections and Public Spaces

The Governor's Office of Planning and Budget (GOPB) forecasts Utah County's total population to double by 2040 at a 2.7% annual increase and employment in the County to grow at an annual 2.2% rate. Figure 5.1 & Figure 5.2 display a breakdown of population and employment growth from 2007 and 2040 for Provo and Orem. The projected regional population and employment growth will have an impact on travel demand in Provo. The growth in Provo's Downtown will create challenges to move people and goods more efficiently, along with opportunities for improving the quality of life.

An increased urban housing and employment density Downtown will support various non-vehicular modes of transportation like transit, walking, and bicycling. This plan promotes opportunities for complete streets and various modes of transportation by addressing key locations within the Downtown area for future transit, pedestrian ways, and bicycle lanes as part of the transportation network.

This section contains goals and objectives that can be implemented to accommodate the future transportation needs of the Downtown area while enhancing the livability of the Downtown streetscape.

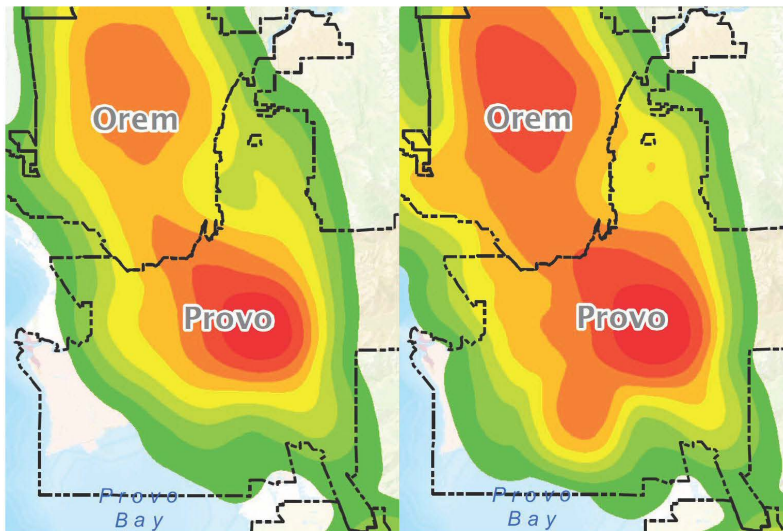


Figure 5.1
Population growth by
density 2007-2040

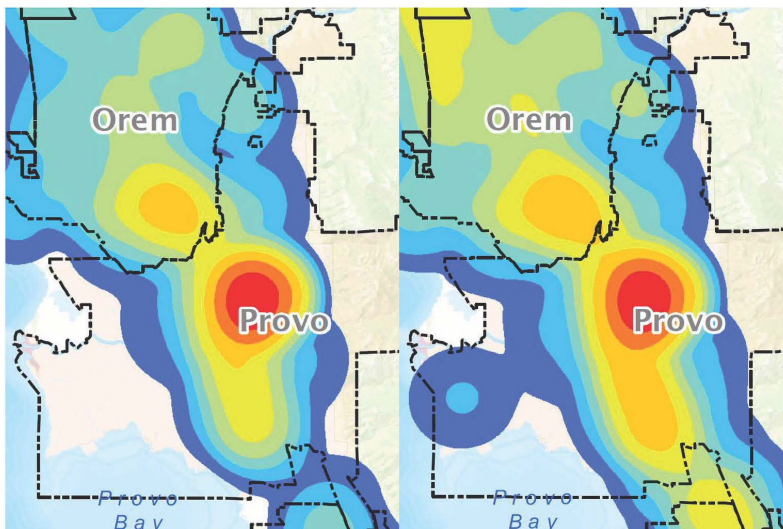


Figure 5.2
Employment growth by
density 2007-2040



A. STREETScape PLAN

Increased demand on the transportation system, due to population growth and Downtown revitalization, will create opportunities to improve Provo’s streetscape. Establishing new public spaces within the districts and connecting the spaces through good street design, will enhance travel Downtown.

Some downtown streets accommodate pedestrian use fairly well; however, there is room to improve the streets that do not. Focusing the priority on pedestrian, cyclist, and transit use will create streets that are more functional and lively. Key streets should be re-designed and re-conceptualized as places where people will feel more comfortable and safe.



Promoting walkability will help reduce the number of vehicle trips and parking demand, and provide healthier travel alternatives for the community. The transformation from a regular sidewalk into a great public amenity can be as simple as widening some sidewalks, increasing landscaping, providing street furniture, or promoting outdoor dining options. This section will provide strategies to achieve these goals.

COMPLETE STREETS

Complete streets accommodate and promote walking, bicycling, and better access to public transit options which are goals of both the General Plan (ch.6, pg. 11) and Vision 2030 (pg.34). Equal prioritization should be given to walking, bicycling, and transit in future street design. More streets within the Downtown area could support these additional modes.

Elements of Complete Streets:

- » Emphasize pedestrian improvements on commercial and transit streets.
- » Connect open spaces with pedestrian corridors/streets.
- » Expand the bicycle network.
- » Support the transit network.
- » Implement neighborhood/district area wide streetscape furnishing programs.
- » Increase and improve landscaping and street tree planting where feasible.

STREETS FOR NEIGHBORHOODS

Streets could be designed to provide community uses in the public rights-of-way where feasible, while minimizing the impact of thru-traffic. These community uses could include gathering, recreation, and local commercial uses. The streets should reflect and reinforce the identifiable sense of place for each Downtown District. Neighborhood streets should prioritize pedestrians, bicyclists, and safety.

SAFETY AND MAINTENANCE

Safety and maintenance should be emphasized for all users. By providing adequate lighting and visibility, as well as buffering from automobile conflicts, safety is improved. Existing street amenities should be well maintained, and future improvements should have a maintenance plan to ensure proper upkeep.

GATEWAYS AND FOCAL POINTS/NODES

These features are identified on the streetscape plan, showing current and possible future locations. Current locations should be enhanced to create a better visual and functional space, while new locations should be established to enhance the image of community within the Downtown Districts.

Gateways are areas where a strong identity is present, one that provides a visual statement about the character of the downtown area. These entrances into the Downtown should be located along major corridors at or near the border of the defined Downtown area, and establish a sense of arrival.

Focal Points can be areas within the city where people and paths cross and converge. These points often have a physical element such as a plaza area. Enhancing these areas can be a catalyst for redevelopment in the surrounding properties.



Figure 5.3
Photo simulation of the development of an intersection node at 300 South University Avenue, looking south-east

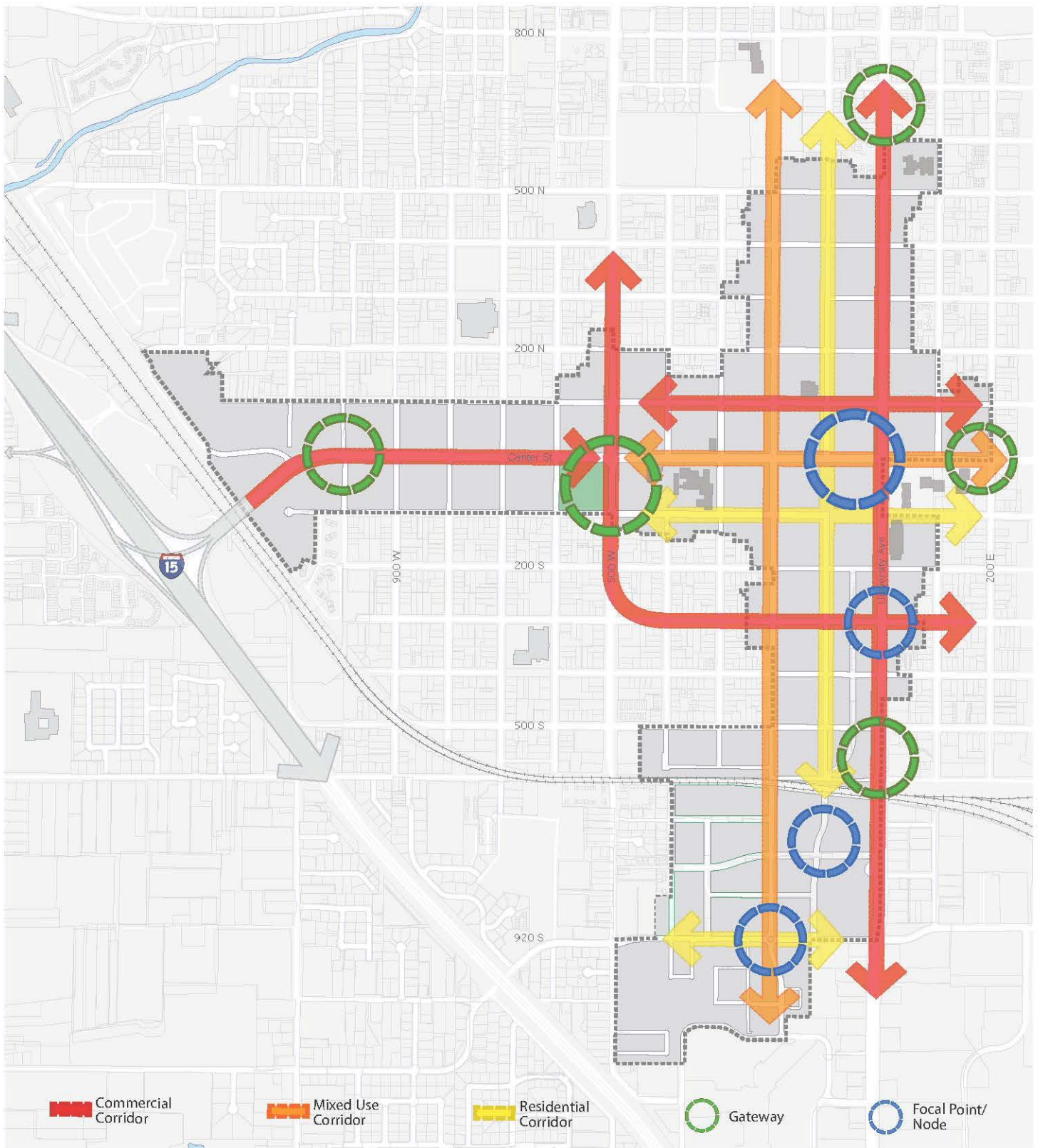


Figure 5.4 - Key corridors and intersections

B. STREET DESIGNS

100 NORTH

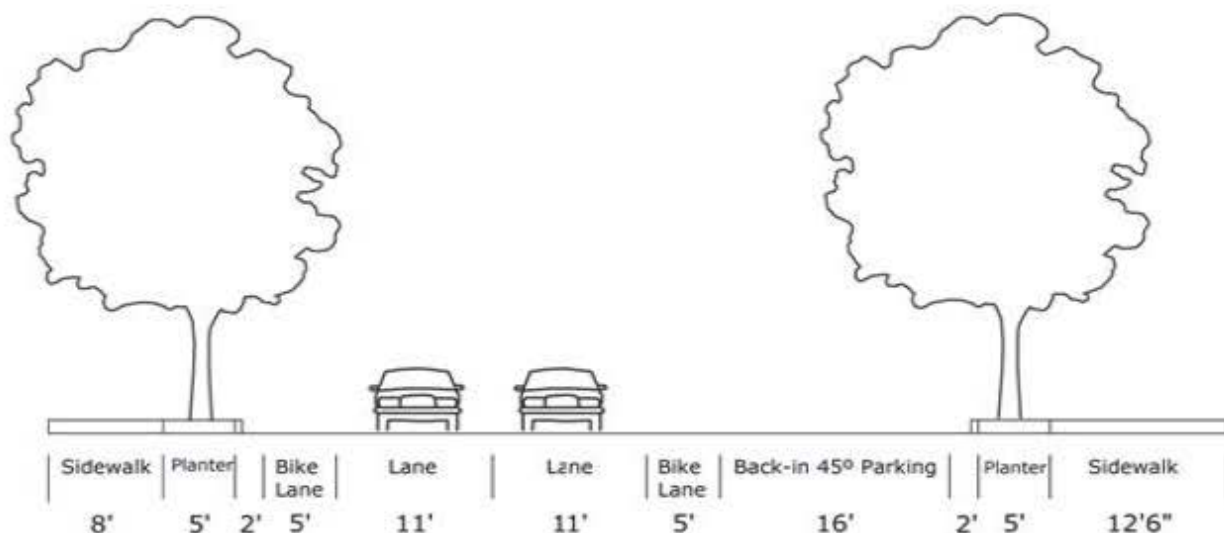
Downtown is not always the destination for drivers in this area. Some just pass through towards a different destination. These drivers will be better served by avoiding slower speeds on Downtown Center Street when going to or coming from I-15. Using 100 North as the east and west collector, vehicles will be able to travel at a more appropriate speed and avoid a section of road that was not designed as a collector. Diverting the traffic off of Center Street will also help in the efforts in calming and keeping the street pedestrian friendly, while still allowing drivers to reach downtown services.

100 WEST

The closure of 100 West between Center Street and 100 South, while disrupting the street grid and isolating the area to the south from the energy of Center Street, creates a unique opportunity for the remainder of 100 West. The street now runs for eight blocks on the north of Center and for five blocks on the south. As a result 100 West's utility as a vehicular corridor is decreased and the right of way can be reconfigured to prioritize pedestrians and cyclists. This design priority also positions the corridor as a prime location for mixed-use residential development.

The 100 West corridor south of Center Street will be characterized by extensive landscaping combined with unique materials and street furnishings with the east side designed as a wide pedestrian promenade. Bike lanes and angled parking are also included. The corridor will accommodate activity areas and other programming in sidewalk bulb outs at mid-block crossing and intersections. A pedestrian actuated crossing signal at 300 South will be essential to ensuring continuity across what is essentially a large urban highway. 100 West will connect planned open spaces and will have a Southern terminus at the planned pedestrian bridge across the freight and commuter rail lines to Provo Station. The design of 100 West between 100 South and 200 South will be altered due to the underground ramp in the roadway. The design of the corridor is illustrated below.

North of Center Street, the corridor should receive special consideration. The block between Center Street and 100 North is unique and should be reserved as a highly designed gathering space that prioritizes active use while maintaining vehicular circulation and access to the adjacent parking facilities. North of 100 North, Provo City is a participant in the development of the west side of the corridor from approximately 150 North to 350 North and should directly engage in the design and construction of this section of the corridor as redevelopment occurs.



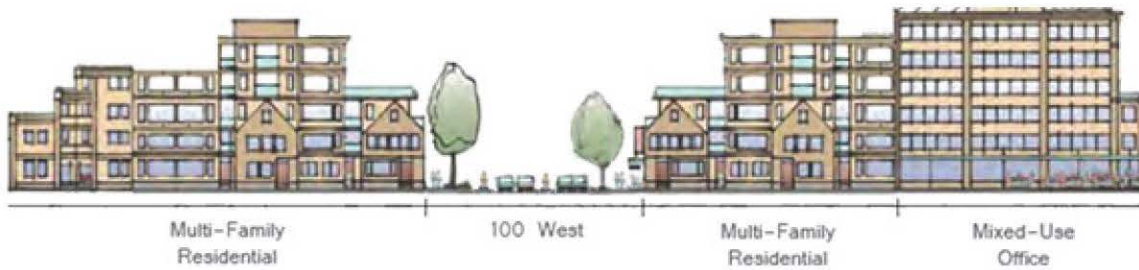


Figure 5.5 - 100 West illustrative and schematic street sections (facing north)

UNIVERSITY AVENUE

University Avenue will host the new Bus Rapid Transit (BRT) line that will run through four of the five Downtown Districts. Due to this project, the streetscape will be reconstructed, providing an opportunity for improvement. BRT is a system utilized by pedestrians and as such the reconfigured University Avenue should prioritize pedestrian safety and accessibility. Corner bulb-outs, pedestrian crossing signals, protected pedestrian crossing refuges and enhancement of the park strip tree canopy will all contribute to this aim.

Widening of travel lanes, insertion of protected right turn lanes and removal of park strip landscaping and trees should be avoided. Retention of on-street parking should be considered block by block, evaluating impact to streetscape and the context of the adjacent land use. It would be counterproductive to expend millions of dollars to build a world class transit facility while simultaneously diminishing the pedestrian character of the street. A pedestrian focused configuration will result in a vastly more livable and pedestrian friendly University Avenue. BRT designed in this manner will not only be a valuable transit asset, but will contribute to the viability and walkability of downtown.

Land uses along University Avenue should be intensified to capture the benefits BRT will bring. Many sections along University Avenue would be ideal for new office space and other Transit Oriented Development.

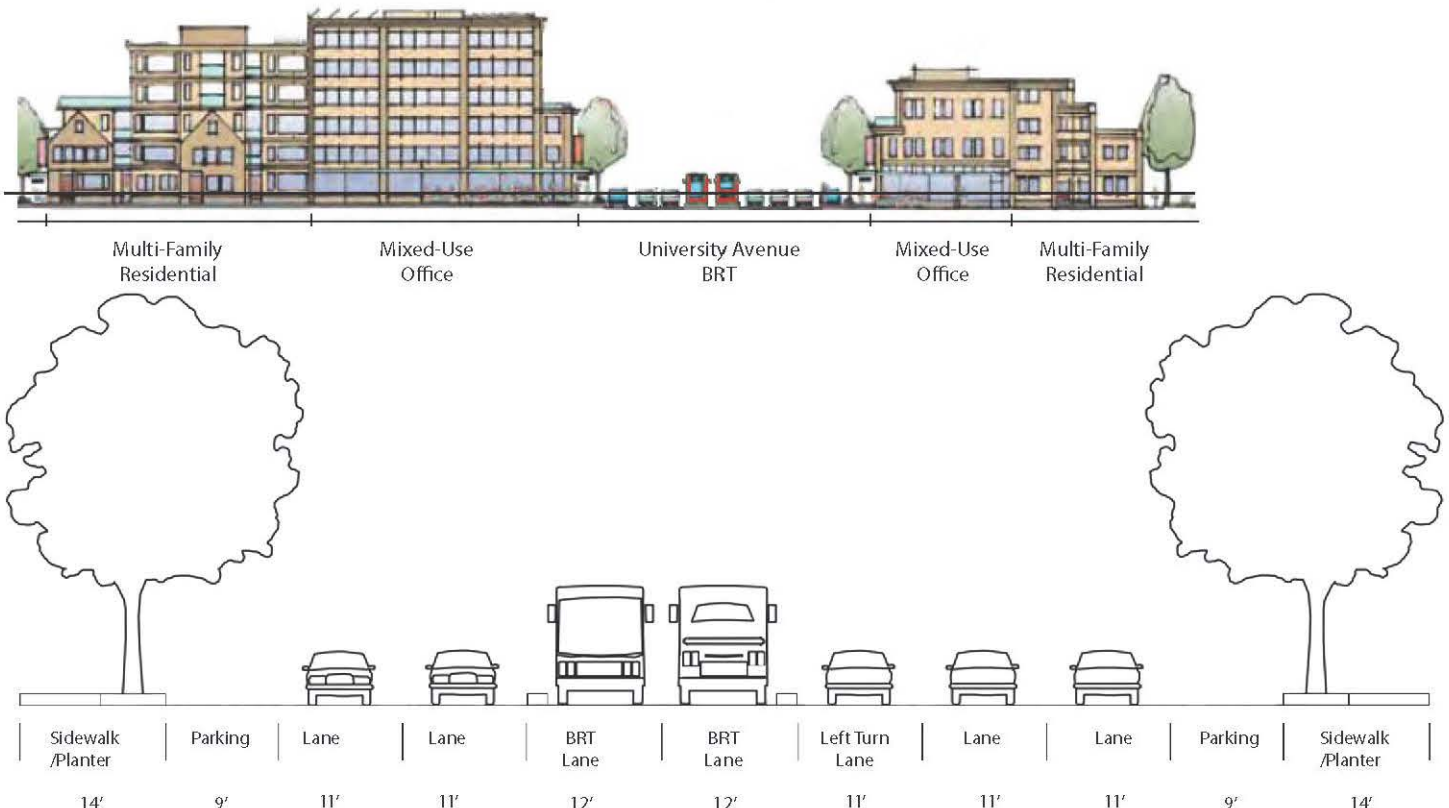


Figure 5.6 - University Avenue illustrative and schematic street sections (facing north)

100 SOUTH

A great design opportunity exists with the closure of 100 South between 100 West and University Avenue, to provide a more pedestrian oriented and pleasant street. Reducing the street to one traffic lane in each direction by eliminating the center lane and removing the north parking lane will create space for a linear park or promenade that spans from 100 West to beyond 500 West.

Shifting the lanes of vehicular traffic to the south side of the corridor would provide a ample width for the creation of the pedestrian promenade on the north side of the corridor. The promenade will contain an intermittent stream water featured by irrigation water and street runoff. Seat walls, multiple rows of trees creating an alley, benches and movable seating all along a corridor marked by special paving, raised pedestrian crossings and enhanced street furnishings will provide a great urban amenity. Locating the promenade on the North side of the corridor allows for the residential and mixed uses fronting the street to be tied together from the City Center Temple at NuSkin Gardens at 100 West all the way to Pioneer Park, connecting two anchoring open spaces and reducing the number of streets pedestrians have to cross.

This corridor expands the urban character of downtown, reinforces the green axis of Center Street to the North and provides enhanced connectivity to Center Street through improved cross streets and mid block walkways.



Figure 5.7 - 100 South illustrative and schematic street sections (facing east)



Current condition



After street reconstruction



After future development

Figure 5.8 - Photo-simulation of 100 South development looking East from 500 West

C. PEDESTRIAN WAYS

Making streets more pedestrian friendly is a common theme in the other plans and studies that have been completed in the City.

With the street closures on 100 South and 100 West, there will be much less thru-traffic, making these street function as excellent multi-modal pedestrian ways and residential corridors. Freedom Blvd. should also receive traffic calming measures and an increase in pedestrian focus. Reduction in lanes, installation of continuous protected bicycle lanes and enhanced landscaping are elements that could transform Freedom Blvd. from a wide unattractive vehicle thoroughfare into a beautiful corridor leading from the Provo Station into the heart of downtown.

A new pedestrian way is proposed running from 600 South to 200 South mid-block between University Avenue. This mid block walkway will align with the walkways on the Provo City Center Temple block and be terminated by a view of the Temple. The walkway provides additional granularity to the South Temple District and mediates the transition from uses along University Avenue to those along 100 West. The southern terminus of the corridor could serve as a district open space and access to a potential future pedestrian bridge over the rail right-of-way, connecting 100 West to Provo Station.

Enhanced design could benefit each of these corridors, using any of the features below.

- » Water features could run the length of the street next to the sidewalks, using a storm water collection runoff and then collected into landscaped beds.
- » Raised crossings on the cross-streets will help increase safety and create a priority for pedestrians and bicyclists.
- » Shared bike lanes on either the pedestrian way or minor street create ample room for a bicyclist to ride where they feel comfortable.
- » Enhanced maintenance of these and other important pedestrian ways can lead to more walking and utilization of public transit, as well as connecting neighborhoods.

D. BICYCLE LANES

CURRENT BIKE LANES

Bike lanes in the Downtown exist on Freedom Blvd. between 300 South and 600 South, and again from 920 South to the Provo Towne Centre Mall. Bike lanes also run on both sides of 100 South from 500 West to 100 West.

FUTURE PLANS

Plans show bike lanes running all the way through Downtown on Freedom Blvd., 900 W, and most of University Avenue. The Master Bike Plan shows the University lanes breaking from 200 S to 200 N. Other plans for the future include a bike boulevard circling downtown on 300 W, 200 N, 700 W, 200 S, 400 S, and 200 E. The plan also proposes a sidepath on 300 S.





E. BUS RAPID TRANSIT

According to the Wasatch 2040 study, the average household will have a 45% higher transit use than today. In addition, population and growth projections indicate that by 2030 travel demand in the area BRT serves will be greater than the existing capacity.

The proposed Provo/Orem Bus Rapid Transit (BRT) line will run through Downtown Provo, allowing the bus to bypass traffic and signals with little delay. This enhanced transit facility will increase ridership and relieve travel demand concerns. BRT will not only be an valuable transit asset, but will contribute positively to the downtown streetscape.



Figure 5.9 - Illustration of University Avenue with center lane BRT lines and stops, from UTA website



Figure 5.10 - Illustration of University Avenue showing center lane BRT, from UTA website

F. FUTURE TRANSPORTATION AND TRANSIT

During implementation of this plan, it will be important to continue long range planning efforts, being mindful of potential future mobility corridors. Some effort has been taken to look beyond the scope of this plan and consider other transportation needs. Through this exercise, additional transit routes and connections have been identified.



Using these potential connections, quarter mile buffers can be created where good transit oriented design practices should be employed. These buffer zones will guide future development for important transit crossing points.

Provo's transit oriented development (TOD) surrounding the Provo Station will function best if people are able to access it by all modes of transportation. Walkability will be a key component of the design. Rail crossings need to allow all modes of transportation to cross safely and efficiently. Connectivity to surrounding neighborhoods is also important in making the site more walkable.

Figure 5.11 - Transit Oriented Development at Provo Station, from the UTA website

Planned Development
in UTA's Provo

Station is a good example of TOD. There is close proximity to transit, retail, and office uses which are important elements of any TOD site. The completion of the surrounding street network with connections between 200 and 500 West from 600 to 920 South will increase the area easily accessible to transit, increasing development potential of underused land, benefiting transit users and nearby residents.

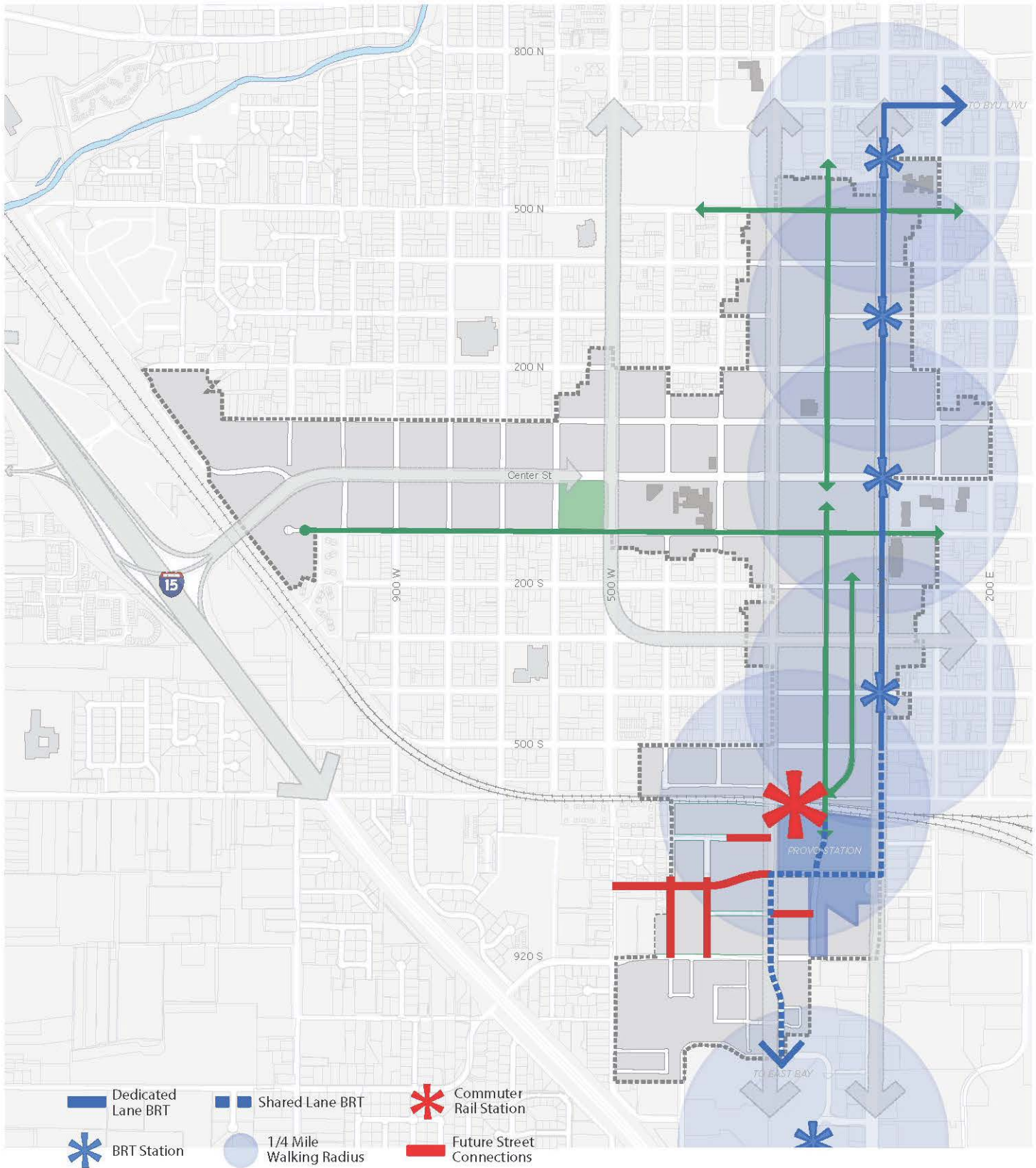


Figure 5.12 - Bus rapid transit, future street connections and pedestrian ways.

G. PARKING

Parking in downtown is sufficient for current needs. As new projects are built they should supply sufficient parking for related increased demand, recognizing that mixed-use downtown neighborhoods require fewer parking spaces, thanks to reduced car dependency and shared parking. Parking permit programs should be evaluated to protect adjacent neighborhoods from parking spillover from downtown uses.

The most walkable parts of cities are where the blocks are the smallest. Opportunities should be found to develop parking lots with linear buildings on the perimeter so that the block could be divided in two with a street if a parking garage replaces the surface parking over time. The entrance to a parking lot usually signals the end of a walkable experience, or a significant dampening of the pleasure of walking. Urban design best practices put parking lots in the middle of the block, with liner buildings shielding the pedestrians from vehicles. At the least, the first floor of structured parking should be retail or office. (Placemaking Handbook, 2014)

To be successful, shops require that storefronts come right up to the sidewalk, and that on-street parking be easily accessible. All other parking must be in the rear of the building for the shopping district to also be attractive to pedestrians. Shops with rear parking should use pedestrian passages to funnel people to the front of the store, instead of competing front and rear shopfronts. (The Smart Growth Manual, 2009)

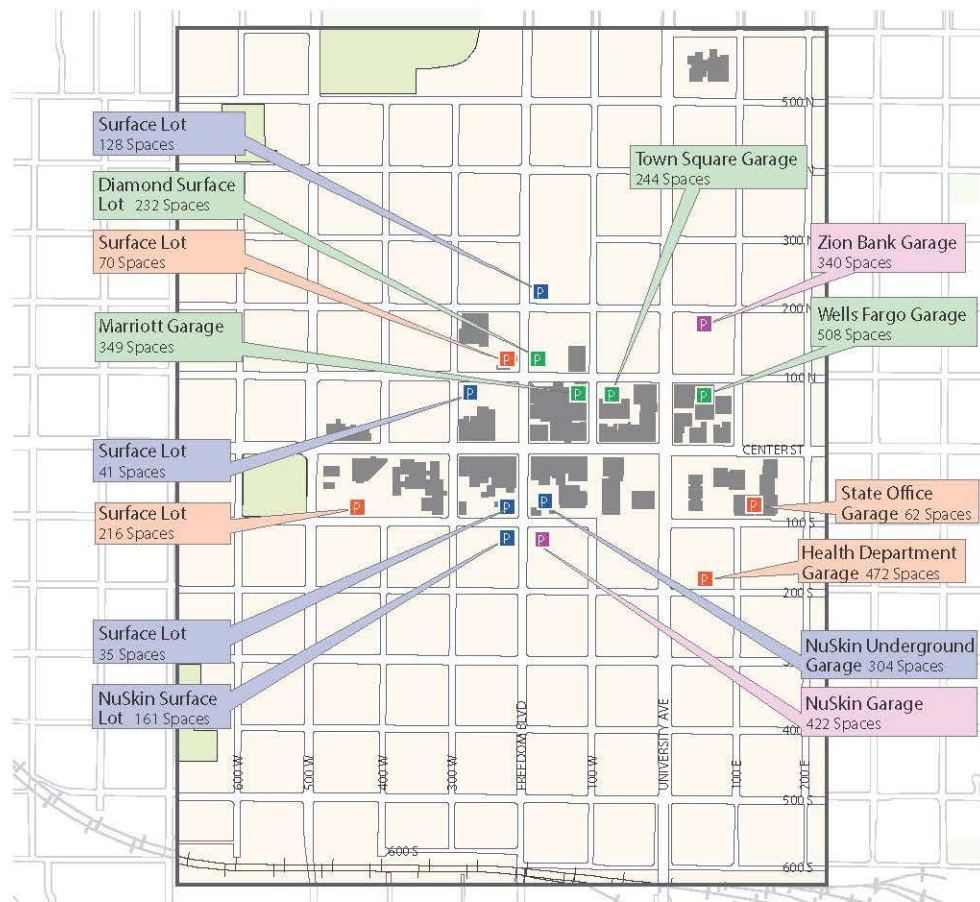


Figure 5.13 - Downtown parking as of June 2014



H. GOALS AND OBJECTIVES

1. Improve network connectivity to provide safe passage and amenities for all users.
 - a. Formulate a complete streets plan that gives priority to walking, bicycling and transit in future street design.
 - b. Emphasize pedestrian improvements on commercial and transit streets.
 - c. Connect open spaces with pedestrian corridors and streets.
 - d. Expand the bicycle network.
 - e. Support the transit network.
 - f. Implement neighborhood and district wide street tree planting programs.
 - g. Increase and improve landscaping along streets.
2. Enhance neighborhood streets.
 - a. Utilize traffic calming devices at gateways and key entrances.
 - b. Discourage automobile traffic in protected residential areas.
 - c. Encourage socially engaging and dynamic sidewalks.
 - d. Incorporate public art into core neighborhood streets.
 - e. Reconfigure excess right of way for community use and pedestrian amenities.
3. Foster safety and increase maintenance on public streets.
 - a. Shorten and improve pedestrian crossings.
 - b. Identify locations for traffic calming.
 - c. Utilize pedestrian scale street lighting where appropriate.
 - d. Develop maintenance plan for street amenities and improvements.
 - e. Recognize safety and maintenance as an ongoing priority.
 - f. Identify synergies with capital improvement schedules to integrate street enhancements into routine maintenance.
4. Encourage streets that reflect and reinforce each downtown districts sense of place.
 - a. Coordinate signage and street furnishings to reflect the identity of each district.
5. Develop a comprehensive bicycle network.
 - a. Adopt a phasing schedule to implement bicycle lanes.
 - b. Integrate bikeway installation with routine maintenance.
6. Consider a connected and high frequency network of multi-modal transit.
 - a. Enhance the streetscape of BRT corridors.
 - b. Implement BRT as a multi-way boulevard on University Avenue from 500 North to 600 South.
 - c. Design for walkability within ¼ mile of BRT stations.
 - d. Add amenities to local bus service stops.
 - e. Integrate transit information into wayfinding.

A majority of Provo's historic commercial and civic buildings are located within the boundaries of the Downtown Planning Area. These resources include civic landmarks such as the former Utah Stake Tabernacle, Utah County Courthouse and Provo Library at Academy Square, as well as commercial buildings including the Knight Block, Taylor Brothers Building, and the Startup Candy Company Factory. Many historic homes are also found in the downtown neighborhood.

Downtown Provo's historic resources are not limited to individual buildings or sites. The basic spatial character of the Downtown area is a result of choices made over 150 years ago when the city was surveyed and the first plat drawn. Today, downtown streets, blocks, parcels, and open spaces all have their root in those first surveys and plats. These elements then are all defining features of downtown's historic character.

Provo is unique among early Mormon settlements in that while its layout is derived from the prototypical 'Plat of Zion', its blocks measure only 400 feet square instead of the typical 660 feet square. These smaller blocks enhance the urban nature of Provo's downtown and are a key feature of the city's historic character.

The pioneer plats also dedicated some of these blocks to civic or quasi-public uses. These blocks include Pioneer Park, the former Utah Stake Tabernacle, and the historic Utah County Courthouse.

A. PAST EFFORTS

Provo City has long demonstrated high regard for its historic resources. An initial survey of historic resources was conducted in 1980 in cooperation with the Utah State Historical Society.

Since then, multiple surveys and studies have been conducted, resulting in the

adoption of a landmarks preservation ordinance, a local landmarks register, three National Register Historic Districts, and one local historic district.

The Provo Downtown Historic District is the single local historic district adopted by Provo City. This district comprises properties fronting both sides of Center Street from 100 East to 300 West as well as properties fronting University Avenue from approximately 55 North to 100 South Street.

This boundary is contiguous with the boundary of the Downtown Provo Historic District listed on the National Register of Historic Places in 1980. The boundary was drawn narrowly to include only contiguous historic structures and excludes contiguous but non-contributing buildings and property.

A number of properties within the Downtown Planning Area have been individually listed on the Provo Landmarks Register and the National Register of Historic Places. These properties and those designated within the Downtown Historic District constitute all the properties within the downtown neighborhood that have been recognized for their historic significance.

Title 16 of the Provo City Code establishes the Provo Landmarks Commission and adopts guidelines for the nomination of individual properties and districts to the Provo Landmarks Register. This title also provides protection for listed properties in the form of permits for exterior alterations and demolition restrictions.

The title adopts some specific guidelines for new construction within historic districts and applies the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings as guidelines for the treatment of historic buildings.

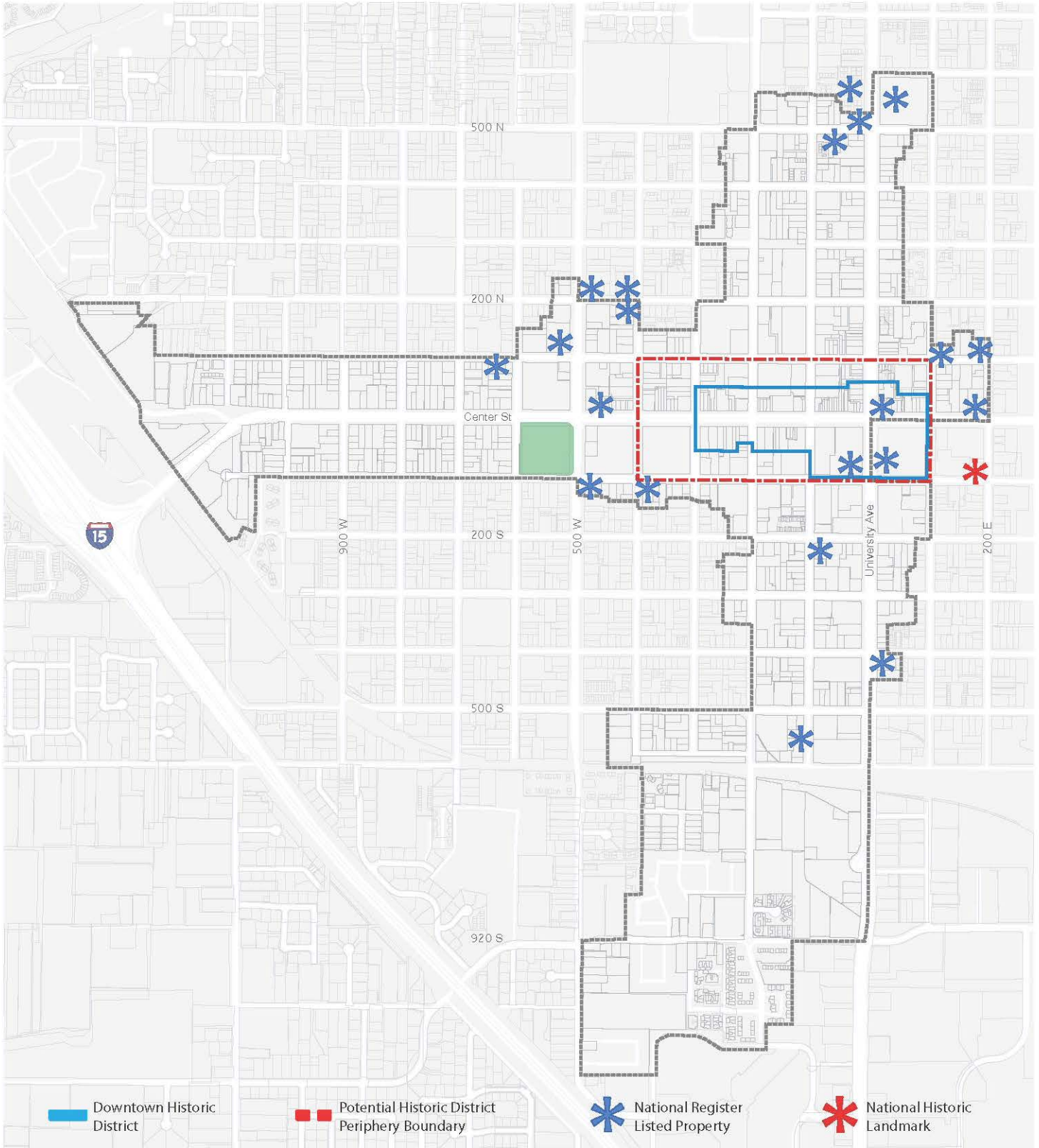


Figure 6.1 - Historic resources within Downtown

B. ISSUES

While past efforts have done much to document and assess historic resources within the Downtown, much more needs to be done. The narrowly drawn boundaries of the Downtown Historic District and less than comprehensive individual register listings have left a number of significant historic resources unrecognized and unprotected.

The narrowly drawn boundaries of the Downtown Historic District exclude significant historic properties and prevent the application of the district's design guidelines and review processes to immediately adjacent development. This deficiency compromises the spatial and visual integrity of the historic district. Although a property adjoining a historic building within the district may not itself be historic, the development of such a property affects the historic building. The margins of the district need to be expanded to protect the edges of the district from incompatible development and to establish the area as a true district instead of a strictly construed collection of specific historic properties.

Currently, the boundaries of the Downtown Historic District are codified in the resolution that established the district and are based on the boundaries of the National Register of Historic Places Provo Downtown Historic District. These boundaries are not easily available to the public and are not clearly represented on any existing map. In addition, records of

specific designation of each property within the district are incomplete and unsubstantiated. Both of these deficiencies need to be corrected and an updated listing of property designations and district boundaries need to be maintained and easily available to the public.

Recently, public streets within the downtown neighborhood have been conveyed to private parties to be integrated into the development projects. Because Provo City was built with a grid street system and relatively small blocks, road closures can easily be accommodated by adjacent streets.



Downtown Provo 1949, LIFE Magazine



C. PRESERVATION GOALS AND OBJECTIVES

GOALS:

1. Maximize the retention, adaptive reuse, and preservation of historic resources within the Downtown.
2. Rationalize the boundaries of the Downtown Historic District.
3. Increase the legibility and identity of the historic district at the street level.
4. Capitalize on historic properties as landmarks and focal points to enhance the development of distinct district identities within the Downtown.
5. Use historic properties as development catalysts and as unique focal points for the revitalization of Downtown.

OBJECTIVES:

1. Identify and document the historic resources within the Downtown.
2. Review and revise current historic designations to reflect changes that have occurred since the original designations were adopted.
3. Review the sufficiency of the Downtown Historic District boundaries to:
 - a. Protect significant properties and assemblages of properties that together contribute to the historic character of Downtown.
 - b. Provide appropriate design regulation of contiguous properties.
 - c. Conform to the publicly and visually perceived boundaries of historic Downtown.
4. Review the design guidelines within the Provo City Code Title 16 pertaining to new construction in the historic district. Assess their appropriateness and compatibility with the goals, objectives and recommendations of this plan.
5. Develop a consistent system of physical identification for historic properties within the Downtown Historic District and throughout the Downtown.
 - a. Capitalize on the upcoming wayfinding program to reinforce the Downtown Historic District as a unique area and destination.
 - b. Employ a consistent set of urban design guidelines to enhance the visual cohesion of the district.
6. Revise and update the National Register of Historic Places Provo Downtown Historic District nomination.
7. Increase the prominence of key historic properties through coordination with private development, enhanced public way design and wayfinding, and integration into neighborhood district identities.
8. Develop design guidelines for the integration of historic properties into new development projects throughout the Downtown.

A. RESOURCES

PROCESS

This document is a guide for future development for a specific area. It should be added to regulatory checklists to ensure plans incorporate the ideas in this document and help achieve the vision laid out within its pages. Funding for the plans in this document can be achieved through the following means.

Capital Improvement Plan (CIP)

It is intended that a proposed series of improvements be included in the city's Five-year Capital Improvement Plan during future budget meetings in order to allocate funding for specific projects within the Downtown districts. This plan helps the City to know what funding is needed in the future and will ensure a budget for proposed changes in the Downtown Master Plan.

INCENTIVES

In addition to City budgets, creating an impact-free zone or implementing tax break plans to encourage development within the Downtown districts can help fulfill the plans in this document.

Impact Fee Reduction Zone dismisses some costs associated with developing and may persuade developers to create the projects that the City wants to see Downtown.

Tax Increment Financing is another way to reduce costs by subsidizing desired projects. This can be done by offsetting initial development costs.

B. PROSPERITY

To ensure that the Downtown Master 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 of City offices.



C. IMPLEMENTATION SCHEDULE

Phase Priority	Phase 1		Phase 2		Phase 3	
	1	2	1	2	1	2
Adopt Downtown Master Plan (City Council)						
Land Use						
Update the General Plan (Com. Dev.)						
Amend Zoning Map (Com. Dev.)						
Add Downtown Plan to PPA Review (Com. Dev.)						
Urban Design						
Improve Existing Gathering Spaces (P.W., Com. Dev.)						
Amend Regulations for New Development (Com. Dev.)						
Coordinate New Public Spaces w/ Development (Com. Dev.)						
Identify Property for Acquisition (Redevelopment)						
Implement New Signage Program (P.W., Com. Dev.)						
Adopt Ordinance for Public Vending (Com. Dev., Econ. Dev.)						
Program Activities for Downtown (Admin., Econ. Dev., D.P.I.)						
Employ Unique Design Elements to Identify Districts (Com. Dev.)						
Develop New Connections Through Downtown (P.W., Com. Dev.)						
Parks and Public Space						
Adopt Complete Streets into Transportation Plan (P.W., Com. Dev.)						
Enhance Existing Pedestrian Corridors (P.W.)						
Implement Street Tree Planting Program (Urban Forester)						
Increase and Improve Street Landscaping (Parks, Com. Dev.)						
Transportation and Circulation						
Install Traffic Calming Devices at Key Gateways (P.W.)						
Program Public Art Program (Econ. Dev., D.P.I.)						
Implement Bicycle Master Plan (Engineering)						
Historic Resources						
Update Provo Downtown Historic District National Register Nomination (Com. Dev.)						
Realign Downtown Historic District Boundary (Com. Dev.)						
Develop Consistent System of Physical Identification of Historic Properties (Com. Dev.)						
Revise and Adopt Improved Design Guidelines (Com. Dev.)						



STATION AREA PLAN PROVO STATION

July 2018

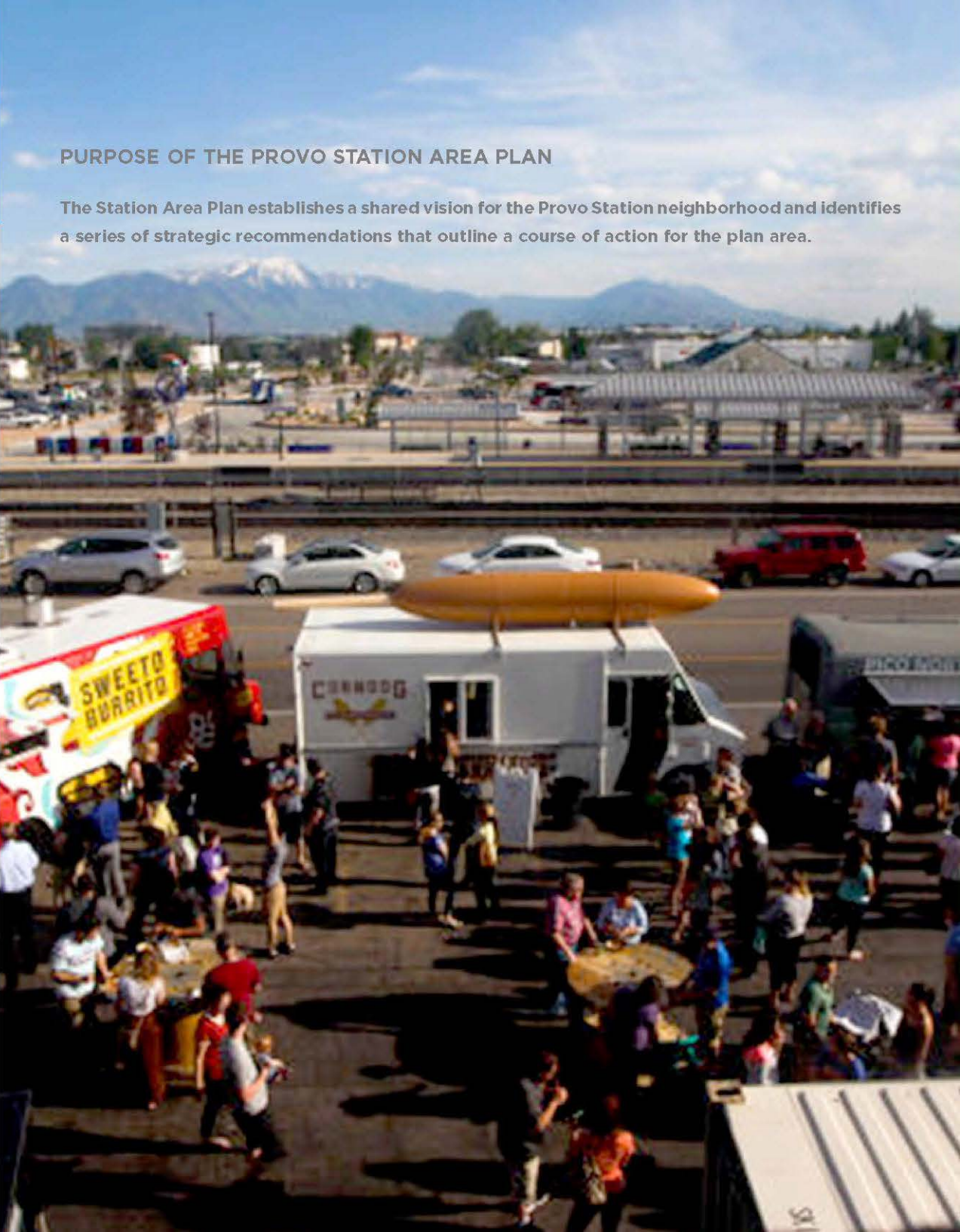


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PURPOSE OF THE PROVO STATION AREA PLAN

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



Introduction

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

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

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

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



Community/Station Area Profile

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

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

✓ Provo Station Area Stats

791 Park & Ride Lot Spaces

Established in 2012

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

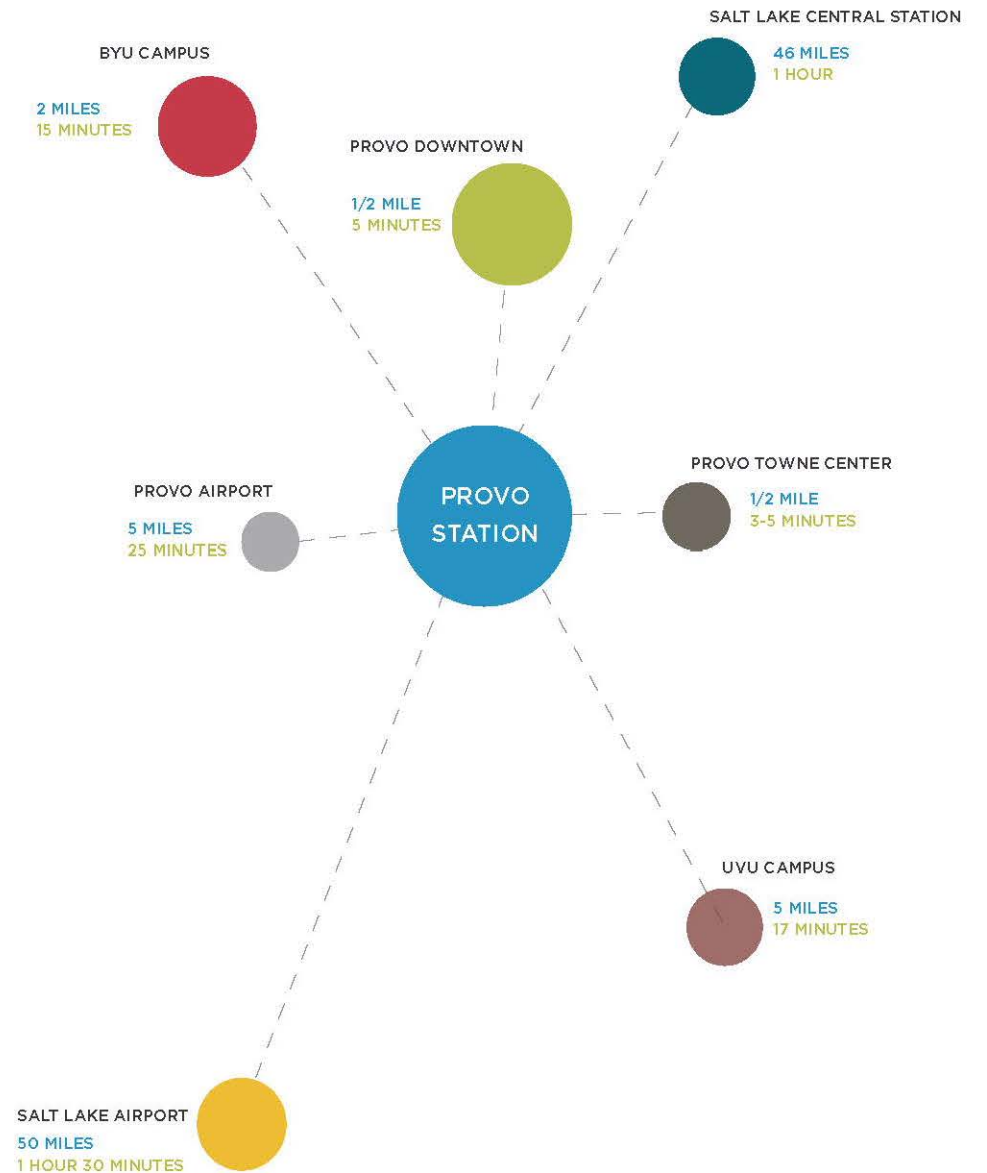
Planned local street connections (750 South)

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

UVX line (Bus Rapid Transit) increases intermodal connections



context & connections



*DISTANCE IN MILES

*TRANSIT/WALK TRAVEL TIME IN MINUTES

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

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

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

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





Planning & Outreach Process

OVERVIEW

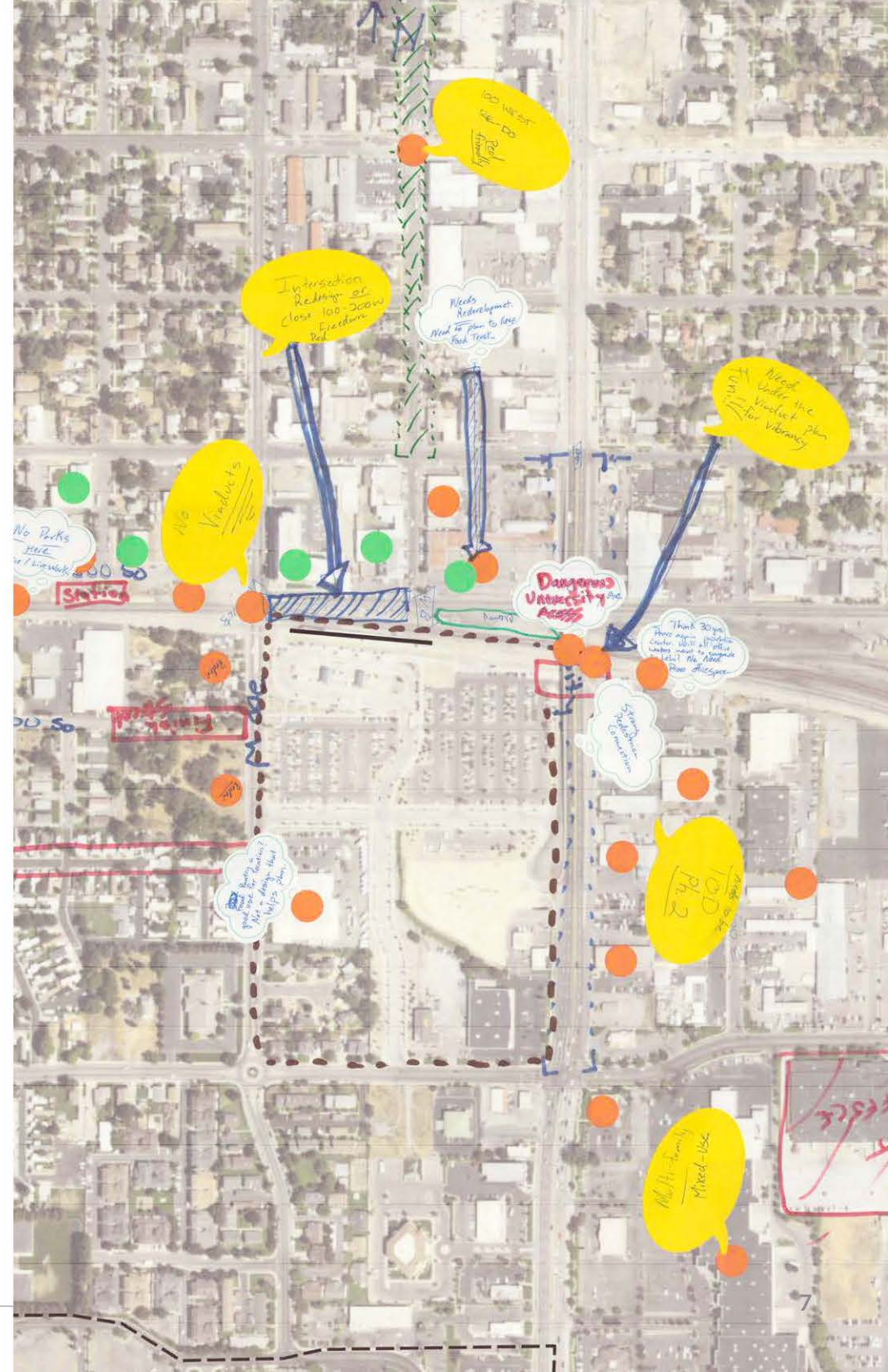
The planning and outreach process for the Provo Station area helped capture past and current understandings of the ideas and concepts for the neighborhood's future. This plan will be used as a policy guide for decision-making regarding the type and intensity of development, infill, and redevelopment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

ANALYSIS

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

OUTREACH

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

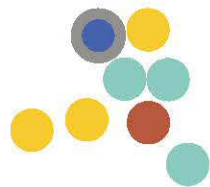




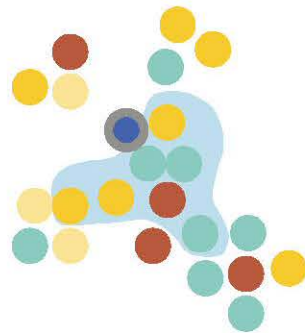
PROVO STATION PLANNING CONCEPTS

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

SHORT-TERM: STATION AREA OFFICE & RESIDENTIAL



MID TO LONG-TERM: STATION NEIGHBORHOOD



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

PREFERRED PLANNING MODEL

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

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

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

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

Four Key Initiatives & Strategies

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

1



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

2



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

3

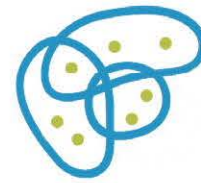


Transform the urban fabric to support social and cultural interactions

4



Establish a consistent network of physical and visual connections



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

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

STRATEGIES

A

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

B

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

C

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

D

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



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

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

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

STRATEGIES

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

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

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

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

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

STRATEGIES

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

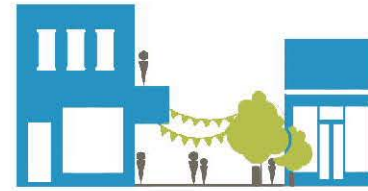
B Ensure regulations promote the **creation of smaller, separated parking areas and avoid combining parking into fewer larger lots that are a void in the social fabric of the urban form**. Incorporate on-street parking into streetscape designs and include these spaces in parking ratio calculations. Wrap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

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

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

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

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



3 Transform the urban fabric to support social and cultural interactions

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

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

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

STRATEGIES

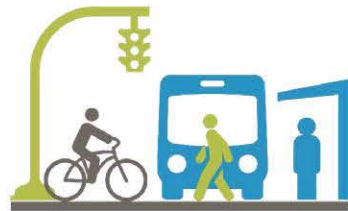
A Use landscaping and streetscape treatments to **place focus on key gateways into the station area** in the short-term and the placement and orientation of development in the long-term. A tactical urbanism approach can pilot projects and explore options that work best for the mix of uses and pattern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

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

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

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

4 Establish a consistent network of physical and visual connections



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







Station Area Illustrative Concept Plan

OVERVIEW

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

RIDERSHIP PROJECTIONS

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



RESIDENTIAL



OFFICE



RETAIL



MIXED OFFICE/RETAIL



MIXED RESIDENTIAL/RETAIL



LIVE/WORK



PARKING STRUCTURE



EXISTING USES



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



RESIDENTIAL

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



OFFICE

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



RETAIL

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



MIXED OFFICE/RETAIL

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



MIXED RESIDENTIAL/RETAIL

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



LIVE/WORK

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

NORTH





STATION AREA COMPONENT: **RESIDENTIAL TOWNHOUSES**

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





STATION AREA COMPONENT: OFFICE & LIVE/WORK

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

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







STATION AREA COMPONENT: RETAIL/RESTAURANT ROW

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





STATION AREA COMPONENT: MIXED OFFICE/RETAIL

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

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





C
A
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P
4

PROVO

HIDE & FUR BUILDING 1911

Acknowledgments

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

Provo City Leadership

Provo City Planning & Zoning

Citizens of Provo

Key Stakeholders & the Community Engagement Committee

Project Management Team:

Jordan Swain, *UTA (former)*

Kevin Leo, *UTA*

Levi Roberts, *UTA*

Bill Peperone, *Provo City*

Chad Eccels, *MAG*

Consultant Team:

CRSA

ZPFI



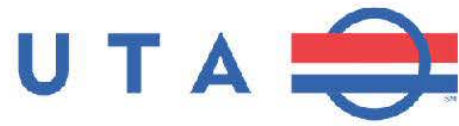


Exhibit B

Appendix A: Evaluation of Past Goals

Key

C.C.	City Council
D.S.	Development Services
Econ. Dev.	Economic Development
P.W.	Public Works
Admin	Administration
Parks	Parks and Recreation

Downtown Master Plan Goals, 2015	Status
General	
Adopt Downtown Master Plan (C.C.)	Complete
Land Use	
Update the General Plan (D.S.)	Complete
Amend Zoning Map (D.S.)	Complete
Add Downtown Plan to PPA Review (D.S.)	Complete
Urban Design	
Improve Existing Gathering Spaces (P.W., D.S.)	Ongoing
Amend Regulations for New Development (D.S.)	Complete
Coordinate New Public Spaces w/ Development (D.S.)	Ongoing
Identify Property for Acquisition (Redevelopment)	Ongoing
Implement New Signage Program (P.W., D.S.)	In Progress
Adopt Ordinance for Public Vending (D.S., Econ. Dev.)	No, Planned
Program Activities for Downtown (Admin, Econ. Dev., D.P.I.)	Ongoing
Employ Unique Design Elements to Identify Districts (D.S.)	No, No Longer Planned
Develop New Connections Through Downtown (P.W., D.S.)	No, No Longer Planned
Parks and Public Space	

Adopt Complete Streets into Transportation Plan (P.W., D.S.)	No, No Longer Planned
Enhance Existing Pedestrian Corridors (P.W.)	Ongoing
Implement Street Tree Planting Program (Urban Forester)	No, No Longer Planned
Increase and Improve Street Landscaping (Parks, D.S.)	Ongoing
Transportation and Circulation	
Install Traffic Calming Devices at Key Gateways (P.W.)	Ongoing
Program Public Art Program (Econ. Dev., D.P.I.)	Ongoing
Implement Bicycle Master Plan (Engineering)	Ongoing
Historic Resources	
Update Provo Downtown Historic District National Register Nomination (D.S.)	No, Planned
Realign Downtown Historic District Boundary (D.S.)	No, Planned
Develop Consistent System of Physical Identification of Historic Properties (D.S.)	No, Planned
Revise and Adopt Improved Design Guidelines (D.S)	Complete

Exhibit C

Appendix B: Public Outreach

As far as staff can determine, no one participated in more than one engagement event. All participants were Provo residents or members of the business and arts communities except 79 non-residents who took the survey during the pop-up event at the Provo Farmers Market and provided useful insight into Downtown Provo as a visitor or tourist destination.

Timeline

July 30, 2021 - first two open houses (virtual); first two survey rounds

February 16, 2022 - DPI listening session

May 24, 2022 - third open house (in person) ; third survey opens; first mapping exercise

June 4, 2022 - Farmers Market pop-up booth; second mapping exercise

June 18, 2022 - third survey closes

August 17, 2022 - DPI survey

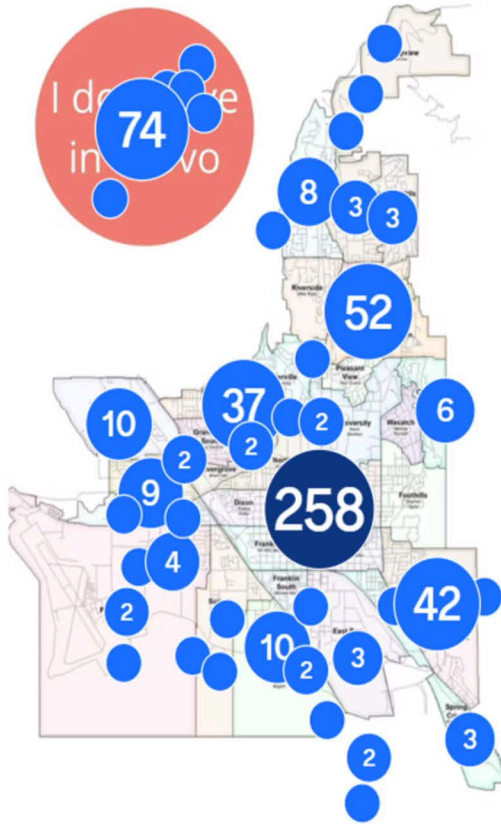
Public Engagement Efforts May 2021-August 2022

- 619 public survey participants
- 4 rounds of surveys with different groups
- 3 open houses
- 2 meetings with Downtown Provo, Inc.
- 1 pop-up booth at the Provo Farmers Market

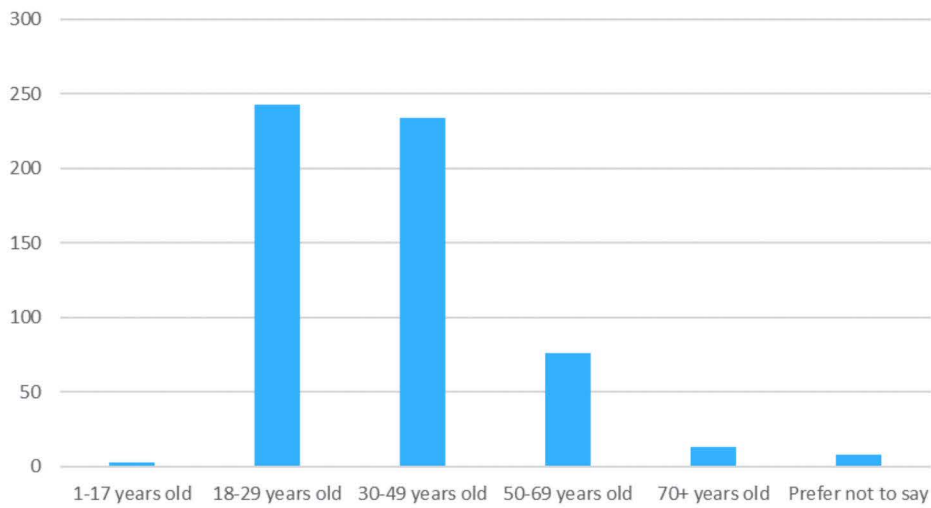


Public Surveys Compiled Responses

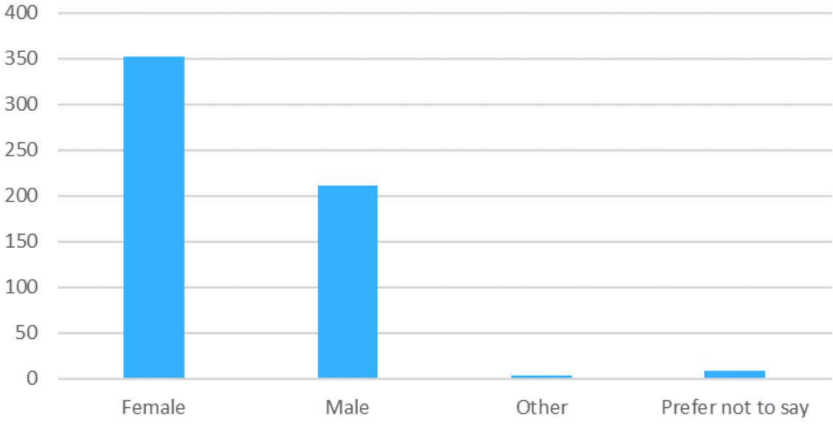
Question 1. Where do you live?



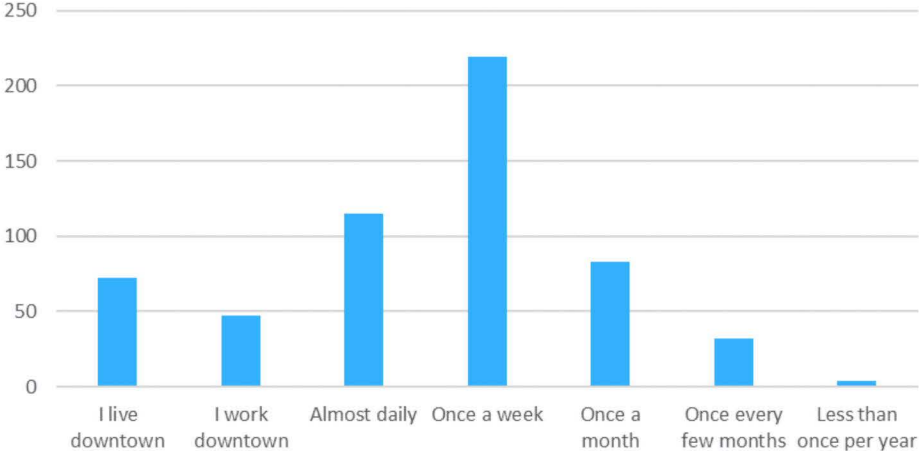
Question 2. How old are you?



Question 3: With what gender do you identify?

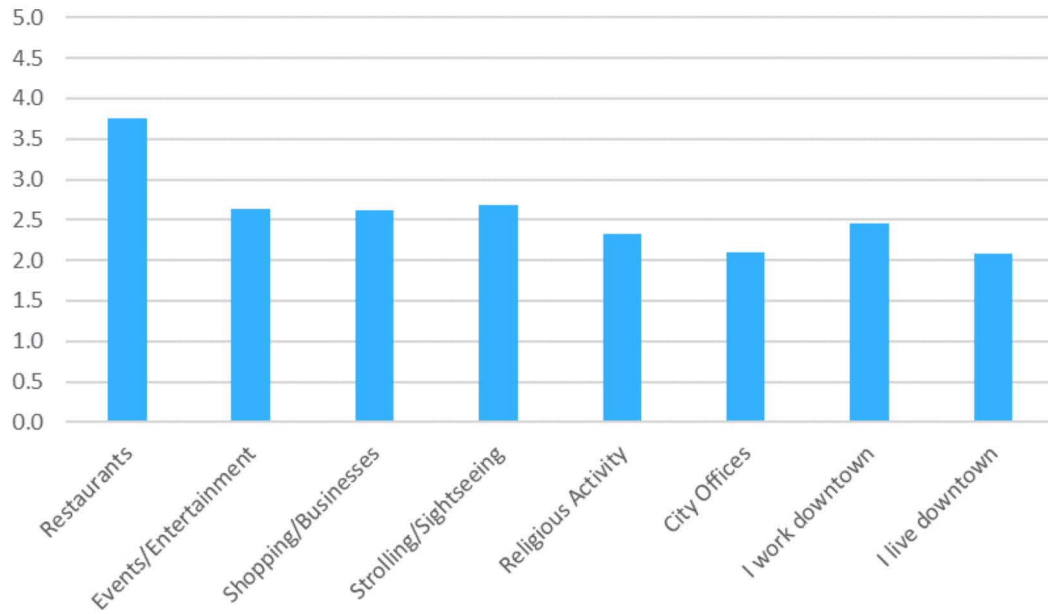


Question 4: How often do you come downtown?



Question 7: Where do you go when you come downtown? (1 = Never, 5 = Every Time)

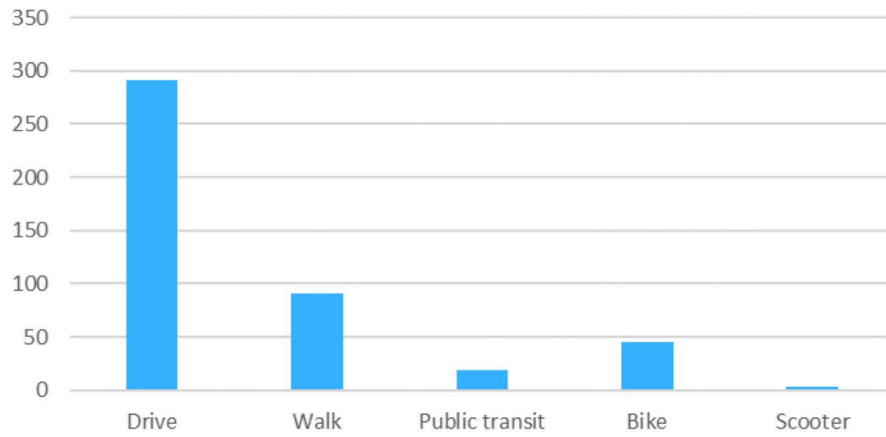
(1 = Never, 5 = Every Time)



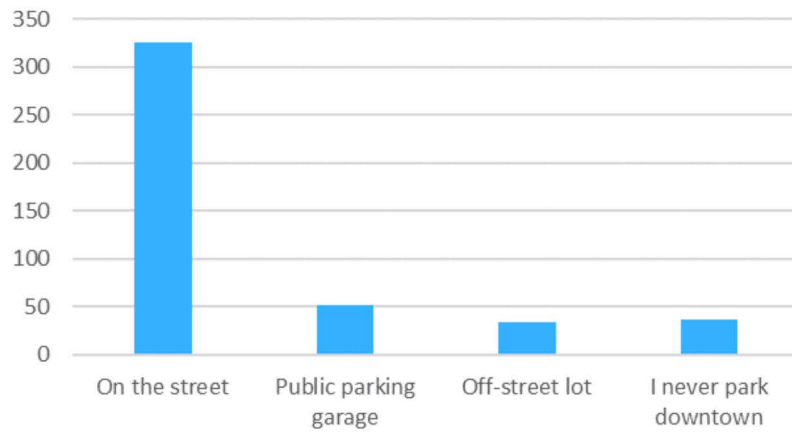
Question 8: In one or two words, what are your favorite changes to downtown in the last 10 years? (each participant may submit up to three responses)



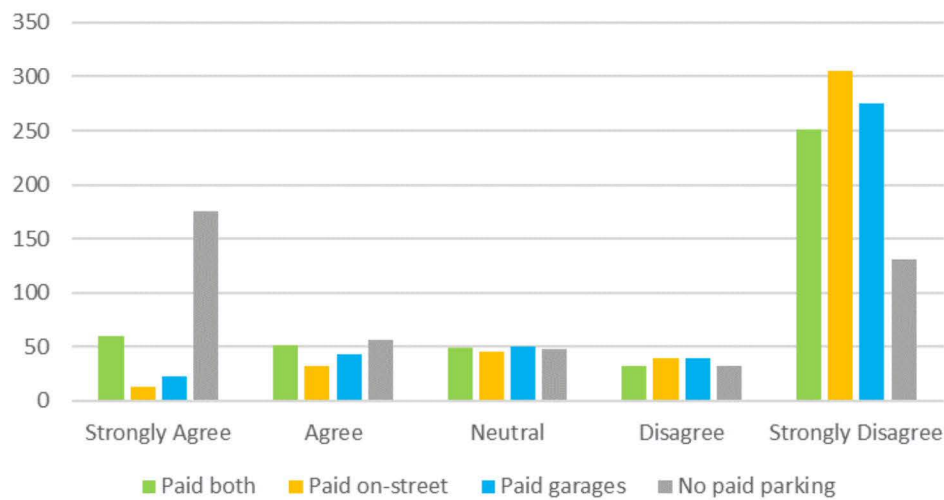
Question 12: When you come downtown, how do you usually get there?



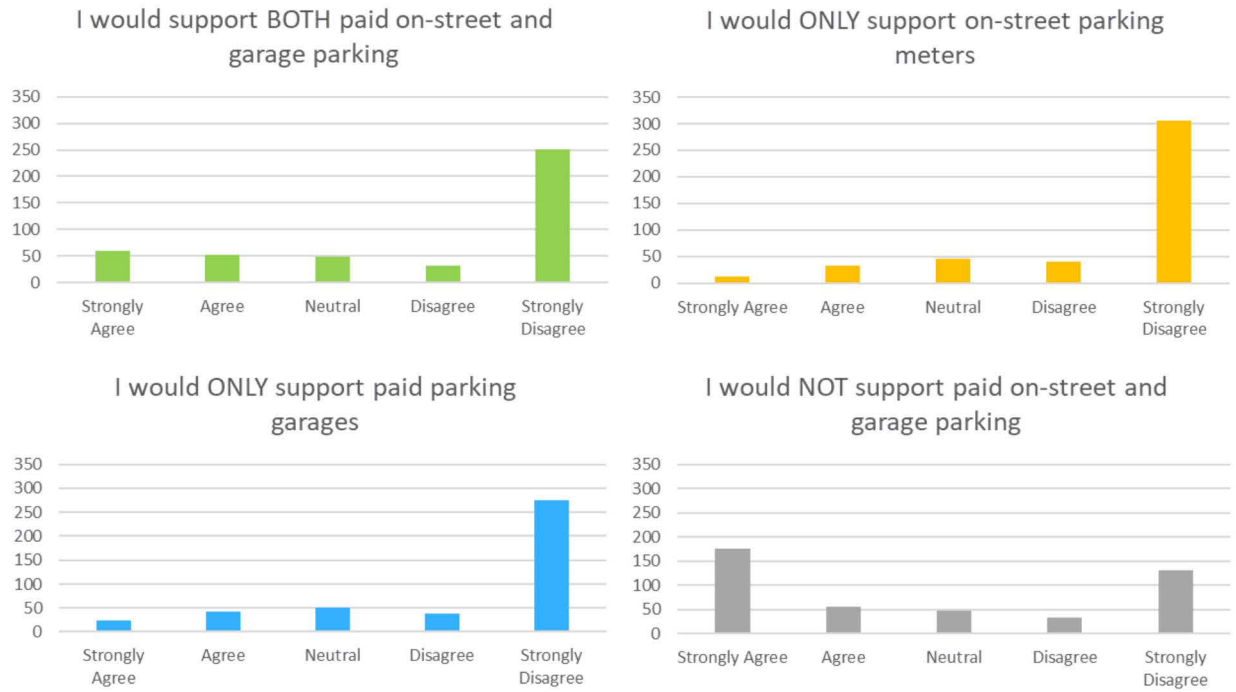
Question 13: If you drive to downtown, where do you usually park?



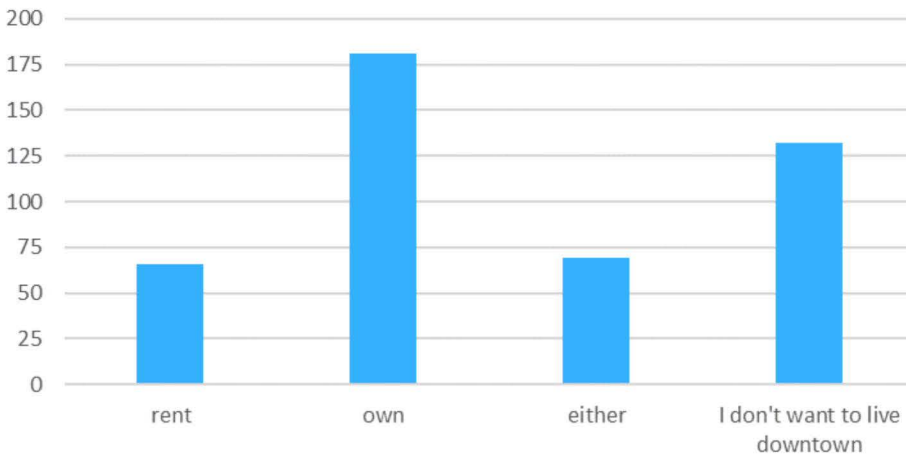
Question 14: How strongly do you agree with these statements about paid parking?



more detailed breakdown of responses to question 14

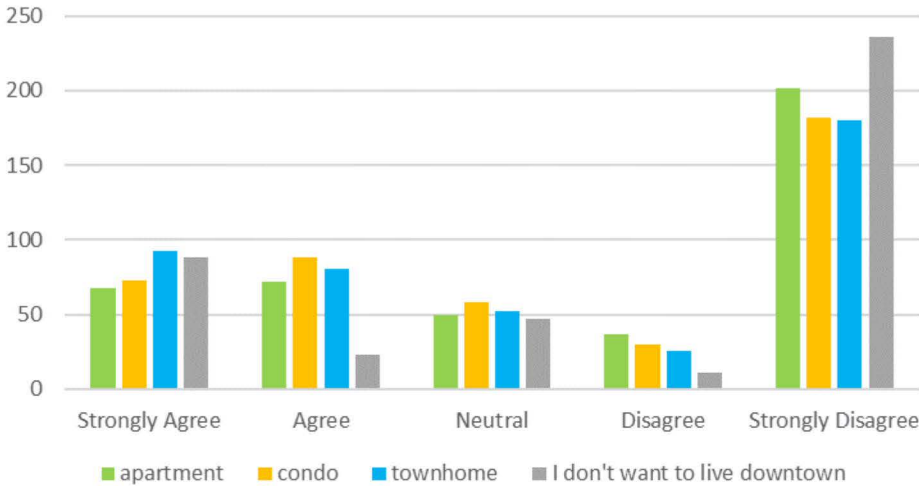


Question 15: If you would like to live downtown, would you prefer to rent or own?

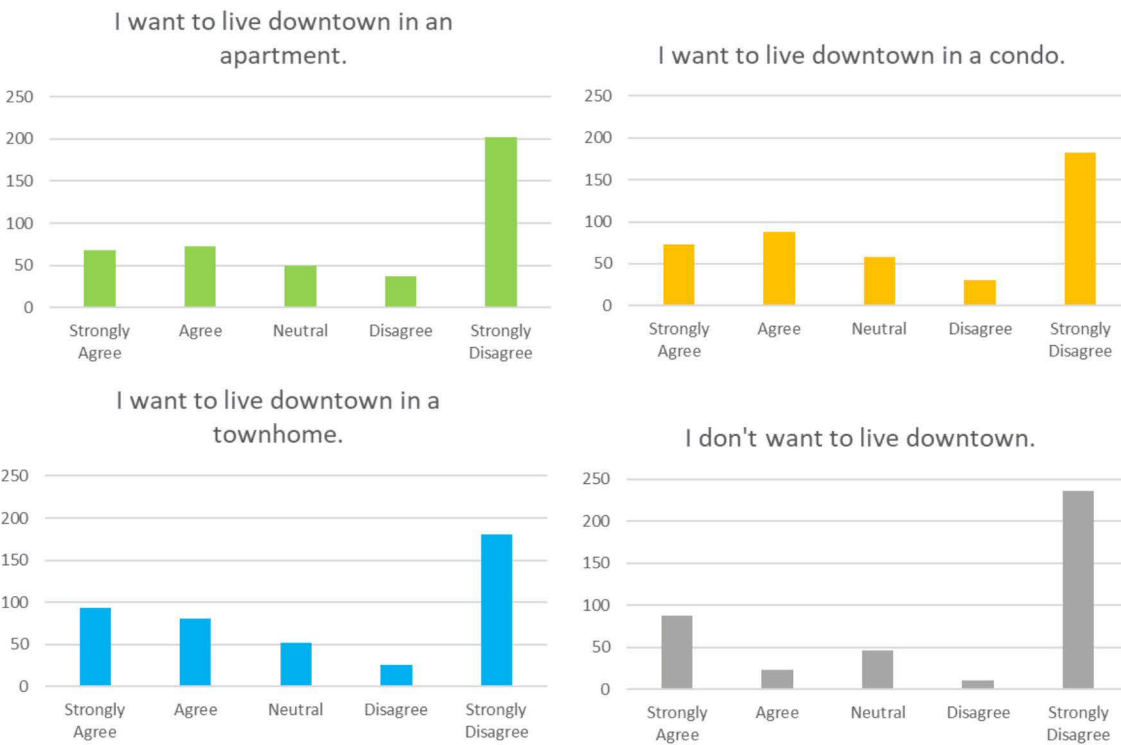


Question 16: If you would like to live downtown, what type of housing would you prefer?

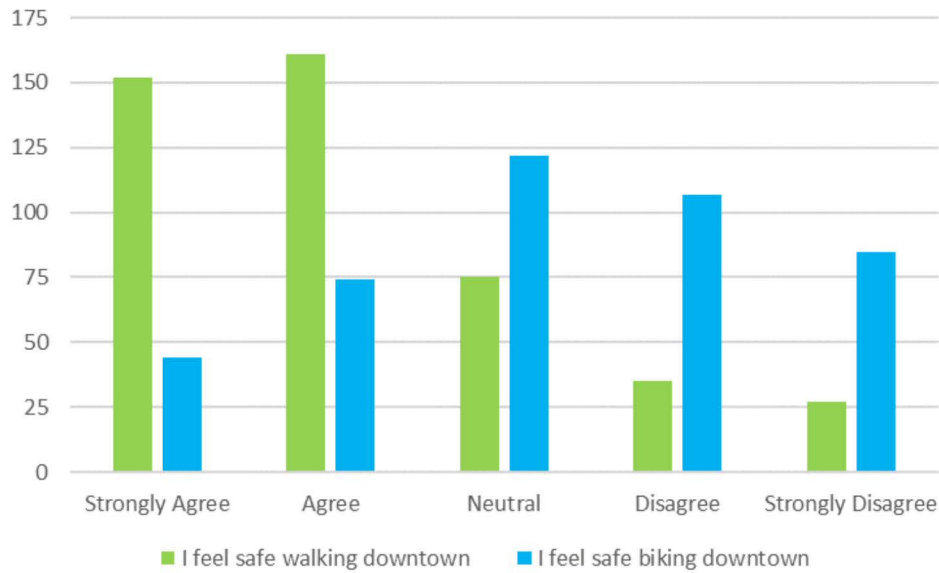
Staff neglected to ask about the single-family detached homes. No members brought up detached homes during any conversations, which perhaps shows the degree to which downtown is perceived as only medium- and high-density urban development. Future surveys should address this oversight.



more detailed breakdown of responses to question 14



Question 17: How strongly do you agree with these statements?



Question 18: If you do not feel safe walking and biking downtown, what would help you feel more safe? (open response, unlimited number of answers)

Suggestions include: Raised Crosswalks, Lit Crosswalks, Longer Crossing Times

Below is a summary of the public feedback that was written onto the maps provided at the Farmer's Market and the open house. Many of the responses were either duplicates or similar in nature so staff grouped the similar comments together. However, this represents every comment that was documented during this part of the public engagement. Note - enlarge this graphic.

	South Temple	Downtown Center	Downtown North	Stetson	Outside area
Reduce parking at Front Runner Station better scheduling from UVX to Center St station	More cool stuff here Dense housing New business 200 W RR bridge 100 W bike boulevard protected bike lanes stop light at 500 S 200 W 200 W RR bridge Univ Ave RR bridge more apartments with restaurants below Park at 300 S Univ	turning is hard get rid of the parking in the center of the street grocery store walkable street only add outdoor heaters stellar night scene trampoline for sidewalk Why can't I turn NB out of Brass's biking is dangerous more trees bus routes on 500 W Interactions park public transit free on center street pedestrian street only turn left at Univ Ave/Center Food truck obvious left turn for safety at 400 W 100 N bike lane pedestrian street only a small park somewhere Food market european store is there a service program to plant and maintain trees along center one way eastbound one travel lane each way, one bike lane each way, shoulder parking Welcome sign at Univ/Center should be improved cheesecake factory pedestrian street only move liquor store to East Bay upgrade tommy's burger pocket park townhomes shade for tables at Liberty Ctr food truck park bike lanes dead space at Harmon's auto 1 lane each direction on center and 1 for bikes/scooters children museum outdoor stage townhomes Outdoor concert venue dead space Nu Skin parking lot and brassas 1 travel lane in each direction and 1 for bikes/scooters infill spaces	parking structure safe crosswalks at 100 W and 200 W by Smiths events at the library repace smiths with a bigger store safe crosswalks at 100 W and 200 W by Smiths revive old strigmail facades	More events at Pioneer Park 15 MPH First impression is run down abandoned gas station high density housing preserve cool building at a memorial to native american entryway signage clean up the area shade at the splash pad better splash pad	drive in theater grocery store more baseball fields and batting cages more roundabouts fewer roundabout or at least NO landscaping clear out the old vacant buildings better bike lanes with bollards reflectors on street lanes grocery store more houses 4-way stop sign atn 300 S 700 W/800 W and 200 S 700/800W new divergent interchange at I-15 Center St Pocket park What's happening at Dixon buffered bike lanes S. University towards Lakeview Pkwy concrete jungle at the mall Target feris wheel fix Univ RR bridge pocket park solar panels at the mall realtize like UP outdoor stage merry-go-round infill at EB Shopping Center housing at FTC