



Southeast Neighborhoods Plan



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Southeast Neighborhoods Plan

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01 INTRODUCTION

The Southeast Neighborhoods Plan provides a guide for the future of the Provost, Provost South, and Spring Creek neighborhoods. The South State Street Corridor is an important unifying element to these three neighborhoods and close attention should be given to how this corridor interacts both internally and externally with each neighborhood.

The Southeast Neighborhoods 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 in the area, including repairs, replacements, and remodels must be consistent with both the General Plan and this Neighborhood Plan.



A. BACKGROUND/HISTORY

Completed in 1920, the Columbia Steel Mill became the first of many mills to take advantage of a well-developed railroad and easy access to a readily available water source. The mill itself would later transition in ownership between private companies and the United States Government as a result of World War II and would eventually be donated to Brigham Young University to be developed as a research park.

Remaining undeveloped, the land ownership would transition a few more times until the early 1990s when it was acquired by Provo City and various environmental mitigation measures began in order to establish an area suitable for development. Though the industrial buildings of the past have since been demolished, a few remaining features are reminders of that past.

Rich with manufacturing and industrial history, the area now serves a mix of uses from residential housing, to commercial retail, to industrial manufacturing. Easy access to the breathtaking mountains to the east has made the area desirable for outdoor enthusiasts who still enjoy the conveniences of a developed city. With such a large range of established uses, it is important that there be a clear vision for the future of the area that will balance the various desires of residents, business owners, and other stakeholders of the area.

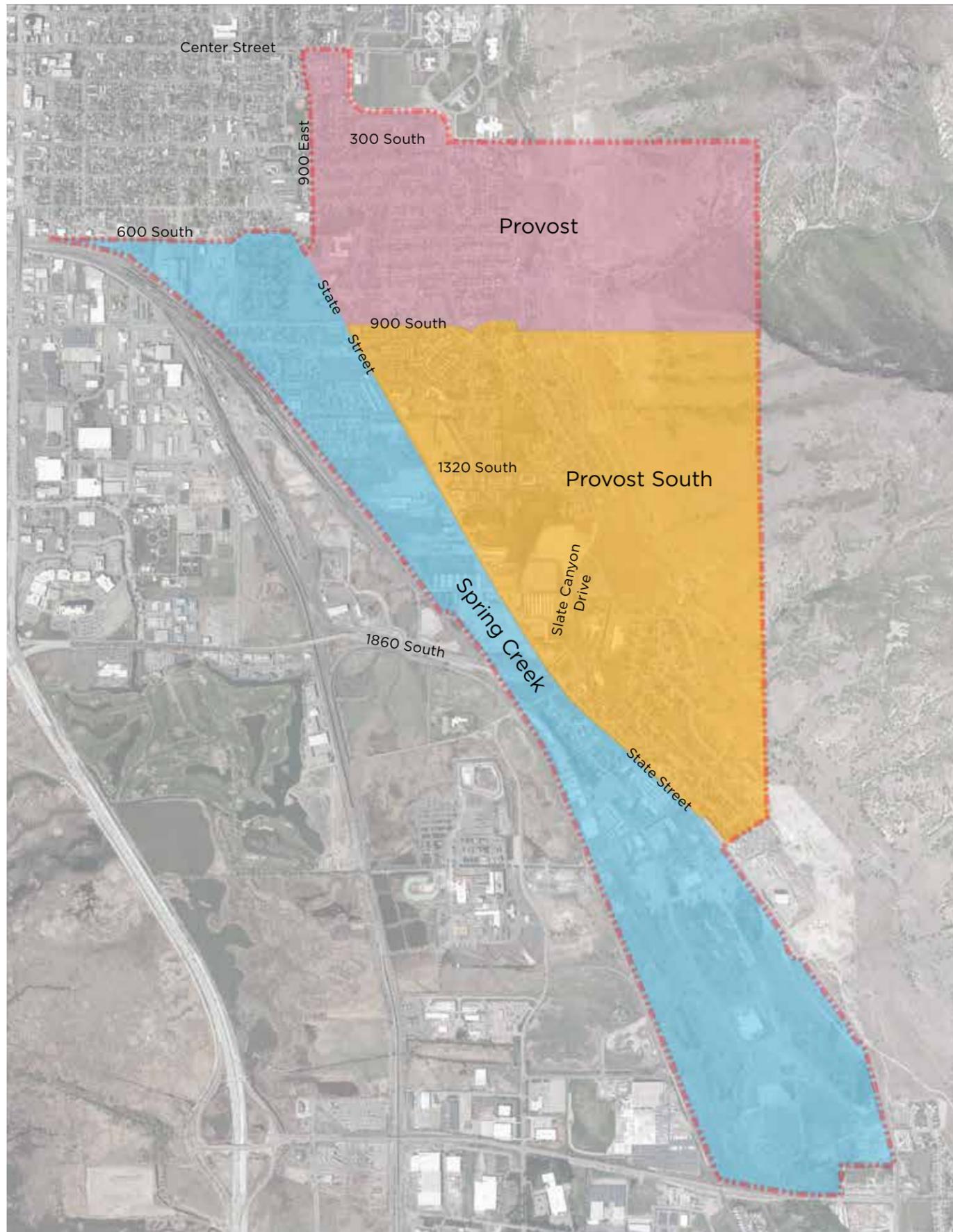


Figure 1.1 - Existing Southeast Neighborhoods



B. PURPOSE AND NEED

Provo City has been identified as one of the most desirable cities in the nation to live, work, and play. As development continues to occur in response to market demands, the Southeast Neighborhoods are especially poised to accommodate many of these growth-related needs. Although this growth is necessary and economically desired, shortfalls in the current regulations do not adequately guide future development to assure that the neighborhoods continually become an even greater asset to Provo. This plan aims to address the following:

- » The character of established single-family residential neighborhoods is being lost as pressures to convert these homes to multi-unit housing increases and their affordability for owner-occupants decreases
- » Inter-connectivity throughout neighborhoods is lacking, thus creating a high level of dependence on State Street for all modes of transportation
- » The undeveloped property to the west of State Street lacks an informed vision of the type of development that would help promote community goals for the area
- » South State Street lacks the aesthetic and welcoming appeal that would be reflective of a gateway into the City
- » Current enforcement efforts have been ineffective in maintaining a clean and appealing community

NEIGHBORHOOD PLAN GOALS

The goals and objectives for the Southeast Neighborhoods reflect the needs of the area and are based on a set of guiding values that were defined by City Staff with the Southeast Neighborhoods Advisory Committee and considering other feedback provided by the neighborhood residents and other stakeholders. The subsequent pages will address the following goals by defining concepts, laying out specific objectives, and recommending courses of action. The guiding values are as follows:

- » Protect established single-family residential neighborhoods and encourage well-kept neighborhoods while still providing housing opportunities for other demographics
- » Identify a viable balance for retail and residential uses
- » Promote the development of high-quality businesses and housing
- » Establish methods to minimize traffic congestion and parking issues and improve safety on local streets
- » Enhance mobility and connectivity for all modes of travel within the neighborhoods
- » Improve potential for effective enforcement of existing regulatory guidelines for the neighborhood, specifically occupancy restrictions in established neighborhoods
- » Establish character-defining qualities that can be used to enhance the neighborhoods and protect existing qualities as a valuable asset to the neighborhoods
- » Establish a clear vision for vacant land and redevelopment opportunities

C. SCOPE

The Southeast Neighborhoods Plan is a mid-range district plan to supplement the Provo City General Plan and the Vision 2030 Plan. The physical boundaries of the planning area encompass all areas within the Provost, Provost South, and Spring Creek neighborhoods as they exist at the time of this document. The plan will include multiple functional areas. The topics to be covered in the plan include the following:

- » Land Use
- » Zoning
- » Transportation
- » Urban Design
- » Parks/Open Space
- » Foster Healthy Neighborhoods





D. SUMMARY OF EXISTING PLANS

GENERAL PLAN

The General Plan establishes general goals for the Southeast Area as well as specific guiding principles for Provost, Provost South, and Spring Creek neighborhoods. Among these goals are the following:

- » Viable, significant areas of one-family structures within the Residential area should be protected for continued one-family use.
- » Increase owner-occupancy and establish one-family dwellings as the principal residential use except in areas designated for higher-density
- » Establish policies and ordinances that protect and enhance Slate Canyon
- » Establish design elements to assure that all future development along South State Street will adhere to a consistent design theme.
- » Property to the east of the existing and proposed developments east of Slate Canyon Drive within the Developmentally Sensitive designation is of notable concern for protection from inappropriate development due to the characteristics of the land
- » Maintain the one-family character of the neighborhood by limiting development in the Residential designation to detached, one-family dwellings
- » Continue implementation of the South State Street Design Corridor, with application of appropriate design standards to new development and redevelopment within this vital business and residential corridor serving as the southernmost entry to Provo City of Provo
- » Ironton should be developed as an upscale business park, with industrial and commercial uses within a park-like atmosphere. The City should look for an anchor project, which may include a significant civic or recreational facility, to establish an identity for the planned commercial/industrial park.

SLATE CANYON AREA MASTER PLAN

Adopted as part of the General Plan in July 2007, the Slate Canyon Area Master Plan provides land-use recommendations derived from an extensive analysis, including input from residents and other stakeholders in the area. At the heart of these recommendations are four guiding principles that the plan identified as important for maintaining a “high-quality, low-density neighborhood” that also meets the needs of Provo City in general. These principles are:

- » Strike a balance between competing needs
- » Fit with existing neighborhood setting and built environment
- » Respect and accommodate sensitive environmental conditions
- » Provide reasonable development opportunities that respect site and neighborhood

Recommendations made in the Slate Canyon Area Master Plan have been re-analyzed and updated to be part of the Southeast Neighborhoods Plan. It is intended that this neighborhood plan will replace the Slate Canyon Area Master Plan.

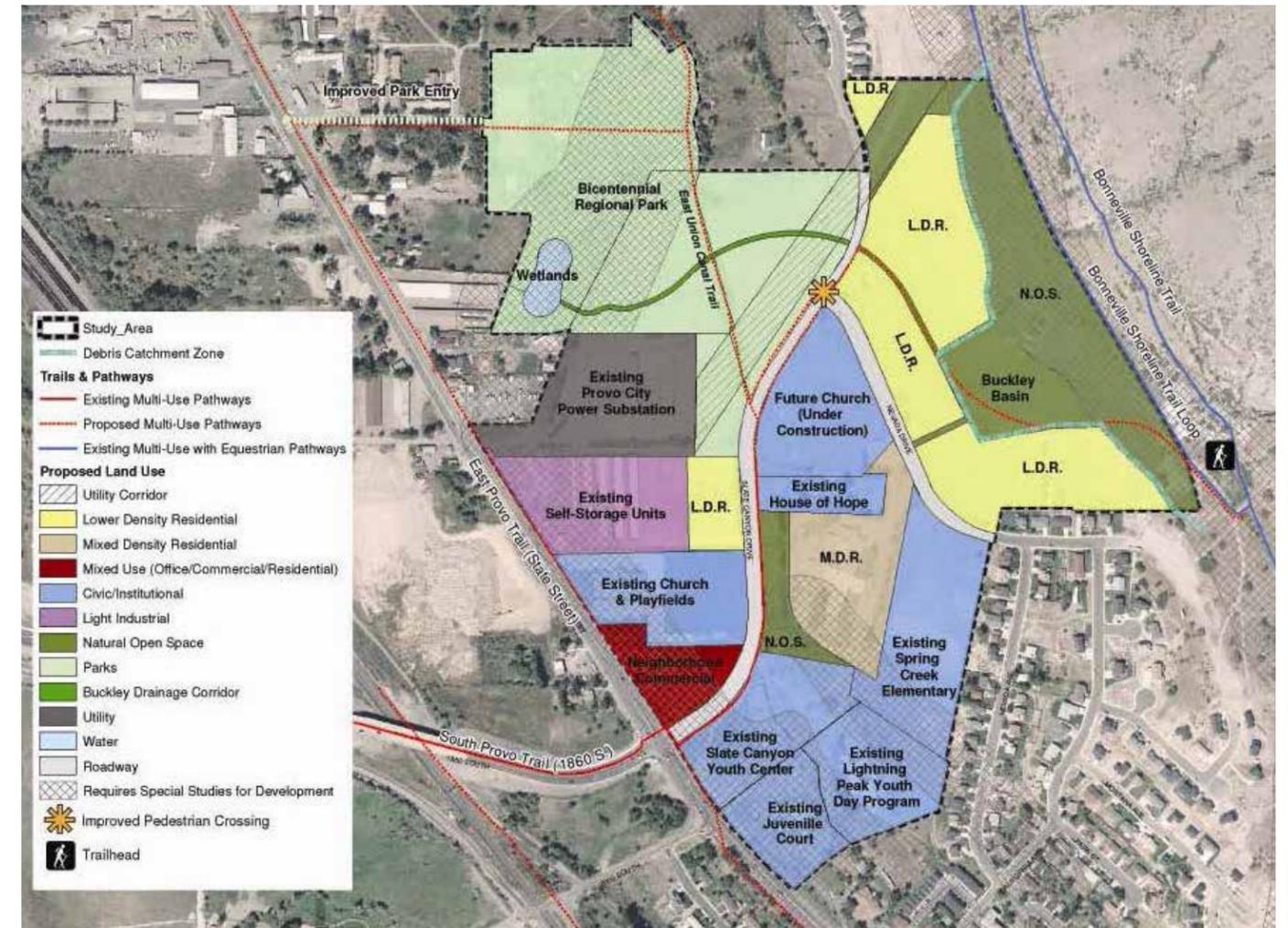


Figure 1.2 - Excerpt from Slate Canyon Master Plan Land Use Recommendation



TRANSPORTATION MASTER PLAN

The purpose stated in the most-recent version (2011) of the Transportation Master Plan (TMP) is to “ensure that a coordinated, master-planned effort is undertaken to plan for the transportation needs of the city given the current and future land use planning.” The TMP identifies a functional classification system for the roadway system within the city and establishes standard street cross-sections as the road system relates to vehicular traffic volumes that were taken as part of a TMP study. Specific recommendations from the TMP that affect the Southeast Area are as follows:

- » Provo City will support measures to increase the efficiency and utilization of the existing and future arterial and collector roadway system
- » Provo City will encourage Transportation Demand Management (TDM) measures, such as a student shuttle system, van and carpools, alternative work hours, transit service improvements, and the construction of pedestrian/bicycle facilities and amenities
- » All new development proposals should be carefully reviewed to ensure that project access and on-site circulation is provided to minimize adverse impacts to the adjacent system
- » Assist in efforts to improve the quality of life in residential neighborhoods by decreasing excessive traffic speeds and cut through traffic in residential neighborhoods
- » Establish a local road connection running north/south from 1140 South to 2000 South between State Street and the existing railroad tracks
- » Construct a network of three-lane cross section roads in the Mountain Vista Business Park (Completed)
- » Implement a residential traffic calming program which focuses on slowing traffic and reducing traffic volumes/cut-through traffic in existing neighborhoods

BICYCLE MASTER PLAN

In early 2014, the Provo City Municipal Council approved the Bicycle Master Plan as an appendage to the Transportation Master Plan. Among the goals established by the Bicycle Master Plan, the following directly impact the decisions that should be made in this Neighborhoods Plan:

- » Institutionalize Complete Streets principles that encourage consideration of all road users when modifying existing roads or constructing new ones
- » Develop a bikeway network that connects all areas of the City and accommodates a variety of bicycle users
- » Promote proper maintenance of the bikeway network
- » Educate people on safe bicycling practices and encourage them to ride
- » Evaluate bikeways with transit facilities



VISION 2030

In 2010, Provo City staff worked with citizens to develop an aspirational vision statement for the community and to specify the core values of Provo. The process helped to define important goals for the City. Applicable goals for the Southeast Neighborhoods include:

- » Improve neighborhood interconnectivity
- » Capitalize on local natural resources and neighborhood amenities
- » Help neighborhoods establish their own identity and sense of place
- » Encourage owner occupancy or long-term residency by creating healthy and balanced neighborhoods for schools, businesses, religious congregations, and community organizations.
- » Maintain and improve the physical appearance and beauty of neighborhoods
- » Ensure a safe travel environment for all modes of transportation and carry out strategies and programs that will maintain this environment
- » Identify opportunities for neighborhood amenities in established neighborhoods
- » Facilitate environmentally sensitive industrial land use and development to contribute to employment opportunities and the city's tax base without negatively impacting quality of life
- » Establish a system of attractive parks and recreational facilities that will provide a complete range of activities for all age groups
- » Augment the Provo City General Plan for pedestrian paths, trails, and on-street bikeways, including multi-use trails
- » Raise awareness of local history, culture, and historic sites
- » Promote the use of transit and alternative modes of transportation
- » Create walkable areas throughout the city. Walkable areas should be attractive, providing adequate lighting, a sense of safety, appropriate crossings, and social nodes

A. LAND USE

Primary land uses vary greatly between the three neighborhoods included in this plan. Although the State Street Corridor and other aspects of the neighborhoods are closely related, it is informative to separate this particular analysis by individual neighborhood. By separating this aspect of the analysis, the primary land uses for each neighborhood can be better understood.

PROVOST

Residential land uses dominate the Provost neighborhood with a few pockets of commercial and office uses fronting State Street. The neighborhood is characterized almost exclusively by single-family homes in quiet communities and is essentially built-out with little room for growth.



Figure 2.1 - Local Antique Store

PROVOST SOUTH

The Provost South neighborhood has a diverse mix of uses from residential to recreational to commercial. The mix of housing types in the neighborhood provides a balance of opportunities to live in the area near one of the city’s largest parks, Bicentennial Park.

Vacant, undeveloped property at the intersection of 1320 South State Street used to be home to a drive-in movie theater which has since been razed. A few other properties in the area, such as the former County jail, would benefit from redevelopment.

SPRING CREEK (NORTH OF 1860 SOUTH)

The land uses in the Spring Creek neighborhood are almost equally divided between heavy commercial and residential when the properties south of 1860 are not considered. Residential uses in this portion of the neighborhood exist exclusively north of 1320 South. The remaining under-utilized land is either heavy commercial or simply vacant and will be analyzed for compatible development potential as part of this plan document.

SPRING CREEK (SOUTH OF 1860 SOUTH)

South of 1860 South is zoned almost exclusively industrial and comprises perhaps the largest tract of under-developed land in Provo, known as the Mountain Vista Business Park. The majority of vacant land in the Business Park is owned by Provo City and is currently advertised for sale. This area holds a unique opportunity to develop in a distinct and attractive way despite its industrial character.

B. DEMOGRAPHICS

The following demographic information, extracted from the 2013 American Community Survey (ACS) of the U.S. Census, has been organized and analyzed to provide some important demographic characteristics of the neighborhood. The information provides valuable insight to help Staff in formulating some of the ideas in the following pages of this plan and in future planning efforts.

HOUSEHOLDS

The demographic information gathered for the Southeast area show that the neighborhoods comprise about 8.5% of the 33,740 total households in Provo. Outside sources estimate this household number to increase to 50,300 by the year 2040. At the current city-wide balance, the extrapolated growth in this specific study area would need to accommodate another 1,408 households over the next 25 years.

Detached, single-family units are the most common housing type in the Provost and Provost South neighborhoods, accounting for 78.3% and 44.5% of all housing units respectively. The Spring Creek neighborhood, however, is comprised primarily of attached, single-family homes with some portions in all other categories. The data sheds light as to the current the mix of housing types distributed between the three neighborhoods, but does not necessarily assist in identifying illegal occupancy concerns.

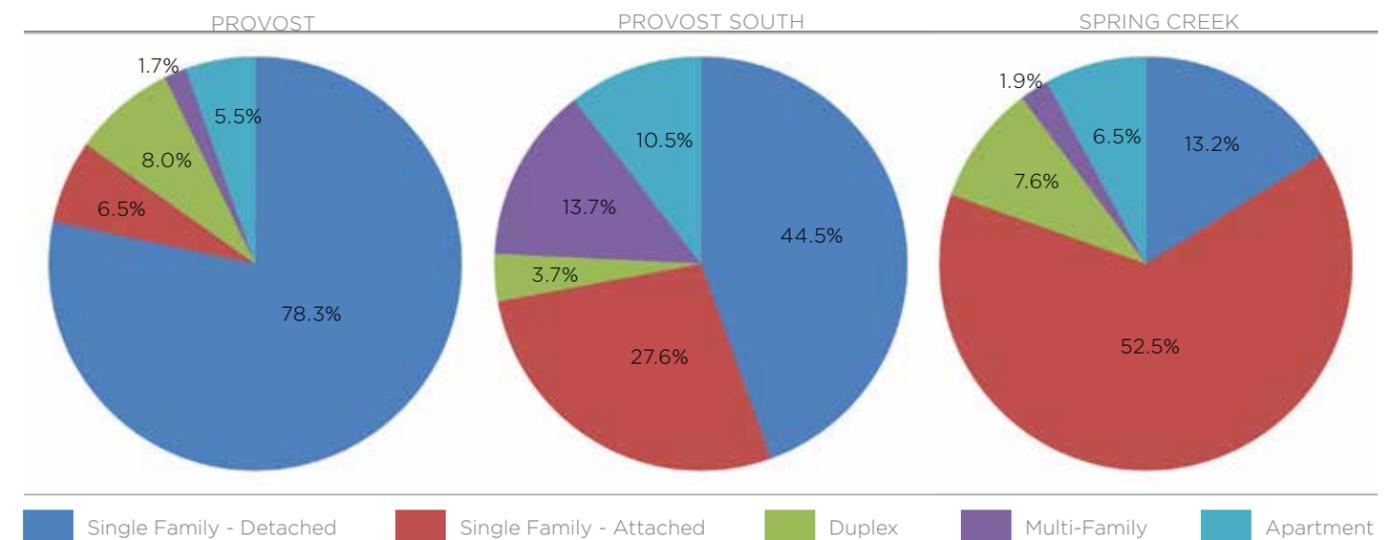


Figure 2.2 - Housing type distribution for the Southeast Neighborhoods

OCCUPANCY

ACS data shows 2,718 out of the 2,854 total housing units in the Southeast area were occupied in 2013. This amounts to a 4.8% vacancy rate in the neighborhoods which follows the same pattern as in the rest of the city.

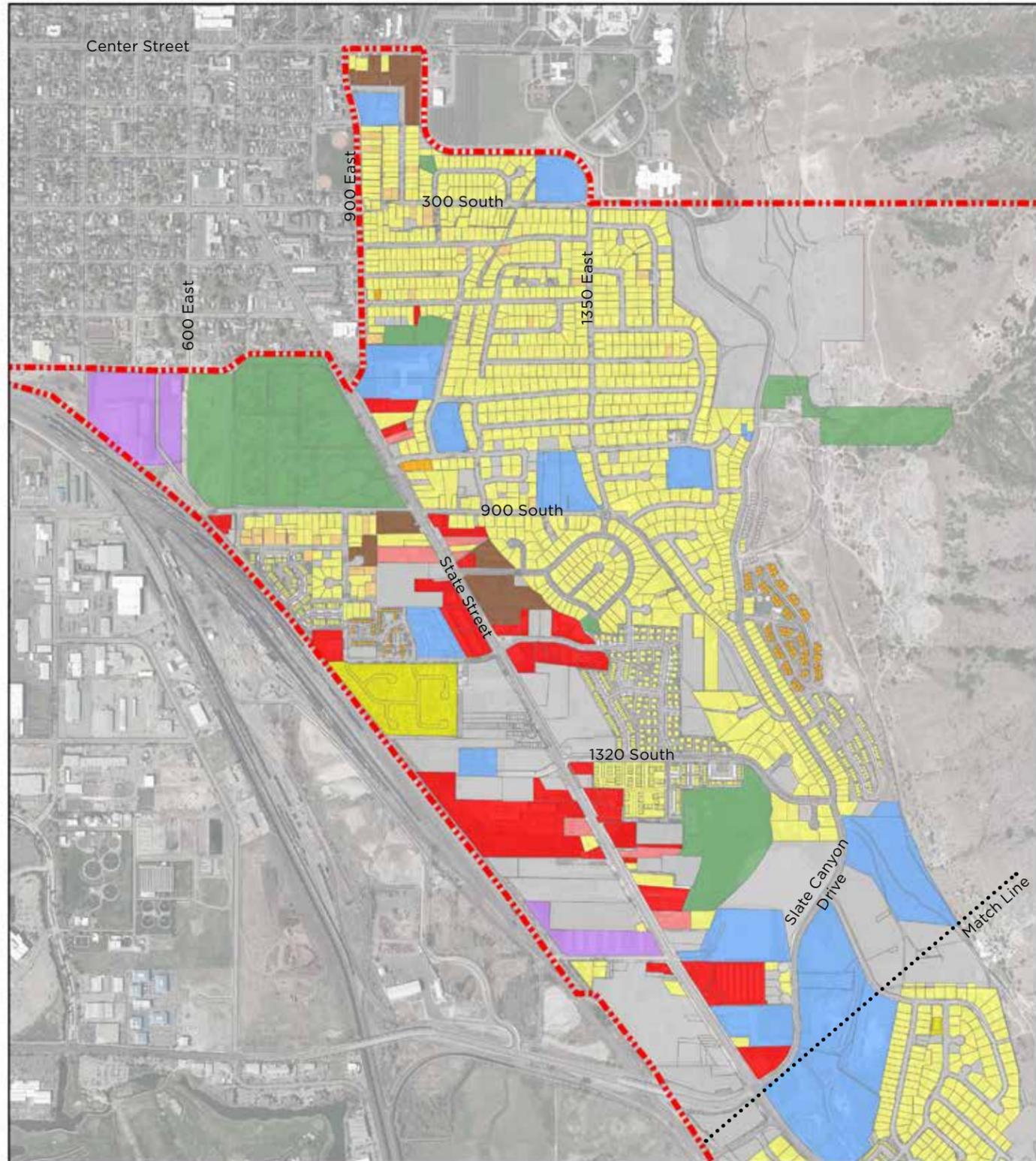


Figure 2.3a - Existing Land Uses (2014)

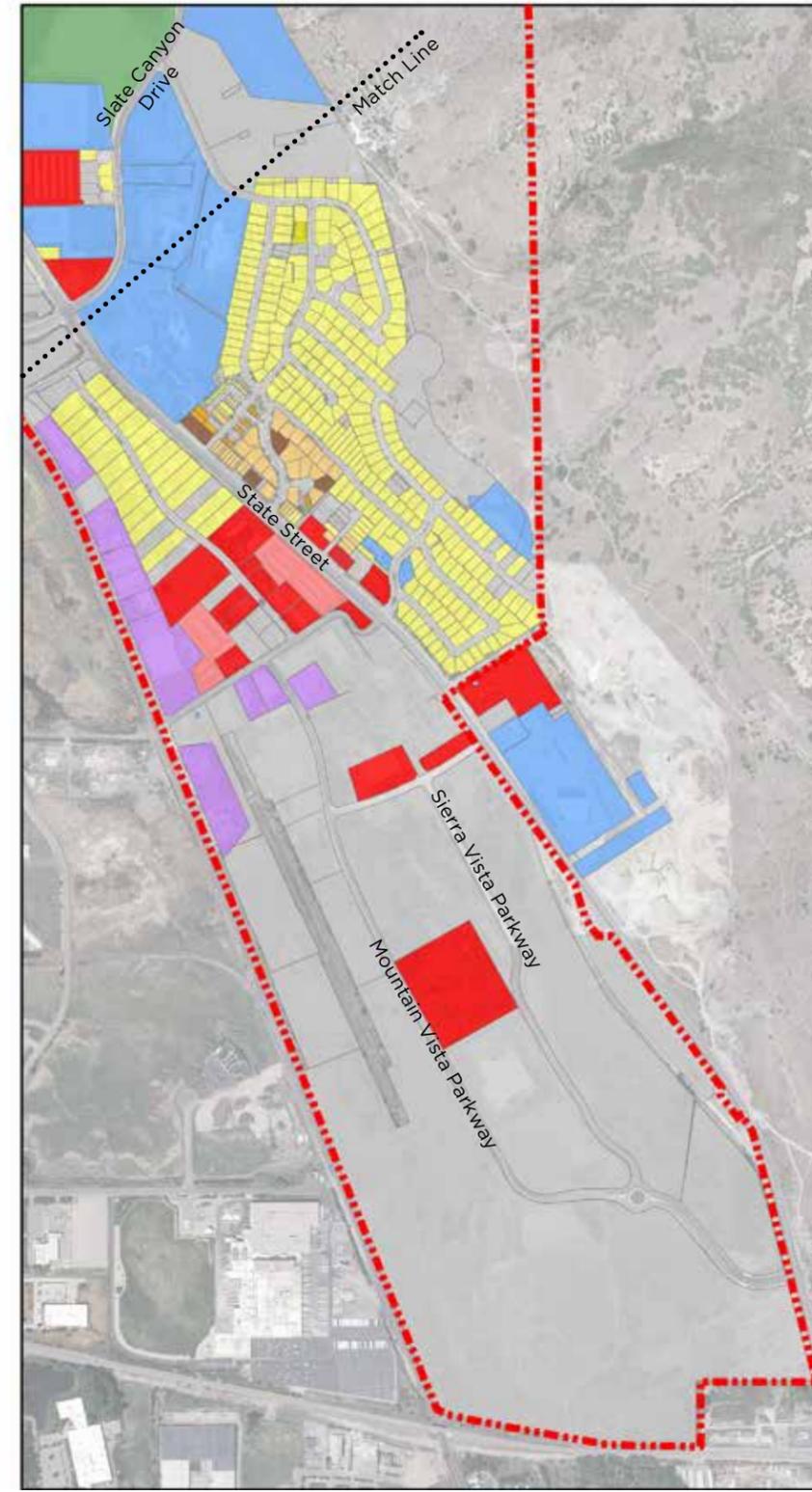


Figure 2.3b - Existing Land Uses (2014)

Existing Land Uses (2014)

- Apartments
- Commercial
- Multi-Family Residential
- 2-4 Unit Residential
- Public/Civic Facilities
- Industrial
- Manufactured Home Park
- Mixed Use
- Single Family Residential
- Park
- Vacant

*Note: Utah County Assessor Office database was utilized as the source of this information. An incomplete sampling performed by a few Advisory Committee members suggests this data may be inaccurate in the Provost Neighborhood, failing to accurately identify homes that are being used illegally as duplexes. Zoning enforcement efforts should be made to correct occupancy violations as they are confirmed.

TENURE

Using ACS research data, it is estimated that 52% of homes in Provo are renter-occupied. The data for the Southeast area follows this trend at 51.5% when the neighborhoods are combined. Separating the analysis by individual neighborhood shows that the distribution in two of the neighborhoods (Provost and Spring Creek) are similar despite the differences in predominant housing types discussed earlier. Both are somewhat different from that in the Provost South neighborhood. It should be noted that insufficient data exists at this time to accurately account for detached single-family homes that may be used as multi-unit housing despite the existing character and legal zoning permissions.

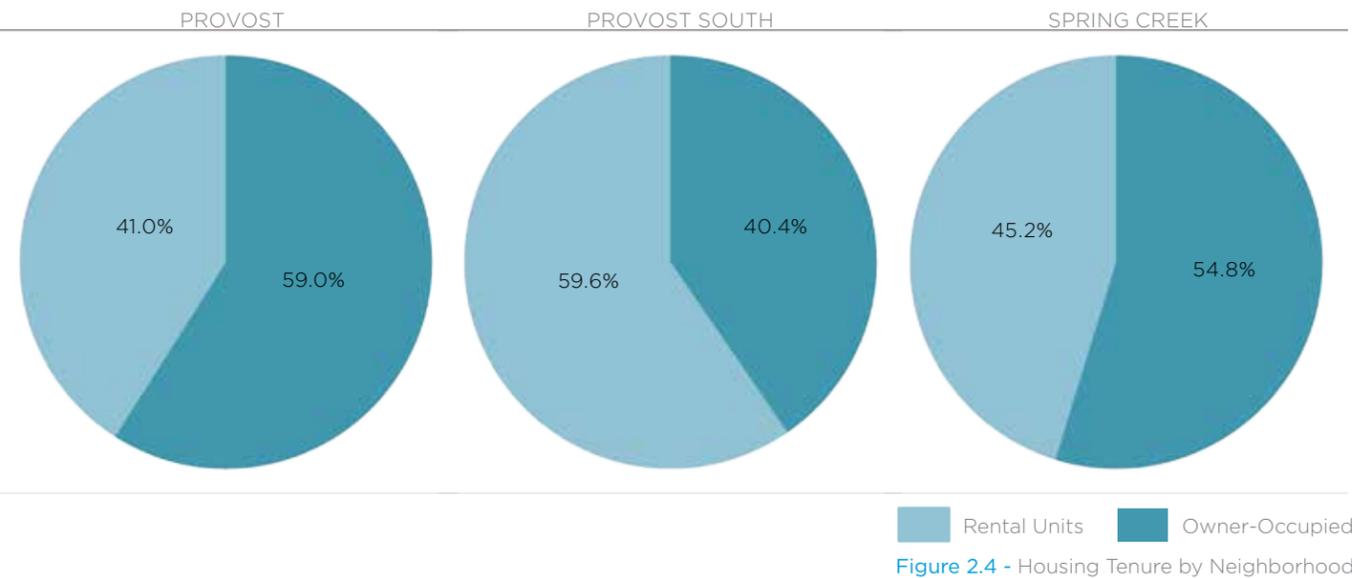


Figure 2.4 - Housing Tenure by Neighborhood

AGE OF HOUSING

Very few historic homes exist in the Southeast area. Reviewing the age of housing across the neighborhoods shows that growth has slowly occurred beginning at the north of the area and spreading south as demand increases. Sixty percent of the homes in the Provost neighborhood were built between 1940 and 1970. Housing renewal is slow in all but the Provost South neighborhood which has experienced most of its growth since the turn of the century.

HOUSING VALUE

The largest percentage of home values in the area range from \$150,000 to \$300,000, with an overall median value of \$169,500. ACS data suggests a correlation between higher housing values with newer homes and lower values in the older areas of the neighborhood. Investment pressures to rent out homes instead of owners occupying them may have slightly inflated home values in the Provost South neighborhood, but the majority of home values remain within the moderate-income level of the city regardless.



Figure 2.5 - Advisory Committee photographs of assets (above) and concerns (below) of the neighborhood.





C. CHARACTER/ENVIRONMENT

The identity, or character, of a neighborhood is important to its residents and how others perceive it. It establishes a sense of place and gives people a reason to visit. The residents in the Southeast neighborhoods enjoy the proximity to natural habitats and strong sense of community. With such a unique mix of interests in the area, there are naturally conflicts that need to be addressed to improve upon the quality of life enjoyed by those with vested interests in the area.

PHYSICAL ENVIRONMENT

The appeal of the Southeast neighborhood, for many, can be characterized by its proximity to the natural beauty of the mountains. With mountainside development, however, comes reduced connectivity in the street network as grade changes create unique challenges. The infrastructure around established neighborhoods is doing well, but in underdeveloped and dilapidated areas the environment quickly deteriorates with broken sidewalks, overgrown yards, and abandoned structures. Being the gateway to the city from the South, the aesthetic character of the area is important to the economic vitality of businesses and residents alike.



OPPORTUNITIES

With such great recreational access, the Southeast area holds great potential to improve as development continues. Vacant land to the west of State Street is ripe for development that will enhance the character of this main gateway to the city. Improving the look and feel of State Street will make the greatest impact on the perception that visitors and residents have as they enter the City. Beyond this, simple efforts to enhance the local street network and preserve the already existing amenities will further accentuate the beauty of this area.

CONCERNS

Through staff initiated interviews, online surveys, research, and professional recommendations, a number of common concerns in the Southeast neighborhoods were brought to light. The most prominent concerns identified in the area were the lack of local retail conveniences, unsafe local road networks (e.g. the less developed section of Nevada Avenue), and disjointed property values between non-owner-occupied investment properties and owner-occupied property owners within existing single-family neighborhoods. Negative impacts of over-occupied rental units include too many vehicles for available parking and lack of upkeep of rental properties. The abundance of rental properties produces a very transient population which negatively impacts the stability of schools and religious congregations.

Other concerns included the poor aesthetic quality of State Street, lack of transit options, development encroachment near Slate Canyon, and necessary reliance on State Street for connectivity between neighborhoods.

The recommended future land use map for the Southeast Neighborhoods (Figure 3.10) was produced by studying existing land uses, observing building trends, and considering the needs of the area. The Planning Staff combined this information with desired goals and outcomes expressed by area stakeholders to create a vision for future development in this area. Multiple land use scenarios were studied for the potential to meet the noted Neighborhood Plan Goals while accommodating future growth.

This map is meant to be a guide, much like the General Plan, for future zones and project proposals. The focus of the recommended future land use map is to establish an acceptable diversity of housing types and uses within the neighborhoods, promote a viable option for economic growth that would provide easy access to local conveniences, and protect existing natural resources unique to the area. Areas where no land use change is being recommended have been faded back to ease in the readability of the map.

A. HOUSING

ONE-FAMILY RESIDENTIAL (R1)

Consistent with the General Plan policies to protect the single family character of established neighborhoods, no properties currently zoned as R1 are recommended for changes in this plan. Additional areas of R1 development are recommended as shown on the future land use map, including the old County jail property. As such, the Slate Canyon Area Master Plan is considered obsolete as it is replaced by this plan. Current zoning regulations should be strictly enforced in the R1 zones to encourage clean, well-kept communities and regulate over-occupancy and parking issues facing the area.



Figure 3.1 - Example of pocket neighborhood

LOW DENSITY RESIDENTIAL (LDR)

The LDR zone allows for a mix of attached and detached housing types within one zoning designation. This zone allows for up to 15 units per acre, but maintains the same occupancy restrictions and aesthetic characteristics as traditional detached residential housing. Until additional transit opportunities become available to relieve the auto-dependant nature of this area, off-street parking requirements for LDR developments should be expected to meet non-family occupancy found in the existing ordinances.



Figure 3.2 - Example of LDR Housing (attached)

MEDIUM DENSITY RESIDENTIAL (MDR)

The MDR zone permits multi-family dwellings as dense as 30 units per acre as long as other code requirements are met, such as adequate parking. Allowing these higher densities west of State Street could encourage appropriate development to accommodate the population needs in the area necessary to incentivize the desired neighborhood shopping center.



Figure 3.4 - Example of Medium Density Residential

BACHING OVERLAY

This overlay will allow the area west of State Street to house up to six singles per unit, rather than the standard allowance of three singles under traditional family occupancies. Incorporating this into future land uses will help encourage appropriate projects and acknowledge the vibrant single demographic that thrives in Southeast Provo. Increased parking requirements would be necessitated by the higher density of a batching overlay.

B. COMMERCIAL/OFFICE

NEIGHBORHOOD SHOPPING CENTER

During discussions with area residents, a primary concern expressed was the desire to reduce automobile reliance and congestion on State Street. One key to reducing automobile reliance is to provide local conveniences within walking or biking distance so that automobile trips become unnecessary for daily tasks.



Figure 3.5 - Orenco Station Mixed-Use Development

Two commercial nodes are identified as key locations where neighborhood-scale shopping centers could be a valuable enhancement to the quality of life for this neighborhood. These nodes occur at the intersections of 1320 South State Street and 1860 South State Street. Although zoning can reflect the desire for community scale conveniences at these locations, it is also important to understand that the viability of these nodes will rely heavily on sufficient housing densities to support these uses. Balancing the need for sufficient residential rooftops to encourage commercial development with the desire for low-density, detached housing will be an ongoing challenge for this area.



Figure 3.6 - Example of Neighborhood Shopping Center



C. INDUSTRIAL/MANUFACTURING

PLANNED INDUSTRIAL COMMERCIAL (PIC)

The Mountain Vista Industrial Park has gone through extensive cleanup efforts by the City to create a place ready for development. The area is poised well for revitalization and should place a high priority on the perception the zone provides to those viewing the area from State Street. Open space and landscaping requirements for this zone should be modified to align better with the original intent of the zone.

Although new applications of this zone are not recommended as part of this plan, the areas currently zoned for this type of development should be considered when analyzing the effectiveness of the zoning ordinance. Recommendations to improve the current zoning regulation include increased landscape requirements, enhanced architectural guidelines, and incentives to encourage greenroof construction or screening when viewed from State Street. Although the uses in this area are industrial, the aesthetics of the area can create an inviting atmosphere for those who pass by. Attractive buildings and landscaping can encourage a positive work environment as well which can help to increase the quality of life for the new workforce that could be drawn to this area.

D. OPEN SPACE

BICENTENNIAL PARK

Originally constructed in 1976, Bicentennial Park continues to expand and provide more opportunities for the residents of the neighborhoods and other visitors. Funding

SLATE CANYON PARK

Offering a range of outdoor activities from hiking to disc golf, this park provides a readily available escape for nearby residents. Future phases are planned to expand this park to offer tennis courts and a downhill mountain bike course. These phases are included on the future land use map. The Parks Master Plan includes more detailed information regarding this expansion.

SPRING CREEK PARK

An additional park is currently planned for construction in the future which will accommodate the needs of many residents on the West side of State Street.



Figure 3.7 - Bicentennial Park



Figure 3.8 - Slate Canyon Trailhead

E. SENSITIVE LANDS

Development interest to the east has created a need to establish an understanding of environmental and geologic conditions that should be taken into consideration. Current Provo City Ordinance prohibits development activity in steeply sloped areas which are identified as greater than thirty percent slope. The hatched area shown on the map provides a general guide to where development limits would be found based on this ordinance restriction. Aside from addressing seismic and other geological concerns, the viewshed also plays an important role as a valuable neighborhood amenity and should be protected from future development.



F. GOALS AND OBJECTIVES

1. Utilize current General Plan policies to encourage preferred future land uses
 - a. Update the General Plan map and text to reflect the proposed land use map
 - b. Coordinate the surrounding future neighborhood plans to be complementary to the Southeast Neighborhoods proposed land use map
2. Require that all future development complies with the proposed land use map
 - a. Determine which zones are inconsistent with the proposed land use map
 - b. Amend the zoning map to be consistent with the proposed land use map
3. Amend the Planned Industrial Commercial Zone criteria to better promote the goals established in the General Plan
 - a. Increase open space and landscape requirements to ensure a “park-like” atmosphere is achieved
 - b. Coordinate changes with those of the South State Street Design Corridor to ensure compatibility and eliminate redundancy.
4. Prioritize the current Parks and Recreation Master Plan recommendations
 - a. Fund and develop the expansion site to the east of Bicentennial Park
 - b. Provide protection to the Slate Canyon Trailhead from future development activities that could negatively impact its recreational benefits
 - c. Update Parks and Recreation Master Plan to reflect the planned future phases of Slate Canyon Park

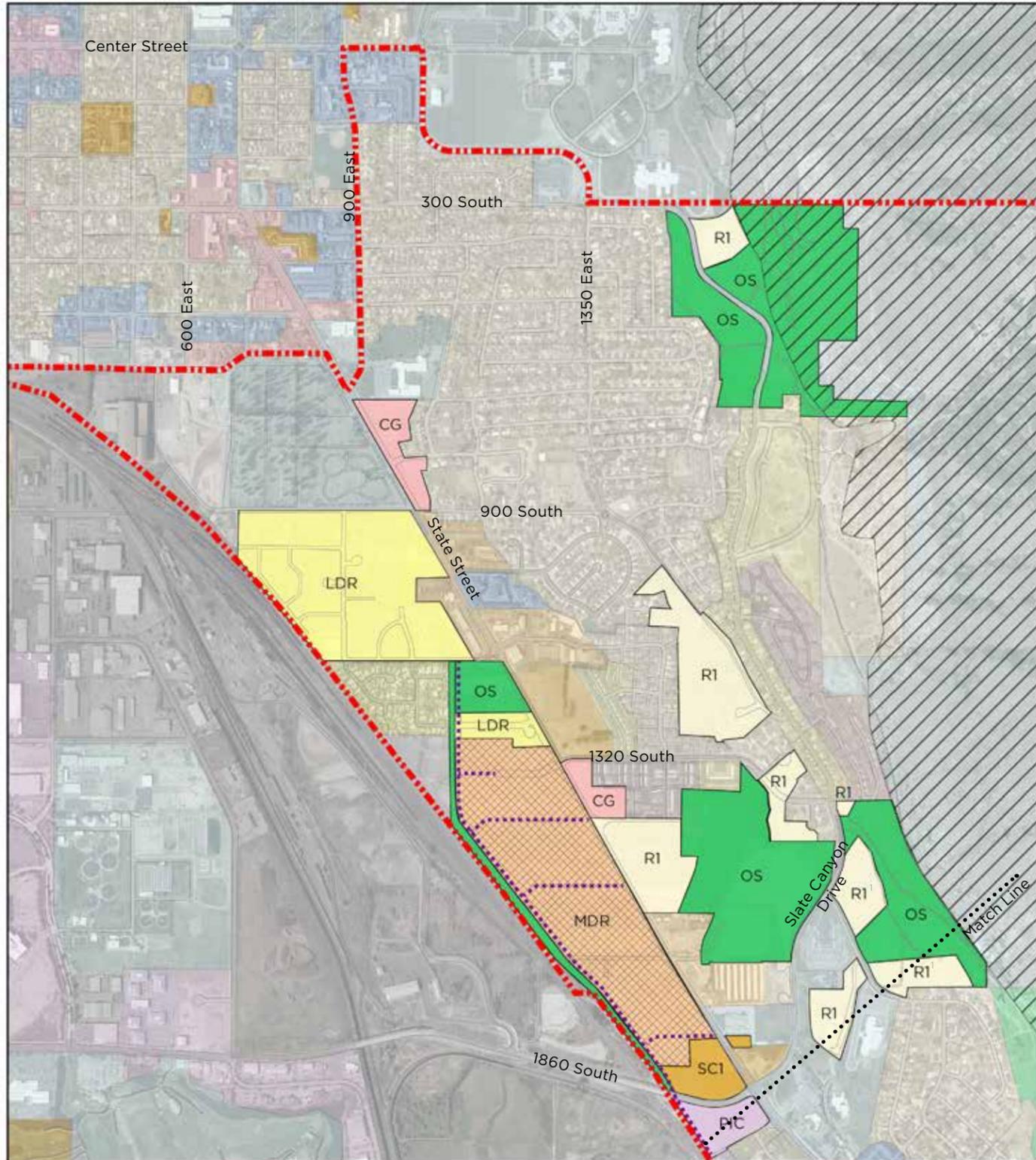


Figure 3.10a - Plan Recommended Future Land Use

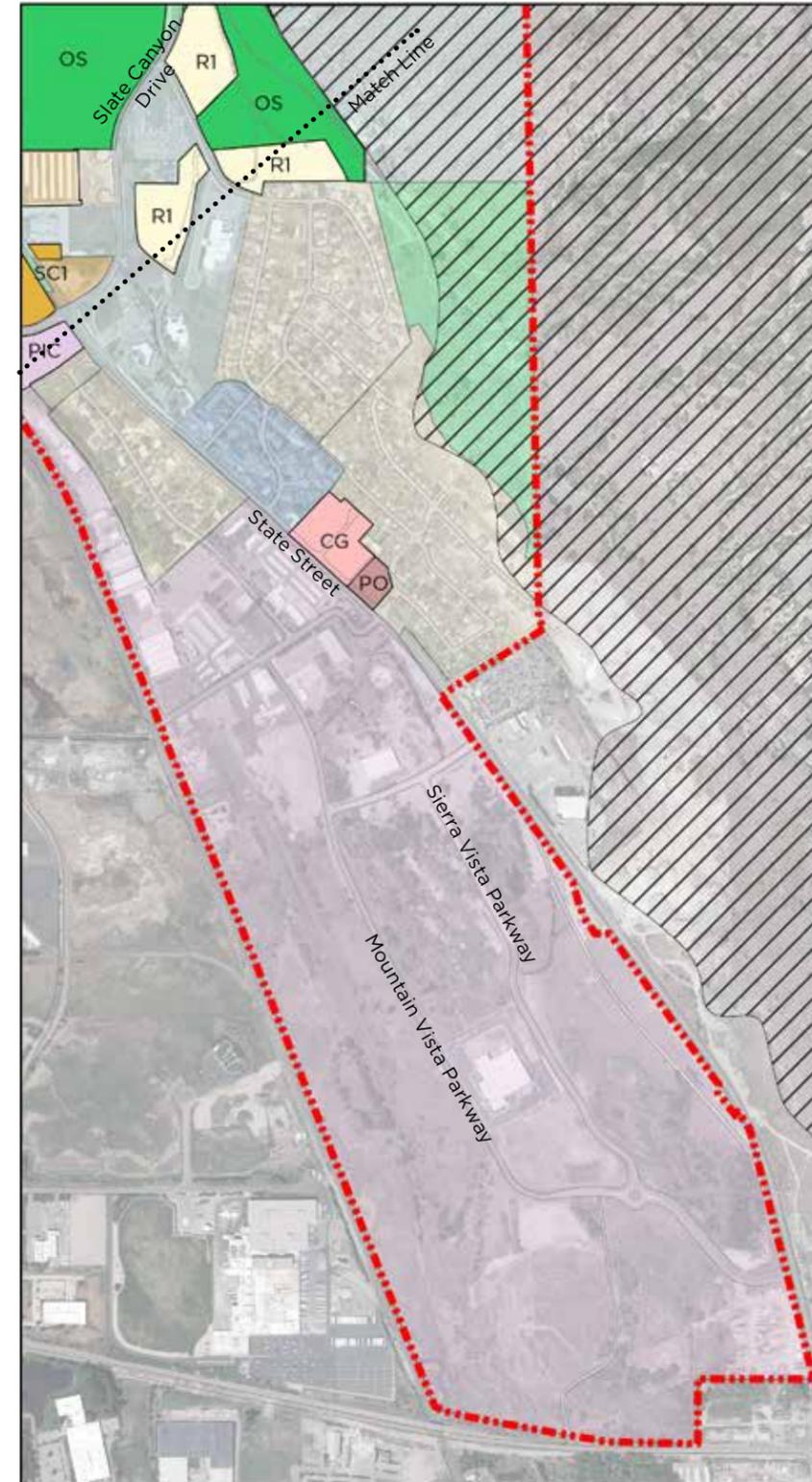


Figure 3.10b - Plan Recommended Future Land Use

Future Land Use Map

-  R1 - Single Family Residential
-  LDR - Low Density Residential
-  MDR - Medium Density Residential
-  SC1 - Neighborhood Shopping Center
-  PIC - Planned Industrial Commercial
-  OS - Open Space / Parks
-  CG - General Commercial
-  PO - Professional Office
-  Baching Overlay
-  Sensitive Lands
-  Proposed Street Connection

Projections

*New R1 Area:	50 ac
Potential R1 Units:	162
*New LDR Area:	25 ac
Potential LDR Units:	308
*New MDR Area:	60 ac
Potential MDR Units:	1,350
*New Commercial Area:	6 ac

*Note: "New" refers to land that is either vacant or expected to redevelop. Areas where recommended zoning is reflective of existing conditions that are anticipated to remain indefinitely are not included in the provided projections.

Areas shown for potential R1 development at the Buckley Draw site will require significant geological studies to determine actual feasibility of development in this area. Areas shown on this map are conceptual only and cannot be verified without additional study.

A. PUBLIC REALM

STANDARD STREET LIGHTING

Enhanced street lighting was installed along the east side of State Street as part of the recent construction of a ten foot multi-use path. To create continuity and harmony, the selected fixtures should be used on the west side of State Street and should extend the entire length of the State Street Design Corridor.

LANDSCAPING

A common desire expressed by stakeholders in the area was to improve the lacking street tree network. Many areas have been developed with insufficient parkstrip width to plant a tree, or the trees were simply never put in. As streets are improved, or new development occurs, the incorporation of new street trees should be included as part of the project.

UTILITY INFRASTRUCTURE

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



Figure 4.1 - Decorative Street Lights



Figure 4.2 - Decorative Utility Box



B. SIGNAGE

Gateway signage can enhance the face of the city and establish a first impression to those who enter. A well-designed and attractively landscaped gateway sign will provide a way to express the Provo City motto, “Welcome Home.”

C. GOALS AND OBJECTIVES

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



Figure 4.3 - State Street Corridor Photo Simulation at Gateway Sign

A. STREET DESIGN AND CIRCULATION

SOUTH STATE STREET CORRIDOR

The South State Street corridor has a high-impact potential for the area. The influence of this corridor extends beyond the physical boundaries of the neighborhoods as a critical link to local and regional access for those who either do not need the I-15 freeway or who are not allowed on such a connection, such as those who commute by bicycle.

Current design regulations for this corridor encourage the creation of a unified development pattern and provides some aesthetic standards for development. This section of road is part of the Highway 89 State Route, controlled by the Utah Department of Transportation (UDOT). As such, will require coordination and approval with them for improvement recommendations. Although this creates an additional hurdle, the importance of this corridor warrants the efforts required to establish a more attractive gateway to the city.

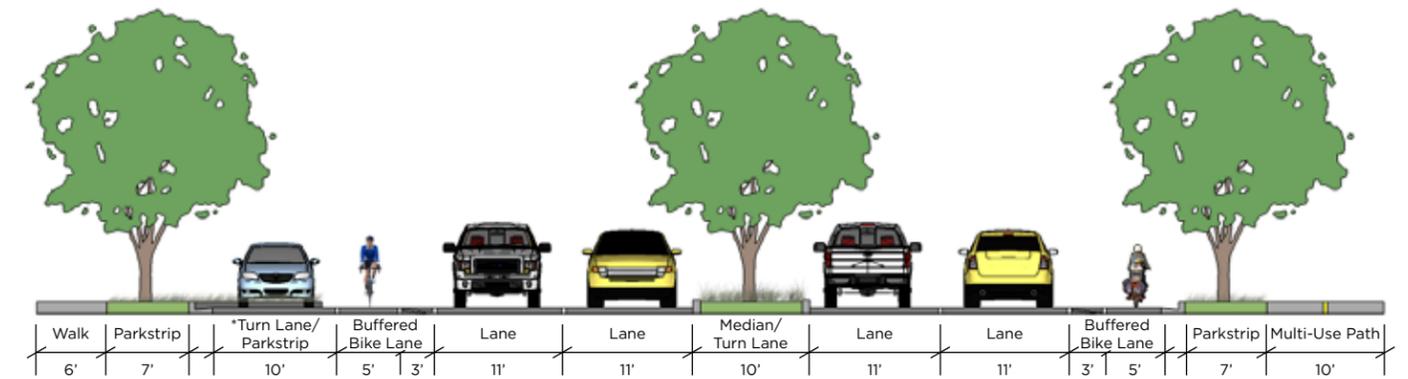


Figure 5.2 - South State Street Suggested Cross-Section

*Note: In areas where no turn lane exists, extra parkstrip width should be split between each side of the street.



Figure 5.1 - NACTO Design Guideline for Buffered Bike Lane at Merging Areas

While reviewing current design standards and regulations with the advisory committee and Provo City staff, the following recommendations are considered important to further improve the design corridor according to already established policies:

- » Current building setback requirements are adequate when used for landscape buffering. However, the standards do not specifically require quality landscaping to be in this space. This setback area should be used to enhance the space through plazas and landscape, other uses should be limited. The current practice of including public sidewalks on private property adds additional confusion as to the intent of the setback requirement.
- » A sufficient buffer/barrier is absolutely critical to bike and pedestrian comfort. Current standards for parkstrips of seven feet should be increased where possible on this corridor which will also provide more adequate area for larger shade trees.
- » Efforts should be made to bury power lines along the State Street corridor. Where underground lines are not feasible, lines should be relocated to the railroad tracks. Due to the cost associated with this, a long-range strategic plan should be developed to ensure this occurs as the opportunities become available.
- » The installation of a landscaped median would provide a drastic aesthetic improvement, help to calm traffic, and improve safety for non-vehicular traffic by reducing crossing distances. A raised landscape median should be considered in-place of the center turn lane at all areas except signalized intersections where the function of the turn lane is important to adequate traffic flow.
- » When topography is such that roofs or other “industrial” features are visible from State Street, heavy landscape screening or greenroofs should be incorporated into the project to reduce the visual impact on this viewshed.
- » Improve the wide right-of-way cross section to incorporate complete streets principles and balance the priorities given to various transportation modes. With wide shoulders ranging from 12 feet to nearly 20 feet and no parking allowed, this space could be re-stripped to provide a buffered bike lane without any need for hardscape alterations.

SLATE CANYON DRIVE

Slate Canyon Drive currently serves as the only north-south collector road on the east side of State Street. Analysis included in the Transportation Master Plan shows this road as having sufficient capacity to easily serve the needs of the area.

With the limited development potential around the area, the present infrastructure is not anticipated to need any increased width. In fact, residents living on Slate Canyon drive have expressed concern about speeds and volumes traveling on the road affecting their quality of life. To further add to the safety concerns on the road, the included bike lane is often unusable because of encroaching garbage cans and parked cars requiring cyclists to enter the automobile travel lane.



As the TMP is updated, serious consideration should be given for traffic calming measures to help improve the safety and usability of this road for all modes of transportation. The recommendation from the Institute of Transportation Engineers (ITE) is to apply Context Sensitive Solutions which regulate traffic speed and volume through design features and a desired community outcome rather than relying on posted speed limits and traffic enforcement. (*Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*, ITE Publication No RP-036A, 2010)



NEVADA AVENUE

The section of Nevada Avenue from the Slate Canyon Drive intersection to approximately 950 South is not identified as a main travel way for vehicles by the Transportation Master Plan. However, the road is a heavily traveled corridor by pedestrians and still provides an established connection for vehicles, bicycles, and pedestrians alike.

The original construction of the road was built with insufficient separation for pedestrians to safely utilize. Short-term improvements for this area should include the addition of striping at the center and shoulder to slow automobile traffic and designate a clear area for pedestrians. Signage and “sharrows” can also be added to designate the road as a bicycle priority corridor to reduce the conflicts between frustrated automotive traffic and the necessary connection for safe bicycle traffic.

Because topography limits the ability for this road to meet the standard street cross-sections developed by Provo City Engineering, the City should work to establish a long-range plan to eventually improve this area with appropriate buffers for multi-modal uses despite the tight corridor constrained by natural grade.

B. ALTERNATIVE TRANSPORTATION OPTIONS

FUTURE GREENWAY

Undeveloped property on the west side of State Street provides an opportunity for the city to capitalize on the flexibility the area currently has. Meeting the goals and policies identified in the Transportation Master Plan and the Bicycle Master Plan, the construction of an off-street, shared-use path along the railroad tracks would be a desirable amenity that could enhance the area. Not only would it complete critical connections identified in both the TMP and BMP, but the greenway could also be utilized as a corridor for future relocation of the power transmission lines which currently exist on State Street.

The TMP suggests that a north-south connection is necessary for motorized vehicle travel to reduce congestion on State Street. By incorporating this greenway into the established right-of-way design with the proposed local roadway, the right-of-way dedication associated with development can account for the necessary space to meet a significant number of the needs discussed in this document.

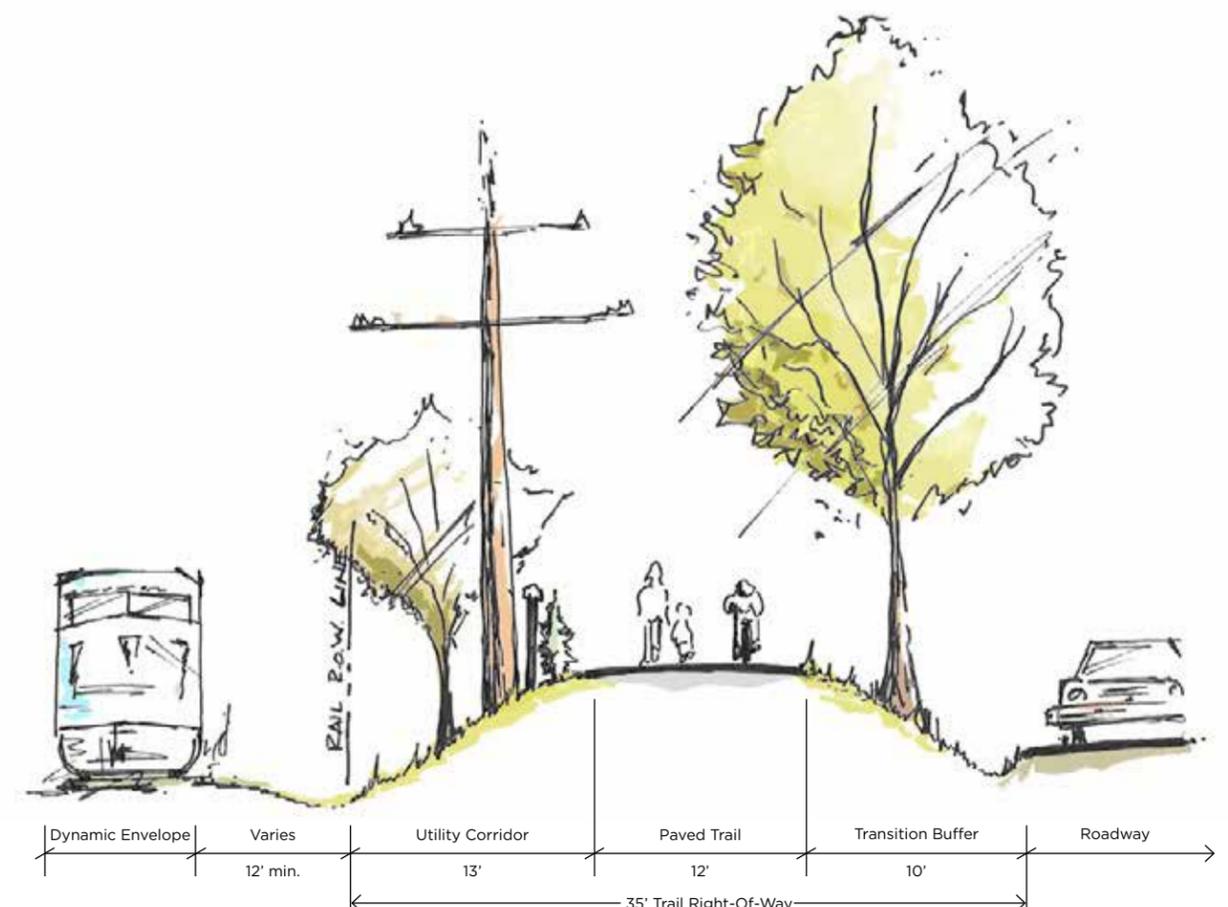


Figure 5.3 - Future Greenway Cross-Section

BICYCLE AND PEDESTRIAN FACILITIES

The Bicycle Master Plan identifies a lack in connectivity between the various bikeways throughout the city. By evaluating these existing bikeways and identifying gaps in the existing bikeway network and pedestrian connections, Provo City can prioritize and implement future projects.

High priority projects should include the continuation of the ten-foot, multi-use path on the east side of State Street, completing the current gap in the 300 South bike lane which occurs from Seven Peaks Boulevard to 900 East, and establishing a pedestrian and bicycle connection along 900 South.

TRANSIT OPPORTUNITIES

The South State Street corridor is a key commuter corridor as it is one of only two north south connections between Provo and destinations to the south. Utah Transit Authority operates two local bus routes on South State Street connecting South Utah County to BYU/UVU and the Provo Intermodal Station.

To increase transit utilization along this corridor, the pedestrian and bicycle connections to existing transit stops need to be improved. These improvements will increase lateral access to the bus lines from the surrounding residential neighborhoods, making trips to and from the bus stop shorter and safer. In addition, the locations of existing stops should be analyzed to ensure that they are placed as close as possible to these lateral connections, thus reducing travel along State Street.

Future roadway improvements should also be coordinated with improvements to passenger amenities at stop locations to increase the perceived permanence and reliability of transit service. Together, these strategies will increase transit ridership in the corridor and help to justify beneficial increases in service frequency. These improvements can be accomplished through focused improvements on local streets, coordination with UDOT improvements on State Street and by utilizing UTA passenger amenity and facility access improvement funding.

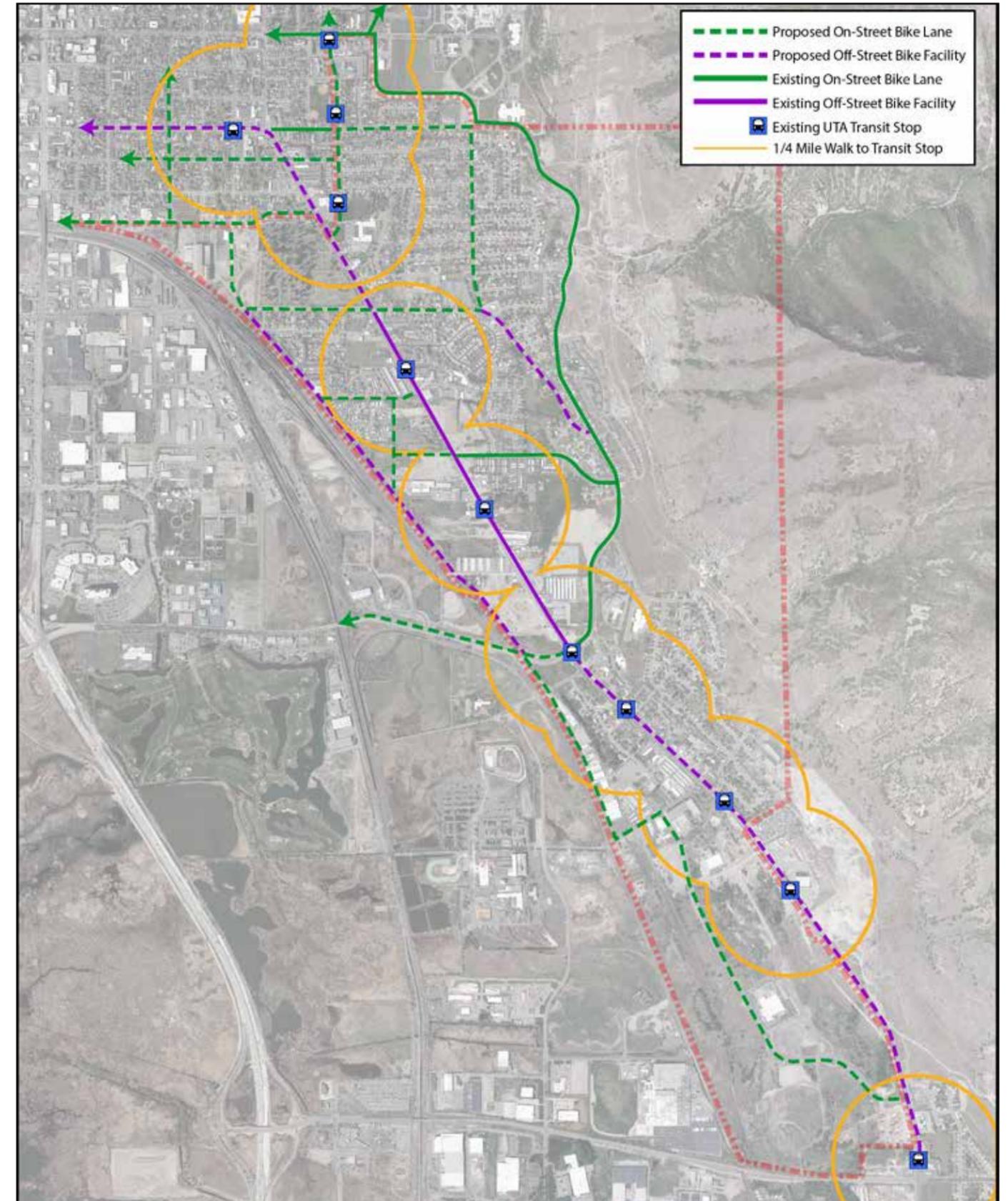


Figure 5.4 - Alternative Transportation Facilities (Existing and Proposed)



C. CONNECTIVITY

The policies identified in the General Plan, Transportation Master Plan, and Bicycle Master Plan all speak to the necessity for integrated connections on the west side of State Street, as previously discussed. While specific suggestions are included in this document, it should be understood that additional connections for multiple modes of transportation should be considered as part of specific development proposals.



Figure 5.5 - Road Striping and Street Trees

D. RESIDENTIAL TRAFFIC CALMING PROGRAM

As suggested by the TMP, the remaining streets in the Southeast Neighborhoods could benefit from implementation of a residential traffic calming program. Response from the neighborhood to recent installations of round-a-bouts has been very positive in meeting some of these needs. In addition to this successful approach, a few common options to help make neighborhood streets more livable are:

- » Striping to reduce perceived road width
- » Reduced asphalt width with wider sidewalks and/or parkstrips
- » Installation of chokers and/or chicanes
- » Enhance high conflict intersections with painted or paved crosswalks

While these techniques are primarily geared toward reducing traffic conflicts, the design of these features can also become an identifying characteristic to the residential neighborhood. The residential areas can begin to have a unique identity by adopting a specific design standard for each of these features.



Figure 5.6 - Enhanced Crosswalk



Figure 5.7 - Choker Lane

E. PARKING MANAGEMENT

PARKING ISSUES

A prominent external indication of the current over-occupancy problems of the area are manifest through excessive on-street parking. In certain situations, the consistent walls of on-street parking also pose safety concerns where visibility is hindered by topographic changes or curves. Currently, the number of available spaces is sufficient for the housing types in the neighborhood, but becomes problematic in areas where existing occupancy exceeds that of the anticipated original development. Although some of the previously mentioned road improvements can help alleviate some of these issues, an area-specific parking program would better address the specific issues at hand.

PARKING PLAN

Current City ordinances provide methods for establishing permit parking areas to regulate on-street parking where such regulation would help to protect the health, safety, and welfare of the residents. Although outside the scope of this plan, future efforts should be made to study and implement an area-specific parking program.

F. GOALS AND OBJECTIVES

1. Enhance neighborhood streets, minimize congestion, and improve safety
 - a. Amend the current street standards to allow adequate flexibility for context-sensitive solutions
 - b. Modify the South State Street Design Corridor policies to encourage complete street design and enhance the pedestrian and bicycle environment
 - c. Develop a long-range improvement plan for Nevada Avenue to enhance the safety for the pedestrian and bicycle community
 - d. Develop a design standard for traffic calming features which can become an identifiable characteristic to the neighborhood.
 - e. Establish a neighborhood parking program for key locations where safety and/or over-occupancy issues exist.
2. Utilize the current Transportation Master Plan and Bicycle Plan guiding principles to create and adopt an official complete streets policy
 - a. Establish clear goals for a residential traffic calming program
 - b. Develop a detailed plan which identifies the required physical, institutional and operations improvements necessary to achieve complete streets
 - c. Prioritize capital improvement projects to close the current gaps in bicycle and pedestrian networks within the area and contiguous with other areas
 - d. Update the Transportation Master Plan to reflect the additions noted in this plan

A. PROCESS

This document is a guide for future development for a specific area of the city. It should be added to regulatory checklists to ensure that plans incorporate the recommendations and objectives found in this document in order to help achieve the vision laid out within its pages.

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 in the Southeast area. This plan helps the City to know what funding is needed in the future and will ensure a budget is prioritized for proposed changes in the Southeast area.

It should be understood that further development, including additional parks and road networks also carry a need for on-going maintenance. The City should anticipate the need to fund sufficient maintenance to keep these additional facilities in good order.

B. RESOURCES

Though not all-inclusive, the following funding options are available to achieve the recommendations set forth in this document.

REGIONAL FUNDING SOURCES

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

INCENTIVES

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

- » An **Impact Fee Reduction Zone** dismisses some costs associated with development and may persuade developers to pursue project opportunities in areas identified as priorities.
- » **Tax Increment Financing** offsets initial development costs through tax-based subsidies.

C. PROSPERITY

To ensure that the Southeast Neighborhoods Plan continues to be a guiding document in City planning, it is important to make it widely available to City Administrators and the public. This document should be available on the City website and at the front counter of City offices.

D. IMPLEMENTATION SCHEDULE

Phase Priority	Phase 1		Phase 2		Phase 3	
	1	2	1	2	1	2
Adopt Southeast Neighborhoods Plan (City Council)						
Remove Slate Canyon Area Master Plan from Appendices (City Council)						
Revise Capital Improvement Plan (Com. Dev., P.W., Admin.)						
Fund On-Going Maintenance Costs of Additional Parks (Parks, Admin.)						
Land Use						
Update General Plan for Future Land Uses (Com. Dev.)						
Amend Zoning Map to be Consistent with the Plan (Com. Dev.)						
Update Park Master Plan to Show New Park Location (Parks)						
Develop and Implement the Expansion of Existing Parks (Parks)						
Urban Design						
Designate a Corridor for a Future Linear Park Along the Tracks (Parks, P.W.)						
Amend PIC Zone Design Standards (Com. Dev.)						
Install Improved Street Lighting w/ Future Projects (P.W.)						
Implement Street Tree Planting Program (Urban Forester)						
Design and Install a New Gateway Sign (Com. Dev., Parks, P.W.)						
Develop Implementation Plan for Power Line Relocation (Com. Dev, P.W., PWR)						
Develop Neighborhood Streetscape Plan (Com. Dev., P.W.)						
Transportation and Circulation						
Amend the South State Street Design Corridor Standards (Com. Dev.)						
Update TMP to Show New Road Proposals (Com. Dev., Engineering)						
Develop a Complete Streets Policy (P.W., Com. Dev., Parks, Admin.)						
Amend Standard Street Design Cross-Sections (P.W., Com. Dev.)						
Implement Residential Traffic Calming Program at Key Locations (P.W.)						
Establish a Neighborhood Parking Program (City Council, Com. Dev.)						
Develop a Long-range Improvement Plan for Nevada Avenue (P.W.)						

