



**Planning Commission Hearing
Staff Report
Hearing Date: September 12, 2018**

ITEM #5* The West Side Citizen Advisory Committee requests a General Plan amendment for adoption of a new future Land Use Map that includes Provo City lands west of the I-15 Freeway, and south of the Provo River. Lakewood, Sunset, Provo Bay and Fort Utah neighborhoods. Brian Maxfield (801) 852-6429 PLGPA20180225

<p><u>Applicant:</u> West Side Citizen Advisory Committee</p> <p><u>Staff Coordinator:</u> Brian Maxfield</p> <p><u>Acreage:</u> just over 6500 acres.</p> <p><u>ALTERNATIVE ACTIONS</u></p> <p>1. Continue to a future date to obtain additional information or to further consider information presented. <i>The next available meeting date is October 10 at 5:00 P.M.</i></p> <p>2. Deny the requested variance. <i>This action <u>would not be consistent</u> with the recommendations of the Staff Report. The Board of Adjustment should <u>state new findings</u>.</i></p>	<p><u>Relevant History:</u> A Neighborhood Plan for the Fort Utah, Provo Bay, Sunset, and Lakewood Neighborhoods was begun several years ago. Adoption of the proposed Land Use Plan would be a significant step toward the adoption of the larger Southwest Area Neighborhood Plan.</p> <p><u>Neighborhood Issues:</u> Citizen input has been sought and received regarding a number of issues. Very few issues have been identified. Most of these are addressed in the staff report.</p> <p><u>Summary of Key Issues:</u> Appropriateness of proposed Land Uses</p> <p><u>Staff Recommendation:</u> Recommend approval of the Land Use Map for the Southwest Area Neighborhoods, as indicated in the attached Exhibit "A." However, if significant public input is given and the Planning Commission feels a continuance would be appropriate, Staff would suggest continuance.</p> <p><i>Recommendation for approval <u>would be consistent</u> with the recommendations of the Staff Report.</i></p>
---	--

OVERVIEW AND BACKGROUND

The West Side Citizen Advisory Committee has been meeting since the first of this year to finalize the development of the Southwest Area Neighborhood Plan. Although the remainder of the document is soon forthcoming, the Committee's belief is that since the Land Use Plan is the

heart and core of the document and directs much of the written text in the full document, it would be appropriate to have that portion of the plan reviewed and adopted first.

The Southwest Area Neighborhood Plan encompasses four of the City's neighborhoods: Fort Utah, Provo Bay, Sunset, and Lakewood. It is one of several combined neighborhood plans undertaken by the City in cases where several individual neighborhoods share similar characteristics, issues and challenges. As a mid-range planning tool, it is adopted as a supplement to the Provo City General Plan.

The plan was originally begun in April of 2014, and has also involved an original committee and a second committee formed by the Municipal Council. Following input and direction from the Council at the end of last year, Community Development Staff organized the current Committee at the beginning of this year. Made up of residents, business owners, and representatives from the Planning Commission and the associated group of neighborhood chairs, the Committee began by examining the current plans and documents relating to the area. The Committee then worked to identify and assess past development activity, as well as current economic and social conditions. Once that was concluded, an extensive examination began regarding land suitability, opportunities and potential for development. Overall, major consideration in the development of the Land Use Plan included:

- Anticipating the development needs of the relevant neighborhoods, the entire area, and the City as a whole;
- Identifying development issues;
- Identifying opportunities for and constraints to development;
- Identifying areas which are suitable/unsuitable for different types of development;
- Analyzing and proposing ways in which the area should develop over time; and
- Establishing appropriate policies and standards to guide development.

The proposed Land Use Plan attached to this report, is the result of several committee revisions, as well as revisions made following periods of public input. While not every issue could be addressed in a means favorable to everyone providing input, the committee believes the plan provides the best alternatives and recommendations regarding the future development of this portion of the City. The following gives some detail regarding the proposed land uses designation.

RESIDENTIAL

Over half of the area included within the various land use designations, is planned for residential. The plan includes a general Single-family Residential designation (R), as well as Low Density Residential (LDR) and Medium Density Residential (MDR) designations. The differences in those designations include variations in both density and types of allowable residential units.

(RA) Residential Agricultural is intended to allow for small hobby farm type uses, where agricultural activities (mainly an increased animal allowance) exceed what would be found with standard residential uses.

(R) General Residential is intended to principally allow for single-family detached dwellings at a density of up to 4 units per acre. Considerations can also be given to attached single-family units as part of a planned residential type development. The “R” designation has generally been given to all areas suitable for residential development, and not included within the areas designated for higher density residential development.

(LDR) Low Density Residential are intended as “node” areas that would follow the allowances of the City’s current LDR Zoning allowance of a density of up to 15 units per acre, but with a minimum of three housing types dispersed through the particular LDR area. Areas designated for LDR Development are located at three of the intersections along the Lakeview Parkway, and between the large regional commercial area and the Lakewood Subdivision area. LDR is also the residential designation within areas designated as Neighborhood Mixed-Use.

(MDR) Medium Density Residential represents the highest residential density allowed in the Southwest Area, but only occurs in conjunction with the Village Center designation, north of Center Street, and between Geneva Road and the I-15 Freeway. The MDR area is intended to have a mix of 4-5 housing types and follow the City’s current MDR Zone, allowing an overall density of up to 30 units per acre.

COMMERCIAL

Neighborhood Mixed-Use are 3 to 5 acre sites intended to allow and encourage the development of smaller scale retail and office commercial uses, adjoined by twin homes, bungalow courts, or similar scale developments providing a transition toward lower density residential areas. Anticipated commercial uses include gas stations and convenience stores at the site adjoining the parkway (2050 West), while interior uses may include more localized retail and office users.

Village Center is a designation used to convey the allowance for a larger scale mix of commercial and residential uses than would be found in the Neighborhood Centers. The only area with that designation is located at the intersection of Center Street and Geneva Road. A major intent of the designation is to provide for a grocery center and associated retail users. However, it is also intended that the Village Center will provide a core activity center for the community, through site amenities and distinctive design features.

Commercial is a designation for an area of approximately 24 acres, located at the northwest corner of Provo’s southern I-15 Interchange. The intent of this area is to allow for larger scale retail users whose marketing area generally extends beyond Provo’s boundaries.

INDUSTRIAL / COMMERCIAL

Airport Compatible Industrial/Commercial is intended to provide areas for light manufacturing and business park uses, especially those which can take advantage of the available airport facilities and access to the Lakeview Parkway. This designation applies to approximately 200 acres east of the airport, about 152 acres north of the airport, and a small 10 acre pocket of land framed by the Lakeview Parkway, Center Street and 3110 West. All three areas are within the Airport Overlay which is meant to restrict uses that would not be compatible with airport operations. As with the designation within the current General Plan, residential uses have been one of those restricted uses as the noise and activities associated with an airport have been found to often cause conflicts with residential uses.

AGRICULTURE

Much discussion has been held regarding the desire to maintain agricultural uses. Although not indicated by the proposed Land Use Plan, the sensitive areas south of the Lakeview Parkway will retain an allowance agricultural uses, the same as they do on the current General Plan. However, unlike the current General Plan, the proposed Land Use Plan also includes agricultural designations for other significant areas. The intent of designating areas for agricultural use is to further preserve ongoing agricultural operations as well as provide and maintain areas for small scale hobby farms.

RA Residential Agricultural areas are included in various small pockets of from 6 to 17 acres. Because of their generally small minimum lot size, these properties are basically residential properties that allow limited agricultural use, and generally serve as transition areas at the edge of residential areas.

A1.1 designated area runs west from Center Street, along 3110 West to 280 South. The area consists principally of the 5 lot Fullmer Subdivision plus 3 or 4 additional one acre lots. The intent is to maintain this area for what are commonly termed small hobby farms or ranchettes. Although the number of additional homes that could be added to this area is very limited, the designated area could conceivably be expanded further to the east by the property owners, into the area otherwise designated for residential development.

A1.10 designated areas consist of about 90 acres on the west side of the Lakeview Parkway, and approximately 80 acres in the areas north side. The area on the west runs between Center Street and 550 South, and extends west from the Parkway to approximately 3500 West. The eastern portion runs between 280 and 550 South, and east from the Parkway to about 2600 West. Both areas are beneath the Airport Overlay, but the agricultural use should present no conflict with the operation of the airport.

PARKS, TRAILS & OPEN SPACE

Almost all areas indicated on the Land Use Plan as Parks, already exist, with the following two exceptions:

Regional Park represents the ground the City is purchasing and planning on developing as a regional sports park, along with other active and passive uses.

Big Dry Creek is noted as it provides a tremendous opportunity as a unifying feature for future residential areas between 1100 and 1600 West, and between 1150 South and the Lakeview Parkway.

TRANSPORTATION

The Land Use Plan follows the City's adopted Master Transportation plan for the area, but with some alignment changes on the as yet, unbuilt collector streets in the southwest portion of the plan. In the proposed Land Use Plan, an alignment change is proposed for 1150 South as it proceeds west from 2050 West, as well as a new collector street being proposed as a separation between the Airport Industrial/Commercial areas and the Regional Park. Two additional east-west collector streets are also proposed to segment the Airport Industrial/Commercial site east of the Lakeview Parkway, allowing better access for the heavier traffic anticipated with those uses.

Although showing 500 West as a collector street is not a change from the existing Master Transportation Plan, many comments from residents reflected their concern over the street's increased traffic and speeds following its connection to the Lakeview Parkway. Because those issues are related more directly to the City's Master Transportation Plan that is currently being updated, staff believes the issues and concerns could be better and more directly addressed through the review and approval of that plan.

CONCLUSIONS

Adoption of the Land Use Plan for the Southwest Area Neighborhood Plan will help the City be better prepared for the future growth demands in the area. It will also serve to aid the completion of the full Southwest Area Neighborhood Plan.

RECOMMENDATION

Recommend **approval** of the Land Use Map for the Southwest Area Neighborhoods, as indicated in the attached Exhibit "A."

However, staff notes that if further changes to the plan are desired by the Planning Commission due to public input or the Commission's own desires, Staff suggests that the item should be continued so an amended plan can be brought before the Planning Commission.

ATTACHMENTS

- Exhibit "A"

Southwest Area Future Land Use

Land Use (Proposed)	Acres
Agricultural/Open Space	336 ac
Airport Support Businesses	365 ac
Commercial	46 ac
Residential (~3,869 new units)	806 ac
MDR - 36 ac (729)	
LDR - 96 ac (1296)	
R1 @ net - 637 ac (1784)	
RA - 37 ac (60)	
Total	1,553 ac

****Existing Policy Analysis****
 1,553ac - 587 (non-dev) - 966 remaining
 966 ac x 4 u/a = 3,864 units

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

Airport Overlay
 100 Year Flood Area

