



**Planning Commission
Staff Report
Hearing Date: February 13, 2019**

***ITEM # 11** The Community Development Department requests an amendment to the Downtown Streetscape Standards to clarify right-of-way improvements for 100 W Street as redevelopment takes place. City-wide impact. Javin Weaver (801) 852-6413 PLOTA20190007

<p>Applicant: Community Development Department</p> <p>Staff Coordinator: Javin Weaver</p> <p>Parcel ID#: City Wide</p> <p>*Council Action Required: Yes</p> <p>Related Application(s): PLGPA20190008</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 February 27, 2019 at 5:00 p.m.</i></p> <p>2. Recommend Denial of the proposed ordinance amendment. <i>This would be <u>a change from the Staff recommendation; the Planning Commission should state new findings.</u></i></p>	<p>Relevant History: The Downtown Streetscape Standards were adopted on January 19, 2016.</p> <p>Neighborhood Issues: No neighborhood issues have been brought to staff's attention.</p> <p>Summary of Key Issues:</p> <ul style="list-style-type: none">• The proposal is to add a section of standards for the 100 West corridor.• The document is to be amended to reflect standards that more suitable.• The proposed ordinance is aligned with the General Plan <p>Staff Recommendation: That the Planning Commission recommend to the Municipal Council approval of the proposed ordinance amendment.</p>
---	---

OVERVIEW

The Community Development Department has proposed to amend the Provo Downtown Streetscape Standards. This amendment is to further the goals and objectives of the Downtown Master Plan and General Plan. One goal from these plans is to encourage streets that reflect and reinforce a sense of place. Staff has identified that additional standards to the 100 West section would reinforce the street as a pedestrian corridor.

Items in the Downtown Streetscape Standards that are to be amended are the Installation Standards pavement pattern section and corner detailing to illustrate more detailed diagrams, combine the section referencing Amenity Selections and Minimum Spacing Standards for Amenities table in the document, and the Design Guidelines sections to provide clarity to the frontage, pedestrian, amenity, buffer and street zone sections.

Standards to be added to the proposed 100 West section would include a change of color/finish on items in the amenity selections to the Provo blue (see attachment 8), the addition of flowering street trees to create an alternative row of trees, a reduced amount of spacing between each street tree, removal of tree grates, the addition of shrubs and flowers to be planted in the planter box, the addition of midblock crossings, pedestrian activity node at the midblock crossing (see attachment 6), an option to have public art in form of a sculpture on the corners, a pavement pattern section (see attachment 10), corner detailing to illustrate the wider sidewalk and wayfinding signs similar in size as the Arrival Information Sign (see attachment 5).

By changing the color/finish of the amenities to the Provo blue creates uniqueness to the corridor that is not found anywhere else in the city. This will help to give the 100 West corridor an identity. The elimination of tree grates is due to the larger sidewalk on the east side of 100 West. The tree grates will be removed on the west side of 100 West to create uniformity. The reduction in spacing between planter boxes allows for the street trees to create a canopy. There are no setback requirements for buildings in the General Downtown, Downtown Core, or Interim Transit Oriented Development zones. Thus, planting a large tree next to a building with zero setbacks creates a problem. By planting a smaller type of tree more frequently along the walkway still creates the canopy over the sidewalk with a reduction in the tree coming in contact with a building. Midblock crossings like those found on Center Street create a walkable environment in accessing either side of the street (see attachment 2). By having a large open space at the midblock crossing allows for a pedestrian activity node to be installed. Something to give people a reason to be outside and enjoy the open environment (see attachment 6). Incorporating the names of cross streets into the sidewalk at intersection brings cohesiveness to the downtown area and pioneer neighborhoods that have this currently existing (see attachment 7). The wayfinding sign would be placed best at terminus of 100 West at 100 South and 600 South. This way people downtown and at the Provo Station would be able to know where the corridor leads.

FINDINGS OF FACT

1. The Downtown Streetscape Standards were adopted January 19, 2016.
2. Long-range vision and planning documents adopted by Provo City encourage the enhancement of the downtown through development design standards
3. Goal 2.4.1.4 listed in the General Plan calls for providing bicycle and pedestrian-friendly streets and paths throughout the City with an emphasis on areas of high pedestrian activity.
4. Goal 2.4.1.2 listed in the General Plan calls for providing direct routes from key locations in the City by promoting the use of alternative methods of transportation.
5. Goal 2.4.3 listed in the General Plan calls for modifying current street standards and encourage utilization of design tools to promote complete street design in appropriate areas of the City

STAFF ANALYSIS

Provo City Code Section 14.02.020(2) sets forth the following guidelines for consideration of ordinance text amendments:

Before recommending an amendment to this Title, the Planning Commission shall determine whether such amendment is in the interest of the public, and is consistent with the goals and policies of the Provo City General Plan. The following guidelines shall be used to determine consistency with the General Plan: (responses in bold)

- (a) *Public purpose for the amendment in question.*
To establish clear expectations to the Downtown Streetscape Standards that reflects a changing built environment and encourages the use of 100 West as a pedestrian corridor.
- (b) *Confirmation that the public purpose is best served by the amendment in question.*
By having clear standards for the Downtown Streetscape Standards, particularly the 100 West corridor, developers and City staff can more easily work through the project review process with a level of certainty towards staff expectations.

- (c) *Compatibility of the proposed amendment with General Plan policies, goals, and objectives.*

The proposed amended standards intend to meet the General Plan policy to “define the desired urban form with emphasis on enhancing the pedestrian scale and relationship to the planned environment through carefully articulated form and standards.”

- (d) *Consistency of the proposed amendment with the General Plan’s “timing and sequencing” provisions on changes of use, insofar as they are articulated.*

There are no timing and sequencing issues with the proposed changes.

- (d) *Potential of the proposed amendment to hinder or obstruct attainment of the General Plan’s articulated policies.*

The proposed amended standards will promote rather than hinder the articulated policies of the General Plan.

- (f) *Adverse impacts on adjacent land owners.*

No conflicts have been identified as these standards will be imposed on new development.

CONCLUSIONS

The adoption of an amended streetscape design will establish clear expectation for the standards and particularly the 100 West corridor. The establishment of these standards will ensure that the long-term goals of the City are met. Evaluating the proposal as a whole, staff supports the proposed ordinance text amendment.

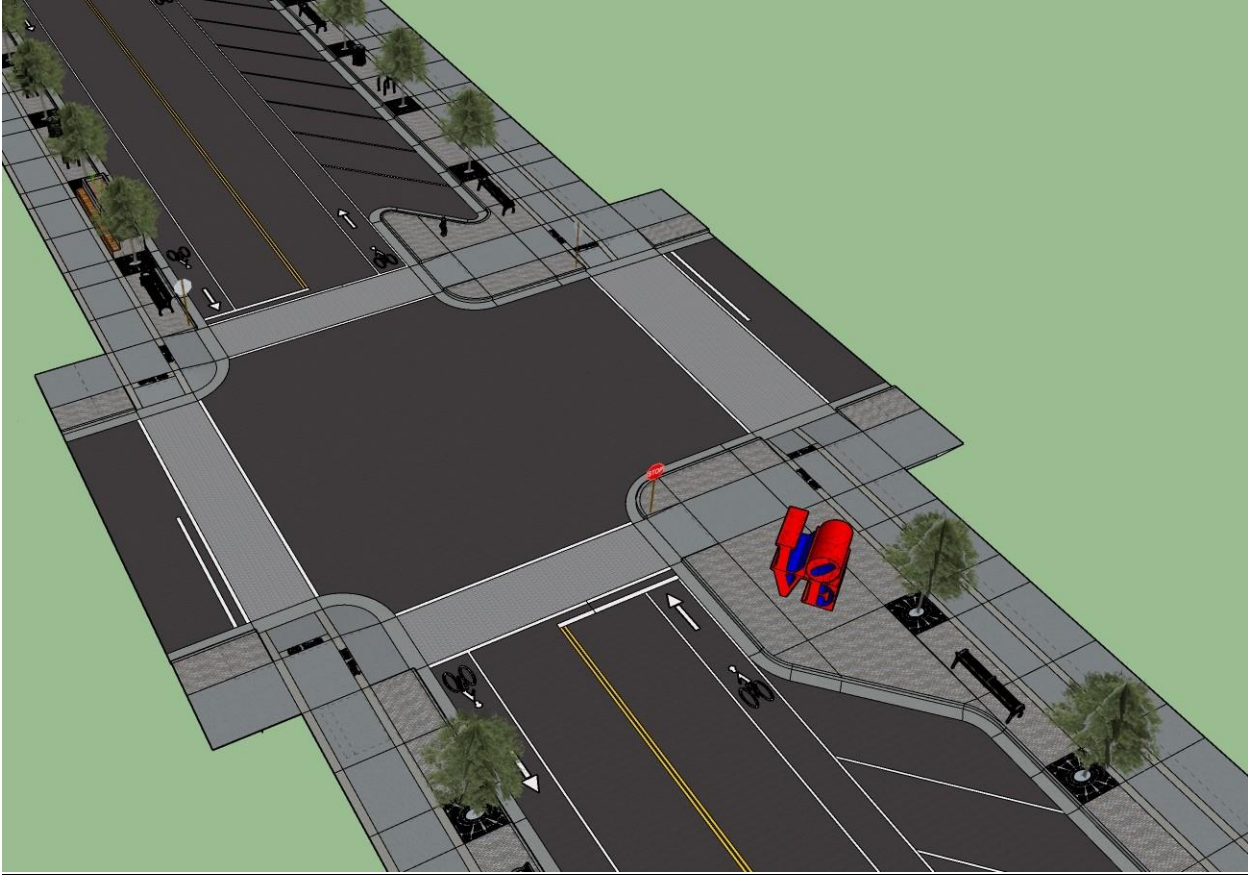
STAFF RECOMMENDATION

Staff recommends that the Planning Commission recommend to the Municipal Council approval of the proposed ordinance text amendment.

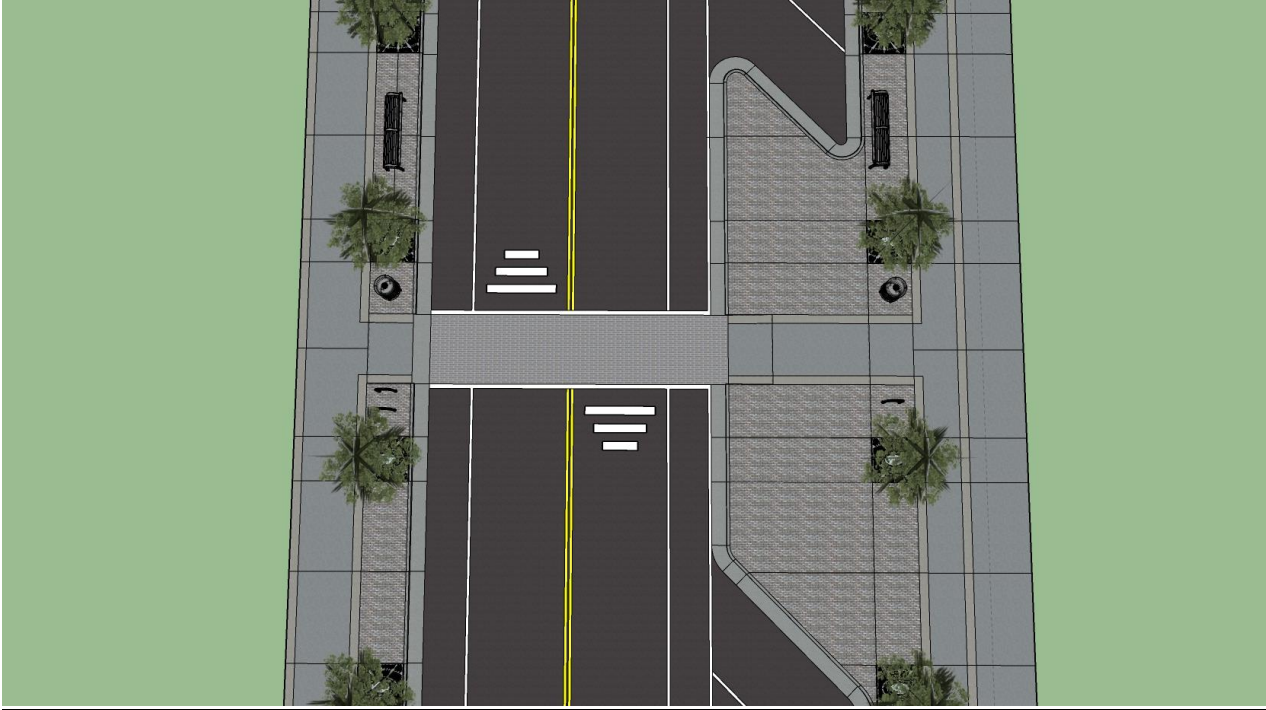
ATTACHMENTS

- 1 – 100 West Design Concept**
- 2 – Midblock Crossing Concept**
- 3 – 100 West/300South Concept**
- 4 – 100 West Concept with Parking Ramp**
- 5 – Pedestrian Wayfinding Sign Example**
- 6 – Pedestrian Activity Node Example**
- 7 – Street Name Imprinted in Sidewalk**
- 8 – Provo Blue**
- 9 – Provo Downtown Streetscape Standards**
- 10 – Example of 100 West Standard Layout Pattern**

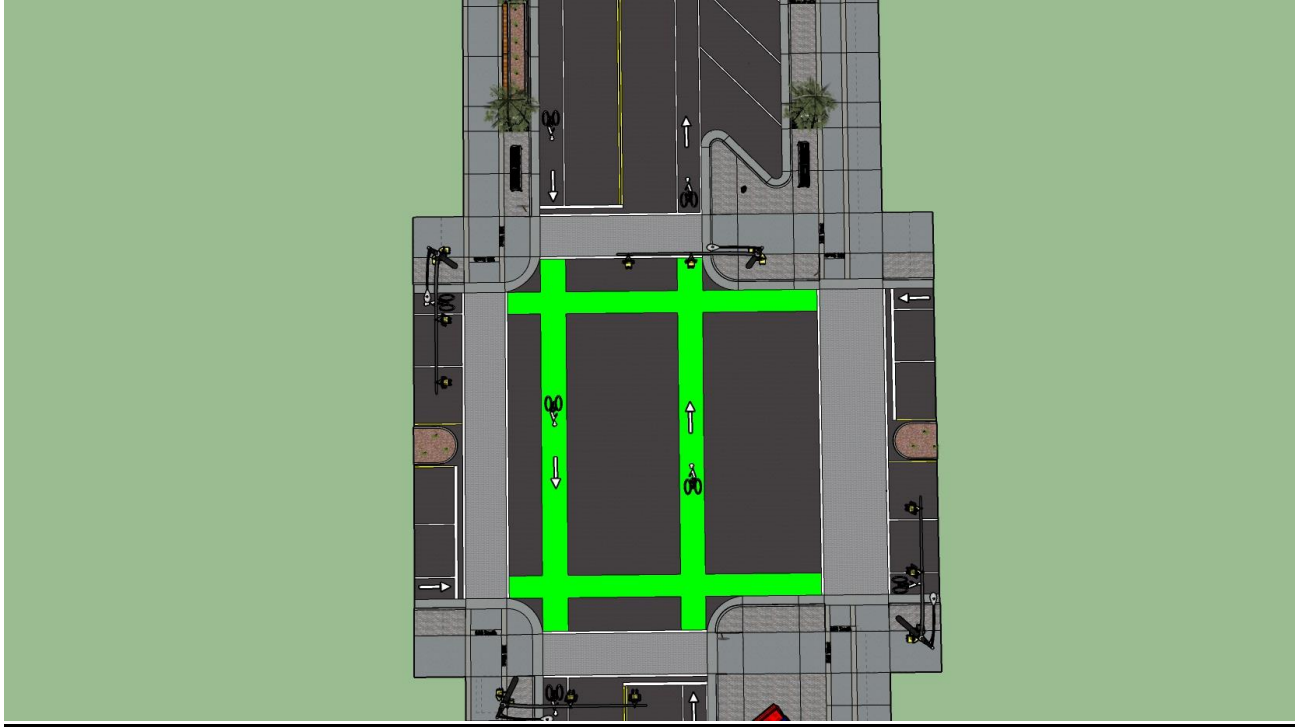
Attachment 1 – 100 West Design Concept



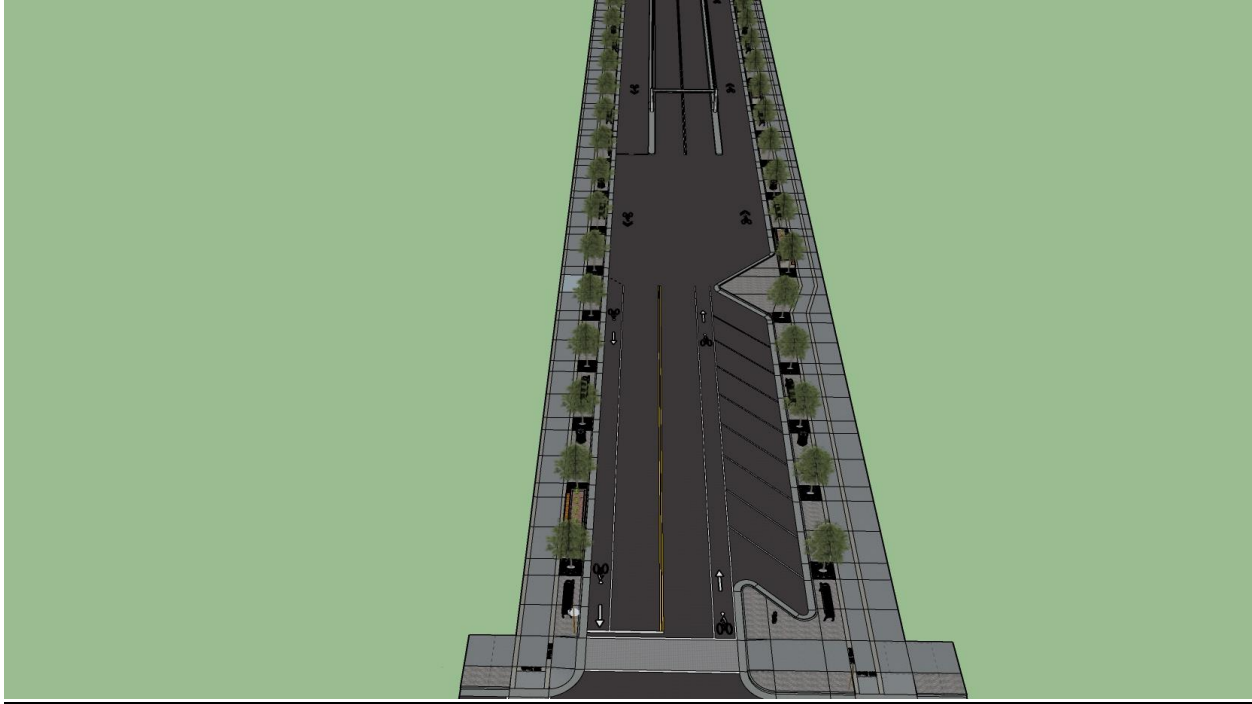
Attachment 2 – Midblock Crossing Concept



Attachment 3 – 100 West/300 South Design Concept



Attachment 4 - 100 W Concept with Parking Ramp



Attachment 5 – Pedestrian Wayfinding Sign Example



Attachment 6 – Pedestrian Activity Node Example



Attachment 7 – Street Name Imprinted in Sidewalk



Attachment 8 – Example of Provo Blue



Attachment 9 – Provo Downtown Streetscape Standards





Downtown Streetscape Standards

Produced 2015

Provo Community Development
in collaboration with
Provo Parks and Recreation;
Provo Power; and
Provo Public Works

Director - Gary McGinn
Asst. Director - Bill Peperone
Planning Supervisor - Brian Maxfield

Staff

Austin Corry
Joshua Yost

INTRODUCTION

Encompassing the downtown area of Provo City, the Downtown Streetscape Standards (referred to throughout the document as the “Design Standards” or “Standards”) aid in the development of public policy and are designed to enhance and conserve the future quality of the overall downtown experience. By creating standards for future development, this experience can be one of continuity and harmony that will unify downtown Provo City while still providing for each property to be individually designed with its own unique character.

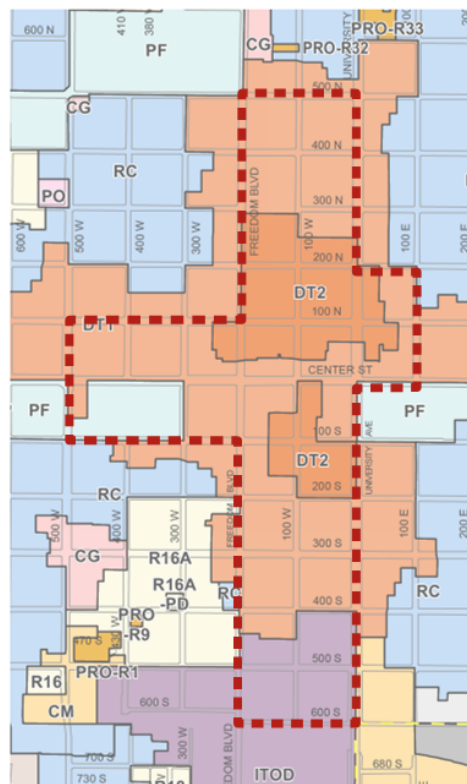


Figure 1 - Downtown District Boundary

SCOPE

Primarily bound by important transportation corridors which extend through the downtown area, the Design Standards apply to all block faces included in or adjacent to the Downtown District Boundary as shown on Figure 1 to the left. In instances where these standards conflict with established design corridors, the corridor standard shall prevail.

Areas outside of these boundaries, but still existing in the Downtown and Transit-Oriented Zones are considered transitional blocks and should be addressed as such for creating acceptable design solutions to transition from the urban character created in downtown to the lower density residential uses of the pioneer and other surrounding neighborhoods. In such instances, all city departments should be engaged to work together, with the developer, to ensure an acceptable transitional solution is accomplished.

Any further interpretation of these standards shall be given by the Community Development Director of Provo City and shall be considered the official interpretation.

PHOTOGRAPHIC EXAMPLES

Any photographic example provided in this document is meant to provide reference of similar characteristics and intent only. No example found herein is to be considered as fully compliant with these design standards.

DESIGN GUIDELINES



FRONTAGE ZONE

The frontage zone describes the area immediately adjacent to a building. The frontage zone provides a space for sidewalk cafes, temporary signage, small planters, and a space where casual window shoppers may stop and gaze without inhibiting the pedestrian through traffic.

- » Spatial Standard: The frontage zone should be a minimum of two feet, but can be extended in width up to the maximum setback allowed by City Code.

PEDESTRIAN ZONE

Acting as the primary accessible pathway, the pedestrian zone provides a clear space adequate for pedestrian traffic to pass through unobstructed from the other adjacent activities occurring nearby. The activities and installations in the frontage and amenity zones should not encroach on this area.

- » Spatial Standard: A minimum of six feet should be maintained in all instances in the Downtown area. On streets identified as main pedestrian corridors, a width of eight feet or greater should be considered.

AMENITY ZONE

The amenity zone is critical in defining the pedestrian character of an urban street. This zone includes street trees and other landscaping in appropriately designed planters, as well as interspersed street furnishings such as street lighting and bike racks.

- » Spatial Standard: Five feet is a typical width for this zone, however, special circumstances may require a smaller width to ensure adequate pedestrian zone is maintained in tight corridors. Priority should be given to the pedestrian zone in this case.

BUFFER ZONE

Serving as a buffer between pedestrian-oriented areas and vehicular traffic, the buffer zone provides a flexible area to be used for supporting items such as on-street parking, outdoor dining, and landscaped bulb-outs. These enhancements can calm traffic and offer support for businesses through character defining elements at the street.

- » Spatial Standard: Width of this zone is strictly context-sensitive. Priorities of each street can determine the width.

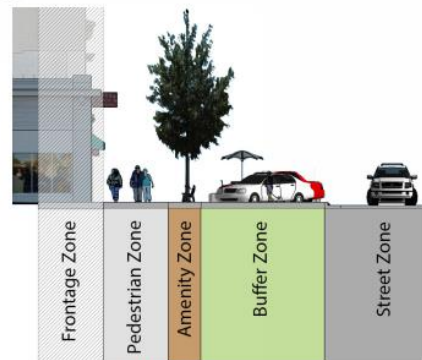


Figure 2 - Spatial Classification Zones

PUBLIC ART

Provo City welcomes artistic expression and encourages public art to be incorporated into project and public-way designs. The City desires to have a variety of visual arts distributed throughout the city to enhance new and existing public spaces.



OPEN SPACE AND PLAZAS

The implementation of gathering space and plazas at key focal points in the overall design is highly encouraged. When opportunity to incorporate a gathering space into the site and building design as it relates to the streetscape, high consideration should be given to provide this great amenity.

SIDEWALKS

All sidewalks shall be standard gray concrete with a medium broom finish and sawcut joints. Brooming should be perpendicular to pedestrian traffic. Colored concrete or pavers may be considered on a case-by-case basis but are generally not acceptable, especially where the unique treatment would be difficult to recreate for future repairs.



INNOVATIVE DESIGN

Provo City welcomes innovative and unique designs and encourages all design professionals and developers to express their individual talents throughout the process. However, it is also important to maintain integrity and compatibility among projects in order to establish a unified image of the City's downtown. Any designs which deviate from the standards of this document may be considered by the Planning Commission on a case-by-case basis for compatibility and/or appropriate enhancement to surrounding adjacencies.



STREET TREES

The urban environment provides distinct challenges to the health of a tree. All new streetscape installations or tree replacements shall adhere to the requirements of this document which have been developed to consider the best possible success rate and the overall life-cycle costs associated with providing these unique installation standards.

LONG-TERM REPLACEMENT STRATEGIES

Trees are a unique design element in an urban environment because unlike other furnishings and fixtures, trees are living organisms. As a result, they will change and grow as time and proper conditions permit. Unfortunately, at some point, all trees will reach the end of their useful life and need to be replaced.



It is the goal of Provo City to make necessary replacements in order to maintain a healthy and age diverse forest canopy. Replacement of these trees should be planned methodically and appropriately to limit the impact that drastic group replacements could have on the built environment. When replacement becomes inevitable, a plan shall be developed with the Urban Forester to replace the trees. Wherever possible, this replacement should occur in at least three stages. These stages should be spread at least three years apart and should selectively execute the replacement to limit replacing trees directly adjacent to each other in the same stage.

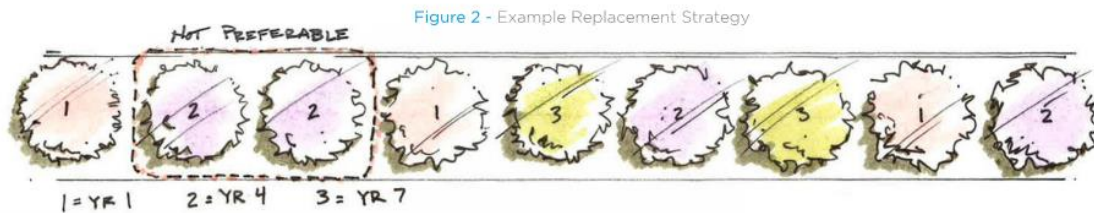


Figure 2 - Example Replacement Strategy

- » Adjacent trees should not be replaced in the same year unless determined to be necessary by the Urban Forester due to excessive disease or other potential hazards to the public health, safety, or welfare.
- » When a tree replacement project is located within the Downtown District, upgrades to the hardscape and/or soil should be made to the greatest extent possible. At a minimum, the hardscape and soil within 20 feet in each direction and which does not meet current standards should be upgraded to the specified standard at the time of planting.
- » A Replacement Strategy Plan shall be submitted to the Urban Forester for approval prior to removal of any street trees. The plan should identify the number of stages and the timing and sequencing of those stages.
- » As part of the Replacement Strategy Plan, surrounding conditions should be considered to promote the longevity of existing and newly planted street trees. Hard compacted soil, impermeable surfaces, and other negative environmental conditions should be reduced as much as possible. Any deviations from these standards must be approved by the Urban Forester.

TABLE 1 - REQUIRED STREET TREES (DOWNTOWN ONLY)

	Acer nigrum (Black Maple)	Catalpa speciosa (Northern Catalpa)	Cercis canadensis 'Forest Pansy' (Redbud)	Ginkgo biloba (Maidenhair Tree)	Gleditsia triacanthos var. inermis (Honeylocust)	Gymnocladus dioica 'Espresso' (Kentucky Coffeetree)	Koeleruteria paniculata (Goldenrain Tree)	Liriodendron tulipifera (Tulip Tree)	Platanus x acerifolia 'Bloodgood' (Sycamore)	Quercus robur (English Oak)	Syringa reticulata 'Ivory Silk' (Japanese Tree Lilac)	Tilia cordata (Littleleaf Linden)	Ulmus x 'Frontier' (Frontier Elm)	Zelkova serrata 'Musashino' (Upright Zelkova)
500 North	-	-	-	-	-	-	R	-	-	-	-	-	-	-
400 North	-	-	-	-	-	-	-	-	-	-	-	R	-	-
300 North	-	-	-	-	-	-	-	-	-	-	L	-	R	-
200 North	-	-	-	-	-	-	-	-	-	-	L	R	-	-
100 North	-	-	-	-	-	-	-	-	-	-	-	-	R	-
Center Street	-	-	R ¹	-	-	-	-	-	R ²	-	-	-	-	R
100 South	-	-	-	R	R ³	-	-	-	-	-	-	-	-	-
200 South	-	-	-	-	-	-	-	-	-	-	-	R	-	-
300 South	-	-	-	-	-	-	-	-	-	-	-	-	R	-
400 South	-	-	-	-	-	-	-	-	-	-	-	R	-	-
500 South	-	-	-	-	-	-	-	-	-	-	L	-	R	-
600 South	-	-	O ¹	-	O	-	-	-	-	O	L	-	-	O
*500 West	L	O	-	L	-	O	-	O	-	O	-	-	-	-
400 West	-	-	-	-	-	-	-	-	-	-	-	-	-	R
300 West	-	-	-	-	-	-	-	-	-	-	-	-	-	R
Freedom Blvd	-	-	-	-	-	-	-	-	-	-	L	-	-	R
100 West (North)	-	-	-	-	-	-	-	-	-	-	L	R	-	-
100 West (South)	-	-	-	-	-	-	-	-	-	-	L	R	-	-
University Avenue	-	-	-	R	-	-	-	-	-	-	-	-	-	-

R	Required
O	Design Option
L	Limited Use
-	Prohibited

¹ In Raised Planters

² In Center Median

³ In Linear Park

* From 1230 North to 600 South

AMENITY SELECTIONS

SEATING

Landscape Forms: Plainwell Bench

- » Color/Finish: Black powdercoat aluminum
- » Mounting: Surface
- » Features: 72" bench with center arm, aluminum slats



TRASH RECEPTACLE

Landscape Forms: Plainwell

- » Color/Finish: Black powdercoat aluminum
- » Mounting: Surface
- » Features: Top loading lid



BOLLARD

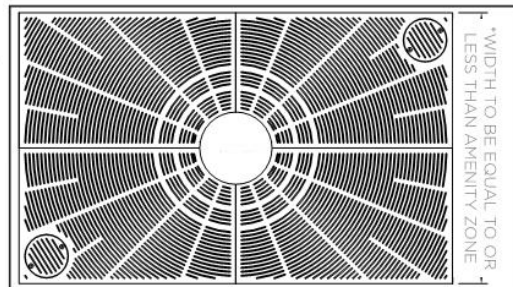
Forms+Surfaces: Light Column 500

- » Color/Finish: Black powdercoat
- » Mounting: per manufacturer
- » Features: Illuminated at mid-block crossings w/ 180 Perforated shield facing vehicular traffic.

BIKE RACK

Custom: U-rack 14.25" wide X 48" tall

- » Color/Finish: 2" Black powdercoated alum.
- » Mounting: Embedded 12"
- » Features: 1/8" Logo Plate
- » Install to meet Association of Pedestrian and Bicycle Professionals Guidelines



TREE GRATE

Ironsmith: Olympian

- » Color/Finish: Uncoated Cast Iron
- » Size*: 36x72, 48x96, or 60x120
- » Features: TGL-R16B-3000k-21 uplights, color filters may be used with approval

TRUNCATED DOMES

Duralast: Radial Detectable Warning Plate

- » Color/Finish: Uncoated Cast Iron
- » Mounting: Mortar Set
- » Features: Tapered for radius



DRINKING FOUNTAINS

Murdock: M-30-3-Black

- » Color/Finish: Black powdercoat
- » Features: Freeze-resistant

STREET LIGHTING

Hadco: P2565 (Pole)

- » Color/Finish: Black enamel, aluminum
- » Size: 12, 14, or 16 as determined by Provo Energy Department
- » Banner Arm: BA-42-A-24-B-A to be used on all primary streets
- » Tie Down Bracket: TD-4-2-A
- » Features: Poles on Center Street and University Avenue shall include a Double Luminaire Arm Bracket PTH2520-P3-A

Hadco: RL52 (Luminaire)

- » Color/Finish: Black enamel, aluminum
- » Photocell: Ripley 6390TF-1.0-BK
- » Features: Round Fitter with Scalloped Petals, Victorian Roof

RAISED PLANTERS / SEATWALLS

Smooth-Formed gray concrete

- » Size: 18" tall, 8" thick min.
- » Features: Chamfered Corners, Vertical V-grooves equally spaced at no more than 5' on-center
- » Min. 18" setback from top back of curb
- » Min. 32" interior planter width

DECORATIVE PAVERS

Belgard: Aquaroc Permeable Paver

- » Color: Sierra Blend
- » Size: 4.5x9x80mm
- » Pattern: Modified Basket Weave
- » Pavers may be cut up to half the paver width to accommodate small deviations in amenity zone width, but in no case shall the width of paved amenity zone be less than the tree grate used.
- » Crosswalks and any other areas subject to vehicular traffic shall use 101.6mm pavers.



*Product images may not be representative of color or pattern

INSTALLATION STANDARDS

STRUCTURAL SOIL

The use of structural soil is required for a minimum of ten feet from the back of curb and extending to the next adjacent tree pit in each direction along the block face under all hardscape materials as shown in the applicable details. Soil shall extend fifteen feet beyond end trees. Special exception may be granted by the Urban Forester if circumstances prohibit this requirement.

In center median planters, efforts should be made to extend permeable paving and structural soil to the greatest extent possible in parking and other low-impact hardscape areas.

Impervious hardscape materials around street trees should be limited wherever feasible.

TABLE 2 - STRUCTURAL SOIL MIX

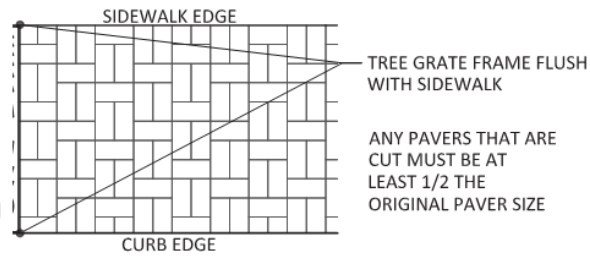
MATERIAL	PERCENT	MIX DESIGN
<u>CRUSHED ROCK</u>	<u>PASSING</u>	
1 1/2"	90 - 100	100 PARTS
1"	20 - 55	
3/4"	10	
LOAM/ORGANIC TOPSOIL		20 PARTS
SOIL BINDER		.03 PARTS
WATER		10%
pH		5.5 to 6.0

Notes:
(a) SOIL BINDER IS POTASSIUM PROPENOATE-PROMENAMIDE COPOLYMER HYDROGEL
(b) GRAVEL OR ROUND STONE NOT ALLOWED

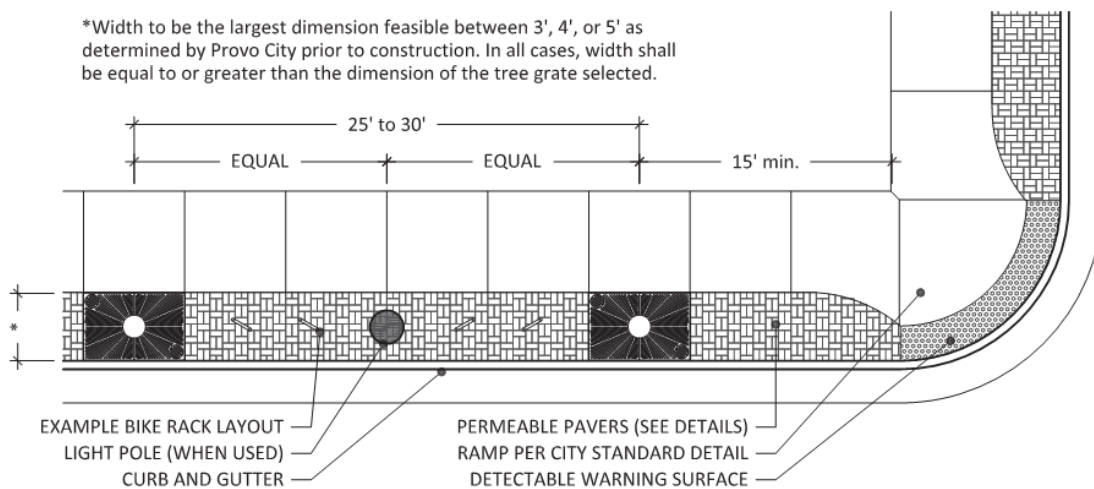
STANDARD PAVER PATTERN AND LAYOUT

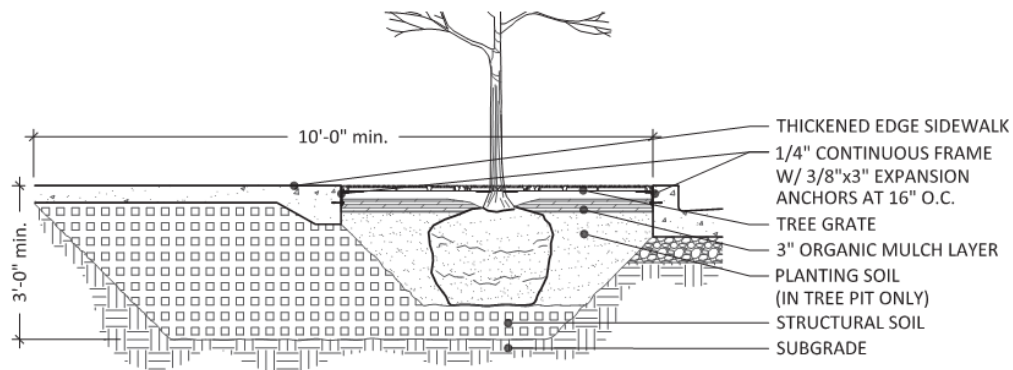
The following paver layout shall be used in conjunction with tree grates in all amenity and buffer zones unless otherwise stipulated. Crosswalks at Center Street shall also use pavers.

- » Exception: Tree grates will not be used on University Avenue. In such instance, the area typically occupied by a tree grate shall be an open planter surrounded by a 6" curbwall.



*Width to be the largest dimension feasible between 3', 4', or 5' as determined by Provo City prior to construction. In all cases, width shall be equal to or greater than the dimension of the tree grate selected.



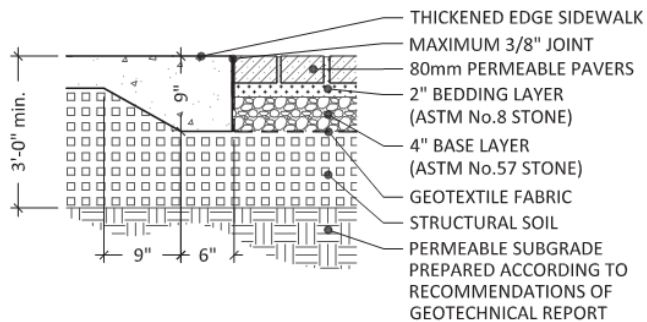


TYPICAL STREET TREE DETAIL

All street tree installation and/or hardscape improvement projects in the downtown shall conform to the following detail. Materials identified in this detail shall match the amenity selection guide which follows.

PAVER TO SIDEWALK

Gaps between pavers and sidewalks should be less than one-half inch and separated by an expansion joint sealed with City approved sealant which matches the paver color.



PAVER TO TREE GRATE

Where pavers run adjacent to a tree grate, a 6" x 6" Concrete Curb shall be installed to support the tree grate frame. This curb should run the full width off the parkstrip from the sidewalk to the curb and gutter.

- » Concrete Curb shall be dowelled at the sidewalk and street curb

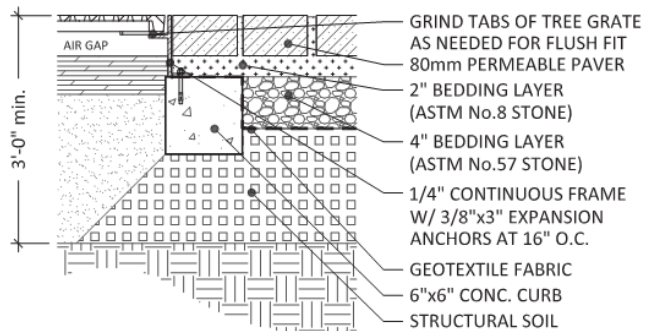


TABLE 3 - MINIMUM SPACING STANDARDS FOR AMENITIES

	BENCH	TRASH RECEPTACLES	BIKE RACK
MIN. QTY. PER BLOCK FACE	3	3	4
MAX. SPACING	150 feet	150 feet	2 per 100 feet
MIN. PLACEMENT GUIDELINE	Corners and mid block	Corners and mid block	

Attachment 10 – Example of 100 West Standard Layout Pattern

