



Provo City Planning Commission

Report of Action

February 13, 2019

***Item 10** -- The Community Development Department requests a General Plan amendment to the Downtown Master Plan to clarify right-of-way improvements for 100 West Street as redevelopment takes place. City-wide impact. Javin Weaver (801) 852-6413 PLGPA20190008

The following action was taken by the Planning Commission on the above described item at its regular meeting of February 13, 2019:

POSITIVE RECOMMENDATION

On a vote of 7:0, the Planning Commission recommended that the Municipal Council approve the above noted application

Motion By: Jamin Rowan

Second By: Robert Knudsen

Votes in Favor of Motion: Robert Knudsen, Dave Anderson, Shannon Ellsworth, Deborah Jensen, Russ Phillips, Andrew Howard, and Jamin Rowan

Deborah Jensen was present as Chair.

- Includes facts of the case, analysis, conclusions and recommendations outlined in the Staff Report, with any changes noted; Planning Commission determination is generally consistent with the Staff analysis and determination.

PLANNING COMMISSION RECOMMENDED GENERAL PLAN AMENDMENT

The text of the proposed general plan amendment is attached as Exhibit A.

The illustrations for the proposed general plan amendment as Exhibit B and C

STAFF/APPLICANT PRESENTATION

The Staff Report to the Planning Commission provides details of the facts of the case and the Staff's analysis, conclusions, and recommendations. Key points addressed in the Staff's presentation to the Planning Commission included the following:

- The proposed general plan amendment to revise the 100 West section of the Downtown Master Plan has gone through revisions as staff worked with various departments to come to a solution of the proposed cross-section.
- The proposed cross-section promotes the goals from the General Plan to promote pedestrians, bicyclist and safety in street design.
- The proposed section of text emphasizes the importance of the pedestrian corridor connecting Downtown to the Provo Station.
- The proposed general plan amendment aligns with the General Plan.

NEIGHBORHOOD AND PUBLIC COMMENT

- No neighborhood chairs or public comments were received.

PLANNING COMMISSION DISCUSSION

Key points discussed by the Planning Commission included the following:

- Jamin Rowan inquired about other versions of the cross-section that were designed. Rowan inquired about the safety benefits of the design.



Planning Commission Chair



Director of Community Development

See Key Land Use Policies of the Provo City General Plan, applicable Titles of the Provo City Code, and the Staff Report to the Planning Commission for further detailed information. The Staff Report is a part of the record of the decision of this item. Where findings of the Planning Commission differ from findings of Staff, those will be noted in this Report of Action.

Legislative items are noted with an asterisk (*) and require legislative action by the Municipal Council following a public hearing; the Planning Commission provides an advisory recommendation to the Municipal Council following a public hearing.

Administrative decisions of the Planning Commission (items not marked with an asterisk) **may be appealed** by submitting an application/notice of appeal, with the required application and noticing fees, to the Community Development Department, 330 West 100 South, Provo, Utah, **within fourteen (14) calendar days of the Planning Commission's decision** (Provo City office hours are Monday through Thursday, 7:00 a.m. to 6:00 p.m.).

BUILDING PERMITS MUST BE OBTAINED BEFORE CONSTRUCTION BEGINS

EXHIBIT A

100 WEST

The closure of 100 West between ~~100 South Center Street and 100 South Center Street~~, while disrupting the street grid and isolating the area to the south from the energy of Center Street, creates a unique opportunity for the remainder of 100 West. The street now runs for eight blocks on the north of Center and for five blocks on the south. As a result 100 West's utility as a vehicular corridor is decreased and the right of way can be reconfigured to prioritize pedestrians and cyclists. This design priority also positions the corridor as a prime location for mixed-use residential development. ~~This street, from 100 South to the Intermodal Hub and from 100 North to 500 North, which will be a north-south spine of the downtown pedestrian network, is a prime location for a high density residential corridor.~~

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

North of Center Street, the corridor should receive special consideration. The block between Center Street and 100 North is unique and should be reserved as a highly designed gathering space that prioritizes active use while maintaining vehicular circulation and access to the adjacent parking facilities. North of 100 North, Provo City is a participant in the development of the west side of the corridor from approximately 150 North to 350 North and should directly engage in the design and construction of this section of the corridor as redevelopment occurs. ~~Mixed use developments will complement this corridor as well. This area is permitted for buildings up to six stories, and future demand may call for additional building height in years to come. The design of the street will reflect the character of a pedestrian promenade and will serve as a highly landscaped pedestrian connection between North Downtown, Downtown and Provo Station.~~

EXHIBIT B



EXHIBIT C

