

Celeste Kennard | July 26, 2023

Project in The Joaquin Neighborhood - Morgan Lynch

Commission Members,

Concerning - Item 4 Morgan Lynch requests Project Plan approval for a new 306-unit apartment building in the CMU (Campus Mixed-Use) zone, located at 870 North 50 East. Joaquin Neighborhood. PLPPA20220030

I was the previous Joaquin Neighborhood Chair of Joaquin when this project was presented to the Neighborhood. Feb 24, 2022. There were several neighbors in attendance since it was the date of an election.

I believe Leo Lines has already forwarded the notes that I sent out, but I will include them just in case you did not get them:

"After the election a majority of the people left and a Development was presented by **Morgan Lynch**. It is called the 50 E Project and it is North of 800 N on 50 E. It has 3 levels of parking. It is a 333 bed apartment building north of the Brick Oven Restaurant with 343 planned spaces with 3 levels of parking, 3 levels of housing and a rooftop Deck and Clubhouse. The units are mostly one bedroom and studio apartments with 12, 2 bedroom units. It is designed for family housing. The developers are not asking for any variances for the density they are suggesting.

Neighbors asked questions about the building.

Will there be gathering spaces?- yes the clubhouse and deck as well as a courtyard.

Where are the cars going to go? In particular residents expressed concern about the nearby 200 E 800 N - 3 way stop and what a headache that is without anything new.

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Generally neighbors thought the **family housing is much needed in the area, and the location is great.** This project has been put forward several years ago and was approved, but the last time they needed to acquire more properties, those have been acquired now.

The subject of the neighborhood having a historic nature was expressed: the particular block does not host any of the landmark properties and there are other multi-story properties as well at the BYU indoor practice field at the end of the block. In the Joaquin Neighborhood plan the zoning appears to fit the project, I contacted the Planning department and about the size and density it does not need a variance for those items, it was unclear if it fit the parking for the area. "

My thoughts:

I am unclear what the standard for parking requirements is right now, but I believe it is 85% it appears to me that this development is asking for a reduction to about 70%.

Less cars sounds great, but the reality of the area is that most of Joaquin, but especially North Joaquin has huge parking issues during the fall and winter. I tried valiantly to help create a parking program that would address the issue, but it was handedly defeated. I think a reduction in parking requirements will be a huge problem unless some of the current facts of the neighborhood are altered.

I think the developer needs to address this question:

-Where are the cars going to go? **In particular residents expressed concern about the nearby 200 E 800 N - 3 way stop**

To the Planning Commission I ask:

What is the goal with parking in Joaquin and improving housing quality. Please remember that this particular block already has serious parking and traffic issues.

Laura Leavitt | July 26, 2023

I support the parking reduction request

Hello Planning Commission,

As a long-time resident of the Joaquin neighborhood, I support item PLPPA20220030: a developer's request for a 29% reduction in the parking minimum requirement for the 306-unit apartment building planned at 870 North 50 East in the Joaquin Neighborhood.

Joaquin is in desperate need of a parking program, but not more parking spaces. We've made amazing strides in recent years toward less car dependency in the form of the UVX, bike lanes, and even the commercial scooters available for rent. Less parking and fewer cars ultimately mean safer streets for student pedestrians and a more vibrant neighborhood. Let's spare Provo from feeling like Orem.

Thank you,

Laura Leavitt

Leo Lines | July 26, 2023

Letter to Planning Commision 7-26-23

Planning Commission Members

My name is Leo Lines, I live at 371 N 600 E. I am a former neighborhood chair and currently a District 5 board member representing the Joaquin neighborhood. I have lived at or owned this property for 42 years now. I am extremely opposed to this complex getting any reduction in parking below the current code requirement. Over the years I have watched on street parking in the Joaquin Neighborhood migrate from 800 N down to 300 N south of campus. Every time a new complex is built the developer always claims that not all students have a car, so they do not need to provide the required off street parking. THIS PREMISE IS FALSE. If a student does not have a car when they first come to BYU or UVU they will get one later because their roommate is tired of loaning their car to them. UVU students make up a significant number of students living in the Joaquin neighborhood for the BYU experience.

The worst mistake made by Provo City thus far in the Joaquin neighborhood was when they approved the village at South Campus with only 650 stalls and renting to 999 students. The 349 cars that do not have a place to park now inundate the on-street parking around the complex. More parking tickets are written in the Joaquin neighborhood than anywhere else in the city. The students end up parking illegally, blocking driveways and parking in complexes that have enough parking and then getting towed. When they do park often times, they will park the car for up to 10 days or more or until it is ticketed. The students don't need the car for everything they do but they do need a car for many things that they do.

The on-street parking in the area that this complex is planned has a parking problem that has already reached critical mass. Allowing the requested reduction in parking will add to the devastating parking problem in that area.

Section 14.34.050 (Transportation Demand Management) TDM does not reduce the demand for students bringing a car. Page 4 of the Planning Commission Staff Report under the analysis section, paragraph 6, the staff even admits that over the years in the Joaquin neighborhood, the TDM program is ineffective. "We have little or no evidence, based on past projects, that these benefits or amenities have reduced car ownership". I do not agree with the staff recommendation of even the 47-stall reduction. My opinion is that the TDM proposal be removed from the code that allows a parking reduction and focus more on reducing daily vehicle trips. A car that stays in an off-street parking stall does not impact anything. But not having a stall causes multiple problems.

When I asked the developer of this property where the 134 cars that do not have an off-street parking stall will park, he did not have an answer. When the developer brought up the current cost of concrete, I knew his decision to reduce off street parking was based on cost and not based on developing a project that will enhance the neighborhood. The architect and builder will always try to cut costs by reducing off street parking stalls. Beds and stalls go hand in hand. If approved this project will devastate this area for 100 years or more.

I would suggest that this item be continued to a later date. Because the neighborhood meeting held by the developer was so long ago (18 months) and the developer was supposed to bring back to the neighborhood a number of unanswered questions and he did not. I would suggest that another neighborhood meeting be held so that all the information concerning this complex can be given to the neighborhood.

Sincerely,

Leo Lines
District 5 Board Member

Randell Gardner | July 25, 2023

Parking reduction opposition to Morgan Lynch 306 apartment unit building

Dear Sir:

I own the condominium at 905 North 150 East #2. It is a three bedroom with two parking spaces. Even though it is located across the street from the tennis courts of BYU, the boys to whom we rent need a car for work or school if other than BYU. Parking has always been an issue around campus, whether it is from outside student commuters or from increased housing. People want their cars and even when forced to abandon them, they will fight for that right. A 29% reduction in parking requirements will only further the crowded streets and not avoid it. History has allowed no more than a 10% reduction in allowable parking and I strongly urge you to stick to that reduction, if you reduce it at all. Will the parking spaces for this complex be reserved for specific apartments or will it be first come first

serve? Our spaces are reserved for specific apartments and will dismiss any objections or disagreements. In closing, I want to express my agreement with this paragraph stated in the planning commission staff analysis. "There has never been a project in Provo that has been granted a 29% reduction in parking. Due to the size of this project, insufficient on-site parking in an area that is already stressed in terms of on-street parking could be (have) an enormous impact on the livability of the neighborhood." Thank you for considering my concern. Randell F. Gardner

BikeWalk Provo | July 25, 2023

Our support for a reduction in parking minimums

Dear Members of the Planning Commission,

We are writing to voice our support and encourage you to approve item PLPPA20220030: a developer's request for a 29% reduction in the parking minimum requirement for the 306-unit apartment building planned at 870 North 50 East in the Joaquin Neighborhood.

BikeWalk Provo is an organization made up of hundreds of volunteers including students. We put our passion behind efforts that make our community more livable, sustainable, safe, and healthy for everyone.

Please see our attached letter of support for full details on our reasoning behind this recommendation.

Sincerely,
The BikeWalk Provo Leadership Team

BIKEWALKPROVO.ORG



Provo City Planning Commission

07/25/2023

445 W Center Street
Provo, UT

Dear Members of the Planning Commission,

We are writing to voice our support and encourage you to approve item PLPPA20220030: a developer's request for a 29% reduction in the parking minimum requirement for the 306-unit apartment building planned at 870 North 50 East in the Joaquin Neighborhood.

BikeWalk Provo is an organization made up of hundreds of volunteers including students. We put our passion behind efforts that make our community more livable, sustainable, safe, and healthy for everyone.

A vote to approve these reductions is a vote for Provo to begin to abandon a system of parking minimums which, as UCLA Urban Planning Professor [Donald Shoup](#) has said, "subsidize cars, increase traffic congestion and carbon emissions, pollute the air and water, encourage sprawl, raise housing costs, degrade urban design, reduce walkability, damage the economy, and exclude poor people. ... We are poisoning our cities with too much parking." It is our opinion that parking minimums in Provo should be entirely scrapped. You cannot do that with this vote, but you can send a message that it is time for reform.

By approving the requested reduction, you should reject the [staff report](#) because minimum parking requirements have been shown to be based on pseudoscience. The staff report recommends that you only allow a 10% reduction but in the very minimums themselves the math doesn't add up. For a building with 294 studio and one-bedroom apartments and 12 two-bedroom rooms, all designed for married students, and literally across the street from campus, to require 489 stalls does not make sense. Why do the studio and one-bedroom units each require 1.5 parking stalls? And why do the two-bedroom units require 2.25 stalls? This is not based on actual married student needs or behavior, but an outdated automobile-centric paradigm.

This is an ideal development for much less parking than is required. The proximity of BYU (about 15 steps across 150 E will put one on campus!), entertainment, shopping, and many recreation destinations, and its proximity to public transit (just over two blocks to UVX, which connects to the Frontrunner Station and an international airport just over an hour away) will encourage cash-strapped student couples to have only one car and perhaps no car.

The developer has promised to install bicycle amenities beyond what code requires. Our city has a great transit system and bicycling and scooting environment and is on a trajectory to



become better and better. The developer has also proposed a creative solution with a carsharing option. Along with these carrots, the developer should be required to add a stick. The complex can and should charge for parking, which will act as a major disincentive to residents having multiple vehicles.

Concerns that there will not be enough parking and cars flooding the surrounding streets can be addressed through parking managing strategies. College-towns and university-cities across the country have been dealing with these challenges for a long time and Provo should learn from their experience. In fact, the city commissioned a parking management report from a group of consultants a decade ago but has failed to implement it.

As around other large university campuses, on-street parking on the entire periphery around BYU, including 150 East, should have metered parking. On the other side of the development, 50 East only allows for on-street parking on one side of the street. That too should be metered. Best practices should guide these decisions.

BikeWalk Provo is a nonprofit that advocates for street design that makes it “safe, convenient, and fun for all people to move around by bike or foot.” In short, we promote active transportation and transit. To create a multi-modal transportation system, we must not only change the design of our public streets, but perhaps even more importantly we must change our land-use and zoning policies. This proposed apartment building right next to BYU represents the perfect opportunity for Provo to begin reforming a quarter century of policies that have severely damaged our city. Parking minimums in Provo and beyond have encouraged automobile-dependency by contributing to ever more sprawl making it difficult for residents, including students, to not become dependent on the automobile to move around. It is time to reverse this cycle and work towards creating a community built to serve people at a human-scale.

We urge you to consult urban planning research and best practices and support this request from the developer. In doing so, the planning commission could spark the first step toward parking reform that can lead to a more healthy, sustainable, equitable, and vibrant community.

Sincerely,

BikeWalk Provo

Christine Frandsen
Executive Director

Teagan Carlson
Director of Students

Aaron Skabelund
Director of Operations

Wayne Leavitt | July 20, 2023

Requested parking reduction at 50 E and 850 N North

Dear members of the Planning Commission,

I would like to voice support for the requested parking reduction for the housing development 50 E 850 N in the Joaquin neighborhood. Vehicle parking is an extremely sensitive subject in my neighborhood, especially on the north end. I served as vice-chair for the neighborhood from 2016-2022 and saw many divided discussions about parking. My general thought is that students' quality of life must be prioritized in this neighborhood and especially so close to campus. From my perspective, many negative effects on quality of life come from prioritizing motorist traffic and vehicle parking. A housing development so close to campus would be ideal for students looking for a more walkable, car-free student experience.

The main concern that I encounter is that students will always bring car and that if they aren't provided with off street parking their cars will congest street traffic (especially other motorists). Unfortunately off street parking does not effectively reduce the number of motorists parking on the street. My hope is that we might have more luck preventing a less car-centric option for student living.

Wayne Leavitt