

Alex Hooper | August 19, 2023

Design Review-Provo Temple

Hi Dustin,

I'm writing to you as I can't find the contact information for the design review committee. Although you may prove a valuable asset in assisting them on the matter.

I'm writing about the upcoming design review and approval for the Provo Temple replacement. I'd first like to say that I am a huge fan of the new building and believe it will be a showpiece and beautiful landmark. I have some concerns with the surrounding site.

I believe the new site plan has far too many parking stalls. This falls under design criteria (i) and (o).

It is well documented that organizations tend to build more parking than is actually required, and that parking lots encourage more driving which is in opposition to current Provo city goals.

The new site plan shows space for 1645 stalls. This is a great increase from the current amount. I have never struggled to find a parking spot at the Provo temple, and when I lived at nearby Wymount a few years ago I walked by the temple daily and never saw others have the problem. If not a spot in the main parking lot, there were always spots on the street or in the small parking lots to the west of temple hill drive.

While I support the applicants request to close temple hill drive essentially, I worry about the bus stop that is there. Getting rid of that will encourage more driving.

Given the temple under construction in Heber (of which Provo was the closest temple), the nearly completed temple in Orem, and the rising one in Lindon, I can only imagine the need for parking in Provo to decrease not increase. I'd like you to ask the applicant approximately what percentage of patrons come from areas that will be served by those new temples. Using where current temple workers are from could be another way to determine what percent reduction in driving visitors we can expect as these new temples are built.

There are currently ~200 stalls in the church parking lot on N Temple Drive. The reconfigured site plan shows parking will be added across the street from the church causing nearly half of the stalls in the church lot to be closer to the temple than some of the temple lots. I believe that these stalls should be considered as well when we think about total parking capacity for the temple.

Ultimately, the new temple appears to be a win as a building, and a loss in landscape.

Given the significant reduction in open front lawn, I encourage you to use design review (i) to request the applicant reduce parking and replace with open landscape.

Given that too much parking is inconsistent with the human scale, I encourage you to use design review (o) to encourage less parking. Given that this much parking is unnecessary, pedestrians who walk around the neighborhood, or visit the temple should not have to walk through acres of empty parking lots.

Unless if the applicant can show why the new nearby temples under construction will cause a massive increase in drivers to the Provo Temple, we should enforce the design review standards and encourage a reduction in parking stalls to create more open space and a better human experience. In particular, I hope they would eliminate the stalls slated to be built behind the new building. Eliminating those would still lead to an unnecessary increase in parking stalls, while creating a more unified open space. I always have enjoyed my time behind the Provo Temple as it is was a quiet car free area. Recreating that would be a win for all parties involved, including patrons and visitors.

Thanks,