

Chapter Thirteen

Implementation

Introduction

As the General Plan was written, careful attention was given to ensure it was in harmony with the values, goals, and objectives compiled by the Task Force. The General Plan is most influential when specific implementation policies are written and when land use decisions abide by those policies. Implementation policies can involve changes or additions to ordinances, zoning, and policy.

Provo City department heads were given the Task Force values, goals, and objectives and asked to determine ways to implement them. Their input, as considered with the combined ideas of the Community Development staff and the Task Force, is the basis for implementation strategies of the General Plan. Active participants and time guidelines are given in some cases, to place responsibility on the departments who are to carry out the implementation process of the General Plan. In many cases, the priority for addressing implementation measures is left for Municipal Council consideration during future goal setting sessions.

Tools for Plan Implementation

The General Plan details developmental goals and policies which promote land use patterns adopted by the Municipal Council. General guidelines necessary to accomplish the objectives of the plan are given. However, in the end, the impacts of this plan are dependent upon its usage in day-to-day planning decisions relating to development and land use. The General Plan is carried out by tools designed to help the Municipal Council, Planning Commission, and the Community Development staff. These tools include zoning ordinances, subdivision regulations, the capital improvements program, and semi-annual amendments to the plan, as well as a periodic comprehensive review and update of the General Plan.

Zoning Ordinances

Zoning ordinances are adopted and enacted for the purpose of promoting the health, safety, morals, prosperity, convenience, and general welfare of the present and future inhabitants of Provo City. Furthermore, the purpose of the zoning ordinance is to:

1. Encourage and facilitate the orderly growth and development of the city;
2. Provide adequate open space for light and air, air quality, to prevent overcrowding of the land, and to lessen congestion on the streets;
3. Secure economy in municipal expenditures, to facilitate adequate provision for public or alternative transportation, water, sewage, schools, parks, vegetation, trees and landscaping, and other public facilities and services;

4. Increase the security of home life and preserve and create a more favorable environment for the citizens and visitors of Provo;
5. Secure safety from fire, panic, and other dangers;
6. Stabilize and improve property values;
7. Enhance the economic and cultural well being of the inhabitants of Provo;
8. Promote the development of a more wholesome, serviceable, and attractive city resulting from an orderly, planned use of resources.

These objectives are achieved through regulation and control of types and patterns of land uses, population densities in residential areas, building densities in commercial and industrial areas, and the arrangement and size of buildings through setback and height regulations.

The zoning ordinance needs to be periodically reviewed and, when necessary, revised in order to assure agreement with the General Plan, as neither the General Plan nor its implementation tools should be static. Ideally, the zoning ordinance is used in conjunction with the General Plan and is used as a tool for achievement of the objectives of the plan.

Subdivision Regulations

Subdivision regulations provide minimum design standards for new streets and lot divisions in the city. They also enable the community to require developers to construct utility lines, roads, curbs, and other necessary infrastructure in accordance with community standards. Subdivision regulations are important to the General Plan because of the regulation of development on vacant land they provide. All new subdivisions of land must meet these regulations or they cannot be developed. Once land has been built up, the community does not get a second chance, for an ensuing period of many years, to control its development.

Capital Improvements Program

The capital improvements program should be the single most important tool in carrying out the development guidelines of the General Plan. It is used to schedule financing for the construction of major non-recurring community facilities such as streets, utilities, public buildings, acquisition of land, etc. The capital improvements plan is based on an analysis of the community's financial capability in order to reconcile proposed expenditures with fiscal reality. This presents the opportunity for planning finances for the developments proposed in the General Plan. The capital improvements program will enable the City to:

1. Relate physical planning to financial planning;
2. Obtain maximum value from the expenditure of public funds;
3. Ensure the community's financial ability to meet future demands for public service;
4. Devote adequate time to the study and development of capital improvement projects.

Semi-annual Amendments

Amendments to the General Plan may be made semi-annually by citizens, developers, landowners, the City, and other interested persons as outlined in Title 15 of the City Code. Proposals will be

heard by the Planning Commission, who will make recommendations to the Municipal Council. The Planning Commission will hear amendment proposals in March and September.

Notwithstanding the semi-annual General Plan amendment process, applications for amendments to Specific Development Plans, as outlined in Chapter 6 - Land Use, may be made at any time. Otherwise, the process for amendment of these plans shall be the same as for other General Plan amendments.

Implementation Measures

The following is a summary list of implementation measures to provide a working guide to City staff and to help track the progress of the City in accomplishing the goals of the General Plan. Implementation measures that have been completed or that have been determined to no longer be relevant are listed separately; these have been retained in the Plan as a tool for tracking implementation progress or changes in policy. The letter O next to a box indicates that the implementation measure is on-going.

The measures have been re-numbered consecutively, beginning with number 1, as this is the new list effective with the adoption of the Comprehensive Update to the General Plan, adopted by Resolution of Provo's Municipal Council on November 9, 2004.

Chapter One - Introduction

13.1 No implementation measures are necessary for this chapter.

Chapter Two - Administration

Amendment Process

- 13.2.1** Evaluate whether a period of time should be established, upon the adoption of a City-initiated comprehensive update to the General Plan, that applications for General Plan amendments would not be accepted. This was raised as an issue during the comprehensive update due to concerns that the City should have an opportunity to allow the policies established in the Plan to be evaluated for their effectiveness over a period of time before they are, again, subject to change.

Comprehensive Update

- 13.2.2** Evaluate whether a five-year period of time is the most appropriate for a comprehensive update to the General Plan, considering the time and involvement for accomplishing the update as required for the City staff, elected officials, neighborhood chairs, and citizens, and considering the ability to have a stable plan for a sufficient period of time to allow the adopted policies to effectively work in the community.

Consistent Zoning

- O **13.2.3** Systematically review existing zoning compared to the new General Plan land use designations. Conduct public hearings, after giving notice to affected property owners and

agencies, to consider zoning map amendments that reflect General Plan land use designations.

Planning and Zoning Hearings

- 13.2.4** Provide, in cooperation with the City Attorney's office, printed materials and training sessions for City land use decision makers and staff to promote equity, fairness, and due process in Provo City's review of land use requests.

Zoning Enforcement

- 13.2.5** Continue an emphasis on code enforcement to maintain neighborhood quality of life. This includes close cooperation with the City Attorney's office, Police Department and participation in the satellite police station program.

Chapter Three - Population

Demographics

- 13.3.1** Collect and maintain demographics data available periodically from the U.S. Census Bureau and other agencies for use in long-range land use planning, economic development efforts, and for the periodic update of the General Plan.

Population Projections

- 13.3.2** Obtain population projection figures generated by private utilities, government agencies, and other sources for use in the periodic update of the General Plan. Compare these projections to those in the General Plan to determine whether the basis for the General Plan projected land needs remains valid.

Chapter Four - Housing

Neighborhood Preservation

- 13.4.1** Encourage establishment of historic districts in areas with sufficient concentrations of eligible structures. Historic districts enable property owners to utilize tax incentives to improve their properties.

Affordable or Moderate Income Housing

- 13.4.2** Encourage a broad range of housing choices for all income levels, without sacrificing neighborhood quality of life and property values.

- 13.4.3** Promote strategies in selected areas to allow more citizens to qualify for a home purchase, to ensure affordable housing, and to increase owner occupancy rates in Provo, including but not limited to:
 - 80/20 loan programs in qualifying neighborhoods,
 - other down payment assistance programs that are available city-wide,
 - down-zoning to appropriate family-occupancy zones,
 - flexible development standards for rehabilitation of one-family homes, and
 - use of accessory apartments within one-family homes in appropriate areas.

- O **13.4.4** Maintain close coordination with the Provo Housing Authority, Neighborhood Housing Services, Habitat for Humanity, the Utah Housing Finance Agency, and the Utah Department of Commerce and Economic Development, so that Provo City can be informed about, and involved with, housing projects proposed for this area.
- 13.4.5** Conduct a comprehensive city-wide housing audit, including an analysis of housing available for very-low income residents, for both student and non-student populations.

Chapter Five - Urban Design

Landscaping

- 13.5.1** Evaluate landscaping requirements to bring them up to date with respect to water conservation, while encouraging the aesthetics, shade, and other benefits of landscaping in parking lots, commercial zones, residential park strips, and public and private spaces.

Signs

- 13.5.2** Develop and adopt a monument-sign-only requirement, including the concept that signs should relate to the architecture and landscaping.
- 13.5.3** Establish a process to amortize all free-standing signage over a certain height.
- 13.5.4** Require that off-site advertising, including but not limited to billboards, be removed from potential development sites prior to project approval to the extent that can be accommodated under State statutes governing off-site advertising.
- 13.5.5** Develop ordinance requirements that prohibit the placement of signs advertising future businesses or development projects on the site prior to obtaining required development approvals.
- O **13.5.6** Rewrite the Outdoor Sign Ordinance so that standards are more consistent throughout the city, and so that all properties within a given district meet the same standards, even if they are in different zones.

Design Corridors

- O **13.5.7** Establish the design corridors as outlined in the General Plan to provide guidelines for improved development. Each design corridor may have specific or unique design requirements.
- O **13.5.8** Encourage beautification to provide better entrances to the city in relation to welcome signage and landscaping.
- O **13.5.9** Encourage beautification and the strict use of ongoing maintenance standards along Utah Department of Transportation and City rights-of-way.
- 13.5.10** Encourage diversity in the design of multi-structure projects while allowing for compatibility with the overall project.

- O **13.5.11** Encourage new construction, remodels, and additions to existing structures to be sympathetic to form, color, material, style, and scale of surrounding areas and/or structures.

Chapter Six - Land Use

- 13.6.1** Establish a land trust – a team of City officials, business people, and residents – to actively seek to acquire lands for open space and to manage those resources. Also consider teaming with other Land Use Trusts for acquiring lands for open space.
- 13.6.2** Consider having a bond election for funds to purchase open space along key corridors of the city for parks, trails, and buffer yards.
- 13.6.3** Bond or develop other mechanisms to provide for future transportation needs, such as new or improved roads, belt routes and improved access to I-15 on the north end of Provo, possibly through use of a collector-distributor system.
- 13.6.4** Revisit the concept of an “open space” subdivision ordinance, providing set-asides of common open space, to ensure that the integration of open space occurs in a way that is beneficial to the community and provides for long-term maintenance.
- 13.6.5** Re-write the Performance Development Ordinance and define its appropriate role in City development, distinguishing its use from that of the Project Redevelopment Option (PRO). There are legitimate purposes for having performance developments – design continuity, flexibility to deal effectively with difficult development settings, more efficient land use patterns, economy, etc. But there is growing dissatisfaction with some of the features of this ordinance and its results. Some of the things that should be examined for change are:
 1. Simplify the ordinance.
 2. The density bonus provisions should be reduced; that is, the types of features needed to justify a bonus should be more restrictive. Some of the density bonus features used to encourage better design should simply be required of all projects.
 3. The base density should be the number of lots that could be designed on the site within the provisions of the underlying zone. The developer should be required to submit a “lot yield plan” to show how many lots the site would yield under a conventional subdivision. This would be the base density, or number of units allowed, and any bonus granted would be on top of this. This would eliminate the “built in” density bonus for PD projects that would otherwise occur by virtue of the fact that they are not limited by the geometrical constraints of designing lots with street frontage and average lot width.
 4. Evaluate the feasibility and desirability to move all PD zones into PRO zones.
- 13.6.6** Develop an adequate public facilities ordinance which establishes “acceptable levels of service” for such things as roadways, intersections, storm drainage facilities, water lines, water pressure, sewer lines, fire and EMT response times, etc. If a development project is

shown to fall below these accepted levels of service, it would not be approved, or at least it would not be approved until either the developer or the City made improvements calculated to raise service levels to accepted norms.

- 13.6.7** Amend the land development/subdivision ordinance to require all necessary improvements to be constructed before building permits are issued.
- 13.6.8** Establish more definitive hillside development standards, particularly with respect to grading, stabilizing or retaining slopes, debris basins, flooding, and erosion control.
- 13.6.9** Encourage the use of appropriately designed and maintained alleys in new developments so that garages are less prominent from the street.
- 13.6.10** Evaluate the development transition standards ordinance to make certain that there is an appropriate transition between land uses. Discourage future land use districts or zones from locating adjacent to another district where the average daily vehicle trips per acre for the new zone would be double that of the adjoining district (based upon typical base gross densities for the respective zones). Note: This shall not apply to zones bordering agricultural or public facilities zones. Other exceptions may be where a multi-family project, proposed for location along a collector or arterial street, is used as a transition between higher density or non-residential zones and lower-density neighborhood streets.
- 13.6.11** Establish a zone that would encourage the development of high-end, estate-type homes on lands west of I-15.
- 13.6.12** Require off-site road or intersection improvements by the developer, commensurate with the impact imposed by the development.
- 13.6.13** Encourage multi-family development only on collector and arterial streets or in transit-oriented development areas in ways that would not inappropriately encroach upon one-family housing.
- 13.6.14** Permit multi-family housing on the outskirts or "edges" of lower-density residential neighborhoods only where traffic from the multi-family housing can get direct access to a collector or arterial road without going through a lower-density residential district.
- 13.6.15** Establish appropriate boundaries and development standards within the areas surrounding Brigham Young University for transition between high-density residential and one-family detached uses, and between commercial and one-family detached uses, to prevent encroachment of inappropriate development into one-family neighborhoods in the Joaquin, Wasatch and Foothills neighborhoods.
- 13.6.16** Phase out the practice of allowing car dealerships permission to park vehicles in the street rights-of-way and participate with owners to replace parkway landscaping, curbs and

gutters, and sidewalks in these areas where desirable street improvements have deteriorated and/or where landscaped areas have been replaced with pavement.

- 13.6.17** Encourage incentives to attract high density, long-term residential uses to the Central Business District (CBD) and to increase density for student housing south and west of Brigham Young University (BYU).
- 13.6.18** Evaluate land uses, existing zoning, existing street connections, approved local street plans, and future street connections shown on the Major and Local Street Plan Map of the General Plan, to identify potential hindrances to planning and constructing an intermodal station to serve future commuter rail, bus transit, park-and-ride, and/or other major trip reduction systems, and potential hindrances to optimal new development or redevelopment opportunities for surrounding land uses in a manner to successfully support transit use and provide needed enhancement of primary Central Area neighborhoods affected by the intermodal station. Determine where new street plans may be needed and determine whether the City should initiate zone changes on properties in support of intermodal plans. Key neighborhoods anticipated to be affected are East Bay, Franklin South, Franklin, Central Business District, Dixon and Joaquin south-campus redevelopment area.
- 13.6.19** Develop appropriate transit-oriented development regulations and zoning for areas surrounding future bus-rapid transit stops.
- 13.6.20** Establish new zoning districts for the Downtown Planning Area under the policies outlined in the Central Business District Neighborhood, Chapter 6 - Land Use.
- 13.6.21** A feasibility study should be conducted of historic and other aesthetically valuable structures along arterial and collector roads that have been identified for mixed-use and commercial redevelopment to determine costs and viability of their relocation within adjacent neighborhoods as a tool for neighborhood revitalization programs.
- 13.6.22** Freeway-oriented commercial zoning should be initiated for property adjacent to Interstate 15. Planning for the area should identify and implement mechanisms to ensure that frontage properties are developed with adequate street access to the north and south.
- 13.6.23** Center Street, between 500 West and the railroad tracks should be studied and planned to capitalize on the reconstruction of the Interstate 15 Center Street interchange. An analysis of appropriate mixed-use and commercial land uses, densities and other factors should guide the development of any zoning ordinances regulating this area.
- 13.6.24** Continue planning for the intermodal station south of the railroad tracks, and in the area generally located around it to guide future transit-oriented development. These continued planning efforts should also seek to select an appropriate name for the intermodal area that recognizes the past and looks forward to the future.

- 13.6.25** Consider a study that evaluates development of the East Bay Golf Course for retail and consider relocation of an enhanced golf course elsewhere.
- 13.6.26** The Southwest Area has typically been referred to as Provo's west side. This area should develop a more specific and unique name that captures its character and distinctiveness.
- 13.6.27** Additional parks and recreational facilities should be evaluated for the Southwest Area when the Parks and Recreation Master Plan is updated.
- 13.6.28** A master plan should be developed for the Southwest Area.
- 13.6.29** Center Street, between Geneva Road and Interstate-15, should be studied and planned to capitalize on the reconstruction of the Interstate 15 Center Street interchange. An analysis of appropriate mixed-use and commercial land uses, densities and other factors should guide the development of any zoning ordinances regulating this area.

Chapter Seven - Parks, Recreation, and Open Space

Parks and Recreation Appropriations

- 13.7.1** Purchase property for future regional, community and neighborhood parks and trails in appropriate locations, where optimum automobile and pedestrian access exists or can be created.
- 13.7.2** Develop an open space master plan for appropriate locations throughout the city.
- 13.7.3** Pursue grants and other available local, state, federal and private funding for the acquisition and improvement of parks, recreation areas, trails and open spaces.

Open Space Appropriations

- 13.7.4** Encourage agricultural green belt areas in existing and appropriate new locations by use of a development right transfer or by acquisition through a land trust program.
- 13.7.5** Provide measures to require all sensitive land areas to remain open and natural.

Parks and Recreation Development

- 13.7.6** Require all new developments to provide easements and improvements, through the development, as may be necessary to provide and maintain public access to natural amenities, such as the Provo River, Utah Lake, Provo Canyon, Slate Canyon, Rock Canyon, and mountain sides, as well as to provide access to, or continuation of, facilities that enhance use of the natural environment, such as the Bonneville Shoreline Trail and Provo River Parkway system.
- 13.7.7** Charge appropriate and justifiable park impact fees for new residential developments.

- 13.7.8** Formulate and develop city-wide funding sources and strategies to supplement capital appropriations from the general fund to provide park and recreation facilities.

Joint Operations

- 13.7.9** Clarify and establish further agreements between the Provo City School District and the City to utilize school grounds as neighborhood parks and existing school facilities as City recreation areas. (See also, 13.10.27)

Trails

- 13.7.10** Encourage the use of trails and appropriate alternative modes of transportation and recreation by providing paved surface trails and off-street neighborhood connections.
- 13.7.11** Establish and route new urban trail systems throughout the city by connecting existing trails and encouraging new residential development to install or provide public access easements for trails.

Regional Parks

- 13.7.12** Explore the feasibility of creating large indoor and outdoor regional parks and cultural and recreation centers to provide venues for symphonies, concerts, plays, sports events, conventions, and general regional assembly.

Urban Forestry

See Municipal Services and Facilities Element, Energy Department

Chapter Eight - Transportation and Circulation

Regional Planning

- 13.8.1** Work with state, county and local governments and regional transit providers toward the development of a transportation system plan for the entire region.
- 13.8.2** Consider amending zoning districts and regulations to encourage higher-density uses in proximity to major transportation facilities. Discourage high-density development where transportation facilities cannot be developed to provide an acceptable level of service commensurate with the high-density development proposed.
- 13.8.3** Amend zoning regulations to make new development and redevelopment more “user friendly” to bicyclists and pedestrians. Encourage businesses to provide appropriately designed and secure bicycle parking facilities.
- 13.8.4** Ensure that adequate measures are in place to protect the Provo Airport from the encroachment of incompatible development.

Street System

- 13.8.5** Promote “connectivity” in the developing street system by requiring through-streets, versus an emphasis on cul-de-sacs and gated communities, and by adjusting street names as needed to provide continuity when new connections and realignments are accomplished. Included in this should be a renaming of Zephyr to Independence Avenue.
- 13.8.6** Utilize traffic calming measures where deemed appropriate to discourage through-traffic on residential streets, reduce traffic speeds, and enhance neighborhood safety.
- 13.8.7** Continue efforts to enforce speed limits through use of the Speed Maintenance and Radar Trailers (SMART) program and establish Neighborhood Speed Watch programs.
- 13.8.8** Study and take action to improve traffic signal coordination where feasible.
- 13.8.9** Monitor street conditions and plan for the systematic resurfacing of streets, with emphasis on high-volume collector and arterial streets.
- 13.8.10** Consult the Major Streets Plan when developing Capital Improvements Plans and reviewing development applications, to ensure that needed street and traffic signal improvements and adequate public rights-of-way are provided when warranted.
- 13.8.11** Establish schedule to review trip generation studies on periodic basis to determine if Trip Generation Rates in Provo are comparable to national average rates typically used in traffic studies. The survey may also determine the “level of service” citizens expect to receive from the local street system.
- 13.8.12** Commission a study and conduct public hearings to determine if Traffic Impact Fees could be utilized as a means of funding off-site transportation improvements needed to mitigate impacts of existing and new developments.
- 13.8.13** Revisit City access control policies and procedures and evaluate how effective they have been in preserving traffic capacity on arterial and collector streets. Amend access control policies and procedures as needed to improve future traffic flow on major streets.
- 13.8.14** Evaluate street connections needed to break up large undeveloped or under-developed blocks of land south of the railroad switching yard, between University Avenue and 500 West, to determine appropriate street layouts necessary to support the planning and construction of an intermodal station for commuter rail and other transit/ride-share options and to support appropriate redevelopment of the surrounding neighborhoods in a manner that will successfully support transit. Also consider emergency access needs where surface streets may be blocked for long periods of time; solutions may include options such as grade-separation at railroad / street crossings, new street connections not impacted by the railroad tracks, redesign of the University Avenue viaduct, pedestrian overpasses, or others. Require

local street plans that consider these issues when evaluating proposals to rezone land for new development or redevelopment.

Transportation Demand Management

- 13.8.15** Maintain and increase the allocation of resources toward the development of a Transportation Demand Management (TDM) program in Provo that encourages employees to utilize alternative modes of transportation (other than the single-occupant vehicle). Encourage incentives for major employers to participate in rideshare, car pool or other employee trip reduction programs.
- 13.8.16** Conduct a parking utilization study and work with all parties to design a plan to better utilize downtown parking.
- 13.8.17** Work with the Utah Transit Authority (UTA) to enhance the ability of that agency to provide service to as many citizens as possible.
- 13.8.18** Continue to participate in projects to study the feasibility of a commuter rail system connecting major cities along the Wasatch Front and to locate a commuter rail station in Provo.

Bike and Pedestrian Paths

- 13.8.19** Continue implementation of the City bicycle plan. Construct additional bike paths and bike lanes as funding becomes available.
- 13.8.20** Continue implementation of the plan for pedestrian trails. Aggressively seek funding for the installation of proposed trails identified in the General Plan.
- 13.8.21** Evaluate existing and proposed pedestrian and bicycle facilities with the goal of improving safety for users.

Air Transportation

- 13.8.22** Upgrade facilities and market the Provo Airport for commuter airline service.

Chapter Nine - Environment

Air Quality

- 13.9.1** Work with the Utah County Bureau of Air Quality and with the Air Quality Division of the Utah Department of Environmental Quality to develop and implement programs to improve ambient air quality in Provo during all seasons of the year. This includes, but is not limited to: public health education efforts, voluntary winter wood burning curtailment programs, financial incentives for the installation of clean-burning heating appliances, encouragement of alternative modes of transportation to reduce reliance on the automobile and thereby reducing automobile-related emissions, continued efforts to improve traffic

signal timing, and installation of additional bus turnout areas for more efficient transit operation and related reductions in traffic congestion with its increased emissions.

Forests

- 13.9.2** Increase emphasis and efforts to Enforce the Watershed Protection Ordinance to ensure the protection of forests in City watershed areas.

For Urban Forests, see Chapter Ten - Municipal Services and Facilities Element, Energy Department

Soils

- 13.9.3** Work with the Natural Resource Conservation Service (NRCS) to develop educational materials informing the public about the soil properties in the area and the consequences or limitations for development thereon.
- 13.9.4** Require appropriate engineering expertise in development projects on poorly drained and low bearing strength soils in order to properly design projects in relation to soil conditions.

Geologic Hazards

- 13.9.5** Enforce building codes that will protect new construction from seismic hazards.
- 13.9.6** Explore incentives and funding sources for the seismic retrofitting of existing buildings.
- 13.9.7** Enact land use regulations that will limit development in areas subject to rock fall, land slides, and strata expansion.

Flood Control

- 13.9.8** Continue maintaining the levee system and floodway areas free of encroachments to facilitate the discharge of flood flows.
- 13.9.9** Minimize development in flood hazard areas to preserve storage space for flood waters and protect persons and property.
- 13.9.10** Continue participation in the National Flood Insurance Program, in coordination with the Federal Emergency Management Agency (FEMA). Maintain a library of FEMA publications for public use.

Wildlife and Wetlands

- 13.9.11** Work with applicable state and federal agencies to identify and preserve significant wetlands.

- 13.9.12** Consider establishment of a “wetland bank” or other means to mitigate the loss of wetlands with future urbanization.
- 13.9.13** Coordinate with state and federal fish and wildlife officials and adopt land use regulations as necessary to protect land areas frequented by wildlife.

Water Quality

- 13.9.14** Maintain lot coverage/open space ratios for new development that will ensure adequate lands are preserved for water absorption and percolation for groundwater recharge.

Detention basins

- 13.9.15** Acquire, develop and publicize the availability of educational materials reminding the public of the importance of proper disposal of chemicals.
- 13.9.16** Encourage participation in Household Hazardous Waste disposal programs offered by governmental or environmental agencies.
- 13.9.17** Design parking lots to provide for filtration of storm water before discharge.

Solid Waste

- 13.9.18** Recognize and support volunteer efforts to keep Provo City clean.
- 13.9.19** Study a sliding scale solid waste collection fee, based on container size, that encourages recycling and reduces the amount of waste that is land-filled.

Chapter Ten - Municipal Services and Facilities Element

Energy Department

- 13.10.1** Present electrical safety programs in schools, fairs, and community activities. Work with neighborhood committee chairs in presenting electrical safety programs.
- 13.10.2** Annually update the five-year CIP and periodically review the twenty-year plan to anticipate future projects and the need to upgrade existing electrical infrastructure. As load growth warrants, convert the east 46 kV subtransmission lines with associated substations to 138 kV.
- 13.10.3** Standardize street lighting fixtures for the entire city to reduce cost and stock.
- 13.10.4** Incorporate new technology, such as distribution automation, to improve efficiency and reliability and to reduce costs.
- 13.10.5** Coordinate with other City departments concerning current and long-range projects.
- 13.10.6** Use bill inserts and the Internet to provide information to the community concerning programs and services available to the public.

- 13.10.7** Maintain and upgrade SCADA (Supervisory Control and Data Acquisition), GIS (Geographic Information System), CIS (Customer Information System) and Encore (Job tracking software) as new software becomes available.

Urban Forests, Energy Department

- 13.10.8** Maintain and expand forestry efforts in all areas of the city, including efforts to appropriately maintain forest areas located adjacent to and underneath City power lines and to replace aging trees with more appropriate species for these locations.
- 13.10.9** Maintain funding and cultivate volunteers for an active Urban Forestry Program to preserve and enhance the benefits derived from a healthy urban forest.

Fire Department

- 13.10.10** Install 3M's "Opticom" traffic control devices on additional intersections throughout the city to improve response times.
- 13.10.11** Establish a city-wide network of C.E.R.T. trained citizens to be utilized in the event of an emergency.
- 13.10.12** Participate in Provo's Community Action Team (CAT) as it relates to nuisance abatement, fire and life safety hazards.
- 13.10.13** Establish programs to educate the community concerning local, state, and federal ordinances and local enforcement programs.
- 13.10.14** Require developers of projects within Provo to comply with all applicable adopted fire codes.

Library Department

- 13.10.15** Institute programs through the library that educate citizens about various cultures, beliefs, traditions, and heritage.
- 13.10.16** Appoint socially, ethnically, and religiously diverse board members, also varying in age, marital status, and gender.
- 13.10.17** Provide the information on community events data base and the home page on the Internet.
- 13.10.18** Work with design committee on the new library and determine how to enhance facilities and programs.

Police Department

- 13.10.19** Use the Officer Friendly program and establish the DARE program in schools. Meet with parent groups for training and education.
- 13.10.20** Encourage federal disaster preparedness programs to be taught to citizens of Provo.
- 13.10.21** Establish police liaison in each neighborhood, and identify and train volunteers.
- 13.10.22** Introduce the principles of crime prevention through environmental design, and educate the public on the value of making use of those principles within the built environment.
- 13.10.23** Provide timely removal of all graffiti.
- 13.10.24** Staff and fund unit to identify community needs, provide enforcement, and educate owners and landlords.
- 13.10.25** Establish Police substations in areas that require extra presence of law enforcement.

Provo City School District

- 13.10.26** Provo City should meet with the Provo City School District on a regular basis to discuss growth, residency stabilization, and other issues related to developing and maintaining strong and appropriately located schools.
- 13.10.27** Continue the partnership with the Provo City School District and the Parks and Recreation Department in the creation of school and City parks. (See also, 13.7.9)

Public Works Department

Wastewater Division

- 13.10.28** Replace aging sewer collection lines and mains.

Storm Water Services District

- 13.10.29** Continue to implement the Storm Water Capital Improvement Program with design and construction of new storm drain infrastructure.
- 13.10.30** Develop a computerized storm drain system inventory and routine maintenance program.
- 13.10.31** Prepare a Storm Water Management Plan, including minimum control measures and best management practices, to achieve compliance with the NPDES storm water quality regulations.
- 13.10.32** Complete a revised city-wide Storm Water Master Plan and an updated Capital Improvement Program.

- 13.10.33** Complete a Flood Control Study along Provo River through the City.

Water Resources Division

- 13.10.34** Continue to replace aging and undersized transmission and distribution mains as well as individual service lines.
- 13.10.35** Maintain an aggressive program to drill and develop new wells under the City's approved water right applications.
- 13.10.36** Work with the Central Utah Water Conservancy District and other agencies as necessary to ensure adequate capacity to deliver raw water to the district's northern Utah County water treatment facility.
- 13.10.37** Provide adequate redundancy in critical pumping facilities to ensure an uninterrupted water supply to all areas of the community under a variety of circumstances.
- 13.10.38** Continue to rehabilitate and upgrade the water reclamation plant facility to ensure compliance with State and Federal regulations, protection of the environment, and adequate capacity.
- 13.10.39** Continue implementation of a Wastewater Collection System Master Plan to provide adequate capacity and protect against property damage from main line back-ups.
- 13.10.40** Replace and modernize major components of the water and wastewater SCADA (Supervisory Control and Data Acquisition) systems.
- 13.10.41** Maintain aggressive efforts to obtain new water rights as appropriate, to protect existing water rights, and to manage water rights for the most effective beneficial use.

Sanitation Division

- 13.10.42** Improve Provo City's recycling program beyond the yard waste program to include a drop-off recycling center, curbside recycling program, or combination of both drop-off and curbside recycling programs for metals, cardboard, plastics, newspaper, and other waste products, with recycling benefits to reduce landfill requirements and save energy.

Chapter Eleven - Rehabilitation, Redevelopment and Conservation

Neighborhood Conservation

- 13.11.1** Encourage the formation of National Register Historic Districts where appropriate. Assist private individuals to identify historic homes and buildings in order to allow them to take advantage of tax credits available for housing rehabilitation in these areas.
- 13.11.2** Target areas of historic significance and other areas appropriate for neighborhood conservation for infrastructure upgrades, such as street lighting and sidewalks, to further encourage and supplement housing rehabilitation efforts in these areas.

- 13.11.3** Offer incentives, such as low interest loans, for property owners to repair deteriorated sidewalks.

Historic Preservation

- 13.11.4** Consider revising the Landmarks Preservation Ordinance to strengthen the City's ability to prevent the destruction of Provo's unique historic resources.
- 13.11.5** Educate the community regarding the social and economic benefits of historic preservation.
- 13.11.6** Preserve the character of existing historic districts and seek to establish new districts in areas where a concentration of eligible buildings remain.
- 13.11.7** Work with the State Historic Preservation Office, the Utah Heritage Foundation, and the National Trust for Historic Preservation to identify funding sources and programs to support preservation efforts.
- 13.11.8** Recognize and reward the efforts of those who provide leadership in preserving community heritage.

Redevelopment

- 13.11.9** Maintain and enhance the position of the Central Business District (CBD) as the business, retail, government, entertainment, and conference center for the City. Do so through promotion and marketing, economic restructuring, management and organizational strength, provision of adequate parking, and continuing efforts to enhance the appearance of the core area.
- 13.11.10** Promote efficient utilization of building space by encouraging a mix of uses in the Central Business District (CBD), including retail, office, service, and high density residential occupancies.
- 13.11.11** Continue efforts to assist existing businesses in the South University Avenue redevelopment area and encourage design improvements.
- 13.11.12** Update the community development plan on a routine basis, utilizing a community involvement process, to ensure that Community Development Block Grants are channeled to projects which meet the objectives of the CDBG program.
- 13.11.13** Establish new zoning districts for the Downtown Planning Area under the policies outlined in the Central Business District Neighborhood, Chapter 6 - Land Use.

Chapter Twelve - Economic Development

- 13.12.1** Explore regulatory and financial incentives to encourage new businesses to locate in Provo and to encourage established businesses to expand.
- 13.12.2** Develop new business park sites to support and enhance the Provo Airport and to add a new, mixed-use and technology park on the former site of the Ironton industrial development to encourage new business growth and job formation.
- 13.12.3** Work with the Provo Downtown Alliance organization to maintain the Central Business District (CBD) as a vibrant center of business, financial, residential, government, retail, service, and cultural activities in Provo.
- 13.12.4** Facilitate a dialogue between local businesses and City government so that business and government needs and concerns can be addressed in a timely manner.
- 13.12.5** Utilize redevelopment programs and incentives to encourage the revitalization of blighted commercial and industrial areas.
- 13.12.6** Study the feasibility of improved access between I-15 and the north end of Provo. The preferred option for access is a collector-distributor system along the I-15 right-of-way, between Center Street in Provo and University Parkway in Orem.
- 13.12.7** Collect, maintain, and regularly evaluate a sales and property tax data base, showing tax generation by commercial locations.
- 13.12.8** Encourage the development of the downtown area into a mixed-use development pattern to include housing, office, support commercial services, retail, arts, and entertainment.
- 13.12.9** Provide support and assistance to businesses locating in or around the Provo Towne Centre Mall to encourage the vitality of this regional shopping mall and to revitalize the surrounding commercial area.

Completed or Obsolete Implementation Measures

The following lists include implementation measures that were identified in the 1997 General Plan. The City has determined that it is worthwhile to retain these as a record of progress in implementing the City's General Plan and to note significant changes in policy that may have occurred. A check mark next to the box for an implementation measure indicates that the implementation measure has been completed. The letter X next to a box indicates that the implementation measure has been deleted from the City's policies for the General Plan, either because the change is no longer necessary or because the City has changed direction in policy.

These measures have retained their numbers from earlier versions of the Plan or subsequent draft update as further amended, as they are no longer part of the Implementation Measures list adopted as part of the Comprehensive Update to the General Plan in November, 2004, and the numbering is no longer relevant.

Chapter One - Introduction

No measures to record.

Chapter Two - Administration

Amendment Process

- ✓ **13.2.1** Revise application forms and procedures to accommodate the semi-annual processing of General Plan amendment requests.
- ✓ **13.2.2** Discuss ways to build flexibility into the semi-annual amendment process to facilitate review of defined special cases where “fast track” processing is necessary.
- ✓ **13.2.3** Develop the framework for conducting an annual self-evaluation to enable the Planning Commission and Municipal Council to judge how well the City is adhering to General Plan guidelines.

Comprehensive Update

- ✓ **13.2.4** Budget staff resources to provide adequate time for a comprehensive update of the General Plan every five years. The plan update shall be considered concurrently with the City’s capital improvements budget.

Planning and Zoning Hearings

- X **13.2.7** Implement the separation of legislative decisions (such as zoning map amendments) from administrative decisions (such as conditional uses or subdivisions). This may necessitate re-visiting the lists of outright permitted and conditionally permitted uses in all zones. It also may involve the establishment of a “Limited Use Overlay Zone” to further limit allowed uses or intensity of uses to address special circumstances.

Chapter Three - Population

No measures to record.

Chapter Four - Housing

Neighborhood Preservation

- X **13.4.1** Amend the zoning map to provide areas for multi-family housing to serve as a buffer or transitional use between non-residential areas and low density residential areas.
- ✓ **13.4.3** Initiate public hearings to consider the “down-zoning” of lands near the central city to encourage owner occupancy and preservation of established neighborhoods.

- ✓ **13.4.4** Enable the development of accessory apartments in selected areas to promote owner occupancy, provide needed housing units and maintain an owner maintenance presence on the property.

Affordable or Moderate Income Housing

- X **13.4.7** Encourage the development, in selected areas, of housing types that cost less per square foot to construct (i.e., manufactured and modular homes).
- ✓ **13.4.8** Amend zoning regulations to encourage appropriately designed cluster development patterns that conserve land and require less linear footage of infrastructure where open space areas of value to the homeowners or other city residents can be well designed, can preserve areas of natural beauty and topography, can be integrated into the overall design of the development, and has financial resources dedicated maintain the open space for long-term benefit.
- ✓ **13.4.9** Consider a program to offer incentives (such as permit and/or fee discounts, loans or other means of support) to projects that utilize Low Income Housing Tax Credits or other programs that will ensure new housing units are made available to low and moderate income citizens.

Chapter Five - Urban Design

Landscaping

- ✓ **13.5.1** Establish specific landscape requirements in all commercial zones, including parking lot landscaping.
- ✓ **13.5.2** Establish specific zoning guidelines relating to screening parking lots from the public view.
- ✓ **13.5.3** Establish general zoning guidelines to require landscaping to correlate with the proposed architecture.
- ✓ **13.5.4** Develop a sliding scale requirement for building height and required front yard landscaping.

Chapter Six - Urban Growth and Land Use

- ✓ **13.6.17** Down-zone all LDR1 areas in the Central Council Area to the R1.6A (One-Family Residential, Accessory Apartment Overlay) or RC (Residential Conservation) zone to preserve one-family residences in appropriate areas.
- ✓ **13.6.21** Establish the policy, procedures, and funding for the preparation and adoption of Specific Development Plans, as outlined in Chapter 6 - Land Use.

Chapter Seven - Parks, Recreation, and Open Space

Parks and Recreation Development

- ✓ **13.7.6** Require larger, medium and higher density residential developments to create functional private and public open green spaces and recreation areas to service the needs of the individuals who occupy these developments.

Chapter Eight - Transportation and Circulation

Street System

- 13.8.11** Conduct a survey to determine if Trip Generation Rates in Provo are comparable to national average rates typically used in traffic studies. The survey may also determine what “level of service” citizens expect to receive from the local street system. *Amended in adopted measure 13.8.11 to establish schedule for review on a periodic basis.*

Transportation Demand Management

- ✓ **13.8.17** Continue to participate in projects to locate an improved Amtrak station in the Provo area.
- ✓ **13.8.19** Initiate a new or updated environmental assessment (EA) for Federal Transit Administration (FTA) approval in support of qualifying for federal funding participation in property acquisition, engineering/design and construction of the intermodal station and support facilities to the extent permissible. Continue to participate with the Utah Department of Transportation on a transit-friendly alternative for improvement of Interstate 15 through Utah County that will support efforts to construct an intermodal station in Provo.

Chapter Nine - Environment

Wildlife and Wetlands

- ✓ **13.9.13** Evaluate and enforce land use regulations that call for the preservation of existing desirable vegetation in developing areas.

Solid Waste

- ✓ **13.9.20** Consider modification of solid waste and nuisance enforcement procedures to increase compliance by involving the Police Department in violation follow-up and issuance of citations.

Chapter Ten - Municipal Services and Facilities Element

Energy Department

- X **13.10.3** Upgrade existing electrical services as maintenance and budget permits. Continue maintenance program. Construct a secondary substation on the west side to service the growing population.
- ✓ **13.10.4** Incorporate new technology to improve efficiency and to reduce costs. When economically feasible, place all new distribution laterals and services underground in conduit. Review and periodically update both the five-year and twenty-year capital improvement and strategic plans.

- 13.10.4** Encourage proactive commercial and industrial contracting.
- 13.10.6** Make use of the Internet web site.
- 13.10.7** Extension of circuit #11-1 to the west side as a second distribution feed to the airport. Acquisition of substation property and procurement and installation of equipment for a southwest/airport substation. Procurement and installation of a new substation for either the southeast or northwest sections of the city dependent upon growth and load requirements. Procurement and installation of a new 138Kv to 44 Kv transmission substation to supply additional transmission capacity to the southeast and southwest sections of the city. Transmission and distribution line upgrade and improvement. Existing SCADA (computer monitoring and control of substations) should be expanded to include new substation installations. *This measure was replaced with revised language and separated into distinct measures in the adopted plan.*

Fire Department

- 13.10.15** Bring Dispatch Center up to seismic standards.
- 13.10.16** Install a computer system that provides area wide voice communication with all units, dispatch, and stations, with portable computer information links to response vehicles for dispatch data, incident reporting, global positioning and automatic statistical generation.

Police Department

- 13.10.19** Establish police officer stewardship in each neighborhood to introduce and establish programs. *Added similar goals for neighborhood liaison and volunteer training.*

Chapter Eleven - Rehabilitation, Redevelopment and Conservation

Neighborhood Conservation

- 13.11.1** Down-zone lands to increase home ownership rates, stabilize property values, improve neighborhood cohesiveness, and foster pride of ownership with property maintenance. Preserve existing family neighborhoods.

Redevelopment

- 13.11.12** Continue support of the efforts to redevelop the Academy Square area on North University Avenue.

Chapter Twelve - Economic Development

- 13.12.7** Encourage the retention of auto dealerships in Provo.
- 13.12.8** Continue efforts that will lead to the environmental clean-up of the Ironton site and develop a master plan for the creation of a business park in the area. *Replaced with new language more in line with updated goals.*

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