



**Planning Commission Hearing
Staff Report
Hearing Date: 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

<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 Applications(s): PLOTA20190007</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.</i></p> <p>3. Deny the requested Project Plan. <i>This action <u>would not be consistent with the recommendations of the Staff Report. The Planning Commission should <u>state new findings.</u></u></i></p>	<p>Current Legal Use: The area as a mixture of commercial properties, residential properties and vacant parcels.</p> <p>Relevant History: The Downtown Master Plan was adopted on February 17, 2015.</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"> • Promotion of various types of transportation from key areas of the city. • The proposed text amendment will allow for the development of the 100 West corridor to be pedestrian focused. <p>Staff Recommendation: Staff suggests that the Planning Commission recommend to the Municipal Council approval of the requested General Plan Map Amendment with the following conditions:</p> <ol style="list-style-type: none"> 1. That all CRC comments are satisfied; 2. When development occurs along the corridor that there will be restrictions on access to 100 West from parcels.
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OVERVIEW

The subject area that this proposed amendment will apply along on the 100 West corridor is from 100 South to 600 South. This amendment is to further the goals and objectives of the Downtown Master Plan (DMP). The DMP was adopted February 17, 2015. The DMP promotes the 100 West corridor between 100 South and 600 South as a pedestrian corridor. This pedestrian corridor is crucial to connecting the Provo Station to the Downtown area. Due to recent interest in development along this corridor, staff sees a need to amend the DMP and Provo Downtown Streetscape Standards to reflect the new growth and alter items within the documents that need adjustment. The DMP emphasizes that that additional streets in downtown could support elements of Complete Streets.

The 100 West corridor has had little to public infrastructure improvement upon the roadway in recent years. As development will occur in the near future, staff would like to create a pedestrian corridor that attracts activity and life. Staff has met with members of Public Works, Engineering, Redevelopment, and Economic Development departments to discuss this corridor. Revisions were made to the original cross section, however, agreement between departments was made upon the cross section decided upon. This cross section may be located at the end of report (Attachment 3). The primary elements from the cross section include a sidewalk of 12 feet 6 inches on the east side of the street, back-in 45 degree parking along the east side of the street, bike lanes in each direction, vehicle lanes and no parking on the west side of the street. Staff has identified that back-in 45 degree parking is safer for not only bicyclist, but for pedestrians when loading and unloading the vehicle.

The corridor has linear limitations upon it as it terminates at 100 South and 600 South. Thus the corridor has less thru traffic which creates a quieter and more enjoyable atmosphere for pedestrians and bicyclists. Since there is a reduction in vehicle traffic along the corridor, staff sees the back-in 45 degree parking to enhance the safety of the corridor. Staff has identified that a signaled pedestrian and-or bicycle crossing across 300 South is crucial to executing the connectivity of the corridor, if not a full signaled four-way intersection.

Along the 100 West corridor the General Plan Land Use Map designates parts of the corridor as Downtown (D) and as Transportation Oriented Development (TOD).

Key Policies from the Downtown Master Plan relating to the 100 West Corridor:

- 1. 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.*
- 2. Neighborhood streets should prioritize pedestrians, bicyclists, and safety.*
- 3. Safety and maintenance should be emphasized for all users. By providing adequate*

lighting and visibility, as well as buffering from automobile conflicts, safety is improved. Existing street amenities should be well maintained, and future improvements should have a maintenance plan to ensure proper upkeep.

4. Equal prioritization should be given to walking, bicycling, and transit in future street design.

FINDINGS OF FACT

1. The Downtown Master Plan was adopted February 17, 2015.
2. Surrounding land uses along the 100 West corridor as identified on the General Plan Map designations include: D and TOD.
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

ANALYSIS

Section 14.02.020(1) of the Provo City Code states the following regarding amendments to the Planning and Zoning Title and to the General Plan:

“Amendments shall not be made . . . except to promote more fully the objectives and purposes of this Title and the Provo City General Plan or to correct manifest errors.”

Additionally, guidelines for consideration of an amendment are set forth in Section 14.02.020(2) of the Code and are listed below. Staff analysis is provided after the individual guidelines in **bold**.

(a) Public purpose for the amendment in question.

The Downtown Master Plan designated 100 West as a future pedestrian corridor. The proposed design details will encourage a pedestrian-centered corridor to be developed in an area prime for redevelopment and reinvestment.

(b) Confirmation that the public purpose is best served by the amendment in question.

The public purpose is served by the proposed text amendment for 100 West because it will facilitate the addition of an enhanced pedestrian corridor into the heart of the City and provide additional transportation types in an area primarily composed of vehicle traffic.

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

As noted above, the proposed text amendment does help to implement the overall goal of connectivity for all modes of transportation throughout the City from the General Plan. Additionally, the General Plan items specific to the 100 West corridor to consider include the following:

1. 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.

The proposed text amendment does not conflict with the goal to create pedestrian-friendly streets. The proposed text amendment helps execute the General Plan goals.

2. 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.

The proposed text amendment helps facilitate the pedestrian centered corridor from the Provo Station to Downtown. The text amendment creates a larger walkway with focused on the pedestrian and bike lanes on the roadway to allow for other routes to Downtown or the Provo Station that are more pleasant and has minimal vehicular traffic.

3. 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.

The proposed text amendment has executed this goal as various members from departments within the City have added input in the design of the corridor and modified the current street standards. The street that has been design provides pedestrian, bicycle and vehicular activity along the corridor.

(d) Consistency of the proposed amendment with the General Plan's "timing and sequencing" provisions on changes of use, insofar as they are articulated.

The proposed text amendment should not negatively affect the "timing and sequencing" of any General Plan provision.

(e) Potential of the proposed amendment to hinder or obstruct attainment of the General Plan's articulated policies.

It seems unlikely that the proposed text amendment would hinder or obstruct attainment of the articulated policies because it is fulfilling the goals from the General Plan to create pedestrian-friendly streets, create direct routes between key areas and promote complete street design in the City.

(f) Adverse impacts on adjacent land owners.

Land owners on the adjacent west side of 100 West would be impacted

because parking will be eliminated along that side of the street. However, on-street parking will be along the east side of the street. There will be potentially twenty-five to thirty parking stalls on the east side of the street in each block face. Although there will be a learning curve for using 45-degree back-in parking, however, this will be safer for bicyclists and for loading/unloading the vehicle.

(g) Verification of correctness in the original zoning or General Plan for the area in question.

The General Plan designations of Downtown and Transportation Oriented Development are fit the parcels of land along the 100 West corridor.

(h) In cases where a conflict arises between the General Plan Map and General Plan Policies, precedence shall be given to the Plan Policies.

No such conflict is anticipated as a result of the proposed map amendment.

RECOMMENDATION

Based on the Findings of Fact and Analysis, staff suggests that the Planning Commission recommend to the Municipal Council approval of the requested General Plan text amendment with the following conditions:

1. That all CRC comments are satisfied.
2. When development occurs along the corridor that there will be restrictions on access to 100 West from parcels.

ATTACHMENTS

1. Proposed Ordinance Text
2. Proposed Illustrative Street Section (Looking North)
3. Proposed Illustrative Schematic Street Section(Looking North)

Attachment 1 –Proposed Ordinance Text

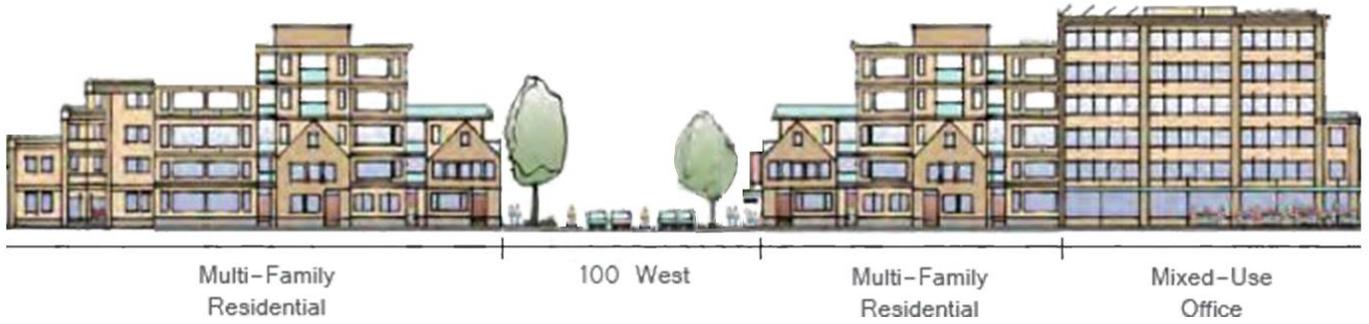
100 WEST

The closure of 100 West between ~~400 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.~~

Attachment 2 – Proposed Illustrative Street Section (Looking North)



Attachment 3 – Proposed Illustrative Schematic Street Section (Looking North)

